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FEBRUARY 2016 NO. 245

The Caribbean's Monthly Look at Sea & Shore

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See the latest regatta news on page 12

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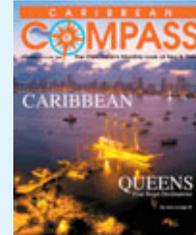
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Hey, Readers!

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



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Cover Photo: Caribbean sailboat racing season is once again in full swing, and this photo snapped by Tim Wright at the 2004 BVI Spring Regatta captures the Caribbean competition vibe



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.

'1995 was an important year for us. It was the year we made our decision to do some really long-distance sailing. The next two years, supported by the wealth of information in *Caribbean Compass*, we honed our cruising skills sailing from Puerto Rico up and down the Antilles chain of islands until our 1997 departure for Europe.

'The ten years after our return to the Caribbean found us again depending on *Caribbean Compass* for information about places to visit, what to do, and where to buy. Now, ashore in Miami, we still read *CC* to keep abreast.'

— Glenn & Gale Patron
S/Y Encore

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<http://bit.ly/1fMC2Oy>

Info & Updates

NOAA and Cuban Chartmakers Work Together

Following up on the US National Oceanographic and Atmospheric Administration's (NOAA's) Office of Coast Survey's visit to Havana in February 2015, Cuban hydrographic officials traveled to the state of Maryland from December 15th through 17th, 2015, to meet with NOAA National Ocean Service (NOS) leaders to discuss potential future collaboration. NOAA maintains the nautical charts and publications



This 18th century British paper chart of Havana Harbour is probably still fairly accurate. Today, US and Cuban cartographers are working together to improve their adjoining electronic charts

for US coasts. High on the agenda for Coast Survey is improving nautical charts for maritime traffic transiting the increasingly busy Straits of Florida.

The historic meeting began with Dr. Russell Callender, NOS acting assistant administrator, welcoming the Cuban delegation, led by Colonel Candido Regalado Gomez, chief of Cuba's National Office of Hydrography and Geodesy.

The five Cuban officials and representatives from NOAA's navigation services and the National Geospatial-Intelligence Agency explained the ins-and-outs of each other's responsibilities and processes. The teams were ready, by the end of the agenda, to resolve charting challenges that interfere with smooth navigational transitions from Cuban waters to US waters in the Straits of Florida.

First, Cuba's Office of National Hydrography and Geodesy and Coast Survey's Marine Chart Division confirmed the division of responsibilities and updated each other on the progress for collaborating on international charts 4148, 4149, 4017, and 4021.

Then, in a technical move sure to please recreational boaters and commercial mariners alike, the two countries conferred on adjusting Cuban and US electronic charts to eliminate overlaps and gaps in coverage. By examining adjacent and adjoining electronic charts, participants conferred on ways to improve chart coverage in the Straits of Florida, where chart misalignments can play havoc with navigational systems as a vessel moves across maritime borders. Countries around the world regularly resolve these issues through regional consultations hosted by the International Hydrographic Organization but, until now, the US and Cuba were unable to work together on their common set of challenges.

Coast Survey initiated the charting discussions last spring, when a team of cartographic professionals traveled to Havana in February for three days of meetings with Cuban officials from the Office of National Hydrography and Geodesy and GEOCUBA. During the visit, the Americans and Cubans agreed to work together on a new international paper chart, INT Chart 4149, which will cover south Florida, the Bahamas, and north Cuba. The Office of Coast Survey is now creating the chart, using data supplied by the United Kingdom Hydrographic Office and the Cubans in addition to US data, and plans to publish the new chart this year.

This charting progress follows closely on another major accomplishment. Last year, NOAA Administrator Dr. Kathryn Sullivan and Dr. Holly Bamford, acting assistant secretary of conservation and management, traveled to Havana to sign a Memorandum of Understanding on Marine Protected Area cooperation between our two countries. The agreement provides an opportunity for the US and Cuba to develop science, education, and management programs between sister sites in both countries, and will strengthen our collaborative relationship.

"The Cuban maritime industry, like many US ports, is building new infrastructure to support commerce and tourism," said Rear Admiral Gerd Glang, director of Coast Survey. "Like us, they are improving their charts as port and coastal uses evolve, to support expanding maritime commerce. We are now able to work together, as we do with other nations, to coordinate chart coverage and data acquisition."

Two Yachts Boarded and Robbed on Trinidad-Grenada Crossing

In late December 2015, two yachts were boarded and robbed after leaving Trinidad bound for Grenada: *S/V White Dumbo* on December 20th and *S/V Maritima* on December 27th.

—Continued on next page



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Both incidents took place in daylight and involved pirogues with 120- to 130-horsepower outboard engines. Each craft had five or six men aboard, one of them armed with an assault rifle, and each craft carried a spare powerful outboard and additional fuel in barrels. The robbers spoke Spanish and are presumed to be Venezuelan.

In both cases, the yacht was boarded by armed men and ransacked for valuables. Stolen items ranged from cash and credit cards to computers and other electronics to food and toiletries. There were no injuries or loss of life.

The captain of *White Dumbo*, Valerio Galigani, reported to the Yacht Services Association of Trinidad & Tobago (YSATT) that he and two crewmembers set sail at around 7:00AM from Chagaramas en route to Grenada.

"In position 11°13.690'N, 61°40.894'W, near the halfway point between Trinidad and Grenada, and a few miles north of an oil rig between the two islands, around 12:00AM ECT (1600 UTC) we were approached from the south by a narrow fishing boat, approximately 18 feet long, with five individuals aboard. The boat's hull was white, and the inside was painted blue. They had a 120-horsepower Yamaha outboard engine, (plus) four blue barrels and an additional engine lying on the boat's floor. They proceeded to cross our stern, setting up on the leeward, port corner. They were yelling in Spanish; we could not understand them. Then one of the individuals proceeded to pull an assault rifle, similar to an AK-47, from behind his back and pointed it at the crew. Three of the pirates boarded the yacht from the leeward side while the other two remained on the 18-foot vessel. The pirates corralled the three of us to the stern, telling us to turn off the engine. We tried to explain that the engine is off and that the sails are generating the yacht's speed and heel, but this concept did not compute to the pirates. The man with the weapon stayed on deck, holding us at gunpoint, while the other two pirates on board went below to look for money and valuables. They all began yelling "Dinero". The pirates had (first mate) Roberto go below to help them find valuables. Meanwhile, the captain steered the boat, preventing it from spinning in circles. Roberto then came back on deck. The pirates below deck proceeded to put the valuables in bags and luggage found inside the boat, and transport said bags into their dinghy. After approximately 20 minutes, all three pirates on board jumped back into their dinghy, and started motoring south, from the same direction from which they came. Being halfway between the islands, we chose to continue sailing towards our final destination of Grenada.... Hours later, we arrived in Grenada without further incident."

Valerio noted that the individuals' ages appeared to range between late teens and late 20s, and their heights between 5'6" and 5'9".

He added, "After the incident, we immediately reported the incident to the United States Coast Guard, who recorded the statement, and alerted the Trinidad & Tobago Coast Guard. I believe they were to contact the Grenada Coast Guard, but I never received confirmation of this. At some point within an hour of reporting the incident to the USCG, the Trinidad & Tobago Coast Guard called via satellite phone to review the report that was forwarded to them via the USCG."

Jonas Rommel, captain and owner of *Maritima*, the second yacht to be boarded, gave the following information to YSATT committee member, Donald Stollmeyer:

Maritima left Trinidad at about 5:00AM on December 27th, also bound for Grenada, with Jonas and his two sons aboard. At about 10:00AM, when they were about 30 nautical miles from Trinidad, and to the north and a little to the west of the oilrig, *Maritima* was approached from the eastern side by a white (or slightly bluish)

piroque with a grey gunnel. The piroque had a 130-horsepower outboard on its transom and a 150-horsepower outboard lying on its floor along with three blue barrels, presumably containing extra fuel.

There were six men aboard the piroque. All appeared to be Venezuelans between 20 and 30 years old. They threatened the yacht's crew with what appeared to be a rifle, but the crew could not say for sure as it was hidden by a piece of cloth.

Three of the robbers came aboard *Maritima* for about 20 minutes and took "everything they could get", threatening to kill Jonas if he called for help. After the robbery the piroque headed off in a southwesterly direction, towards Venezuela.

Don Stollmeyer reports, "On the matter of piracy, I am happy to report that our Coast Guard is taking very proactive measures to eradicate it. Many, many patrols including overhead helicopter flights (confirmed by yachtsmen on route) are in place. North Post Radio is also involved and have asked that any yachts wishing to contact them on their way to/from Grenada are welcome to do so to report anything because they have coverage all the way to Grenada and can contact the Coast Guard very quickly or patch the yacht directly through to the Coast Guard by telephone/VHF."

Ken Goodings advises, "Trinidad's North Post Radio stands by on VHF 16 and 2182 on SSB but they can also be contacted by phone at (868) 637 9023 when in cellular reach (usually about 15 miles out). Use the 001 prefix if you are not in Trinidad area code 868."

Commodore John Franklin of the Ocean Cruising Club (OCC) writes, "The OCC Port Officer in Trinidad, Jesse James, is heavily involved with the Trinidad & Tobago Government, the Coast Guard, YSATT, the Ministry of Tourism and other bodies to combat this threat. I am making representations to the Government of Trinidad & Tobago on behalf of the OCC and the cruising community at large. OCC Roving Rear Commodore John Lytle has also been advising on this dangerous situation unfolding as the year comes to a close. The OCC is doing everything possible to combat this new threat together with the Trinidadian authorities."

Don Stollmeyer reports: "Since the last incident in December many yachts have peacefully travelled between Trinidad and Grenada without incident. The Trinidad Coast Guard has assured the yachting community they will be conducting regular patrols and fly-overs in the area and several yachts have reported seeing the Coast Guard between Trinidad and Grenada."

The T&T Coast Guard currently advises the following when departing Trinidad for Grenada:

- Go overnight, not during daylight. If transiting during the day, consider a route approximately five to ten miles east of the *Hibiscus* oil-drilling platform.

- Go in convoy with other yachts. Inform CG Patrol on VHF 16 or via 800-TTCG of your convoy.

- Submit a passage float plan to the T&T Coast Guard downloadable at www.membersonlymaxitaxi.com/services/services_floatplan.htm. This also can be communicated by phone 800-TTCG or 634-1476, or ftcgops@gmail.com, or HF radio 2186MHz (call sign 9YA).

- Do not publicize your time of departure anywhere, e.g. on the VHF cruisers' net, etcetera.

- Be especially vigilant and report any suspicious sightings as early as possible to the Coast Guard.

Thanks to YSATT, the OCC, CSSN and others for information in this report.

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Eight Bells

Mercedes Kornfeld reports: Tim Comstock, a well-known long-time Caribbean sailor, died of cancer on Christmas Eve, 2015.



Tim, a native of Madison, Wisconsin, USA had a law degree from Saint Mary's University and a degree in Education from Harvard, but he chose adventure over everything. He practiced law in Virginia and hated it, choosing instead to teach school in Colorado. He ran a summer program for school kids on his boat in Europe for several years.

In 1980 he bought the 60-foot, 1937 classic sloop *Good Hope* and sailed to Antigua, where he started chartering. He was always full of fun, loved dancing and showing people a good time.

We met in Antigua briefly, when I was working on the charter yacht *New Freedom*. Later, I joined *Good Hope* at Young Island, St. Vincent. It was not love at first sight, but Tim was so spontaneous, funny, full of life and crazy in a good way, you could not help but fall in love with him. He lit up a room when he entered and his kind and generous way endeared him to so many people.

We were first based out of Antigua, but later, doing a major refit at the Bequia Slip, we fell in love with Bequia, where we bought property and built a house. In 1987 we bought *Encore*, a 57-foot classic motor yacht, which was kept in Virginia and did the New England season as well as the inland waterways of the US and Canada in the summer. After September 11th, Tim decided to work on other people's larger yachts and he captained motor yachts up to 130 feet. After five years of that it was time to move on; we then managed a bone-fishing lodge on Grand Bahama for seven years.

I often joked that when I met Tim, I was sentenced to 20 years of hard labour, but I would not have traded these years for anything. Tim was never happy just doing the same thing day in and day out. He was always planning the next adventure. He may not always have made sensible or safe choices, but it always led to an exciting and adventurous life.

He recently decided to get another motor yacht, and we cruised Cuba, Mexico and Belize, and last year the Bahamas, before plans were cut short because of his illness. He was a natural athlete, a great golfer and swam like a fish — many of you might remember him always diving to set the anchor on *Good Hope*. He loved his dogs, sailing, sports cars and anything chocolate, but most of all, we loved each other.

Tim is gone now, but he has touched so many lives in the Caribbean that he will never be forgotten. He will always be in my heart.

SSCA Commodore Requirements Revised

With a change in live-aboard requirements, becoming a Seven Seas Cruising Association Commodore is closer than you think!

Have you been an SSCA member for at least one year? Have you actively cruised aboard your boat for a minimum of 12 months in an 18-month period at some time in the past? (Previously, this was 12 consecutive months, but a recent vote amended the bylaws.) Have you cruised for a minimum of 2,000 bluewater nautical miles with unlimited stops and ended up at least 1,000 nautical miles from your starting point? Or have you cruised 1,500 miles on an offshore passage with no more than one stop, or have you made a 1,000 nautical miles nonstop ocean passage?

If you can answer "yes" to the above, then you qualify to begin the process of becoming an SSCA Commodore. If you exemplify the SSCA Traditions and meet the Commodore requirements, then SSCA wants you as a voting member of our organization.

An application form and tips for finding sponsors can be found online at www.scca.org.

Join the Schooner Roseway Voyage

Yihua Jiang reports: Looking for a unique and inspiring adventure that also supports a great cause? Please join us aboard the National Historic Landmark Schooner *Roseway* as we voyage from St. Croix, US Virgin Islands to Charleston, South Carolina and onward to Boston, Massachusetts. After 90 years of service, *Roseway* is one of only three original Grand Banks schooners in operation today and she is a joy to sail. She is a Coast Guard certified vessel, registered as a US National Historic Landmark and operates in Boston and the US Virgin Islands.

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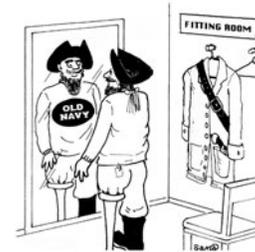
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Port Everglades	04-2016	▶	Genoa	04-2016
Port Everglades	05-2016	▶	Palma de Mallorca	05-2016
Port Everglades	05-2016	▶	Taranto	06-2016
Port Everglades	05-2016	▶	Genoa	05-2016
Port Everglades	06-2016	▶	Genoa	07-2016
Port Everglades	06-2016	▶	Palma de Mallorca	07-2016
Port Everglades	09-2016	▶	Genoa	09-2016
Port Everglades	09-2016	▶	Palma de Mallorca	10-2016
Port Everglades	10-2016	▶	Genoa	10-2016
Port Everglades	11-2016	▶	Palma de Mallorca	11-2016

CARIBBEAN – MEDITERRANEAN

Martinique	03-2016	▶	Genoa	04-2016
St. Thomas	03-2016	▶	Genoa	04-2016
St. Thomas	05-2016	▶	Palma de Mallorca	05-2016
St. Thomas	05-2016	▶	Taranto	06-2016
St. Thomas	11-2016	▶	Palma de Mallorca	11-2016

EAST COAST AMERICAS – CARIBBEAN

Port Everglades	11-2016	▶	St. Thomas	11-2016
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CARIBBEAN – EAST COAST USA

Martinique	03-2016	▶	Port Everglades	03-2016
St. Thomas	03-2016	▶	Port Everglades	03-2016
St. Thomas	05-2016	▶	Port Everglades	05-2016
Martinique	11-2016	▶	Port Everglades	11-2016
Martinique	12-2016	▶	Port Everglades	12-2016

MEDITERRANEAN – EAST COAST USA

Palma de Mallorca	03-2016	▶	Port Everglades	04-2016
Genoa	03-2016	▶	Port Everglades	05-2016
Palma de Mallorca	05-2016	▶	Port Everglades	06-2016
Genoa	06-2016	▶	Port Everglades	06-2016
Taranto	06-2016	▶	Port Everglades	06-2016
Genoa	08-2016	▶	Port Everglades	09-2016
Palma de Mallorca	09-2016	▶	Port Everglades	09-2016
Genoa	09-2016	▶	Port Everglades	10-2016
Palma de Mallorca	10-2016	▶	Port Everglades	11-2016
Genoa	10-2016	▶	Port Everglades	11-2016
Palma de Mallorca	11-2016	▶	Port Everglades	12-2016

MEDITERRANEAN – CARIBBEAN

Genoa	04-2016	▶	St. Thomas	04-2016
Palma de Mallorca	10-2016	▶	St. Thomas	11-2016
Genoa	10-2016	▶	Martinique	11-2016
Palma de Mallorca	11-2016	▶	Martinique	12-2016

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pages of the products boat-ers need, along with helpful tips based on years of experience in the industry. It's available in stores now, so get your copy today in print or handy USB sticks! It's also available online at www.budgetmarine.com.

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

'Mirror, Mirror on the Wall, Who Can Lift Ferries and All?'

Arlene Teleford reports: At 10:55AM on December 8th, 2015, that was the boast made by Clarke's Court Boatyard & Marina's mobile boat lift, a.k.a. "The Hulk", as he lifted the *Lovely One*. This catamaran ferry, based in Dominica, has an overall length of 137 feet and a 37-foot beam. The Hulk's widest beam and longest LOA to date. On December 21st, 2015 The Hulk hauled *Atlantic Lady*, a pleasure yacht of 128 feet in length overall, with a beam of 23.65 feet and a draft of 11.85 feet, for a complete refit.

Our yard offers services including mechanical, electrical, woodwork, composites, superstructures, rigging, sail and canvas, and fiberglass.

Clarke's Court Boatyard & Marina, located on the south coast of Grenada, has the lift and the yard capacity to welcome motor yachts, sailing yachts, multihulls and commercial vessels weighing up to 242 tons, with a maximum lifting beam of 37 feet and maximum draft of 13 feet to accomplish major repairs and refit. The benefit of these types of vessels coming to Grenada to be hauled is indeed a great accomplishment for the yachting sector and the country as a whole, as clients' spending from these vessels will help boost economic activity in various sectors.



The ferry *Lovely One* answered the call for more big cats to do major work at Clarke's Court

The management and staff of Clarke's Court Boatyard & Marina look forward to a promising 2016 with more vessels like *Lovely One* and *Atlantic Lady* coming to Grenada to work and also to enjoy our Isle of Spice where everything is nice!
For more information on Clarke's Court Boatyard & Marina see ad on page 21.

Electronics Marine Services Extends Showroom Displays

Try your hands on the latest Furuno NavNet TZtouch2 Multifunction Chartplotter and Fishfinder Display featuring Furuno proprietary Fish Finder technology, called RezBoost, at Electropics Marine Services in Trinidad.

RezBoost is a revolutionary new feature that utilizes Furuno's exclusive digital signal processing protocol to produce fantastic target resolution and separation, without the need to change out your transducer or purchase expensive broadband transducers.

Also on display is Furuno's 1st Watch Wireless Radar, the world's first WiFi radar that you can access directly from your iOS devices such as iPad or iPhone. Since this radar only needs power supplied to the scanner, it makes it an easy refit when replacing an old radar on a mast mount without replacing the radar cable. Simply reuse the old cable to supply 12 or 24 Volts to the dome and the data goes via WiFi.

Or check out Furuno's new sparkling bright F170 sailing instruments or the revolutionary autopilot Navpilot711C for sailing or power boats.



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Always in stock are the very reasonably priced popular Furuno GPS Plotter and Fishfinder models GP-1670 and 1870.
For more information on Electropics Marine Services Ltd. see ad in Market Place section, pages 41 through 43.

IGY Marinas' Service Project This Month

IGY Marinas, the largest international marina network in the world, is calling all vessel owners, captains and crews to action by encouraging participation in the global outreach project "Inspire Giving through You" scheduled for Saturday, February 20th. By signing up, members throughout the maritime industry can make a commitment alongside IGY Marinas to raise awareness for community service needs within the local areas surrounding the IGY destinations they visit. Benefits of serving the local community range from meeting new people to acquiring new knowledge and strengthening relationships among stakeholders in nautical tourism.

Volunteers will be assisting with restorations, improvements, maintenance repairs, basic renovations, cleaning and overall beautification of the chosen non-profit care facilities and recreational areas.

At 8:00AM local times on February 20th, IGY Marinas' staff and volunteer crews will be transported from the marinas to the non-profits' locations. Participants will have the opportunity to get involved with multiple tasks throughout the day. A project manager will direct crews and assign tasks with specific project details as well as a brief demonstration of labor expectations. IGY Marinas will provide beverages, snacks and lunch. Supportive efforts and time management will help keep the goals aligned and on schedule. Construction materials, tools and trash will be cleaned up by staff and crews and by 6:00PM, everyone will return to the marinas. To honor volunteers for their hard work, personal efforts, and dedication of a successful outreach day, each IGY Marina destination will host an appreciation party.

Sign up in advance at www.igymarinas.com/igy-gives-back-signup or join the event on IGY's Facebook page. Once registered, contact information will be added to the IGY Marinas email list and information including plans, scheduling, and details of the on-going initiative will be provided.

For more info on IGY Marinas see ads for Marina Santa Marta on page 5, Rodney Bay Marina on page 33 and Simpson Bay Marina on page 24.

The Marina at Red Frog Beach: Location!

The location of this marina in the mangrove coves of Isla Bastimentos, Panama provides substantial shelter from the elements.

Boats are protected from strong winds and storms thanks to the naturally enclosed nature of the marina.

This results in water that is calm and glassy, and in addition, the mangroves act as a natural filter that purifies the water around the marina and makes for high visibility.

Isla Bastimentos is part of a National Marine Park.

The depth of the marina on average is around 30 feet and shorelines quickly drop off to shelves of around 14 feet. These depths allow even the largest of vessels to pass through the channel and into the marina.

The ecology of Bastimentos Island is one of true beauty and represents yet another advantage for the Red Frog Beach Marina. There are multiple hiking trails, snorkeling spots, hidden beaches, cave systems, and even sea turtle nesting sites within an hour's hike from the marina. With these natural amenities, marina clients have multiple options to choose from and will not have to leave the site to find their next adventure.

Visit redfrogbeach.com for more information.

Self-Sustained Cruising, Electric-Powered ARC

The idea of a battery-powered ocean-crossing vessel was presented in 1870 in Jules Verne's book *Twenty Thousand Leagues Under the Sea*. While the mobile phone boom in the 1990s pushed the boundaries of battery technology, Finnish sailor Janne Kjellman was intrigued by the idea of making an electric-powered sailing yacht — a craft that would be able to cross the Atlantic and would offer normal living comforts while cruising, without an internal combustion engine on board.

Janne founded a company called Oceanvolt in the spring of 2005 and production of electric inboard motors was started. Along with growing electric motor business, a hull for a 40-foot fiberglass boat, *Limone*, was laid in 2007. The first electric-motor-powered test sail commenced in spring 2008 and the 500-mile maiden voyage to Helsinki was done a few weeks later.

Last December, *Limone* took part in the 30th Anniversary ARC (see coverage of ARC 2015 in last month's *Compass*) and crossed the finish line after 17 days of sailing. The boat is equipped with two separate battery banks, 12V/160Ah for house consumption and 48V/276Ah for propulsion, with 220VAC inverter loads. Batteries are charged by two separate solar arrays (150W and 200W) plus regeneration from the Oceanvolt main engine and a Watt&Sea hydro generator. It is also possible to charge the house battery from the propulsion battery. While sailing, the battery capacity is sufficient for one week of autonomy without charging. During the crossing, the boat was using all the normal electrical appliances: fridge, water-maker, autopilot, computers and even an electric smoking oven. Solar panels covered about a fifth of the daily consumption and rest was generated by regeneration with propeller.

Only nine hours after departing Las Palmas, a big wave managed to break the attachment for the Watt&Sea hydro generator. This was fixed while at sea, even though the fix required the use of a dishwashing brush as a spare part. Otherwise the crossing was pretty much straightforward downwind sailing. The daily fixing routines were mainly concentrated on sails and running rigging, not on the electrical system, as the skipper would have imagined!

"Arriving in Rodney Bay was quite emotional," comments Janne. "Not only had we crossed the Atlantic as a group of first-timers, but the boat worked as imagined over ten years back."

After the ARC the boat will cruise the Windward and Leeward islands for three months. That will definitely pose a challenge: to be able to satisfy the energy needs when the boat spends a lot of time anchored and while water consumption is greater with two kids on board!

Visit <http://oceanvolt.com> for more information.

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St. Maarten Businesses Support Kidz At Sea

Michele Kortweg reports: The Kidz At Sea Foundation of St. Maarten is proud to announce the support of two local businesses: FKG Marine Rigging & Fabricating and St. Maarten Sails & Canvas. Both companies have supported the Foundation's sailing and boatbuilding programs from the start, but now have increased their support with regards to the new boat, the DIDI 26. This boat is being built by nine students of the Milton Peters College as part of the curriculum.

FKG Marine Rigging & Fabricating is sponsoring the rigging for this new boat, which is a great support as this is not only a very valuable part of the boat, but also extremely technical. Owners Gordon Robb, Shag Morton and Kevin Gavin, avid sailors themselves, have always been very supportive of youth sailing initiatives.

St. Maarten Sails & Canvas is donating the sails for the boat. Owner Rob Gilders



worked in the marine industry on St. Maarten for many decades, so he fully understands the importance of teaching the local youth the skills needed to be hired in that field.

Many other individuals and local businesses have already offered their support for building the DIDI 26, making this project successful and motivating the nine students to finish the boat before the 2016 St. Maarten Heineken Regatta in March. "We couldn't be more grateful for the support we are receiving. Materials, knowledge and manpower, we are receiving it all," said founder Garth Steyn. "The youngsters involved are part of something enormous that has never been done on St. Maarten, they can be very proud of themselves because building a boat takes a lot more skills than building a piece of furniture. They had to step so far out of their comfort zone, as it is no longer just carpentry, but they are doing an amazing job!"

The Kidz At Sea Foundation was started in 2013 with the goal of introducing St. Maarten youths to all aspects of the marine industry by means of boatbuilding and sailing. Furthermore the two programs will teach the students specific industry-related skills and encourage personal development, giving them an advantage when applying for a job.

Life Rafts Etc. in St. Maarten

Anke Roosens reports: Life Rafts Etc. is the only approved service center in St. Maarten-St. Martin, Anguilla, St. Barths, Saba, St. Eustatius and other nearby islands for the following brands of liferafts: Zodiac, Avon, Bombard, Plastimo, RFD, Revere and all Survitec Group brands. We are Bureau Veritas certified for all of the above.

At Life Rafts Etc. we do the mandatory re-certification courses for all our brands at the required intervals; we only use authentic spare parts and issue official brand-name re-inspection certificates; we give you back all the old items that we replace in your raft and provide photo evidence of the raft being serviced if you can't make it to the workshop in person.

A service center and its technicians have to be audited and approved by the manufacturer. A service center can claim to be allowed to service "all brands", but the only way to know if they are official is to look at the actual brand website and see if they are listed as an approved service center. Please always check the manufacturers' website as this is the only way to know if a station is officially approved to service your rafts.

Visit www.LifeRaftsEtc.com for more information.

The Schooner Yankee Project

Lou Boudreau reports: The mission of the Schooner Yankee Project is to build a replica of this famous globe-sailing schooner and recapture the excitement and adventure of life under sail as it once was. Our goal is to build a replica of the schoo-



ner that, beginning in 1933 under the command of Captain Irving Johnson, circumnavigated the globe three times. The crews usually consisted of Captain Johnson, his wife, Electa, their two children and about 25 young amateur sailors. Resulting films, books and articles inspired thousands to embrace the romance of the sea.

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Later, Yankee continued to carry passengers in the Caribbean under the command of Captain Walter Boudreau and his Windjammer cruises. His son, captain Robert Louis Boudreau, wrote a book entitled *The Man Who Loved Schooners*, chronicling their adventures under sail.

Now the Schooner Yankee Project (a not-for-profit US foundation registered in Maine) will turn back the pages of time, allowing people to sail on a reproduction of this famous vessel. We will emphasize "real sailing" in our advertising and prospectus and the Yankee will operate as a true wind ship. Her design and rig will reflect this philosophy. Her powerful diesel will only be used to maintain schedules in windless or adverse conditions and to enter and leave port.

The Schooner Yankee Foundation is committed to recapturing this wonderful era and we look forward to your kind support.

Visit www.schooneryankee.com for more information.

Promoting Barbados through Sailing

Tony Lawson, owner of the racing trimaran *Ms. Barbados*, reports: We are promoting Barbados tourism in partnership with Barbados Tourism Marketing Inc. (BTMI) but more specifically we are promoting yachting in the island. With the Government's investment in new port clearance facilities and visitor docks in the Shallow Water Harbour, we want yachtsmen to take another look at Barbados and what it has to offer. Although the island doesn't have the natural harbours of places like Grenada, St. Lucia and Antigua, it can offer many more varied activities for visiting yachtsmen.

Uniquely in the world, within a distance of just a few miles, you have deep-sea fishing, sailing and all other types of water activities, first-class polo, horse racing, a great choice of golf courses including the new Apes Hill, tennis, and motorcar racing at Bushy Park.



A participant in the new Islands Odyssey rally entering the recently refurbished historic Carenage in the heart of Barbados's capital, Bridgetown

CORNELL SAILING

You have some of the best hotels, the highest quality rental homes and biggest selection of restaurants in the West Indies.

Ms. Barbados has already carried the BTMI logo from one side of the Atlantic to the other, spreading the word among some of the world's best yachts. We will continue to do this through the winter

season, racing in Antigua, St. Barts and wherever you have an assembly of large private yachts and race boats.

I can't stress enough just how proactive the Government and BTMI have been. Minister Richard Sealy is fully on board and BTMI's CEO, Billy Griffiths, has been really hands-on with this initiative. Senator Peter Gilkes has been there, liaising between the various bodies and ensuring we got a good reception when we arrived here in Barbados to race in the Mount Gay Round Barbados Series.

Meanwhile, visitors and locals alike got to see *Ms. Barbados* sailing on an almost daily basis as she practiced along the coastline — a constant reminder that Barbados is back in the yachting business at the highest level.

We would like to thank our partners, the Government of Barbados, BTMI, Mount Gay, Blues Sky, Beach Club and all the others who have worked with us to make this yachting promotion effort in Barbados a success.

International Nautical Congress of Colombia Set for April

As reported in *International Boat Industry News* (ibinews.com), the first International Nautical Congress of Colombia will be held in Cartagena de Indias this year to promote the country's growing recreational boating industry.

The event, scheduled to run from April 27th through 29th, is being produced by the International Council of Marine Industry Associations (ICOMIA), together with its member associations the National Marine Manufacturers Association (NMMA) in the US and the newly formed Asociación Náutica de Colombia (ANC).

Attendees will participate in two days of networking and education to learn about opportunities in Colombia. The Congress will also feature keynote speakers and breakout sessions as well as a marina tour to give attendees a glimpse of some of the existing boating infrastructure and facilities.

Topics to be covered include "Why Colombia? Why Now?"; "A Drone's View of Marina Development in Colombia"; and "Understanding the Needs of the Colombian Marine Market."

Thom Dammrich, ICOMIA and NMMA president, told *IBI News*, "Colombia's recreational boating industry has tremendous growth potential and is an emerging boating market for the global marine industry. By attending the Congress, participating marine businesses can learn more about opportunities for recreational boating and the necessary steps to take to get involved."

ANC joined ICOMIA as its 35th full member in May 2015. The aim of the organization is to enable growth and competitiveness in the Colombian marine industry, as well as to create and develop business opportunities, and contribute to the strengthening of the nautical culture within the country.

"For the national government of Colombia, growing a recreational boating industry is a priority," says Antonella Farah, executive director of ANC. "The vice president of the Republic of Colombia, German Vargas Lleras, has placed a high sense of commitment to recreational boating by, for the first time in 17 years, reducing bureaucratic hurdles for marina development and evaluating marine regulations."

ANC was established in February 2015 and is the first trade association to represent, promote and defend the interests of nautical tourism and the recreational boating industry of Colombia. It currently has 40 members.

Visit www.colombianautica.com for more information.



The Nautical Congress will be held at Cartagena's Convention Center, upper left

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Shorter Passage Race for Cruisers/Smaller Yachts
Tuesday Evening - Prize Giving

More details to be announced.
Info & Registration: www.jhycantigua.com

REGATTA NEWS

Antigua's High Tide Series in Christmas Winds

A small but competitive fleet enjoyed some rousing but manageable winds for Antigua Yacht Club's High Tide Series, which was sailed for the 24th time in 2015. There were five races: two on December 20th, one on December 23rd and two on December 26th.



High Tide series organizer Sandy Mair is thanked by Robbie Ferron at the final prizegiving

The five races over three days were all held in brisk winds, although the final day had the edge with wind speeds over 20 knots. The final race, now called the "AYC Boxing Day Barrel", brought back the tradition of the Curtain Bluff Race, which involves a long downwind leg from Falmouth Harbour to Curtain Bluff on the south coast of Antigua, and a long beat back up the coast to English Harbour, out to an offshore mark, and back to the finish in Falmouth Harbour — about 12 to 14 miles. With the high wind speeds recorded this day, it was an exciting finish of the series.

Winner of Class A was the new J/11 SH (short handed), *Sleeper*, sailing its first series ever, as it was recently acquired by Antigua Sailing Week winner Jonty Layfield. Just one point behind was Pamela Baldwin's J/122, *Liquid*, with Poul Hoj Jensen at the helm. Taking third place was Richard Archer sailing a 1720 called *Digicel Vallant*, which would have been a likely winner if it had not been for a breakdown on the third day.

In Class B the CS 40 *Gypsy*, owned by Sir Hugh Bailey and helmed by Sean Malone, took all races by comfortable margins in spite of the pursuit of Sandy Mair's Beneteau First 35, *Cricketer*, and a much improved Steve Carson on the Humphries 22 *Calypto*.

Robbie Ferron, representing the series' principal sponsor, Budget Marine, thanked High Tide organizer Sandy Mair for his excellent efforts in keeping the High Tide Christmas racing tradition going. Race officer Clare Leader was particularly thanked for her efforts at the final prizegiving and closing party at the Antigua Yacht Club.

World ARC Sets Sail from St. Lucia

Thirty boats sailing as part of World ARC 2016-17 departed Rodney Bay Marina in St. Lucia on January 9th for the start of a 26,000-mile voyage around the world. World ARC, organized by World Cruising Club, is a circumnavigation rally for cruising boats, with a mix of organized stages and free sailing periods.



World ARC participants bid farewell to St. Lucia

As forecast by World Cruising Club weatherman Chris Tibbs, crews were treated to a steady easterly wind of about ten to 15 knots at the start line. As the countdown to the start was made on VHF, the motoryacht *Reel Extreme* was on station to provide representatives from the Saint Lucia Tourist Board and IGY Rodney Bay Marina,

—Continued on next page

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2016
YACHT RACES

- Racing, Cruising I & II Classes
Friday 25th March – MOUNT GAY Friendship Bay races
Saturday 26th March – Around Bequia races
Sunday 27th March (Layday) – Hairoun single-handed race around Bequia
Monday 28th March – Admiralty Bay triangle race
- J24 & Surprise Classes
Friday 25th March – MOUNT GAY Admiralty/ Southside races
Saturday 26th March – 3 race challenge
Monday 28th March – J24 & surprise 2 race challenge

LOCAL DOUBLE-ENDER RACES
Saturday 26th & Sunday 27th – 1st & 2nd Hairoun Challenge race
Monday 28th March – MOUNT GAY Challenge

Swim Race
Friday 25th March 11:00am - Open Water 1.5km & 5km
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—Continued from previous page

members of the media and other local supporters with an excellent view of the fleet as they hoisted their sails and jockeyed for a good start position.

On leaving Rodney Bay, the boats sailed south along the St. Lucian coast towards a turning mark off the capital, Castries, to set a course west towards the first World ARC 2016-17 stopover of Marina Santa Marta, Colombia. The crossing is expected to take around five days. This is the second year that the rally has visited the South American port that is rapidly becoming popular with bluewater sailors as a comfortable base for discovering the dramatic landscape and pre-Hispanic heritage of the region.

From Santa Marta, the fleet will cruise to the San Blas Islands and then transit the Panama Canal before setting off across the Pacific.

In total, 41 boats and over 300 people will take part in World ARC 2016-17; some sail the full 26,000 miles, others join the fleet for several stages. With starts every year, some boats will take a year out in the Pacific and complete their circumnavigation with a subsequent edition of the rally.

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

ON THE HORIZON...

Get Your Heart On!

The Jolly Harbour Antigua Valentine's Regatta 2016 will sail from February 12th through 16th. From Saturday to Monday there will be three or more races per day in



AVG-SN0TWS A0007

the waters off Five Islands, followed by Tuesday's race to Redonda and return, with prize presentations on the 16th at 5:00pm. The Valentine's Regatta is an open event for any yacht with a CSA Rating Certificate. There's free dockage for visiting participating yachts, and online entry is now open. Come and join the fun!

For more information see ad on page 12.

Record Fleet Expected for RORC Caribbean 600

Louay Hablo reports: A record fleet is expected in Antigua for the start of the 2016 RORC Caribbean 600 on February 22nd. The 600-mile race around 11 Caribbean Islands has proven to be a popular target for both elite and Corinthian campaigns. With a 20-percent increase in pre-Christmas entries compared to the previous year, a fleet of 80 yachts is likely.

The Caribbean's premier offshore race will feature two of the world's fastest multihulls. Lloyd Thornburg's MOD70 *Phaedo3* set the course record for multihulls last year and is back, but will have hot competition from Tony Lawson's MOD70 *Concise 10* (Ms. Barbados). *Phaedo3* won the 2015 RORC Transatlantic Race by less than two hours in a six-day, high-speed match race with *Concise 10* and will be competing for the Multihull Line Honours Trophy.

The RORC Caribbean 600 Trophy is awarded to the monohull with the best corrected time under the IRC rating rule. Jim and Kristy Hinze Clark's American maxi *Comanche* will be making its RORC Caribbean 600 debut. The 100-footer, skippered by Kenny Read, holds the World Sailing Speed Council monohull 24-hour record (618.01 nautical miles) and is capable of beating the RORC Caribbean 600 monohull course record, which was set by George David's *Rambler 100* in 2011 (40 hours, 20 minutes and 2 seconds).

Joining *Comanche* in IRC Caning Keel will be *Donnybrook*, James Muldoon's Andrews 80, racing with a Corinthian crew from the Annapolis Yacht Club, Maryland, USA and Bouwe Bekking's Dutch Volvo Ocean 65, *Team Brunel*, fresh from breaking the ARC speed record in December.

IRC Zero has a powder keg for an entry list with four Maxi 72s and three TP52s, plus the Ker 51 *Tonnerre 4*, the RP63 *Lucky*, the RP82 *Highland Fling XI*, the RP90 *La Bête* (formerly *Rambler 90*), and the Southern Wind 102 *Farfalla*. The overall winner of last year's race was Hap Fauth's *Bella Mente*. This year *Bella Mente* will need to get the better of three other Maxi 72s to retain the RORC Caribbean 600 Trophy, which has not been accomplished before.

In probably the best offshore line-up in the history of the Maxi 72 Class, *Bella Mente* is joined by *Jethou*, sailed by Sir Peter Ogden; *Momo*, sailed by Jan-Henrik Kisteit; and *Proteus* (former *Ran V*), sailed by George Sakellaris.

Fauth says, "We will sail our own race. I don't know how the other teams approach this race but on *Bella Mente* we break it down into 13 sprints and treat each one like an individual race. There are lots of twists and turns where we look to make gains and we try to stay focused. We run a watch system to suit the different legs, because, make no mistake, this race is a 'crew beater'. The geography of the course makes it a lot of fun, but it is tough on the body and the guys are exhausted when we get in. *Bella Mente* is back for a fourth race in a row because, of all the top races in the world, the RORC Caribbean 600 is definitely one of them, and I am really looking forward to every minute of it."

Visit <http://caribbean600.rorc.org> for more information.

—Continued on next page

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www.caribbeancompass.com

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—Continued from previous page
New 'Round the Rocks' Tune-Up for STIR
Carol Bareuther reports: Register now for the first-ever Round the Rocks Race! It's a great way to stir up the fun in advance of the three-day 2016 St. Thomas International Regatta (STIR). Set for March 24th, this one-day event is independent of STIR and features its own point-to-point course around the island of St. John, separate scoring and special prizegiving.

"Sailors tell us they want more racing and we're known for our professional race management. Put the two together it creates the perfect opportunity to offer a new one-day race. Those who don't want to or can't race aren't penalized, since scores in the Round the Rocks race don't count toward the STIR. It's just another way to sail in our beautiful US Virgin Islands waters and have yet another way to win," says regatta director Chuck Pessler.

The Round the Rocks Race is open to CSA; IRC; HPR; Multihull; CSA Bareboat; CSA (unmeasured) for boats from the USVI, BVI and Puerto Rico; Beach Cats and One-Design classes with a minimum length of 20 feet. Entries to date include a trio of Gunboat 60s: Phil Lotz's *Arethusa*, Robert Alexander's *Fault Tolerant* and Stephen Cucchiaro's *Flaw*.



DEAN BARNES

The Round the Rocks Race course — a circumnavigation of the 19-square mile island of St. John — offers a full range of sailing challenges. Crews will need to keep on their toes with frequent tacks along offshore cays, cross currents and wind shifts around the east end and slalom-like conditions in the downwind.

Register online now for the Round the Rocks Race at www.yachtscoring.com/emenu.cfm?elD=1581. Register now, too, for STIR, set for March 25th through 27th. The 2016 STIR promises challenging courses, professional race management and island-style hospitality.

For more information and questions, contact Regatta Director Chuck Pessler at stycv@gmail.com. Check out STIR on Facebook (www.facebook.com/stir), Twitter @stycvi and Instagram #STIR2016.

Bequia Easter Regatta is Next Month
Easter comes very early this year, and thus so does the Bequia Easter Regatta 2016 — dates are March 25th through 28th! Yacht classes will include Spinnaker Racing, Cruising 1 (CSA) and Cruising 2 (non-CSA), J/24 and Surprise. There will be three days of yacht racing in the series, plus the Easter Sunday Singlehanded Round the Island Race.



WILFRIED DEBENER

Qualify for a pre-registration discount by submitting your entry form online by 5:00PM on March 18th. Registration in person will be at the Frangipani Hotel, from 2:00PM to 5:00PM on March 23rd and from 11:00AM to 3:30PM on March 24th.

The famous local double-enders will be racing, too, and there's fun ashore as well, so this is an event you won't want to miss.
For more information see ad on page 12.

—Continued on next page

—Continued from previous page

The 'Beautiful Mind' of Les Voiles de St. Barth

Bella Mente. It means "beautiful mind" and references the spirit of Les Voiles de St. Barth just as easily as it sums up American businessman Hap Fauth's state of being when he is skipping his Maxi 72 of the same name. *Bella Mente* and three other Maxi 72s — Peter Ogden's *Jethou*, Dieter Schön's *Momo*, and George Sakellaris's



JULIAN CHRISTOPHE

Proteus — will come to St. Barth from April 11th through 16th to sail in the seventh edition of the Les Voiles de St. Barth regatta, joining tens of dozens of other racing machines in classes for Maxi, Spinnaker, Non-Spinnaker, Multihull, and One-Design.

Fauth is a nominee for US Sailing's Yachtsman of the Year, thanks to 2015 racing victories including the Maxi 72 World Championship. "We will have an enhanced fleet at Les Voiles de St. Barth in 2016," he says. "It will be the first time *Jethou*

and *Momo* have sailed in the Caribbean (the event counts toward a first-ever Maxi 72 Season Trophy) and, in general, the anticipation is that this will be a very well attended regatta by most of the race boats in the Caribbean."

Also confirmed is the 90-foot *La Bête* (formerly *Rambler*, which competed at the 2012 Les Voiles de St. Barth), returning with a new owner and program headed by French sailor Yves Montanari. As well, the 100-foot *Comanche*, owned by Jim and Kristy Hinze Clark, will be making its second trip to the regatta with American Ken Read at the helm. Other standouts on the big-boat roster are Irvine Laidlaw's 82-foot *Highland Fling XI*; the Volvo Ocean Race 70 SFS with Lionel Pean skippering; and the Swan 90 *Odin* with owner Tom Siebel at the helm.

"There is a core group on *Odin*'s racing team that includes myself as navigator and Charlie Oglefree (the USA's 2004 Tornado Olympic Silver Medalist) as tactician," said America's Cup veteran Peter Isler. Isler said he and fellow navigators at Les Voiles de St. Barth have to always be "on" because of the coastal racing with turning marks close to shore. He laughed while explaining, "It's a fun kind of Caribbean visual navigation you do: you look over the side to see how close you can get to rocks and islands!"

Visit www.lesvoilesdesaintbarth.com for more information.

The 29th Annual Antigua Classic

See — or race — some of the most beautiful yachts on the planet. The 29th Annual Antigua Classic Yacht Regatta will run from April 13th through 19th, with competitive classes, cool parties, the Concours d'Elégance and an eye-popping Classics Parade.

The Antigua Classic Yacht

Regatta invites entries that have a full keel, are of moderate to heavy displacement, are built of wood or steel and are of traditional rig and appearance. Old craft restored using modern materials such as epoxy or glass sheathing, or new craft built along the lines of an old design are accepted. Vessels built of ferro-cement may be eligible if they have a gaff or traditional schooner rig and fibreglass yachts must have a long keel

with a keel-hung rudder and be a descendant of a wooden hull design. Exceptional yachts not fitting in the above categories may be eligible for entry into the Spirit of Tradition Class and should apply in writing with photographs or drawings to support their request for entry to entry@antiguaclassics.com

For more information see ad on page 13.



TIM WRIGHT / WWW.PHOTOFACTORY.COM

New Antigua-Bermuda Race Set for Next Year

Organized by the Royal Bermuda Yacht Club in association with Antigua Sailing Week, the inaugural Antigua-Bermuda Race will commence after the 50th edition of Antigua Sailing Week in early May 2017. The Antigua-Bermuda Race is designed to offer an exciting passage race to Bermuda, the home of the 2017 America's Cup.

The Antigua-Bermuda Race is open to yachts and multihulls with a minimum length of 40 feet (12 metres) holding a valid IRC and/or CSA Rating Certificate or Superyacht rating. Dual scoring will be provided. A provision of a Motor Sailing Handicap will be overlaid for Cruiser Racers.

The Royal Bermuda Yacht Club is already taking pre-registration of yachts interested in racing. Schooner *America*, the replica of the original winner of the America's Cup, and the 112-foot (34-metre) sail training ship *Spirit of Bermuda* are confirmed entries. An international fleet of yachts is expected for the race, with exclusive social events organized in Antigua and in Bermuda.

Les Crane, chairman, Antigua-Bermuda Race, says that as the 2017 venue for the America's Cup, "Bermuda... is the place to be in May 2017. Each spring many yachts pass through on their way to New England or Europe, stopping for only a day or two. We want to encourage them to stay a while and enjoy all that Bermuda has to offer."

The Antigua-Bermuda Race course is straightforward: Start off Fort Charlotte, Antigua, Antigua to port, Bermuda to port, finish off St David's Light, Bermuda. Approximate distance 935 nm. In early May the northern limits of the tradewinds can be as much as 28 degrees north. Easterly or southeasterly winds are common for the first half of the passage, giving exhilarating reaching or downwind conditions. Light southerly winds are common in the Horse Latitudes that traverse the Sargasso Sea and the finish in Bermuda is likely to be a tactically different change to the fast-surfing conditions of the tradewinds.

An international and highly varied fleet of yachts will gather in Antigua for the start on 12 May 2017, following the 50th edition of Antigua Sailing Week, the Caribbean's longest running and most prestigious regatta. A welcome party and rousing send-off will be sponsored by Gosling's Rum and organized by Antigua Sailing Week. Upon arrival in Bermuda, the fleet will enjoy the hospitality of the Royal Bermuda Yacht Club with Goslings presenting the official welcome party and prizegiving on Saturday May 20th for all competitors. Bermuda's National holiday follows soon after, with huge raft-up parties, and then on May 26th the America's Cup preliminary events get underway.

Visit www.sailingweek.com for more information.

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Sailing for Self-Discipline and Independent Thinking

I believe the development of youth sailing is important for The Bahamas and the Caribbean generally, not just because we are all island nations and sailing is part of our heritage but also because, more than most sports, sailing provides self-discipline and personal responsibility for one's own decisions and actions, abidance by the rules and dispute resolution. Sailors enforce the rules against each other rather than an umpire on the sideline. Nor is there a coach on the sideline directing the state of play. Sailing improves an individual's critical thinking skills and helps to offset a culture where kids are told to do as instructed and not think for themselves.

— Lori E. Lowe, President, Bahamas Sailing Association

The definition of self-discipline is "activity, exercise, regimen and/or training of one's self, usually for improvement", and that of independent thinking is "to employ one's mind rationally and objectively in evaluating or dealing with a given situation". This month's Y2A offers a sampling of voices from those in leadership across the Caribbean about the value junior sailing brings in the form of developing self-discipline and independent thinking skills for Caribbean youths.

Coming from Dominica, Hubert Winston of the Dominica Marine Center in Roseau tells us, "One would say that the traditional sailors of the Caribbean are vanishing and it's a rarity to see young sailors or able boat crew from the Caribbean. This is very much the situation in Dominica and many other Caribbean islands, and it is why I have decided to embark on the momentous task to introduce sailing to the

Services says, "One thing I will say for learning to sail and developing independent thinking is that most of us learn to sail on single-handed dinghies. Now, even though we learn the basics on shore, once we get out there we realize the wind and sea state are constantly changing and we, in turn, have to make changes to be successful. It is the same with life situations, which are always changing, and we need to know how to change to make the best of these situations."

Jon O. Oliver of Belize summarizes the goals of junior sailing programs: "To train these kids in the qualities that can lead them into being honest, productive and successful citizens. That apart, sailing itself teaches sportsmanship, fair play, teamwork, self-reliance and other characteristics which they will need as they grow up."

If there is one thing we know, time passes. Children grow quickly to teenagers and



Left: The author with Dominica's Hubert Winston



Right: Antigua's Ashley Rhodes

youth in Dominica. It is an escape and a salvation from the dangers of idle minds and spirits. [Through junior sailing] they learn discipline, respect, responsibility, organization, teamwork, accountability, lifesaving techniques, swimming, care of self, others and equipment and, finally, how to sail."

From St. Lucia, James Crockett, owner of Jus' Sail Charters, adds, "Sailing really is a wonderful classroom for developing these traits. Why? For one, boats have numerous parts and components that require regular and often constant attention; without self-discipline those parts will become neglected and when Mother Nature throws up a change in conditions for the worse, any neglect can often become glaringly apparent to the detriment of vessel and crew. While on passage the seaman has no option to give up; the only choice is to carry on and make it to a safe harbour. This demands and naturally builds resilience and self-discipline over time — the benefits of which will be felt by the individual in all areas of life."

Out of English Harbour, Antigua, Ashley Rhodes, owner of A&A Rigging & Yacht

then to adults. What tools are we giving them to make this passage? For island children, the advantages of self-discipline and independent thinking will bode well to usher them toward gainful employment. Strong and secure individuals in turn build strong and secure families, communities and nations.

Ellen Ebert Birrell attributes her opportunity to cruise the Caribbean aboard Boldly Go with partner Jim Hutchins to life skills built in childhood. Believing swimming and sailing are essentials for island youth, she supports junior sailing and serves on the Caribbean Sailing Association Sailing Development Committee. Visit caribbean-sailing.com/youth/youth-programs for more information.

Youth2Adult – Y2A – is a series of articles celebrating sailing's role in youth development. If you know of a Caribbean youth sailor or adult candidate for featuring in Y2A, please contact ellenbirrell@gmail.com.



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Chacachacare Island is only seven nautical miles from Chaguaramas, Trinidad, but it's a whole different world from the frenetic congestion and madding crowds on the mainland. It's calm and quiet (at least during the week) and it's steeped in local history. In the past, the island has been a tobacco and cotton plantation, a whaling station, a leper colony and a base for US troops during WWII. My husband, David, and I explored the island with friends when we sailed to Trinidad in 2002. Our memories being what they are, it was a whole new experience when we returned late last year.

We dropped the hook on the north side of Chacachacare Bay in 15 feet of "we-can-see-the-bottom" water. Not another boat was in sight. The anchorage is paradisaical. The water is blue and clear and great for afternoon dips and snorkeling. We saw fish swimming by and bigger fish chasing them. Birds, especially pelicans, swoop and soar and vultures continually circle overhead. Turtles make regular appearances. Though it's hot and humid, the continuous light breeze makes it quite pleasant.

From *Nine of Cups'* deck, we could see a dilapidated building that time, weather and vandals have nearly destroyed. A decrepit old cement jetty, reputedly dating from the old whaling station, is now unstable and unusable except by a squadron of perching pelicans. We dinghied ashore and picked our way carefully through the detritus, rubble and mounds of litter to check it out more closely. There wasn't much to see. A faded sign informed us that the Dominican nuns had established a leper colony on Chacachacare Island in 1924. The adjacent map was so faded, it was indecipherable. Any existing paths were long overgrown. Through the dense jungle foliage, remains of other old buildings could be seen. A stone staircase climbed to nowhere. The gravel beach was a great place for finding smooth, ocean-tumbled, colored sea glass — mostly green. Incidentally, this is rumored to be the leper's island to which Papillon escaped... and where the nuns turned him in to the officials.

Across the bay, we could see three large buildings straddling the hillside. Even from a distance, they appeared abandoned. These were the main buildings of the leprosarium and included the nunnery, a hospital and a chapel. We dinghied over, tied up at a small, covered dock and climbed up a steep but well-defined, shady stone-step path to inspect the buildings. Small lizards rustled in the leaves and skittered across our path. It smelled damp and earthy.

These buildings were in sad shape, too. Graffiti covered the walls... inside and out. A sign warned us of asbestos, but honestly, there was more chance of the building collapsing on us than of contracting asbestosis. Floorboards were torn out or rotted; doors had been yanked from their jambs; the foundation and walls were crumbling.

RE-EXPLORING TRINIDAD'S CHACACHACARE ISLAND

by Marcie Connelly-Lynn

DESTINATIONS



Nine of Cups anchored at Chacachacare, having completed a circumnavigation since her visit 13 years previously

We checked out the old chapel. It was quite ornate, especially for nuns, with some of the gingerbreading still intact. When we visited last time, there were still small shards of stained glass in the windows. This time, nothing was left. The plastered walls of the apse were disintegrating and leaves covered the concrete floor, but the graceful roof structure remained. The hospital was not easily accessible. What the jungle had not overtaken, vandals had. We gave it a pass.

Further up the path, in a quiet, fenced area overlooking the bay, was the nuns' cemetery. Above each of the ten stone-covered graves, a small plaque showed the name, birth and death dates and place of birth for each Dominican nun who had died on the island.

—Continued on next page



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It's interesting but eerie walking around in a place like this. As we descended the path back to the dinghy dock, a vulture perched on the top of the roof and eyed us furtively. Ghost Hunters International actually investigated here and did an episode on the haunted buildings of the leprosarium. We saw no signs of spirits or ghosts.

We had a hard time figuring out where to find the path to the lighthouse. We had climbed it once before, but access then had seemed more evident. During the week, we'd noticed that men had been working, in a rather desultory manner, on an old, decrepit public wharf that proved to be inaccessible by dinghy. Behind a fence, we could see a sign welcoming us to Chacachacare Island. Dozens of vultures stood sentry, undisturbed by our presence. Further investigation indicated that the road to the lighthouse led from the wharf. We beached the dinghy nearby.

On shore, empty oil drums were everywhere, some overflowing with trash, others knocked over with trash spilling out of them. Tens of torn, black plastic trash bags disgorged their contents. Plastic bottles, beer bottles and other rubbish were thick on the shore. A "No Littering" sign stood firmly in the midst of the junk and debris.

We carefully picked our way through the rubbish and found the asphalt road leading up to the lighthouse. The first few hundred feet were covered in trash, but soon the trash was left behind (obviously it's inconvenient to litter further up a steep hill) and we were climbing the pleasant, albeit steep, switch-backed road to the summit of the hill (825 feet, or 251.5 metres) where the lighthouse stood. The British built the lighthouse in 1876 and cut the road to the top. Hardy weeds poked through the crumbling asphalt and remnants of a sturdy retaining wall could be glimpsed amid the heavy jungle foliage.

We climbed and climbed, stopping for brief respites in shady spots. Cotton plants bloomed and rotten bolls hung from the blossoms. Colorful butterflies and dragonflies flitted past. Birds sang in the trees. And, as always, vultures circled overhead.

We remembered reaching the top on our last visit. The lighthouse was still tended then and we had chatted with the lighthouse keeper. The area was kept fairly neat and tidy. We had taken turns swinging on an old swing suspended from a sturdy branch. What a change! Old diesel oil drums were now haphazardly lined up like undisciplined soldiers. Some were in the bush, rolled halfway down the hill. Trash and debris was scattered all over. The old swing hung limply, the thick weed patch below it testifying to its disuse.

—Continued on next page



The old public wharf proved inaccessible by dinghy, so we beached the dinghy nearby with Nine of Cups in the background
Inset: The decrepit cement jetty is now unusable, except by perching pelicans



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—Continued from previous page

The once stately Bocas Lighthouse was faded and in sad shape. Solar panels had been added. No lighthouse keeper was needed any longer. The area was all fenced in and an unsightly, erector-set communications tower stood beside it. A committee of vultures had established their territorial presence on both structures with no intention of moving.



A vulture perched on the top of the roof and eyed us furtively

We ambled back down the path, much faster on the descent than the ascent had been, and dinghied back to *Nine of Cups*. We weren't really disappointed as much as dismayed by the volume of trash and garbage that had accumulated in such a beautiful place. Chacachacare Island remains under the auspices of Trinidad's national parks system, but it appears it's an orphaned child. It would take an army to clean it up and haul all the refuse away. We postulated that a prison work detail would make a good dent in it, but then who would continue to keep it up? We're hopeful that

the workers we saw on the wharf are the beginning of a solid reclamation project.

If You Go

Trinidad Customs requires that cruisers obtain a permit to visit Chacachacare and other bays in the area. The permit is free, and easy to acquire at the Customs office. Bring your incoming Customs paperwork with you.

We were questioned by other cruisers as to security issues at Chacachacare. We checked with several local sources including Don Stollmeyer at Power Boats and knowledgeable Fast Fred. Neither was aware of any problems while anchoring inside Chacachacare Bay. We visited for a week and had at least two Trinidad & Tobago Coast Guard boats stop by to check that we were okay. We never experienced any problems.

Our Digicel data package allowed us internet on the boat, but even on high power, VHF was not reliable beyond the bay.

Marcie Connelly-Lynn and her husband, David Lynn, have lived aboard their *Liberty 458* cutter since 2000 when they sold up and sailed off. Since that time, they've put over 85,000 nautical miles under the keel and visited more than 36 countries on five continents. Their philosophy of "just a little further" has taken them around the world and around the five Great Southern Capes with lots of stops to explore along the way.



The old Bocas Lighthouse is now kept company by a modern 'erector set' communications tower

They completed their first circumnavigation at Cape Town in 2015 and are currently in the Caribbean. They blog daily at www.justalittlefurther.com and maintain an extensive website at www.nineofcups.com.

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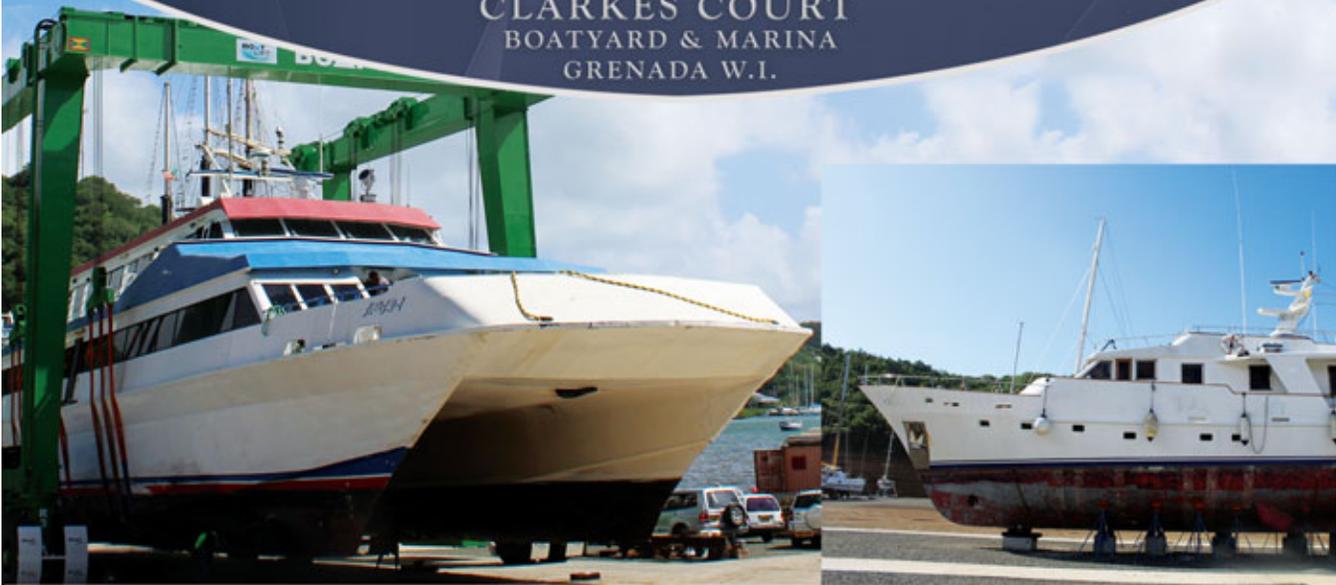
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COLOMBIA for Cruising – Work in Progress

by Priscilla Packer

November 1st, 2015: As *Anemos* wafts gently towards the San Blas, I watch as our lovely bright yellow spinnaker billows in the light airs, and reflect upon the last month, mostly spent in Colombia.

Before choosing Colombia as our next destination, I had done a little homework, and, thanks to advice from *Caribbean Compass* and friends, managed to download the *Cruising Guide to Colombia: Its Exotic Caribbean and Pacific Coasts*, published by the Colombian government. (See footnote.) *



The author cooling out at Marinca waterfall near Minca

As a general guide, it is attractively put together, contains many charts as well as a lot of information about the various places you can visit once you are there. However, after having attempted to use it to choose an anchorage, I would say that it was not compiled from the sailor's point of view, but rather from the Tourist Board's! It lacks some useful information, such as nature of bottom in the indicated anchorages, and helpful landmarks for approaches by day or night. More importantly it turned out to contain some inaccuracies or out-of-date information: for example, during our visit many bays indicated as possible anchorages for sailboats were only allowed, at best, as day stops.

Looking for an Anchorage

Coming from Curaçao, my husband, Hugh, and I had hoped to spend two or three nights in one or two of the Five Bays, located in the Tayrona National Park. The *Cruising Guide* does show anchorage symbols in four of these bays, and we chose Neguanje to start with. As we approached land, we could see the lushly wooded slopes and smell the scent of pines and soon the boat was host to five or six beautiful butterflies. It all bode well.

Neguanje opens up into two smaller bays and we chose the left-hand one, which seemed to afford the most swinging room. There was what looked like a bar or restaurant in another little inlet to the north with three or four motorboats or fishing barques at anchor. On the shore closest to us, a few cars could be seen and groups of people were enjoying the beach.

We tested for depth, checked there were no reefs and dropped anchor in about six metres. It seemed to be a soft bottom and the anchor took immediately.

A couple of hours later, around 5:30pm, a motor launch, bearing the name Park Rangers, came alongside. There was quite a crowd on board, all very casually dressed, and no one who looked like a park official. (What threw me a little was the fact the guy at the helm wore a mask made of white cloth with two holes for the eyes and one for the mouth, it looked a bit Ku-Klux-Klan-like!)

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They said a lot of things in fast Spanish which I did not understand, but I gathered anchoring here was "prohibido", that it was a Natural Reserve and that we risked damaging the coral.

I asked where could we anchor in this area, and they answered nowhere, you have to go to Santa Marta.

We were perplexed as this did not tie up with the indications in the Guide ("Cinto, Neguanje, Gairaca and Concha bays are located within the Tayrona National Natural Park; and yachts and sail boats are welcome to anchor in any of them" — *Cruising Guide to Colombia*, p. 106), or with information gathered from other cruisers. Nevertheless we thought the rules might have changed and we prepared to leave the anchorage.

In the end, however, the windlass got stuck and it took Hugh three hours to fix it. By then it was completely dark, and all other boats had gone, including the Park Rangers.

As we were tired after three days of sailing, we thought we'd do no harm by staying the night and leaving at first light — which we did with no further mishap. (Incidentally, when the anchor came up it was covered in soft sticky mud, no coral anywhere!)

After arrival in Marina Santa Marta (with very friendly and helpful dock attendants and office staff), we checked into the country and enquired as to whether it was possible to obtain a permit to go back to the Park, or whether there were any other nice bays we could anchor in. After three weeks locked in Curaçao's Spanish Water, we were dying for a few lazy days of snorkeling and swimming!



Above: Arrecife beach, as seen along our walk in Tayrona National Park. After we were told the park's anchorages were 'prohibido', we visited by land

Below: A donkey cart in the picturesque streets of old Santa Marta



Both the office staff and the maritime agent present looked rather embarrassed by my questions. Someone said you could anchor at Taganga (by day only, as by night it was not deemed safe), but El Rodadero was not really recommended for yachts. Again this did not tie up with the contents of the *Cruising Guide* (page 112, regarding the bay of Bahía de Gaira and the Inca Inca inlet at El Rodadero, states, "Cruisers can enjoy excellent conditions to anchor due to protection, depth, and possibility of using the Aquarium dock when arriving by dinghy.")

As for anchoring in Tayrona Park, no one really seemed quite sure what the rules were.

[Editor's note: On investigation, we've been informed that last year the park was closed for a month and this, of course, presented problems for boats that wanted to anchor there. In January, boats were once again seen anchored in the park. The best suggestion we have is for sailors to confirm current regulations regarding nearby anchorages, and other information, through the Harbor Master's office in each port visited.]

Exploring by Land

So in the end we did not go cruising along the Colombian coast, but left the boat in the marina and explored by land.

It is a beautiful country and the people we met were incredibly friendly, proud of their country and wanting to share it with you.

Santa Marta and Surrounding Parks

One of the main assets of Marina Santa Marta is that it is right next to the town, and everything is within walking distance or a short taxi ride away.

I must warn potential visitors, though, that it has one big drawback: its closeness to the town means it can be very noisy at night. At least three or four nights a week, loud music issued from the bars on the waterfront, until the wee hours of the morning, so we did not get much sleep in this marina!

Santa Marta itself is a fun and lively, albeit somewhat messy, city that we enjoyed walking around in spite of the stifling heat. You can find practically everything in the shops here, provided you hunt around a little, and there is an attractive mix of very modern boutiques and outlets, together with old fashioned *ferreteria* stores that carry an amazing variety of articles. We liked the street stalls, too, where you can buy handkerchiefs, cigarettes, sweets, coffee, shoes, underpants, etcetera.

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Some of the stallholders appear to be general repairmen, who will repair anything that's broken, from your grandmother's clock to a toaster or an iron. I find that wonderfully commendable, coming as I do from a society where things are thrown out at the slightest scratch!

Santa Marta is also the oldest city in Colombia and I particularly enjoyed the Museo del Oro (Gold Museum), located in a 17th century house, and the estate where the great *Libertador*, Simon Bolivar, came to end his days.

We went for a hike in nearby Tayrona Park for one day, with a nice swim at La Piscina beach at the end of the walk. Another time we took a local bus up to the town of Minca in the Sierra Nevada de Santa Marta National Park, where after a very muddy but fun trek uphill, we went for a refreshing and cleansing swim in the Marinca waterfall and later shared a beer or two with a pleasant and talkative bartender from New Zealand at La Fuente B&B.

Medellin and the Nevados Region

The following week we took a plane to Medellin, a surprising city that has managed to move beyond its image as one of South America's most dangerous drug hubs, to be designated most innovative city of the year in 2012 for its achievements in terms of public transport and education.

From there we drove south into the hauntingly beautiful Nevados region, situated in the Central Cordillera, above the city of Manizales. Our first night we stayed at Finca La Romelia, the home of a couple named José and Marisa. José is a fascinating gentleman whose entire house and garden are dedicated to orchids. He explained that Colombia, with its exceptionally rich biodiversity, has one of the greatest varieties of *cattleyas* (a species of orchid) in the world, second only to Venezuela.

The next few nights we stayed in other rural *fincas*, at an altitude of 2,000 to 3,000 metres. These *fincas* are large farms that raise cattle and horses and practice ecotourism. We went horse riding on gentle mares (a good thing, since this was a first for me!) across a scenery of rocky tracks, lush green fields, rushing streams and hazy mountain vistas.

Cartagena de Indias

To cap it all, we took a "puerta a puerta" (door to door mini-buses that offer a very good service for shorter distances) to visit the city of Cartagena, having kept that gem for last. It is very touristy, of course, but still a lovely city to walk around, with its massive Castillo and fortifications, its many churches, and its small, colourful, narrow streets which reminded me of places in Spain and in particular, Santa Cruz de La Palma in the Canaries. We took a "free walking tour" with Edgar, who was a very good guide and told us, among other things, that Cartagena is known as "Heroica" because it sacrificed the lives of many of its citizens in the fight for independence from Spanish rule in the early 19th century.

Communicating: Work On Your Spanish!

The average Colombian speaks Spanish and not much else. In places where foreigners are a bit thicker on the ground, such as Marina Santa Marta, or hotels and restaurants in Cartagena (and presumably in Bogotá, although we did not test that), you will find people who speak good English. Kelly at the marina office was very helpful in finding us a doctor and a dentist who spoke English.

Elsewhere in the country, you will have to use what Spanish you can muster (once you have taken the plunge, it is actually a lot of fun, and people are generally very sweet and understanding of your mistakes), but we also managed to find a surprising number of people who spoke some French, and were happy to get a chance to practice. Most had taken lessons with the Alliance Française, which seems to be quite active in this country.

In Summary

While we go away with lots of good memories, we did not get the impression, at least in Santa Marta, that there is any local sailing culture, and it did strike me that all the Colombian boats in port were motorboats.

To my mind, mainland Colombia is not really a cruising destination as yet, though it has what it takes to become one. That being said, we did not explore any of the island groups, such as Islas Rosarios, Providencia and San Andres, which must offer possibilities of anchoring outside a port or marina. It will help when the Colombian authorities decide which areas may be safely opened to sailors and issue clear rules and conditions for anchoring.

* The Cruising Guide to Colombia is available at [www.cartagenaexcursions.com/Cruising Guide To Colombia.pdf](http://www.cartagenaexcursions.com/Cruising%20Guide%20To%20Colombia.pdf) and <http://destinationcartagena.com/navigation/Cruising%20Guide%20To%20Colombia.pdf>. Make sure you have fast internet and plenty of time: it's a very large file!

Be aware: The term "cruising permit" is a bit of a misnomer; it is simply an entrance permit and it is compulsory for everyone coming into the country by boat, whether you intend to "cruise" or not! (The cost in October 2015 was 200,000 COP, currently equal to about US\$60.)

If you need any help or up-to-date information for the Santa Marta area, I can strongly recommend that you get in touch with Dino Melo Campo. His e-mail address is dino.shippingagent@gmail.com. He speaks good English and he is extremely helpful. – PP



Sculptures by the famous Colombian artist Botero grace the city of Medellin

CARIBBEAN ECO-NEWS

Submerging San Blas

by Devi Sharp

The San Blas islands are the vision of paradise: small tropical islands dotted with coconut palm trees and surrounded by coral reefs teeming with fish. Although this sounds like a screen-saver photo, all is not well in the San Blas Islands.



The Guna (Kuna) Indians live on the San Blas archipelago, also called the Guna Yala, consisting of approximately 360 islands off the Caribbean coast of Panama adjacent to Colombia. Roughly 49 of these islands support the houses and full-time dwellings of about 50,000 people. The Guna Yala residents are poised for a battle against rising seas, changing weather patterns and a cascade of events, some natural and others man made.

As our atmosphere warms, glaciers and snowpacks melt, and the added water and the subsequent warming (thermal expansion) of the water cause the rise in sea levels. Studies by the Smithsonian Tropical Research Institute from 2008 show that since 1910, the average sea level in Guna Yala has risen by almost six inches, and it's continuing to increase by around three-quarters of an inch each year.

The past years have brought more rain, more wind and higher tides than usual in the Guna Yala region, which has caused periodic flooding of these low-lying islands and has over-washed the islands and inundated houses and schools. The first reported incidence of flooding was in 2008 and since that time, the flooding has gotten more severe. These tiny islands are only a few feet above sea level and the inhabited islands are densely packed with thatched roof huts, many with pole walls. The Smithsonian model estimates that, at the current rate of sea level rise, all of the islands will be underwater in the next 20 to 30 years.

To protect the buildings from waves, residents have constructed walls made of coral collected from nearby coral reefs. These are the very same reefs that block waves and extreme high tides. Many of the uninhabited islands support plantations of the coconuts that serve as a cash crop for the Guna. Some of these islands have deep holes in the sand that reach into the fresh water lens and provide a source of water for the Guna. These wells have been inundated with seawater, fouling the fresh water.

The Guna Yala is a semi-autonomous region of indigenous people in Panama. The Guna are very much people of the sea; they subsist largely upon sea resources and travel by boat. But they have lived on the islands only for about 150 years. Formerly they lived on the mainland between the provinces of Darien and Colon. They moved to the islands to avoid warring tribes and diseases. Their semi-autonomous status means that they have a constitution and govern themselves by a general congress, and that the Panamanian government will respect the traditional knowledge and practices of the indigenous and local communities. The area is called the "Comarca de Kuna Yala" and each island has a chief or *sahila*. The majority of the Guna live on 48 islands in the San Blas, but there are small populations in Panama City and on the mainland adjacent to the San Blas islands. The island communities still own extensive tracts of land on the mainland, which are currently used for limited farming, but are available for settlement.

Rising seas are a global problem and many small islands, especially in the South Pacific, are looking at ways to escape the rising tide of global warming. Compared to citizens of many island nations, the Guna are fortunate because they own land that they could move to. But moving is not simple: houses, schools and community facilities will need to be built. The residents of Carti Sugdup (Gardi Sugdup), one of the most heavily populated islands (2,000 residents) and close to the mainland, have decided to move to their property on the mainland. The Panamanian government has offered to help with the logistics of the move, but progress has been impeded by malaria, dengue fever and reaching an agreement on the details of the new community. The Guna realize that this is an opportunity to build a better community with running water and proper sewer systems. The Guna hold these mainland forest plots sacred and there is a legend of how their creators made the forest for the Guna people's use — destruction of the land resources would unleash the anger of the spirits. Further complicating this situation is that the Panamanian government has set aside some of these areas for mitigation of climate change, and cutting trees would not be in that plan.

It is not lost on the Guna that the situation that has caused them to be "climate refugees" is not something they created. They are well aware that global warming and the excess carbon in the air come from other nations, not these tiny islands in the western Caribbean, but the burden of submerged islands is theirs.

Devi Sharp is a retired wildlife biologist who spent eight years cruising in the Caribbean with her husband Hunter on their sailboat, Arctic Tern. Devi and Hunter are now living on dirt in Western North Carolina.

Editor's note: As reported in an article by Elizabeth Kolbert in the December 21 & 28, 2015 issue of The New Yorker magazine, "According to the Intergovernmental Panel on Climate Change, sea levels could rise by more than three feet by the end of this century. The US Army Corps of Engineers projects that they could rise by as much as five feet; the US National Oceanic and Atmospheric Administration predicts up to six and a half feet." Hal Wandless, the chairman of the University of Miami's geological sciences department, told Kolbert, "Many geologists [are] looking at the possibility of a ten-to-thirty foot range by the end of the century."

We'll take a look at how sea level rise might affect other Caribbean islands, ports and anchorages in a future issue of Compass.

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The new Blue Lagoon Marina and Hotel, combined with existing businesses in the area such as Barefoot Marine Centre, make the island of St. Vincent a real pleasure to sail to. Blue Lagoon Marina has Customs and Immigration officers there every afternoon, so it makes a good place to check in.



A World-Class Work of Art in the Hills of St. Vincent

by Chris Doyle

layered to draw the eye into cascading and swirling shapes. I have often wondered how such an amazing place grew up in the wilds of the St. Vincent hills. Here is how it came about.

In 1991, Tim Vaughan, one of the Europe's top garden consultants, was taking a holiday in St. Vincent, where he hiked from Richland Park junction to Georgetown. The taxi driver who brought him back from Georgetown said, "I want to show you something." He took him to Montreal Gardens, which in those days was growing flowers to market. Even then it was spectacular: high in the Mesopotamia Valley, nestled up against St. Vincent's dramatic mountains. Tim saw it in the fast-fading light and thought, "What a paradise this place could be!" He bought the gardens in 1994, started work slowly in 1995, and worked on the gardens for about 15 years to bring them to their current splendor.



St. Vincent also has some outstanding attractions. One of these is Montreal Gardens. Hidden away and not overly visited (despite the occasional group from a cruise ship), I rate it among the Caribbean's world-class, if least known, attractions. This is a place to enjoy at leisure. You could easily spend two or three hours or more there, and if you take a packed lunch this is a great place to enjoy it. It is about a 40-minute drive from Blue Lagoon by taxi or rented car. It would probably take at least twice that long if you bused it (see details below), and then you'd have to add time for a two-mile walk, which would make it more like an all-day adventure.

Montreal Gardens is a living art form of carefully balanced textures and colors,

For gardener extraordinaire Tim Vaughan, the colors, forms and textures of tropical plants make up an artist's palette and the St. Vincent landscape provides a canvas

It has been a long road for Tim. His father was an English naval officer, a man who considered gardening to be a fine hobby but not a career. Tim's father found his son, who was uninterested in school, to be unruly and in need of serious reform. He decided to ship Tim, aged 16, to Australia under the now disbanded Big Brother Movement. It was a form of indentured labor. Young Tim was under contract to work for two years on a farm in what is now the major wine-growing area of Australia.

—Continued on next page



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He fulfilled his contract and left the farm, got himself a heavy-vehicle license and took a job driving hay from New South Wales to Queensland. As he covered endless miles on the road he became enamored of the unfolding colorful nature of the Australian bush through which he travelled. He met a New Zealander living in Australia and, after three years of driving, decided to visit New Zealand.

At a chance dinner party in New Zealand, he met the supervisor of the national parks who, hearing of his love of nature and gardens, recommended him for a job as apprentice gardener at Government House, where Tim worked for the Governor General. The governor, and even more so his wife, saw Tim's talent and inspired him to make gardens his profession.

As Tim said, "In 1974, I returned to Blighty and did a year's stint at the world-famous nursery of Harold Hillier, working for him in his own private arboretum. I was eventually accepted at The Royal Botanic Gardens at Kew for their Diploma Course and graduated in 1978."

Qualified and ready for adventure, Tim headed to France for a two-year contract as head gardener in a private Zoological Park at the Chateau de Thoiry for the Vicomte de La Panouse. In the next two years Tim learned French and started his own small landscaping business, specializing in the restoration of historic landscapes. His next big mission was the restoration of a famous 19th-century park in the Ile de France for the Baron de Nerveaux at Courson. At the same time, he built up his own nursery in Brittany, specializing in rare seaside-loving plants. He found himself to be a specialist in a field with few others, and work rolled in.

Life was good, he was in demand, and at first, Montreal Gardens was a part time effort, as he travelled back to France to work for months at a time. In 2000, Tim was working on a huge tree in France, which had hidden rot in its core. It snapped in two without warning, the major part landing on Tim and breaking his shoulder and five vertebrae. His doctors doubted he would walk again, but gardeners need both patience and persistence, and today Tim walks and gardens, though he has cut back on his European work and spends more time in St. Vincent.

Tim's genius is rooted in his love of raw nature. His gardens are beautiful, but he also loves the wild mountain landscapes behind. Most gardens are orderly arrangements of carefully controlled plants that have been tamed and put in servitude to their master. Montreal Gardens is more like a wild orchestration of nature. The elements have been carefully planned and layered, but are then allowed to run into a riot of forms and colors. Tim has designed gardens for old peoples' homes, whose residents are sometimes blind, so he also works with the feel of plants when touched, as well as their smell. In a grassy area of tree ferns that brings to mind the Jurassic, the flat grass has a long round hump, thickly green, covered with a variety of small plants. Hidden beneath is a large tree trunk. When the tree fell, Tim decided to feature its return to nature rather than clear it away. Throughout the gardens small paths meander through the beauty and take you to the river in the valley. Several pleasant shelters with benches enable you to sit and meditate or eat your picnic lunch.

Nothing in life is permanent, and right now we are lucky to be able to visit the ever-changing work of art and nature that is Montreal Gardens.

Getting There

Montreal Gardens is open from December to August, Monday to Friday from 0900 to 1600. The owner, Tim Vaughan, can sometimes be reached at (784) 432-6840. The entry fee to the garden is only EC\$10 per person.

For a group of four, the taxi rate of US\$120 from Blue Lagoon Marina or Barefoot Marine Centre is not too bad, but sufficient that the driver is not going to get impatient with you if you spend two or three hours there.



You can get lost in the sights, scents and tactile sensations of this world-class garden

The adventurous can get there by bus and foot. If you decide to anchor in Bequia and ferry over to St. Vincent, you can find a Richland Park Junction bus at the "Little Tokyo" bus station in Kingstown. If you start in the Blue Lagoon area, start by taking a bus towards Kingstown and ask to be let off at the big roundabout at Arnos Vale at the head of the airport runway close to Ace Hardware. At the roundabout, find a bus heading for Richland Park Junction. When the driver lets you off at Richland Park Junction, ask him to show you the road to Montreal Gardens. It is a two-mile walk. The driver might be willing to take you part way up to Lewis Gap and you can always try to negotiate an extra fee to Montreal Gardens. The walk is lovely and scenic, and will be part of your adventure.

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Backpacks for Sailors

by Laurie Corbett

The *Compass'* recent columns on tips for cruisers had my wife, Dawn, and me thinking what we would share, and we decided that our backpacks might be worthy of the column.

We carry backpacks primarily so we can carry things back to the boat. Indeed, we consider things to haul back for every trip ashore, hoping to decrease or stall larger provisioning exercises; but whether hiking, touring, or busing, there are things we would rather have with us.

Over time, both Dawn's and my backpacks have collected the following minimum gear:

- Small pack of tissues — for hikes and for toilets without TP;
- Small pack of pre-moistened napkins — for barbecued chicken and many other sticky situations. Please note that most wetnap-type products are *not* biodegradable, and the manufacturers will *not* share this information;
- Sun protection — Reapplication may be necessary during hiking and after swimming;
- Bug repellent — to protect us from the newest mosquito-borne diseases and to let us enjoy beachside bars. We use small bottles that can be refilled;
- Adhesive bandages — for cuts and scrapes as well as footwear-induced blisters. Waterproof are the best, but on a sweaty day, you may need to reapply a few to get you home regardless;
- Elastoplast wrap — We've been lucky enough to not need this yet, but pack it for sprains, dog bites, major cuts from old fence wire, or as a potential shoe replacement;
- Beer cozies — If you find cold beers, you may wish to insulate them;
- Granola bar — In case you get lost or are delayed, or just get peckish on the trail or while shopping;
- Island map — Some show bus routes, some show topography, all show the island shape and at least some of the roads;
- Pencil and paper — to write down complex directions, names and phone numbers, boat parts, and ideas for *Compass* articles;
- Reusable shopping bag — for when you find good rum on sale. It might even come in handy for food;
- Plastic shopping bag or resealable bag — We've found fresh fish on the far side of Bequia, and were glad for the bag. Also, I've been known to pick up garbage on a trail;
- Knife — We travel with a Leatherman Juice, and have used it a number of times for emergency shoe repairs. The corkscrew, pliers, and bottle opener have also come in handy;
- Wire ties and/or a bit of twine — for shoe repairs, clothing repairs, and things we just have not yet considered.

It seems like a lot, but the whole bundle takes little room in a backpack and does not weigh much either. Still, it is not all-encompassing. Some of our friends insist on one or more of the following:

- Water bottle — Word of mouth suggests that dehydration is the most common cause of the hospitalization of cruisers in the tropics;
- Small flashlight — so there will be no excuse when you get back to the dinghy after dark;
- Face cloth in a resealable bag — so you can swim at that perfect beach or stand in the waterfall, but dab the water away before putting on those sweaty clothes;
- Phone or portable VHF — so we can call to say goodbye as our dinghy is blown to Belize;
- Camera — for the million-dollar photo, or a picture of the assailant;
- Memory stick — for the photos somebody else took, or pirated book, movie, or music that they tell us that we *MUST* experience.

Finally, I am reminded that in her book *An Embarrassment of Mangoes*, cruiser Ann Vanderhoof said she always kept a 20-dollar EC bill in her swimsuit, because you never know where you might find an ice-cold beer.

See more *Old Salts' Tips for New Caribbean Cruisers* at www.caribbeancompass.com/online/september15compass_online.pdf and www.caribbeancompass.com/online/december15compass_online.pdf
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LOOK OUT FOR...

Bamboo: From Buildings to Bedsheets

by Lynn Kaak

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

As one walks the many trails in the Caribbean, or travels along the road, the sight of bamboo is very common. When the wind blows, that pleasant mix of the breeze sighing through the leaves, blending with the musical rattle of bamboo stalks striking one another, is like few other sounds, evoking pleasant memories of wind chimes on a veranda. In a tropical setting, bamboo is just as expected as a thatched roof beach bar. Many cruisers of a certain age may have once owned a bamboo fishing pole in their younger years. Like most other plants in the region, bamboo has a story.

The bamboo that we are perhaps most familiar with was introduced into the Caribbean from Asia. *Bambusa vulgaris* may be the most commonly seen bamboo, with a diameter from four to ten centimetres and heights that can reach 20 metres, overshadowing its smaller Caribbean cousins. The Spanish are believed to have first introduced Asian varieties into the Caribbean in the early 1800s. In the early 1900s the economic possibilities of bamboo were being realized, resulting in cultivation in Puerto Rico, then spreading to other islands.

There are a number of bamboos native to the Caribbean, with 36 species calling the Caribbean Basin home. Bamboo is a grass, and these native bamboos are much more grass-like, with the largest of them approaching a diameter of perhaps three centimetres, but the norm being closer to half a centimetre or less. Heights range from a couple of metres to ten metres.

The typical life cycle of a bamboo plant, or clump, is something like this: A new seed falls to the ground and germinates. The new stalks begin growing at the same diameter that they will stay — they do not taper. After about a year, the stalk stops growing in length, but the plant walls thicken over the next couple of years, then the leaves develop. Any stalks that break off do not regenerate. Fungus will infiltrate the stalk, and within about five to seven years, the stalk will die and fall away. This is repeated from the same roots from anywhere from five to 20 times, with each successive set of stalks getting wider as the root structure becomes stronger.



The largest member of the grass family, bamboo is distinctively beautiful



LYNN KAAK

Now for the really strange part: all bamboo of that plant family will flower at the same time (this could be every 35 to 140 years, depending on the species). By delaying flowering for so long, these plants are able to devote a great deal of energy to seed production. After seeding, the whole clump will die off, including the roots this time, and start fresh with new seedlings.

This plant is seen as a primitive grass, due to the composition of its flowers. The flowers tend to have redundancy built into them with multiple parts where other plants may have only one of those parts in their flowers. (*Bambusa vulgaris* from Asia does not flower.)

Bamboo has been known to grow as quickly as one metre in a 24-hour period, although that isn't very typical in the Caribbean. However, it's a very fast growing, light and strong material, which, if treated correctly, can last as long as any other naturally growing building material known to man. The key to this is making sure the sap is well removed and the stalk allowed to dry thoroughly. Bamboo has more strength for compression loads than do clay bricks or wood, and is almost as strong in tensile strength as steel.

Bamboo can also be used for food, provided that it is cooked to deactivate a toxic enzyme in the stalk. The sap can be made into a juice, or fermented into a sweet wine.

Interestingly enough, bamboo is being marketed as an "ecologically friendly" alternative fabric. Although it does have some natural antimicrobial qualities, because the fibers are so short bamboo must be heavily processed with chemicals, making it less "green" than other options. The fabric that is created is extremely soft, strong and comfortable, but not really a viable first choice for those concerned with environmental conservation.

While you're out and about, look for the "smaller" bamboo that may be one of the Caribbean contributions to the family.

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The Sky from Mid-February to Mid-March

by Jim Ulrik

While trying to source the few celestial events this period I happened to hear Etta James' song "In the Evening". The following lyric from that song captured the right tone for the current lack of cosmic events: "The sun rises in the east, way in the east, And it sets out, sets out in the west". But would that be enough for a column? I knew there must be more happening out in space, but obviously not to the naked eye. I do know that Jupiter will be up all night for us to see. Mars and Saturn will begin to rise in the east after midnight. Other planets can only be found in the early morning just before sunrise. They will be overhead during the daylight hours. Early morning will show Venus and Mercury gradually moving away from each other. Mercury has a faster orbital speed so it is moving away from Venus. They are following their orbital paths and sliding towards the horizon. Mercury will eventually disappear into the Sun's rays.

Tuesday, February 16th

You can find Venus and Mercury above the horizon around 0600 hours. Look higher and you may see Saturn, which is nearly 100-percent illuminated. Continuing to look higher in the sky you will find Mars. They will all disappear after the Sun rises at 0628. See Figure 1: the bright star north of Saturn is Vega in the constellation Lyra. Vega, "the swooping eagle", is the fifth brightest star in the entire sky. The star is similar to our Sun and has a disk of asteroids circling it that might contain planets. The Vega star system was the source of an alien message in the book *Contact* by Carl Sagan. Taking into account Earth's wobble, Vega will become the North Star in about 12,000 years.

In the western sky between Virgo and Leo sits the lone planet Jupiter. It is opposite the Sun, nearly 100-percent illuminated and very bright in the morning sky.

Friday, February 19th

Take a look at how Jupiter appears in the sky tonight. It is the 460th anniversary of the first sighting of the Great Comet of 1556. Its apparent diameter was equal to half that of the Moon. The size of the comet appeared as large as Jupiter when first seen. The tail could have been up to 150 million kilometers (93.2 million miles) long. That is greater than the distance from Earth to the Sun. According to the Jet Propulsion Laboratory/NASA the comet reached its closest approach to Earth on March 13th, 1556.

Monday, February 22nd

This is the day of the Full Moon. The Moon becomes full as it is positioned over the Pacific Ocean at 1419. The Full Moon parties can now begin or wait for the Moon to rise over the Caribbean four hours later.

Tuesday, February 23rd

The Moon and Jupiter are very close as they rise in the east at 1907. If you follow their movement, they will gradually get closer over the next couple hours. As the night progresses the celestial bodies begin to separate and finally set in the west on Wednesday at 0734.

Monday, February 29th

It's Leap Day! Just another day in paradise. Right? It takes the Earth approximately 365.242199 days to circle once around the Sun. Thanks to Julius Caesar and the astronomers of 45 BC, the calendar was adjusted to add one extra day every four years. The extra day was added to February because that was the last month of the Roman year. That calendar system still left an error of one day every 128 years. Pope Gregory XIII introduced the Gregorian calendar in February 1582 to correct for that

error. It was also introduced to change the date of Easter. Want to know when Easter is this year? The formula for the date of Easter can be found in Figure 2.

Tuesday, March 1st

Overnight on February 29th there was a close approach between Mars and the Moon. After midnight you will find Saturn and Antares near Mars and the Moon. These four objects are all positioned near the claws of Scorpius. If you are up before 0600, you will see Venus rising in the east and Jupiter setting in the west. The Moon reaches last quarter at 1911.

—Continued on next page

$$\begin{aligned}
 g &= y \bmod 19 + 1 \\
 s &= (y - 1600) \operatorname{div} 100 - (y - 1600) \operatorname{div} 400 \\
 l &= (((y - 1400) \operatorname{div} 100) \times 8) \operatorname{div} 25 \\
 p' &= (3 - 11g + s - l) \bmod 30 \\
 \text{if } (p' == 29) \text{ or } (p' == 28 \text{ and } g > 11) \text{ then} \\
 p &= p' - 1 \\
 \text{else} \\
 p &= p' \\
 d &= (y + (y \operatorname{div} 4) - (y \operatorname{div} 100) + (y \operatorname{div} 400)) \bmod 7 \\
 d' &= (8 - d) \bmod 7 \\
 p'' &= (80 + p) \bmod 7 \\
 &= (3 + p) \bmod 7 \\
 x' &= d' - p'' \\
 &= (8 - d) \bmod 7 - (3 + p) \bmod 7 \\
 &= (8 - d - (3 + p)) \bmod 7 \\
 &= (5 - d - p) \bmod 7 \\
 X &= (x' - 1) \bmod 7 + 1 \\
 &= (4 - d - p) \bmod 7 + 1 \\
 e &= p + 1 + (4 - d - p) \bmod 7 \\
 \text{In other words Easter Day is:} \\
 \text{if } e < 11 \text{ then} \\
 &(e + 21) \text{ March} \\
 \text{else} \\
 &(e - 10) \text{ April}
 \end{aligned}$$

Use the above formula to find the date of Easter. Or better yet, just look at a calendar!

FIGURE 2

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—Continued from previous page

Wednesday, March 2nd

As shown in Figure 3, each night the Moon moves about 13 degrees to the east compared to the background sky. That puts tonight's Moon next to Saturn. Saturn is now nearly 100-percent illuminated and positioned south of the Moon.

Saturday, March 5th

An Apollo asteroid is one that crosses Earth's orbit. One asteroid will make a near-Earth flyby early this morning. Look east at 0240. Extend a line from Mars through Saturn and that is where you could find the close approach position of asteroid 2013 TX68. Look for it to make a closer approach to Earth on September 28th, 2017. On that date it will be approximately 63,000 km (39,000 mi) from Earth. The ability to deflect an asteroid so it doesn't hit Earth can be a worthwhile venture.

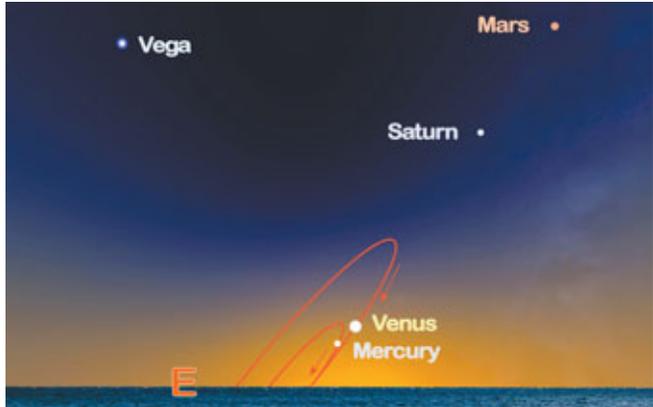


FIGURE 1

Monday, March 7th

By 0600 Venus, a sliver Moon and Mercury will be together just above the eastern horizon. Mercury and Venus will both be 92-percent illuminated and very bright this morning. The Sun will rise shortly after at 0619.

Tuesday, March 8th

Jupiter will be at its closest approach to Earth. The planet will be fully illuminated and brighter than any other time of the year. Viewing objects in the night sky will be good because it is the New Moon. You will be able to see the moons of Jupiter tonight through a pair of binoculars.

Sunday, March 13th

In some locations clocks are adjusted for Daylight Savings Time. This time adjustment was implemented to make better use of the natural daylight in the evenings, reducing the amount of energy needed for artificial lighting. Daylight Savings Time is observed in the Bahamas, Haiti, Cuba, Bermuda and the Cayman Islands as of 2016. The Turks & Caicos set their clocks one hour ahead in 2015, permanently changing to Atlantic Standard Time.

Monday, March 14th

The Moon has reached first quarter. Looking west after sunset the Moon will be north and west of Orion. The Moon has moved into close proximity to Aldebaran in Taurus.

In the News

Robotic missions to Mars are helping advance the knowledge required that would make possible future manned missions. The ExoMars spacecraft launch in 2015 was postponed and now has a scheduled launch date this March. The lander will analyze the composition of the atmosphere it passes through. Once landed, it will perform deep soil and water/ice analyses. Tests are looking for conditions that could be hazardous to humans and for potential signs of life. The report that trace amounts of sea plankton and other microscopic organisms were living on the outside of the

International Space Station is still being confirmed. The past detection of methane in the Martian atmosphere could be evidence for biological or geological activity. ExoMars is a joint endeavor between ESA and Russia's Roscosmos space agency.



FIGURE 3

Above: Each night, the Moon shifts approximately 13 degrees to the east. This illustration shows what occurs at 0530 over the three days
Left: Venus' and Mercury's orbits and direction of travel
Below: ExoMars Trace Gas Orbiter at Mars

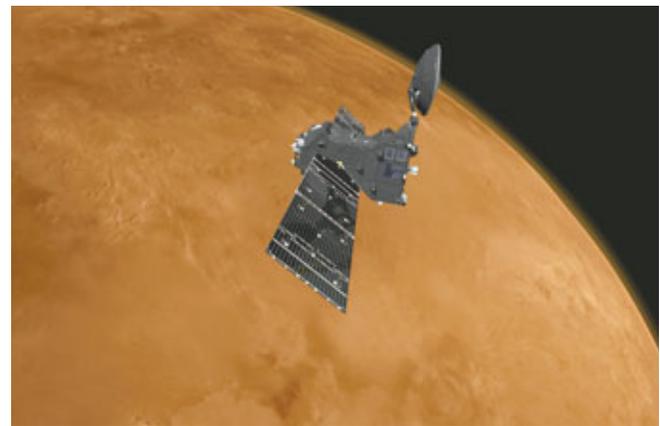


FIGURE 4

ESA/ATG MEDIALAB

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

Jim Ulík of S/V Merengue is a photographer and cruiser currently based in Grenada.

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In early September 2015 while anchored near Woburn, Grenada, my husband and I discovered that there was an unwelcome guest living, or some might say squatting, under the hull of our 32-foot Freedom sailing yacht, *Yolo*. "Not unusual," I hear you say. "We all have fish and all manner of other sea creatures living under our hulls." So nothing unusual there then, except this guest was preventing us from swimming off our boat!

We had a remora living under our boat; we were its host. The remora, also known as the suckerfish or the shark suckerfish, is only a problem when it decides to adhere itself to you.

I made this discovery when relaxing, floating on my back in the beautiful calm waters of Benji Bay when, very disconcertingly, I felt a hard knock on my foot. I speedily flipped over to swim forward but once again my foot received the unwelcome knock. I squealed like a frightened child and swam as fast as I could towards the swim ladder. My husband, Michael, arrived at

grow to a length of between 30 and 110 centimetres (12 to 43 inches) in length. It has a distinctive first dorsal fin on the top of its head, which is a flat disc shape. This dorsal fin is made up of slat-like structures that open and close to attach to the host. Having placed its dorsal fin against its host, the remora pulls itself backwards to create a suction that attaches it. To release, the remora swims forward, thereby releasing the suction. If that attachment is on the upper side of the host, the remora can seem to be swimming upside down.

Why does the remora attach itself to a host? The attachment is to hitch a lift and to feed! This is not a parasitic creature, it is *commensal*, which means it benefits from its host but the host derives neither benefit nor harm from this relationship. The remoras eat any leftover scraps of food, feces that happens to float past, or parasites or sloughing cells from its host. To enable food to be collected, the remora has a bottom jaw that is longer and more protruding than its top jaw. The jaw and tongue have *villi*, which are short

comes from the *Echeneidae* family of fish. In Latin *remora* means 'delay', and *Echeneis* comes from the Greek *echein* meaning 'to hold' and *naus* meaning 'a ship', therefore *Echeneis* means 'to hold or delay a ship.' There are stories where this fish is stated as the reason for ships being slowed down and even losing battles as enough remoras attached to a ship could slow it right down!

There are reports of the remora being used to catch larger fish in ancient and modern times. It is the fishing fish! It is said that Christopher Columbus used the remora, which is hardly big enough to feed a shipload of crew, to catch much larger fish. A line would be tied around the remora's tail and then it would do what it does best: attach itself to a larger fish or a turtle. The suction of the remora would be so strong that the fisherman could drag in the larger sea creature with the remora still attached to the line by its tail. Today this method is reportedly still practiced in some cultures, particularly in the Indian Ocean and off the coast of East Africa.

We did not want to harm our guest, but only wanted to move it somewhere well away from our swimming area, someplace where it could find a new host. Next step: relocation!

It took us five days to catch that fish! It wasn't difficult to find bait that it would take: bread, pasta, potato cooked or raw, the list goes on. But to net that fish without harming it was the task. We discovered that the remora could spot the net from behind while swimming forward at quite a speed to grab the bait,

WHAT IS LIVING UNDER YOUR HULL?

by Jane Barraclough



Yolo's stern with a very alarmed look on his face, as I am not usually prone to squealing.

As he peered over at the water below he grinned and said, "You have a fish chasing you!" He indicated with his hands a fish about 30 centimetres (12 inches) long. Nothing to be worried about then!

As we were both very curious about this fish, and had recently purchased an underwater camera that remained untried, we decided to don snorkels, masks and fins, grab the new camera and go to investigate.

Little did we know that was the last swim we dared do off the boat for five days.

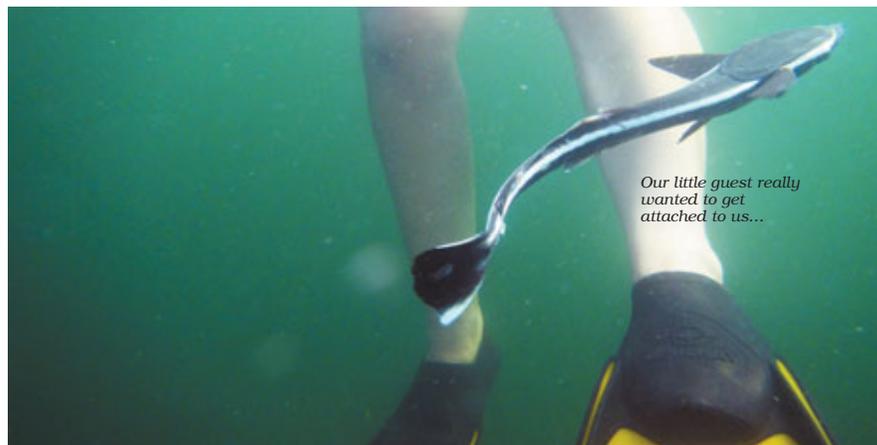
In we jumped and there it was.

Our new guest, the remora, pursued each of us in turn: no matter how hard I swam it was determined to attach itself to my leg! Michael followed, taking pictures, until the remora turned and swam for him. That was enough! We were both out of the water in double quick time and so began Operation Remora Removal.

The usual habitat of the remora is in tropical and temperate waters around the world. It can be found close to the shore or out to sea at a depth of up to 50 metres (160 feet). It is quite normal to find the suckerfish attached to a large aquatic host such as a turtle, ray, whale or shark, hence the name shark suckerfish. The remora has also been known to attach itself to a swimmer or diver, given the opportunity. This was our problem — every time Michael or I attempted to go for a dip, the suckerfish made a speedy swim towards us.

There have been reports of remoras attaching to scuba divers. Bearing in mind that a scuba diver wears a wetsuit, the suckerfish can still leave quite a bruise as the grip of the dorsal fin (which is modified into a sucker) is reported to be quite remarkable. So, the thought of the remora doing what it does best — sucking itself onto a bare-legged swimmer — does not sound inviting.

This is quite a distinctive, elongated-shaped fish that is dark grey or dark brown with a darker belly and a longitudinal white strip along its body. The remora will



narrow finger-like tissue growths that allow food scraps to be filtered out of the water and captured into the remora's mouth. Remoras also use their host for protection; imagine, if a large shark was hosting you, you would feel safe, too.

A remora does not usually stay with its host for too long, up to around three months, but will be on the lookout for a new host with better feeding opportunities. But a poor choice of host, for example a shark, can result in the remora becoming dinner if the host decides that it does not choose to be host but would prefer a good meal.

The remora has been mentioned in mythology. It

then dart successfully back into safety under the hull. After five long, scorching-hot days hanging from the deck or balanced on the tube of the dinghy while dangling the landing net, finally the remora was snatched up and deposited safely in a waiting bucket of seawater and dinged to a new location far away from our hull. At last, we were free to swim again off the boat without any unwanted suckerfish attention!

So, in conclusion, beware, if you happen to see a remora under your hull, pause and think for a moment, what was this fish's previous host? Was it a turtle, a ray — or even a shark? Is the last host still in your bay?



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Our Fever — A Personal Experience

by Peter Zarzecki and Catherine Gallagher

This is not a treatise on tropical fevers written with medical expertise. It is a description of the experience aboard one "Mom-and-Pop" cruising boat. Like "The Top Ten Cruising Tips" published recently in the *Caribbean Compass*, we hope that our story will help other cruisers — in this case, those who have yet to experience tropical fevers.

The fever hit a few hours after anchoring in Tyrell Bay, Carriacou, in the Windward Islands. The onset was sudden, with no warning symptoms. Within six hours Peter was reduced to a shivering fetal position, with empty intestines and stomach. (Aren't we glad this did not happen in the middle of a three-day, or longer, sail?) At this point, our thoughts were, "What did you eat?" "Don't worry, I'll be recovered by morning."

We have not named our fever. Perhaps a blood test would have been necessary to do so. But its name didn't matter to us, because we would be treating the symptoms, not the pathogen. On the second day, when Peter's urine output was reduced to a few drops per hour of an irritating orange sludge, we realized that this was not just food poisoning or a cold. It would not be over in three to five days, and it was time to initiate effective treatment. Peter didn't worry about the advice to rest — he had no choice.



Although Peter was given intravenous fluids on board, low-tech anti-fever methods that anyone can use turned out to be more effective

We have always considered ourselves fortunate aboard the *S/V Charlotte D* that Catherine's training and experience prepared her to outfit a well-stocked medical cabinet. However, as we will relate below, the most effective treatment for Our Fever turned out to be a tried and true, low-tech approach that does not require specialized training or medical gear.

We knew the basics of fever reduction, but neither Tylenol nor fluids would stay down when administered by mouth, so she started an IV. After three litres of intravenous (IV) fluid, urine output increased to a still paltry 20 ml/hour of the same orange sludge. The fever did not come down and the patient still could not drink much without nausea. Several more litres of chilled IV fluids were pumped into the veins. Improvement was still too gradual. Urine output increased somewhat but it still looked ugly. The fancy IV solutions were not working as hoped!

Keep Cool

Time to go back to basics and get more aggressive! New measures included bottles of ice water placed in each armpit, two each at the groin and neck, a bag of chilled wine on the abdomen, and ice-cold wet towels draped over thorax and head. The fridge was working overtime to keep ice-cold bottles available. As the ice water treatment continued, the fever came down and the patient could drink much more ice water. This was the most effective means of fever reduction for us, rather than all the fancy solutions in the expensive medicine cabinet. Of course, the ice water treatment is available on any boat with refrigeration or access to ice.

Keep Track

The medicine cabinet did contain one very important piece of gear: a thermometer. We think that every boat should have one of these simple devices.

Peter urinated into a plastic bottle so volume, colour, and clarity could be assessed. Catherine maintained a log of urine output, body temperature, and other observations to track progress, or lack thereof. Fortunately, as the ice water treatment continued, urine output gradually increased over several days. It became less concentrated (more lightly coloured) and with less particulate content (clearer).

Stay with the program! We relaxed the ice water treatments after a few days of lower fever and it came roaring back. This is why a log of events was important. Normal body temperature, measured under the tongue, is 37°C or 98.6°F. We continued the ice water treatments until that target was reached.

Of course, if there is deterioration, complications, or no improvement, hospitalization must be considered, as difficult as that would be from many anchorages.

Keep Going

Those of us who are managing arthritis with aspirin and glucosamine will have complications. The normal routine of joint care is interrupted and fever seems to particularly attack joints that already have arthritis. The skin is also affected. Peter felt like his scalp was peeling from his skull. Even his teeth hurt. These symptoms, and fatigue, far outlasted the fever itself.

Days of diarrhea and vomiting leave any gastro-intestinal tract in rough shape. After the fever was tackled, there was, for us, an important transition in fluids and foods that were tolerated during the remaining recovery. Clear liquids were the first to stay down (caffeine-free herbal teas with honey were favoured). Full liquids (yogurt, banana smoothies, chicken bouillon) were gradually tolerated and supplied more calories and electrolytes. Bland, soft foods were next in small portions (bread, pancakes, scrambled eggs). The menu became gradually more substantive. Meat was the last to return because Peter found it more difficult to digest.

The lethargy was profound and persistent. As the situation gradually improved, Peter set goals for himself. "Tomorrow, I will floss and brush my teeth. On Wednesday, I will bathe and the next day, I will shave!" Imagine the satisfaction of achieving some of these goals!

Day 10 was a Big Milestone. The patient felt the First Hunger Pangs! Now on the road to renewed GI health! Joint pain was more persistent.

Keep in Touch

We were fortunate to make local contacts in Carriacou. Richard and Diane, operators of LumbaDive in Tyrell Bay, were exceedingly considerate and helpful. They arranged through Jeannette of Hills and Valley Pharmacy for a ferry shipment of IV fluids from Grenada, picked up the shipment, and delivered it to our boat. When parts of the shipment missed the ferry and followed by air, they met that shipment also, all without request for remuneration. Richard even supplied the recipe and ingredients for a local fever remedy based on ground papaya leaves. The Hillsborough Health Clinic provided additional supplies. (There seems to be no mechanism to purchase supplies there. We were happy to leave a donation at the Clinic.) We thank them all.

Fellow cruisers also stepped up. In particular, James and Sharon, of *S/V Somewhere*, and customers of LumbaDive, after hearing of our situation, provided on-demand dinghy transportation for Catherine. Thank you. This was important as our dinghy was strapped on deck from our last sail, and, in any case, "Cranky", our outboard engine, is not kind to Catherine's old shoulder injury.

Keep it Together

It was important for us to maintain our relationship. Days of pain and fever affect judgment and mood. Peter did get rather bitchy. Advice to the patient: Keep saying, "Please" and "thank you". When the caregiver orders, "Drink more!" reply, "Yes, Nurse," and do it. It may be the only time you will hear her say that.

Advice to the caregiver: It makes you feel good to do these things, right? Be assured that your efforts are appreciated, even if that is not always vocalized. The patient may be doing the best he or she can. It is understood that you will become fatigued by your efforts as caregiver. It makes sense to move to another cabin if you think you would sleep better.

Together, we survived Our Fever. It required several more weeks to restore Peter to his former peak condition before we were ready to continue cruising. We look forward to many more seasons, during which we will be less tolerant of mosquitoes flitting around!

Peter Zarzecki and Catherine Gallagher cruise the S/V Charlotte D seasonally in the Eastern Caribbean and summer on Cape Breton Island, Canada. Visit their blog at www.svcharlotted.blogspot.com.

Editor's note: Most Caribbean destinations have doctors' offices, clinics or hospitals where treatment is available if required. A list of medical resources suggested by cruisers is available by e-mailing safetyandsecuritynet@gmail.com with "medical assistance" in the subject line and stating your location.

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Yacht Garbage Disposal in the Eastern Caribbean

by Don Street

No proper sailor wants to pollute the ocean, but those who go to the extreme of throwing nothing overboard can end up polluting the land, as in all too many places where they take their trash ashore there is little or no recycling and solid waste disposal varies from poor to catastrophically bad. Also, bringing certain types of garbage ashore — peels from fruit and vegetables procured on other islands, for example — could introduce insects or diseases to agriculture-dependent economies, causing serious damage to the islands we visit.

In order to minimize yachts' "pollution footprint", let's get organized. Recycle your glass bottles and plastic containers whenever possible. In the galley, have three garbage receptacles: biodegradable, sinkable and plastic.

Biodegradable

All food waste should go overboard; it is biodegradable and will feed the fish. Food scraps can go overboard even in harbors, as long as the boat is between Grenada and Barbuda and the harbor is open to the west.

Between Barbuda and the Virgins, most food waste should go overboard except citrus skins and banana peels, as these items will take a month or more to biodegrade and, with the northwest flowing current, might end up on the beaches of the Virgin Islands and Puerto Rico. Thus they should be kept on board and properly disposed of ashore.

In both the US and British Virgin Islands, despite the fact that both groups of islands have a solid waste disposal problem, nothing should be thrown overboard.

Sinkable

Bottles and tin cans are sinkable. Do this only on passage in deep water, never in a harbor or near a reef. The glass will eventually turn back to sand and the tins will also disintegrate.

Knock the bottom out of the bottles with a "bottle breaker" (a stainless steel or bronze rod about 18 inches long with a sharp tip at the end. Store the bottle breaker vertically in a rack in the cockpit so it is always handy). Hold the bottle over the side; through the neck, give the bottom of the bottle a sharp tap with the bottle breaker, and the bottom will come out. Toss the bottle over the side. Trying to break the bottle with a winch handle or some such is a recipe for blood loss.

One end of tin cans should be cut out completely again so small fish that go in cannot get trapped.

Plastic

Some garbage must be brought ashore, of course. Most importantly, plastic should not be thrown overboard under any circumstances. If food has come in plastic wrappers, rinse the wrappers in saltwater and store them in a plastic bag until a port is reached where the plastic can be disposed of properly. If on a long passage the bag that the plastic is being stored in begins to smell, pour in a drop of bleach and seal the bag tightly.

As time goes by, more crew are insisting on bottled drinking water rather than that pumped out of the on-board tank. On my last transatlantic crossing, three out of four crew demanded bottled water. The empty plastic bottles take up a lot of space. A few can be recycled in the galley for stowing substances that come in perishable or fragile containers, such as table salt from a cardboard cylinder, oil from a rusting tin, or vinegar from a glass bottle. The remainder can be crushed flat and packed for disposal ashore.

Filters from cigarette butts are absolutely not biodegradable and should not be tossed overboard; put them in with the plastic.

Every plastic item must be saved, packed in plastic bags and deposited ashore whenever you find appropriate trash receptacles. (In Bequia, these are somewhat hidden behind the vegetable market; the little bins along the waterfront are meant only for litter.) Many marinas in the Eastern Caribbean, such as Port Louis and Le Phare Bleu in Grenada and Rodney Bay in St. Lucia, now have recycling programs. Ask for them! If heading west from the Virgin Islands to the Spanish Virgins and Puerto Rico, check in St. Thomas as to the regulations in these areas.

A Note for Family Boats

Disposable diapers are an environmental curse. If there are children on board in the diaper stage, go with the old-fashioned cloth diapers. The fish do a wonderful job of cleaning them. Only four diapers are needed: one on the baby's bottom; the second hanging overboard by a string and being

cleaned by the fish; the third being rinsed in fresh water; and the fourth, having been rinsed in fresh water, hanging out to dry.

That the system works is illustrated by the fact that four Street children have been raised on *Iolaire* and we never used disposable diapers.

Some Green Tips

- Inexpensive shopping bags made from recycled flour or feed sacks are sold at most local vegetable markets. Buy one or two, carry them with you for your shopping, and say "no thanks!" to plastic bags.

- When provisioning at a major port, remove as much packaging as possible from your purchases and dispose of it there. Don't carry extra waste material to small islands that are unable to deal with it.

- Recycle glass whenever possible. Buy beer and soft drinks in returnable bottles. Many chandleries and shops welcome clean, empty glass bottles, which they use to decant paint thinner, etcetera.

- Be responsible for your own garbage. Official harbour trash-collection patrols will be well identified, but the independent agent in a dinghy or on the dock might just take your bag to the nearest quiet corner, rummage through it for items of interest and abandon it.

- There are few, if any, beaches in the Eastern Caribbean where it is appropriate to burn yacht garbage (especially plastic, which gives off fumes that are toxic to both you and the environment), so please discount this option.

Visit Don Street's website at www.street-iolaire.com



Let's not be part of this. Try to avoid buying plastic in the first place, recycle it when possible, and never, ever, throw it overboard

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Here's a creepy subject that most of us cruisers will either have experienced, or are yet to experience.

The reason I have written this article is, yes, I have found weevils in my stored grain products, which is why I researched the subject and want to share this with you.

What is a weevil?

A weevil is a type of beetle from the *Curculionidae* family. It seems that there are literally thousands of types of weevils. Each has its favourite food and habitat. The ones that we are interested in are the ones that would like to make our dry food stores — flour, rice, pasta, oats, etcetera — their habitat as well as their food. There are many types of weevils, but here's a general description: between three and ten millimetres long, dark brown or blackish, elongated or oval in shape, with a long snout. They are easily identified as the scurrying objects in your otherwise static dry food supplies.

Weevils have been reported historically in ships' biscuits. Ships' biscuits are also known as 'hard tack' due to their consistency — they were twice or thrice baked to make them hard and resistant to weevils and other pests and, most of all, to survive the rigours of a one-year-plus voyage and still be edible. (Those of you who are familiar with Patrick O'Brian's 1994 novel, *The Fortune of War*, later made into the film "Master and Commander", may be familiar with the scene at the officers' dinner table when two weevils are spotted on a plate containing hard tack. The ship's captain, Jack Aubrey, is asking one officer which weevil will win the race to the edge of the plate. When the officer states that he does not know how to choose, his captain suggests that in the Navy one must always choose "the lesser of two weevils.")

On today's cruising boats, weevils are found in dry foods such as flour, pasta, nuts, cereals, seeds and mixes such as pancake mix. When a bag of flour is opened, a telltale sign is that grains of flour are sticking together in a web-type thread.

How did the weevils get into the food? Well, a weevil is an outdoor creature that did not intend to get into your food. Weevils are found in orchards, fields and forested areas in warm and cooler climates around the world, but will reproduce faster in warmer climates. Grain weevils, of which there are many types, lay their eggs in grain of many kinds. Weevils cause great damage to the world's grain crops, especially in areas of the world where crops and harvests are not accurately measured and monitored. Once weevils infest a storage facility, the whole of the facility's stores may need to be destroyed to eradicate this pest.

Scientists suggest that a pair of weevils can produce anything from 36 to 6,000 offspring per year. But, by the time the adult weevil has the urge to find a mate and new grain kernel, it, or its larva, may have been packaged, bought by you, and be in your storage cupboard!

WEEVILS ABOARD!

by Jane Bradley

SAILING IS...



INQA BENZ

Good sanitation and regular inspection is the best way to eliminate and prevent future infestation whether in large-scale grain storage or in one's own food cupboard.

What can you do to prevent another on-board weevil infestation?

We can take advice from the ancient mariners and

make hard tack or, as with large-scale food production, the best solution is sanitation and observation, with a few other top tips thrown in:

- Observation. Check the packaging before you buy. Remember that a weevil has teeth and jaws designed to gnaw through the husk of a grain kernel, so will munch through a paper or plastic bag easily. So, check for package damage. Check the food product before use; give it a shake, does it move where it shouldn't?
- Sanitation. Keep storage areas clean by wiping out with vinegar or your favourite disinfectant product. Also, vacuum-clean the corners of your storage areas to make sure no larvae are lurking.
- Storage. Transfer the food product into a sealable, non-chewable container such as metal, glass or sturdy plastic, which is easily washable.
- Refrigeration or freezing. Freezing grains for about a week will kill any larvae and refrigeration will slow down any growth.
- Planning. Buy only what you need so that grains are used in the time scale suggested on the package, making allowances for being in a warmer climate. Check for that long-forgotten packet at the back of the cupboard and inspect its contents.

• Washing. Some dried foods, such as rice, can be rinsed before cooking, thereby washing away any unwanted visitors.

• Natural insecticides. Place pots of ground black pepper within your storage cupboard to keep pests away; put bay leaves within dry foods to keep pests at bay.

I realized that my error was to keep dry goods, namely flour, in my storage cupboard for too long; I usually use two bags of flour, one white and one wholemeal, per month. But, on making my purchase, I hadn't accounted for the week we had spent house sitting for a friend and the three weeks we had spent visiting family and friends in the UK, therefore the flour in question had been aboard over two months when I found the weevils. Now I follow my own advice and have been weevil-free for months, which is why I don't have any photographs of weevils to share with you!

So, if you find weevils in your dried foods, please remember it isn't because you have not been scrupulous enough about your storage routine. No, it is because of some or all of the reasons stated above.

And, here's a final thought:

A negative fact about weevils is that they would like to live in your dry food, and that's creepy.

A positive fact about weevils is that they don't bite!

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A Funny-Looking Favorite Fruit — the Soursop



I can remember plenty of soursop trees in my village in Trinidad when I was growing up. Then the mealy bug infestation hit and destroyed most of them. Occasionally I'll see a fruit now in the market, but soursop is no longer as plentiful here as it once was. It is another unglamorous-looking, yet very tasty fruit that originated in the Western Hemisphere. *Annona muricata* is native to northern South America; Spanish explorers carried the soursop across the world. It is called *guanábana* in Spanish-speaking countries. The soursop, also known as the prickly custard apple, was one of the first fruit trees carried from the Americas to the tropical Far East. It is now popular from southeastern China to Australia, throughout lowland Africa, and Malaysia.

For the Caribbean home gardener, the soursop tree is perfect for a back yard garden. The soursop is usually grown from seeds; choose your seeds from a tasty variety. They should be sown in containers and kept moist and shaded. Germination takes from 15 to 30 days. Soursop will grow almost anywhere in the tropics. It grows best in rich, deep, well-drained soil. Most are bushy evergreens with low-branches and mature to 20 feet tall.

The foot-long fruit can weigh up to five pounds. Soursop has a weird, irregular shape with a greenish skin covered with short stubs that look like pricklers. Its skin almost makes you afraid to touch it — until you taste the delicious flesh. The thick, inedible skin hides a white pulp that is a bit fibrous and grainy, with an exceptional taste — like a fragrant combination of pineapple and strawberries, or coconut and banana.

Enjoying a soursop is not only about excellent tastes and aromas, but consuming this fruit is said to improve your health and, even better, your mood. Soursop juice will fight fevers, and supposedly increases mothers' milk after childbirth. Crushed seeds can be pounded and the result used in a body wash to guard against ticks and lice. The leaves are considered to be a sedative, helping to reduce hypoglycemia and hypertension.

Soursop gained attention in the 1970s as a reputed natural cancer cell killer; some studies showed that extracts from soursop can kill some types of liver and breast cancer cells usually resistant to particular chemotherapy drugs. But there haven't been any large-scale studies in humans, so there is no conclusive proof it can work as a cancer treatment.

A hundred grams of soursop has 60 calories with good amounts of calcium, phosphorus and amino acids. The fruit also contains significant amounts of vitamin C, vitamin B1, and vitamin B2.

Soursop is usually juiced rather than eaten directly. Eating it raw is a bit difficult because of the many large seeds, and the sections of soft pulp are held together by fibers. Soursop is pressed through a colander or strainer to extract the juice from the pulp. Do not consume the seeds (soursops may have a few seeds, or over a hundred). The juice can be blended with milk or water.

A ripe soursop feels soft to the touch. Soursops should be picked when firm, just slightly soft, and just starting to yellow. If permitted to tree ripen, either the bats or birds will get more than you, or they can fall and smash on the ground. A bruised soursop will blacken like a banana, and should be refrigerated.

Basic Soursop Juice
Remove the peel and seeds from a nice, soft soursop and strain the pulp. Blend the juice with sweetened condensed milk. Chill and enjoy.

Soursop Freeze
Take the soursop juice combined with sweetened evaporated milk and pour into a suitable container or ice cube tray. Stir a few times while it is freezing to break up the ice crystals.

Soursop Juice Extraordinaire
2 Cups soursop pulp and juice
2 Tablespoons lime juice
1 teaspoon vanilla extract
1 large can sweetened condensed milk (or two small)
Combine soursop with the other ingredients. Pour into a suitable container and freeze till slushy and blend again. Refreeze.

Soursop Cheesecake
2 Cups vanilla wafers, crumbled
4 Tablespoons butter, melted
1 eight-ounce package of cream cheese, softened
1 small can sweetened condensed milk
1/4 Cup fresh lemon juice
1 1/2 Cup soursop pulp, blended or whipped
3 teaspoons plain gelatin dissolved in 1/4 Cup hot water
2 teaspoons chopped fresh mint
In a pie pan, combine melted butter with crumbled vanilla wafers. In a suitable bowl combine remaining ingredients except mint, whipping until smooth. Pour into crumb-lined pie pan and chill for four hours before serving. Sprinkle with mint and enjoy.



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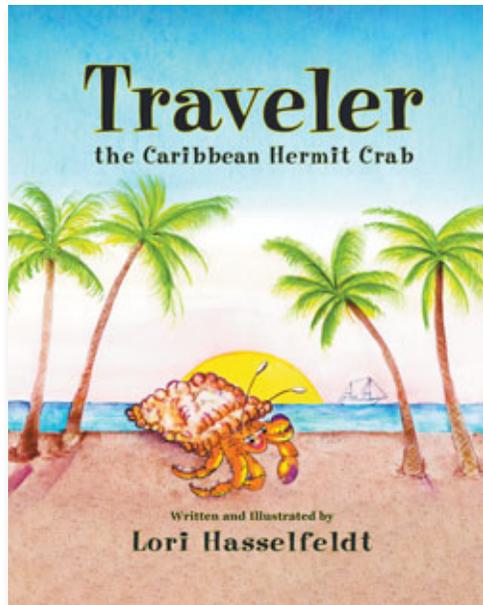
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A Crab's-Eye View for Kids



Traveler, the Caribbean Hermit Crab, by Lori Hasselfeldt. ©2015 Peppertree Press, hardcover and paperback, 40 pages. ISBN-10: 1614934037, ISBN-13: 978-1614934035

Traveler, the Caribbean Hermit Crab is a unique new children's book that gives children the flavor of the Caribbean islands.

Traveler is the name of an adventuresome hermit crab that visits 14 islands by sailboat and describes her experiences along the way. Traveler is exposed to different animals, food, and people as she makes friends at each stop.

The book is ideal for reading to very young children and for reading by those in the six- to eight-year-old age group. The story and the colorful illustrations give wonderful insight into Caribbean countries and their cultures and creatures.

Traveler is written and illustrated by Lori Hasselfeldt, a sailor aboard the sailboat *Readity Check*, currently in anchorages around the USVI and BVI. Get your autographed copy if you see her. Otherwise, order this delightful book from Amazon, Barnes & Noble or Books-a-Million. Bookstores and gift shops can order directly from the publisher, Peppertree Press, at www.peppertreepublishing.com.

Caribbean Cruising, Family Style

Cruising the Caribbean with Kids: Fun, Facts, and Educational Activities, by Nadine Slavinski. ©2015 Rolling Hitch Press, paperback and e-book, 108 pages, color photos.

On several internet sailing forums recently, parents have asked, "Should I take my family cruising?"

If you ask Nadine Slavinski, the answer is a resounding, "Yes!"

This cruising mother, and teacher writes, "Before our trip, I would have said that I loved my son but not my role as a mother: the constant demands, the lack of quiet time and space for myself... When we first moved aboard, I struggled with the 24-hour togetherness. With time, however, I grew to not only love my son as a person, but to treasure the hours we spent together... spending more time with him had the effect of making me want more, rather than wishing for a break. My son was no longer an accessory; he became a fun, loving, eye-opening companion at my side. In this way, I truly feel that I became a better mother during our cruise... [The cruise] also allowed my overworked husband to reestablish his relationship with our son."

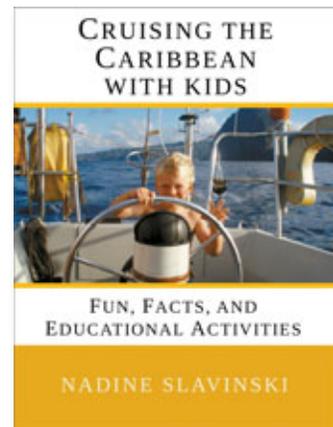
She adds, "The Caribbean is a sailor's dream, with its steady breezes, beautiful islands, and fascinating history. Sailing as a family only makes the experience richer."

But how do you keep kids occupied — underway, at anchor and off the boat? How can you keep them tuned in to their unique surroundings? This book answers those questions and more. It's intended as a resource for sailing families of all types, whether you're kicking back during a week-long charter, setting sail on the adventure of a lifetime, or hosting the grandkids on your liveaboard during their school vacation.

Covering topics ranging from entertainment to education and safety to social skills, this book contains a wealth of information for first-time sailors and old hands alike. One special section covers the top family sailing destinations and activities in the British Virgin Islands, while another focuses on highlights of the Eastern Caribbean.

Sailors who set their sights on other cruising grounds will find that the principles of engaging and educating sailing children described in this book can be applied anywhere in the world: "Kids with travel experiences always stand out — especially those who have lived a special kind of adventure such as sailing... They understand that not everybody lives the same way... They appreciate how small kindnesses between people of different cultures can go a long way. And they know that 'facts' are not always what they seem, whether they appear on a weather forecast, a history book, or the front page of a newspaper."

Nadine tells Compass readers, "I like to make my works available to my fellow sailors for more-than-fair prices!" Cruising the Caribbean with Kids is available on Amazon as a paperback for US\$6.99 and as an e-book for US\$2.99.



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Other guides are best for shore-side information & are provided to the charter fleets so what harbours & anchorages they do include are more crowded.

Street's guides include: south east & east coast Grenada, the south & east coast of Carriacou, & the east coasts of Canouan & Martinique. These are not covered by other guides but Street considers them the best in the eastern Caribbean now Venezuela is no longer safe.

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MERIDIAN PASSAGE OF THE MOON



FEBRUARY - MARCH

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

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

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

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

February 2016		20	2248	11	1423
DATE	TIME	21	2336	12	1521
1	0603	22	0022	13	1617
2	0649	23	0000 (full moon)	14	1713
3	0737	24	0106	15	1809
4	0827	25	0156	16	1903
5	0920	26	0232	17	1955
6	1014	27	0315	18	2045
7	1109	28	0358	19	2133
8	1205	29	0448	20	2219
9	1300	March 2016		21	2304
10	1354	1	0529	22	2347
11	1448	2	0617	23	0030
12	1542	3	0708	24	(full moon)
13	1655	4	0800	25	0112
14	1729	5	0859	26	0155
15	1824	6	0948	27	0239
16	1918	7	1043	28	0327
17	2013	8	1138	29	0412
18	2106	9	1234	30	0500
19	2158	10	1329	31	0550

Island Poets

PERSEVERANCE

Maybe not the prettiest boat in the harbor,
nor the fastest, nor most accommodating,
she, with her obdurate, rough character

and the inability to be any different or better,
nevertheless reflects the hardscrabble island,
having had the luck, if you can call it luck,

of not going down because of bad choices
or fate, and surviving the uncertain results
of her crude building by hand and eye.

And you thought it was Faith that drove her,
Fortune, Fame, or Blind Ambition?
You're not entirely wrong, of course!

But any of these, which have eschewed her
and left her restless, smarting,
would have put her in the boneyard years ago.

— Richard Dey

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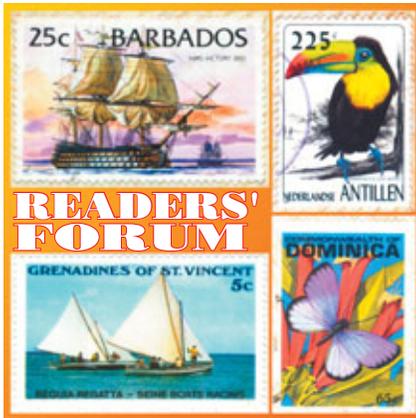
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ANOTHER BIRD ABOARD

Dear Compass,

[Further to Priscilla Packer's query in last month's Readers' Forum,] here is a picture of a not-so-common boat bird. The boat is on land and the eagle, or whatever it is, is overlooking its fishing territory. The photo was taken at Navigante boatyard in Bonaire.

Lennart Davidsson

Dear Lennart,

We asked Diana Doyle of *Birding Aboard* to identify your bird: "eagle" wasn't far off — it's an osprey, also known as a fish eagle or fish hawk. We're told that ospreys can see fish in the water from as high as 130 feet in the air, and can catch fish weighing up to four pounds or more. North American ospreys migrate to South America for the winter, so your bird might have been on the move.



We strongly urge you and other boaters to send your "boat bird" photos to *Birding Aboard*. You don't need to be an expert to participate. Simply take digital photos of birds seen while sailing coastal or offshore and send them in (see details at www.birdingaboard.org). Include your boat name, date of the sighting, and the latitude/longitude or approximate location.

You don't need to identify the bird, and it doesn't need to be a "National Geographic" photo. *Birding Aboard* will help you identify your sightings. The goal is to share a variety of species and locations, and to convey the actual conditions of birdwatching aboard a cruising boat.

Also, many island-based birding organizations don't have funds to purchase or charter boats. Local scientists need island drop-offs or a half-day ride to conduct a survey. Consider offering your captain skills and vessel. Visit www.birdingaboard.org for more information. CC

ANCHORING AT CUMBERLAND ST. VINCENT

Dear Compass,

Travelling up the islands recently, I stopped in Cumberland Bay, St. Vincent, one of my favorite places. The floods of 2014 have created a shelf two to 40 feet deep in front of the beach, so it is no longer necessary to go through the stern anchor/line-to-the-beach rigmarole — indeed, you will go aground before you are close enough.

**Roger Lewis
S/V Pleiades**

PARTY HATS!

Dear Compass Crew,

Wishing you all a great new year.
Here's my wife Rachel Platt and our dear friend



Gayle Evans wearing Gayle's custom-made *Compass* Christmas party hats on their ketch, *Wild Bird*.

I've got mine stowed away carefully for the next party!

**Chris Morejohn
Sailing Vessel Hogfish Maximus**

ANCHORING FEE IN ST MARTIN?

Dear Compass,

I understand that under French law the relevant authorities cannot charge yachts to anchor unless a service is provided. In both Martinique and Guadeloupe there are no charges to anchor, and there is only a very modest charge of two or three Euros to use the computerized yacht-clearance facilities found in co-operating bars, restaurants and marina offices.

But in St. Martin, unless you are a guest of (or anchored very close to) Port Louis marina or Port La Royale marina, you must check in/out at the Port Office located at the ferry terminal, and you are then charged to do so. For my boat it was 35 Euros: five for clearance and 30 for "arrival fee" or "port fee" — basically a fee to either be there or to anchor. If anchored in Marigot Bay you will additionally be charged a "mooring fee" on departure! (See turquoise-guide.com, page 46 and www.noonsite.com/Countries/StMartin/Countries/StMartin?rc=Formalities#Fees)

The port authorities are claiming the whole of Marigot Bay as being in their jurisdiction and visitors are charged regardless of where they anchor. Marigot is a large open bay without the protection of a breakwater (except inside the marina), so it is difficult to see how it could be called a port. There are no facilities for yachts whatsoever. Public toilets (not showers) are available near the market, as is a public garbage dump, but although visitors could use them, in no way could they be considered as exclusively for the use of visiting yachts. Water and fuel are only available at commercial outlets.

It has long been accepted that yachts entering Simpson Bay Lagoon on the French side are not charged these port fees (see Chris Doyle's *Cruising Guide to the Leeward Islands*), although I am told this might change. There are no charges for anchoring anywhere else on the French side of the island. Local boats are exempt from said "port fees" and French yachtsmen I met, when asked about fees, said there were none!

I spoke to either the owners or managers of several local businesses and they, too, were mystified. Although I could not find any instances where someone refused to pay to anchor in Marigot Bay and was arrested, I simply expressed my outrage by going instead to Anguilla, where yachts are welcomed and not charged. The law of diminishing returns will eventually make someone in Marigot realize that when fees are unreasonable yachts will simply not come and it will be the small businesses that suffer.

As a non-French-speaking visitor it was quite difficult to ascertain exactly what is happening in St. Martin. I think people had a certain reluctance to explain the charges being imposed and the legal backing for them. Perhaps other *Compass* readers can discover more?

**Colin Thomas
Summer Breeze**

Editor's Note: You can also now clear in at Marigot at Island Water World, next to the Tourism Office.

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Can I Row My Inflatable to Safety?

by Chris Doyle

A year ago, my outboard died and could not be replaced for a few days, so I was left to row my inflatable dinghy. I mounted the seat, headed for shore and, although this was the first time I had ever used them, within half a dozen strokes both oarlock holders had ripped off the tubes. I went onto the bow and was paddling like a madman till someone gave me a tow. (One advantage of our more crowded waters these days is that this is quite likely. Had I been fishing a mile offshore, I would have likely ended up in Panama.)



Above: Modern oarlocks look neat, but they are not practical

Left: The one time you will need to use your oars is in an emergency, at which time most of the oarlock systems offered will fall apart like mine did

Below: Big molded lifting handles, well placed for lifting the dinghy, also make excellent oarlocks

Right: The obvious place to row an inflatable is sitting on the bow

Naturally, this led me to ruminating on rowing inflatables, and that led me to realize that modern inflatables are not designed to be rowed, only to look like they might be.

Let's start with the oarlock system. There are a number of types. Some have little holes glued into the boat and the oarlock is attached to the oar. In some the oarlock holder has an attached pin that goes through the oar and replaces the oarlock. Some systems are probably better than others, but Avon makes the only inflatable that looks like it was designed to be rowed. I suspect because these dinghies were popular before the outboard engine became ubiquitous. However, all of them are configured so that the rower will be sitting in the center of the boat on a seat. Why? Probably because this is how dinghies used to look. In fact, most rowing dinghies of my early years had two sets of oarlocks, one in the middle for solo rowing and one in the bow in case you had a passenger, who would sit in the stern.

However, the first thing at least 50 percent of people do when they buy an inflatable is to remove the seat in the middle and throw it the deepest recesses of a locker somewhere on their yacht where it won't be found till they sell the boat and the next owner goes through all the lockers to see what is on board. He or she will likely take one look at the seat and leave it



there. So, right away, half the people who might need to row will be unable to do so.

To be realistic, when people buy an inflatable they put on an outboard and are not, except in the direst circumstances, ever going to try to row it. So why not just leave in the paddles, get rid of those ridiculous oarlocks, and lower the price of the dinghy by a couple of bucks?

The manufacturers know that when you buy a dinghy the thought might go through your mind, "What happens when the outboard stops?" So they put oarlocks in to make you imagine you might use them in an emergency. Which you might, if it is a flat calm day and you still have the seat. But a much more likely scenario is that it is blowing Force 6, the sea is choppy, you have gone far from shore or the mother ship, the seat is in a locker on board, and now there is no way you are likely to get back unless you manage to get a tow. What they offer looks neat and pretty, but is more like an icon than the real thing. It is a comforting image that says, "Yes, this boat can be rowed" but for the most part that is unlikely to be true when you really need it.

To come up with a rowing solution suitable for an inflatable, let's start with the rower's position. Probably the oarlocks are put in the center of the boat because that is how it was with wooden craft in which you could not sit anywhere else because the boat was too tippy. This is not true of the inflatable. The obvious place to sit and row an inflatable is in the bow. Inflatables are stable, and even if you are the only person in the boat, the bow makes a fine place to sit and row. It keeps the bow down and stops it blowing around, and if you have a broken engine or someone else on board you will be well balanced. Forget making a middle seat a fixture for every inflatable and make it an optional extra for those few who really want it.

Next is the design of the oarlock, which needs to be robust and simple. The Avon type would do fine, but that involves a lot of rubber and is quite big for the very occasional rowing session. The simplest thing would be to use a pair of the large molded lifting handles, which would ideally be placed so that when you sit in the bow they make oarlocks. You don't need any attachment on the oar, you just pull it through the handle, and once in position, you would be able to pull hard without anything falling apart and would have a good chance of getting to safety even if out at sea. And if you just want the inflatable to row, it would work at least as well, if not better than the current system. And guess what? When you place these handles for rowing, they will also be in the ideal position to use as handles to lift the dinghy or pull it up the beach.

The oars now supplied, collapsing aluminum ones, are fine, but we can divest them of the fiddly oarlock bits that are currently attached to them, saving a few dollars.

I would love to see us get rid of the junk, and install a sensible, simple system that works and will actually cost less. Are any dinghy manufacturers listening?



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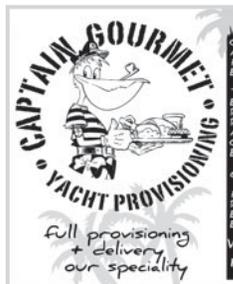


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- 2 World Wetlands Day. www.ramsar.org
- 4 - 7 Club Náutico de San Juan Int'l Dinghy Regatta, Puerto Rico. www.nauticodesanjuan.com
- 5 - 9 Semaine Nautique Internationale de Schoelcher, Martinique. www.cnschoelcher.net/regates
- 6 Cruising Outpost cruisers' party, Kim Sha Beach, St. Maarten. www.cruisingoutpost.com
- 7 Public holiday in Grenada (Independence Day) and Aruba (Carnival). Sailors' & Landlubbers' Auction, Bequia. www.bequiasunshineschool.org
- 8 Public holiday in Grenada (Independence Day observed)
- 8 - 9 Carnival Monday and Tuesday in most Dutch and French islands, Haiti, Puerto Rico, Dominica, Carriacou, Trinidad & Tobago, Venezuela and other places
- 9 Public holiday in Haiti (Carnival/Shrove Tuesday)
- 10 Public holiday in many places (Ash Wednesday)
- 12 - 15 Jolly Harbour Valentine's Regatta, Antigua. www.jhycantigua.com. See ad on page 12
- 14 - 21 Yachtie Appreciation Week, Portsmouth, Dominica. www.sailopo.com
- 15 Public holiday in Puerto Rico and USVI (Presidents' Day)
- 16 Round Redonda Race. www.jhycantigua.com
- 18 Public holiday in Puerto Rico (Birthday of Luis Muñoz Marín)
- 19 Antigua 360 Race. www.superyachtchallengeantigua.com
- 19 - 21 Round Martinique Regatta. www.theroundmartinique.com
- 22 FULL MOON. Public holiday in St. Lucia (Independence Day). Start of RORC Caribbean 600 race, Antigua. <http://://caribbean600.rorc.org>
- 23 Public holiday in Guyana (Republic Day)
- 27 Public holiday in Dominican Republic (Independence Day)

MARCH

- 1 Public holiday in BVI (Anniversary of HL Stoutt's birthday)
- 3 Gill Commodore's Cup, St. Maarten. www.heinekenregatta.com
- 4 - 6 St. Maarten Heineken Regatta. www.heinekenregatta.com
- 7 Public holiday in Belize (National Heroes' Day)
- 8 International Women's Day. Public holiday in BVI (Commonwealth Day)
- 9 - 12 Caribbean Superyacht Rendezvous, Virgin Gorda, www.loroplanasuperyachtregattaandrendezvous.com
- 12 - 13 Antigua Laser Open. www.antiguayachtclub.com
- 14 Public holiday in St. Vincent & the Grenadines (National Heroes' Day)
- 14 - 20 St. Patrick's Festival, Montserrat. www.visitmontserrat.com/st_patricks_festival
- 15 Public holiday in St. Barts (Ml-Careme)
- 17 Public holiday in Montserrat (St. Patrick's Day); St. Patrick's Day Festival, Grenada
- 17 - 20 St. Barths Bucket Regatta. www.bucketregattas.com. Puerto Rico Heineken Jazz Fest. <http://prheinekenjazz.com>
- 18 Public holiday in Aruba (Flag Day)
- 20 Vernal Equinox
- 22 Public holiday in Puerto Rico (Emancipation Day)
- 23 FULL MOON. Public holiday in Guyana and Suriname (Phagwah)
- 24 Round the Rocks Race, St. Thomas. USVI. stycisv@gmail.com
- 25 Public holiday in many places (Good Friday)
- 25 - 27 St. Thomas International Regatta. www.stthomasinternationalregatta.com
- 25 - 28 Bequia Easter Regatta. www.bequiaregatta.com. See ad on page 12
- 27 Easter Sunday
- 28 Public holiday in many places (Easter Monday)
- 28 - 3 April BVI Spring Regatta & Sailing Festival, Tortola. www.bvispringregatta.org
- 30 Public holiday in Trinidad & Tobago (Spiritual Baptist "Shouter" Liberation Day)
- 30 - 3 April Triskell Cup Regatta, Guadeloupe. www.triskellcup.com
- 30 - 3 April Casa de Camp Billfish Tournament, Dominican Republic. (305) 213-5521
- TBA Annual Dark & Stormy Regatta, Anegada, WEYC
- TBA Caribbean Arts & Crafts Festival, Tortola, BVI. dreadeye@surfbvi.com

All information was correct to the best of our knowledge at the time this issue of Compass went to press — but plans change, so please contact event organizers directly for confirmation.

If you would like a nautical or tourism event listed FREE in our monthly calendar, please send the name and date(s) of the event and the name and contact information of the organizing body to sally@caribbeancompass.com

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BEQUIA - MT. PLEASANT Bequia Estate, 10,000 sq/ft with a wide view of Admiralty Bay. Optional architect designed approved, plans available for a 2 bdrm house. US\$95,000. Tel: (784) 458-3656

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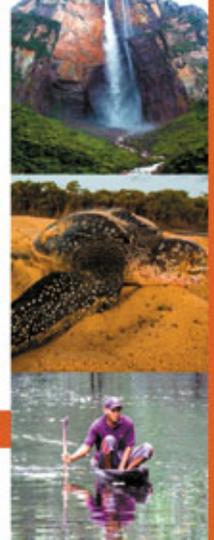


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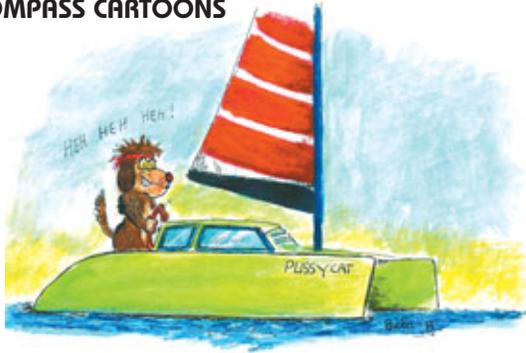
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