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JANUARY 2022 NO. 316

The Caribbean's Monthly Look at Sea & Shore

ARC+ 2021



ARTHUR DANIEL / WORLD CRUISING CLUB

Story on page 16

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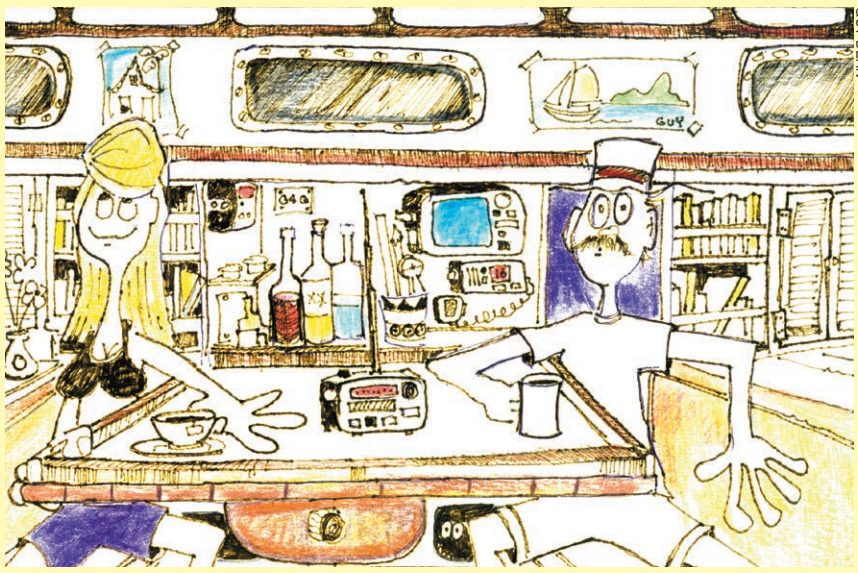
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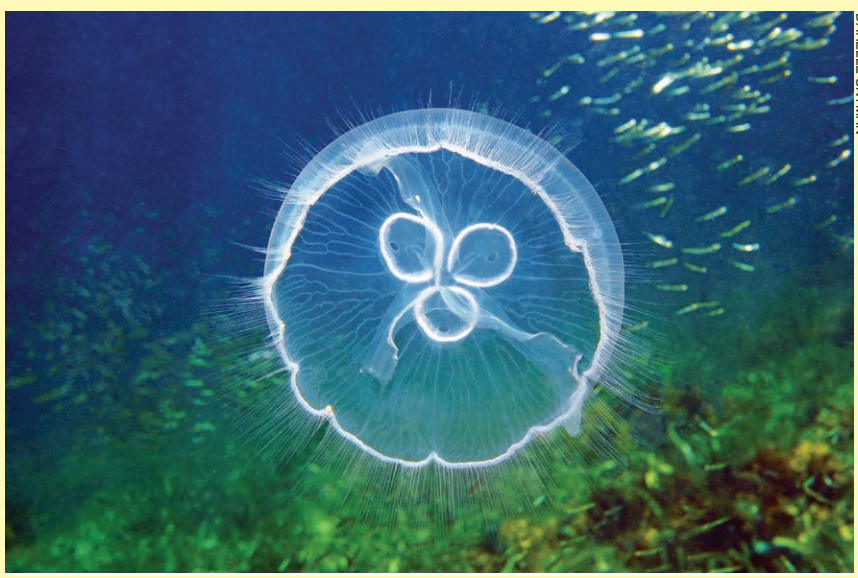
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The Caribbean's Monthly Look at Sea & Shore
JANUARY 2022 • ISSUE 316


GUY DEAN

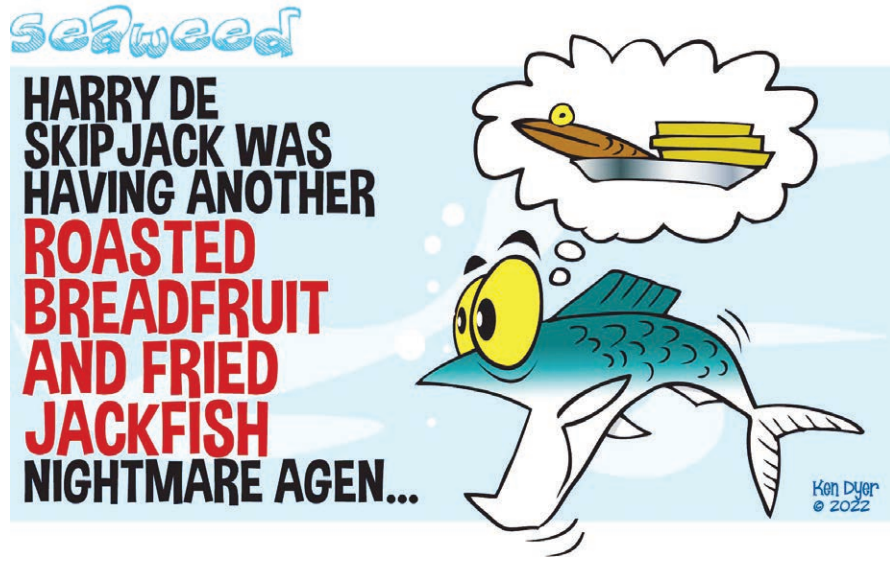
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KEN DYER

ON THE COVER:
The three-generation family crew of the Najad 490 *Albicilla* won first place in Cruising Class C in the ARC+ 2021. Coverage of ARC+ 2021 on page 16.
PHOTO BY ARTHUR DANIEL

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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.



Wishing a very Happy New Year to all of our readers around the Caribbean and around the world!
— The Compass Crew

CARIBBEAN COMPASS

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Info & Updates

New Rules

ANTIGUA

Effective December 15th, all visitors arriving in Antigua & Barbuda are required to be fully vaccinated and also have a negative PCR test or a negative rapid antigen test no more than four days old. Established Covid-19 protocols will still be in effect.

If you require a Covid test to enter your next port, Sir Lester Bird Medical Centre advised to commence the application for testing at least seven days prior to departure date to facilitate an appointment for swabbing.

See updates at https://visitantiguabarbuda.com/travel-advisory



CHRIS DOYLE

Nelson's Dockyard, English Harbour, Antigua. Arrive in Antigua with evidence of full vaccination.

Getting a US Zarpe

Joan Conover reports: Most Caribbean nations require arriving yachts to present an exit document (often called a zarpe) from the previous port of call. However, US-flagged yachts aren't customarily given exit documents when leaving US waters, and this has created problems for them when attempting to clear in at some Caribbean landfalls.

US-flagged yachts needing an outbound clearance document should complete the US Customs & Border Protection form number 1300 (www.cbp.gov/document/forms/form-1300-vessel-entrance-or-clearance-statement). Call the nearest CBP office for an appointment to get the form stamped, and bring your vessel's documentation and US$19 in cash (sometimes the fee is waived). Ask for a "courtesy clearance."

Some cruisers have encountered confusion among US Customs officers when requesting a stamp on this form as it is typically used for commercial vessels. There is not a dedicated form for non-commercial vessels, and not all CBP offices are familiar with form 1300's use for pleasure yachts. Call your local CBP office and enquire before traveling to get your form stamped. Some cruisers have reported using a notary to sign and stamp the form, and say this works very well.

While the US does not require US-flagged yachts to obtain outbound clearance papers, they are required for non-US vessels leaving US waters.

New President for the Cruising Association

Derek Lumb has been elected as President of the Cruising Association. A member since 2008 and an active volunteer, Derek steps up to the presidency from his role as council member (2013-2017) and vice-president (2018-2021).

The Cruising Association (CA) celebrated its 110th anniversary in 2018. Founded in 1908 specifically to meet the needs of cruising sailors, the CA has been a home to many of the great names in sailing including Sir Robin Knox-Johnston. Supporters include Tom Cunliffe, Jeanne Socrates and Don Street. It is a non-profit mutually supportive association and is acknowledged as the leading organization for cruising sailors and motor cruisers, with over 6,300 members around the world.

The CA provides services, information, help and advice to sailors worldwide.

Visit www.theca.org.uk for more information.

New President for the SSCA

The Seven Seas Cruising Association (SSCA) has elected its officers for 2022. President Joan Conover, Vice President Tom Cordero and Treasurer Don Gillings will be supported by interim secretary Skip Gundlach.

Joan is an experienced Caribbean cruiser and frequent contributor to *Caribbean Compass*. Tom, who divides his time between Florida, the Virgin Islands and Puerto Rico, is author of a Puerto Rico cruising guide.

The Seven Seas Cruising Association is the oldest and largest worldwide organization supporting the liveaboard cruising lifestyle. Founded in 1952 by six liveaboard couples in California and now with members worldwide, today's SSCA remains true to the traditions of its original members — sharing cruising information, fostering camaraderie, and leaving a clean wake. Anyone with an interest in cruising is welcome to join SSCA.

Visit www.ssca.org for more information.



EIGHT BELLS

Sir James Fitz-Allen "Son" Mitchell

May 15th, 1931 - November 23rd, 2021

by Sally Erdle

While living aboard our boat in the early '80s we were anchored in Admiralty Bay, Bequia. One afternoon as we sat in the cockpit a wet, smiling, bearded man in colorful swim shorts sailed his windsurfer smartly alongside to say hello. Tom and I invited him aboard for tea and we had a wonderful chat. The man was James Mitchell, Prime Minister of St. Vincent & the Grenadines, known locally as Son.

As well as windsurfing, Son enjoyed sailing yachts. At different times he co-owned the Dickerson 36 *Sapphire* with St. Lucia's Prime Minister John Compton, and owned the CSY 44 *Pelangi*. Son and a small handful of friends formed the Bequia Sailing Club in 1982 and founded the Bequia Easter Regatta. He insisted that the club be named Sailing Club, not Yacht Club, so everyone would be included. He said, "We race the yachts like others do, but we race the local boats like no one else can!"

Time passed, and when the opportunity came for Tom and me to start *Caribbean Compass* magazine, Son was the first we asked for advice: "Will the idea work?" "Yes," he said with a chuckle, "as long as advertisers will pay you!" They did, and do, and Son became a frequent letter-writer and an honored guest and speaker at the annual *Compass* Writers' Brunches for many years.

But our experience was only a small facet of the man.

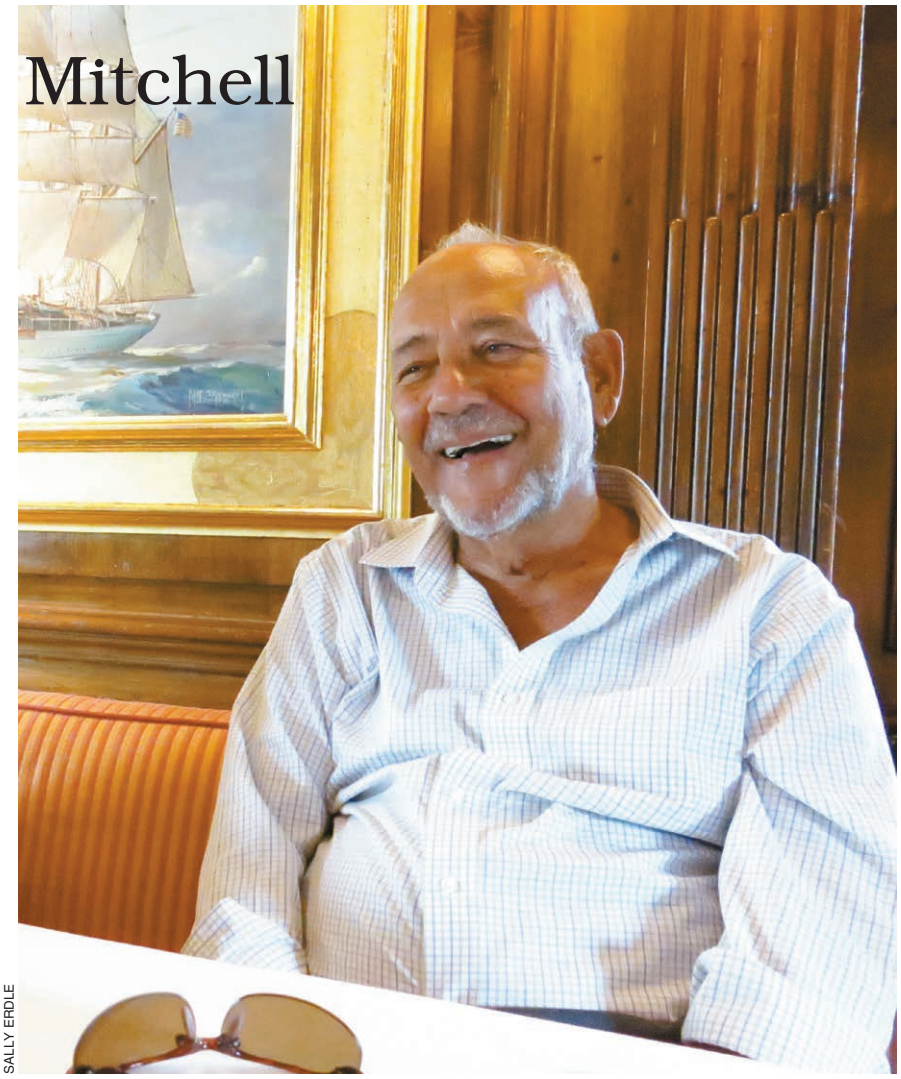
Sir James was first elected to the Parliament of St. Vincent & the Grenadines in 1966, in a period when West Indians began to assert their right to sovereignty. As premier from 1972 to 1974, and prime minister from 1984 to 2000, Sir James was an integral part of the regional leadership that shaped the Caribbean we know today. In recognition of his outstanding service to the people of St. Vincent & the Grenadines, a member nation of the Commonwealth, Queen Elizabeth II knighted Sir James in 1995.

Prime Minister Mia Mottley of Barbados recently said, "Even though it has been more than two decades since Sir James contested his last election, he remained a towering figure in the affairs of the Eastern and Southern Caribbean. I have always been fascinated by his ever-present charm and wit, qualities that were equaled only by his knack for storytelling. We shared a passion for the Caribbean Sea and together recognized that with the right vision it was more of a cord that bound us together than a gulf that separated us."

Sir James was a leader in recognizing the importance of yacht tourism. Under his administration, SVG was the first Eastern Caribbean country to replace the cumbersome old, multi-page ship-clearance Customs forms (including a "de-ratting certificate"!) and different Immigration forms with a simple single-page clearance form for yachts. This facilitated yacht tourism immensely and, seeing its effect, other island nations quickly adopted the concept — a boon to regional yachting.

Cruising guide author Chris Doyle writes, "He was one of a handful of politicians who came from a nautical background, and so took yachting seriously.

—Continued on next page



SALLY ERDLE

Sir James aboard the Sea Cloud *in Bequia, 2015.*



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—Continued from previous page

His hotel, the Frangipani, had once been the family home and the boathouse for the family's 140-foot schooner *Gloria Colita*, which had been built on the beach right outside.

"Some decades ago he was upset that yachtspeople were complaining about the EC$40 per yacht entrance fee. He asked some of us in the yachting community what



WILFRED DEDERER (2)

Sir James at the annual Compass *Writers' Brunch in 2009, with, left to right, poet Nan Hatch, book reviewer Bob Berlinghof, writers Neils and Ruth Lund, Morris Nicholson, subject of Richard Dey's* Adventures in the Trade Wind, *and artist Julie Lea.*

he should do. His country needed the funds but he did not want yachting visitors to be unhappy. We suggested that since there was an average of about four people on a yacht, he charge a $10 entry fee per person instead; it seemed less and would be considered fairer. The notable thing was that he came and asked people in this sector for advice; that does not happen often. The per-person fee still stands, although it has gone up, and is generally considered fairer than basing fees on a boat's tonnage or length.

"When we from the yachting industry talked to him, he always listened and tried to move things forward."

Chris adds, "The whole Caribbean, and the yachting community in particular, owe Son a huge debt of gratitude for creating the Tobago Cays Marine Park. Prior to that, the Tobago Cays were privately owned by an absentee owner, and had devolved into a free-for-all fishing camp. Son realized the importance of keeping this stunning island group pristine, negotiated a sale with the owners, and the marine park was established. For him it was a very courageous move, as the fishermen were among his most faithful adherents and taking them out of the park did not make him popular." On Son's watch the importation of jet-skis into SVG was banned, a move applauded by yachtspeople.

Writer Richard Dey recalls, "His early writing — and especially the seminal 'To Hell with Paradise' speech — profoundly impacted my intellectual understanding of the islands, and his enthusiasm for my own writing, both as a journalist and poet, and his friendship on shore and on the water meant the world to me. He personified interracial harmony and his Frangipani Hotel was and remains the quintessential place for the intermingling of people of every stripe from around the world. I will leave his political contribution to his country for others to remark, but certainly he played a major role in transforming it from a colonial backwater into a modern mini-state, and upholding democracy. It was a privilege to witness this change and an honor to know a man who championed it, not least on his home soil. Few are the people who make a lasting mark (not without controversy, of course), but Son was one of them, a leader of us all."

In the 1972 speech Richard mentions, Son declared, "The tourist dollar alone, unrestricted, is not worth the devastation of my people. A country where the people have lost their soul is no longer a country — and not worth visiting… One myth that needs to be exploded is the idea of the Caribbean paradise. There is no paradise, only different ways of life… [St. Vincent will concentrate on small numbers of tourists] whose idea of holiday is not heaven but participation in a different experience."

More recently, Sir James was tireless in his advocacy for vaccination against Covid-19. In a radio interview he made this plea: "…as a person who has spent a lot of time — 50 years of my life — helping and looking after the people of St. Vincent, if you think you owe me one, the one thing that I say that Vincentians owe me is to get vaccinated. Please, go and get vaccinated."

Sir James was also, up to the time of his passing, a member of the InterAction Council of Former Heads of State & Government, an independent non-profit organization that brings together former world leaders to mobilize their experience and international contacts in an effort to develop recommendations and foster co-operation and positive action around the world.

Sir James was a prolific writer, whose works include *Reaching for the Future* (1991), *Guiding Change in the Islands* (1996), *A Season of Light* (2001), and the autobiography *Beyond the Islands* (2006). He had sent his newest book to the publisher just before his death.

Predeceased by his wife, Pat, he is survived by daughters Sabrina, Gretel, Louise and Gabija, several grandchildren and many other relatives and friends.

He will be missed but his legacy remains.



Sir James at the annual Compass *Writers' Brunch in 2011.*








NASA

SELECTED ON-LINE WEATHER SOURCES

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

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

The technology used to disseminate weather forecasts is continually evolving. 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. The beat goes on.

Although SSB radio is still indispensable (see schedule of weather reports on page 9), today, with WiFi so widely available in the Caribbean, increasing numbers of sailors get their weather information from online sources. SSB or SatPhone weather is still important when offshore, out of WiFi range.

Here we present a selection of on-line sources that various Caribbean cruisers have recommended (tested PC and Android tablet compatible).

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

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#
New feature now available on FaceBook
https://m.facebook.com/BarbadosMeteorologicalService
• Martinique Weather Radar (French):
www.meteofrance.gp/previsions-meteo-antilles-guyane/animation/radar/antilles
• Panama Weather (Spanish; requires Adobe Flash Player and is not Android compatible): www.hidromet.com.pa/index.php
• Trinidad & Tobago Weather Radar: www.metoffice.gov.tt/Radar_Imagery
• US National Weather Service (for USVI and Puerto Rico):
www.weather.gov/sju/marine
US National Weather Service for USVI:
https://bit.ly/31Hjp2r

General Weather Websites

• NOAA National Weather Service - Caribbean
www.weather.gov/marine/offnt3cmz
• Mike's Weather Page: www.spaghettimodels.com
• Worldwide cyclone and hurricane tracker by Hayley: www.cyclocane.com
• WINDFinder: www.windfinder.com
• On Board On Line: www.onboardonline.com/weathertools
• PassageWeather: www.passageweather.com
(provides seven-day wind, wave and weather forecasts)
• Weather Underground: www.wunderground.com/hurricane
General weather discussion on Wunderground Cat 6. Lead authors are Dr. Jeff Masters, who flew NOAA Hurricane Hunters 1986-1990, and meteorologist Bob Henson, @bhensonweather
www.wunderground.com/cat6
• www.windyty.com (shows wind speed and direction for 14 days in about three-hour increments)
• Ventusky (same look as Windyty, 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 for your area): http://mwxc.com
• Atlantic severe storm prediction (paid subscription): https://stormpulse.com

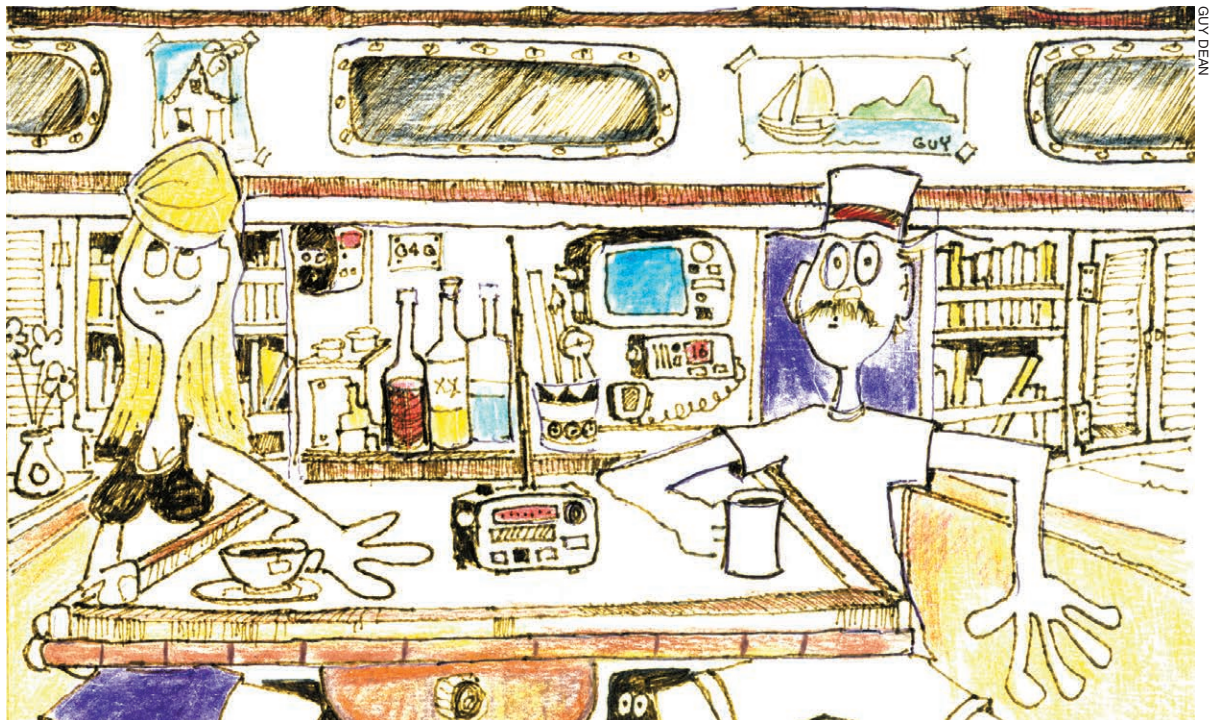
Hurricane Information Websites

• 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!

** The "red sky" adage only holds true in the mid-latitudes, where westerly winds prevail. In Caribbean, our eastern tradewinds prevail. Enjoy the sunset anyway!*



GUY DEAN

Selected Caribbean Shortwave Weather Reports Winter 2022

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	
1300	0900	Transatlantic Cruisers Net (SSCA)	12400	USB (Note 3)	
1300	0900	Central American Breakfast Club	7083	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 & 8167	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.

• The Maritime Mobile Service Net is operational every day from 1200 AST (1600 GMT) until 2100 AST (0100 GMT) on 14300 USB in the 20-meter Ham band. The network also operates on the alternate frequency of 14313 USB should the primary frequency be inoperable.

NOTE: In an emergency they will answer and assist ANY vessel in need, not just Amateur Radio operators! In a DISTRESS situation, anyone may operate on any frequency.

This SSB network regularly repeats high seas and tropical weather warnings and bulletins from the National Weather Service and the National Hurricane Center.

• 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)

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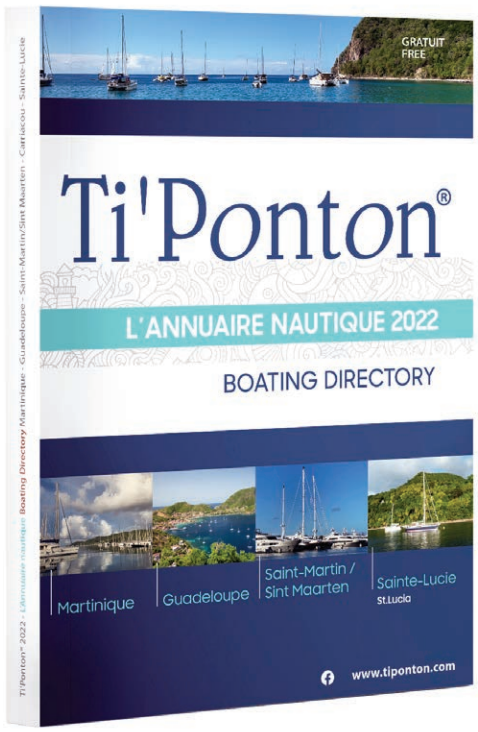
Offshore Passage Opportunities

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BUSINESS BRIEFS

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Ti'Ponton is a free publication and can be picked up all year round in Martinique, Guadeloupe and St. Maarten / St. Martin.

SSCA Partners with _Ocean Navigator_

The Seven Seas Cruising Association (SSCA) has announced its collaboration with *Ocean Navigator*. *Ocean Navigator* is a magazine for voyagers, both under power and sail, who want to know more about their boats, their gear, and the techniques to make them better mariners.

According to publisher Dave Abrams, "SSCA members are at the center of our target audience: serious cruisers who are out exploring the world by boat. We are delighted to partner with SSCA to help them expand awareness of their organization and have them help us expand the readership of our publication. It's a big win for both organizations and our respective audiences."

SSCA Commodore Kingsley Ross added, "With this partnership, SSCA members will receive monthly *Ocean Navigator* magazines, delivered electronically via their SSCA subscription. Both organizations will also be able to share information and events of interest with each other's members. *Ocean Navigator's* research into technical topics and equipment and its focus on voyage safety complement the various programs of SSCA, such as Clean Wake, and keep cruisers around the world informed and connected. We believe this collaboration, for vessels crossing oceans or making coastwise passages, will be of real benefit to all. We look forward to a long and beneficial partnership."

Visit www.ssca.org for more information about the SSCA.

Visit www.oceannavigator.com for more information about Ocean Navigator *magazine.*

Budget Marine Supports Viking Explorers 2022 Rally

Budget Marine Grenada is proud to be official supplier for this event, joining other Grenadian enterprises to ensure it continues, despite challenging times.

With 22 boats registered, the fifth edition of Viking Explorers Rally welcomes crews from New Zealand, Australia, Belgium, UK, Italy, Sweden and France, among others. The smallest boat is a 9.15-metre Albin Ballad, *S/Y Havanna*, from Sweden and an 18.5-metre Fountaine Pajot, *S/Y Eleuthera*, from New Zealand, is the biggest. Jack, a Taigan dog, and Aphrodite, a sailor cat, are also part of this year's international fleet, something not unusual for our Viking Explorers family.

This rally, which has a maximum entry number of 25, has been well received by those seeking a more family-oriented crossing, with great camaraderie between participants. After a week of seminars in Las Palmas, Canary Islands and a short Christmas break, the fleet's preliminary start date is January 6th, weather permitting. While some participants will head directly to Grenada, a stop in Mindelo on the island of Sao Vicente in Cape Verde is a second option.



The crew of Clementine *on arrival in Grenada in last year's Viking Explorers Rally.*

In January tradewinds are generally more reliable than in November/December, so after 16 to 18 days at sea, most boats are expected to arrive to a warm welcome at Port Louis Marina in Grenada.

Visit www.vikingexplorersrally.com/post/sign-up-closed-for-viking-explorers, https://en.cnmarinas.com/news/viking-explorers-ready-to-set-sail-in-the-new-year-to-grenada and https://forecast.predictwind.com/tracking/rally/VikingExplorersRally2022 for more information.

The Bahamas Eyes Stronger Yacht Registry

As reported by Business Editor Neil Hartnell in *The Tribune* of December 14th, The Bahamas is being urged to reform its tax structure to become a competitive flag state for yachts.

Peter Maury, the Association of Bahamas Marinas (ABM) president, told *Tribune Business* that many of the vessels spending "most of their time in The Bahamas" are flagged in rival Caribbean territories such as Jamaica and the Cayman Islands because they are deterred from using this nation.

He explained that this was due to a taxation structure that levies "one-time" ten percent duty, plus 12 percent VAT (soon to be ten percent), on yachts and boats coming into The Bahamas to be registered. Few vessel owners, Maury argued, wanted to pay an effective 22 percent tax rate that would see $2.2m levied on a $10m boat.

Asserting that this was money The Bahamas is not collecting anyway, the ABM principal instead argued that these taxes be eliminated in favor of, as an example, a $5,000 annual registration fee that would raise a collective $5m annually for the public treasury were 1,000 boats to be attracted to this nation's flag.

Maury said the fiscal and economic benefits from establishing a more appealing yacht registry would extend to company incorporations and fees, as most yacht owners create companies to hold their vessels as a means to limit liabilities, creating additional work streams for the likes of attorneys and accountants.

Bahamians, he added, could also start their own yacht charter broking businesses, while boat owners flying this country's flag would be more likely to hire Bahamian crew and base their vessel in this nation, creating multiple economic spin-offs from the likes of fuel and grocery purchases, other needs and crew spending.

Maury said The Bahamas had already let one potential opportunity to cement its market position slip away when it failed to build on what he described as a 30 percent increase in boating traffic in 2017-2018, which resulted from many yachts substituting the Caribbean's deeper waters for this nation as a result of tremendous hurricane damage inflicted further south during that period.

"At the time I was really saying to the Ministry of Tourism you've got to take advantage of this, get our electronic clearance processes sorted and our flag state sorted out, and educate Bahamians about the potential for cruising in The Bahamas," Maury said.

Maury said real-time satellite imaging from Marine Traffic showed that Antigua and other Caribbean states currently have more yachting traffic than The Bahamas. "We've lost our edge compared to last year," he added. "We have to get serious if we want to keep the business."

Read the full story at http://www.tribune242.com/news/2021/dec/14/dont-rest-laurels-over-yachting-registry

SELECTED CARIBBEAN CRUISERS' VHF NETS

Cruising guides, social media, 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 daily cruisers' VHF nets.

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

All times given are local.

- Bahamas, Nassau: 0715 hours, Ch-14
- Dominican Republic, Luperon: 0800 hours every Sunday and Wednesday, announced on Ch-68 then switch to Ch-72. On Sundays, 0900 hours, Ch-72
- St. Martin/Maarten: 0730 hours, Ch-10 Monday through Saturday. (Shrimpy has been running this net for over 17 years)
- Antigua, Jolly Harbour: 0900 hours, on Ch-74 Monday through Saturday
- Antigua, English and Falmouth Harbours: 0900 hours, on Ch-06 daily
- Antigua, Carlisle Bay: 0900 hours, on Ch-72 daily
- Dominica, Portsmouth: 0730 hours, on Ch-72 daily (if a number of yachts is present)
- Martinique, Ste. Anne/Le Marin as far as Fort de France: 0830 hours, on Ch-08 Monday, Wednesday and Friday
- Martinique, Fort de France: 0830 hours, Ch-08, Thursday
- St. Lucia, Rodney Bay 0800, on Ch-69 Monday through Saturday
- Bequia: 0800 hours, on Ch-68 daily
- Carriacou: Tyrrel Bay 0730 hours, on Ch-69 Monday, Wednesday and Friday
- Grenada: 0730 hours, on Ch-66 (International duplex mode) Monday through Saturday

Note: If the 66 repeater is unavailable then listen on the alternate Ch-72 for this net. Please use your radio's high 25-watt power setting for this net.

- Trinidad, Chaguaramas: 0800 hours, on Ch-68 daily
- Bonaire: 0839 hours, on Ch-77 (depending on volunteer net controller availability)
- Panama, Bocas del Toro Emergency Net: 0745 hours, on Ch-68 daily
- Panama, Shelter Bay: 0730 hours, on Ch-77 daily
- Panama, Vista Mar Marina in Colon: 0830 hours, on Ch-74 daily

Thanks to cruisers for this information. As this issue of Compass *went to press, it was correct to the best of our knowledge.*

Caribbean Eco-News

The Caribbean is Hot

A report recently released by the United Nations' World Meteorological Organization (WMO) says that 2020 was among the three warmest years in Central America and the Caribbean. The multi-agency report "State of the Climate in Latin America and the Caribbean 2020" is a collaboration between the WMO, the UN Economic Commission for Latin America & the Caribbean, and the UN Office for Disaster Risk Reduction.

In 2020 the Caribbean sea surface temperature hit a record high, and the report shows how marine life, coastal ecosystems and the human communities that depend on them are facing increasing threats from ocean acidification, heat and rising sea levels.

Mangroves are singled out in the report as an exceptional resource for adaptation and mitigation, with the capacity to store three to four times more carbon than most of the forests on the planet. However, the mangrove area in the region declined 20 percent between 2001-2018. The conservation and restoration of existing "blue carbon" ecosystems such as mangroves, seagrass beds, and salt marshes is identified as an important opportunity to mitigate and adapt to global warming.

The report comes on the heels of the Intergovernmental Panel on Climate Change (IPCC) report on Climate Change 2021: The Physical Science Basis, which stated that temperatures in the region have increased more than the global average and are likely to continue to do so.

The WMO report aims to provide science-based information to support countries and communities in their efforts to adapt to a changing climate and build more resilience to extreme weather.

Mangrove Restoration Workshop in Bonaire

Between October 25th and 28th, 2021, Bonaire's Mangrove Maniacs hosted their first Mangrove Restoration Workshop. The goal was to provide a platform for researchers, conservationists, park authorities or anyone passionate about nature restoration to share ideas and knowledge on mangrove restoration techniques. With representatives from over 12 countries, this workshop strengthened the mangrove conservation network across the Caribbean.

Representatives from Aruba, Bonaire, Curaçao, the Bahamas, Jamaica, St. Lucia, Martinique, the Netherlands, Mexico, Belize, Costa Rica and the United States tuned in to share ideas for mangrove restoration practices. The last two days provided hands-on experience in mangrove restoration, building and maintaining mangrove nurseries, as well as outplanting both along the coast and within degraded areas.

Funding and support was provided by the Regional Activity Centre for the Specially Protected Areas & Wildlife, Mangrove Maniacs, STINAPA Bonaire and the Dutch Caribbean Nature Alliance.

In addition to creating new networks and collaborative partnership opportunities, this workshop provided firsthand experience in the field of mangrove restoration.

DCNA's director, Tadzio Bervoets, took the opportunity to stress the importance of supporting and growing research and education opportunities for students within the Caribbean region. Caribbean islands have the unique ability to showcase a wide variety of natural habitats, perfect for conducting research and staying on the cutting edge of habitat restoration and conservation techniques. Fostering this thirst for knowledge and educational growth within local Caribbean populations will be key to pushing the Caribbean to the forefront of environmental research. Knowledge sharing opportunities such as these provide unique opportunities to bring together a wide range of people to maximize communal understanding of mangrove forests. As climate change and human-driven pressures continue to increase, interventions from all levels will be required.

Visit the Mangrove Maniacs' webpage at www.mangrovemaniacs.org/workshop2021 for more information.



MANGROVE MANIACS

Members of Bonaire's STINAPA and Aruba's FPNA working together to plant a buttonwood tree, a mangrove shrub in the family Combretaceae.

Sargassum Impacts Fishers In St. Kitts & Nevis

The influx of sargassum seaweed has posed a significant challenge for local fisherfolk plying their trade in St. Kitts & Nevis.

Director of the Department of Marine Resources, Dr. Marc Williams, noted that the seaweed affecting St. Kitts & Nevis originates in the sea between Brazil and West Africa. The thick buildup in the sea and on the shore in St. Kitts & Nevis has reduced the number of days that fisherfolk can operate.

"This has decreased some of the fish catch numbers, especially with our ocean pelagics which are the tuna, dolphin, and swordfish, as well as some of the coastal pelagic which are the jacks, ballyhoo and gar," Dr. Williams said.

Additionally, the market for ocean pelagics has decreased following the drop in demand from hotels and restaurants that continue to grapple with reduced visitor numbers as a result of the Covid-19 pandemic.

Dr. Williams said that addressing the influx of seaweed is a challenge. Removing the seaweed from the sea is not practical, as it would involve the use of a fine net that would trap smaller fish, which is prohibited in the Federation's territorial waters.

Dr. Williams noted that in the region research is currently being conducted to make use of the sargassum as fertilizer. However, sargassum must be rinsed with fresh water to reduce the high arsenic levels contained therein, and fresh water can be scarce on dry islands like St. Kitts and Nevis.



JOAN CONOVER

A few fronds of sargassum are pretty, but thick build-ups reduce the number of days that fisherfolk can operate.

See https://bit.ly/3rIVLgV for more information.

'No' to Development Proposals in Marine Protected Areas

A proposal to build over-water bungalows in a marine park on Little Cayman at Kingston Bight is "fundamentally unacceptable," the Cayman Islands Department of Environment said last month regarding a coastal works license application by Peppercorn Investments. As reported by the *Cayman News*, the DoE urged Cabinet to refuse permission because of the detrimental impact the project would have on an island that has not yet succumbed to over-development.

The DoE said that an environmental impact assessment would be pointless in this case as the project is unacceptable regardless of the outcome because of the proposed location within South Hole Sound, which is a Marine Reserve.

"Reserves need to be kept healthy to be successful at keeping our fish, conch and lobster populations at good levels," the DoE said. "Over-water structures have impacts on the marine environment during both construction and operation. These impacts jeopardize the integrity of South Hole Sound and could compromise its ability to function as a healthy conservation area."

The DoE noted that Marine Protected Areas are designed to provide benefits to all of Cayman, and the benefits extend far beyond the boundaries of the Marine Reserve itself because they contribute to fishing, reef health and an overall healthy ecosystem.

"The department fundamentally does not support the degradation of these resources... for private benefit," the DoE said.

The DoE said the ministry had received dozens of letters of objection, which covered a range of public concerns about the direct harmful effects on the marine life in the area and reflected strong public opinion that private development should not be allowed in a marine reserve.

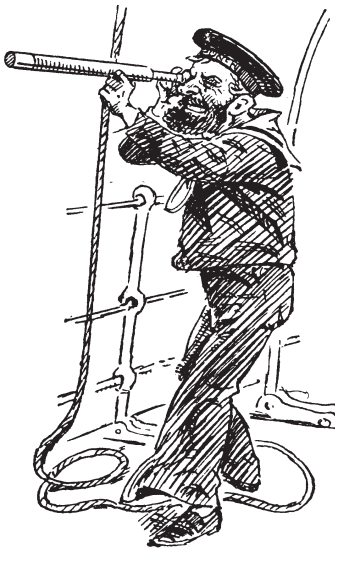
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PICK UP!

Ahoy, *Compass* Readers! When in Grenada, pick up your free monthly copy of the *Caribbean Compass* at any of these locations (our advertisers in this issue in **bold**):

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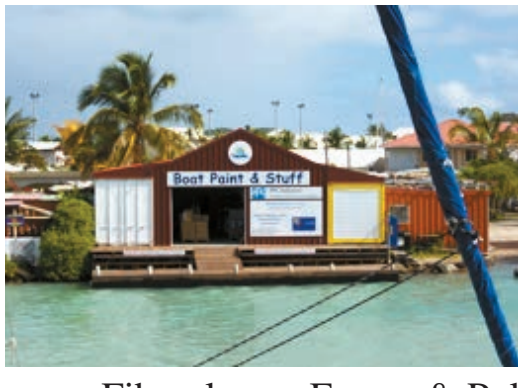
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—*Continued from previous page*

The two leading environmental non-profit organizations on Little Cayman also raised significant concerns. The Little Cayman District Committee of the National Trust for the Cayman Islands began a petition objecting to the project on the basis of the precedent this would set and damage it would cause in the Marine Reserve. The petition states that a Marine Reserve should not be given away for public use as a for-profit, private commercial operation.

The Central Caribbean Marine Institute also issued a press release warning that the increased environmental stress from dredging and construction in the area could be catastrophic for the island.

Similarly, a proposal made earlier this year by a hotel developer wishing to remove an existing reef and replace it with an artificial one at Indian Bay on the island of St. Vincent was denied after environmental non-profit organizations, hundreds of petition signers and letter-writers to the Planning Board all objected to demolishing living coral and other sea life in the South Coast Marine Conservation Area.

The South Coast Marine Conservation Area has been earmarked by St. Vincent & the Grenadines' National Parks Rivers & Beaches Authority to receive enhanced protection by its proposed declaration as a Marine Protected Area under the National Parks Act. The removal of a live coral reef from this area is against this government policy of enhanced protection for the area. The South Coast Marine Conservation Area is recognized as a regionally important priority site for the Gulf & Caribbean Fisheries Institute and the US National Oceanic & Atmospheric Administration's Coral Reef Conservation Program through the MPAConnect Network. The Grenadines Network of MPAs has a long-term monitoring site right where the developers dubbed the reef "dead," and interestingly it has the highest percentage of live coral cover of all the monitoring sites in the Grenadines.

Community Action for Beach Environments

Sandwatch is a volunteer network of children, youth and adults working together to enhance their beach environment and build resilience to climate change.



With Sandwatch's Beach Records Platform, people can learn from one another about ways to conserve beach environments.

CHRIS DOYLE

The Sandwatch programme has launched a new online initiative — the Beach Records Platform.

This platform provides a place where groups can easily record and share Sandwatch activities and community action, students can see for themselves the practical application of classroom learning, and people can learn from one another about ways to conserve beach environments and at the same time make a contribution to the enormous challenges posed by climate change.

The Sandwatch methodology of Monitoring, Analyzing, Sharing information and Taking action (M.A.S.T) underpins the online Beach Records platform.

The first step is to enter some details about your Sandwatch group.

Monitoring your selected beach comes next — your group visits the selected beach and records some simple observations and measurements about the beach environment.

After discussing the observations and measurements, your group identifies the main issues at the selected beach.

Finally, your group designs and implements a small project to address a particular beach-related issue and enhance the beach environment.

Visit the Beach Records platform at www.sandwatchfoundation.org/beach-records.html, view an example of a Beach & Group Records form at www.sandwatchfoundation.org/beach-records-example.html, and contact sandwatchfoundation@gmail.com for more information about getting started.

Indigenous Communities Key to Conservation

Indigenous peoples and local communities provide the best long-term outcomes for conservation, according to new research from the University of East Anglia and partners in France.

The lead author, Dr. Neil Dawson of UEA's School of International Development, was part of an international team conducting a systematic review that found conservation success is "the exception rather than the rule."

But the study, published in the journal *Ecology and Society* on September 2nd, 2021, suggests the answer could be equitable conservation, which empowers and supports the environmental stewardship of indigenous peoples and local communities.

The research team studied the outcomes of 169 conservation projects around the world, primarily across Africa, Asia and Latin America. They investigated how governance — the arrangements and decision-making behind conservation efforts — affects both nature and the wellbeing of indigenous peoples and local communities.

Dr. Dawson said, "This study shows it is time to focus on who conserves nature and how, instead of what percentage of the Earth to fence off.

"Conservation led by indigenous peoples and local communities, based on their own knowledge and tenure systems, is far more likely to deliver positive outcomes for nature. In fact, conservation very often fails because it excludes and undervalues local knowledge and this often infringes on rights and cultural diversity along the way."

International conservation organizations and governments often lead conservation projects, excluding or controlling local practices, most prominently through strict protected areas. The study recommends that indigenous peoples and local communities need to be at the helm of conservation efforts, with appropriate support from outside, including policies and laws that recognize their knowledge systems.

Strikingly, the authors found that 56 percent of studies investigating conservation under "local" control reported positive outcomes for both human wellbeing and conservation. For "externally" controlled conservation, only 16 percent reported positive outcomes and more than a third of cases resulted in ineffective conservation and negative social outcomes, in large part due to the conflicts arising with local communities.

However, simply granting control to local communities does not automatically guarantee conservation success. Local institutions are as complex as the ecosystems they govern, and this review highlights that a number of factors must align to realize successful stewardship. Community cohesion, shared knowledge and values, social inclusion, effective leadership and legitimate authority are important ingredients that are often disrupted through processes of globalization, modernization or insecurity, and can take many years to re-establish.

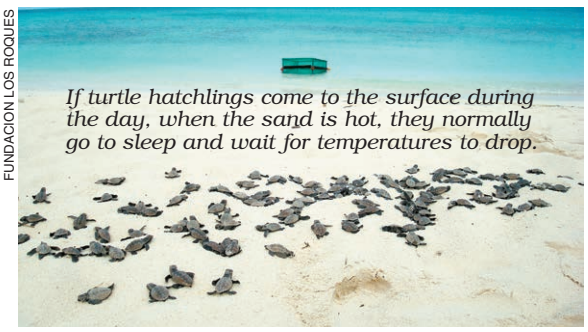
Additionally, factors beyond the local community can greatly impede local stewardship, such as laws and policies that discriminate against local customs and systems in favour of commercial activities. Moving towards more equitable and effective conservation can therefore be seen as a continuous and collaborative process.

Dr. Dawson said, "Indigenous peoples' and local communities' knowledge systems and actions are the main resources that can generate successful conservation. To try to override them is counterproductive, but it continues, and the current international policy negotiations and resulting pledges to greatly increase the global area of land and sea set aside for conservation are neglecting this key point.

"Conservation strategies need to change, to recognize that the most important factor in achieving positive conservation outcomes is not the level of restrictions or magnitude of benefits provided to local communities, but rather recognizing local cultural practices and decision-making. It is imperative to shift now towards an era of conservation through stewardship."

A Tip from Sea Turtle Conservation Bonaire

Please do not disturb!

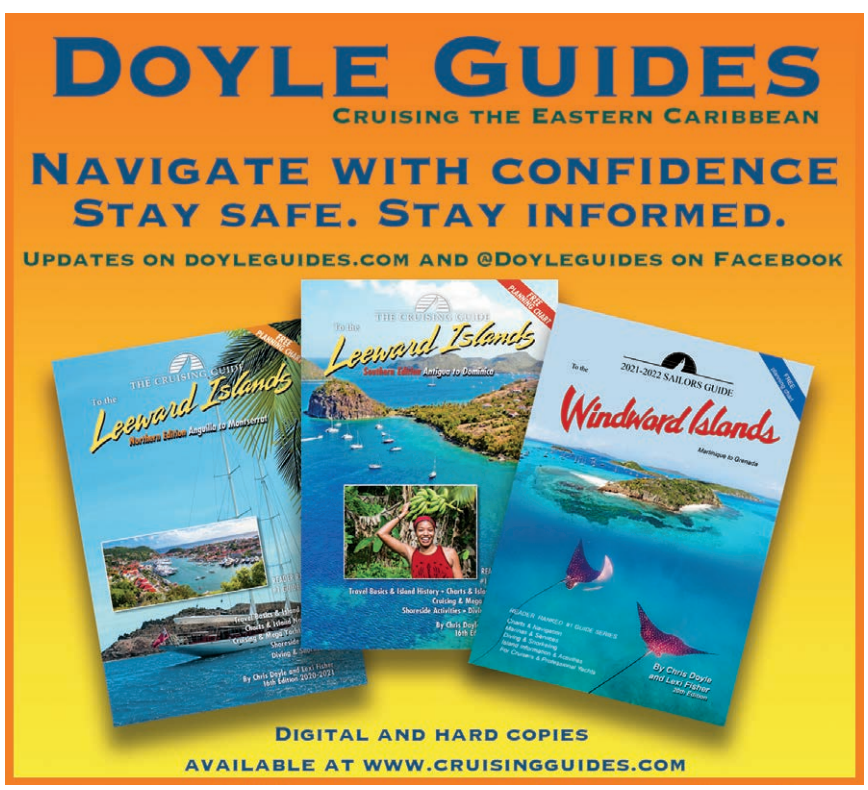


If turtle hatchlings come to the surface during the day, when the sand is hot, they normally go to sleep and wait for temperatures to drop.

FUNDACION LOS ROQUES

In general, sea turtle hatchlings emerge from their nest at night, when the sand is cooler. When they do come to the surface during the day, when the sand is hot, hatchling digging activity normally stops and they go to sleep and wait for temperatures to drop. At this time, it may seem as if the hatchlings are dead: they are at the surface or close to the surface and do not move. However, they're preserving energy, waiting for the sun to set to start their journey to sea. Disturbing hatchlings at this time can be detrimental for their survival. Please, if you witness a hatching event, do not touch the hatchlings.

Visit www.bonaireturtles.org for more information.





REGATTA NEWS

New Transat for Home-Built Minis

A group of six Class Globe 5.80 boats are making history in the first-ever singlehanded Globe 5.80 Transat Race, which set off on November 1st, 2021, from Lagos, Portugal. In Lanzarote, Canary Islands, they regrouped before heading to Antigua, 3,600 miles away, on November 17th. Five boats started the final leg, after Swiss entrant Severin Hummer retired from the race.



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Class Globe 5.80s are 5.8-metre (19-foot) homebuilt plywood yachts.

The Class Globe 5.80s are 5.8-metre (19-foot) homebuilt plywood yachts. The idea of creating this new Mini Class of yachts was launched in March 2020 and builders have been constructing their adventure ocean racing vessels in garages, tents, and backyards ever since.

As this issue of *Compass* went to press, the sailors expected a crossing time between three to four weeks, arriving in Antigua with time to spare before Christmas. They estimated a daily average of between 120 to 140 nautical miles in the right conditions.

The Globe 5.80 Transat will be organized every two years. The ultimate goal of many builders is to enter the 2024 Mini Globe Race. Fourteen of the available 30 entry slots have already been filled.

Visit www.classglobe580.com for more information.

Big Turnout for Transat Jacques Vabre

The Transat Jacques Vabre departed Le Havre, France, on November 7th, bound for Fort-de-France, Martinique. This year saw an impressive turnout with 45 Class 40s, 22 IMOCA 60s, seven Ocean 50s, and five Ultimes.

Three courses — one reaching far south into the Atlantic — merged on the approach to Martinique. The finish line was set close to the port, giving the public a chance to watch the boats race until the very end.

As this issue of *Compass* went to press, Charlie Dalin added a second-place result in the IMOCA Class to his victory in the previous edition of the Transat Jacques Vabre. Along with partner Paul Meilhat, Dalin crossed the finish line aboard *Apivia* 20 hours 12 minutes and 21 seconds behind the winner, *LinkedOut*. The pair covered 6,642.18 miles at an average speed of 14.64 knots. IMOCA *LinkedOut* skippers Thomas Ruyant and Morgan Lagraviere won the Transat Jacques Vabre, arriving first into Fort de France, Martinique, on November 25th, 2021.

In the Ultime Class, Yves Le Blévec and Anthony Marchand completed the race in 2 days 8 hours 29 minutes and 59 seconds, securing second place. The winner was the Maxi *Edmond de Rothschild*, skippered by Franck Cammas and Charles Caudrelier. The crew traveled a true distance of 9,332 miles at an average speed of just over 21 knots.

Visit www.transatjacquesvabre.org/en for more information.

Argentineans Top St. Barth Cata-Cup

As the fourth and final day of competition got underway on November 21st, the three leaders in the general rankings of the 13th St. Barth Cata-Cup were within three points of each other.

The only race on the day's roster, from St. Jean to Public by way of Toc Vers and Mancel, was the determining factor for the final standings in this F18 catamaran event. Things quickly got complicated for Belgians Patrick Demesmaeker and Olivier Gagliani (aboard *Les Perles de St. Barth–Bativrd*), who were ahead by the end of the first five races of the week. The other two teams in the lead, Cruz Gonzalez Smith and Mariano Heuser (on *SBDE*) and Gurvan Bontemps and Benjamin Amiot (on *Stickerman*) fought valiantly right to the finish line. They finished first and second respectively and found themselves in the same order on the podium.

"There was clearly a little pressure when we set out this morning; we already felt it on the starting line. We had an okay beginning and rounded the first mark in eighth or tenth place. After that, we fought like devils to even the score, especially because Gurvan and Benjamin were extremely well positioned in second place," commented Cruz Gonzales Smith. He then went into overdrive and staged a forceful return to the front of the fleet and ultimately the victory for the overall regatta. "After being on the podium in 2017 and 2019 (in second and third place), we were definitely focused on winning this year," he said.

Visit www.stbarthcatacup.com/en/pages/Results-Final_ranking for full results.

Round Tortola Race in Perfect Weather

Ten boats lined up on November 13th for the 2021 edition of the Nanny Cay Round Tortola Race. Twelve to 15 knots of breeze created perfect sailing conditions.

After beating up the Sir Francis Drake Channel, the fleet turned left at Beef Island, took the inside line to leave Scrub, Great Camanoe, and Guana Island to starboard, enjoyed a run along Tortola's north shore, and returned upwind to finish off Nanny Cay.

Line honors in the Corsair Trimaran Class went to the largest of the tris, Mark Sanders' Corsair 31, *Island Hops*, completing its circumnavigation in 3 hours 49 minutes and 56 seconds. Just under seven minutes later, Chris Haycraft brought his Corsair 27, *Ting a Ling*, across the line, which was enough to give him the overall win. Barney Crook with the Corsair Spring 760R *Airgasm* came in third.



The Happiness *crew took Cruising Class's second place in the Round Tortola Race.*

First home in the Cruising Class, with an elapsed time of 5 hours 32 minutes and 42 seconds, was the IC24 *Racing in Paradise*, helmed by Aaron Gardner with Will Rand, Julia Campbell, and RBVIYC youth race team member Savion James on board. *Racing in Paradise* also took the overall class win. In second place on corrected time was Ted Reshitloff's Taswell 49, *Happiness*, and third was Laurens Blok's Le Comte NE 38, *Sequitur*, with Robin Tattersall at the helm.

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

ON THE HORIZON

Viking Explorers Rally this Month

There is no official take-off date for the Viking Explorers Rally from the Canary Islands to Grenada. On January 4th, the more than 20 skippers will decide if it is safe to leave on the 6th, the expected departure date. The start can be from other islands and regions, but the organization highly recommends being in Gran Canaria to participate in their safety seminars, lectures, and get-togethers. The seminars and lectures are also offered online. A stop in Mindelo, Cape Verde, is an option. Others prefer to sail the direct route to Grenada.

Although there is no compulsory safety equipment, the organizers suggest strictly following the World Sailing Offshore Regulations. A liferaft, EPIRB, two-way communication, and tracking are essential. The rally organization has the right to refuse any unseaworthy vessels or inexperienced sailors. Every skipper is responsible for his own boat and crew.

Each participating vessel will be provided with an interactive crossing guide of over 100 pages, which is permanently updated with all the necessary information for the Atlantic crossing.

Viking Explorers has the support of Predictwind offering their Fleet Map Tracking Interface since the start in 2018. An onshore tracking team will monitor the fleet.

Viking Explorers tries to reduce a negative impact towards the environment by drastically cutting down the amount of plastic used at their events. While underway, participants are encouraged to forward data with sightings of cetaceans and plankton.

The Official Welcome Ceremony at Port Louis Marina in Grenada will be held on February 9th.

Visit www.vikingexplorersrally.com for more information.

Record Entry Expected for RORC Transatlantic

The Royal Ocean Racing Club, in association with the International Maxi Association and the Yacht Club de France, expects a record entry for the 2022 RORC Transatlantic Race, starting on January 8th. The race runs from Lanzarote, Canary Islands, to Port Louis Marina, Grenada.

From the mighty *Comanche* to the minuscule *Jangada*, 29 teams of multihulls and monohulls are scheduled to start this 3,000-nautical-mile course.

The race has two major prizes for monohulls. The overall winner, after IRC time correction, will earn the RORC Transatlantic Race Trophy. The IMA Transatlantic Trophy will be awarded for Monohull Line Honors. The entry list includes teams from Austria, Cayman Islands, Denmark, Finland, France, Germany, Great Britain, Italy, the Netherlands, and the United States. Given the high number of performance yachts entered for the 2022 edition, a fierce battle is expected for the overall victory.

Ross Applebey's Oyster 48, *Scarlet Oyster,* has been a proven winner, racing with the RORC on both sides of the Atlantic. However, this will be its RORC Transatlantic Race debut.

"I am a proud RORC member and having won our class in the ARC ten times, and overall five times, it feels right to take on a bigger challenge," says Applebey. "Looking at the strength of the entrants, this will be a hard race to win," he adds.

The smallest yacht as of now, both in terms of waterline length and crew, is Richard Palmer's JPK 10.10, *Jangada,* which will be racing in IRC Two-Handed with Jeremy Waitt as co-skipper. This will be the third RORC Transatlantic Race for *Jangada*, including an overall victory under IRC in 2019.

The firm favorite for Monohull Line Honors is the 100-foot canting keel Maxi *Comanche*, skippered by Mitch Booth. *Comanche* holds the monohull west to east transatlantic sailing record (Ambrose Light — Lizard Point) of 5 days 14 hours 21 minutes 25 seconds and has taken Monohull Line Honors in the Rolex Fastnet Race, the RORC Caribbean 600, the Rolex Sydney Hobart, the Transpac, and the Rolex Middle Sea Race.

The outright multihull record for the RORC Transatlantic Race was set in 2015 by Lloyd Thornburg's MOD70, *Phaedo 3*, which completed the race in 5 days 22 hours 46 minutes 3 seconds.

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DANIEL FORSTER / CARIBBEAN600.RORC.ORG

The firm favorite for RORC Transat Monohull Line Honors is the 100-foot canting keel Maxi Comanche.

The monohull elapsed record was set in 2018 by Pier Luigi Loro Piana's Supermaxi *My Song* with 10 days 5 hours 47 minutes 11 seconds.

Visit http://rorctransatlantic.rorc.org for more information.

New ARC January Rally in 2022

Demand from sailors worldwide for spaces in the 2021 Atlantic Rally for Cruisers (ARC) has been unprecedented in the 35-year history of the world's largest offshore cruising rally. All spaces on both existing routes (ARC direct and ARC+ Cape Verde) setting sail in November 2021 were fully subscribed within just three months of opening, resulting in World Cruising Club reluctantly closing the entry list in early December 2020.

Having considered many options of how to satisfy the wishes of sailors to take part in this international cruising rally, and listened to feedback from them, World Cruising Club launched a new event with a later start date as an alternative to the classic November departure.

ARC January will set sail from Las Palmas de Gran Canaria on January 9th, allowing crews to enjoy Christmas and New Year in Europe before setting off on that Atlantic adventure. Following the classic tradewind route, direct from Gran Canaria to St. Lucia, boats can expect a fast passage.

Cruising sailors joining ARC January will benefit from the discounts associated with participating in the ARC and World Cruising Club's extensive experience of delivering trans-ocean rallies. The program includes a full week of activities, seminars, and social functions before the departure in Las Palmas. Weather forecasts and tracking during the crossing, and arrival activities providing a warm welcome to the Caribbean at Rodney Bay Marina, St. Lucia, are also included in the entry fee.

ARC January is limited to 75 cruising boats and will be run in the spirit of the ARC, maintaining the unique atmosphere that has developed within the rally over the preceding 35 years. On this new route, there will be no competitive racing; only fun results calculated.

The ARC January prizegiving in St. Lucia will be held on February 5th.

Maxi Circuit Coming to the Caribbean

The International Maxi Association (IMA) is to hold its first series in the Caribbean in 2022. The IMA Caribbean Maxi Challenge is open to all Maxi yachts of more than 60 feet LOA.

Following the 2022 RORC-IMA Transatlantic Race, which sets sail from Puerto Calero, Lanzarote (Canary Islands), on January 8th and is bound for Camper & Nicholsons Port Louis Marina in Grenada, the IMA Caribbean Maxi Challenge will comprise four events, one offshore and three inshore:

RORC Caribbean 600 — February 21st
St. Maarten Heineken Regatta — March 3rd through 6th
Les Voiles de Saint-Barth— April 17th through 23rd
Antigua Sailing Week – April 30th through May 6th

Benoît de Froidmont, President of the IMA, explains: "Like our two IMA Challenges in the Mediterranean, the IMA Caribbean Maxi Challenge aims to encourage Maxi owners to visit the Caribbean and compete within a more formalized structure. Being part of the Challenge is good for the individual events, too, because it acts as an endorsement, which helps encourage Maxi yacht owners to participate. We hope this will be a positive step to help our event partners bounce back from the pandemic."

The IMA Caribbean Maxi Challenge starts with the 2022 RORC Caribbean 600 on February 21st from Antigua, where it also finishes. The course winds between 11 Caribbean islands, as far north as St. Maarten and as far south as Guadeloupe, including Barbuda, Nevis, St. Kitts, Saba, and St. Barth. The present monohull race record was established by George David's *Rambler 88* in 2018 with a time of 37 hours 41 minutes 45 seconds.

"From the outset of the RORC Caribbean 600, Maxi yachts have formed the backbone of the Caribbean 600," says RORC Racing Manager Chris Stone. "In fact, they seem to be the perfect size to do the course as they can perhaps handle the waves better and can keep going in light parts, like in the lee of Guadeloupe. We welcome all IMA yachts to our race."

Michele Korteweg, President of the Caribbean Sailing Association, concluded, "We are looking forward to hearing from the boat owners, managers, and crew to see how we can make this IMA Caribbean Maxi Challenge an unforgettable experience for all, so we can further develop this in upcoming years."



The IMA Caribbean Maxi Challenge aims to encourage Maxi owners to visit the Caribbean.

BVI Spring Regatta & Sailing Festival Set to Go

The BVI Spring Regatta and Sailing Festival will run from March 29th through April 3rd.

Longtime sponsor Nanny Cay Resort & Marina will again be the host of the event, which will be 100 percent focused on world-class racing, delivering the top-notch experience sailors have become accustomed to over 49 editions of this regatta.

With a modified format, the Sailing Festival will begin on March 30th with the Scrub Island Invitational Regatta, an enjoyable race taking the fleet to the eastern islands, such as Virgin Gorda, before arriving at Scrub Island Resort & Marina.

The Festival will continue the next morning with a route towards the western island group for an afternoon of camaraderie and more fun. This new format allows for an abundance of informal racing and a view of the different islands of the BVI, and acts as a warm-up to the 49th BVI Spring Regatta, which will begin on April 1st with Mount Gay Race Day.

Multiclass starts, using the BVI's array of islands as marks, will provide excellent challenges as well as spectacular racing throughout the Sir Francis Drake Channel and the Caribbean Sea. Post-race gatherings will be at Nanny Cay's Peg Legs and Beach Bar.

Although Covid-19 threats are still present, the BVI Ministry of Health has approved the race with updated protocols.

Visit www.bvispringregatta.org for more information.

St. Maarten Heineken Regatta on Schedule

The 2022 St. Maarten Heineken Regatta is set to take place from March 3rd through 6th. Racing will occur daily. Most classes will have a mixture of one distance race and up to four buoy races per day. The Island Time Class will have one race a day.

The scheduled time of the first warning each day is 09:55AM, except for Island Time, which is 10:55AM.

The Grand Prizegiving will happen on March 6th.

Visit https://heinekenregatta.com/Regatta for more information.

Grenada Sailing Week Joins PCYC for 2022 Regatta

The organizing authority of Grenada Sailing Week (GSW) and the Commodore of Petite Calivigny Yacht Club (PCYC) have announced a collaborative effort to host the 2022 edition of Grenada's premier sailing event, under the title Grenada Sailing Week — The PCYC Edition.

Due to constraints placed on GSW by the pandemic, this race will be a one-off departure from the regular weeklong regatta, with a three-day blend of traditional GSW races and the PCYC Around the Island Regatta.

The joint event starts on January 27th with the final registration, skippers' briefing, and welcome ceremony at Port Louis Marina. Races will be held on the following three days. The first day will present participants with a 35-mile passage from Grand Anse, Grenada, to Tyrell Bay, Carriacou. Day Two will be a race around Carriacou, and Day Three will consist of the return passage to Grenada. The final prizegiving will be at Le Phare Bleu Marina.

This fun-filled, family-friendly regatta with nightly events and prizes will be open to a range of CSA-rated boat classes and participants are welcome to sail individual races or all three. Skippers can register at https://bit.ly/GSW-registration.

Visit www.grenadasailingweek.com for more information.

Antigua Classic Yacht Regatta Ready to Roll

The Antigua Classic Yacht Regatta is the premier classic sailing event of the Caribbean, attracting a large number of Classics every year from all around the world. The event enjoys a wonderful variety of competitors including traditional craft from the islands, vintage, classic and historic ketches, sloops, schooners, and yawls making the bulk of the fleet. Tall Ships, more newly built Spirit of Tradition yachts, and the Dragon Class are also present.

Chairman Carlo Falcone says, "Antigua Classic Yacht Regatta invites you to join us from March 30th through April 4th. Our Italian watchmakers, Locman, will return to sponsor us, offering their wonderful timekeepers as prizes. The Dragon Class will return and we welcome the new Historic Class of yachts built or designed on or before 1976 with any keel configuration."

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—Continued from previous page ...*Regatta News*

There is a lot of interest already. If you would like to take part, please email info@antiguaclassics.com and, if you are a new entry, include details of your yacht and a photo.

The current Covid protocol is that everyone must be fully vaccinated in order to enter Antigua by sea or air and no quarantine is required.

Visit www.antiguaclassics.com for more information.

Antigua Sailing Week is Back

The 53rd edition of Antigua Sailing Week will commence with the Peters & May Round Antigua Race on April 30th, and is followed by five days of competitive racing off the south coast of Antigua, wrapping up on May 6th.

Visit www.sailingweek.com for full details on Antigua Sailing Week and the Peters & May Round Antigua Race, including daily news, photos, videos, and results.

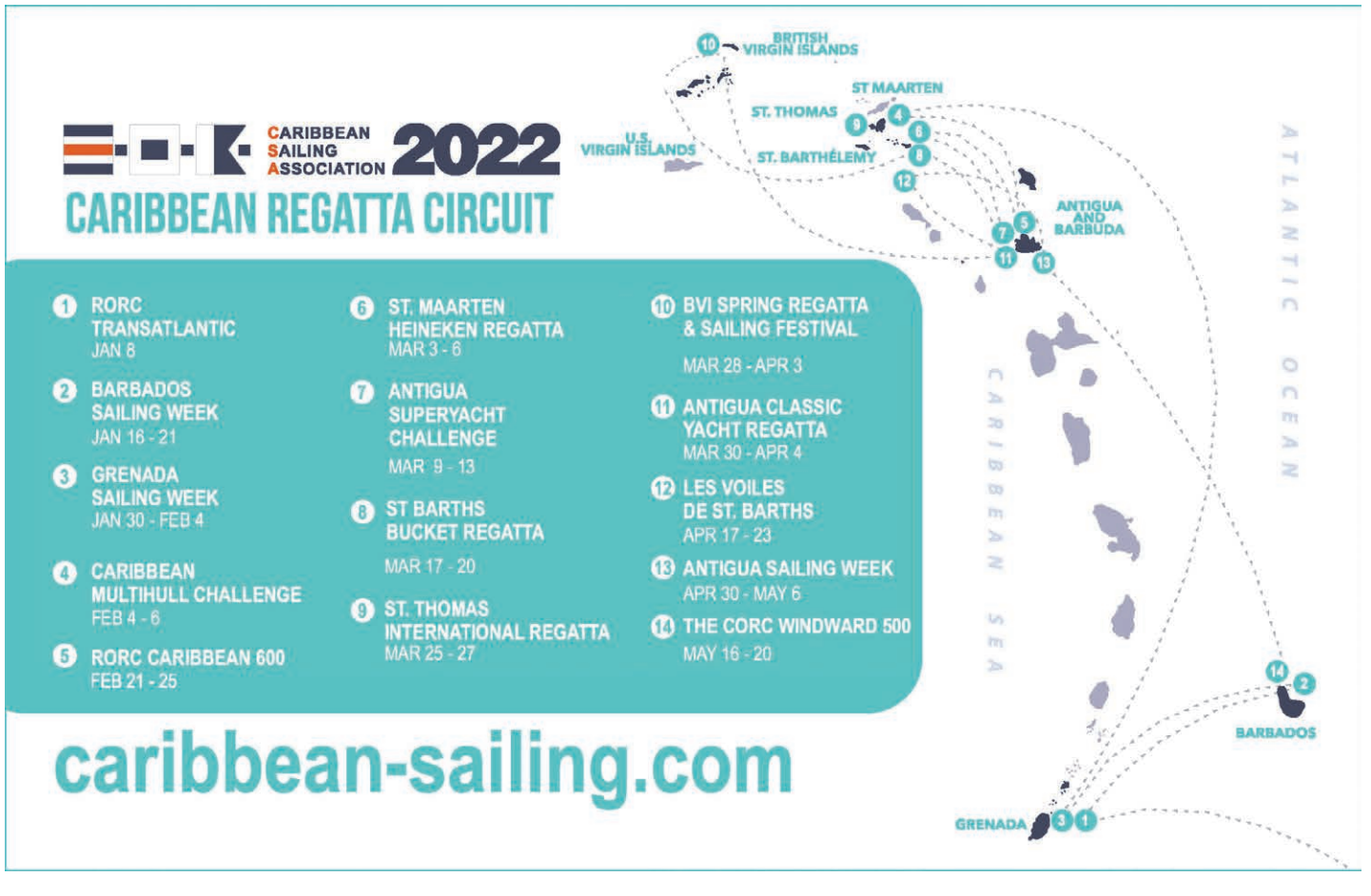
ARC 2021 News Next Month!

We'll have a full report on the arrival of the ARC 2021 in St. Lucia in next month's *Compass*!

Below: The Antigua Classic Yacht Regatta is the premier classic sailing event of the Caribbean.



CHRIS DOYLE



ARC+ 2021

‘A Nomad Tribe with Families and Kids’

by Sally Erdle

“Seeing the kids get in the flow of days at sea, seeing the smiles and the delight on my previously seasick-prone daughter’s face when she announced, ‘I got my sealegs, Mummy!’”

As Lowenna, age nine, and Rowan, seven, swam in the pool at Port Louis Marina in Grenada, Jo Styles shared highlights of her family’s experience as part of the ARC+ 2021 fleet, in which 66 boats carrying 219 crew — including 32 kids ranging from two to 16 years old — sailed across the Atlantic Ocean from Las Palmas, Gran Canaria to Mindelo, Cape Verdes, and then onward to Grenada.

Jo and her husband Joe have owned their boat *Chula*, a 1981 Vagabond 47 ketch, since 2007. The English couple lived aboard for seven years, moved ashore when Joe started a business, and then moved back aboard sail in the ARC after doing much of the work on a major refit themselves due to the pandemic.

Why sail across the Atlantic? Joe says, “*Chula* is a bluewater boat and we always wanted to go long distances.” Jo explains further, “It’s an adventure we wanted to do as a family. It’s helped the kids understand more about the world. It’s obviously hard, but it adds an extra element to see things through their eyes.”

When Lowenna was asked how she felt about sailing on the ocean, she beamed. “Amazing!”

What is the ARC+?

Over 30 years ago Romanian journalist Jimmy Cornell visited the Canary Islands to interview skippers about their transatlantic passage preparations for an article in *Yachting World* magazine. The atmosphere among those sailors — the excitement, apprehension, and camaraderie — gave him the idea of organizing a transatlantic race with a different emphasis than other ocean races: it would focus on the fun of taking part and increase safety and confidence, especially among those making their first long ocean passage.



ARTHUR DANIEL

The Big Bubble *crew, clockwise from top left: Tillman, Verena, passage crewmember Justus Albert, Maila and Caruso.*

In November 1986, 204 yachts from 24 nations set off on the inaugural Atlantic Rally for Cruisers (ARC) from Las Palmas — the largest transocean race ever staged. Since then, the ARC has made the dream of sailing across the Atlantic a reality for thousands of amateur sailors. Jimmy founded World Cruising Club (WCC) and expanded it to include round-the-world rallies. After he sold WCC to Andrew Bishop in 1998, the organization continued to grow and is now the most popular way for people of all ages, nationalities and abilities to sail from Europe to the Caribbean.

ARC sailors now have a choice of transatlantic routes, with the majority choosing the original direct course, the ARC, from Las Palmas to St. Lucia. Since 2013, the addition of ARC+ — a course to the Caribbean via the Cape Verdes — has increased capacity to meet growing demand. After 2017, ARC+ was so popular that two Caribbean landfalls were required, St. Lucia and St. Vincent.

Bringing the ARC+ fleets together again, the new ARC+ landfall for 2021 was the 227-berth Camper & Nicholsons Port Louis Marina (www.cnmarinas.com/plm) in Grenada. The Grenada landfall for the ARC+ eases pressure on facilities in St. Lucia and spreads boats within the southern Caribbean. Andrew Bishop notes, “The ARC+ route is now firmly established as a standalone rally, and the new landfall in Grenada gives the event its own identity.”

ARC+ 2021 departed from Las Palmas on November 7th, bound for Mindelo, where the boats spent several days. Boats ranging from 9.55 to 25.15 metres (31 to 82 feet), a third of them multihulls, sailed under the flags of 20 nations. The majority made landfall in Grenada, 2,400 nautical miles later, between December 1st and 8th.

Unique family time

Many of the families in the 2021 ARC+ fleet especially prized the experience. Some had children soon to leave the nest; others felt the future uncertain because of the coronavirus pandemic. For all, it was an opportunity to do something extraordinary together.

Aage Landro, who sailed on the Najad 490 *Albicilla* with his son Anders, daughter-in-law Marthe, and granddaughters Matilda and Lucie, aged nine and 12, tells *Compass*, “The children loved it. Of course there were moments, but it’s the same at home. The joy outweighs any moment of boredom. I’ve never heard them complain. On the crossing they would come up in the cockpit at night and we’d sit together under the stars, and I’d tell them Grandpa stories. It was an absolute special time.” He laughs, “I had my 70th birthday on this trip, with cake in the cockpit. I invited all my friends, but only my family came!”

Charlotte Havstad, who sailed on *Charlotte Sometimes*, a Norwegian-flagged Bavaria Cruiser 42, with her husband Johan and their teenaged daughter Jenny and son Liam, says, “It was challenging, but we learned that we’re good at figuring things out together, and we are tolerant with each other. You have to enjoy being with your family 24/7, which was not a problem for us.”

Sailing with her father Brendan, mother Brenda and sister Ciara, aged 24, aboard their Lagoon 45OS *Lir*, 28-year-old Irishwoman Róisín Cahill says, “It was a unique opportunity to spend time with our parents, and we had a great time. We’re so privileged to do this. We’ll look back on it forever.” Brendan agrees. “It was a great post-Covid family experience. We all got reacquainted and reconnected.”

Eighteen-year-old Megan Simonson sailed on the US-flagged Lagoon 52 *Helios* with her father, an uncle and two friends. Megan’s father, Dale, tells *Compass*, “Any time anything needed doing at sea, I’d knock on her door and within seconds she’d be on deck in her lifejacket, ready. Once our liferaft went overboard and was just dragging by its tether. We had to figure out how to get it aboard in big seas, solving the problem together. These are the kinds of experiences we would not have had as father and daughter ashore.”

SALLY ERDLE



Father and daughter Dale and Megan shared a dream to cruise under sail for a year. Her gap year after high school provided the perfect opportunity.

Safety matters

An ocean crossing is, of course, not to be undertaken lightly. Aage puts it in a nutshell: “Have a good boat and enough sailing experience for safety.”

Joe advises parents considering a long passage, “You’ve got to be comfortable with the vessel, and the kids do, too. It has to be enjoyable for them. We got ours used to voyaging via a long-term strategy — for them, it’s been a life-long ambition to do this.”

Sailors embarking on their first ocean crossing often point to the safety aspect as a reason for joining an ARC event. Skippers and boats are expected to have completed an offshore passage in the year before the rally. Boats must have mandatory safety equipment of a certain quantity and quality, including communications equipment, aboard.

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ARTHUR DANIEL



Lucie (12) and Matilda (9) sailed ‘all over Norway’ with their parents Marthe and Anders before crossing the Atlantic.

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Crew are to have undertaken training in equipment usage, heavy weather sailing techniques, and emergency management. Experienced safety equipment inspectors come onboard and check equipment before the start of the rally. Participants receive a rally handbook full of advice on preparing a boat for blue water, including step-by-step checks of systems, deck and rigging. At sea, daily SSB radio nets let crews share weather information and request advice. All the yachts are equipped with a YB Tracker, regularly updating their position to the online Fleet Viewer and YB Races app for friends and family to follow the fleet.



ARTHUR DANIEL (3)

Left: Charlotte Havstad and her son Liam. "We now feel more confident offshore."

Megan tells *Compass*, "We had never owned a boat before and had minimal sailing experience. The ARC team prepared us so well over the past year with Zoom seminars. There are so many little things we wouldn't have thought of."

Charlotte adds that although her family had boating experience, ocean sailing was relatively new, "So the safety and equipment check-outs were very good, and it was good to feel part of a fleet."

Even experienced sailors appreciate the support of being in an organized event. Lifelong sailor Aage says, "We love sailing. The kids are experienced sailors despite their ages; we've sailed all over Norway. But security is part of the ARC — we know friends are there to help."

In addition, many cruising parents took an extra adult crewmember for the crossing. As one said, "Otherwise one parent is basically singlehanding while the other looks after the kids."

Community

Old and new voyagers alike praise the community building that an ARC provides. This is the third ARC for Brendan Cahill, but the first with his wife and daughters as crew. Brendan and Brenda have been living aboard *Lir* for two years: "We Covided in it," he says. He says of the camaraderie of the fleet, "It adds so much; you really get to know people." He noted that the ARC+ 2021 fleet provided great social life for 20- and 30-somethings, as there were many young crews and captains.

Aage says, "There were five Norwegian boats with kids in this year's ARC+, and friendships are very important for children." Jo agrees: "It paid off even before we left Las Palmas in terms of friendships, especially for the kids."

German sailor Tillmann Coxhead, who made the crossing on the Skimmer 39 *Big Bubble* with his wife Verena and their children, five-year-old Maila (who sent her Christmas wish list to Santa as a message in a bottle during the crossing) and two-year-old Caruso (who celebrated his birthday at sea), had a life-long dream of long-distance sailing. His parents had *Big Bubble* built 35 years ago and he's been sailing aboard since he was three. Tillmann's father had dreamt of a circumnavigation, but was never able to fulfill the dream. But Tillmann says, "The idea stuck in my mind since I was a kid. When I got older I sailed with my friends, but no one was interested in long-distance sailing. I was always looking for girls who wanted to go sailing, too. Finally I met Verena, who did!"

Two years ago, a month after Caruso was born, they signed up for the following year's ARC, but the pandemic scuttled their 2020 plans. When they finally got underway in 2021, bound from the Netherlands to the Canaries and the start of the ARC+, they began meeting other rally-bound family boats in northern Spain. "Really good friendships have developed on this trip," Tillmann says. "Helping each other, sharing tools — it was just like we had hoped for, but even better. It became like a nomad tribe with families and kids." All the family boats were berthed on the same pontoon at the marina in Las Palmas, where, as Verena says, "The kids were all running up and down and knocking on each other's hulls: 'Can you come out and play?'" She adds, "I really love the ARC. For the kids, it's never 'good-bye,' it's 'see you in the next port.'"

A Grenada welcome

And of course the reunions in Grenada after the crossing were epic. Children appeared like magic when friends' boats arrived. Dockmaster Joel Grey says that due to the pandemic "It was almost two years since we had any kind of life in the marina. The ARC+ arrival period has been hectic, it's been crazy, it's been wonderful!"

Port Louis Marina Manager Zara Tremlett adds, "It was an absolute pleasure seeing the mix of pride and relief on the faces of the crews on arrival, the reunions, the kids in the pool — filling the marina with life and joy. It was a wonderful collaboration with the Grenada Tourism Authority, their partner BroadReach, World Cruising Club and Port Louis Marina."



Above: Maila can't wait to see what's in the Welcome Bag from the Grenada Tourism Authority!

Below: At the prizegiving, World Cruising Club's Event Manager Mark Burton (at right) said, "We'd like to see all you kids back in ten or 15 years' time, sailing your parents' boats!" The GTA's Manager of Nautical Developent Nikoyan Roberts, at left, obviously agrees.



At the prizegiving, the 2021 Spirit of ARC+ title was awarded to the crew of *Coco* in recognition of the support they provided to a singlehanded non-ARC sailor whose boat was dismasted on passage from Guyana to Martinique. The skipper had no communications and no engine, and after three days adrift had, in his own words, thought his time had come. However, after spotting him, *Coco* towed him for 26 hours until the Grenada Coast Guard took over.

Petra Roach of the Grenada Tourism Authority recently announced, "We have signed a contract to have the ARC+ come to Grenada for the next five years. We believe in yachting and we believe in this event." Andrew Bishop commented, "We are delighted to be working with the Grenada Tourism Authority and Camper and Nicholsons Port Louis Marina. We also hope that those crews that head northwards after their arrival will be able enjoy some of the best cruising in the Caribbean."

Most of the fleet plan to cruise the Eastern Caribbean until May before heading home or onward. Joe remarks, "The Caribbean was a big incentive to join the ARC." Aage says so, too. "We wanted to be in the Caribbean. It is a new experience for us to sail in warm water. Contrast makes life interesting!"

Visit www.worldcruising.com for race results and more information about the ARC+. We'll have a report on the arrival of the direct-route ARC to St. Lucia in next month's Compass.

Cruising the Island Chain:

South to North is the Winning Strategy!

Part Two: Martinique to the Virgin Islands

by Don Street

If you've arrived in the Virgin Islands from the US East Coast, an unconventional but easier way to cruise Eastern Caribbean is to first head south directly from the Virgins or St. Maarten to Grenada, and then island-hop your way back up the chain. When you arrive back in the Virgins you will have sailed a loop of about 1,000 miles of mostly easy sailing.

See last month's *Compass* at page 22 for general tips and sailing directions from Grenada to Martinique.

Martinique to Dominica

From Le Precheur to Scotts Head, Dominica, is 20 miles on a course of 355° magnetic, normally a good fast reach. If you draw seven feet or more, note the instructions in the booklet for Imray Iolaire chart A29 regarding the submerged rocks off Scotts Head.

As the late Tom Follett said, anchoring on the lee coast of Dominica is like throwing your anchor onto the balcony of the 86th story of the Empire State Building and hoping it will hold. I recommend continuing the 18 miles from Scotts Head to Prince Rupert Bay and the town of Portsmouth. This bay once had a bad reputation because of overly aggressive boat boys. However, the boat boys — now known as yacht service providers — realized that if they were nicer to visiting sailors, yachts would flock to Prince Rupert Bay. The Portsmouth Association of Yacht Services (PAYS) was born, and Prince Rupert Bay is now an excellent stop for yachts. Anchor in the northeast corner and check Chris Doyle's *Cruising Guide to the Leeward Islands, Southern Edition* for information on the availability of the inland tours for which island is famous.

> *'The passage to Grenada from the Virgins is usually easy sailing on a reach.'*

Dominica to the Saints and Guadeloupe

From the north end of Dominica to les Iles des Saintes, known as the Saints, is 17 miles on a course of 355°. This is almost always a windy passage as the tradewinds are compressed between the high mountains of Guadeloupe and Dominica. Access to the village of Bourg des Saintes from the south is between the islands of Terre de Bas and Terre de Haut. Anchoring is not allowed off the village; pick up a mooring buoy if available.

From the Saints to the southwest corner of Guadeloupe is eight miles on a course of 345° — guaranteed a fast reach thanks to the compressed tradewinds.

From the southwest corner of Guadeloupe to Deshaies at the north end is 28 miles; again hug the coast, watching for fish pots. A possible anchorage is at Goyave abeam of Pigeon Island, where you can find excellent diving.

Deshaies is a sheltered anchorage but when the groundswell is rolling in you may not be able to dinghy ashore. The groundswell regularly removes the dock.

Guadeloupe to Antigua

From Deshaies to English Harbour is 41 miles on a course of 015°. It is usually a nice close or beam reach. If the wind is north of east it can be really hard on starboard tack.

When you leave Deshaies you will probably have light air, so follow the coast around to the east and aim for the small islands of Ile à Kahounne and Tête Anglais until the wind fills in.

If it looks like a tough fight to get to English Harbour, head for Jolly Harbour on the west coast of Antigua, a course of 015° for 45 miles. Once in the Jolly Harbour, make another decision: do you continue north to Barbuda, or head south four miles and then east six miles to Falmouth or English Harbour? (See sailing directions in the booklet that accompanies Imray Iolaire chart A27.)

If the gods of wind have allowed you to end up in English Harbour and you plan to go on to Barbuda, you can head east to Nonsuch Bay, spend a day or so enjoying it, and then leave by Spithead Channel. Or you can head direct to Barbuda. A third option is to head west from English Harbour, round Cade's Reef, enter either Jolly Harbour or Dickinson Bay to spend the night, and the following day carry on to Barbuda.

Antigua to Barbuda

From the east side of Antigua to the south coast of Barbuda is about 32 miles on a course of approximately 005°. From Dickinson Bay to Low Bay on the west coast of Barbuda is 30 miles on a course of 020°. In either case, once you clear Antigua it as a fast reach to Barbuda.

The best anchorage is behind Spanish Point, which is sheltered in all wind conditions. It is one of my favorite anchorages, as no more than about four boats can fit in. The anchorage off Low Bay is fine as long as the groundswell is not rolling in.

Unfortunately the Imray Iolaire chart has not been updated to show the effects of 2017's Hurricane Irma and the changes ashore done by developers. Go to www.imray/corrections.com and click on A26 for updates.

Barbuda to St. Barth's

From Barbuda to St. Barth's the course is 300° for 58 miles. This is broad off, or, if the wind is south of east, dead downwind.

On the back of any old Imray Iolaire chart read the section "Rig for Down Wind" carefully. Be sure to rig a main boom preventer (a.k.a. foreguy) to prevent a potentially dangerous accidental gybe. I've worked it out so the main boom preventer can be rigged when sailing broad off without trimming the main and without anyone going forward.

Arriving in Gustavia try to organize a mooring stern to the quay, but read the warning in the booklet accompanying Imray Iolaire chart A24 regarding surges suddenly arriving in the harbor. Finding a spot to anchor is difficult; one solution is to anchor on the north side of the harbor in Anse du Corosol and use your dinghy for the one-mile run into town. Ashore, the old St. Barth's populated by French fishermen has been replaced. It is amazing, going to St. Barth's is the only way you can visit St. Tropez without flying to France.

St. Barth's to St. Maarten

From St. Barth's to St. Maarten is a short, broad off or dead downwind sail. Again, rig a main boom preventer. Check www.yachtingstmaarten.com/bridge-info for current details on entering Simpson Lagoon through the opening bridge at Phillipsburg on the Dutch side of the island, and details on opening times for the causeway bridge in the lagoon.

If the opening bridge at Marigot is operational you may be able to exit Simpson Lagoon via the French side.

Enquire in St. Maarten about where you can clear into Anguilla.

St. Maarten to the BVI

From St. Maarten the course to Round Rock, British Virgin Islands, is 300° for 72 miles. On approaching the islands pass south of Round Rock rather than using the passage between Round Rock and Fallen Jerusalem: there is a seven-foot rock in the passage that is not marked. No one knows accurately where it is.

Anguilla to St. Croix

Instead of directly heading for the BVI, I recommend heading for St. Croix: 85 miles on a course of 075°. After spending a few days exploring spend a couple more pleasant days at Buck Island. Then take off on a course of 020° for 30 miles to Road Town, Tortola, BVI.

Explore the BVI then continue west to St. John and St. Thomas. You will have visited as many islands as you wished in the Eastern Caribbean chain with more time available in each and fewer clearances than if you had island-hopped both down and up — and with less windward work!

Don Street is the author of The Ocean Sailing Yacht, Street's Transatlantic Crossing Guide, Cruising Guide to the Lesser Antilles *and more. He compiled the Imray Iolaire Caribbean charts and wrote the booklet that accompanies the charts. Visit his website at www.street-iolaire for piloting, rigging, hurricane and other information.*



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Antigua & Barbuda



Veteran Caribbean cruiser Dick McClary has written, "If you were restricted to cruising around just one of these islands, then Antigua would be the one to choose. Antigua has more anchorages than any other single island in the Eastern Caribbean island chain, some of which will offer total peace and tranquility while others, such as English Harbour and Falmouth Harbour, will be crowded, with much going on ashore. There are several locations where you can haul out your boat for the hurricane season, with facilities which will meet the requirements of most yacht insurance companies."

English Harbour is a port of entry for yachts, and, with its famous Nelson's Dockyard being a UNESCO World Heritage site, and acting as home base for major charter boat shows and regattas, it probably needs no introduction. It's worth exploring the historic sites and climbing up to Shirley Heights for the view.

Adjacent is Falmouth Harbour, home to Antigua Yacht Club, all sorts of services, bars and restaurants, and popular marinas.

On the southeast and northeast coasts of Antigua you will find numerous less busy anchorages.

Right around the corner from English Harbour, and only a two-mile beat, is Indian Creek, a good sheltered anchorage. Don Street notes, "Be careful of the rock which is situated off the entrance; there is deep water on both sides, but only four feet over the rock itself."

Two miles east of Indian Creek is Willoughby Bay, a breezy but completely sheltered anchorage; the reef breaks the entire swell. The entrance range is on Imray-Iolaire chart A27; details are given in *Street's Guide to the Lesser Antilles* and in Doyle's *Cruising Guide to the Leeward Islands, Southern Edition.* Work your way eastward, using eyeball navigation when necessary, in water suitable for your draft.



CHRIS DOYLE

Four miles farther east is Green Island at the entrance to Nonsuch Bay. On the south side of Green Island are two anchorages. Ten Pound Bay has room for only two boats. Rickett Harbour has nice beaches and decent snorkeling. To the west of Green Island there is an easy deep-water channel into Nonsuch Bay. On the port side of the channel is Submarine Rock. Within Nonsuch Bay are several anchorages. These are described in detail in Doyle's guide.

North Sound is a fabulous area to explore; there are perhaps a dozen anchorages. Christine Gooch reports, "After picking our way carefully through the reefs and shallows of Antigua's North Sound, we dropped the anchor in the lee of Redhead Island. This whole area is dotted with small uninhabited islets, some clothed in scrub, others no more than large rocks. They have names like Rabbit, Great Bird, Lobster, and North and South Whelk. The area reminds us of the Tobago Cays. North Sound is wonderfully peaceful and uncrowded."

Dick McClary adds, "The anchorage of Great Bird Island is one of the 'peace and tranquility' locations — it's one of our favourites."

Antigua's west coast offers yet more anchorage options, including Dickenson Bay, Deep Bay, Five Islands Harbour, Morris Bay and Jolly Harbour. Jolly Harbour is a port of entry for yachts. There is a full-service marina/boatyard there, and a base for charter yachts. The Jolly Harbour Yacht Club organizes a number of regattas. The west coast anchorages are described in detail in Doyle's guide.

From North Sound it is an easy 25-mile reach to Barbuda, which boasts many anchorages and mile after mile of empty beaches. The island is flat, so you won't see it until you are fairly close.



CHRIS DOYLE

Top left: Spanish Point, Barbuda. Don Street reports that the anchorage here is always good.

Above: On Antigua's west coast, Jolly Harbour provides a port of entry and a full-service marina.

Left: Find your own beach on Green Island at the entrance to Nonsuch Bay.

The approaches to many of the anchorages are littered with coral heads, like a minefield ready to catch the unwary mariner. Stay on the ranges/transits on Imray-Iolaire chart A26 and you are safe; sail off the ranges only if you are a good eyeball navigator and the light conditions are good. You can approach the southwest corner of the island, sneak in between the breakers and the shoals, and keep going north along the west coast, close to shore between the beach and the reefs, in 12 to 14 feet of water.

There are not many weather-protected bays around Barbuda, except two on the south side, but in calm weather and prevailing tradewinds you can anchor comfortably anywhere on the west side between the beach and the reefs, in excellent holding. Only in wintertime, when a northerly descends, are you better off some other place. Yachts anchor in Lower Bay, and in Gravenor Bay behind Palaster Reef. Chris Doyle has explored an anchorage he has named Coral Group Bay, which he describes in his guide.

When in Barbuda, don't miss a visit to the Magnificent Frigatebird colony in the mangroves in the northwestern lagoon. This is best done with a local guide, which you can arrange for in the village of Codrington.

Thanks to Don Street, Chris Doyle, Christine Gooch and Dick McClary for information in this report. See more Cruises Within Borders in last month's Compass.

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A BVI Cruising Itinerary

SHORT HOPS AND FUN STOPS

by Hannah Cotterell

In last month's Compass *we noted that many cruisers are currently reluctant to move from country to country very often: it can be cumbersome and expensive because of regulations related to the Covid pandemic. Although regulations are easing in many Caribbean destinations, one approach is to spend as long in one country as possible before putting yourself through another border crossing. Last month we featured one-country cruising grounds in the Eastern Caribbean including the US Virgin Islands, The French West Indies, St. Vincent & the Grenadines and Grenada. This month, Hannah Cotterell presents a leisurely cruise within the British Virgin Islands.*

Whether you're an adventurer, scuba diving fanatic or simply a lover of the freedom of being out on the water with the tradewinds in your hair, one thing's for sure, the British Virgin Islands cater to everyone in spades. The short hops between islands are ideal if you have landlubber visitors aboard or are shaking down a new-to-you boat.

Having spent the better part of my childhood living on a boat in the BVI, these islands and their crystal blue waters conjure up very fond memories and will forever be close to my heart.



If you're thinking of going cruising (whether by motor or sail) among these stunning islands, let's make sure you make the most of your time! Here I share my ideal BVI cruising itinerary that will have you cruising like a local and seeing the best the BVI has to offer — and that's a whole lot.

Within the itinerary I mention cruising times for each trip. Please note that times will vary depending on your boat, the weather and whether you use your engine or not. For more accurate timings I suggest you plot your own route with the savvy navvy app (www.savvy-navvy.com) closer to your trip to get the most up to date information.

Tortola to Norman Island

Let's start our journey by slipping lines out of Road Town and heading out into open water before bearing right for the anchorage in The Bight at Norman Island.

The Bight is a great first stop as it's a short trip (approximately 1 hour and 15 minutes) that's ideal if you have visiting friends or family aboard who aren't old salts. In addition, it is home to the legendary floating bar, the *William Thornton* (http://willy-t.com) better known as *Willy T*. This long-standing and popular pirate ship is known for its party antics, unique ship-style bar and fantastic food.

Norman Island is one of the most southerly islands of the BVI archipelago and is rumoured to have been the inspiration behind the famous Robert Louis Stevenson novel *Treasure Island*. It's considered to be the "real pirate island," as back in the 1750s pirates used the Virgin Islands as a place to unwind after their escapades at sea, as well as a hiding place for their treasure. There are even documented records of pirate treasure being recovered from the island many years ago, and according to local legend there is still a lot of treasure to be discovered. Could you be a treasure hunter?

Norman Island to Peter Island

Let the island hopping begin with another short sail (about an hour) from Norman Island to neighbouring Peter Island's Great Harbour.

Peter Island is one of the largest privately owned islands in the BVI and the fifth largest of the 60 islands. The island is largely uninhabited apart from the Peter Island Resort and Spa, which at the time of writing this article is still undergoing repair work after hurricane damage in 2017. There are a number of biking and hiking trails you can make the most of, and the anchorages around the island provide a stunning location for snorkelling, swimming and just relaxing onboard.

Peter Island to Cooper Island

Another day for a leisurely breakfast and a morning swim — no need for an early start to sail to Cooper Island (about 1 hour and 20 minutes).

An island dear to my heart is Cooper, one of the most common weekend playgrounds of my childhood. This sparsely populated small island features the Cooper Island Beach Club Eco Resort (http://cooperislandbeachclub.com), which is committed to supporting sustainable tourism in the BVI by generating 85 percent of its power from the sun as well as using solar power for hot water.

If you're looking to get off the boat after the quiet secluded bays of Peter Island, check out the beach club's sustainable microbrewery and have a taste of their six craft tap beers! You will also be helping out local farmers, as the used grain from the brewery is then donated to goat farmers for feed.

The island resort also features a beachside restaurant, coffee and rum bar with a collection of over 280 rums, reputed to be the largest selection in the islands.

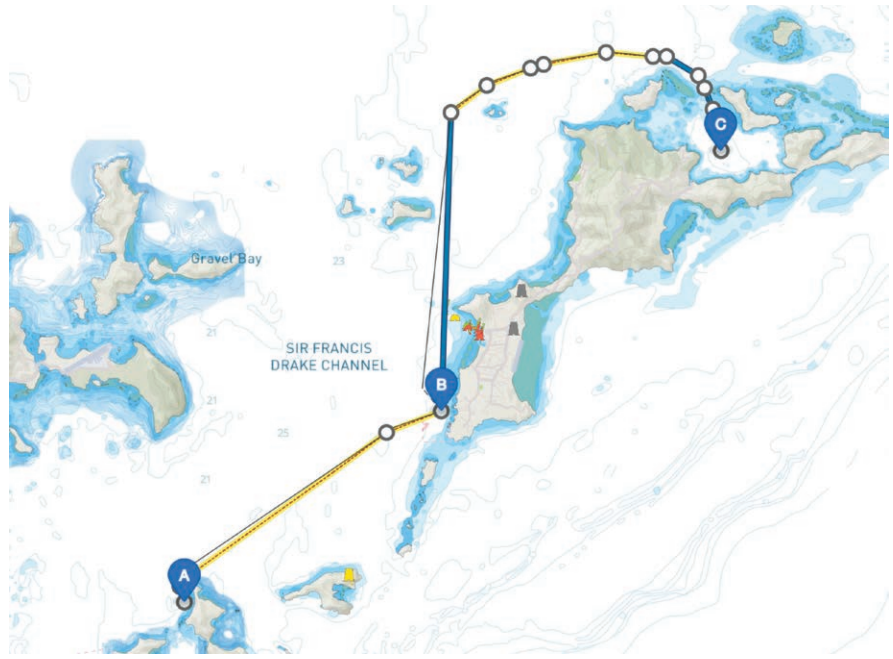
Cooper Island to Virgin Gorda

During the sail from Cooper island to Leverick Bay, we suggest dropping an additional waypoint to have a lunchtime pit stop at The Baths, one of Virgin Gorda's most popular attractions due to its unique geological features. The Baths were formed by granite that eroded into piles of immense boulders on the beach. We recommend anchoring off Devil's Bay before heading ashore with rugged water shoes to explore the incredible tunnels, archways, tidal pools and boulders that make up this unmissable National Park.

—Continued on next page

Left: At the end of a short day's sail, you won't be too tired to enjoy the islands' iconic beach bars.

Below: En route from Cooper Island to Leverick Bay, at The Baths, one of Virgin Gorda's most popular attractions.





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—*Continued from previous page*

Roughly an hour and a half from The Baths, Leverick Bay is the perfect next stop for an overnight stay with options to anchor, pick up a mooring, or stay at a slip within the marina if you'd like.

Next we plan to go to Anegada so Leverick Bay provides a great opportunity to stock up on food, dispose of garbage, fuel up and grab any other supplies before you go. There is also a lovely bar and restaurant, shops and a watersports centre to keep you entertained.

Virgin Gorda to Anegada



Although Anegada is one of my favourite islands in the BVI, this leg is only recommended for the more experienced cruisers as for the first time you will lose sight of land during this two-and-a-half-hour passage and there is a reef channel that you will need to navigate through to get to the anchorage.

I consider Anegada to be one of the jewels of the BVI. It is a completely flat island made entirely of coral. This means that when you're travelling towards it you often won't see it on the horizon until you're really close to arrival. Because it's made entirely of coral, Anegada is known for its pristine white-sand beaches and sparkling turquoise water.

Once you arrive you can hop ashore to the Anegada Reef Hotel, another of my childhood favourites! This is a great place to have dinner, especially if you choose to feast on the local spiny lobster that the chef catches right off the beach and then cooks on an open fire barbecue right in front of you. The chef bastes the lobster with garlic butter and it is simply amazing. On top of that, order conch fritters for a starter and you will not be disappointed.

I suggest spending at least two days at Anegada. It is a true beauty and if you were to spend any less time I feel you would leave thinking you had missed out. The island is home to wild flamingos that live on the salt flats; when you head ashore there are open-air taxis willing to ferry you around the island, so ask to stop and see the flamingos on your way!

While exploring ashore, head to Loblolly Bay or Cow Wreck Bay where you can pick a chair under a palm-leaf umbrella or a hammock under the seagrape bushes and enjoy the view followed by a tasty beach-bar lunch.

The snorkelling on the island is simply fantastic. The taxi drivers are usually very accommodating: just give them a time to come back and collect you and you're sorted.

The island is also a favourite for bonefishing, giving you a chance to test your mettle against a "fighter" fish. So if you're an avid fisherman or woman check out Danny's Bonefishing (www.dannysbonefishing.com).

Anegada to Jost Van Dyke

The passage straight from Anegada to Jost Van Dyke usually takes about five hours. If you would rather have a shorter trip then you could go back to Virgin Gorda, but you really don't want to miss Jost Van Dyke as it's a super fun place. It is one of the larger islands in the BVI and it's known for its lovely anchorages and sheltered bays as well as a lively yet casual bar and restaurant scene.

Jost Van Dyke's Bubbly Pool is located on the east end of the island and is only a short hike from the very popular Foxy's Bar (https://foxysbar.com). Once you get there you can relax in the natural pool as waves crash around you through small gaps in the cliffs, making a natural bubbly fizz! You can also climb up to the top of the hill to have one of the best chances to get a great photo with Tortola in the background.

After your hike and refreshing natural jacuzzi dip, head back to Foxy's, a fan favourite for boaters across the BVI. Foxy's has been serving food and potent rum drinks to sailors since 1968. Their barbecues are famous and their boutiques are sure to give you plenty to discover.

Jost Van Dyke also hosts a range of watersports and diving companies, so if you're after an active few days there will be plenty above and below water activities to keep you happy!

Jost Van Dyke to Beef Island, Tortola

From Jost Van Dyke it's just about an hour and 20 minutes to Trellis Bay on Beef Island. Trellis Bay's Bar & Grill hosts a full moon party with a barbecue, so that could be one to look out for. Trellis Bay is near the airport so you might hear planes going overhead but it's a nice location with a casual vibe. It is also a hop skip and a jump from Road Town.



Above: From Jost Van Dyke it's just about an hour and 20 minutes to Trellis Bay on Beef Island.

Left: A number of anchorages stunning locations for snorkeling and swimming.

Below: Head ashore at The Baths to explore the tunnels, archways, tidal pools and boulders that make up the unmissable National Park.



Trellis Bay to Road Town

Staying in Trellis Bay the night before you want to check out of the BVI makes for a very chill end to your BVI tour before the hour-and-a-half trip back to Road Town. Before checking out, enjoy Road Town's array of bars and restaurants. I can highly recommend Pussers and their popular rum!

I hope this cruising guide gives you some good ideas for your BVI adventure. If you'd like to make your own itinerary, check out the savvy navvy boating app at www.savvy-navvy.com to start plotting routes between the islands. Available to download in your app store.

Hannah Cotterell is Community Manager at the savvy navvy boating app.





COCKITE TOURS

A lone tourist excursion boat is anchored off Jackson Beach while her passengers relax on shore.

had rocked their vessels since arriving at the "Indies."

Bartolomé de las Casas, the Dominican friar who wrote an account of the voyage based on Columbus's diary, described Porto Sacro as "an immense and good port with a good entrance." A later map of Samaná would describe Columbus's harbor as a *porto fuerte* (a strong port), recognition of the protection it afforded against ocean swells. Thus, Columbus documented Porto Sacro but kept sailing, disinclined to squander his lucky westerly.

French pirates

Then came the French *filibusteros*, pirates who used the great bay on the south side of the Samaná peninsula as "a place of rendezvous" for most of the 17th century. They were surely aware of Puerto Sacro on the north side as well. For one thing, it had a spring-fed pool right on the beach from which to water their ships.

At some point then or thereafter, the little island was named Jackson Cay. The port became Port Jackson, the headland on its east side, Point Jackson, and the high hills behind, Jackson Mountains. The eponymous, acquisitive Mr. Jackson is otherwise unmentioned in history.

By the 18th century Spanish authorities had regained control of Samaná; Jackson would be rendered on Spanish maps as Yaqueson. The Spanish broke a trail between the "mainland" and Samaná, which passed just behind Jackson Beach before turning south to cross the mountains to Samaná Bay.

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The lost harbor of Christopher Columbus is a shelter that can still benefit cruisers today.

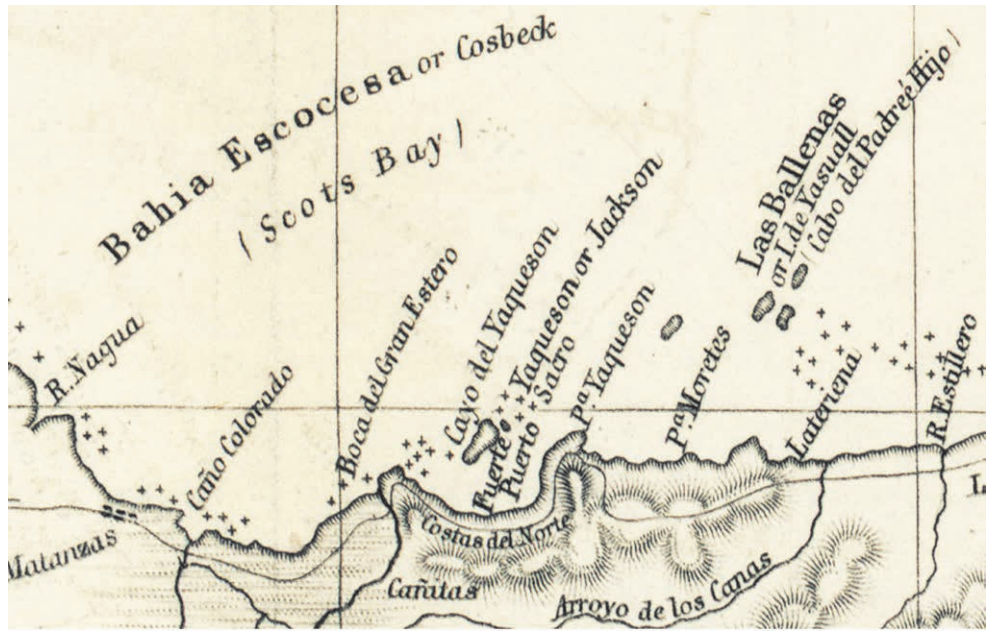
After losing his flagship *Santa Maria* on a reef and being forced to discipline an insubordinate captain, Christopher Columbus must have been feeling a little bit lucky for a change. His remaining ships, *Niña* and *Pinta*, were making way eastward along the north coast of Hispaniola, benefitting from a rare brisk westerly. The date was January 12th, 1493, and the first Columbus expedition was just a few days away from setting a course for Spain.

Lookouts high in the rigging spied an island between two headlands against a backdrop of a rising mountain range. The low island rose out of a massive coral reef indicated by breaking waves. What interested these experienced seamen was the dark blue basin between the island and the beach and the fact that a deep channel entered the basin from the east. Five fathoms, by God! Deep enough for Spain's biggest ships! Columbus named it Porto Sacro, the Sacred Port.

A couple of days earlier, the expedition had sallied eastward from the Bay of Grace, now usually referred to as Luperon Harbor, an outstanding hurricane hole. Since then, Columbus' crews had found nothing comparable as they plied the forbidding north coast of what is now the Dominican Republic. Sacro was no Luperon, but this new harbor to starboard offered good all-around protection against the winter waves that

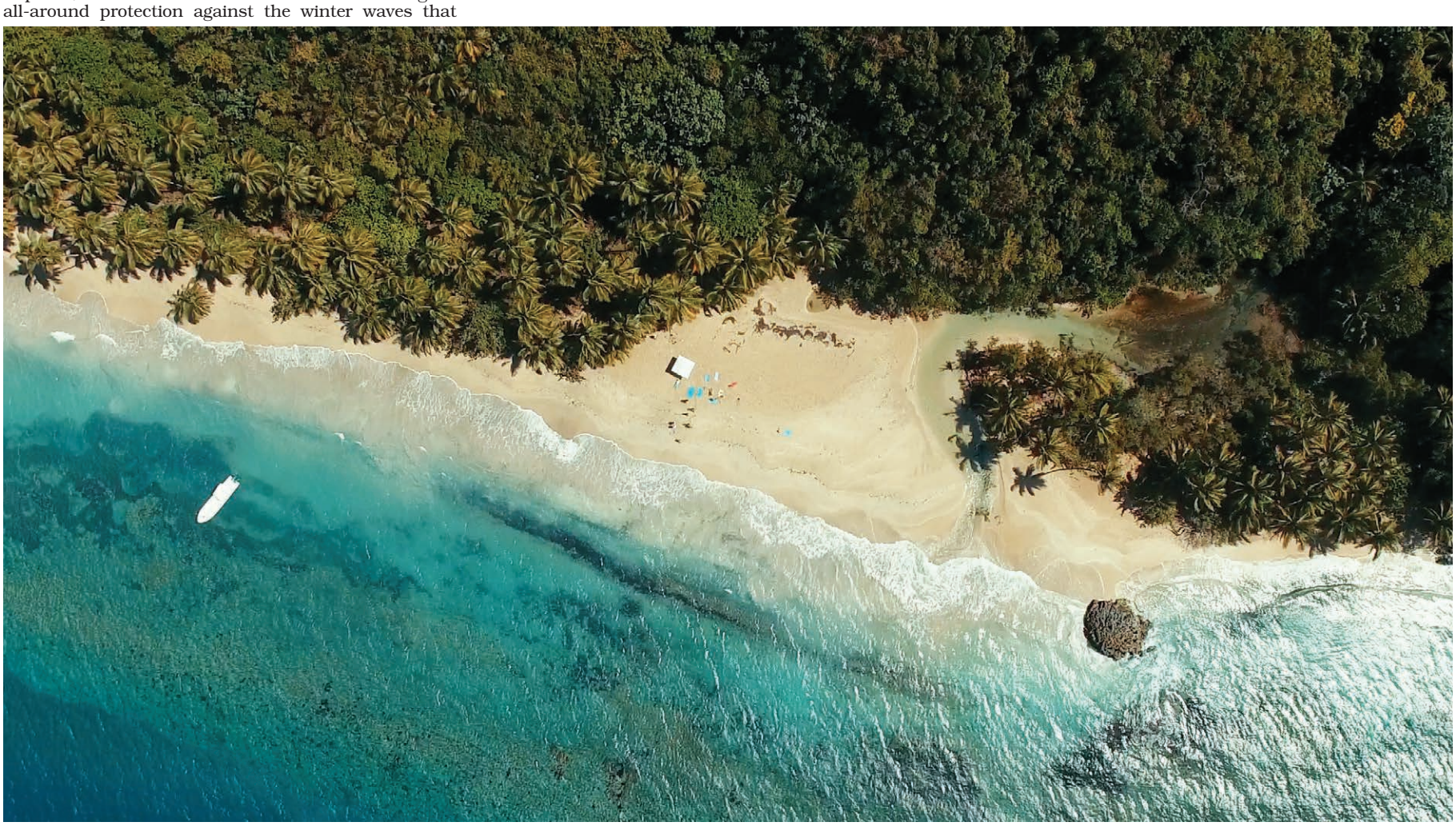
Right:

This early 1853 chart shows Port Jackson labeled as such, but also notes the original name given to it by Christopher Columbus, Puerto Sacro. The labeling also notes that it is a fuerte porto, *meaning it is a "strong" or well-protected place.*



Below:

Fresh water flows through a pool fed by a mountain spring. Ships once filled their water casks here.



COCKITE TOURS

—*Continued from previous page*

Suitable only for pack animals, the trail was the sole overland access to the harbor. Ships called at Port Jackson to load lumber and coconuts from the thousands of palms along the shore and overlooking hills.

Haiti is a nation that peaked early. Haitian slave revolts culminated in the expulsion of their French overlords in 1801, thanks to the development of a capable native military. After independence, the Haitians marched their armies east, conquering Spanish Hispaniola, including resource-rich Samaná. Port Jackson worried them.

"Port Jackson is called the key to the north coast of Samaná, and a single man-of-war stationed here would command the only passage of communication by land to Samaná from the Cibao (mainland)," wrote Robert Schomburgk in the *Journal of the Royal Geographical Society of London* in 1858. He was referring to that rough trail, euphemistically called "The Royal Highway."

"When Santo Domingo was under Haitian government, General Borgela gave orders to form another road inland... as should a foreign war break out, an armed vessel in Port Jackson could prevent all communication between Samaná and the rest of the island. But the difficulties proved too great for the Haitians, and the works, though commenced, were never completed."

Forgotten, not gone

Over the centuries two adjacent mountain peaks were the distant indicators that Port Jackson lay ahead, but up close it was the 52-acre Jackson Cay that provided bearings sailors needed to gain entrance to the harbor.

On August 4th, 1946, an earthquake measuring 8.1 on the Richter Scale hit Samaná, spawning a 12- to 16-foot tsunami that inundated lowlands, a combination that killed 2,550 people. Mini-tsunamis were recorded as far away as Daytona Beach and Atlantic City. That day Jackson Cay ceased to be an island. A feature that had been a few feet above the water had sunk to become a shallow reef a few feet under. However, disaster did not rob Port Jackson of its mojo entirely.

A shallow 52-acre reef among deeper reefs by itself affords significant protection from ocean swell (think South Pacific atoll), but the problem that lingered down through the decades was that the charts continued to show Jackson Cay as if it hadn't sunk. How was anyone to access the shelter of Port Jackson if they could not find Jackson Cay?

When the fiberglass revolution of the 1960s brought about the cruising culture that endures today, stalwart sailors began transiting Dominican waters in passage from the Bahamas to Puerto Rico and the Lesser Antilles. Probably two to three hundred foreign recreational vessels pass Jackson annually, many of which are going to or (like Columbus) coming from Luperon. Those eastbound from Luperon are said to be plying the "thorny path to windward" because they are going against the wind, waves and current — along a coast thought to be devoid of an anchorage with all-around protection.



iSTOCK

When Columbus passed by Puerto Sacro en route back to Spain in January 1493. He had only two of the original three ships, Niña *and* Pinta. Santa Maria *had wrecked off the coast of what is today Haiti.*

Bruce Van Sant has transited the waters in question possibly more than anyone else alive. Van Sant is the author of *A Gentleman's Guide to Passages South: The Thornless Path to Windward*. His book contains a wealth of science-based tactics for passagemaking on the north coast of the Dominican Republic. Port Jackson is not mentioned in his book, but not for lack of trying.

No cayo, no porto

Van Sant recalls how during the 1980s he once searched for Port Jackson, which was depicted on government charts he carried. (In fact, Jackson Cay continues to be a charted feature to this day.) Yet no island presented itself, so Van Sant was unable to find a 200-acre anchorage, which, according to 1918 US government sailing directions, had "depths of 5½ to 7 fathoms and affords shelter to moderately sized vessels."

Van Sant has swallowed the anchor and now lives at Puerto Plata, about 75 miles west of Jackson. When the former NASA engineer finally heard what had happened, he expressed regret. "I would have loved to snorkel through there," he said.

British ex-pat Barry Terry sailed across the Atlantic to the Caribbean in the 1990s and spent the next two decades cruising his 34-foot sloop up and down the Antilles and delivering other people's boats to and from the United States. On occasion he would use anchorages elsewhere along the north shore of Samaná that were less well protected from northerly conditions.

"Cayo Jackson would have been a better anchorage if you were pushed for time, as most delivery skippers are," he said. "It would make great overnight stop if you needed a break after crossing the Mona Passage, and it would not take you very much out of your route."

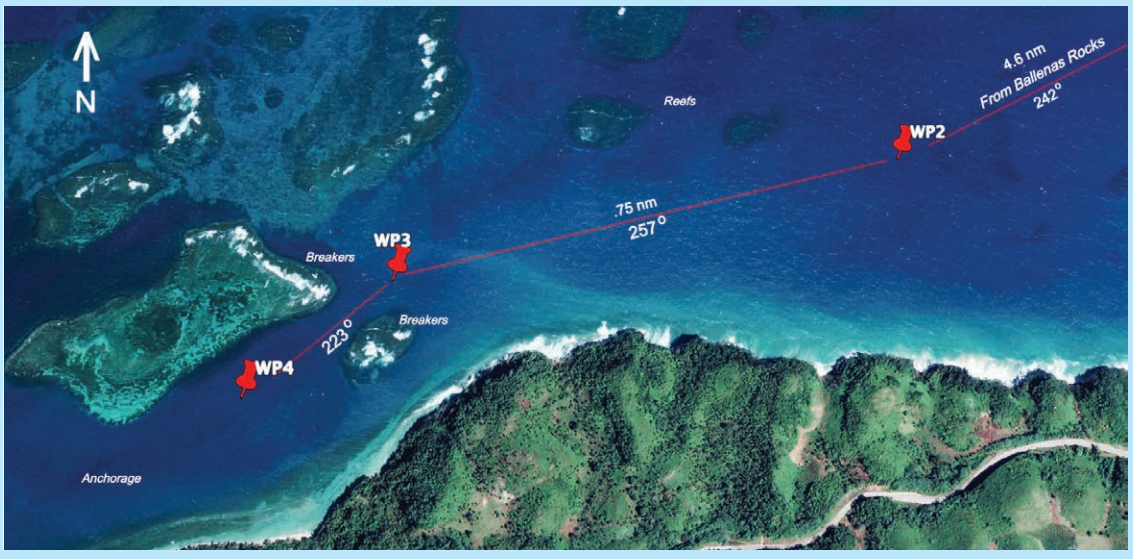
The National Geospatial-Intelligence Agency (NGA) calls itself the US intelligence community's premier source cartography and interpretation of satellite imagery. Yet it publishes charts used by the US Navy that still depict Jackson Cay, 76 years after it sank, even though its non-existence can be confirmed by a cursory check on Google Earth. The British Admiralty also publishes a chart that shows an island where no island exits, and the Admiralty's current piloting guide to the Caribbean Sea gives highly specific directions on how to enter Port Jackson using the non-existent island as a landmark.

Private cartography companies that make electronic charts for the recreational boating market rely on this government data for accuracy. Yet neither the NGA nor the Admiralty are willing to help explain how this mistake went uncorrected for decades, let alone how it happened in the first place.

Ken Cirillo was a vice-president for C-Map, one of the top marine chart-makers in the world. Cirillo says he has specifics about how NGA failed to note Jackson Cay's disappearance and why the Admiralty continues to describe Port Jackson as if it were still handling freight. In general, he says, charts are updated more frequently for high-traffic areas. Port Jackson's isolation and decades of disuse before the 1946 earthquake probably best explains the errors.

Meanwhile, local boatmen, who do not use charts at all, happily ferry boatloads of tourists from the resort town of Las Terrenas to enjoy a "Robinson Crusoe experience" at Jackson Beach, complete with its natural freshwater swimming pool. European (and Turkish) *Survivor* TV spin-offs use the beach as a set because of its beauty, calm water and isolation. If only the NGA knew what they know.

Peter Swanson is a lifelong sailor and journalist, most recently having served as editor-in-chief of PassageMaker *magazine. His birthday is January 12th, the same date Columbus passed by Jackson Cay and wrote it into the history books.*



ENTERING PORT JACKSON

The entrance to Port Jackson is straightforward from the east in daylight using visual piloting. While it is possible to exit the anchorage by heading west into deep water, the area you must transit is strewn with widely spaced reefs, some of which may be difficult to identify visually. The conservative play for a westbound vessel is to exit basin the same way you entered and then edge your way northward around the larger reef system surrounding Jackson Cay reef into deep water.

By the numbers

• WP1 Las Ballenas
19°20.214'N
69°34.384'W
Turn and head 242° toward next WP

• WP2 South of reefs
19°17.938'N
69°38.734'W
Turn and head 257° toward approximate midpoint of channel into Port Jackson

• WP3 Entrance to Port Jackson between two breakers. The one to starboard is the easternmost point of Jackson Cay reef.
19°17.739'N
69°39.494'W
Turn and head 223° to enter protected basin

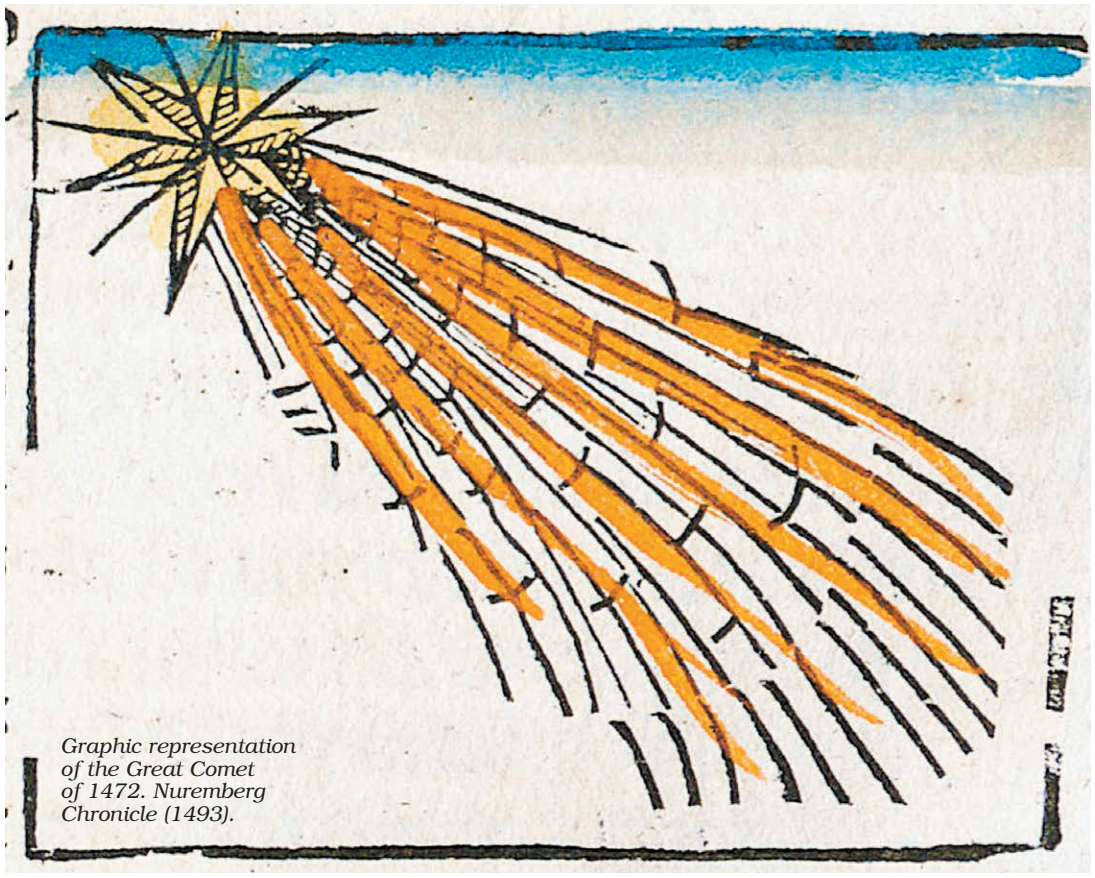
• WP4 Anchorage with depths ranging from 25 to 35 feet, most protected from prevailing winds on the western side of the sunken island.
19°17.568'N
69°39.694'W
(Do not anchor within swinging distance of the sunken island because winds tend to become offshore after dark.)

The Sky from Mid-January to Mid-February

by Jim Ulik

"A great comet appeared in the month of January 1472. It was flame-colored and had a black tail. It proceeded westward but veered to the north. It was seen for eighty days, and before it vanished, another comet with a fiery tail appeared, proceeding eastward. Then followed an unprecedented drought; and later the plague broke out in a number of places, and there arose many dissensions, revolts and cruel wars."

— Excerpt from the Nuremberg Chronicle, *an illustrated encyclopedia of world historical events, printed 1493.*



Graphic representation of the Great Comet of 1472. Nuremberg Chronicle (1493).

Historically comets were perceived to forecast negative events. Using the appearance of a comet as an excuse for random traumatic events or actions continues to this day. The most recent comet-related apocalyptic prophecy was forecast for December 2021. Death, plague, war, drought and the apocalypse are not directly caused by comets. For future reference, almost 100 additional comets were discovered in 2021. Unlike the visible comets of the past, most of these newly discovered comets are currently faint and only visible through a telescope or pair of binoculars. The ability to view these comets may change in the future. The calculations of a comet's orbit are constantly updated and possibly predict a close approach to Earth or how bright they may appear in the night sky.

A little searching in the western sky after sunset may reveal two comets this period.

Sunday, January 16th

Over the last few days Venus has been gradually moving away from its alignment with the Sun. Venus is now becoming a bright apparition in the early morning sky. The Venusian planet is about two percent illuminated but outshines Mars in the eastern sky.

Monday, January 17th

The Moon takes position in Gemini tonight. It is located east of Pollux, the star is associated with one of Jason's Argonauts. The slightly dimmer star Castor is located northwest of the celestial pair. The Moon turns full around 2000 hours.

Wednesday, January 19th

There are three anniversaries of historic comets this period. The first is the discovery of the Great Southern Comet of 1887 by John Thome. Further observations were made at sea by Captain Molony. His sextant observations were published in the *Monthly Notices of the Royal Astronomical Society*.

Thursday, January 20th

Two comets may be visible in the western sky at dusk. Last month I noted the appearance of comet C/2021 Leonard on December 16th. During that time the comet has gradually dimmed while dropping closer to the western horizon. See Image 3 on the next page. Another comet has been getting brighter somewhat higher in the west. Tonight comet 19P/Borrelly reaches its brightest. It will remain at that level for the next few days. It takes comet 19P/Borrelly 6.9 years to orbit the Sun. Its last close approach was in 2015. The next close approach will be February 2nd. NASA's Deep Space 1 spacecraft encountered and photographed the eight kilometer (five mile) long comet Borrelly on Sept. 22nd, 2001. In addition to the two visible comets, there are at least nine more comets sharing the western sky.

Saturday, January 22nd

Today marks the 550th anniversary of the Great Comet of 1472. Astronomers measured the tail to extend 30 degrees across the sky.

Saturday, January 29th

The Moon makes a close approach to Mars in the pre-dawn sky. Mars appears somewhat dim between a bright Venus and the sliver Moon. About four degrees to the right or south of the Moon is Sagittarius A* the center of the Milky Way galaxy.

Sunday, January 30th

Mars, Venus and Mercury will form an elongated triangle this morning. Early risers will also notice a very small slice of Moon south and east of Venus. Mars rises around 0400. The triangle will be complete when Mercury rises around 0530.

Tuesday, February 1st

Today marks the start of Chinese New Year and the year of the Tiger. The Moon has also reached its full phase. Both Saturn and the Moon will be lost in the Sun's glare throughout the day. Tomorrow the Moon will reappear low in the western sky near Jupiter. Saturn will reappear in the east before sunrise towards the end of February.

Saturday, February 5th

Astronomer Charles Piazzi Smyth witnessed the Great Comet of 1843 first hand. The tail of the comet holds the record for actual length. The tail measured more than 35 degrees. The sighting was also notable because of the comet's intensity of light. One of Charles Piazzi's paintings of the event is shown at left. The bright disc is the comet's nucleus.

—Continued on next page

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—*Continued from previous page*

Tuesday, February 8th

The alpha Centaurids (ACE) are active from January 28th through February 21st, the maximum activity occurring after midnight. This is a variable shower that can produce five to 20 meteors per hour. Meteors will radiate out of an area east of the Southern Cross. The best area of sky to spot any shooting stars is in the mid southern sky.

Wednesday, February 9th

Events in February may seem to be only for early risers. However, Jupiter can still be seen in the west at dusk. At night you can also keep an eye out for the occasional pass of the International Space Station. Otherwise the main event happens this morning when Venus reaches its greatest brightness for 2022.

Saturday, February 12th

Venus and Mars make a close approach this morning. Venus is rising at 0350 and Mars will follow about five minutes later. Mars is located south of Venus. In another hour Mercury will climb over the horizon.



IMAGE 1

Great Comet of 1843. Painting by Astronomer Charles Piazzi Smyth (1843).

Sunday, February 13th – Monday, February 14th

The Moon is making its monthly pass by Pollux on the 13th. On the 14th it will shift towards the east and relocate into Cancer near the Beehive Cluster.

Tuesday, February 15th

Mercury is one day away from its greatest separation from the Sun while reaching its highest altitude in the morning sky. The increased separation from the Sun allows for more of Mercury's surface to be illuminated. Over the next few days Mercury will shift closer to the horizon and continue to get brighter as it continues its journey around to the far side of the Sun.

In the News

New Scientist magazine is offering a virtual event for teachers and students on January 29th and 30th. The purpose is to bring science to life for students.

"New Scientist Live offers a unique opportunity for students to extend their learning around the STEM subjects beyond the classroom and bring to life many areas of study. Our aim is to encourage creativity and curiosity and ensure students have a stimulating and rewarding visit to the show. *New Scientist* Live Manchester will help students understand that scientific developments taking place today have the power to change what it means to be human and the world that we live in."

A proportion of the Schools' Day tickets will be made available to schools with a high proportion of disadvantaged students, ensuring that science is accessible to the widest possible audience and helping to inspire the next generation. Information can be found at https://live.newscientist.com/new-for-2022.

** 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.



IMAGE 2

Ship of Argonauts Castor and Pollux (Poluce). Anonymous (1664).

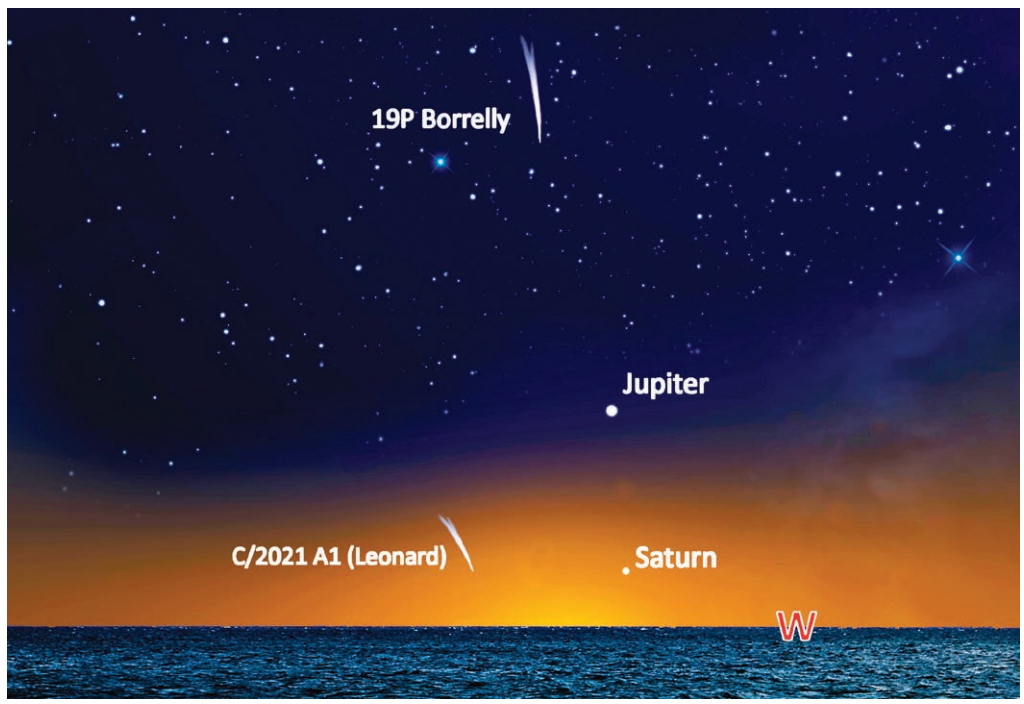


IMAGE 3

Position of two visible comets on January 20th.

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OUR ISLAND BIRDS BY BELA BROWN

A Fierce Flying Farmer

THE PURPLE-THROATED CARIB HUMMINGBIRD

Native to the rainforests of the Lesser Antilles, the Purple-Throated Carib is one of the most beautiful hummingbirds in the region. Predominantly black, this spectacular hummingbird looks as if it belongs in a science-fiction story. It sports futuristic, electric-blue-green wings, an indigo blue tail and a dazzling purple gorget — a patch of feathers on the throat and upper chest, which, depending on the light, may appear bright royal purple, dark purple or even black.



Known as Doctor-Bird, Ruby-Throat, Fou-Fou, or simply Hummingbird, the Purple-Throated Carib breeds on every mountainous island of the Lesser Antilles except Grenada, where its niche is filled by the Rufous-Breasted Hermit (see last month's *Compass*). The species is common in the islands of Saba, St. Eustatius, St. Kitts and Nevis, Montserrat, Guadeloupe, Dominica, Martinique, St. Lucia, and St. Vincent. Individuals travel between the islands and are occasionally sighted in Antigua, Barbuda, Barbados, Grenada and, more rarely, in the Virgin Islands.

A large hummingbird, the Purple-Throated Carib (*Eulampis jugularis*) is not only physically striking but also represents one of the most remarkable examples of coevolution between birds and plants. As well as sipping nectar from a variety of native and introduced shrubs and trees, Purple-Throated Caribs have coevolved with two heliconia species — *Heliconia bihai* and *Heliconia caribaea* — whose flowers closely match the length and shape of their bills. Furthermore, while males and females are alike in plumage, they display one of the most extreme differences in bill shape and size of any hummingbird. The male sports a bill that curves down at a 15-degree angle, while the female boats a bill that is 15 percent longer than the male's and curves down twice as much at a 30-degree angle.

The longer, more curved bill allows the female to feed on her primary food source — the *Heliconia bihai,* also known as the Macaw Flower — a native plant whose tubular-shaped flower averages a 31-degree curvature, almost identical to the curvature of the female's bill. On the other hand, the smaller, straighter bill of the male corresponds roughly with the 20-percent curvature of his primary food source — the flowers of the spectacular *Heliconia caribaea,* commonly known as Caribbean Heliconia.

Evolutionary biologists speculate that this bill adaptation began thousands of years ago and was strongly influenced by different energy requirements of the sexes. The larger, stronger and more aggressive males required higher amounts of nectar and thus favoured the more profuse Caribbean Heliconia, leaving the smaller, less dominant females with the Macaw Flower. Eventually, this behaviour — known as "sexual resource partitioning" — caused the bills of the two birds, particularly the female's, to become uniquely matched to the heliconia of their choice.

Indeed, on Dominica and St. Lucia the Macaw Flower and the Female Purple-Throated Carib have become so specialized that the flower's deep reservoirs can only be reached by the female. It's a perfect example of mutualism, where plant and bird have coevolved to serve each other's needs: the flower has secured access to an efficient pollinator, while ensuring that the female always has food available that meets her energy requirements.

As with most hummingbirds, Purple-Throats are extremely territorial. Males defend patches of Caribbean Heliconia and do not allow other hummingbirds, not even their female counterparts, near those patches. Other birds, such as Lesser Antillean Bullfinches, which visit heliconias to eat the flowers, are also aggressively chased. Occasionally, even humans get a good scolding!

But a male Purple-Throated Carib doesn't only protect his own patch of flowers: incredibly, in the island of Dominica, scientists observed that the males defend uncommonly vast territories, where a large portion is composed of Macaw Flowers, whose nectar only the female can use. Scientists call this behaviour "nectar farming" — a unique mating strategy in the bird world used to attract females. For the successful male Purple-Throat, one of the most important aspects of looking after his "farm" is to keep rivals out. A successful male may hold the same flower crops for as long as five years.

Females are attracted to the males that hold the most nectar resources. A visiting female is usually allowed to sip a couple of times on the male's flowers while he sits back and observes. He then buzzes around her and, depending on her reaction, may chase her away, or he may let her sip a few more times before starting his mating display.

Although the female is far less territorial, she does guard patches of Macaw Flowers during the non-breeding season. As with most female hummingbirds, the Purple-Throat female builds the nest, and incubates and rears the chicks without assistance from the male. With little time available to defend territory, she "traplines" between undefended patches of flowers, occasionally sneaking into the male's territory to steal nectar from his well-guarded crops. As well as eating nectar, the Purple-Throated Carib hawks for small insects on the wing and is often seen taking arthropods from leaves and spiderwebs.

As with most hummingbirds, Purple-Throats are solitary creatures that come together only during the breeding season and separate immediately after copulation. Nesting takes place between January and July. The female builds a typical hummingbird's cup-shaped nest on the fork of a slender branch three to 18 metres (nine to 60 feet) above ground. Before the nest is completed she lays two tiny white eggs and incubates them for 17 to 19 days. She continues to add nesting material throughout the incubation, completing the construction a day or two before the eggs hatch. Females are extremely territorial around the nest, attacking much larger birds that venture near and threatening them with sharp, agitated "*chewps!*" The dark-skinned chicks are born blind and completely helpless, with two rows of down on their backs. They are brooded, protected from the hottest sun and fed on a high-protein insect diet. The young nestlings spend much of their time eating, sleeping and exercising their long, glowing wings in anticipation for a life on the wing. Immature birds are very similar to the adults but have an orange gorget with red speckles.

Though Purple-Throated Caribs brighten the air with their beauty, poise and agility, they are not the easiest hummingbirds to find — but search for them among the wild heliconias of the Lesser Antilles and you may find what you seek!

Jellyfish and Comb Jellies

by Darelle Snyman

These fascinating, gelatinous sea creatures have roamed the seas for at least 500 million years. At first glance jellyfish and comb jellies might appear similar, but they are actually not close relations. Jellyfish, like corals and anemones, belong to the phylum Cnidaria, a group of animals known for bearing nematocysts or stinging cells. Comb jellies, in contrast, belong to the phylum Ctenophora, which lack stinging cells and are noted for their use of cilia, which are commonly referred to as combs, to swim through the water column.

The Jellyfish

Of the two groups, the alien-looking jellyfishes are probably the most familiar to us, especially if you had your share of painful encounters with them. I love watching these fascinating creatures pulse elegantly through the water. They are, however, less attractive when you encounter them washed up on the beach as a jiggling mass of jelly. This appearance is because these brainless and bloodless creatures are actually about 95 percent water.

The Moon Jellyfish

The Caribbean jellyfish resident I have encountered the most is the saucer-shaped Moon Jellyfish (*Aurelia aurita*). Moon Jellies are one of the most widespread jellyfish species in the world. This translucent critter lacks the distinctive, long tentacles we have come to associate with jellyfish. Their short tentacles form a fringe along the edge of their bell or medusa, as we refer to the adult form of a jellyfish. The distinctive horseshoe-shaped structures you can see in the bell are in fact its gonads.

Moon Jellies had the honor of traveling into outer space. In 1991 they were guests on the space shuttle *Columbia* where scientists studied the effect of microgravity on them. During their stint in space they continued with their life's work, reproduction, and once back on earth it was discovered that the space-born jellies could not figure out how to deal with gravity, poor things. Sadly, Moon Jellies rarely live longer than six months and even though they are mostly water, they are preyed upon by a variety of predators, including leatherback sea turtles (*Dermochelys coriacea*) and the ocean sunfish (*Mola mola*).

The Sea Thimble Jellyfish

The most adorable Caribbean jellyfish resident you are likely to encounter is the tiny Sea Thimble Jellyfish (*Linuche unguiculata*). The bell or medusa of this small critter is straight-sided with a flat top, hence its common name, Thimble Jellyfish. The presence of symbiotic zooxanthellae (single-celled organisms that live in jellyfish, coral and other invertebrates) gives the bell an orange-brownish coloration.

Sea Thimble Jellyfish feed by pulsating their bells, rotating as they move, creating a flow that draws prey in. They breed seasonally and are known to form large swarms close to the water surface from March through April. These aggregations, also known as blooms or smacks, can cover a vast area and aggregations covering a million square metres have been recorded. People who have fallen victim to the larvae, commonly known as sea lice, of Thimble Jellyfish might disagree greatly with the adorable description. These minuscule irritants are the most common cause of sea-bather's eruption, a nasty, itchy rash that can turn into blisters. In Spanish it is aptly named *pica-pica*, which means itchy-itchy. It happens when the larvae that became entrapped in the swimmers clothing die, causing them to discharge their under-developed stinging cells in the process, with maddening results.

The Cannonball Jellyfish

Another jellyfish that lacks long, trailing tentacles is the spherical-shaped Cannonball Jellyfish (*Stomolophus meleagris*), also known as the Cabbage-Head Jellyfish. These ball-shaped critters have short, stubby tentacles and secondary mouth folds that peek out from underneath the brown-rimmed bells. It is these short oral arms with the secondary mouth folds that gave rise to their scientific name, which means "many mouthed hunter." When disturbed, they secrete a very unpleasant, toxic mucus that drives away predators in the immediate area. This defense mechanism, however, does not deter their main predator, the endangered leatherback sea turtle. The fact that they are such an important part of the turtle's diet makes them ecologically important.

These cute little carnivores in turn feed on a variety of planktonic larvae and fish eggs that are sucked into their mouth folds when the bells contract. They can swim with their short oral arms, unlike most jellyfish that rely on the wind and waves for movement.

The Sea Wasp

A jellyfish whose sting packs more of a punch is the sea wasp (*Alatina alata*), a box jellyfish notorious for inflicting pain. This Caribbean resident should not, however, be confused with the lethal box jellyfish, *Chironex fleckeri*, found only in the Pacific. These cube-shaped creatures bear four long tentacles and are not easy to spot, thanks to being mostly transparent and their tendency to hang around just below the water's surface. Stings of these floating wasps can cause nausea, pain and a rash. Although not fun, symptoms tend to disappear without treatment from 20 minutes to one day.

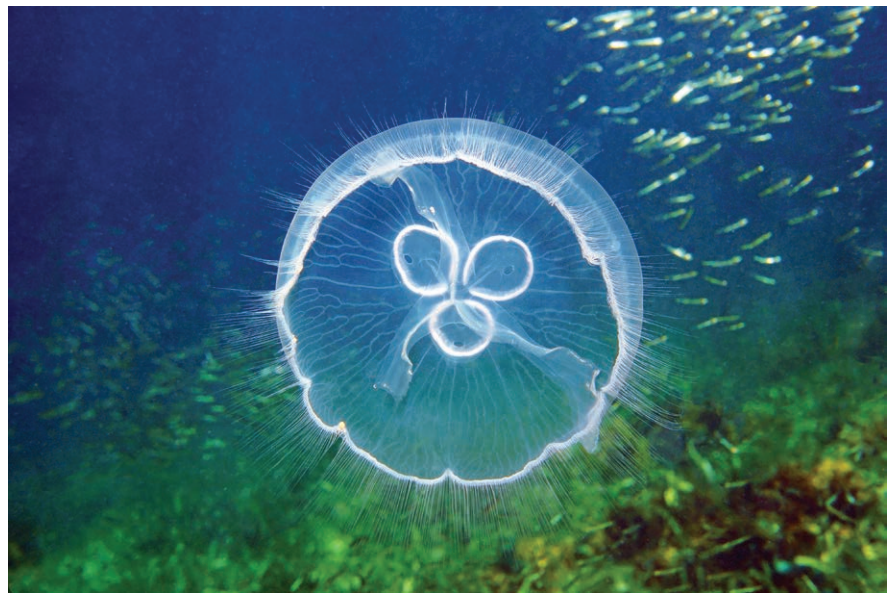
The Mangrove Upside-Down Jellyfish

A jellyfish that you are very likely to encounter in the shallows in lagoons and mangrove areas, resting casually on its bell with its frond-like tentacles facing upwards, is the Mangrove Upside-Down Jellyfish (*Cassiopea xamachana*). I have discussed this aptly named jellyfish in the April 2020 issue, highlighting one of its most unattractive features, its ability to sting you without you even touching them. My first encounter with its stinging arsenal of mucus bombs was in the shallows in Isla Mujeres, Mexico, where I was innocently and ignorantly trying to photograph them. When the water around them is disturbed they release globules of mucus into the water that move around by means of cilia. These globules, termed *cassiosomes*, contain the stinging cells that can make life quite uncomfortable for you.

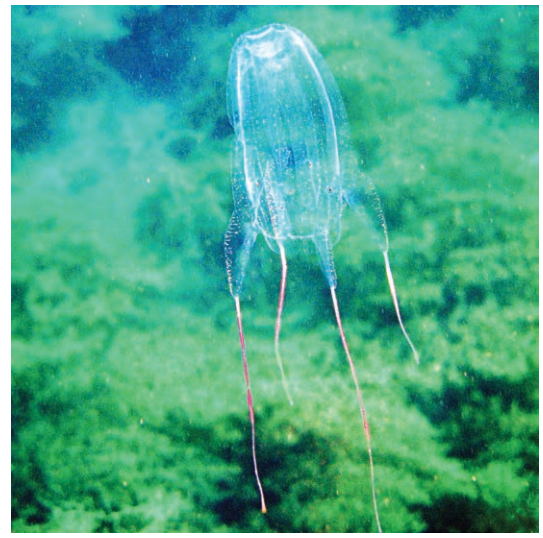
The Comb Jellies

Just as unique as the jellyfishes are the unusual, diaphanous-looking Comb Jellies, often referred to as the ctenophores. On a few occasions I have mistaken these transparent creatures for small pieces of floating plastic. This is actually a sad reflection on the state of our oceans if my first thought goes to "plastic" and not "animal" when I spot a transparent object floating in the sea.

—Continued on next page







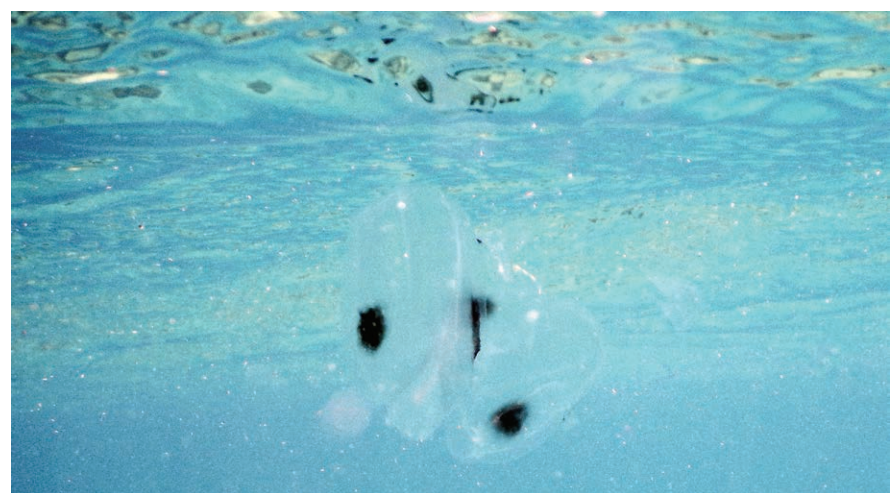
From top:

The distinctive horseshoe-shaped structures in a Moon Jelly's bell are its gonads.

Cannonball Jellyfish have short, stubby tentacles.

Beware the painful sting of the Sea Wasp.

The Spot-Wing Comb Jelly is transparent but easy to identify by its dark spots.



LOOK OUT FOR...

Ylang-Ylang, Perfume of the Night

by Lynn Kaak

Every month in the Caribbean there's something special to look out for.



Cananga odorata, or as it is better known in this hemisphere, Ylang-ylang (pronounced lang-lang), is best known for the remarkable fragrance its flowers produce as evening approaches and the light fades. This is one of those scents that, once you get a whiff of it, you are compelled to figure out what is creating this heavenly scent (not to be confused with the local bakery, though). Follow your nose and you will come across a tree that makes you realize that, in the grand scheme of evolution, scent is the big draw to pollinators.

This native of Southeast Asia likes the heat, and does very well in true tropical temperatures from 20° to 30°C (70° to 90°F). It can put up with cooler temperatures, but it really doesn't thrive in temperatures below 15°C (60°F). It loves lots of rain if it has well-draining soil, but it can survive in drier areas, albeit usually with slower growth and less development. This tree doesn't like salty soil, so it is not commonly found by the shore on its own volition. Because it has a long taproot, deep soil is a must for the tree to get to its full potential. It does better closer to sea level.

This fast-growing evergreen can attain heights up to 40 metres (130 feet) in the right conditions, although 20 metres (65 feet) tends to be the average. Cananga is often pruned down to a more manageable height when it is used as an ornamental. The trunk, clad in its smooth silver or grey bark, will carry right to the top. Its diameter of 75 centimetres (2.5 feet) can carry the load, although the tree may slouch a bit near the top.

Slouching is not an unreasonable description for the overall impression that the tree gives. The trunk may bend, the branches and leaves droop down, and even the flowers just kind of hang there, as do the globular fruit.

The flowers start out green and mature in ten to 12 days to a yellow colour, which is also when the perfume factory starts to work overtime. The long-stalked flower has six petals, and has a vaguely star-like appearance. The blooms develop along a fluorescence, meaning that they clump together along the same stalk, with two to six per stalk. In tropical areas with sufficient rain, the flowers will contribute their fragrance all through the year.

Eventually, after bats, moths and other pollinators have visited, dark green roundish fruits develop, eventually turning black. These in turn produce flattened seeds that are dispersed by the birds and animals that are attracted to the fruit.

While not widely grown for commercial purposes in the Caribbean (although some enterprising small-business people use it), the Ylang-ylang is well known for its essential oil that is used for perfumes and for some medicinal reasons. Traditional medicine uses reportedly include treating stomach and skin problems, and use as a relaxant.

Generally it is found in gardens in the Caribbean, but you may see the occasional one growing wild, either as the last vestige of an abandoned estate or as the result of a seed carried by a bird.

If you are looking for it, just follow your nose!

—Continued from previous page *...Jellyfish*

Their transparency makes them masters of camouflage, difficult to identify, and annoyingly difficult to photograph. The common name of Comb Jellies relates to the eight rows of tiny, comblike plates they use for locomotion. As they swim, the beating cilia often scatter light in different directions to produce a shimmering, rainbow effect. If you have not been able to witness the coordinated movement of these cilia, do yourself a favor and watch a video taken of these amazing critters swimming.

Hard to believe that these transparent creatures are voracious predators that will even eat their own kind in the absence of other suitable prey. During times of food scarcity they will shrink in size and stop reproducing until they find enough food again.

The Spot-Wing Comb Jelly

The common Spot-Wing Comb Jelly (*Ocyropsis maculata*) is definitely the easiest to identify by the four brown to black spots on its rounded oral lobes.

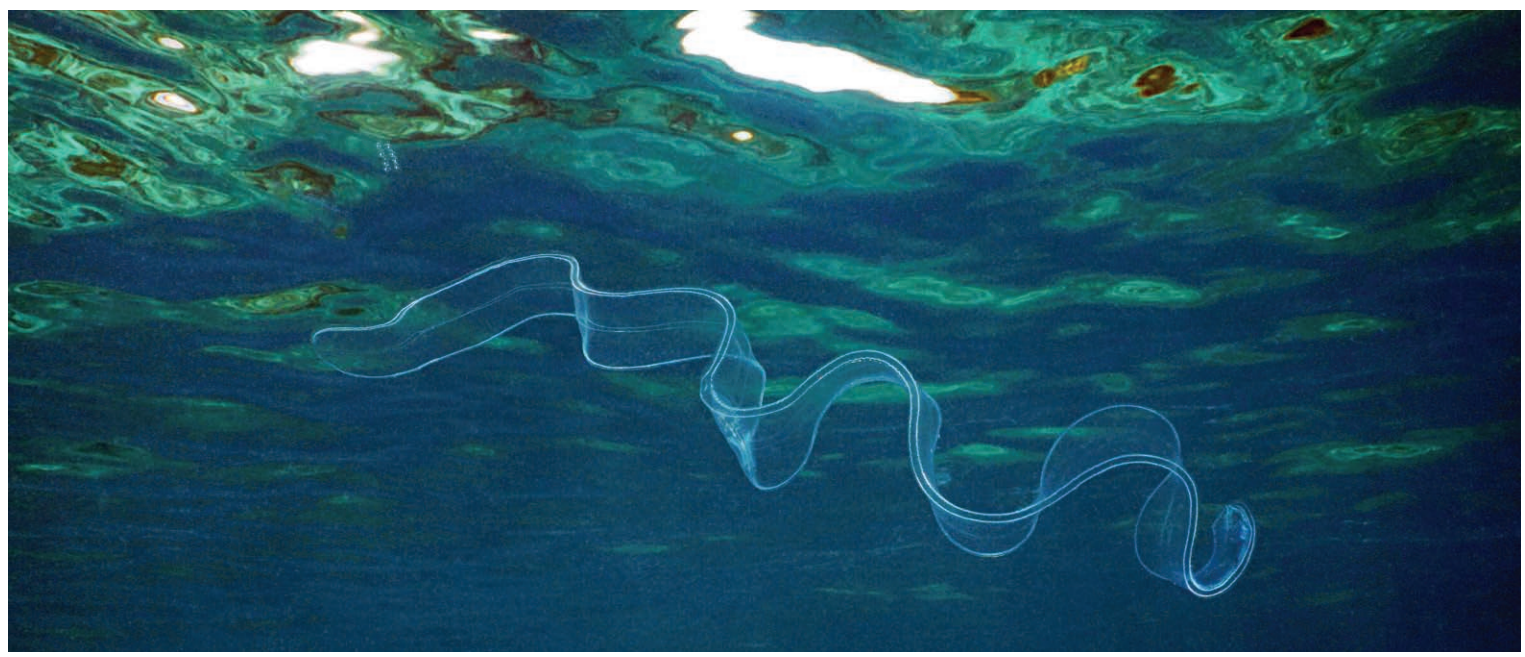
The Sea Walnut

The colorless Sea Walnut (*Mnemiopsis leidyi*) is another story. It is not easy to make out the fine detail needed to identify it as it casually drifts past you. It can, in general, be identified by its oval-shape, four rows of ciliated combs and two body lobes that are longer than the rest.



Right: A colorless Sea Walnut might casually drift past you.

Below: The Venus Girdle deviates greatly from the typical Comb Jelly body plan.



The Venus Girdle

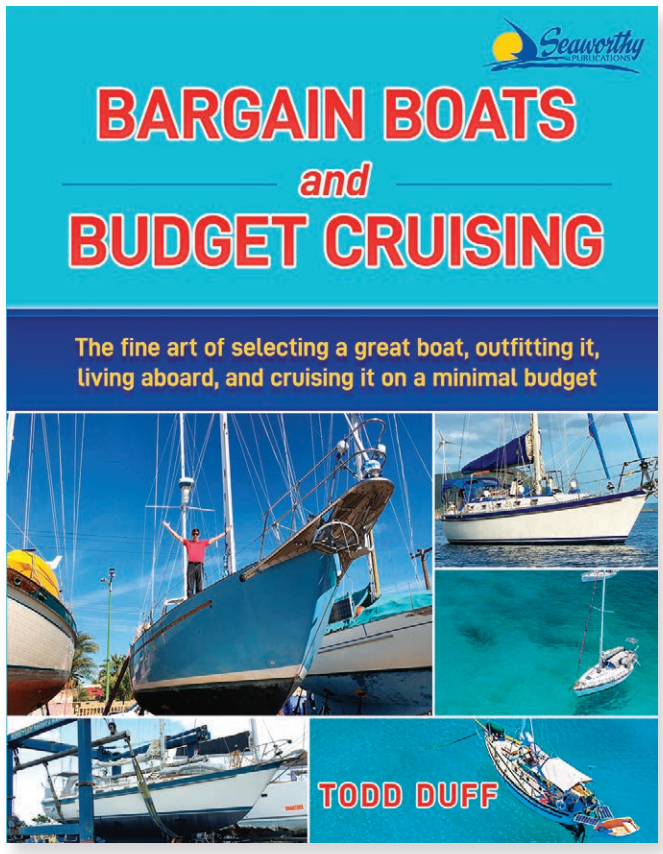
A Comb Jelly that deviates greatly from the typical Comb Jelly body plan is the Venus Girdle (*Cestum veneris*). These ribbon-shaped organisms have iridescent edges, without which they would be virtually invisible. They can grow up to a metre long — quite a length to reach for such a fragile-looking creature.

I hope you enjoyed learning more about the jellies and that your next foray into the underwater world includes encounters (from a safe distance) with some of these remarkable creatures.

BOOK REVIEW BY NICOLA CORNWELL

Going Now Without Going Broke

Bargain Boats and Budget Cruising, *by Todd Duff. © 2021, Seaworthy Publications. Non-fiction. 172 pages. ISBN 9781948494533 (paperback), 9781948494540 (epub)*



Hello, Readers. After a brief foray into the dizzy world of movie reviewing last time, I am back in the safe bosom of books again. This time it's a boaty advice or self-help book. It is, among other things, perfect fodder to spark endless debate among cruisers at happy hour as to the merits of the conclusions Todd Duff reaches. (Spoiler alert; those with catamarans will likely feel aggrieved.)

Starting back in the days BC (before Covid), non-fiction books have been steadily increasing in popularity against fiction. According to Forbes, "2013 was the last year that the adult fiction category beat non-fiction in revenue (at $5.21 billion in revenue to non-fiction's $4.82 billion). Revenues for adult non-fiction have rapidly risen every year since." While biographies make up a good proportion of this segment, books written to help people help themselves have also increased in popularity. Armed with that knowledge, I took a quick peek at Amazon's "best selling in non-fiction sailing" list but the top sellers there were mostly how to tie knots and first-person accounts (often harrowing) of sailing journeys taken. Though as I write this, *Sailing for Dummies* comes in at a respectable Number 15 on the charts.

Now that we exist in pandemic times (which in itself can feel like bad fiction), there has been a big uptake in anything associated with being outside, away from Covid crowds and having independence. Consequently RV/campervans, horses, and yes, sailing boats, have been selling like hotcakes. Perfect timing perhaps then for a book titled such as Todd Duff's. And there in the preface, our man acknowledges that fact himself:

This book is for those who wish to go now, who want to live this exciting lifestyle immediately rather than waiting any longer, dreaming of waving palm trees while standing on a distant shore, or worse, trapped in a city in the middle of a continent working at a job they hate doing in order to pay for the house or apartment they need to work that job and pay for the vehicle they need to get to that job, and insurance, and utilities, and the myriad other annoyances that can hinder experiencing a truly simple, healthy, exciting, and fulfilling life.

Naturally those among us already onboard read this with a smug self-satisfied smile. We read on in order to enjoy justifying our wise choice(s). The newbies, teetering on the decision cliff of "Do it I do it or not?" are reassured, yes, it can be done. How exciting!

Todd follows this affirmation soon after with a lengthy explanation of why he is the man to guide you through this process, by taking you on a journey through the story of his life to date. By the end one cannot fail to be impressed, even a little overawed. Boatbuilder, marine surveyor, yacht broker, sailing magazine writer and longtime cruiser (with up to four kiddies, OMG!), the man clearly has sea salt, not blood, running through his veins. You are left in no doubt that he knows this stuff. So far so good.

The book then breaks down into logical tasty chunks clearly laid out in the Table of Contents, with intriguing sections like Where are the Best Places in the World to Shop for a Boat?; The Role of a Broker and Surveyor, and For Sale by Owner (FSBO) Boats; and What Can Go Wrong and How Can I Prevent It? Duff's experience as a writer clearly shows: his prose is easily digestible, employing a casual, intimate and chatty style while not being afraid of using technical jargon. Not easy to achieve with this subject matter, though I do think it would help the reader considerably if there were a glossary of terms included, unless of course you are totally *au fait* with what a yardarm sail does on a schooner and the merits of different types of stainless steel, and are up to speed on your J bolts, for example.

By the time he gets to the part where he lists his boat recommendations one by one in the chapter Choosing Ocean Worthy Yachts That Represent Tremendous Value, you know this for sure:

- Your bargain boat will be second hand and likely built a good few years ago.
- Duff likes small monohulls (he's not a cat fan) with reasonably heavy displacement.
- Boats can be bought in many more places (including in the Caribbean) than you thought.
- Surveyors and yacht brokers are more than a necessary evil.
- Fibreglass is complicated and comes in many forms, as does plywood.
- Boat life is brilliant for kids.

The book is literally chockfull of highly detailed and thoughtful info gleaned from his 40-plus years of wearing multiple boating hats.

However and despite the uplifting opening salvos, which encourage everyone regardless of who they are to get out on the water, in reality Todd Duff's audience is quite targeted. He identifies three types of cruisers and immediately rules out one type as consumers for his book, the so-called "retirement cruisers" who, in his words, "spend most of their time traveling in groups and spend the majority of their time at anchor in the most popular ports in the world where they hang out with people like themselves." The other two types are "adventurers" and "families," both usually on a tight budget — that's who he is talking to.

In a note to the editor of this publication Duff described this book as being "geared mostly toward first-time boat buyers who want to cruise far afield, and hopefully what I've written will help these people to not make so many of the common mistakes new-to-boating owners encounter." A worthy aim, but there is a good amount of assumed knowledge in these chapters that properly new-to-boating owners might feel a bit daunted by, unless they are the kind who would subscribe to *Practical Boat Owner* 'zine and love getting down and dirty with tools. That being said, if you are an existing budget-boat owner looking for an upgrade you will find this book indispensable. For anyone else, there are lots of good nuggets throughout and plenty of things to agree/disagree with — and who doesn't love that?

This book is available from Seaworthy Publications at www.seaworthy.com and from Amazon.

Can there be peace and prosperity if one-third of the world lives in prosperity and two-thirds live underseas and face calamitous threats to our wellbeing?
*— Mia Motley, Prime Minister of Barbados **

Island Poets

CLIMATE AVATARS

(A Small-Island Net Zero Footprint)

The Avatars who scour the world
In search of a Carbon Sink
Quickly uprooted the mangroves
Then told us what to think
"We're sailing on a planet
waves wash us up to the brink"
And every acre consumed
Threatens a wasteland and a big stink

Now their keels rest on compacted sand
And their heels dig into the corners of the land
Redraw the waters
With man-made islands
Ships seeking shelter
We are neither Master,
Crew, Regular or Deckhand

Who could say build a harbour —
For them to come?
Who would kill the sea creatures —
For trophy and for fun?
Who would pave Eden over —
Then promise to turn it around?
Those who do not build marinas
Drop no anchors to rake the sea's bottom

Now they're scraping and sanding
Metals and toxins in our sky
They plan to safeguard the planet for their grandchildren
While ours will drink polluted water and die
These islands make no fossil for fuel
Just sun, sea and sand
But we are fighting a duel:
Peasants with sticks
Facing the hunter's gun

So we who never changed the climate
Have no quotas to keep
And we are not illiterate
Because Avatars wrote the script
Those who own the mansions
Are those in need of housekeeping service

Now we see our waterways
Clogged with debris we never knew
Adrift like castaways
Washing up onshore
Who really gives a damn about climate,
Or the sanctity of small islands?
But conscience allows them to pontificate
They raised the world out of water
And by God and their Flood we're about to drown!

— J.L. B-Izzaak

** United Nations Climate Change Conference (COP26), Glasgow, 31 October -12 November, 2021, + Overtime.*

Ceviche - *Luna* Style

by Erin Carey

Ceviche is a famous Latin American dish made of fresh fish and other seafood that is "cooked" in lime juice and mixed with peppers, coriander/cilantro, onion and other flavourings. Also known as cebiche, seviche or sebiche, this quick and easy recipe makes a wonderful light meal on a warm Caribbean evening, or an elegant starter when hosting guests, and goes well with crisp tostadas or tortilla chips.



What makes this dish impressive is the fact that most people (who don't live on boats) don't ordinarily think of ceviche as easy to prepare. Therefore, it is the perfect dish to add to the menu when you have guests aboard. Of course, to impress your guests even further, be sure to catch the fish yourself on the day of serving and don't over-"cook" it — usually about 30 to 45 minutes is long enough.

In 2019 Fabiola Hirschhorn, chef and first mate aboard *Sail Luna* (www.sailluna.com) was awarded first place for this very dish at the BVI charter yacht show. Until now, Fabiola has kept the recipe under wraps. Well, the secret is out. Fabi has generously shared the recipe with our *Caribbean Compass* audience, so let us know what you think.

Fabiola's love of food and creative cuisine began early. Raised in a family of amazing cooks in Puerto Rico, she received her first cookbook as a gift at the age of eight and has had a fascination with delicious food ever since. Fabiola enjoys combining healthy fresh local ingredients with international dishes learned from a life well traveled and experience of other cultures.

Fabiola met Nim, a US Coast Guard-certified captain, when he was sailing singlehanded throughout the Caribbean. Hailing from Israel, Nim sailed extensively throughout the Mediterranean before crossing to the US and eventually the Caribbean, where the pair fell in love.

So, what happens when you combine an island girl with a Mediterranean guy? A fusion of delicious food and drinks inspired by two corners of the globe. Nim and Fabi pride themselves on their delicious food and beverages served aboard their charter yacht based out of the USVI. With their different cultural backgrounds, the couple has come together to create unique dishes like this one, combining elements of both of their cultures to create the ultimate fusion of flavours.

Fish Ceviche with Coconut Milk and Ginger

Serves 4 to 6 as an appetizer

½ cup red onion, very thinly sliced
1 garlic clove, minced
½ fresh jalapeño, seeded and minced
1 teaspoon fresh gingerroot, finely grated
½ to ¾ cup freshly squeezed lime juice (3 to 6 key limes)
1 cup unsweetened, full fat coconut milk
1 teaspoon kosher salt
¼ teaspoon freshly ground black pepper
1 pound fresh red snapper, cut into broad slices about ¼ inch thick, sashimi grade (You can substitute with any kind of flaky white fish like mahi mahi, corvina or escolar, as well as scallops, shrimp or lobster.)
¼ cup cilantro, chopped
2 tablespoons lemon basil, chopped
1 teaspoon lemon caviar, for garnish (optional)

Place the sliced onion in a bowl of generously salted water to soak (to remove bitterness).

Place the garlic, jalapeño, gingerroot, lime juice, coconut milk, salt and pepper in a blender and purée until smooth.

In a large shallow bowl, toss the puréed mixture with the fish slices. Stir to incorporate, cover, and refrigerate for 30 to 45 minutes. The fish slices will turn opaque. The longer you marinate, the firmer and more "cooked" the fish will become.

Drain and rinse the onions and add them along with the cilantro and lemon basil to the ceviche. Taste and adjust the salt and lime, add more if necessary.

Serve in a small bowl or coconut half. Garnish with some cilantro and lemon basil leaves and a dollop of lemon caviar.

Left: A Mediterranean guy and an island girl who love good food.

Below: Ceviche makes easy and an elegant starter when hosting guests.







CALENDAR

JANUARY 2022

1 Public holiday or 'recovery day' in many places (New Year's Day)
3 Annual Festival Parade in Montserrat. visitmontserrat.com/festivals-events
6 Public holiday in some places (Three Kings Day/Epiphany)
6 Viking Explorers rally departs from Canary Islands bound for Grenada. www.vikingexplorersrally.com
8 RORC Transatlantic Race departs Canary Islands bound for Grenada. http://rorctransatlantic.rorc.org
9 ARC January rally departs from Canary Islands bound for St. Lucia. www.worldcruising.com/arc_january
9 – 16 St. Barth Classical Music Festival. www.saintbarth-tourisme.com/en/classical-music-festival-of-saint-barts
10 – 15 Panama Jazz Festival. www.panamajazzfestival.com
15 Cruiser's Power Management Seminar, Island Water World, St. Maarten
15 Halyard Challenge Race, Tortola. regattas@royalbviyc.org
15 – 16 Martin Luther King Regatta, St. Thomas. https://stthomasyachtclub.org/sailing/regattas/mlk-regatta
17 FULL MOON
17 Public holiday in Puerto Rico & USVI (Martin Luther King Day)
17 – 24 Barbados Sailing Week. www.roundbarbados.com
21 Public holiday in Barbados (Errol Barrow Day) and in the Dominican Republic (Our Lady of Altagracia)
21 – 23 Caribbean Laser Midwinter Regatta, Cabarete, Dominican Republic. www.caribwind.com
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)
26 – 9 Feb Mustique Blues Festival. https://basilsbar.com/mustique-blues-festival
28 – 30 Grenada Sailing Week. www.grenadasailingweek.com
29 – 6 Feb Manhattan Caribbean Week, BVI. https://myc.org/cruising/caribbean-week
TBA St. Barts Music Festival. www.stbartsmusicfestival.org/festival

FEBRUARY

2 World Wetlands Day. www.ramsar.org/activity/world-wetlands-day
4 – 6 Caribbean Multihull Challenge. www.smyc.com/caribbean-multihull-challenge
7 Public holiday in Grenada (Independence Day)
11 - 13 Jolly Harbour Valentine's Regatta, Antigua. www.jhycantigua.com
12 – 13 Sweethearts of the Caribbean & Classic Regatta, BVI. www.westendyachtclubbvi.com/post/weyc-2021_2022-race-calendar
15 – 20 Barbados Independent Film Festival. barbadosfilmfest.org
16 FULL MOON
18 Public holiday in Aruba (Flag Day)
18 – 20 Tobago Carnival Regatta
21 Public holiday in Puerto Rico & USVI (Presidents' Day)
21 Start of RORC Caribbean 600 race, Antigua. caribbean600.rorc.org
22 Public holiday in St. Lucia (Independence Day)
23 Public holiday in Guyana (Mashramani)
25 Public holiday in Suriname (Liberation Day)
25 - 27 Bequia Music Fest 2022. www.bequiamusicfestival.com
25 – 1 March Semaine Nautique Internationale de Schoelcher, Martinique. www.cnschoelcher.net
26 Cruiser's Sailing the Pacific Seminar, Island Water World, St. Martin
26 Governor's Cup Race, BVI. www.royalbviyc.org
27 Public holiday in Dominican Republic (Independence Day)
28 – 1 March Carnival Monday and Tuesday in Trinidad, Martinique, Ponce (Puerto Rico), Barranquilla (Colombia), Aruba, Carriacou, Curaçao, Dominica, Haiti and St. Barth
TBA Grenada Workboat Regatta. www.facebook.com/WorkboatRegatta
TBA Round Martinique Regatta. www.theroundmartinique.com
TBA Sailors' & Landlubbers' Auction, Bequia, www.bequiasunshineschool.org

All information was correct to the best of our knowledge at the time this issue of *Compass* went to press. But plans change rapidly these days, so 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 2022

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					
DATE	TIME				
1	1041	20	0153	8	1803
2	1148	21	0239	9	1849
3	1254	22	0325	10	1926
4	1356	23	0409	11	2036
5	1453	24	0454	12	2117
6	1545	25	0541	13	2208
7	1633	26	0631	14	2229
8	1717	27	0725	15	2348
9	1800	28	0823	16	2436
10	1842	29	0926	17	0036 FULL MOON
11	1924	30	1031	18	0122
12	2008	31	1135	19	0207
13	2142			20	0252
14	2253	**February**		21	0339
15	2309	1	1235	22	0427
16	2324	2	1331	23	0513
17	2415	3	1421	24	0615
18	0015 FULL MOON	4	1508	25	0715
19	0105	5	1553	26	0818
		6	1636	27	0920
		7	1719	28	1020

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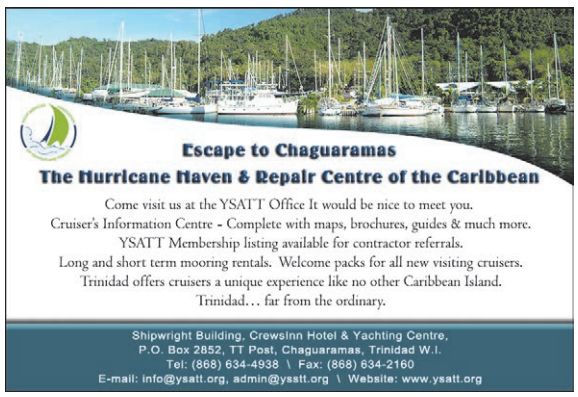
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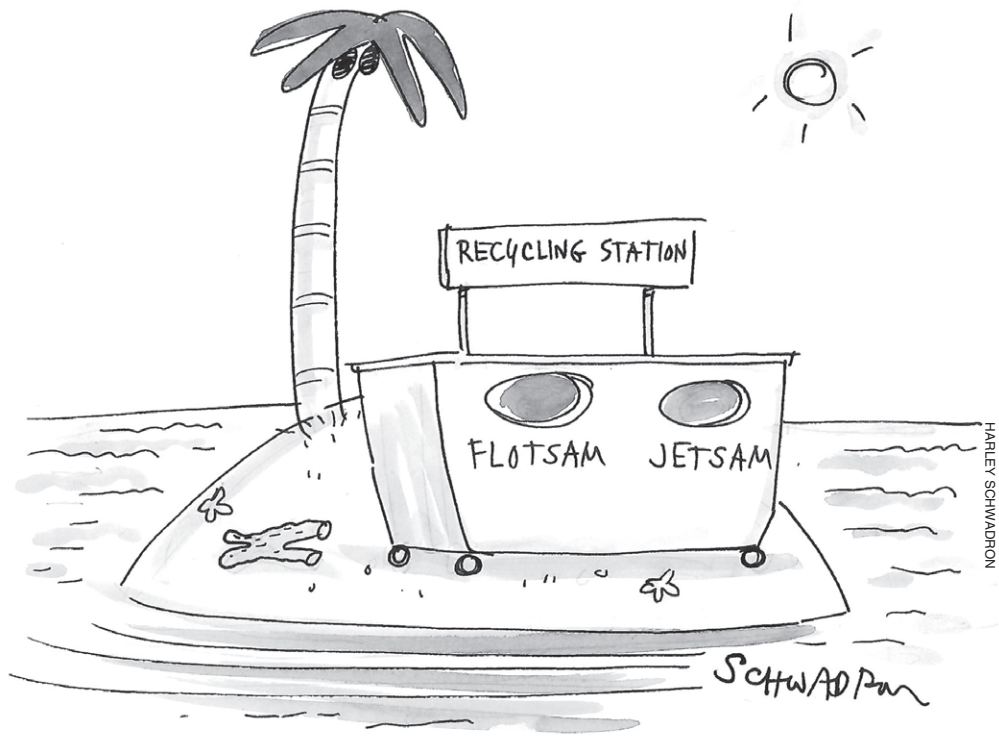
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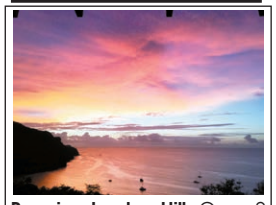
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MP = Market Place pages 36 - 37
C/W = Caribbean-wide

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