CARIBBEAN COMPASS On-line

DECEMBER 2017 NO. 267 The Caribbean's Monthly Look at Sea & Shore

Holiday Highlights



WILFRED DEDERER

Story on page 24

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The Caribbean's Monthly Look at Sea & Shore

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DECEMBER 2017 • NUMBER 267



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On the cover: The Caribbean is full of high-season holiday fun, including festive fireworks to welcome every New Year. Wilfred Dederer caught the dazzling display last year over Bequia's Admiralty Bay



Click Google Map link to find the *Caribbean Compass* near you! **http://bit.ly/1fMC2Oy**

Info & Updates

Cuba Rules Update

The Office of Foreign Assets Control (OFAC) of the US Department of the Treasury has issued new regulations that came into effect on November 9th, affecting US citizens who wish to travel to Cuba. Most US sailors wanting to visit Cuba will be able to do so with only two main additional impediments added since the Obama era of detente.



SALLY ERDLE

One is that individual, self-proclaimed "people to people" visits are no longer permitted. People to people visits now must be done with an approved, licensed group. Individual travel will still be allowed under categories including humanitarian and religious travel, journalistic activity, family visits, professional research, and participation in public performances, clinics, workshops, and athletic and other competitions.

The second new restriction is OFAC's list of marinas where US boaters are now prohibited from doing business (because the facilities fall under control of the Cuban military). The prohibited marinas include Marina Gaviota Cabo de San Antonio (Pinar del Rio), Marina Gaviota Cayo Coco (Jardines del Rey), Marina Gaviota Las Brujas (Cayos de Villa Clara), Marina Gaviota Puerto Vita (Holguín) and Marina Gaviota Varadero (Varadero). Clearing in or out does not constitue "doing business" if no money is paid to the marina.

Cuban authorities continue to welcome all boaters to the marinas that are on OFAC's prohibited list.

Presumably Marina Hemingway (Havana), Marina Cayo Guillermo, Marina Darsena (Varadero), Marina Cienfuegos and Marina Punta Gorda (Santiago de Cuba) remain accessible to US boaters, as they are not on the OFAC list.

In an October report to the United Nations General Assembly, Cuba stated that the US economic and commercial barriers against the island had already had a negative effect on tourism, a main pillar of Cuba's development. On November 1st, the UN General Assembly adopted its annual resolution calling for an end to the United States-led economic, commercial and financial embargo on Cuba. Of the 193 Member States, 191 voted in favor of ending the embargo.

The resolution, titled "Necessity of ending the economic, commercial and financial embargo imposed by the United States of America against Cuba," reiterated its call upon all States to refrain from promulgating and applying laws and measures, in line with their obligations under the United Nations Charter and international law, which, among other things, reaffirmed the freedom of trade and navigation. The Assembly also urged States that have and continue to apply such laws and measures to take the steps necessary to repeal or invalidate them as soon as possible.

According to a report in *Prensa Latina*, with a median stay of seven days, Cuba could receive 270,400 boats per year that, by paying for dockage alone, would leave revenues for the country of more than US$6 million. If other services, such as water and electricity, guardianage, meals, fuel, groceries, yacht repairs and others, are included, revenues could reach some US$15 million.

See the new OFAC rules at www.treasury.gov/resource-center/sanctions/OFAC-Enforcement/Pages/20171108.aspx for more information.

Caribbean Boatbuilding Film Wins Maritime Media Award

On November 8th, at the Institute of Directors of the UK Maritime Foundation, a black-tie dinner was held in honor of the nominees for the 2017 Maritime Media Awards. This is an annual celebration acknowledging exceptional contributions to the understanding of maritime matters in the United Kingdom and beyond.

Vanishing Sail, a documentary about boatbuilding in Carriacou, follows Alwyn Enoe as he constructs the wooden sloop *Exodus*. The film was named winner of the Donald Gosling Award for Best Television or Film Contribution, an award made in recognition of a significant contribution to the public understanding of maritime matters. Rob White, Chair of the Maritime Foundation, considers *Vanishing Sail* "an absolutely superb film, with all aspects of it perfectly balanced against each other — very like *Exodus* herself, as rewarding a maritime documentary as you could hope for."

—Continued on next page



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DOYLE CARIBBEAN

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The certificate of award noted that it was presented to producer Justin Sihera and filmmaker Alexis Andrews "for their story of Caribbean boat building, presented with flawless cinematography and superb production. The account of one man's determination to build just one more inter-island trading boat — once the lifeblood of the West Indies — is completely absorbing… This is an outstandingly beautiful and timeless film that deserves the widest possible audience."



Justin and Alexis say, "We sincerely hope this official honour and recognition will inspire support for our film to be distributed and more importantly, help us develop more boatbuilding projects for the communities of Carriacou!"

Visit www.vanishingsail.com for more information.

Boat Show in Martinique a Success

The Smile Caraibes 2017 boat show took place in Le Marin, Martinique from November 9th through 12th. The event featured round-table discussions on best practices for the development of sustainable yachting tourism; sea rescue, watersports and culinary demonstrations; marine-environmental presentations; plus exhibits of a variety of goods and services available from boating-related businesses based on the island.

Since 1985 the municipality of Le Marin has been developing its yachting facilities, which now include an 830-berth marina and 100 moorings, plus haulout facilities and a host of ancillary services, making the town a major yachting hub in the Windward Islands.

Visit www.smilecaraibes.com for more information.

USVI Charter Show: Territory is Open for Marine Tourism!

The success of the USVI Charter Yacht Show proved St. Thomas is open for business in terms of marine tourism in the wake of two major hurricanes in September. Sixty-six charter yacht brokers from the Caribbean, US and Europe visited the three-dozen luxurious 40- to 93-foot sailing and power yachts that nearly filled the available docks at IGY's Yacht Haven Grande Marina. The November 11th through 14th show was hosted by the VI Professional Charter Association (VIPCA).



PHIL BLAKE

"The show was such a triumph, considering the challenge of not just assembling the yachts, brokers and sponsors, but to do so post-hurricanes, while trying to do the right thing for our territory," says Oriel Blake, executive director of VIPCA, the only 501(c)(6) nonprofit charter association in the USVI, whose purpose is to promote, protect and further the capabilities of charter yachts and the marine businesses that sustain them in the US Virgin Islands. "In the end, we decided to tailor the show to work with My Brother's Workshop (MBW) (a non-profit VI charitable corporation that assists at-risk youth with job training and placement) in recognition of the tremendous work done overall and post-storm."

The multi-faceted show offered many events designed to give brokers ample opportunities to meet the crews and tour the yachts the brokers will book on charters in the coming weeks and months. Two events in particular, the MBW volunteer day and the marine charter conference gave show participants an opportunity to get a real-time update on island services and state of the cruising grounds (with imagery from the Marine Rebuild Fund's charter itinerary survey) as well as a chance to give back.

The Marine Rebuild Fund (www.ViMarineRebuild.org) was set up by VIPCA, the St. Thomas Yacht Club, VI Hotel & Tourism Association, Coastal Zone Management and Pizza Pi, and is managed by the Community Foundation Virgin Islands (CFVI).

—Continued on next page



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Its mission is to provide monies for re-establishing a stable marine industry and a safe, appealing cruising ground, and to boost marine tourism in the USVI in the aftermath of the 2017 hurricanes.

"The good news is that now having surveyed both the USVI and the BVI, we are confident in reassuring the world that our cruising grounds retain their natural beauty. Our surveys show that most of the beaches and the waters are in excellent condition and ready for visitors, boaters, snorkelers and beach lovers. The MRF has identified where there is work to be done and where its monies will assist a speedier recovery," says Blake.

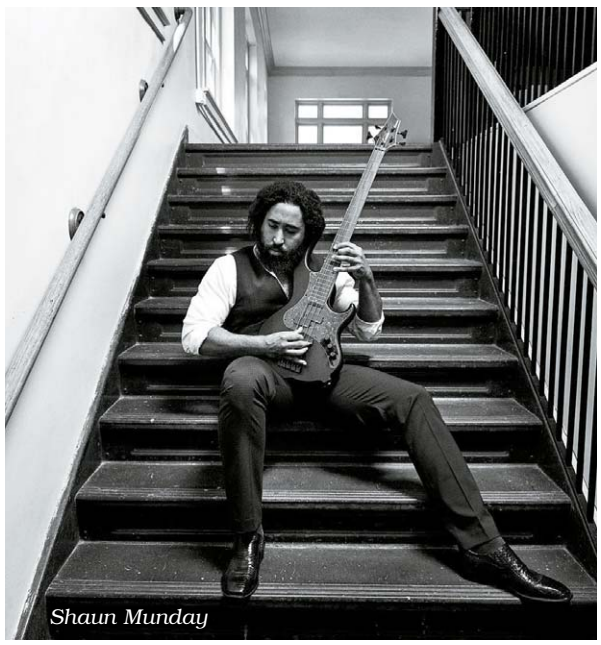
Visit www.vipca.org for more information.

Antigua Youth Sailing Fundraiser this Month

Antigua's National Sailing Academy will be hosting "Attitude Goes Global", an evening of song and dance from around the world, at English Harbour on December 4th, to raise funds for the Academy Youth Sailing Programme.

Contact (268) 562-8060 or info@nationalsailingacademy.org for more information.

Bequia Music Fest in January 2018


Shaun Munday

Sabrina Mitchell reports: The 2018 Bequia Mount Gay Music Festival takes place January 18th through 21st, with a fabulous line up of musicians from many music genres. Three official seaside venues will be used for the four-day, five-event grassroots festival, which is sponsored by Mount Gay Rum, Flow, Coca Cola, and many local sponsors.

The event opens at the Frangipani Hotel on Thursday January 18th, followed by two events at the Bequia Plantation Hotel: Friday night January 19th, and Saturday afternoon, the 20th, under the palms. The finale takes place at De Reef in Lower Bay on Saturday night, January 20th, and on Sunday, January 21st.

Headlining in 2018 will be US soul singer/bass player Shaun Munday, NY guitarist Sean Harkness and Barbados' talented Toby Armstrong & Band, saxophonist Robb Zii out of St. Lucia, and soca artistes King Bubba and Teddyson John, as well as Dominica's Mr. Gwada Benz. X-Factor vocalist contestant of Anguilla, Deanna Mussington, will perform with Impac and Andy Cruickshank. World-renowned Vincentian violinist Darron Andrews, electronic pannist Rodney Small, and legendary soca artist Luta will perform with K-Netic.

Tickets will be available from December 1st at the Bequia Tourism Association office, near the ferry wharf in Port Elizabeth.

For more information see ad on page 14.

Pure Grenada Music Festival

Following the second successful execution of this now "unmissable" annual calendar event, the steering committee of the Pure Grenada Music Festival has announced the dates of the third event: April 13th through 15th, 2018. The PGMF prides itself on being an eco-friendly music festival.

Visit www.grenadamusicfestival.com for more information.

Sailors' & Landlubbers' Auction in Bequia

The Bequia Sunshine School is a non-profit organization for children with special needs. The annual Sailors' & Landlubbers' Auction has become a significant source of income for the school and a huge source of fun for all who attend.

The 2018 auction will be held at The Fig Tree restaurant, located on the Belmont Walkway on the south side of Admiralty Bay Bequia, on Sunday, February 11th.

Viewing starts at 12:00 noon and the auction at 1:00PM sharp. Donated food and drink will be on sale, with all proceeds going directly to the school. Lend your support by donating items for the auction such as boat gear, art and handicrafts, unwanted gifts, household goods, jewelry and other new or gently used items. Donations can be dropped off at the school during regular school hours, at Dockside Marine (formerly Wallace & Co) next to the Porthole Restaurant in Port Elizabeth.

Don't miss attending the auction itself and bidding for that rare gem that you just can't resist!

For more information visit www.bequiasunshineschool.org.

Visit the *Compass* Back Issues Archive

Did you know you can read every issue of *Caribbean Compass* published from March 2007 until now in our Caribbean Compass Back Issues Archive? It's a unique resource for sailors in the Caribbean.

Visit http://www.caribbeancompass.com/backissues.html to browse.

To look up articles mentioning any topic of particular interest, visit our website at www.caribbeancompass.com, scroll down to "Caribbean Compass Back Issues Archive", and type your key word(s) into the search field.

There is also a selection of feature articles from past issues at "Compass Articles Archive". Enjoy!

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertisers Dr. Patrick Chevailler of Bequia, Seabourne Solutions, Dragonfish Caribbean of St. Lucia, and Whisper Cove Marina of Grenada, all in the Market Place section, pages 42 and 43.

Good to have you with us!





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For longer stays and vessels above 100ft, please contact a member of the marina team			

All rates are quoted in US Dollars and berthing fees are payable on arrival. The rates are based on a vessel staying and paying for the berth for a consecutive number of days as indicated. Catamarans charged at 1.5* the advertised rates. A deposit of 10% of the value of the booking (Min US$100) is required to secure a berth. Deposits are refundable up to 30 days prior to the booked arrival date.

BUSINESS BRIEFS

Hurricane-Aid Generator Special at Parts & Power

As this issue of *Compass* goes to press, Parts and Power, based in Tortola, BVI, has a large stock of generators in transit, and a hurricane-aid special offer in place for generators and generator parts until December 31st.

Parts and Power also carries marine and industrial generators, engines, UPSs, transfer switches, marine air conditioners, and marine drives. Check out the latest stock list at the website below.

Visit www.partsandpower.com for more information.

Working Dock for Large Vessels at CCBM

Arlene Telesford reports: Do you have a superyacht or other large vessel that requires being alongside a dock for repairs? Clarkes Court Boatyard & Marina Grenada is the place to have it done. With our working dock that can accommodate yachts up to 130 feet, it is the ideal place to do minor or major repairs. We've even got a crane available on site for removing and replacing domes. There is also a wide mix of subcontractors on site to handle your needs from A to Z.

To make an inquiry or booking, e-mail us on info@clarkescourtmarine.com.



Come and experience why "you are the reason we haul boats".

For more information on Clarkes Court Boatyard & Marina see ad on page 18.

Sunbay Marina, PR Update

Olga Diaz Perez reports: Sunbay Marina in Puerto Rico weathered last September's two hurricanes with few problems. The southern part of Irma passed over our area; Maria entered the north part of the marina and later the south. Some sails were shredded and rigging bent, but most boats came through very well. One vessel broke its lines in the storm and sank, and two others sank three days after the storm because their batteries failed.

As of this writing (November 16th) we still don't have electricity, but we have water, and the important thing is that the marina responded to the hurricanes as it was built to do!

For more information on Sunbay Marina see ad on page 6.

Normal Hours at Boat Paint & Stuff

Starting this month, Boat Paint & Stuff, a marine paint dealer in St. Martin offering top products, professional customer service and customized quantities, will resume its normal opening hours: 7:30AM till 12:00 noon and 1:30PM till 4:00PM Monday through Friday, and 7:30AM till 12:00 noon on Saturdays.

For more information on Boat Paint & Stuff see ad on page 32.

Suzuki DF350A Outboard Wins Innovation Award

Luriel Laboy reports: Suzuki Marine's newest four-stroke outboard, the Suzuki DF350A, has been recognized by the US National Marine Manufacturers Association (NMMA) 2017 with the Innovation Award for outboard motors at the recent International Boat Builder's Exhibition & Conference (IBEX), in Tampa, Florida, USA.



"This is the eighth recognition from the NMMA for Suzuki Marine," says Erving Rosario, sales and marketing manager for Suzuki del Caribe. "All of the honors that the company has received have positioned Suzuki Marine as the most award-winning outboard manufacturer in the engine category of this industry, which acknowledges our sophisticated technology." The IBEX Innovation Awards are given to those new products in the marine industry that demonstrate distinctive technological innovations and deliver practical, cost-efficient, and outstanding consumer benefits.

Among the features that made the DF350A stand out among its competitors is the Suzuki Dual Prop System, which allows a high running performance and directional stability. Also, the new 4,390-cubic-centimetre four-stroke V6 engine boasts high output while being compact in size, thanks to Suzuki's unique Direct Intake System and Suzuki Dual Louver System, which efficiently take outside air into the engine.

For more information, follow our official pages of Suzuki Marine on Facebook and Instagram under Suzuki Caribbean Marine to get latest news and offers.

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

New Imray Carriacou to Grenada Charts

Imray-Iolaire has recently published its updated paper chart B32, covering the waters from Carriacou to Grenada. It includes plans for Tyrrel Bay, St. George's,…

—Continued on next page



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…Grenada's south coast, and other popular harbors. The chart is now digitally printed on durable, water-resistant Pretex paper, and comes with a booklet of pilotage notes by Don Street.

The chart is also available in raster format for use in the Imray Chart Navigator App for iPads and iPhones, and is available in electronic charting systems. Imray-Iolare chart content is included in vector charting from Navionics, Garmin, Jeppesen and Map Media.

Visit www.imray.com for more information.

Mercury Introduces VesselView903 Display

Mercury Marine has announced the introduction of VesselView903, the company's largest and most advanced multifunction display.

VesselView903 features a bright 16x9 aspect ratio, high-definition glass touchscreen with glare-reducing coating and dimmable lighting. Similar to the VesselView703 launched at the 2017 Miami International Boat Show, the new advanced technology incorporates all the Simrad accessories for the Go9 product line: radar, sonar transducers, fish finder transducers, AIS, VHF, Sonic Hub/Fusion Link/ SiriusXM, C-Zone/ Naviop digital switching and more.

VesselView903 features a built-in 10Hz GPS and chart plotter capability (regional electronic chart cards purchased separately), unique touch-only screen interface that delivers intuitive display interaction (optional remote-control button interface is available) and auto-notification of software updates through the embedded WiFi.



For information on Mercury Marine dealers in the Caribbean see ad on page 47.

St. Maarten's Lagoon Marina Up and Running

Bernard Stoutenbeek reports: As of mid-November, the Lagoon Marina dock is up and running with limited electricity and water. All the businesses that we house, such as Titan Marine Air, Tropical Sails and Lagoonies, are doing fine. The crewhouse and wood workshop building is still roofless — nothing that we can't overcome!

Visit www.lagoon-marina.com for more information.

Horizon Grenada Ready to Welcome Owners for Season

The Horizon Yachts Grenada management and service team has been working full-throttle in preparation for the start of what is shaping up to be an extremely busy winter season.

From their newest base, at Clarke's Court Boatyard and Marina, Horizon's engineers and guardianage supervisor have been preparing yachts for the owner's return. Whether boats are hauled out on the hard, on moorings, or dockside in various locations including Port Louis Marina, True Blue Bay, Spice Island Marine Services and Secret Harbour, the team have been on top of the service schedules to ensure everything is ready for a smooth start to a new sailing season.

Gary Haynes, Yacht Sales & Service Manager, commented, "Over these past months we have undertaken a wide variety of maintenance and project management work, including the installation of Onan generators on some yachts in our care. Our workshop has also had a very successful start running full commissioning, service and repairs for Suzuki outboard engines, working in partnership with North



The Horizon Yachts team: Gary Haynes, Ashiel St. Louis, Calvin Jaldoo, Fedon Stroude and Naquan Jones

Yacht Shop. In fact we have been so busy, we took on an additional mechanic, Naquan Jones, who has added to the strengths of our core team of Calvin Jaldoo and Fedon Stroude to cover the growing workload."

Follow Horizon Yachts Grenada on Facebook: Horizon Yachts Grenada.

For more information on Horizon Yachts Grenada see ad in Market Place section, pages 42 and 43.

Fever-Tree Commits to Antigua Sailing Week till 2019

Antigua Sailing Week (ASW) has announced that Fever-Tree, the world's leading premium mixer brand, has renewed its sponsorship for the 2018 and 2019 events.

Richard Cuthbert, Fever-Tree's International Marketing Director said: "We are delighted to extend our commitment to partnering with this world-class yacht racing event. We are looking forward to making an even greater impact over the next two years of our sponsorship and working with the ASW team to develop an unparalleled experience for sailors, spectators and partygoers alike."

Building on the success of 2017, Fever-Tree will once again bring its iconic bar experience to the island with special activities and drinks menus planned during daily prizegiving ceremonies and at Fever-Tree's own Race Day. A full selection of Fever-Tree's premium mixers will be available on the island throughout the event. For winners to celebrate in style, successful crews can expect to receive a great selection of prizes, including branded outerwear for victorious skippers through to cases of Fever-Tree to toast a great week of sailing.



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Caribbean ECO-News

Pelicans Re-Established Post-Hurricane on St. Maarten

During a post-hurricane ecological assessment in October, the Sint Maarten Nature Foundation recorded the re-establishment of breeding colonies of the National Symbol of Sint Maarten, the Brown Pelican (*Pelecanus occidentalis*).

CLIMATE.AUDUBON.ORG



After the passage of Hurricanes Irma and Maria in September, the Nature Foundation assessed the monitored breeding colonies for the Brown Pelican and found that some 40 breeding pairs were absent. However, Nature Foundation manager Tadzio Bervoets reports: "[In October] we returned to the site and to our surprise we found that the majority of breeding pairs had re-established themselves, with numerous nests being laid and eggs being brooded. After the storms we encountered numerous pelicans that sustained serious injury, many of which had their necks broken. We also lost about two dozen nests at the site, so you can imagine how happy we were to see that the colony re-established itself."

The Sint Maarten Nature Foundation has been monitoring the Divi Little Bay breeding colony since 2010 as a part of its pelican monitoring program. The Brown Pelican is a key indicator species for the health of the marine environment.

Read the full story at http://today.sx/environment/nature-foundation-records-return-sint-maarten-national-symbol-brown-pelican

Belize Protects Rays, Proposes Offshore Oil Moratorium

In October, the government of Belize established the first-ever nationwide ray sanctuary. Although there are shark sanctuaries in some parts of the world, few include rays, and prior to the Belize announcement, none were specifically for rays. Globally, rays are threatened with extinction due largely to overfishing, habitat loss and climate change. They are even more at risk than sharks.

Belize is home to the world's second largest barrier reef. More than 20 species of rays are known to populate the waters along Belize, ranging from tiny yellow round rays to large manta rays. The critically endangered smalltooth sawfish and endangered Ticon cownose ray are also believed to be in Belize waters.

WIKIMEDIA.ORG



Home to the world's second largest barrier reef, Belize takes big steps to protect its sealife and marine environment

In another step to protect its sealife and marine environment, Belize has introduced legislation regarding an indefinite moratorium on offshore oil drilling in its marine territory. If enacted, the law will also help Belize remove itself from the Sites In Danger listing of the United Nations Educational and Scientific Organization (UNESCO). The threat of offshore oil drilling was just one of the factors that landed the Belize Barrier Reef Reserve System on the list.

As reported by Oceana.org, according to economic valuations conducted by the World Resources Institute in 2009, every year Belize's coastal and marine ecosystems contribute more than a billion dollars to the national economy through just three goods and services: tourism, fisheries, and coastal and shoreline protection. In the wake of the Gulf of Mexico oil disaster in 2010, Belizeans learnt that their entire offshore area had been parceled out and sold as concessions to oil companies. After an attempt to trigger an official referendum by Oceana and the other members of the Belize Coalition to Save Our Natural Heritage was derailed, in February 2012 some 30,000 citizens participated in the groups' unofficial vote dubbed "The People's Referendum". More than 96 percent of participants voted against offshore oil activity.

A legal challenge by Oceana and other members of the Belize Coalition in 2012 rendered all oil concessions null and void. In June 2015, the Government declared that a "policy based" moratorium was in place. But when seismic testing was secretly approved without an Environmental Impact Assessment, public backlash led to the studies being immediately suspended in October 2016 and subsequently cancelled in January 2017. In August, in response to calls to ensure transparency in the decision-making process regarding offshore oil activity, Belize's Prime Minister, Rt. Hon. Dean Barrow, publicly committed to introducing legislation to enshrining an indefinite moratorium.

"The Belize Barrier Reef isn't just irreplaceable, it's vital to Belize's future. We are heartened by the introduction of this legislation, which will help protect both wildlife and livelihoods. Coming just a year after oil testing near the reef was stopped due to a public outcry, it shows Belize's government is listening to its people," says WWF Reef Scientist and Climate Change Officer, Nadia Bood.

Read the full story at http://oceana.org/press-center/press-releases/belize-makes-history-introducing-offshore-oil-moratorium-legislation

Oil Boom Poses Risks for Guyana's Marine Environment

Within this decade Guyana, one of South America's poorest nations, could be among its richest, noted Professor Anthony T. Bryan at www.thestkittsnevisobserver.com.

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He writes: In 2015, ExxonMobil and its international partners discovered vast oil reserves off the Caribbean coast of this small country. By 2018, five new wells will be pumping out 120,000 barrels of Guyanese crude daily.

Once production starts next year, Guyana will receive a two-percent royalty on gross earnings and 50 percent of oil proceeds. While that's a fairly low royalty by international standards, it will make Guyana rich. At the current market price of around US$50 per barrel, this country of 750,000 people can expect to net $1 million a day in oil earnings.

Since full monetization of Guyana's oil and gas resources will occur in five to 15 years, the country has less than a decade to deal with numerous energy-related hurdles, including unresolved territorial issues with Venezuela, environmental protection, wealth management and social concerns.

As oil production expands, protecting the marine environment will become an urgent issue for the entire Caribbean region. In April, a barge belonging to Trinidad & Tobago's national oil company had ruptured, discharging 300 million barrels of crude into the sea seven miles from Venezuela. In October, there was apparently another spill off Trinidad's northwest coast, affecting Chaguaramas, the site of a major national park and Trinidad's yachting hub. The source of the spill remains unknown. Such catastrophes, Bryan says, are commonplace around Trinidad, which for 110 years has been the Caribbean's major oil producer.

They should serve as a warning for Guyana. Maritime crude drilling goes hand in hand with leaky pipelines, ruptured barges and rig malfunctions. To keep Guyana pristine even as the oil and gas sector grows, proper environmental management systems are critical.

Read the full story at www.thestkittsnevisobserver.com/regional-international-news/noted-academic-sees-oil-transforming-guyana

Restoration of Grenadines' Ashton Lagoon Begins

Brianna Pierre reports: Restoration work has begun on the largest mangrove forest and lagoon in St. Vincent & the Grenadines, located at Union Island.

The work, which is led by local NGO Sustainable Grenadines Inc, will create breaches in strategic areas of the earthworks left by a marina project that was abandoned in the 1990s. This will restore water circulation in the area, which has been almost stagnant for the last 20 years.



In 1994, a marina-hotel-golf-course development was begun within the lagoon, despite the area's designation as a marine conservation area. After a year, the project was abandoned when the development company declared bankruptcy. Dredging and the construction of the marina causeway blocked water circulation within the lagoon and led to the loss of significant coastal livelihood resources.

The project will restore the Ashton Lagoon's marine ecosystem, including its mangroves and salt pond habitat, to create a conducive environment for fisheries and for coral, mangrove and bird habitat, while increasing the coastal resilience in the face of climate change. These improvements are intended to benefit the Ashton community and create an environment for economic opportunities.

The restoration work is funded by The Nature Conservancy, through the Philip Stephenson Foundation and the Grenadines Partnership Fund, to complete the Phase I Engineering Works at the Ashton Lagoon. The Phase I activities include the partial excavation of five piers to restore circulation of water both in and out of the lagoon.

Visit SusGren's Facebook page to follow the progress of activities.

Balancing the Eastern Caribbean 'Blue Economy'

The livelihood of the islands of the Eastern Caribbean depend on the ocean; economists are now calling this the "blue economy".

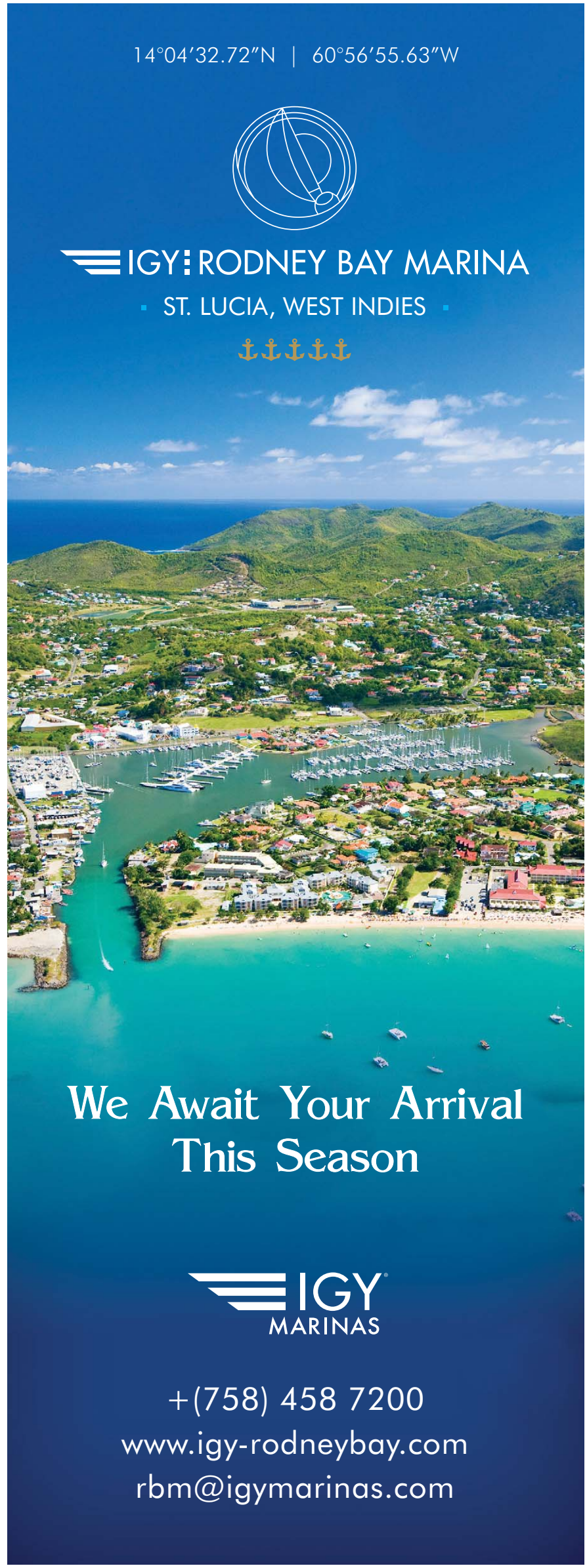
"The blue economy is balancing ocean health with ocean wealth so it is possible to make use of ocean resources on a continuous basis for current and future generations," says David Robin, Programme Co-ordinator of Ocean Governance and Fisheries at the Organisation of Eastern Caribbean States (OECS).

As Catherine Morris reported in the November 11th edition of the *St. Lucia Star* (stluciastar.com), the World Bank breaks down the blue economy in the Caribbean into three distinct categories. The first is living resources, which include conch, reef fish and large pelagic species. The second, non-living resources, covers oil and gas deposits such as those in Trinidad & Tobago. The remaining segment of the economy is ecosystems. The Caribbean waters have the highest level of species diversity in the tropical Atlantic. Mangroves, coral reefs and deep ocean habitats not only attract a plethora of underwater life but also nature-loving tourists. Each year millions of divers, anglers, yachters, watersports enthusiasts and eco-tourists visit the Caribbean to experience the tropical waters for themselves, making a substantial contribution to the regional and local economies. But exploiting ocean resources must go hand in hand with protecting those same resources.

While the need for sustainable fisheries has long been acknowledged, fish stocks continue to decline as demand increases but yield shrinks. Over-exploitation of certain species has not only reduced those species populations but had a ripple effect on the entire ecosystem. Disturbing the delicate balance of the ocean's inhabitants has indirectly led to overgrowth of algae and damaged coral reefs.

Around 75 percent of the region's reefs are considered at risk of human activity. Not confined to overfishing, this also includes coastal development and pollution. Waterfront resorts, marinas and condos all place a burden on the ocean, particularly in the construction phase when land is often extensively cleared and sand is dredged.

—Continued on page 37



REGATTA NEWS

Mini Transat Heading for Martinique

The 21st edition of the Mini Transat La Boulangère race departed La Rochelle, France, on October 1st, bound for Martinique after a stop in the Canary Islands. The Mini Transat is a solo transatlantic race aboard 6.5-metre (21-foot) boats. Owing to the development of a possible tropical storm in the Atlantic, the race management created a compulsory gate between the Cape Verde islands of Santo Antao and Sao Vicente.

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As this issue of *Compass* goes to press, the first of the fleet of more than 70 boats has just begun to arrive in Le Marin. Taking line honors was Ian Lipinsky, who completed the course's second leg, from Las Palmas to Martinique, in 13 days and 22 minutes, on November 14th. He was followed by Jörg Riechers and Simon Koster.

The boats are racing in two divisions, prototypes and production boats. Production boats are built out of glass fiber, have alloy masts and a 1.6 metre draft. Materials such as titanium, carbon fiber and epoxy resin are prohibited. Ten of them must have been built to be an official production boat.

Prototypes are free of these restrictions and are often a laboratory for sailing innovations. Canting keels, daggerboards and swinging wing masts have been tried first on minis. New hull shapes with foils are the latest innovations.

This year's fleet comprises 56 production boats and 25 prototypes.

There were 81 skippers at the start, ten of whom are women; 15 of the skippers had raced in the event before. The competitors represented 11 nationalities (all European), with the youngest being 20-year-old Erwan Le Draoulec and the oldest, at 62, Fred Guérin.

The race's destination, Le Marin, is one of the premier yachting destinations in the southern Lesser Antilles, thanks to its protected harbor equipped with 830 berths and about 100 moorings. The European "Label Bleu" award, received by Le Marin since 2006, is a tribute to the harbor facilities.

Through its membership in the Odyssea European Grouping of Cooperation, Le Marin wishes to stand as a major player in local development in Martinique. The "Communauté d'Agglomération Espace Sud Martinique" is leading this project and the involvement of Le Marin in the Mini Transat will promote Martinique as a yachting destination. The Odyssea project's training center for young sailors in Le Marin aims to prepare some local sailors for the next Mini Transat.

Visit www.minitransat.fr/en for more information.

Team Curaçao Marine Wins 50th Bonaire Regatta

Nicole van Beusekom reports: Just before the 50th running of the Bonaire Regatta, which took place from October 11th through 14th, everything fell into place as the Curaçao Marine sailing team was reborn and racing again. This time around it was with another sailboat, a very special one, and a new group of skilled and enthusiastic sailors all somehow linked to Curaçao Marine.

SKYVIEW BONAIRE



It was the dream of the new owner of Curaçao Marine to set up a Curaçao Marine sailing team, but he never expected it to happen so soon. Marc and Gareth, the new managing team and both fanatical sailors, were just as excited about this idea and made it happen.

—Continued on next page



BARBADOS SAILING WEEK

The Mount Gay Round Barbados Race
The Coastal Racing Series
Ocean Passage to Antigua

JANUARY 16th to 24th 2018

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Barbados Sailing Week

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What makes it extra special is that Marc Rooijakkers (Curaçao Marine's CEO) and Gareth Weber (Yard Manager of Curaçao Marine) are both on the team. The sailing team is a partnership between Curaçao Marine and SAFE, a subcontractor on the premises of the boatyard specializing in safety and fire equipment for buildings and boats. The three founders of SAFE, Ed, Don and Frido, are also part of the "CMsailing" team, with Ed Versteeg as skipper. The rest of the team members are experienced sailors that competed in sail races together before.

The team together with the boat makes the dream team! And the boat sure is a special one! The sailboat, *Casse Tete*, is a Nautor's Swan 441R. Forty-five Swan 44s were built, in 1978 and 1979, but only five were designated as the "R" or racing version. The yacht had to undergo slight modifications before participating in this special-edition race series. The results of the regatta prove its racing qualities.

Marc says, "Part of the team sailed upwind to bring the boat from Curaçao to Bonaire, and after the rest of the team flew in we made a few practice rounds to get acquainted with the Bonaire sailing conditions. During the 50th Bonaire Regatta there were three racing days and on each day two races in our category. In all six races, Team CMsailing came in first! It was beyond belief. We knew we had a good team and that we stood a chance, but after Day One and Day Two in the pocket, we thought it was great beginners' luck. Day Two was again a heavy competition and the team got excited after two more wins. Day Three we really went for it, realizing that we could actually win this thing! And that was it: first place for our category and first place overall! Can't get better than that!"

Gareth also looks back on a great event: "It was absolutely great to be racing with this team and on this boat! We are looking forward to many more endeavors on the *Casse Tete* with the CMsailing team. Props to the organization of the Bonaire Regatta — the 50th edition was a great celebration, bringing together many passionate sailors and curious bystanders. The races and the entertainment at the event were outstanding. There was a great vibe and we really felt at home for these few days!"

Visit www.regattabonaire.com/index.php/results for full results.

ON THE HORIZON

Next Month: Barbados Sailing Week 2018

Alene Stone reports: 2018 sees the rebranding of the Mount Gay Round Barbados Race Series as Barbados Sailing Week, a move initiated by our sponsors to allow us to promote the event to a wider audience, and showcase more of what Barbados has to offer on and off the water. For all who love Mount Gay Rum, their commitment to the event remains, and the signature Mount Gay Round Barbados Race will continue to bear their name. It wouldn't be Barbados without the ability to earn your red cap, enjoy the world's oldest rum and to race to win your skipper's weight in Mount Gay Extra Old.

The event will run from January 16th to 24th and features three days of coastal racing, the 82nd Anniversary Mount Gay Round Barbados Race, and the Ocean Passage Race to Antigua. Join one part or all!

The skippers' briefing will be held on January 16th, with coastal racing on January 17th, 18th and 19th for all classes except the one-design J/24. The J/24 Coastal Racing series will be held on January 19th and 20th. As always, the Mount Gay Round Barbados Race will be held on January 21st. The series concludes with the Ocean Passage Race to Antigua starting on January 24th. Off the water there will be social events every night, and the Regatta Surf and Turf polo match will be held on January 20th.



PETER MARSHALL

See you in Barbados in January!

For details visit our new website www.barbadossailingweek.com or follow us on Facebook – Barbados Sailing Week.

For more information see ad on page 12.

Fleet is Building for Grenada Sailing Week

Rosie Hoggarth reports: Boats are signing up fast for the Island Water World Grenada Sailing Week 2018, to be held from January 29th through February 3rd, with more than 25 boats from 11 countries committed so far. In the racing mix are some sporty fast flyers such as a modified Hobie 33, a Caribbean 33, a J/105 and an RP37, along with competitive Beneteaus and well-sailed Swans, not to mention the larger Farr 65 or the classic Alfred Mylne 65.

The racing and sailing are all well and good, but what about the parties? Rum and fun are to be had in equal measures with the spirited Mount Gay Red Cap Party and, back by popular demand, the infamous pirate party, both at Secret Harbour Marina.

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Moving over to our grand finale hosts at Camper and Nicholsons Port Louis Marina, The Victory Bar has two nights of great entertainment starting with the Sea Hawk Party featuring DJ Blackstorm and finishing the wrap-up party with SOLID - the band powered by TREO and DJ King Turbo.

With preparations well underway for the 2018 Island Water World Grenada Sailing Week, we are pleased to welcome three new sponsors: NAGICO Insurances, the largest privately-owned general insurance company in the region with over 21 territories including the Dutch, English and French Caribbean; Blue Seas Caribbean Yachting and Marine Services providing high-quality international marine and yachting services, operating from Grenada; and Mount Pure still natural mineral water bottled in Grenada since 1923.



TIM WRIGT / PHOTOACTION.COM

Race Documents (NoR, SI's, and safety guidelines) are posted on our website: www.grenadasailingweek.com. Sign up for our newsletter online; e-mail us at info@grenadasailingweek.com; find us on Facebook - GrenadaSailingWeek, or Twitter @grenadasailweek

For more information see ad on page 13.

Round Martinique Regatta for February

The Round Martinique Regatta will take place from February 6th through 10th, 2018. There will be four days of racing on two courses, one at the north end of the island and one at the south. The regatta will occur in the run-up to Carnival, guaranteeing a lively atmosphere ashore.

Visit www.theroundmartinique.com for more information.

YOUTH SAILING NEWS

Peter Joo is Belize's National Opti Champ

Sharon Hardwick reports: After delays and postponements owing to inclement weather and poor wind conditions, the Belize Sailing Association's (BzSA) National Championships for Optimist class boats got underway October 28th and 29th in Belize City. Twelve competitors from three clubs participated. At the end of two days of racing, 14-year-old Peter Joo of Placencia Sailing Club had clearly demonstrated that he is the top sailor in the Optimist fleet in Belize.

The first day of sailing had hardly enough wind for race officials to continue with races, but after several prior postponements officials proceeded in the five-knot winds. Joo showed that he had acquired significant techniques in light-wind sailing and took four of the six races, by as much as ten boat lengths. Visiting sailors eventually learned to cope with the steady and strong current running from the north to south that is common knowledge for those that sail in the Belize City Harbour. However, it may have been overconfidence in the second race that led to a lapse in judgement as Joo missed the second mark, coming in at the tail end of the fleet. He recovered



BELIZE SEA SCOUTS / J.BALDERAMOS

Left to right: Adyanerie Teck, Peter Joo and Devaughn Morrison

quickly and gave up one other first place to 15-year-old Devaughn Morrison of Corozal Bay Sailing Club in Race Four. Morrison was able to secure second place overall and 13-year-old Adyanerie Teck of Corozal Bay Sailing Club took third.

The Belize Sea Scouts will host the Buttonwood Bay Regatta on March 4th, and BzSA will hold the Baron Bliss Harbour Regatta on March 5th.





Sailing and Mindfulness for Small-Island Youth

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

The Jost Van Dyke Preservation Society and Foxy's Taboo restaurant were instrumental in helping 15 local kids attend a week-long "ocean skills" development program this past July. The Preservation Society hosts an annual summer kids' camp on Jost Van Dyke, and this year Elizabeth Nurse and Tyler Rice of Bow Sailing made Jost one of their stops while traveling throughout the Caribbean to teach mindfulness and dinghy sailing as mechanisms for building children's self-awareness and awareness of their marine environment.

Now, coach Elizabeth Nurse says, "We look forward to planning a 2018 schedule. Our tentative plan for next summer is to expand the camps to be four weeks long instead of one week, with everything from mindfulness to basic sailing to more advanced regatta training. With a majority of our [Virgin] islands being deeply affected by the recent hurricanes, our priority is the recovery effort, but we will continue to fundraise for these future programs and organize the logistics."

Tyler Rice, founder of Bow Sailing, which is headquartered in St. Thomas, says, "We suffered losses on the (St. Thomas Yacht Club) building, and lost a few of the



Opti fleet and several dinghies (from Hurricanes Irma and Maria)." But overall, in his usual upbeat way, he focused on the positive: "We're involved now working within FEMA's Blue Roof project to rebuild or replace damaged roofs for St. Thomas residents in need.

"We look forward to progress on our Bow Sailing youth projects in 2018. We plan to have four-week programs running simultaneously next summer. We are particularly drawn to the smaller islands, where they usually don't have as many structured activities for the youth. Sailing and mindfulness training can often have extra impact there," Rice says.

Though plans won't begin in earnest until year end, when the FEMA work is done, the Bow Sailing team plans to work with youth in Jost Van Dyke, Virgin Gorda and Anegada in the BVI; of course continue with St. Thomas; and look to add a program on tiny Water Island off Charlotte Amalie.

In addition to expanding the programs they started or supported in Union Island, Mayreau and Bequia in the Grenadines, they'd like to add Barbados and Dominica, where Rice knows coaches or leaders within existing youth-development programs. Rice's lifelong involvement in sailing and racing dinghies, which started at St. Thomas Yacht Club, along with the cultivation of mindfulness within the disciplines of Yoga and Tai Chi, is serving him well to network his Bow Sailing youth development programs throughout the Eastern Caribbean.

Rice's approach is refreshing because he uses sailing in the same way that he uses mindfulness training: as mechanisms to build self-awareness and self-esteem within



Teaching mindfulness — focusing on the present moment and paying active attention to what is being experienced — aims to broaden small-island youngsters' 'learn to sail' experience

island youth. Thus, with a principal goal of positive youth development instead of strictly "learn to sail" or competitive sailing, he can work with organizations whose primary goal might be awareness of marine issues, environmental stewardship, etcetera. This multi-disciplinary approach is great for island children and for garnering multi-organizational support in terms of personnel, facilities and financing.

Ellen Birrell attributes her opportunity to cruise the Caribbean aboard S/V Boldly Go *to life skills built in childhood. Believing swimming and sailing are essentials for island youth, she supports grass roots and competitive junior sailing, and serves as chair of sailing development for Caribbean Sailing Association.*

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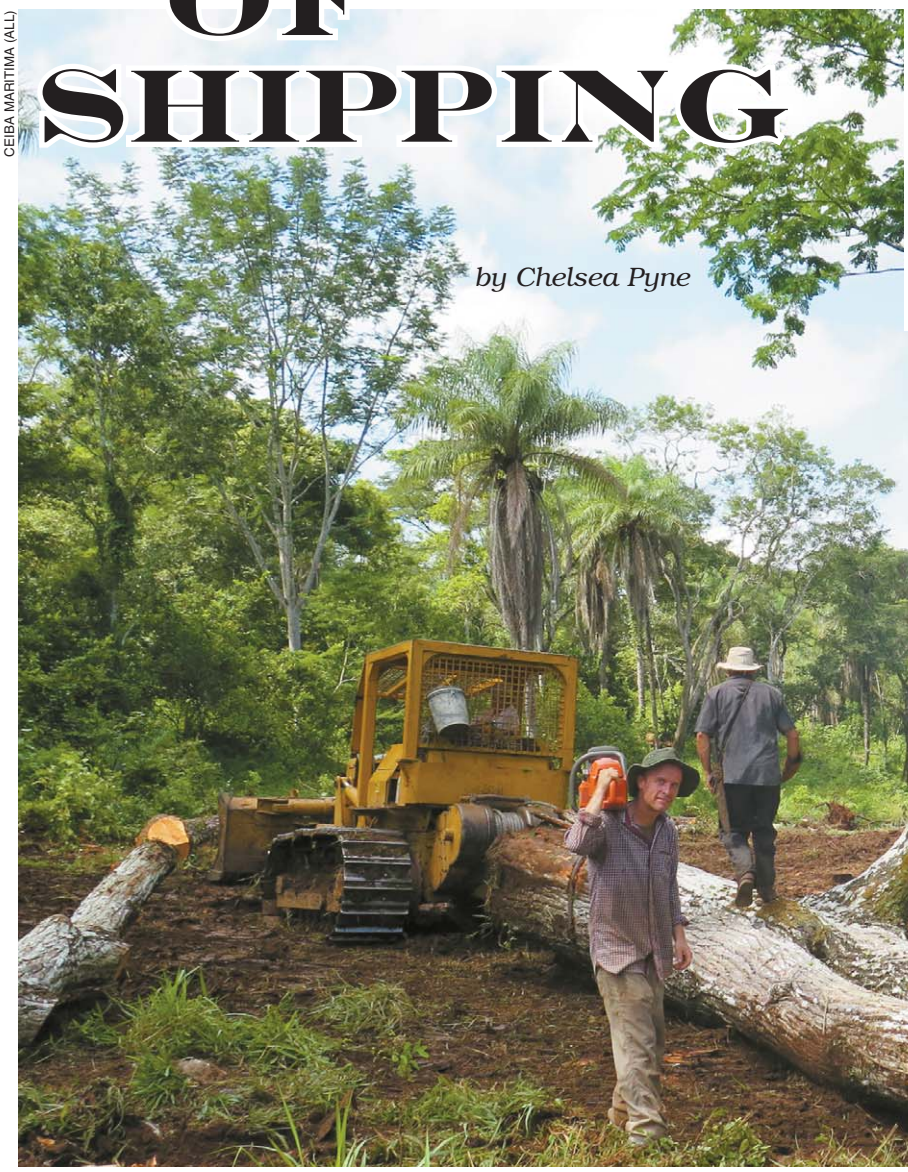
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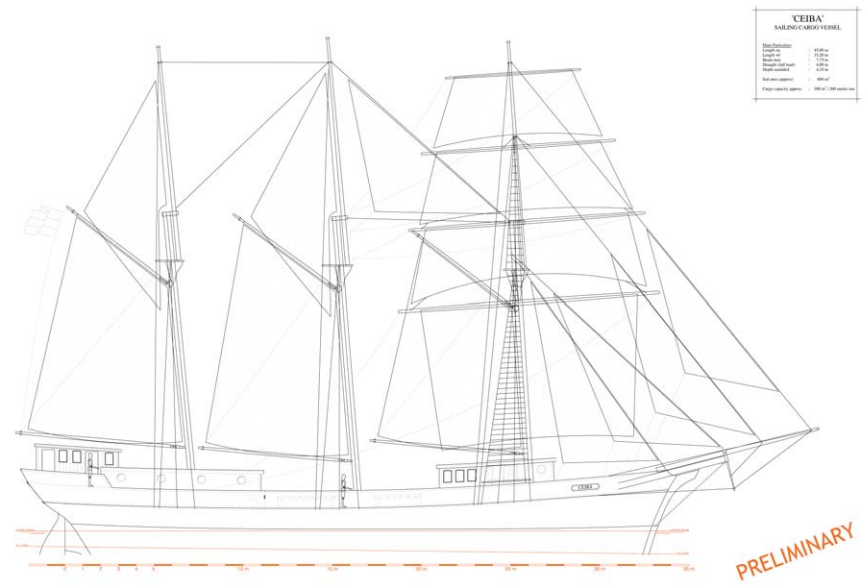
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CEIBA, THE FUTURE OF SHIPPING



CEIBA MARITIMA (ALL)



by Chelsea Pyne

*Main photo: Lynx Guimond and his crew at La Pita, Costa Rica, obtaining naturally termite- and rot-resistant Spanish Cedar (*Cedrela odorata*) for the shipbuilding project*
Top right: Ceiba's *sail plan*

If the 2017 Caribbean hurricane season taught us one thing, it's to respect the power of Mother Nature. After a series of eye-opening storms, we are left with a crucial lesson: do better, people! It is vital that we reconnect with nature and conserve what we have for future generations. Nature is boss, and it's time we start working (and living) in her best interest.

That's exactly what Danielle Doggett, Chief Executive Officer of Ceiba Marítimas, and her crew have set out to do: coexist with nature through a resurgence of sailing cargo ships. A 150-foot, three-masted wooden schooner, *Ceiba*, is now being built in Costa Rica with aims for completion by 2020. Named after the sacred tree of the Mayans, *Ceiba* will be the first vessel of its kind — not just carbon–neutral but the first carbon-negative cargo ship in business. SailCargo Inc, the umbrella company, is using a regenerative business model — which is actually a step *above* sustainable.

Doggett, Ceiba Marítimas' co-founder and shipyard director Lynx Guimond, and shipwright Paul DeNoble have previously worked together on a similar engineless sailing ship, *Tres Hombres*, a 1943-built brigantine well known in the Lesser Antilles for carrying organic chocolate from Grenada to ports in Europe. This was when the notion for a different style of shipping took hold.

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Constructed using classic shipbuilding techniques, *Ceiba* is intended to be the flagship of an emission-free sailing cargo line. The ship is designed to transport between 250 and 300 tons of cargo at speeds up to 14 knots, making her competitive in the shipping industry. The construction of the schooner is publicly funded and materials are currently sourced in Punta Morales, Costa Rica.

A crucial part of developing a circular economy is that the actual creation of the ship is just as sustainable as its operation. Ceiba Marítimas' crew is sourcing local, storm-felled trees for the complete construction. So far, that's involved traveling no farther than 11 miles to acquire a large portion of their materials. Other materials, such as concrete, steel or aluminum, and fiberglass, would have had to travel thousands of miles to arrive in the Punta Morales shipyard. Since tractor-trailers are huge energy hogs, not only is Ceiba Marítimas polluting less, they are keeping their transportation costs low.

Furthermore, they aren't just upcycling fallen trees, they're planting more! The Innovative Agro-Reforestation Program ensures that thousands of trees will be planted by 2020 to offset any environmental strain.

"We are very serious about how we choose our timbers, making sure that the species are not endangered. We use careful, selective-cutting techniques that reduce impact on the forest. And of course, we obtain the appropriate permits approved by the Ministerio del Ambiente," Doggett explains. But according to many shipwrights, the best masts are made from British Columbian Douglas fir. So for this exception, the team met with the only aboriginal-owned and Forest Stewardship Council Certified logging company in Canada. It's safe to say the natural materials will be assembled using the most efficient and environmentally sound way.





Right, top: Rather than repurposing a shipping container to make an office, Guimond created an airy and irie work space

Right, bottom: To keep the project's carbon footprint to a minimum, trucking distances were made as short as possible. Logs traveled just 11 miles to the shipyard

What about the raw, mechanical power?

Ceiba will have the largest self-sufficiently charged electric engine in the world. Yes, a US$700,000 engine worthy of all those adjectives. An engine that uses onboard battery banks that are charged by the ship's propellers when sailing. This means there is no oil being burned or spilled. Think about this: the 15 largest cargo ships produce as much sulfur oxide pollution as all the world's 1.2 billion cars. So you can see that in numbers: 15 cargo ships' sulfur oxide = 1,200,000,000 cars' sulfur oxide. This is also due to the low-grade fuel ships use at sea, which is horrid for the atmosphere. *Ceiba* and her future sister-ships aim to ensure Mother Nature can breathe easy.

Upgrading to a clean energy source makes for happy birds, happy fish, and happy savings. *Ceiba's* electric engine also creates a quiet ship. This is important for a number of reasons. For one thing, it's vital to our big, friendly giants. Not only are whales necessary for a healthy marine ecosystem, they are a huge factor in the tourism industry; more whales equals more money. Freighters, however, are among the loudest vessels on the water (not to mention there are over 100,000 of them). Noise pollution disrupts marine life and might interfere with migration patterns.

Whales are important, Ceiba Marítimas understands this. But whales are just one of the species (humans included) that benefit from having this type of sustainable transportation. The concept for *Ceiba* is much more far reaching than saving one animal, one tree. *Ceiba* is proving that we can coexist one hundred percent with Nature and do everything in her best interest — and in ours. Preserving and saving entire environments with all the plants, animals, and people who live in them.

And for the next few years, the trio will be building the most beautiful boat that nature can sustainably offer. But why do it the hard way?

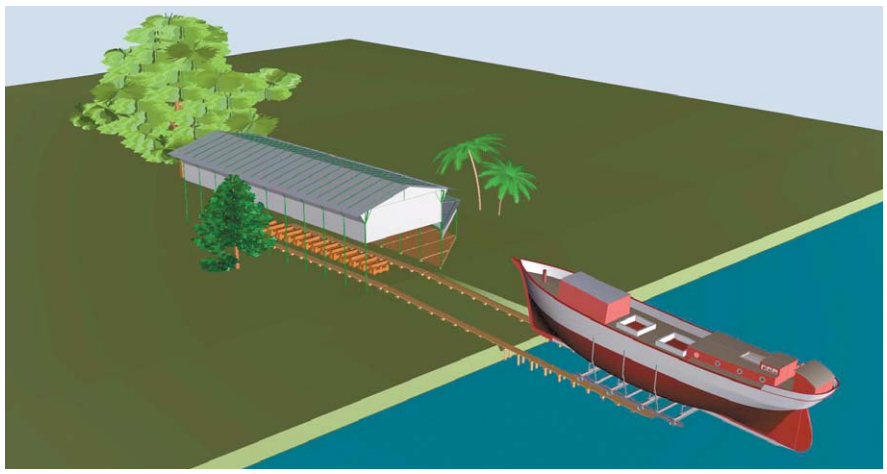
The idea for an avant-garde way of living and working had been brewing for quite some time. Doggett explains, "A number of us have worked in industrial shipyards in Northern Europe, and basically wanted to go somewhere where we could create a shipyard that was a beautiful, livable space — not just a square, toxic, cold industrial place to live out a career." So, Step One was to reconnect with nature. Ceiba Marítimas's boatyard, unlike its European counterparts, is inviting and clean — something out of the ordinary. Guimond, who is a world-renowned woodworker, rejected the idea of using shipping containers as offices and has instead built tree house offices. (You know you're in Costa Rica when…)

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This is the first of many initiatives to make the shipyard an environmentally sound workspace. Plans are also set in motion to have vegetable gardens, chickens, and activities to inspire residents to have a clean, green, fun experience. As if tree house offices weren't enough. Guimond explained, "A holistic and sustainable health aspect will be implemented — beauty combined with functionality, design infused with subtle energies. Common shipyards and factories have the sole purpose of being designed and built for production. The absence of beauty in design, the negative effects of machinery, and poor lighting and air quality, have time and time again proven to be detrimental to the working class. We hope to prove that designing and creating a simple, healthy, and creative work environment resonates closely with its natural surroundings, that the act of creating will be happily supplemented with education and growth. We hope that our model will provide fertile ground for inspiration and ambition, necessities for pleasant long-term building projects."





Above: An artist's rendition of the shipyard

Left: Taking advantage of a bulldozer for a day, the team moved deck beams and frames

Lower right: Familiar to many in the Windward Islands, Tres Hombres *provided cargo-sailing inspiration*

Furthermore, Ceiba Marítima aims to develop a self-sustaining, thriving organism with a foundation in community. The vision is to create a prosperous regenerative model that meets the ecological, ethical, and economic requirements of our rapidly changing world. We've seen the ecological and ethical side, so let's break down the numbers on the monetary side. Say you're not so much into the Earth. You prefer profits over ozone. Why is something like this worth all the time and effort?

First off, Ceiba Maritima will be shipping high-quality products that actually gain value by this mode of transport. Market research has found that people are willing to pay more for a product that has been transported in an environmentally friendly way. To start, Ceiba will be sailing the PAX line twice a year. The route begins on the west coast of Costa Rica, goes out to Hawaii, across to Canada, down the western seaboard of the US and Mexico and back to Costa Rica. "Although Ceiba could carry any type of cargo, our focus is primarily on eco-ethical items, such as organic coffee and cacao. This is also the first of many routes.

"Our next project is to have an entire fleet sailing shorter inter-island routes all throughout the Caribbean. This is already in the works — and can happen tomorrow — once we find the right partners," Doggett added. Local and sustainably made rum, chocolate, soap, aloe and fruit products, and small-island logistics are going to be the future of the SailCargo line.

The group estimates that revenue generated from cargo will account for about 84 percent of income, while trainees will provide about 16 percent. Fifty-four percent of gross income is projected to return to shareholders via dividends.

This business is truly an investment in environmental steward*ship*. We must be mindful that our purchases have a direct impact on the earth. We may be saving $5 by buying a product made in Asia, but getting that product to our doorstep is driving an industry that cares little about its environmental impact. The best solution is investing in local businesses and people who are passionate not only about their product, but about the wellbeing of the land and sea they live on.

The key to avoiding a bleak future is by investing in a green one. Being an actively aware consumer is one way to be part of the movement towards a better world. (Let's keep our Leeward and Windward Islands above sea level!) Ceiba Marítima is still taking on investors to become shareholders in the company. Ceiba offers apprenticeships, internships, and is partnering with universities in Central America, North America and Europe. Of course, they will be looking for skilled crew as well. The instructors provide hands-on learning in wooden shipbuilding and small boat construction, traditional rigging, blacksmithing, fine woodwork, and sailmaking. Doggett, who is also an advisor for the Caribbean Sail Training Association, has worked on boats since she was 14 years old. She and the crew are excited to share their knowledge with all friends and students of Ceiba. In fact, the team won an award for their sustainability planning and were invited to speak at the UN Climate Change Conference (COP23) in Bonn, Germany, just last month.

For more information and updates, visit www.sailcargo.org or www.facebook.com/sailcargo.






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Friendly Luperón — Worth the Passage

by Mahala Bishop



'We'd been regaled with stories about the inimitable glories of the 27 Waterfalls of Damajagua'

THE waving palms on the western hills across from the harbor of Escondido, on the north coast of the Dominican Republic, were a welcome sight after our long, dark and difficult passage from Boquerón, Puerto Rico.

As usual, our sail was at night. The menacing seas rolled ten feet tall behind us. I cowered in the cockpit of *Aquilon*, carefully avoiding the sight of these roiling seas, while my husband, Don, managed to keep us before the ever-constant southwesterly wind. The yawing was unimaginable — never in my childhood sailing small boats on Martha's Vineyard had there been such violent yawing. *Aquilon* has a massive, heavy tiller, unlike other boats her size whose wheel might have helped us more easily negotiate the following seas.

Aquilon is a beautiful, wooden, canoe-sterned 45-foot sloop built in Bordeaux in 1951. Knowing how strong she was still didn't alleviate my fear during the horrible and interminable night passage.

We had found her in Trellis Bay, Tortola, in 1996, fell in love, sailed her home to Martha's Vineyard, lived aboard there for two summers while still working, sailed her to Grenada in 1999 and spent seven months sailing her back home again. [*See "Joy, Nightmare and Sweetness" at www.caribbeancompass.com/online/october17compass_online.pdf, page 20.*] *Aquilon* was perfect in Don's eyes, less so in mine. Having been rebuilt as a permanent home for a family of five, there was almost no room for anything but bunks below. Even 30-foot boats were far more spacious than ours. Nor was there anything comfortable about the cockpit, purposely small (four feet square) to let in as little water as possible in ocean swells. The four-inch cockpit coaming of hard teak was awful.

But our reward at the end of a frightening and uncomfortable passage was the warm and friendly people we met in the Dominican Republic.

After a much-needed sleep in the placid harbor of Escondido, we woke to see a half dozen cows and their calves lolling on the sandy shore. The cows were clearly more interested in us than the men who launched their heavy wooden boats off the lovely beach on fishing expeditions. Four men rowed, the other four cast their nets. They grinned and waved furiously — our introduction to this welcoming country. Soon we were on our way to Luperón.

Luperón is a small village near the city of Puerto Plata and the jumping-off point to the Bahamas. Our arrival in Luperón was briefly marred as we excitedly spotted a friend from Puerto Rico, waving from his boat. At the helm, I was so thrilled to see him that *Aquilon* touched the sandy bottom. Not a problem, but embarrassing to say the least.

We soon learned that the way to get around was to take hair-raising and always crowded rides in one of the ubiquitous small vans, *guaguas*. The only positive thing about those trips was the opportunity to practice my almost-forgotten, limited Spanish. My companions always responded expansively and enthusiastically.

—Continued on next page

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Local and national politics were their favorite subjects. When I couldn't understand more than a few disconnected words, I changed the subject with another brilliant conversational gambit. Same result.



TITO BORRELL



K. COLL

Above: Anchorages on the north coast of the Dominican Republic are popular with boats arriving from or heading to the Bahamas

Right: Luperón offered the Aquilon *crew a friendly welcome and lasting memories*

There was only one real exception to the friendliness of the people we met in the Dominican Republic. It was the young Commandante at the harbor, who was much too busy watching television and shaving to say anything but "¡Silencio!" when we dared to ask how long our clearance into the Dominican Republic would take. In anticipation of his future charming behavior, we neglected the required visit to his office, not at all concerned that we would be caught. We speculated on what rude activity would draw his attention, as earlier we had clearly disturbed his favorite soap opera.

The laundry lady, Rosa, had a dozen children playing happily in the filthy river. This was her daily job, but her lovely face and gracious spirit belied her circumstances. The sweet waitress on the corner touched me on the shoulder, pointing us in the direction of the vegetable market. And it was hugely touching when an ancient seller there tried hard to charge us the right prices. He was so sincere and grinned at us constantly. Our new friend Orsine piled us onto his antique *motoconcho* and drove us oh-so-speedily to the beach area of Playa Grande. Clearly we were special visitors, as he charged us nothing.

We had been regaled several times by new friends with stories about the inimitable glories of the 27 Waterfalls of Damajagua at Imbert, so naturally and always with some trepidation, we flagged down a *gaugua* for the trip.

Don and I arrived at a lovely, large pool and visitor area. Don suddenly decided he couldn't go — he was apprehensive about leaving our documents alone, very clever. How could he have known what an extraordinarily difficult and frightening experience this was going to be?

We hadn't expected to be assigned a guide, a beefy young man named Tronco. I gazed in awe at his tree-trunk arms. He leapt up some rocks and beckoned to me with a huge grin. I followed his instructions to swim to a ladder and the adventure began.

Tronco's huge arms pulled me up through an alarming, sharp fissure between some rocks and then, arriving at a luscious clear pool, he told me to swim across. Cascades of furiously rushing water covered me as he dragged me up between more rocks. This alarming process continued — first the pool, then I'd put my foot or hand where he told me, then he would haul me up as if I were a sylph, which I'm not. There was no way to disobey his orders, as I would never have made it down.

Though I was too terrified at the time, I marveled later at the smooth cliffs lining the waters, the depth between the falls. We finally started down, much to my great relief, but our descent was even scarier. He would point me downwards and order me to jump. I didn't have a clue how deep the pools were and didn't know where I'd land. But jump and swim I did and then shinnied my way down through the rocks.

Perhaps this was a character-building experience but I doubt it. It was terrifying and unforgettable. The wild bellyflops into the fathomless pools, Tronco's superhuman strength as he oh-so-easily pulled me up those crevices — these are the memories that stick with me. A miracle of endurance.

When we finally made it back to the visitor area, Tronco gave me a warm bear hug and happily assured me that guides had never had any accidents. He might have shared this information before we set out.

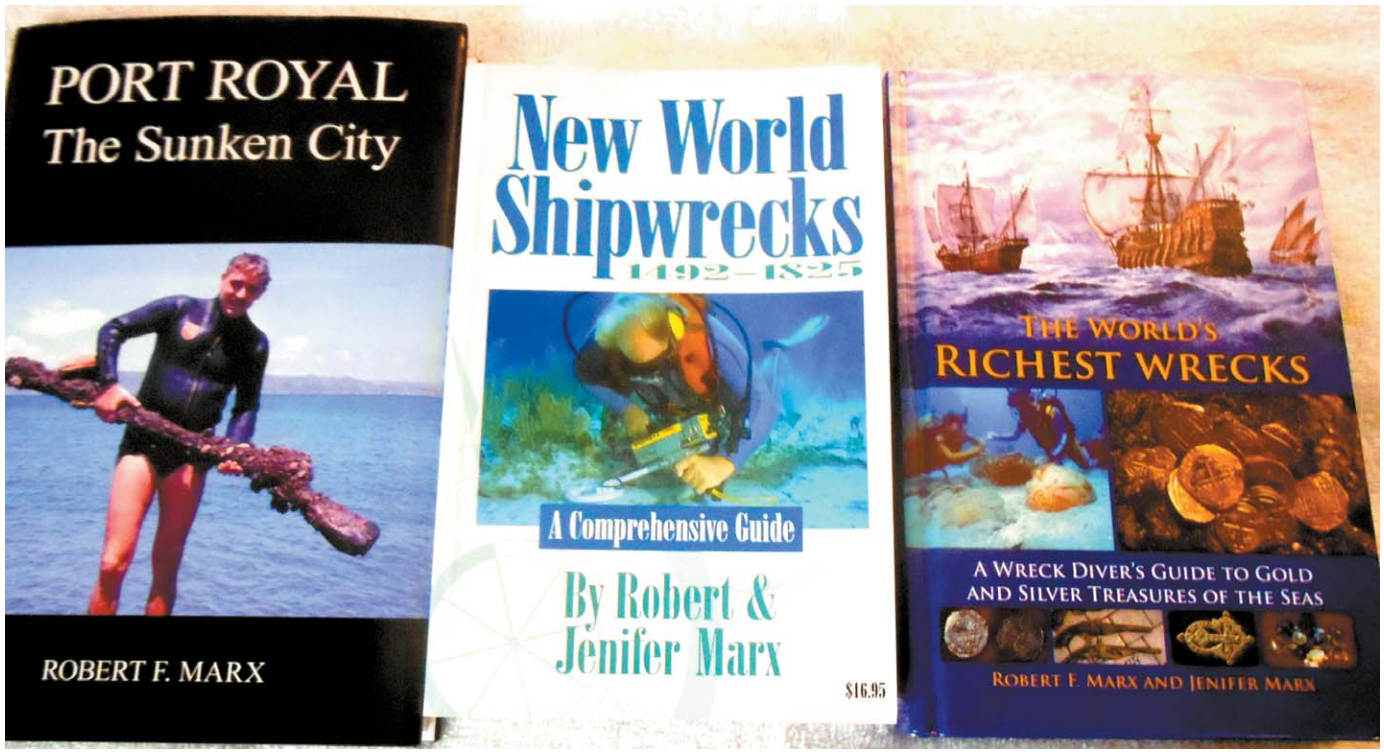
I realize this tale is similar to a commercial for the Dominican Republic. Maybe I'll send it to their Consulate so they can use it to extol their country. The whole two weeks were a fantastic, unexpected treat.



Robert Marx: Non-Stop Adventure in a Quest for Treasure

by Ralph Trout

Many of the best meetings are pure happenstance. I met Bob Marx in Florida after a series of coincidences led me to this supreme guru of sunken ships. Over the years I'd found a few valuable wrecks in the Caribbean and been working at getting legal salvage permits to no avail, so I dropped the projects. Then, on a trip to Cuba, the captain got us stuck on a sand bar off Tavenier. A Keys character, Captain Dennis, tried to pull us off, but didn't help. On return, I called Dennis and wanted to take him to dinner for his assistance. He introduced me to a successful treasure hunter, Dave Foster. Through Dave I contacted Bob Marx. I'd been reading Marx's shipwreck books since I'd moved to the Virgin Islands in the '80s. Marx's *Shipwrecks in the Americas* was always *the* source of information and gave the directions for my explorations. Our common denominator was more than "splashing for cash" — as soon as I entered his office, he asked where I was from and we became Pittsburgh buddies.



I was raised on a farm reading tales of sunken treasure. I was astonished to learn recently that Bob Marx had written many of those articles, too. Bob still enjoys that same optimism and lust for adventure. At least once a week, a new shipwreck project comes up and, after a few phone calls and e-mails, El Supremo has organized another expedition. Bob says he is constantly searching for the fountain of youth so he can begin again.

Now 84, Bob Marx has contributed tremendously to the field of underwater archaeology. Few shipwreck archaeologists have spent more time under water or poring over historic manuscripts. He is presently involved with projects in several Caribbean islands, as well as coordinating recoveries along the Florida treasure coast. Once a month he lectures at Florida Institute of Technology.

Always a leader, Bob was one of the first to learn SCUBA in the US Marine Corps in the late 1940s. After serving in the Korean conflict, the Navy had him diving all over the world. On a 6th Fleet cruise to the Mediterranean in 1951, he spent three days scouring the sea floor of Cadiz Bay, Spain. He reported that it was like an underwater museum, with Phoenician, Greek and Roman bronze and marble statues, as well as countless other types of treasure such as amphorae, and artifacts from Spanish and other European colonial-period ships.

On his first Caribbean adventure, he spent six months running a dive school for the Marine Corps on Vieques Island, in the Spanish Virgins, just east of Puerto Rico and close to St. Thomas. In those days, all he had to do was just dive and grab all sorts of fascinating shipwreck artifacts, plus plenty of lobsters and fish for dinner. He later worked with the first dive shop in California, owned by another soon to be famous shipwreck entrepreneur — Mel Fisher of *Nuestra Señora de Atocha* fame. Together they founded the Los Angeles Neptunes, the country's first diving club.

Diving Tales of the Early Caribbean

Tropical life appealed to Marx and he moved to Cozumel, Mexico when he finished his military tour of duty, in 1954. There were fewer than 400 residents on the island and Marx opened the first hotel there, which was also the first dive resort in the Caribbean and perhaps the world.

For five years he provided not only diving with abundant marine life, but also introduced visitors to the thrill of helping him comb surrounding reefs for old wrecks. In 1959, he cashed out of Cozumel and began a year-long voyage around the Caribbean, diving at nearly every island and searching for lost shipwrecks.

Before Marx became one of the world's best-known wreck researchers, he talked to fishermen, sometimes plying them with whiskey and rum. Diving was new; few islanders had masks or fins, but they knew where cannons and anchors rested on reefs. He met a modern pirate of sorts known as the Dutch Mailman, because, as he sailed the schooner *Blue Peter*, smuggling cigarettes and liquor among the then Dutch islands, he also carried the inter-island mail. The *Blue Peter* transported passengers and mail from Curaçao to St. Maarten, from 1947 to 1962. Marx and the Dutch Mailman met in Bonaire and as the Dutch Mailman made his rounds, he would drop Marx at an island and return weeks later and carry him on to the next.

In Bonaire, Bob's early tales of the Caribbean began. There were no places to purchase dive gear (the famous Captain Don's Habitat was not established until 1979). He only had goggles that fit over each eye, no face mask. The trek for a wreck site took him by donkey (cars were also rare in 1959 throughout the islands) to the southeast coast of Bonaire, where he had seen an obelisk. In colonial days, the Dutch had controlled the valuable salt trade. Off the salt ponds, Marx discovered piles of iron cannons and anchors. He'd thought he'd found a ships' graveyard. Not yet well educated in artifacts, he never noticed that each cannon had a bad trunnion (the cylindrical projection on each side) or a split barrel. The defective cannons had been used for ballast on Dutch merchantmen and dumped before they filled their holds with salt.

Sailing east, Marx dove off the islands of Coche and Cubagua, near Isla Margarita, and explored the lost port city of Nueva Cádiz, sunk in an earthquake followed by a tsunami (and possibly a hurricane) in 1541. Originally these were the islands of pearls for the Spanish conquistadors. These ruins are now a Venezuelan national monument.

In Tobago, Marx met his most admirable dive partner. Big Anthony was six foot six and weighed in the area of 350 pounds. The big man was a lobster diver extraordinaire. His boat wasn't much more than a dugout canoe and Big Anthony didn't have any more dive gear than goggles. His sling speargun was made from a curtain rod. He carried a big stone and would not-so-gracefully plunge over the side and drop straight to the bottom. He didn't swim, according to Marx: Anthony walked on the bottom and would crush sea urchins to attract fish. He could hold his breath for more than four minutes. He didn't kick his feet, only wiggled his toes to propel himself back to the surface.

Anthony was such an accomplished free diver that he would drop in front of a cave and make sounds that would coax out the lobsters. He guided Bob to Man o' War Bay and a 100-plus-foot-deep ballast pile visible from the surface. They found some pistols and a silver platter that probably came from one of the many pirate ships sunk in the area.



Through a series of coincidences, the author, at right, got to meet wreck diver Robert Marx, whose books had long been inspirations and valued references

Sailing on the *Blue Peter* to Grenada, Bob Marx was led to the site of another Spanish wreck, off Point Saline. Upon surfacing, he saw that his boatman had disappeared. Swimming to shore wasn't easy against the strong currents. Once ashore, he climbed the steep rocky coast, only to be startled by entering the island's leper colony at Quarantine Point.

Bob's most notable experience on St. Vincent was meeting an English lady at the library and being invited to an afternoon tea. Arriving the following afternoon, Bob soon realized that Sir Anthony Eden, former prime minister of Great Britain, was hosting the almost-formal affair. Unfortunately, Bob was ready for the beach in his swim trunks. Years later, he salvaged whiskey off the cruise ship *Antilles*, sunk near Mustique.

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Off Diamond Rock, off the southwest coast of Martinique, cannons were discovered, but Bob realized they weren't from a wreck. They had been pushed from the fortifications located above on the steep rock. It had been named the Hood Battery after Commodore Hood who held the rock in a blockade in the early 1800s. Marx also located and, with the assistance of the French Coast Guard, salvaged the two anchors that are now located near the dock in Fort de France.

On the move northward, he discovered a grisly underwater graveyard off Guadeloupe. A severe storm had washed away a point of land including an old graveyard. An early morning swim uncovered skeletons and gravestones from the 1700s. To the west, on Aves Island, Bob was shipwrecked for five long days when the fishing boat he hired to take him to this out-of-the-way islet (now claimed by Venezuela) lost its prop on the reef. In Montserrat, nothing was found underwater, but in caves in the hills he found Amerindian artifacts that he relinquished to the University of Puerto Rico. In Statia, he explored the then-standing buildings of the old lower city of Oranjested, encompassing 600 warehouses that had sunk into the bay in an earthquake. Marx hauled up buckets of clay pipes and the famous blue beads that were used as currency in the 17th century. Marx later returned to assist in building the museum there.

In St. Kitts, he learned not to tease barracudas with fish on the end of a spear. His lesson almost cost him two fingers. Sailing into Nevis, he found more sunken buildings where the first settlement, Jamestown, was destroyed by an earthquake in 1690, much to the north of present Charlestown. His host on the island was Lady Pomeroy, who had half of the island's available accommodations at her Estate Nesbitt. She had purchased the large coconut plantation in 1950 and had a reputation of blasting her shotgun toward thieves. Marx returned years later in 1970 to help retrieve drowned passengers from the tragic 1970 sinking of the ferry boat *Christena*. As he says, it was a fight with sharks for the bodies.

St. Barths was not very fancy in those times. Lobster was the main business. There was no airport, so the planes landed on grass to pick up the lobster. He found a sunken slave ship off Gustavia. The *Blue Peter* carried him to St. Maarten, and he stayed at one of the first guesthouses, the original Pasanggrahan, on the Dutch side. Snorkeling, Marx found a steel treasure chest — empty. That chest sat in the yard of the guest house for years as rumors circulated that Bob had emptied it. It was also in St. Maarten where he found his first astrolabe (an early device for calculating latitude) and had no idea what it was.

In his time as an underwater demolition instructor in the Spanish Virgins, he had plenty of time on R&R in St. Thomas. Working with C&M Caron's gift and sport-equipment store in the old quarter of Charlotte Amalie, he was the first to take tourists snorkeling. His young assistant, Leslie Caron, would soon be famous as a movie star. I guess those *were* the days.

Port Royal – a Crowning Achievement

Chatting with a larger-than-life character such as Bob Marx it's difficult to decide which adventure was his crowning achievement. Port Royal, Jamaica disappeared into the sea as a result of an earthquake in June of 1692, taking down about 2,000 people. Port Royal was the official pirate headquarters of the Caribbean, constructed with solid brick buildings, and had a population upwards of 7,000 people.

Tales of a sunken treasure city that slid beneath the waves attracted Bob Marx, and soon occupied four years of solid archaeological work. In 1964, he began working with the Jamaican government to excavate the city. Marx's project halted the proposed dredging to create a deepwater port that would have destroyed all remnants of the historical lost city. If diving the usual 60 hours or more a week wasn't unhealthy enough, Kingston's sewage outflow led towards the submerged pirate town. Marx also survived several collapses of the walls as the mud was cleared. In four years, his team cleared only an estimated five percent of the entire site.

This project yielded a unique time capsule of the historic Caribbean. Every sunken room contained the tools and possessions of its inhabitants on that fateful day. Port Royal provided millions of historically important artifacts, including some silver Spanish pieces of eight. As the budgets dried up, Marx convinced UNESCO (the United Nations Educational, Scientific and Cultural Organization) to use its influence to protect what he feels is the most important underwater archaeological site in the Western Hemisphere.

Bob Marx' life reads like an action-movie script. Having been made a Knight-Commander in the Order of Isabella the Catholic by the Spanish government, he is now Sir Robert F. Marx. At age ten, Marx built a helmet from the top of a water-heater tank attached to a hand pump and used it to scour murky river bottoms around Pittsburgh. He found anchors, fishing rods and lures. At 13, he ran away to Atlantic City, New Jersey. Taken in by a helmet-diver and his wife, he became an apprentice helmet-diver. One day he came upon a gold pocket watch, a discovery that sparked his life-long quest for treasure. Eventually, Marx was able to create a real, non-stop adventure of his life, balancing the quest for treasure with honest marine archaeology.



Sir Robert Marx is the author of numerous books, which can be found on Amazon. If you choose to read more about his exploits, check out The Best of Bob Marx Volumes 1 and 2.

Right, above: Marx salvaged pieces of eight from the sunken pirate city of Port Royal, Jamaica



THE SABA ISLANDER

Right: In the 1950s, he traveled the Lesser Antilles aboard the Dutch mail schooner Blue Peter



Happy Holiday Highlights in the Caribbean December 2017 and January 2018

Welcome to the region where Santa wears shorts, the Christmas carols are played on steel pan or the ukulele-like *cuatro*, a living Christmas tree might have coconuts, and the holiday spirit is warm and bright.

Christianity is the Caribbean's dominant religion, so Christmas is a highlight of the year. Many churches hold midnight services on December 24th and again on Christmas Day, and visitors are most welcome. For last-minute gifts, shops often open late into the evening on Christmas Eve. Christmas Day and Boxing Day (December 26th) are public holidays in most places. Beach picnics or "river limes" (riverside picnics) are popular local pastimes on Boxing Day.

New Year's Eve, also called Old Year's Night, is also a major event, with all-night parties and fireworks, popping corks and boat horns at midnight.

In this article we highlight just a few Caribbean holiday season happenings, traditions and activities to look out for.

Please note that all information was correct to the best of our knowledge as this issue of Compass goes to press. However, the after-effects of September's storms have affected communications and logistics in some locations and we have not been able to reconfirm some events. Please contact the organizers, if possible, when making your plans.

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The Spanish-Speaking Islands

Christmas is celebrated in Cuba, the Dominican Republic and Puerto Rico on both Christmas Eve (Noche Buena) and Christmas Day. The festivities include extended families, friends and lucky visitors, and traditionally feature a feast starring a whole roasted pig. Many families attend Midnight Mass on Christmas Eve (even in Cuba. Although it officially became an atheist nation in the 1960s, since the late 1990s there has been a resurgence of Christianity). Throughout December, look out for elaborate nativity displays and concerts.

New Year's Eve usually features the expected fireworks, music and late-night revelry. On Three Kings Day, January 6th, los Reyes Magos bring gifts to children.

In Puerto Rico, Christmas celebrations begin early in December and include the now waning tradition of *parrandas,* which consists of families and friends bringing music from one house to another, supposedly taking people by surprise. From December 15th through 24th, churches conduct masses held at dawn featuring the singing of *aguinaldos*, the Puerto Rican versions of Christmas carols. The end of Three Kings Day is the beginning of *octavitas*, a week of festivities highlighted by parades and music on Calle San Sebastian in San Juan.

Although Hurricane Maria hit Puerto Rico hard, and many areas are (as of this writing) still without power or water, the Puerto Rico Tourism Authority says, "This is a wonderful time to come to Puerto Rico. We expect Puerto Rico will celebrate Christmas and life more than ever after enduring and overcoming such difficult challenges. The island will be decorated with colorful lights, and will be ready to welcome visitors in the upcoming travel season with a renewed spirit. The beaches ought to be in back to their normal glory. Your travel dollars will certainly make a great contribution to the island during this difficult time."

USVI

Lighted Boat Parades are a traditional feature of the run-up to Christmas in the US Virgin Islands. "Deck the Hulls" at the St. Thomas Lighted Boat Parade along the Charlotte Amalie, St. Thomas waterfront. This year's parade is scheduled for December 15th, starting at 7:00PM. Cash prizes will be awarded at the post-parade party hosted by Tickles Dockside.

Visiting vessels are welcome to join the St. Thomas Lighted Boat Parade. For information contact Crown Bay Marina at frontdesk4@crownbay.com or (340) 774-2255.

St. Croix usually has an annual Crucian Christmas Boat Parade, which attracts crowds to the Christiansted boardwalk to view the decorated boats and enjoy some fireworks. Unfortunately, thanks to sunken vessels still in the harbor, this year's event is cancelled. But the Botanical Garden is having "Christmas Spoken Here" on December 3rd, and St. Croix will celebrate its 65th Anniversary Crucian Christmas Carnival at the Carnival Village, staged in the parking lot near the Paul E. Joseph Stadium, beginning on December 26th and ending on January 6th. On January 3rd, J'ouvert revelers gather at Hannah's Rest corner at 5:00AM, followed by the Food, Arts and Craft Fair starting at noon around the Eliza McBean Clock Tower. On January 5th, the Children's Parade will begin at the Claude O. Markoe School at 10:00AM and proceed down King Street to the Village area. The Adults parade will follow the same schedule and route on January 6th.

Visit www.stxfestival.com for more information on the Crucian Christmas Carnival.

Celebrate Hanukkah, December 12th through 20th, 2017, in St Thomas with the Hebrew Congregation of St. Thomas. Located at the top of Synagogue Hill on Crystal Gade in the heart of downtown Charlotte Amalie, this Synagogue, listed in the National Register of Historic Places, is the oldest in continuous use under the US flag and the second oldest in the Western Hemisphere.

Contact info@synagogue.vi for more information.

BVI

In Road Town, Tortola look out for Christmas on DeCastro Street on December 1st and 2nd. Although this year's event will be scaled down owing to the effects of Hurricane Irma on business places and sponsors, City Manager Janice Braithwaite-Edwards says "We are trying to do something because we feel that we still need to ring in Christmas with the Christmas spirit." Enjoy local foods, traditional music, while vendors offer various items for sale.

WWW.JORGEARCE.ORG



Clockwise from left: Cartagena, Colombia goes all out with its Christmas light displays; the January period known as octavita *sees San Juan, Puerto Rico in party mode; fabulous homemade lanterns are on display at Castries, St. Lucia's December Festival of Lights*

Anchor at Trellis Bay, Tortola, for the New Year's Eve festival, with dancers, stilt-walking *moko jumbies*, a live "fungi" band, and artist Aragorn Dick-Read's famous Fire Sculptures. On this night, he places the sculptures on mounts in the sea, where they are fueled with firewood and set ablaze against a backdrop of fireworks.

Foxy's Tamarind Bar at Great Harbour on Jost Van Dyke was storm-damaged, but quickly got back up and running. It's a famous — or infamous — place to ring in the New Year. At Foxy's there's always special entertainment for New Year's Eve.

Visit thefoxbox@foxysbar.com or https://foxysbar.com for more information.

The BVI Horse Owners Association traditionally holds its annual Boxing Day horse racing events at the Ellis Thomas Downs Horse Racing Arena in Sea Cows Bay, Tortola. Large crowds are expected each year, so be sure to arrive early.

ONELUCIAN.COM



Dutch Islands

Dutch St. Maarten and the ABC islands have a unique Christmas tradition that comes straight from Holland, with visits from Sinterklaas and his mysterious minions, the Zwarte Piet (Black Petes), on December 5th.

In Curaçao, every year Pietermaai District is transformed into a Tropical Winter Wonderland; this year it happens on December 9th. Roam the narrow streets of the neighborhood in search of yummy treats and unique gifts. On the 22nd, starting at 6:00PM, there will be a Christmas Fair at Jan Thiel Beach: art, music, fashion, lifestyle, souvenirs, food, drinks and much more. It's a friendly evening out for shopping, looking around or just for having some drinks and bites.

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Martinique

In Martinique, the typically French *crèche*, or manger scene, is re-created live on December 24th and 25th in many village squares or churches, with human figures and real animals. From December 24th through January 1st, every town and village in Martinique is in holiday mood, with picnics, dances, fashion shows and much merry-making.

In Fort-de-France on December 30th (not the 31st; *Martiniquais* traditionally spend New Year's Eve with family), fireworks are launched at around 9:00PM from the historic harbor-side Fort Louis, and shops stay open late.



WWW.GRENADAGRENADINES.COM

Hear authentic parang music, a Christmastime special, at the Carriacou Parang Festival, December 15th to 17th

St. Vincent & the Grenadines

Nine Mornings, a unique Vincentian festivity associated with the Christmas season, runs from December 16th through 24th. Vincentians awake in the early hours of the morning and partake in sea baths, bicycle riding, dances and street concerts. In the rural areas, the final morning of the festivity usually ends with a steel band "jump-up".

Visit www.discoversvg.com for more information.

In Bequia, there's nothing else like the New Year's Eve "pub crawl" all the way along the pedestrians-only seaside Belmont Walkway, from the town of Port Elizabeth to the Bequia Plantation Hotel, with half a dozen great places to have a drink or a meal all along the way. Find yourself a spot with a good view for the spectacular fireworks over Admiralty Bay at midnight.

Grenada

The Carriacou Parang Festival is held the weekend before Christmas. The Sunday night activity is a competition among organized parang groups from villages throughout Carriacou, Petite Martinique and even Grenada, all competing for cash prizes along with a challenge trophy. The groups are comprised of eight members and they are all dressed in colourful outfits to reflect the festive season.

Grenada's top singers will be on show on December 3rd when the Rotary Club of Grenada brings you Carols by Candlelight at the Quarantine Point Recreational Park — a magical evening every year. Gates open at 3:00PM for the full family-friendly event.

Visit http://rotarygrenada.org/cbc for more information.

The Band of the Royal Grenada Police Force will present Christmas Brass IX on December 10th at 5:00PM at the Grenada Trade Centre at Grand Anse.

Trinidad & Tobago

In Trinidad, Christmas is parang time. Parang is a popular musical style inspired by the parrandas of neighboring Venezuela. Traditional parang bands often consisted of four to six singers accompanied by musicians who played stringed instrument including guitar, *cuatro*, mandolin and violin, and percussion instruments such as maracas (shak-shak), tambourine and "scratcha-ratcha" (güiro). Modern bands include extra singers and electronic instruments. Don't miss the Parang Festival Finale on December 16th from 8:30PM at 22 Hollis Avenue in Arima, hosted by the National Parang Association of Trinidad & Tobago.

Kite flying is an activity usually associated with Easter in the Caribbean. Kites of all sizes, often home made, are flown and contests held in various categories. Tobago extends this tradition to the Christmas period. In Tobago, the 13th Annual Penta Paints Kite Flying Competition will take place on Boxing Day, December 26th, at the Plymouth Recreational Grounds.

Contact (868) 639-5428 for more information.

Colombia

One of the most popular Christmas traditions in Colombia is Midnight Mass, held on Christmas Eve. Attending this solemn ceremony in one of Santa Marta or Cartagena's beautiful Spanish colonial cathedrals would be an unforgettable experience.

But as cruiser Chuck Cherry wrote, "Christmas in Cartagena is not a single holiday — it's a season. In fact, it is THE season for Cartagena. The city is decorated for the festive season in a major way, especially in the old town within the wall. There are hosts of concerts (many of them free in the plazas) with local and international musicians giving performances in a variety of locales. The theaters put on special holiday shows, which extend into the weekdays. A park near the marinas is taken over by more than a hundred small booths selling only toys. My personal favorite is the Christmas tree light section — a couple of blocks almost exclusively devoted to decorative lighting. You will want to visit this area at night.

"So as not to forget the reason for the season, there is a natural escalation of church services, religious events and fundraisers. Since there are several historical landmark churches that you will want to visit anyway, the extra decorations and events make it a good time to go."

This information is correct to the best of our knowledge as this issue of Compass *goes to press; please confirm with contacts where provided to avoid disappointment.*

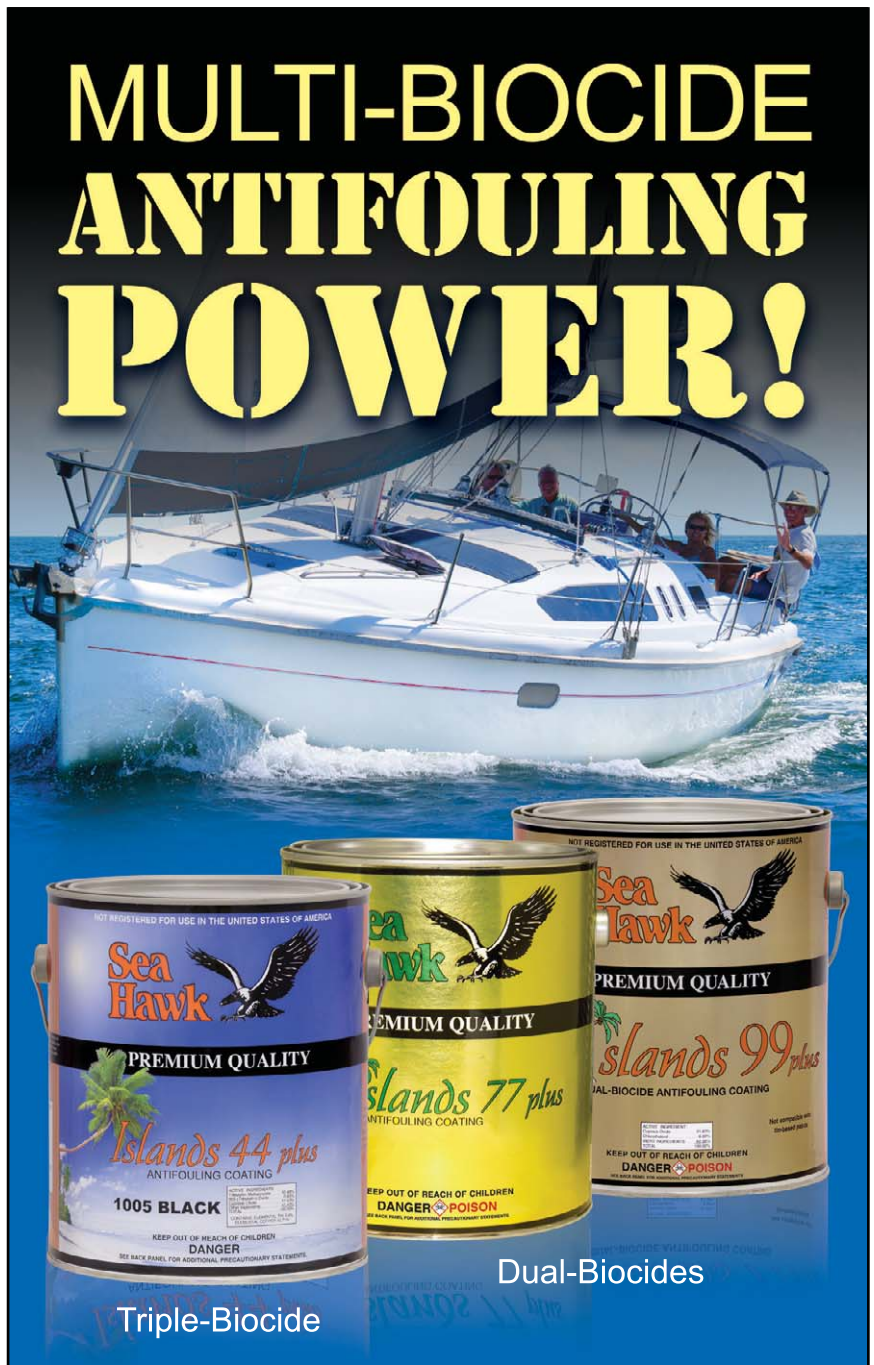
Happy Holidays to all — Caribbean style!

December and January Happenings at a Glance

WHERE	WHAT	WHEN	CONTACT
• St. Kitts & Nevis	Carnival	throughout December to early January	*www.skncarnival.com*
• Tortola, BVI	Christmas on DeCastro Street	December 1st and 2nd	
• Grenada	Carols by Candlelight	December 3rd	*rotarygrenada.org/cbc*
• St. Thomas, USVI	Lighted Boat Parade, December 8th		
• Curaçao	Pietermaai Tropical Winter Wonderland	December 9th	
• Grenada	Royal Grenada Police Force concert	December 10th	
• St. Lucia	Festival of Light	December 12th	*www.cdfstlucia.org/portal/what-we-do/events/festival-of-lights*
• Carriacou	Parang Festival	December 15th through 17th	*http://carriacouparangfestival.com*
• Trinidad	Parang Festival Finale	December 16th	
• Montserrat	Festival	just before Christmas through New Year's Day	*www.visitmontserrat.com/festivals*
• Curaçao	Christmas Fair	December 22nd	
• Antigua	Nelson's Dockyard Champagne Christmas Party	December 25th	
• Bahamas	Junkanoo	December 26th	
• Tortola, BVI	Boxing Day Horse Race	December 26th	
• Tobago	Kite Flying Competition	December 26th	(868) 639-5428
• St. Croix, USVI	Crucian Christmas Festival	December 26 to January 6th	*www.stxfestival.com*
• Bequia, SVG	Positive Vibes Festival	December 27th	*thehubbequia@gmail.com*
• Antigua	Nelson's Pursuit Yacht Race	December 31st	*www.antiguayachtclub.com/nelsons-pursuit-race*
• Bahamas	Junkanoo	January 1st	
• St. Barts	Music Festival	January 14th to 24th	*www.stbartsmusicfestival.org*
• Barbados	Sailing Week	January 16th through 24th	*www.barbadossailingweek.com*
• Bequia	Music Fest	January 18th to 21st	*www.bequiamusicfestival.com*
• Mustique	Blues Festival	January 24th to February 7th	*www.basilsbar.com*
• Grenada	Sailing Week	January 29th through February 3rd	*grenadasailingweek.com*



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Sailor's Gift List: Stocking Stuffers

Browse the local chandleries, shops and markets for special gifts for your favorite sailor. Still got room in that stocking? Here are a few more gift ideas.

Two-Liter Bottle to Wine Glass, One Drink Holder Fits All



Cockpit get-togethers are sailors' favorite way to socialize. But too often, drink holders don't provide the flexibility to handle everyone's favorite beverage. Accon Marine's new Adjustable Drink Holder holds everything from a two-liter bottle to a delicate stemmed wine glass.

The Adjustable Drink Holder is manufactured from 316 stainless steel. It adjusts 6.4cm (2 1/2 inches) vertically and its arms open from 6.4cm to 10cm (2 1/2 to nearly 4 inches). While easy to change to fit a specific beverage container or glass, it provides a sure, solid grip for spill-free use. The holder can be swiveled in its quick-release base for easy access. When it's not needed, the holder snaps out of its quick-release base for stowage.

The stainless steel base mounts flush to the surface, so cutouts aren't required. It installs easily with two #10 screws.

Visit www.acconmarine.com for more information.

Quick And Easy Way to Clean Fiberglass

Stains on your boat are a pain! Now, with Davis Instruments' FSR Fiberglass Stain Remover, you don't have to work as hard or as long to remove them. With this fast-acting gel, it's easy to remove oil, rust, exhaust and waterline stains, and gelcoat discoloration.



It works on white painted surfaces, fiberglass, stainless steel, and fabrics such as cushions and sailcloth. Perfect for getting rid of rust bleeders from the deck or hull, it's non-abrasive, so it won't mar glossy surfaces.

FSR is applied with a brush, cloth or sponge. After a few minutes, it's simply wiped off or rinsed with water. No sanding or compounding is needed.

For large or multiple boats, or boatyard and marina use, Davis offers FSR Big Job. It's the same effective gel, but in a convenient two-liter size — but that's too big for your stocking!

Visit www.davisnet.com for more information.

Electrical Systems Designed for International Use

The use of 60-cycle electrical systems on US- and Canadian-built boats can present hazards when those vessels are used abroad. Hubbell Marine solves this problem with its line of dedicated, CE-certified, 50-cycle ship-to-shore products. They are configured for use exclusively on 16-, 32- or 63-amp circuits.



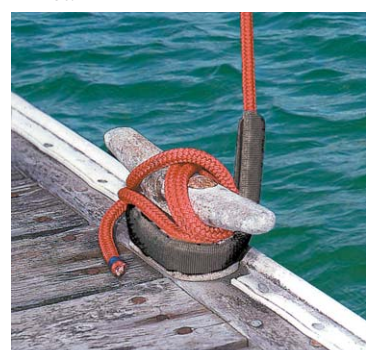
Employing standard US National Electrical Manufacturers Association designs, these shore-power products use traditional marine styling. The line includes 230V twist-lock and 240V pin-and-sleeve shore-power inlets and receptacles, plus connectors and plugs. They are not interchangeable with 60-cycle systems.

Superior components used in the various products include watertight seals, nickel-plated rear enclosures and contact blades, and thermoset interiors that resist arcing and heat build-up. Hubbell offers 316 stainless steel or non-metallic covers, plus a variety of connectors and plugs, to create complete sets.

Visit www.hubbell-marine.com for more information.

Protecting Dock Lines and Boat Finishes from Wear

Not only are lines expensive, they're the only things that hold your boat in place while in a slip, at anchor or on a mooring. Even on a calm day, vessels gently sway, causing constant friction that damages cordage. Tired of using bits of old hose or canvas to protect your lines? Secure Chafe Guards from Davis Instruments protect braided and three-strand rope from wear. Using Secure Chafe Guards also helps protect gelcoat and varnished finishes from the sawing motion of rope wear.





Easily installed and removed, Secure Chafe Guards feature Velcro hook fasteners along the entire interior to grip the line and allow them to be adjusted to adapt to changing conditions. Covered in rugged, UV-stabilized nylon webbing for superior abrasion resistance, they fit line from 10 to 25mm. At 40cm long, they're perfect for use on cleats, chocks, hawseholes, anchor rollers, crossing lines or anywhere abrasion may occur. They now come in black or white.

Visit www.davisnet.com for more information.

What *Compass* Readers Say!
Compass Readers' Survey 2017

Caribbean Compass has conducted a Readers' Survey approximately once every three years since our inception in 1995, to make sure information is flowing both ways. The results of the seventh *Caribbean Compass* Readers' Survey are in, and once again there has been an excellent, thoughtful and informative response. Your input keeps us up to speed on who you are and what you want — both from the Caribbean region as a sailing destination and from the *Compass* itself. Many thanks to all who responded to our 2017 survey.

Who Are You?

Holding true from our last (2014) survey, the typical *Compass* survey respondent is a boat-owning North American male over 45 years old. Fewer women responded this year than in '14 — c'mon, ladies; step up! British and European sailors are also represented, as are younger ones. The majority of respondents cruise the Caribbean with one other person aboard a private sailboat, and have stayed or plan to stay in the Caribbean for more than one year. Their boats are most often on the move.

Of those respondents who live aboard, nearly 40 percent stay aboard all year round. The others leave their boat in the Caribbean for part of the year, usually hauled out in a boatyard (56 percent), or else docked in a marina (26 percent) or left on a mooring with guardianage (14 percent).

In addition to sailing, *Compass* readers say they enjoy snorkeling, cultural events, hiking, photography, fishing and scuba diving.

Your Current Concerns

DESTINATIONS

Clearing in and out of different countries is part of the Caribbean sailing experience. Seven out of ten respondents agreed with the statement "most Customs and Immigration officers in the Caribbean are efficient and courteous". Eight out of ten would use the SailClear system where available.

Destinations are the Caribbean's allure, and most respondents like to be at anchor much of the time. We asked readers, "What makes an anchorage desirable?" The response was "a clean environment and friendly people!" — by far. This was followed by (from more to less important) dinghy dock, security patrol, WiFi, fuel and water, shops and restaurants, and moorings.

Since a clean environment is of such importance, we asked a couple of questions about boaters' own waste. Six out of ten respondents agreed that yachts should be required to have and use holding tanks, and 87 percent agreed that marinas should provide holding tank pump-out facilities. Nine out of ten agreed that if yachts are not required to use holding tanks, there should be "no anchoring" zones within 200 feet from beaches to keep yacht sewage away from swimmers.

Eight out of ten agreed that charging yachts an entry fee for marine parks is fair.

Regarding the factors that make an anchorage undesirable, respondents rated security problems, harassment and overcrowding as the three biggest turn-offs. These major factors were followed by noise, poorly located moorings and lack of facilities. Survey respondents overwhelmingly (95 percent) said they prefer to be in places without jet skis.

Nearly all 2017 survey respondents (98 percent) agreed with the broad statement "Security is an increasing problem in certain Caribbean destinations"; slightly fewer (84 percent) agreed with the statement "Security is getting to be more of a problem in the region as a whole". Eighty-six percent of respondents felt that local authorities are not taking adequate action to ensure security.

Naturally, identifying the safe and less safe destinations is critical. In addition to *Compass*, respondents said their main sources for security information include the Caribbean Safety & Security Net (safetyandsecuritynet.org), Noonsite (www.noonsite.com), Facebook cruisers' groups for various areas, and word of mouth.

Of course, there's more to a boater's life than relaxing in secure anchorages with clean environments and friendly people. What did respondents say makes a "working" (e.g. repair and maintenance) destination desirable? They rated the following from most to least important: availability of parts and supplies, value for money, availability of skilled service providers, environmentally safe disposal of waste, favorable weather, and duty-free concessions for parts and supplies.

Readership Matters

The respondents to this year's survey were split nearly half and half between long-term readers who have been reading *Compass* for more than ten years, and readers who have more recently picked up the habit — the majority of both groups said that they read the *Compass* every single month. This reader loyalty is supported by survey results that show high satisfaction levels with our content. We've taken note of what you like best, what you'd like more of, and how we can better serve you.

A full 75 percent of 2017 respondents report that they read *Compass* online. Interestingly, 40 percent say they read it in print, indicating that some readers do both. As one respondent wrote, he reads the print version when in the Caribbean, and "I do also read online, however. Especially when we are home in the summer and I really enjoy keeping up on the Caribbean news." Those who read the print version indicated that they usually find it easy or very easy to obtain a print copy in the Caribbean. We've taken note of those places where it's hard to find, sometimes because "they go so quickly there!"

Every readers' survey self-selects an audience of fans, but we're proud to say that, although most report reading other regional and international boating publications, 97 percent of survey respondents agreed that "*Caribbean Compass* is my favorite source of monthly information for sailors in the Caribbean". Nine out of ten say that they recommend *Compass* to their friends or share links to the website.

Ads are Important, Too

Ninety-five percent of this year's survey respondents say they find advertisements in *Compass* to be "useful" or "very useful". More than half report that they have purchased a product or service after seeing it advertised in *Compass*.

In Your Own Words

Finally, we asked our 2017 survey respondents to describe *Caribbean Compass* in their own words. The criticisms were few and constructive; thank you and thank you! The kudos were abundant and let us know that we are on course. Thanks again! Here are a few:

"The pulse of yachting in the Caribbean — cruising and racing."

"The best way to know what is going on in the Caribbean sailing world."

"An invaluable source of up-to date-information for cruisers."

"Great, authentic source of relevant info and local flavor."

"Thank you for including information on the local folks as well. We really value that, as we are here for the culture and appreciate the local people letting us enjoy their piece of paradise."

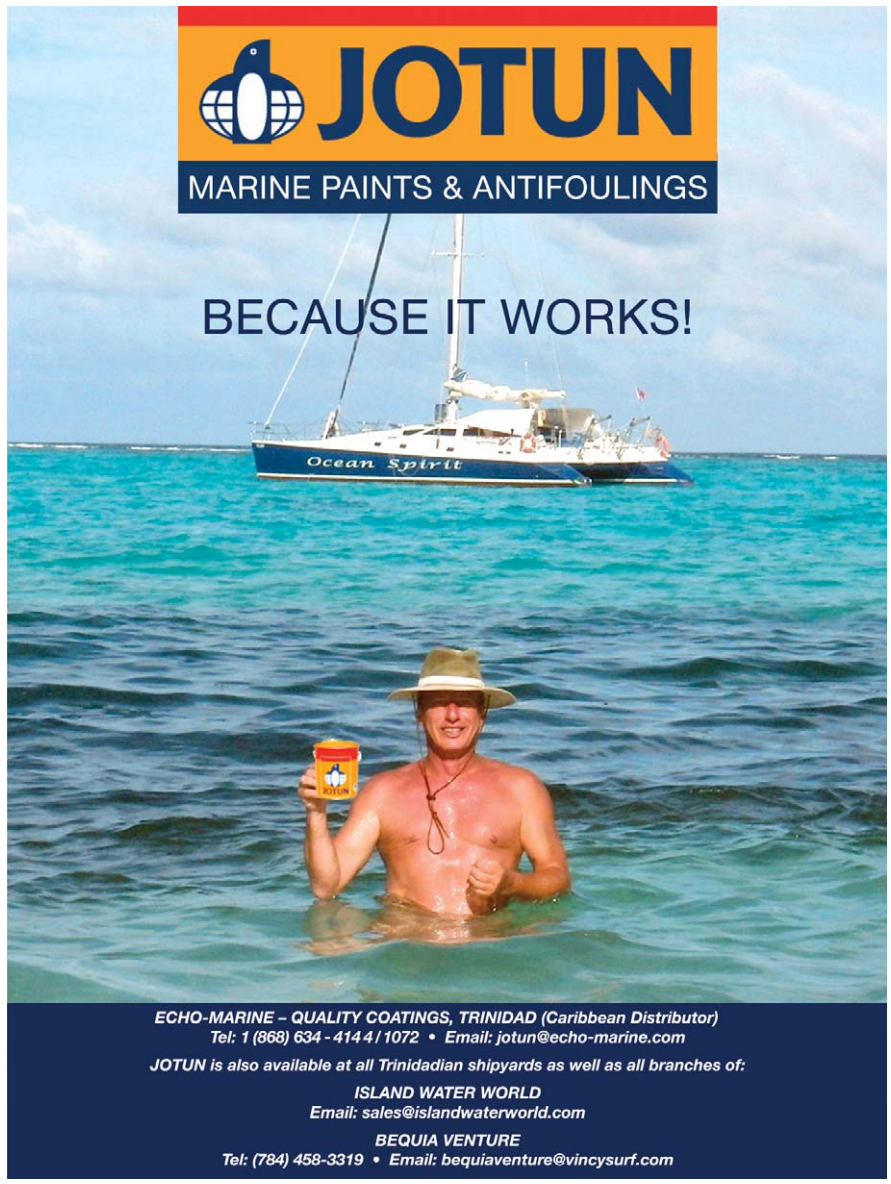
"The voice of the islands and the conscience of the cruisers."

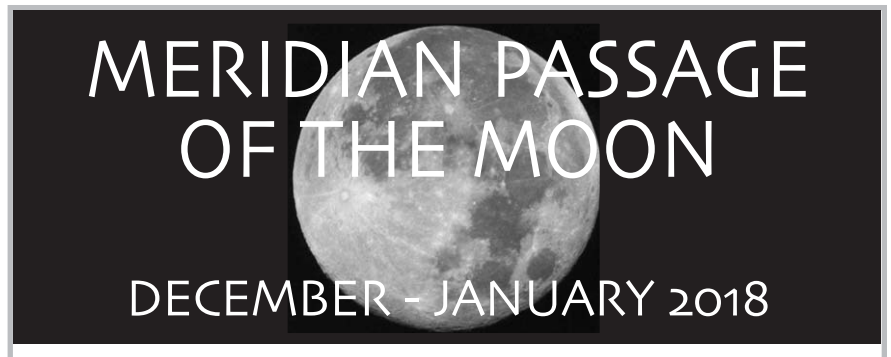
"Very professional, well balanced, and a highly useful source of a wide-range of information."

"A must for sailors that spend time in the region."

"The go-to source for what's happening around the Caribbean and an excellent source for news and helpful articles."

"Useful infos, good entertainment, and after a few months, good for another read and then wrapping vegetables!"





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!

December 2017	
DATE	TIME
1	2215
2	2312
3	0000 (full moon)
4	0013
5	0116
6	0219
7	0320
8	0418
9	0511
10	0604
11	0648
12	0734
13	0819
14	0903
15	0948
16	1034
17	1120
18	1208
19	1256
20	1344
21	1431
22	1518
23	1603
24	1649
25	1734
26	1821
27	1909
28	1940
29	2153
30	2233
31	2323

January 2018	
1	2356
2	0000 (full moon)
3	0100
4	0201
5	0259
6	0353
7	0443
8	0551
9	0616
10	0701
11	0756
12	0831
13	0918
14	1005
15	1052
16	1140
17	1228
18	1315
19	1402
20	1447
21	1533
22	1618
23	1704
24	1752
25	1842
26	1937
27	2024
28	2125
29	2237
30	2339

The Second Wave

Hurricane Relief — Where Do We Go from Here?

The immediate response to the damage caused to some Caribbean islands by Hurricanes Irma and Maria in September was impressive. With generosity matched by enthusiasm, people leapt forward to help, and vessels of all sorts laden with water, food and other relief supplies quickly carved wakes to the affected isles. [*See www.caribbeancompass.com/online/october17compass_online.pdf and www.caribbeancompass.com/online/november17compass_online.pdf*]

But disaster relief is an extended passage. Although immediate needs usually get looked after promptly, often there is a huge need for help months later. Much progress has been made, and should be lauded, but, as Lulu Trask wrote on November 23rd in *Superyacht News*, "…by portraying too strong an image of survival and even one of a thriving destination, we run the very dangerous risk of indirectly suggesting the Caribbean no longer needs our help, when it absolutely does." While some might think the need for relief from events that happened three months ago over, it isn't. Others know there is much yet to be done but are feeling "disaster fatigue" and have lost motivation.

Now — with an influx of new and returning boats and more people moving around as the high sailing season starts, and with the holiday spirit of giving in the air — is the time for a renewal of energy and efforts to help Dominica, Barbuda, St. Barts, St. Maarten/St. Martin, the Virgin Islands and Puerto Rico get to the next waypoint on their voyage to recovery.

First, for a morale boost, let's take a look at some examples of the progress being made in storm-stricken islands, and just a few of the perhaps lesser-known things being done — and then see what we can all do to help now, in the all-important "second wave".

Bright Spots in Puerto Rico

Although the recovery news from Puerto Rico in general remains distressing, at least in terms of marinas there is good news.

Puerto del Rey marina in Fajardo (www.puertodelrey.com) reports that over 1,300 vessels there survived a direct hit from Hurricane Maria, with 90 percent of the vessels in the water coming out unscathed and less than three percent sinking. Ninety-three percent of vessels in the marina's Hurricane Storage program are in condition to be ready to cruise this season. Jorge Gonzales says, "Just days after the storm we were open for business. Our fuel dock, restaurant, helipad and apartments are all open for business. The San Juan airport is fully functioning, and Puerto del Rey is only 45 minutes from there. Winter cruisers escaping the cold weather can come to Puerto del Rey today and enjoy the full experience."

From Marina Pescaderia on Puerto Rico's west coast (www.marinapescaderia.com), José Mendez reports, "Glad to have new transients coming in for new adventures. Sad to see old friends leaving for new adventures. Transients are on the move! Got the washing / drying machines and the rental cars back in action. Everything back to normal at Marina Pescaderia!"

See more hurricane-recovery business updates in this month's Business Briefs, page 8.

Some of the Ongoing Efforts Underway

"Since the hurricanes hit, the Governments of Antigua & Barbuda and Dominica, along with the Caribbean Disaster Emergency Management Agency (CDEMA), have been working on the ground hand-in-hand with UN teams, co-led by the UNDP and the UN Office for the Coordination of Humanitarian Affairs," said Irwin LaRocque**,** Secretary-General of the Caribbean Community (CARICOM). "Also on the front line have been other CARICOM Member States and specialized institutions, France and its departments in the Caribbean, Venezuela, the United Kingdom, the United States and the International Committee of the Red Cross. Women and men are working around the clock to build back better."

Louise Mitchell Joseph reports that the Grenadines Partnership Fund's donation to the Diamond Trust allowed the Trust to send over EC$10,000 in materials from St. Vincent & the Grenadines to Dominica last month on the local cargo vessel *Admiral Bay*. "Thanks to Hand2 Earth for linking us directly with a Kalinago community family in need of building materials."

In St. John, USVI, resident and country music star Kenny Chesney set up the Love for Love City foundation to help rebuild (loveforlovecity.org). In addition to assisting the hard-hit island's human inhabitants, Chesney has partnered with Pets With Wings, Big Dog Ranch Rescue and the Humane Society of St Thomas to evacuate 90 homeless, abandoned or stranded dogs to Palm Beach, Florida to be re-homed.

To replace trees toppled by the storms, the UK Royal Navy carried 120 sprouted coconuts and young coconut trees from other islands to White Bay, Jost van Dyke and Brewer's Bay, Tortola, BVI.

Hank Schmitt of Offshore Passage Opportunities (www.sailopo.com) reported on November 19th, "We just returned from Dominica. We brought seven generators, ten power tools and 30-pound pails of screws and nails. I also paid a contractor to fix the PAYS Pavilion so they will be ready for the season. When I get home I will be ordering 30 more new mooring buoys for their mooring field. We also started a credit union so some PAYS members can borrow money to fix their boats and be ready for the season."

On the same day, Ray Thackeray of the International Rescue Group (members.internationalrescuegroup.org) reported, "We dispatched a 42-foot Morgan, *S/V Relentless*, to Puerto Rico with supplies yesterday morning (one of the crew is from Fajardo and I'm confident the supplies will reach the people locally who need them most), and two more boats are sailing in here in the coming week to load up for PR as well, bound for Fajardo, Culebra and Vieques."

The cell-phone company Digicel has committed to rebuilding seven primary schools and 360 homes in Dominica's Kalinago Territory that were devastated by Hurricane Maria. Chief Executive Officer of Digicel Dominica, Nikima Royer-Jno Baptiste, stated, "Our focus on helping the country build back better has seen us committed to rebuilding seven primary schools in the Kalinago Territory, Castle Bruce and La Plaine… our scope has extended and we will also be rebuilding the homes of a number of children attending these seven schools."

As seasoned seafarers, members of Team Wadadli, rowers from Antigua who compete in the Talisker Whisky transatlantic rowing race, were instrumental in the evacuation of the island of Barbuda. As Alison Sly-Adams of Antigua Nice (www.antiguanice.com) reported, the rowers had already selected the cause of marine conservation to raise awareness of by participating in the current Talisker Whisky Atlantic Challenge, but Hurricanes Irma and Maria "moved the conversation of climate change to a whole other level". They decided that Barbuda had to become a key part of their journey. "Barbuda needs all of our help and this event will be the perfect platform to highlight why it's ecologically such an important space and engage the world's media in helping us raise the funds that are needed to rebuild it."

As recently as November 20th, VI-R3 (vi-r3.org.) distributed 2,000 cases of water, 130,000 C and D batteries and many hygiene kits to an estimated 3,500 to 4,000 St. Croix, USVI residents. VI-R3 (formerly Hurricane Relief for Our Sister Islands) was founded by brother-and-sister team Sarah and Matt Ridgeway on the night Hurricane Irma hit St. Thomas and St. John. The two were born and raised on St. Croix and lived through the recovery efforts after Hurricane Hugo. After Hurricane Irma, the siblings, along with friends and other local volunteers, worked with the Coast Guard to get permission to transport relief supplies to St. Thomas and St. John and provide assistance to evacuees. After Hurricane Maria, the group changed the organization's name to VI-R3, with the intention of forming a permanent group that is able to respond immediately if the Virgin Islands experience another hurricane or a natural disaster in the future.

Editor's note: There is a very interesting effort underway to coordinate future boat-lifts and other yacht-based hurricane-relief missions in the Caribbean, to make sure supply deliveries aren't duplicated and the right things get to where they are needed. We'll have an update on that in next month's Compass*!*

Next Steps

"Caribbean Community (CARICOM) Member States must seize the opportunity to help the countries that were devastated by the recent hurricanes to build back better and become the first climate-resilient nations in the world," says CARICOM Secretary-General, Ambassador Irwin LaRocque.

Many CARICOM Member States were struggling to overhaul outdated power plants prior to the passage of the hurricanes. CARICOM Energy Programme Manager, Dr. Devon Gardner, highlighted the example of Dominica, which was on the verge of financial closure for the construction of a geothermal plant, which could have reduced the island's dependency on fossil-based electricity by 50 percent. Now, the government is faced with the priority of providing for its citizens who have been heavily impacted by the hurricane. Gardner says, "Our future lies in the reduction of risk from extreme weather impacts, which requires adapting our economic, social and environmental systems to changes that are already unavoidable. A strategic focus on energy, climate and disaster risk… is needed, [to] decouple our development from expensive fossil fuel use."

The European Investment Bank and the Caribbean Development Bank have set up an emergency post-disaster reconstruction financing initiative that will support investments for Caribbean infrastructure reconstruction projects in the wake of the recent hurricanes. The new US$24 million financing package is in addition to the US$120 million Climate Action Framework Loan II signed in May this year, and which remains the EIB's biggest loan to the Caribbean. Eligible investments include infrastructure reconstruction, with a focus on "building back better" and integrating climate risk and vulnerability assessments into the projects.

The US Coast Guard reported on November 17th that post-hurricane maritime response operations through out the USVI began off of St. Croix to address direct impacts of grounded vessels on reefs and other marine habitats. The Coast Guard is overseeing efforts in conjunction with the USVI Department of Planning and Natural Resources to identify and oversee the removal of more than 400 vessels across the islands. The report said that there are almost 300 vessels in VI waters that have no known owner.
Visit http://usvihurricaneboatremoval.wordpress.com for more information.

BVI Director of Tourism Sharon Flax-Brutus has suggested that tourism-based economies institute a "national shutdown policy" to be triggered in advance of a major hurricane. Flax-Brutus explained that following Hurricanes Irma and Maria, which left many tourists stranded for several days on affected northern Caribbean islands, tourist destinations are now tasked with reassuring visitors that their safety is paramount. She argued that it could no longer be a case of guests at hotels staying at their own risk during a major hurricane, nor was it fair for hotel workers to be made to safeguard guests, while leaving the workers and their properties exposed to danger. She suggested that, depending on the severity of the storm, it should be mandatory for guests to be evacuated. She pointed out that clear guidelines for visitor protection would be a step towards erasing any lingering fears.

Similarly, should yachting facilities have mandatory evacuation plans? Although marinas in Puerto Rico reported that most boats there safely weathered the storms, some marinas, boatyards and fleet-storage "hurricane holes" in the BVI and St. Maarten weren't so lucky. As quoted in the November 2017 issue of *Dockwalk* (www.dockwalk.com), the manager of one marina in St Maarten said, "We had 43 boats that sought shelter in our marina, ranging from 40 to 175 feet. Of those, 40 sank at the dock… A 135-foot yacht brought part of the dock down with her… an 80-foot catamaran flipped upside down on top of the dock."

What you can do now

Donate! See a list of reputable donation sites on page 25 at www.caribbeancompass.com/online/november-17compass_online.pdf and updates at www.noonsite.com/General/Weather/reliable-sites-for-caribbean-hurricane-relief-donations

Carry some cargo. Your boat might be small, but stow a bucket of nails or a pail of powdered laundry detergent to bring to someone rebuilding or cleaning up. Solar lights and battery-operated fans are needed where electricity hasn't been restored. Bugs are still a problem: give away mosquito nets and insect repellent (non-aerosol if possible). If arriving in a hurricane-affected island before Christmas, consider the kids.

Lighten up. Buy that fish that guy is selling, even if there's steak in your freezer. Buy the handicraft item or souvenir that's going to put food on someone's table. Let the kid carry your bags or scrub the bottom of the dinghy so he can bring his mother a few dollars. It's all part of the rebuilding effort.

Gifts That Keep on Giving

The "hurricane kids" need your help.

School Supplies for Now

Principal Teddy Wallace of the Roosevelt Douglas Primary School in Dominica requests that boaters bring the following items, and no doubt other schools in hurricane-affected areas would appreciate them, too. (If bringing school supplies to Dominica, declare them to Customs as "gifts", and leave them with PAYS or contact rosezelle05@hotmail.com if you can't take them to a school yourself.)

Picture books and flash cards for learning math, letters and words; construction paper; glue or glue sticks; toilet paper (biodegradable); thumb tacks; children's scissors; paper clips (small and large); chalk, white and assorted colors; world maps, Caribbean maps or globes; heavy-duty staplers; pencils; pens; crayons; rulers; correction tape or fluid; pencil sharpeners; first aid kits; packaged white copy paper (for Xerox copier); Tupperware-type containers; used sails (for sun protection in outdoor areas); assorted color dry-erase markers for whiteboard; blackboard paint, and insect repellent.

Books for Later

Hands Across the Sea (*www.handsacrossthesea.net)* gets books to schools and libraries throughout the Eastern Caribbean. Your donation now will allow them to order and have books shipped next year, when the damaged school libraries will be ready for books!

Finding Safe Harbors and Volunteer Opportunities this Cruising Season



Above: Sailors Helping, in collaboration with Ameriflight and YachtAid Global, got more than 16,000 pounds of immediate aid to Anguilla and Tortola

Right: Ongoing efforts will provide information on clearances, safety and needs for boats wanting to provide aid to the islands

Within days after the Caribbean's devastating Hurricanes Irma and Maria, along with hundreds of other cruisers across the Caribbean, Victoria Fine and her husband, Jon Vidar, stepped up to help their island neighbors. They helped load boats and planes headed to affected islands with must-have items and helped people stuck in remote areas to get out.

Now that hurricane season has passed and larger organizations have taken over the procurement of immediate aid, Fine and Vidar's group of volunteer boaters, called Sailors Helping, is rallying boaters to support longer-term rebuilding.

"We know the best way to help islands recover is to encourage cruisers and tourists to return," says Victoria. "But we knew that coming into damaged ports without clear information could be intimidating, so we decided to fix the problem ourselves."

The Puerto Rico-based team spent the month after Hurricane Maria contacting locals across the Caribbean to build a database of updated port statuses. Another Sailors Helping volunteer, Jonathan Bingham, pledged time from his digital consultancy, Janiero Digital [www.janeirodigital.com/?utm_source=sailorshelping&utm_medium=affiliate&utm_campaign=sailorshelping_announcement_110717], to create a mobile-friendly site with sorting features so people could access the information, even while out on the water.

The result is a simple interactive map called Ports and Projects on Sailorshelping.org [sailorshelping.org/map]. It provides constantly updated information on:

Port access status
Mooring, docking and anchorages available
Potable Water
Electricity
Fuel
Groceries
Bars & Restaurants
Customs
Opening day estimates



Once snug in a harbor, visitors can use the site to find local projects to volunteer with or donate to, curated by ease of access to harbors. New projects are being added every day.

The database and volunteer coordination has already proved useful to charter companies and rallies heading south for the winter, who are helping cruisers find ways to give back. The Ocean Cruising Club, for example, is using Ports and Projects and Sailors Helping volunteer coordination to plan volunteer activities once rally boats reach their destination.

"Right now, we're facilitating Sailors Helping volunteer days for multiple rallies this winter," Victoria says. "We're hoping to provide as many ways as possible for people to help at their own pace."

Sailors Helping is planning their own Rally to Rebuild as a multi-day effort at sites across the islands in January 2018. "It'll definitely be a work-hard-play-hard event," Victoria says with a laugh. "Volunteers will be able to restore local homes and independent businesses. Sundowners will be optional but highly encouraged!"

Sign up for the rally and explore their map of projects and ports at SailorsHelping.org





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St Croix Marine
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My Knight in Shining Armor Would Let Me Eat My Grilled Cheese!
or,
CRUISING WITH A PROBLEM COUPLE

by Suzanne Wentley

All of the names in this article have been changed to protect the… well, you'll see.

After a couple years of living on a sailboat, earning my master captain's license and sailing with tourists and friends around the islands as often as possible, I used to think that everyone would have a blast chartering a sailboat in the Caribbean for a week.

I was wrong.

I learned this soon after receiving a text from my friend Ben, who sails his 47-foot Leopard catamaran, *S/V Starshine*, in the Virgin Islands. In the text, he sounded a little desperate.

Could I be his smiley first mate for a weeklong cruise with, as he put it, a "problem couple"?

One of Ben's old high school friends found him on Facebook, and she and her husband, a professional lobsterman from Maine, wanted to celebrate their 30th anniversary. Ben's instincts were correct. He needed backup.

I arrived in Road Town, Tortola, to find a very worried-looking Ben. As I threw my bag aboard and pushed off the mooring ball en route to Jost Van Dyke, I met Darlene. She was a gentle woman who spoke in *sotto voce* — one of those harsh whispers — because she had just survived throat cancer.

"I'm a hundred-percent cancer free!" she proclaimed as she took a drag from her Marlboro Red cigarette. She smoked a pack a day.

Darlene was also sucking down on a weak mix of Kahlua and milk from a plastic shaker cup. Her legs and shoulder were badly damaged from a car wreck she had been in a few months ago. Quite rotund, she could barely walk and did not have much use of one arm. She was wearing a blue lacey one-piece bathing suit, and she looked at me.

"Do you think I got some color?" she whispered harshly. Her skin was turning a neon shade of red, perhaps as red as the lobsters her husband caught in Maine.

"Um, yes," I replied, uncomfortably. "Maybe you should get out of the sun and get some aloe."

Darlene's husband, Bob, was in the stateroom. He evidently hadn't been feeling well for the last three days, and he had yet to emerge. Darlene explained to me that he only had 25 percent function of his heart after multiple heart attacks. Originally, he wasn't even going to come on the trip, since two doctors told him that it probably wasn't going to be a good idea. But a third doctor gave him clearance at the last minute, so here he was.

"He is my knight in shining armor," Darlene whispered sweetly, looking wistfully toward their closed cabin door.

It didn't seem Bob was having a very good time. In the two days before I arrived, he had only eaten a hot dog. He never removed his white sneakers and tube socks, and he wore nothing but jean shorts and XXL T-shirts. He had never flown in an airplane before, or had even left Maine. He was simply overheated.

With Bob staying hidden, we anchored outside Foxy's on Jost Van Dyke and the three of us — Ben, Darlene and I — headed ashore. It was the perfect opportunity to get the party started, Darlene said. We all enjoyed a Friggin' in the Riggin' cocktail at Foxy's before walking down the waterfront.

Darlene whispered that she wanted to buy some weed. Ben suggested approaching one of the friendly Rastafarians or taxi drivers. We hung back as Darlene looked around.





Above: White Bay on Jost Van Dyke in the BVI — who wouldn't enjoy being here?

Left: Sun poisoning can ruin anyone's vacation

A white van appeared on the road, and Darlene flagged it down. I noticed a church logo on the door and shook my head. The driver rolled down his window.

"I'm not a taxi driver," he told Darlene.

"That's okay, I don't want a taxi," she whispered. "I want to buy some pot!"

"You should be careful whom you ask," the driver told her.

"Why?" she whispered. "Are you a cop?"

"Yes I am," he said.

Ben and I watched thankfully as the police officer shook his head and kept driving slowly down the street. Relieved, we arrived at Corsair's, another open-air bar. Darlene ordered her Kahlua and milk, Ben ordered a Carib and I eyed up the larger-than-life bottle covered with stickers in front of me on the bar. It's a strong concoction of many different kinds of rum. I looked over at Darlene. I ordered it in a Painkiller, please.

At dinnertime, Darlene offered to buy us a vegetable pizza. But she didn't eat it. Since the throat cancer, she only eats spaghetti, she explained. So we took the pizza to go so we could check on Bob back on *Starshine*. Ben and I ate it on the trampoline of the catamaran as the sun set; it was delicious.

The next morning, Bob appeared — and he was pissed. He discovered the US$90 bar tab from the previous night. He was also mad about something else: Sprite. Turns out you can't buy 7-Up on Jost. His drink of choice is white rum and 7-Up, not Sprite. Sprite, he explained, is disgusting.

It's worth mentioning that I only saw Bob wearing two shirts the entire time I knew him. One read, "I'm not arguing, I'm just explaining why I'm right". The other one read, "Nope, not today".

He gagged down a sip of Sprite and grimaced.

"Welcome to Paradise…" he said bitterly, looking out over the crystal blue seas surrounding the boat, "where you can't get nothing!"

Meanwhile, Darlene was in misery. Her red, puffy eyes were under an ice pack, hiding from the sun thanks to what looked like an increasingly painful case of sun poisoning.

We sailed around to White Bay on Jost and secured a central anchor spot, right in front of the Soggy Dollar Bar web cam.

—Continued on next page



The sun was shining, and babes in bikinis were jumping in the water all around us. But Bob frowned. Everyone seemed to be swimming to shore. But he didn't swim. Nope, not today.



Instead, we all gingerly climbed into the dinghy and got ashore to the beach, where Darlene and Bob immediately hid in the shade. Ben walked over to Hendo's Hideout to see if they had 7-Up.

"The bartender recommends you try a Ting," he said upon return to Bob, who had never heard of the Jamaican grapefruit soda. The look on his face was clear again: Nope, not today.

Bob pointed to ladies laughing and throwing beanbags into a slanted wooden box.

"What's that?" he asked gruffly.

"That's cornhole," I replied. "Have you never seen this before?"

He shook his head, but seemed open to fun. We talked him into trying a Painkiller, and we enticed Darlene with a Bushwhacker from Gertrude's, since it has Kahlua as an ingredient, after all. Soon, we were all relaxing in the shade. Bob played his first game of ring toss and actually succeeded in hooking the ring. Darlene, Ben and I played a dice game. We all people-watched. Darlene ordered a grilled cheese sandwich. For a second, it seemed like they were, finally, enjoying their vacation!

Two bites into her sandwich, Darlene stopped.

"We have to leave," she said.

"Don't you want to finish your lunch?" Ben asked.

"What are you eating?" I leaned in. That sandwich looked delicious! She offered it to Ben and me. I grabbed the pickle as we got up.

Turned out, Bob wasn't feeling well. He was overheating again. Refusing to put his feet in the water to cool off, he barely got back in the dinghy and on to *Starshine*. Ben kicked on the generator and ran the A/C. Bob ran to his stateroom. Darlene fixed a Kahlua and milk.

Ben and I looked at each other, dove into the water and swam over to Gertrude's for another Bushwhacker.

"She didn't even finish her grilled cheese," he said to me.

"My knight in shining armor would always let me finish my grilled cheese!" I replied.

Ben needed to do something. Neither of his guests was fit for a relaxing weekend in the Caribbean, and one seemed precipitously close to dying. Back on the boat, Ben talked Darlene into moving their flight home a few days earlier. They'd leave on Thursday instead of Saturday.

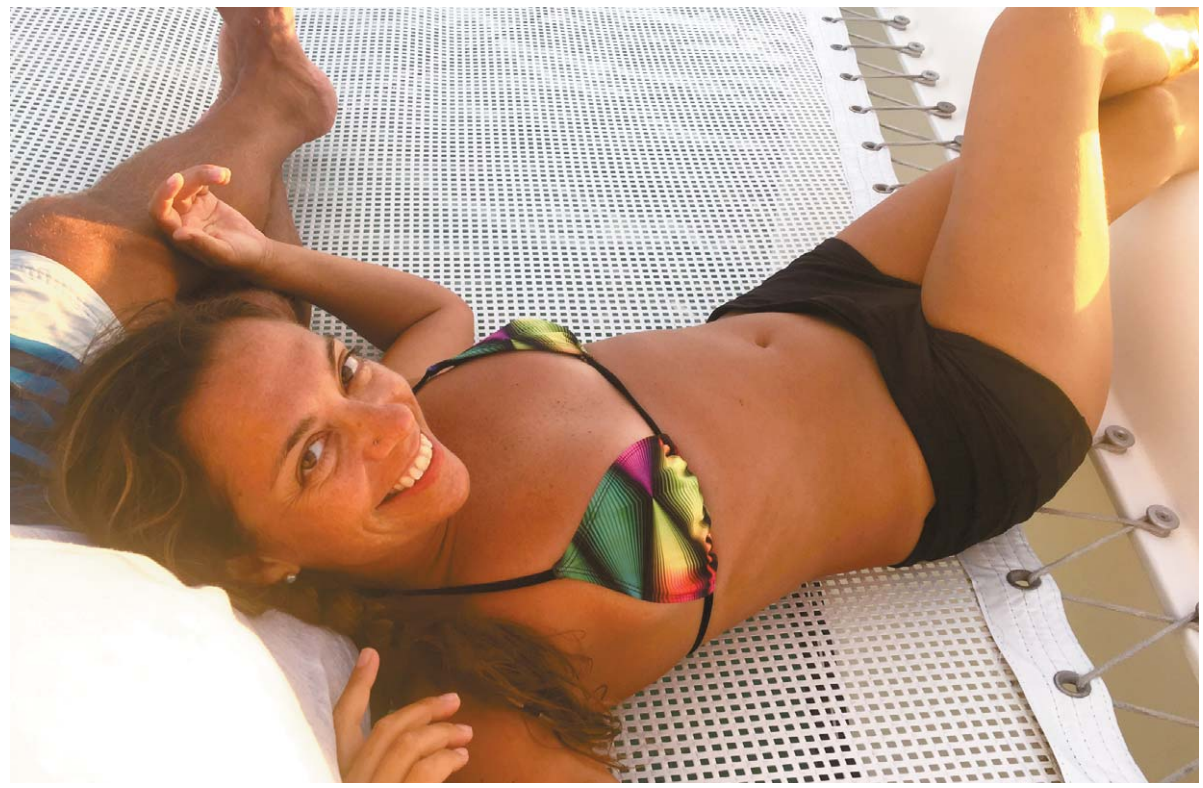
"Ben," I said, looking straight into his eyes before I headed to my stateroom for the night. "That's three whole days from now."

The next morning, I awoke to coffee and the captain's decision (evidently there was insomnia involved) that we would drop them off at the ferry dock in Road Town and they would spend the last few days of their vacation at the Marriott on St. Thomas, where hopefully there would be 7-Up.

A vacation on a boat in the Caribbean is not for everyone. I'm not arguing. I'm just explaining why I'm right.

Left: At Corsair's beach bar, the big mysterious bottle of multiple kinds of rum

Below: The author says, 'Well, I had fun at least!'



Problem Guest Checklist

Sure you want to have guests aboard? Here are some basic tips to help weed out the problematic ones:

- Make sure they are able to get in and out of a dinghy.
- Find out if they hate hot weather or can't live without air conditioning.
- Make sure they don't expect a hotel. They should expect to be tidy, conserve water, and respect the captain's rules.
- Ascertain whether their alcohol consumption will be a problem for you (or vice versa).
- Cruising is about exploration; are they adventurous? The more open they are to life's experiences, the more fun they — and you — will have. Will they go ashore, try a new dish or drink, play a game, meet new people?
- Can they be in the moment? If they are busy stressing about work or life back home, nobody's going to have fun.
- Are they clock-watchers or control freaks? Sailing takes time, so schedules are written in sand.
- Guarantee they won't ask cops for pot.

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The Sky from Mid-December to Mid-January

by Jim Ulik

Friday, 16th. Genteel breezes and Clear weather. Variation 9 degrees 36 minutes East. Wind East-North-East, North-West, North-East; course South 32 degrees West: distance 86 miles; latitude 31 degrees 21 minutes South, longitude 42 degrees 32 minutes West from Greenwich.

This was Lieutenant in Command James Cook's journal entry seven days out of Rio de Janeiro. The *HMS Bark Endeavour* had sailed from the Thames on June 30th, 1768, making passage to Tahiti to record the transit of Venus. Cook, using the Lunar Distance method, was one of the few navigators at that time capable of performing the complicated calculations required to determine longitude at sea. The Lunar Distance method used calculations based on the measured angular distance between a star and the Moon together with the elevation of the star and the Moon above the horizon. Lunar tables listed the angular distance of bright stars from the edge of the Moon at various times at Greenwich.

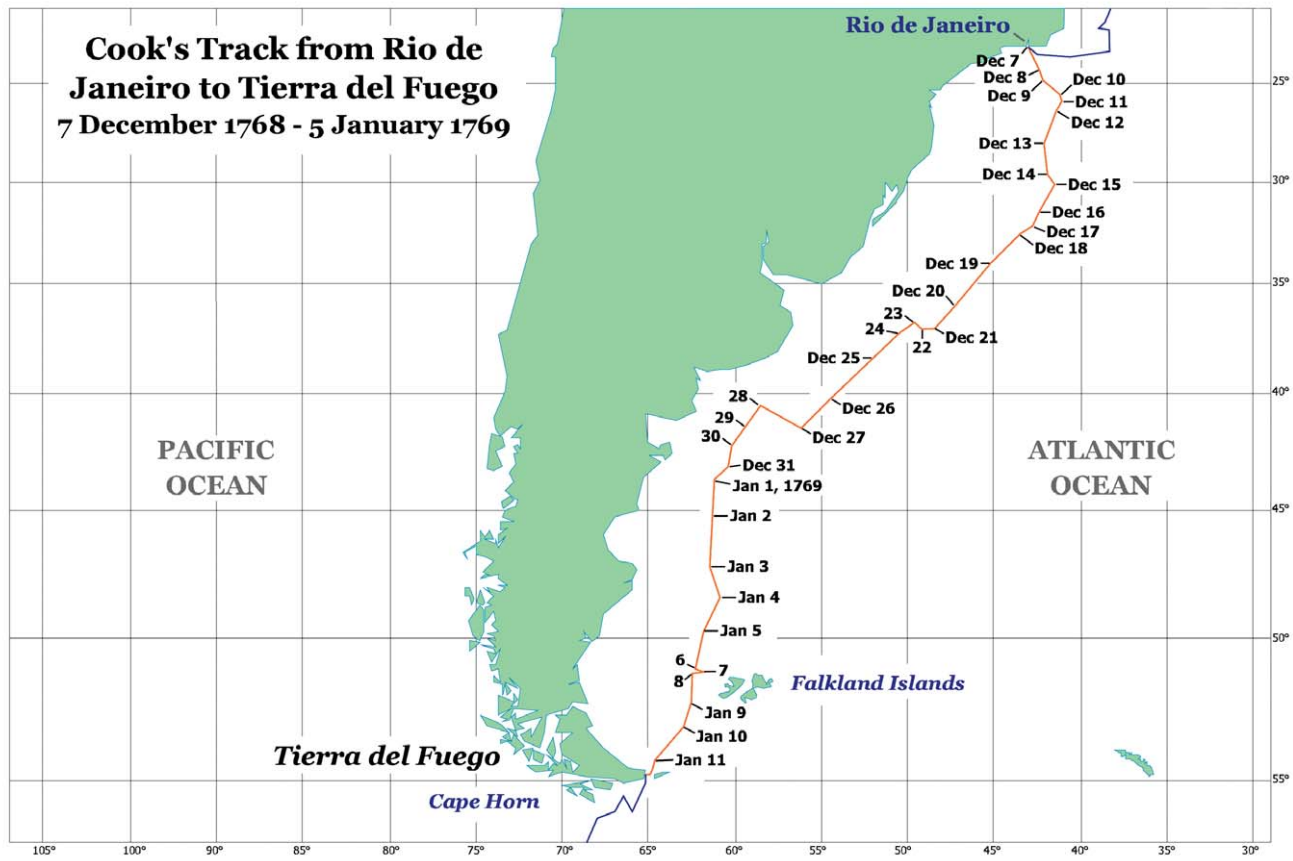
There are many stars that can be used for celestial navigation. The constellation Orion is a prominent feature in the night sky this time of year and has historically been a useful aid to navigation. On December 16th, 1768, the angle measurements between the Moon and Venus or the navigational stars of Orion were large enough to provide for greater sight accuracy. The angular distance between the Moon and Sirius was too great to prove useful, See Figure 1, on next page. This constellation can also be used to find the spot on the horizon that is close to due south. As shown in Figure 2, all you need to do is follow the stars that form Orion's sword.

Saturday, December 16th

A few shooting stars will be emanating from the constellation Leo. The Comae Berenicids meteor shower is active December 12th through 23rd. Any of these fast-moving meteors will be visible after midnight. There will not be any moonlight to interfere.

Sunday, December 17th

One day before the New Moon there is a conjunction between the Moon, Mercury and Venus. You will need a clear view of the eastern horizon before the light of dawn to spot the fine sliver of a Moon. Slightly above and right you may be able to spot a faint Mercury. As the sky begins to brighten Venus will rise and eventually fade in the Sun's light. Jupiter and Mars can be found somewhat higher in the eastern sky this morning.



Wednesday, December 20th

The December Leonis Minorids shower peak tonight. Shooting stars will appear to radiate from Leo Minor after 2200. This shower is active December 5th through February 4th.

Thursday, December 21st

For us in the northern hemisphere it is the shortest day of the year. The Sun is directly overhead of the Tropic of Capricorn or -23.43 degrees in the Southern Hemisphere. The Sun will appear to stall in that position for about three days then begin its apparent journey northward.

Friday, December 22nd

Meteors will now appear out of the northern sky. Tonight is the peak of the Ursids meteor shower. Actually the shower is active December 17th through 26th. These meteors radiate out of Ursa Minor or otherwise known as the Little Dipper. These are slower traveling so they will appear either red or orange in color.

Friday, December 29th

This day marks the 240th anniversary of Captain Cook's observation of a solar eclipse. Cook was on a voyage to find a route from the Pacific to the Atlantic round the top of North America. The *HMS Resolution* made a stop at an atoll on December 24th to obtain coconuts, fish and turtles. There he observed an eclipse of the sun. Solar eclipses were a top priority for the Admiralty, "as it accurately set the local time from the contact points and was a very useful check for the accuracy of the almanac."

—Continued on next page

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—*Continued from previous page*

He named the atoll Christmas Island, or Kiritimati to the islanders. In the late 1950s and early '60s nuclear tests were conducted in the area without evacuating the islanders. Because of its proximity to the equator some satellites that were to be placed into a geosynchronous orbit were launched from this area.

Saturday, December 30th

From our perspective, Aldebaran and the Moon will appear very close together after sunset. In reality they are more than 66 light years apart. As the night progresses they will gradually appear to move away from each other.

Monday, January 1st

The Moon has taken its place at the foot of the Gemini twins, Castor and Pollux. Look for the Moon to rise at 1740 hours. It will reach the Full Moon moment at 2224. Hope for clear skies this evening because this is the first Supermoon of 2018. Happy New Year!

Saturday, January 6th

Mars and Jupiter are only visible in the early morning hours this period. Before sunrise this morning both planets will seem to have merged into one object. They can be seen in the constellation Libra low in the eastern sky.

Athletics and astronomy merge. In honor of his achievements, long-distance runner Paavo Nurmi is now a named asteroid. Two events are associated with the "Flying Finn". Ninety-three years ago (January 6th, 1925), he set two indoor world records in New York's Madison Square Garden. On January 8th, asteroid 1740 Paavo Nurmi will make its close approach to Earth. Not to be left out, asteroid 6758 Jesse Owens will also make a close approach to Earth on the same day.

Saturday, January 13th

There is a conjunction between Mercury and Saturn this morning. The planets will be less than one degree apart. If you look through binoculars, know that Mercury will be the brighter object. The Moon is a couple of days away from the New Moon phase so will present little viewing interference. Looking higher you will find Mars positioned right below Jupiter.

Monday, January 15th

The Moon shifts about 13 degrees towards the east on a daily basis. This shift will put the Moon close to Mercury and Saturn. Tomorrow morning the Moon will be lined up with the Sun.

In the News

The NASA Ames Laboratory for Advanced Sensing (LAS) operates in NASA Ames' Earth Sciences Division with a "primary focus on developing novel instrumentation and information systems to advance NASA's Earth Science objectives". LAS is advancing its development of the FluidCam, a satellite based computational imaging system. Ocean acidification, global warming, sea level rise, and habitat destruction all have an impact on ocean ecosystems. Coral reefs provide as much as 375 billion US dollars annually for local economies around the globe. Reefs support local tourism and the commercial fishing industry. They also protect coastlines from flooding during extreme storms. Imaging underwater environments helps governments, environmental managers, and local residents gain a better understanding of their local coral reefs so they can better manage and protect them. FluidCam is an imaging system that removes distortion caused by surface waves providing a clear view of coral reef systems or the ocean floor. The area imaged in Figure 3 is 338 feet by 98 feet (103 metres by 30 metres). The distortions are removed through FluidCam's integrated hardware and software. Beyond supporting Earth science, this technology can be used to image targets through a turbulent atmosphere such as that of the Sun. It would allow imaging for future planetary missions.

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

Jim Ulik of S/V Merengue *is a photographer and cruiser.*

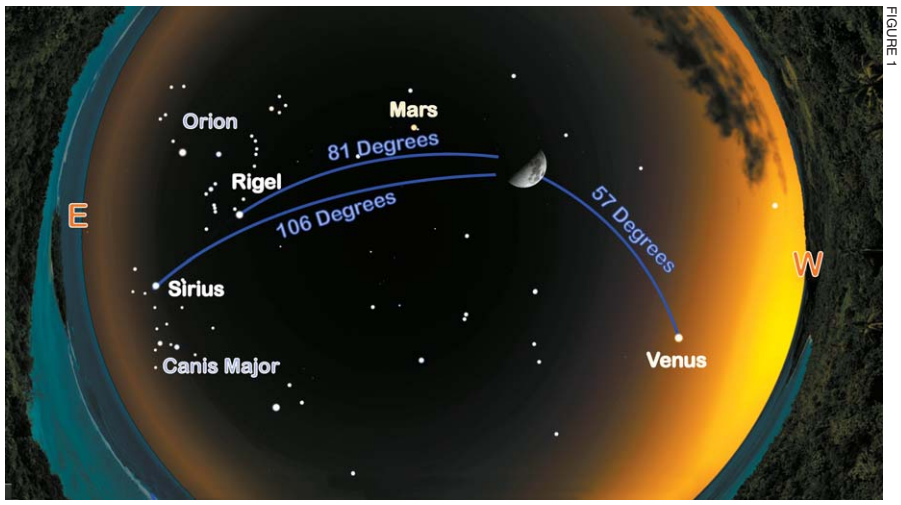


FIGURE 1

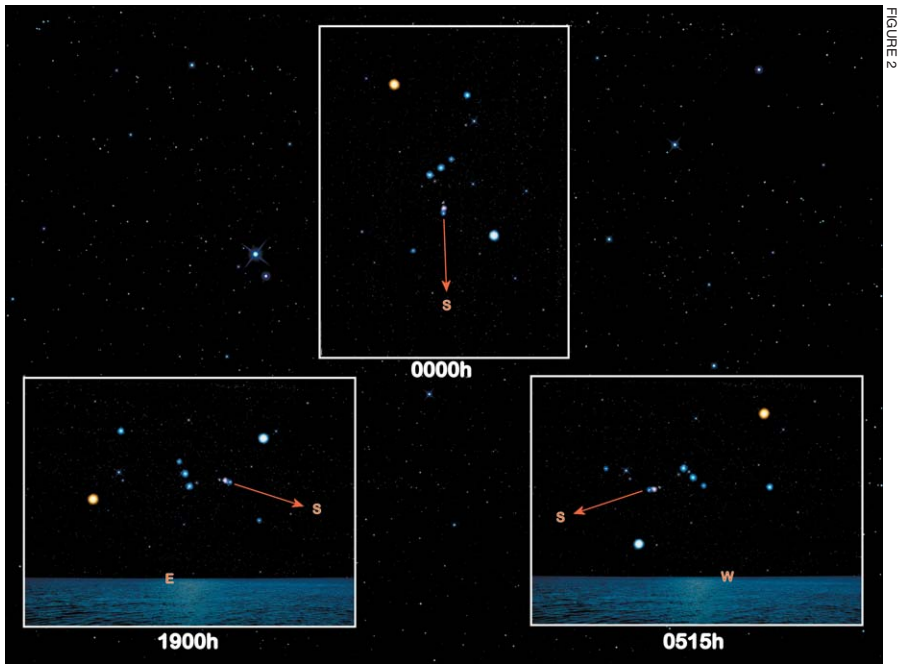
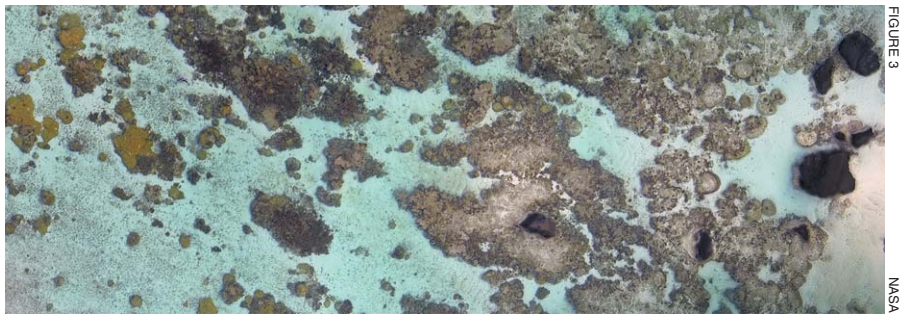


FIGURE 2



NASA

FIGUR 3

FIGURE 1
The angle measurements between the Moon and Venus on December 16th, 1768
FIGURE 2
Passage of Orion across the night sky marking south
FIGURE 3
Example of Fluid Lensing and the removal of surface imperfections in image of waters off American Samoa

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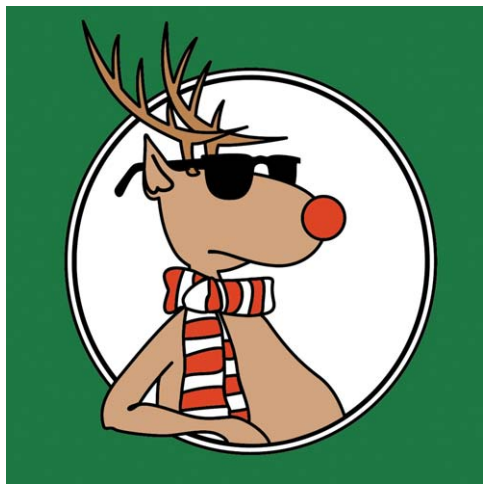
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Another Night Before Christmas



Every year, cruisers outdo one another composing their own versions of the classic poem, The Night Before Christmas. *Al Mosher and Michele Stevens of the CS36* Easy Listening *wrote this one last year. What's your boat's version?*

T'was the night before Christmas aboard *Easy Listening*;
the hull had been waxed, our stainless was glistening.
Santa came early, brought the captain some rum;
he couldn't have known we already had some.

Our stockings were hung on the lifelines to dry,
along with our undies, some shirts and a tie;
for some unknown reason (I'm still in a quandary)
my wife seems to love doing the laundry.
We're clean-living cruisers — not cheap or kinky —
and the truth is my shorts were getting quite stinky.

We'd sailed north from Antigua on an overnight passage;
stopped in St. Barts for some French cheese and sausage;
the sky overhead exploded with stars:
Southern Cross, Venus, Big Dipper and Mars.
In town there was holly — and even fir trees;
it all seemed strange at 80 degrees.
Sailors were strolling, finding cheap beer,
or a Budget Marine store for new sailing gear.

One night in our rigging we heard such a clatter,
we sprang from our bunk to see what was the matter.
Reindeer poop confirmed our worst fear:
Santa must've got caught in our gear!
Our spreaders were bent — the forestay was slack —
(on our boat there's no place to put a huge sack).

We pondered and puzzled — and it's tragic or comic —
but we think the Big Guy tried to sleep in our hammock!

— Al Mosher and Michele Stevens

Island Poets

Overnight Passage

Glistening droplets fall from the chain
As we release the boat from bondage.
Fresh breeze fills the sails.
Hull cuts through the sea
Truly underway.

Ritual begins two hours out.
The Sun retires.
The sky ignites in reds and golds
A spectacular exit with
A promise of tomorrow.

Night sky fills with stars.
Fellow travelers so far away
They could be merely ghosts of
Worlds vanished in some past age.
The Southern Cross confirms our course.

A full moon rises,
Bathes the sea in pale yellow.
Moonbeam twinkles
Mark our path
By dancing in our wake.

At the first rays of the new day
The stars retreat into the coming night.
The Sun reclaims the sky.
Grenada materializes on the horizon,
Offering new adventures.

— John Rowland



LOOK OUT FOR...

Merry Christmas and a Happy Sorrel!

by Lynn Kaak

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

With the Christmas Season around the corner — or already here if you have heard Soca Parang and "White Christmas" since October in public places — it means that some Caribbean holiday favourites are to be found. One of these is the drink "sorrel". This ruby red (sometimes white) beverage is a popular treat throughout the Caribbean, and it is well known throughout all of the tropics.

Sorrel is also known as roselle, Jamaican sorrel, Florida cranberry, red sorelle, and of course its binomial name, *Hibiscus sabdariffa*. It is not to be confused with the culinary herb garden sorrel (*Rumex acetosa*). *Hibiscus sabdariffa* probably had its humble beginnings in the area of Sudan, but it quickly spread to Asia and beyond. It has a plethora of culinary uses, and a number of medicinal qualities as well. Even the fibers of the stalks and stems can be used for jute. The roots are used in Brazil to treat various ailments, too.

This member of the hibiscus family grows as a shrub, attaining an average height of about two metres (about seven feet). The plant is an annual, so some seeds need to be reserved for the next year's crop.

The flowers of the sorrel plant are pale yellow, often so pale as to appear white. However, it is the calyx (or plural calyces) that is of greatest interest in the Caribbean. The calyx is the part at the base of the flower that forms the outermost part of the flower. Most commonly, it is a deep, rich red, but it can also be white. As the plant matures and the seeds develop, this is the part that might be considered as the "fruit" of this plant, and is the base for the drink (and other concoctions) that one might be familiar with. The capsule within the sepals (outer petals) is removed, and the sepals and calyx (outer part of the flower) are utilized. There is a certain tartness imparted from the leaves.



WIKIMEDIA

Some say that sorrel is an excellent alternative to cranberries for the traditional turkey accompaniment; it is prepared by boiling the calyces with sugar. Sorrel may also be found in preserves, jams and in medicinal mixes.

In Asian cooking, the leaves are popular for their sour taste, and may be used as a vegetable, or as a flavoring in soups, and they complement the flavor of meats and seafood. The seeds are also edible, and can be roasted and ground as a coffee substitute, or incorporated into recipes.

The stalks of the shrub are also of economic use as a source of jute for burlap. Sorrel is now being looked at as a cash crop in a few places.

This member of the hibiscus family likes well-drained soil, but appreciates a drink of water when things become too dry. It thrives in full sunlight, and it is not fond of the cold at all, with a frost or a freeze bringing an untimely end to the plant.

From a traditional medicine perspective, it has been a go-to for stomach problems, and is considered a mild laxative and diuretic. Its reported properties for decreasing blood pressure has not been proven. It is a good source of minerals and some vitamins, with calcium, magnesium and iron being well represented in the nutritional breakdowns; it is an excellent source of a number of antioxidants.

Ask for sorrel at farmers' markets. You can sometimes also find it dried and packaged in grocery stores, or bottled as a concentrate. Sorrel drink makes an excellent mix for rum.

Sorrel Christmas Drink

Here's a basic recipe for a holiday beverage made from sorrel:

Place approximately 1 1/2 Cups of sorrel calyces in a heatproof bowl.

Add about 3 Tablespoons of grated or finely chopped fresh ginger, a couple of whole cloves, and perhaps some nutmeg and cinnamon.

Pour about 5 Cups of boiling water onto this mixture, and let steep overnight (minimum about 4 hours if you are in a rush).

Add sugar water, cane juice or cane syrup to taste.

Serve cold or over ice.

Whether you make the drink yourself, buy the concentrate available in supermarkets, or try a glass at the local beach bar, you'll enjoy this colorful and refreshing holiday beverage. With or without the rum.

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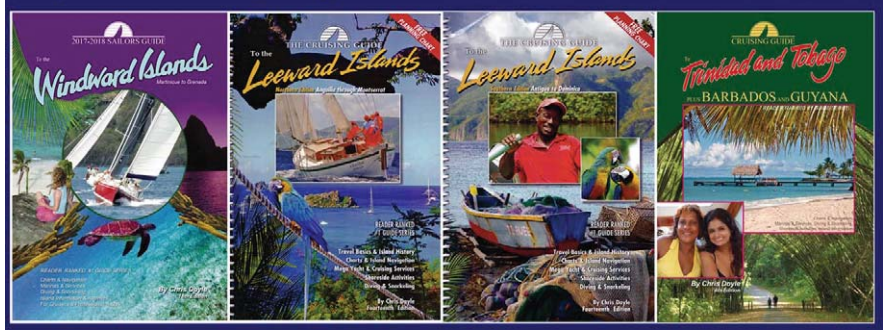


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CLASSIC CARIBBEAN CHRISTMAS CUISINE

You find yourself rushing through crowded supermarkets at the last minute, buying large quantities of food, and stocking up on candles as well... Is it hurricane season? No, that's over — it's Christmas!

Those of you on boats will put your letter to Santa in an empty bottle, throw it overboard, and hope the mermaids will take it to him at the North Pole. Then you'll make decorations from popcorn, seashells and whatever else you can find, and decide what to use for a tree — a cactus? A pineapple? A sea fan?

"What are you doing for Christmas?" As cruiser Ken Douglas once wrote, the question can be an emotionally tinged one, especially for sailors far from home. For cruisers, it is common to invite anyone around to share the day. Restaurants offer special Christmas Day menus, and Christmas beach potlucks turn into memorable affairs.

Will you roast a turkey while you, yourself, are sizzling at 35°C temperatures? Some hardy souls will. Or you can go local and enjoy some traditional Caribbean holiday fare.

Drinks, of course, are a major part of the Caribbean holiday season festivities. Guavaberry liqueur, ponche de crème (similar to eggnog), *coquito* (rum-and-coconut eggnog), sorrel (see page 35) and ginger beer (see recipe below) are among the favorites.

For the main course, rather than big bird, think pig. Ham, often boiled over an open fire, is a mainstay in many English-speaking islands. In Cuba and Puerto Rico, it's *lechón asado* — a whole pig roasted on a spit.

And virtually throughout the Caribbean, if you're lucky enough to be invited to a local home at Christmas time, you'll be served a wonderful leaf-wrapped parcel. Whether they're called pastelles (in Trinidad), conkies (in Barbados), ducana (in the Grenadines) or hallacas (in Venezuela), the tasty vegetarian (coconut and pumpkin or sweet potato) or meat-based filling is a treat. Every family has its own special recipe, and makes dozens at a time. Some are saved to accompany Christmas Eve or Christmas dinner, and others are given as gifts.

In Venezuela, Christmas wouldn't be Christmas without rich Pan de Jamon, nor in the English-speaking islands without black cake — a moist, flavorful, alcohol-soaked fruitcake.

Here are some of our favorite holiday recipes, contributed over the years by *Compass* correspondents:

Shirley Hall's Ginger Beer

1 Tablespoon of the freshest ginger root you can find, peeled and grated
1 Cup sugar
juice of 1 lemon
1/4 Tablespoon baker's yeast
filtered or bottled water

You'll need a funnel and a two-litre glass bottle with a screw-tight cap or cork. If you can't find a glass one, a clean two-litre plastic bottle will work. For the best results, sterilize all of your equipment as much as possible. Immerse it in hot water, close to boiling.

Through a funnel, put sugar and yeast into the bottle. In a bowl, combine the grated ginger root and lemon juice and transfer it to the bottle. Add water to fill it halfway and shake well to mix all ingredients. Add more water, leaving about an inch of space at the top. Screw the cap on, or cork, and shake again. Leave in a warm place (but not in direct sunlight) for about two full days. Then put the bottle in the fridge to stop the fermentation process. Refrigerate overnight. I recommend pouring it through a strainer unless you like pieces of grated ginger.

Anne Robinson's Hallacas

FILLING
oil for sautéing
1 leek, thinly sliced
3 spring onions, thinly sliced
1 small onion, thinly sliced
5 *aji dulce* (small sweet peppers), thinly sliced
2 cloves garlic, crushed
1/2 kg stewing beef, diced very small or passed once through food grinder
1/2 kg pork loin, diced very small or passed once through food grinder
8 large capers, chopped
8 olives, chopped
1 Cup red wine
1 pinch salt
1/2 Tablespoon ground annato (*achiote*)
1 pinch sugar
1 pinch ground cumin
1 pinch black pepper
1 pinch ground marjoram
1 chicken breast



Place first six ingredients in pan and sauté until translucent. Add diced beef, pork, wine, olives, capers and spices and cook slowly until the meat is tender, adding enough water to keep mixture from sticking. Meanwhile, simmer chicken breast in plenty of water. When it is done, remove and shred the meat, then add to the cooked filling. Save the stock to mix with the cornmeal.

CORNMEAL DOUGH
1 kg yellow cornmeal
3 Cups water
3 Cups chicken stock
1 pinch salt
1 pinch ground annato

Pour water and chicken stock into a large bowl and add salt and annato. Gradually add cornmeal, stirring slowly. The mixture should be quite sloppy rather than dry. Leave for five minutes while the cornmeal absorbs the excess liquid. Knead for a few minutes to remove any lumps and add extra liquid or cornmeal if necessary.

WRAPPING
20 plantain leaves 30 cms x 30 cms
20 plantain leaves 15 cms x 30 cms
1 roll thin cotton string
1 Cup oil mixed with 1/4 teaspoon ground annato (for lubricating the leaves during assembly)

Trim the spine from the plantain leaves and cut into appropriate sizes. Wash under running water and drain. They should be dry when you are ready to assemble the hallacas.

—Continued on next page

—*Continued from previous page*

GARNISH
2 large red bell peppers, sliced into thin strips
300 grams stuffed green olives
100 grams capers
400 grams raisins
ASSEMBLY

Prepare ahead of time the filling and plantain leaves, and set the garnish and annato oil in bowls on the table. The dough should be prepared just before assembly time. Then gather your family and friends around the table and make a party while you assemble your hallacas.

Place a square leaf flat on the table so that the ribs of the leaf run left to right. Make sure the leaf is dry, then, using the oil-and-annato mixture, liberally moisten hands and top of plantain leaf so the dough won't stick. Then take in your hand enough cornmeal mixture to make a tangerine-sized ball and place it in the middle of the leaf. Gently press it flat into the size of a tea plate, oiling hands when necessary. Now, place about three Tablespoons of filling in a line in the center from left to right, allowing a good two inches on either end. Garnish filling with one strip of red pepper, four olives, two capers and four or five raisins.

Now comes the tricky part. The goal here is to fold the dough over the filling so that you end up with an envelope-shaped goody sitting atop the plantain leaf. Pick up the edge of the leaf opposite you and fold it towards you and over the filling, allowing the dough to separate from the leaf. You may have to help it a little. Then repeat with the side closest to you. Do the same for either end so that the dough covers the filling. If you have any filling showing, take a little more dough from the bowl and make repairs, like playing with playdough. Don't worry; the bumps will smooth out when it cooks.

The final step is to wrap the hallaca in the leaf and secure it with string. Wrap the hallaca as you would a parcel, first the long sides of the leaf are folded over, and then the ends are folded up. The last bit is to place the hallaca at one end of a small leaf, flap side down, wrapping the leaf around the hallaca so that there are no loose flaps. Tie it securely with a string, and there you have it!

Before serving, place the hallacas in boiling water and cook for 20 minutes. Hallacas will store well in the refrigerator for 1 1/2 to 2 weeks, or you can freeze them for a few months.

Patty Tomasik's Pan de Jamon

FILLING
Ham, thinly sliced
Bacon, lightly fried (save the drippings)
Whole stuffed green olives
Capers
Raisins (plump them ahead of time in Venezuelan Rum)

BREAD
Mix together in a large bowl:
1 1/2 Cups flour
1/3 Cup sugar
2 packets yeast
1 teaspoon salt

Heat in a saucepan to 105°F to 115°F:
3/4 Cup milk
1/2 Cup water
1/3 Cup that is half butter and half bacon drippings (i.e. 1/6 Cup butter plus 1/6 Cup bacon drippings — yeah, grease!)

Add liquid ingredients to dry ingredients, and beat with a mixer at medium speed for two minutes.
Add 2 eggs that are at room temperature.
Add 1/2 Cup flour.
Beat two minutes with mixer at high speed.
Stir in approximately 2 1/2 Cups of flour or enough to make a stiff batter.

Knead six minutes, and then form dough into a ball. Grease lightly with oil, place in bowl, cover, place in a draft-free place and allow to rise until double in size.

Punch down. Then with a rolling pin, roll out dough into a rectangle 14 by 19 inches. Cover with sliced ham, and sprinkle on olives, raisins, capers and some strips of lightly fried bacon. Roll up like a jellyroll and fold the ends under to seal. It will be 14 inches long.

Place pan de jamon on a greased cookie sheet and bake at 400°F for 12 minutes. Brush with beaten egg, lower heat to 350°F and bake for 30 minutes more. Cool before slicing.

Fenella Hall's Christmas Cake

This is the moistest fruitcake I have ever tasted and, thanks to the alcohol content, it will stay fresh and moist for months; we rarely had any left over, but if we did it lasted well until Easter.

INGREDIENTS
1 1/2 kilo (3 pounds) mixed fruit (e.g. raisins, currants, chopped mixed peel and red and green glacé cherries)
2/3 Cup sherry, rum, whisky or brandy. You will also need some extra to "feed" the cake with later on.
1 Granny Smith apple, peeled and grated
1 Tablespoon honey or golden syrup
1 1/4 Cup brown sugar firmly packed
250g (9 ounces) unsalted butter
4 eggs lightly beaten
2 Cups plain/all purpose flour
2/3 Cup self-raising flour or plain flour with 1 teaspoon baking powder added
1 teaspoon mixed spice
METHOD

Grease a two-pound loaf tin plus a one-pound loaf tin (the mixture is too much for the one tin and it gives you a second smaller cake to save for another occasion). Line with greaseproof paper/parchment paper.

Put the chopped mixed fruit in a large bowl (put aside several cherries to decorate the top) and add the alcohol, grated apple, honey or golden syrup, sugar and eggs; mix all these well and make sure the fruit is all separated. Melt the butter, cool, add to the bowl and mix. Sift in the flour and spice and mix it all well.

Place the mixture in the prepared loaf tins and decorate the top with cherries.

Bake at 150°C (300°F) for about two hours (keep a good eye on it as it can overcook or burn). When a toothpick comes out cleanly the cake is done. After removing from oven, leave the cake in the tin for about 15 minutes and then lift it out carefully. Cool on a cake rack and then make a few small holes top and bottom and "feed" it with some more of your preferred tipple.

Wrap in greaseproof paper and then in aluminium foil and put somewhere cool. If time permits, unwrap it once a week for about three weeks and "feed" it again with alcohol. If not, do it every other day for about a week.

Happy Christmas!

—*Continued from page 11* *…Caribbean Eco-News*

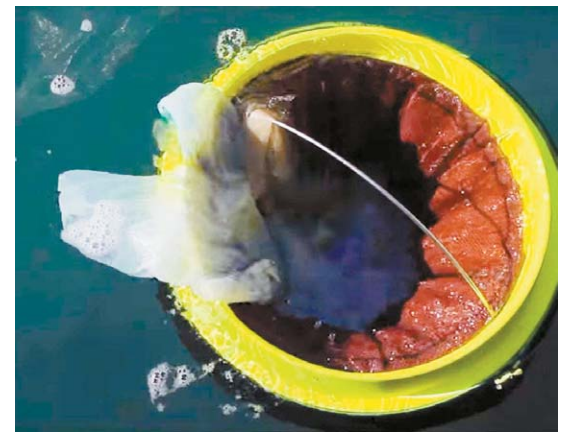
Pollution has also taken its toll on the pristine Caribbean waters. Around 85 percent of wastewater dumped into the region's seas is untreated, causing algae bloom and 'dead zones'. In addition, plastic debris is being discarded into the water at an alarming rate.

In 2013 the OECS launched its Eastern Caribbean Regional Ocean Policy to create a comprehensive framework that meets global best practices in sustainable marine management. In September, the organisation received a US$6.3 million grant from the World Bank to build on this initiative through the Caribbean Regional Oceanscape Project (CROP). Funded by the World Bank's Global Environmental Facility, CROP aims to assist Eastern Caribbean nations in implementing regional policies to protect their marine economies. Activities under the project will include mapping ocean assets, collaborating with private sector technology companies to promote ocean education, and improving ocean data. Robin says one of the key aims is to build awareness among stakeholders at every level — from fishermen to senior government officials. The programme intends to launch a "virtual university— where a raft of educational resources will be available.

Read the full story at https://stluciastar.com/ocean-wealth-vs-ocean-health-diving-blue-economy.

Caribbean's First Seabin Arrives in Cayman Waters

A V5 Hybrid Seabin has been installed in the water by the Cayman Islands Yacht Club in West Bay, Grand Cayman, to begin gobbling up the rubbish that makes its way into the sea. This is the first Seabin to be installed in the region; it is designed for marinas, docks, yacht clubs and commercial ports as a part of the solution to the current global sea-garbage problem. The technology was created by two Australian surfers concerned about the buildup of rubbish in the ocean. Water is siphoned in from the surface and passes through the natural-fibre catch bag inside the Seabin. The water is pumped back into the marina leaving litter and debris trapped in the catch bag to be disposed of properly.



The Yacht Club is one of nine marinas participating under Global Pilot Partner sponsorships, which also has, or will have, Seabins installed in Bermuda, San Diego (USA), Helsinki (Finland), Mallorca (Spain), La Grande Motte (France), Halifax (Canada) and the superyacht marina at Porto Montenegro. Butterfield Bank is the local partner that has covered the cost to install the bin in Cayman at the Yacht Club.

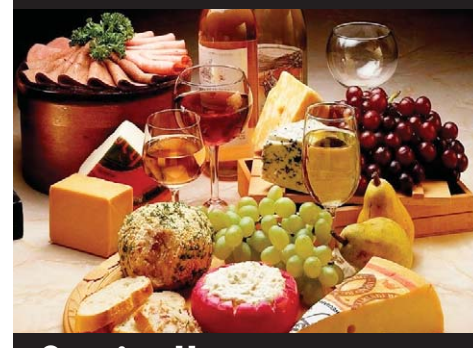
The Seabin Project is launching its global commercial sales to the public in November.

Visit http://seabinproject.com for more information about Seabins.

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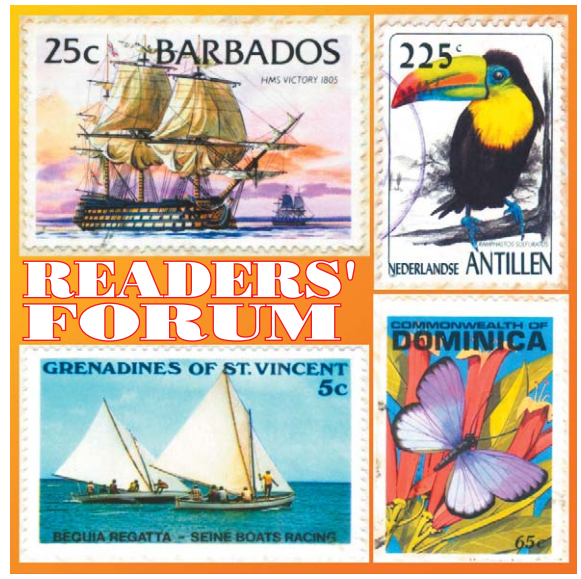
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Read in Next Month's *Compass*:

Big Calendar of Caribbean Events 2018!
The ARC Arrives in St. Lucia
SSB Radio Weather Sources
Tagging Along with Sea Turtles
... and much, much more!



PRAISE FOR FLYING BUZZARD

Dear *Compass*,

In last month's edition, I noted with interest and with enormous admiration the heroic hurricane-relief work done by the Grenada-based seagoing tug *Flying Buzzard*. On behalf of humanity, I'd like to add my thanks and praise to the entire crew and all their friends. Many "talk the talk", but they are out there hauling the cargo and putting in the sea miles. My sea cap is off to them.

Brenton Beveridge
S/V Wind Spirit

Dear Brenton,

Thanks for giving Flying Buzzard's *owners and crew the kudos they so richly deserve. As this issue of* Compass *goes to press, they have made yet another run to Dominica with hurricane relief supplies, this time from Guadeloupe. You can follow their activities on the Facebook page "Flying Buzzard Friends".*

For some background on Flying Buzzard, see D'Arcy O'Connor's story "Salvage and Salvation: the Flying Buzzard" in the June 2013 issue of Compass *at www.caribbeancompass.com/online/june13compass_online.pdf*

CC



FLYING BUZZARD FRIENDS

IT'S A LIGHT-MARE...

Dear *Compass*,

I have been putting off writing this letter to the *Compass* but last night I was pushed over the edge.

I have been in the Caribbean a while now and have seen a disturbing increase in the number of boats displaying all manner and variation of lights.

For those of you with no knowledge of maritime standards:

(A) A vessel at anchor shall exhibit where it can best be seen:

(i) in the fore part, an all-round white light or one ball;

(ii) at or near the stern and at a lower level than the light prescribed in subparagraph (i), an all-round white light

(B) A vessel of less than 50 metres in length may exhibit an all-round white light where it can best be seen instead of the lights prescribed in paragraph (A) of this Rule.

Coloured and white flashing lights tend to be reserved for things such as navigation, buoys, wrecks, leading lights etcetera — you know, those important things that we and commercial vessels steer and navigate by in the dark!

So, going back to the reason for my rant...

I am currently in Bequia and am surrounded by examples of what I deem to be the ultimate in rather silly and naive (one might even say potentially dangerous) cruising boat illumination.

One boat here has lights on the stern on each side, one is green, the other flashes red. Nice! Just like navigation lights, but not quite.

Another boat has an anchor light which, while an all-round white light, flashes three short, three short and three long all night. This is a sequence of nine light flashes.

Those of you that know Bequia will also know that as you approach Admiralty Bay there is a white flashing light marking the reef (Devil's Table) which shows a white light with a sequence of nine flashes.

Oooohhh, similar or what?

Are you getting the idea?

Jamie Shannon
S/Y Wild Geese

Dear Jamie,

This is an ongoing problem. Others have ranted about it, too.

A couple of years ago, Laurie Corbett even mentioned anchor lights similar to the light on Devil's Table: "We have been in Prince Rupert Bay, Dominica when a boat behind us carried a super-bright flashing masthead light that was eerily similar to the light on the tower near Rollo Point; and we have been in Admiralty Bay to see a boat with a bright nightlight flashing, not totally unlike the light at the edge of the Devil's Table reef. I'd say that this is more evil than an unlit boat in an anchorage because if someone runs hard into the unlit boat, at least the unlit boat is part of the wreckage, and shares in the bad karma. Not so, the poor person who is misguided by a flashing NON-aid to navigation, and finds himself on a reef."

Peter Saula on S/Y PESA20 once wrote to us: "We all know the variety of anchor lights, ranging from illuminated masts, to flashing Christmas trees, to cheap Chinese LED garden-lamps with a range less than 1/8 mile.... The worst I ever saw was in the entrance to Le Marin, Martinique; His anchor light was a red lamp blinking every two seconds."

And to sum it up, Tony Johnson aptly stated, "Lights are a form of communication between vessels, and in order to understand one another, we have to use the same words as the other guy."

CC

WE WANT TO HEAR FROM YOU!

Dear* Compass *Readers,

We want to hear from YOU!

Be sure to include your name, boat name or shoreside address, and a way we can contact you (preferably by e-mail) if clarification is required.

We do not publish individual consumer complaints or individual regatta results complaints. (Kudos are okay!) We do not publish anonymous letters; however, your name may be withheld from print at your request. Please keep letters shorter than 600 words. Letters may be edited for length, clarity and fair play.

Send your letters to sally@caribbeancompass.com.





Letter of the Month

A CONTRARIAN CONCEPT OF CRUISERS' CONTRIBUTIONS VIS-À-VIS CRIME CONTROL

Dear *Compass*,

There has been much discussion among cruisers in the Caribbean about how "they" — that is to say, the local authorities — need to ensure the security of anchorages for cruisers, and that "these people" just aren't aware of how much we contribute to the local economies.

Do we REALLY contribute that much to the economies to deserve special patrols in the anchorages?

We buy groceries, but so do the people who call these islands their home. We go to restaurants and bars, which is not an exclusive thing to cruisers. So we spend some money, like everyone else does.

We also get concessions on Customs duties when we bring things in for our boats, something that is not enjoyed by the residents of these islands. Cruisers willingly bring their boat papers in to the chandleries to get the lower, duty-free pricing. We might pay a fee when we clear in, but we don't pay income tax, property tax, or rent. However, we do have some cruisers working under the radar to pad their cruising kitties, which other cruisers will happily take advantage of, as it costs less — because the working cruiser has less business overhead, such as taxes and licenses, to pay. This actually takes AWAY from the local economy. We happily go for duty-free fuel when possible, and avail ourselves of duty-free shopping when available, something not available to the residents of the various countries we visit. We don't pay full freight for anything if we can get away with it. Buy one beer to get the password for the restaurant's WiFi, and then take advantage of using it for free internet access later on.

For those who spend money at marinas, many of the large marinas send their profits offshore.

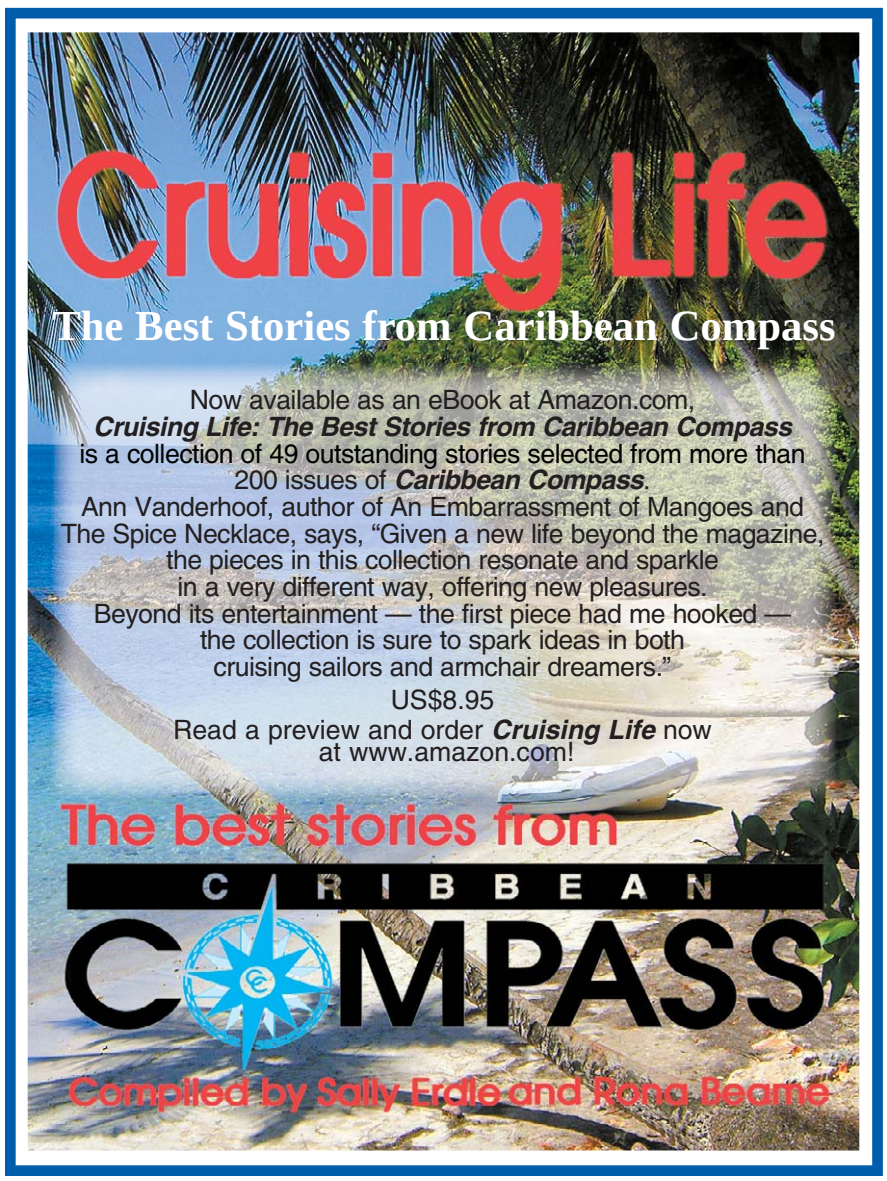
There are Customs and Immigration offices set up specifically for the convenience of cruisers, but do you think we really provide enough to pay for the extra salaries? Seriously, why does an island the size of Carriacou require TWO different places to check in?

Property owners on land have dogs, gates and alarm systems, and despite the fact that they pay taxes, they are under no illusions that the police will patrol their neighbourhoods. The students at St. George's University in Grenada have a safety forum on Facebook, and they are worth far more to the economy than cruisers, since they provide a great deal more dedicated employment, pay rent, buy cars and generally spend far more than yachties. They regularly post about break-ins and thefts. Yet cruisers expect the island's government to provide patrols to keep an eye on the anchorages.

'We cruisers have a strange dichotomy of wanting a carefree cruising life, with no encumbrances, but we also want floating security guards'

We cruisers have a strange dichotomy of wanting a carefree cruising life, with no encumbrances, but we also want floating security guards. Rather than we taking responsibility for locking up, having a light in the cockpit, and paying attention to trouble areas, "they" have to take responsibility for our inability to take care of our stuff? "But we spend money!" Yes, but so does everyone else, and the limited resources of these islands are better spent on education, infrastructure, substance abuse, health care, and myriad other problem areas — long before babysitting entitled cruisers.

Signed,
Lynn Kaak
Silverheels III



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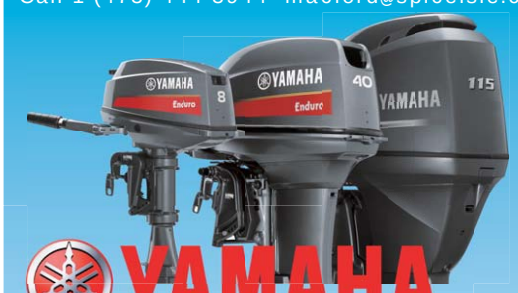
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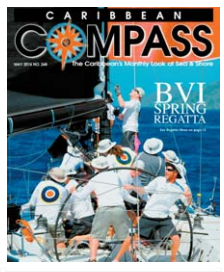
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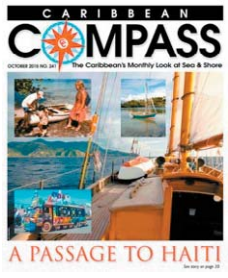
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WHAT'S ON MY MIND...

Security – Everyone's Concern, Everyone's Responsibility

by Kim White

Bad Things Do Happen

Crimes against yachts continue to occur in the Caribbean, including (at the time of submission of this article for publication) a violent boarding/assault in Soufriere, St. Lucia and piracy off Honduras. These frightening incidents have brought security issues to the front of most cruiser's minds. When such events occur, we all want to know exactly what happened, and how, when, where and why it happened, all the while hoping that we can prevent the same from happening to us. (If you are not yet familiar with these recent incidents, visit the Caribbean Safety and Security Net website www.safetyandsecuritynet.org to review what is known about each of them.) Getting timely, accurate information about incidents is the critical first step in the process, and makes it possible to assess and evaluate (and perhaps change) our own behavior and preparedness.

You Can Manage Risk

Utilize the resources on the Caribbean Safety and Security Net (CSSN) website and from other sources to develop your own security plan. One size does not fit all: we each have our own risk tolerance and individual yacht and crew capabilities. Make good security a habit. Be prepared — have a plan for every location you choose to visit, and ensure all crew (including guests) understand what that plan is.

Start by understanding what has happened to others. Then formulate your own plan, and stay current by subscribing to "Alerts!" on CSSN or following CSSN on social media. And, if you are a victim of a yacht-related crime, make a first-hand report, and encourage others to do so as well.

CSSN Just Keeps Getting Better

In an effort to increase awareness and understanding of crime against yachts in the Caribbean, the volunteers at CSSN have gathered, recorded and disseminated relevant information for over 20 years. Technology has changed how this is accomplished, and in mid-2017 CSSN launched its new website, www.safetyandsecuritynet.org, improving every aspect of the user experience and making the resource-rich website even easier to access in a variety of ways. The site is device friendly, and has multi-language capability. From the homepage it is easy to:

- Make online incident reports — it's easy, menu-driven, and collects all the right information in a complete and systematic way
- Subscribe to "Alerts!" — the info you need, delivered to your inbox, on whatever schedule you desire (there is even a low bandwidth option for those with slow or expensive internet)
- Review "HotSpots!" — a helpful visual info graphic (by year); you can drill down on the tabs for specifics
- Use the enhanced "sort" box or tabs to select information of interest by country, island or anchorage, event type or timeframe
- Access recent reports, reports by island, or the full sortable database of more than ten years' worth of information.
- Review precautions and passage checklists**,** developed with input from cruisers — those who have been there, and done that.
- Review the CSSN website FAQ — a quick way to get answers to the most commonly asked questions

All we ask is that you credit CSSN as a source when you republish information or utilize data from our site.

Report, Report, Report!

CSSN volunteers work hard to help all cruisers, from crusty old salts who have visited every island and every anchorage, to those new to the region, even short-timers on charter. We provide the factual base from which cruisers can make well-informed decisions and choices. We can't do it by ourselves; there is a shared responsibility within the cruising community, and everyone must help by means of incident reporting.

If everyone accepts the personal responsibility for reporting crimes against yachts in the Caribbean to CSSN, accurate and timely information will be gathered, vetted, shared widely and retained. CSSN maintains strict confidentiality and your privacy. The names (boats and people, or any other identifying detail) of those involved or reporting incidents are never disclosed, to anyone, ever.

There are several ways to "report". First, and importantly, make reports to local officials, and perhaps to your Consulate. Ask for a copy of the report (some Caribbean countries charge a fee for this), and get contact information for follow-up. While some local officials may not make much of a meaningful response, if you don't make a report to them the incident in effect "officially never happened". Resources are deployed elsewhere if the problem is not "officially" known, and the local situation deteriorates further.

Victims can complain and gossip at Happy Hour or on the VHF; it feels good, but does it make a difference and have a lasting impact? Maybe, but probably not. You can post it to your blog, or on Facebook, and reach that audience immediately, but likely not in an enduring or lasting way, and not accessible or known to those planning to visit or new to the region.

For a more lasting impact, you can do the following:

- Submit a first-person report to CSSN's information sharing partner Noonsite, www.noonsite.com, for inclusion in their piracy or relevant country page, which have a worldwide audience, is archived, and where first-person narratives often contain valuable insights and lessons learned.
- Make a voice report to CSSN's partner, the Seven Seas Cruising Association (SSCA) sponsored daily "KPK" HF voice net (8104 KHz USB at 0815 AST), and it will be relayed to CSSN.
- Write an article for *Compass*; it will be widely read in the Caribbean. [*Editor's note: Just as shoreside newspapers don't report every stolen car or residential burglary, we don't routinely cover missing dinghies or the theft of items from individual yachts. We do, however, publish news of especially worrisome or unusual crimes against yachts, and welcome first-hand reports.*]
- But to reach the broadest audience, and preserve the knowledge and learning, submit reports to CSSN. It is the ONLY comprehensive, archived, centralized information source, updated continuously, easily searched and it's accessible to all.

Know Before You Go

So, what should you be doing?

Unfortunately bad things can happen anywhere, but you can substantially mitigate your exposure and risk by staying prepared and well informed. Use the available resources — read *Compass*, review Noonsite, and most important, utilize the CSSN website resources (Alerts!, HotSpots!, News, Incidents Database and Precautions Checklists) to "know before you go"! When you arrive at a new anchorage, ask on the VHF if there have been any recent incidents, and if you are a Facebook user, ask if there is a local or relevant Facebook group. Use all the resources available, being careful to understand the purpose and limitations of each.

Decide proactively with your crew how you will manage risk — develop good security habits, limit your exposure to crime by avoiding certain areas or anchorages, take special precautions against location-specific risks, and understand dynamically the nature of crimes against yachts where you are or wherever you are planning to visit in the Caribbean region. Discuss security with all crew and have a well-considered and understood plan in the event of trouble.

Do your part for the larger cruising community - if you are a victim, make a report. Report it to the authorities (local and perhaps consular), report it on your local VHF net, post publicly on Facebook, etc. but please:

- Always report to CSSN. CSSN acts as a central information feed to all the sites mentioned above. Information is willingly shared with all.
- Bookmark the CSSN website, and review the resources there.
- Subscribe to free Alerts! or follow CSSN on social media.
- Raise awareness — tell a friend (or two or three) about CSSN.
- Prepare — develop, communicate and execute your own security plan.

If you hear an incident reported on a local VHF net ask if, and specifically where, it has been reported. Support and encourage the victims and remind them of the value and importance of their experience to other cruisers. A few minutes of your time can be of great benefit to many other cruisers. It's important. It's our community; let's all do our part to make it safer while we enjoy our cruising lifestyle. CSSN Incident Reports, especially those provided firsthand, will make the way safer for all those who follow in our wakes.



See why the Caribbean is worth defending.

Join The Nature Conservancy and help us Defend Paradise.

The Nature Conservancy works throughout the region to protect seas, coastlines, and coral reefs on which we all depend. We need your help to protect our waters and our way of life. To find out how you can make a lasting impact on conservation in the Caribbean and to join our campaign to Defend Paradise, visit **nature.org/defendparadise**.

The Nature Conservancy

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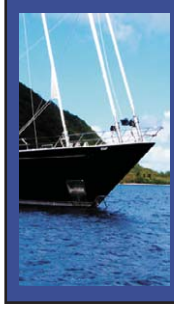
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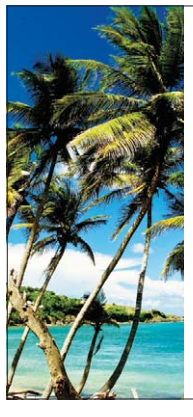
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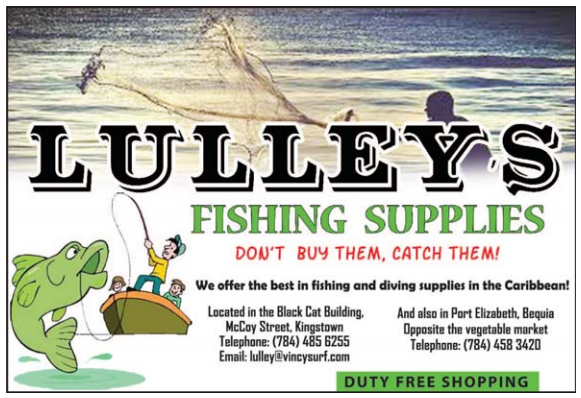
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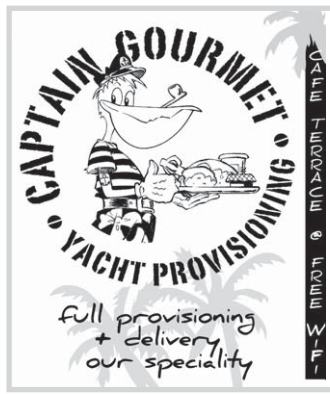


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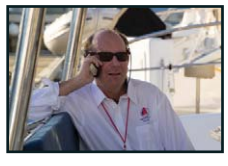


Happy Holidays to all our Readers

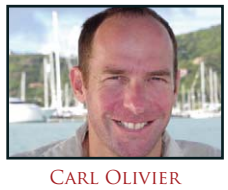
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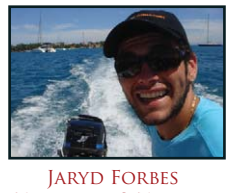
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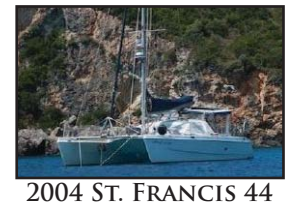

2003 Catana 522
$660,000


2007 Lagoon 500
$580,000


2011 Lagoon 500
$580,000


2010 Knysna 480
$545,000


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$398,000


2004 St. Francis 44
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2008 Lagoon 420
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CALENDAR

Please note: In the wakes of last summer's storms, some December events' dates are still tentative as we go to press. Please confirm with organizers when making your plans.

DECEMBER

1 - 3 Course de L'Alliance, St. Maarten/St. Barts/Anguilla. St. Maarten Yacht Club (SMYC), www.smyc.com
1 – 28 St. Kitts & Nevis Carnival. www.skncarnival.com
2 Art & Wine fundraiser for Barbuda and Dominica, at Falmouth, Antigua. info@artfortheislands.com
3 FULL MOON
4 – 10 Antigua Charter Yacht Show. www.antiguayachtshow.com
5 Sinterklaas Birthday celebration in Bonaire
9 St. Kitts Winter Winds Regatta. St. Kitts Yacht Club (SKYC), www.skyachtclub.com
9 Public holiday in Antigua & Barbuda (National Heroes' Day)
10 Christmas Regatta, Fajardo, Puerto Rico. BoRinquen Island Sailing Association (BriSA), www.brisaweb.net
12 Public holiday in Guyana (Youman Nabi)
13 Public holiday in St. Lucia (National Day)
15 – 17 Carriacou Parang Festival. http://carriacouparangfestival.com
16 O'Neal & Mundy Commodore's Cup, Tortola, BVI. Royal British Virgin Islands Yacht Club (RBVIYC), www.royalbviyc.org
16 – 18 San Juan Sailing Championship, Puerto Rico. Club Náutico de San Juan (CNSJ), www.nauticodesanjuan.com
16 - 24 Nine Mornings Festival, St. Vincent. http://discoversvg.com
19 Public holiday in Anguilla (Separation Day)
21 Winter Solstice
25 Public holiday in many places (Christmas Day)
26 Public holiday in many places (Boxing Day)
27 Positive Vibes Festival, Bequia. thehubbequia@gmail.com
30 Fireworks in Fort-de-France, Martinique. www.tourismefdf.com
31 New Year's Eve/Old Year's Night: Fireworks in many places, including Trellis Bay, Tortola; Admiralty Bay, Bequia; Clifton, Union Island; Kralendijk, Bonaire. Public holiday in Cuba (Year End Celebration)
31 Nelson's Pursuit Race, Antigua. Antigua Yacht Club (AYC), www.antiguayachtclub.com

JANUARY 2018

1 Public holiday or "recovery day" in many places (New Year's Day); Junkanoo parades in The Bahamas
1 Annual Festival parade in Montserrat. www.visitmontserrat.com/festivals
1 – 6 Crucian Christmas Festival, St. Croix. www.stxfestival.com
2 FULL MOON
2 Public holiday in Cuba (Victory of Armed Forces Day) and Haiti (Founding Fathers' Day)
6 Public holiday in some places (Three Kings Day/Epiphany)
6 Start of World ARC 2018-19, St. Lucia. World Cruising Club, www.worldcruising.com
8 Public holiday in Puerto Rico (Eugenio María de Hostos Day)
10 Public holiday in the Bahamas (Majority Rule Day)
14 – 24 St. Barts Music Festival. www.stbartsmusicfestival.org
11 Start of Atlantic Odyssey II (Canary Islands to Barbados). Cornell Sailing, www.cornellsailing.com
12 – 14 SSCA Gam, St. Croix. Seven Seas Cruising Associaiton, www.ssca.org
13 Round the Island Race, Antigua. AYC, www.antiguayachtclub.com
15 Public holiday in Puerto Rico and USVI (Martin Luther King Day)
16 – 24 Barbados Sailing Week. www.barbadossailingweek.com
18 – 21 Bequia Music Fest. www.bequiamusicfestival.com
19 – 21 Caribbean Laser Midwinter Regatta, Cabarete, Dominican Republic. www.caribwind.com
21 Public holiday in Barbados (Errol Barrow Day) and the Dominican Republic (Our Lady of Altagracia)
22 Public holiday in Cayman Islands (National Heroes' Day)
24 – 7 Feb Mustique Blues Festival. www.basilsbar.com
25 – 28 Spice Island Billfish Tournament, Grenada. www.sibt.gd/sibt.html
26 – 3 Feb Conch Republic Cup Key West Cuba Race Week. http://conchrepubliccup.org
25 Public holiday in Aruba (GF Croes Day)
26 Public holiday in Dominican Republic (Duarte Day)
28 Public holiday in Cuba (Birthday of José Martí)
29 – 3 Feb IWW Grenada Sailing Week. http://grenadasailingweek.com
31 FULL MOON
31 – 4 Feb Superyacht Challenge Antigua. www.superyachtchallengeantigua.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



CLASSIFIEDS

BOATS FOR SALE



BOSTON WHALER 2016 OUTRAGE 370 3 x Mercury Verado 300 hp, < 100 hrs, still on warranty, too many options to list. Lying Port Louis, St George`s, Grenada. US$399,000. Tel: (473) 403-9622, E-mail: mrossy52@gmail.com



LAGOON 47 CATAMARAN 1993 Combines great comfort & high speed. In perfect condition as maintained by the same owner for 22 years & by ourselves. The boat can be seen between St.Maarten and Martinique. US$225,000. E-mail: cataladyanne4@gmail.com



55' TRIMARAN HELLEMAN 1993 5 cabins, 110 hp diesel 12" plotter, 6.5KW genset, dive compressor, water maker, new anchor chain, solar panels. Lying Grenada. Tel: (473) 414-2335 US$79,000. E-mail: roman12345@mail.com



50' BENETEAU 1994 Excellent condition throughout. Lying Bequia, St. Vincent & the Grenadines, US$105, 000 ONO. Contact Charlie. E-mail: kenyon_charlie@hotmail.com

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73' SCHOONER VALHALLA World Cruising, length on deck 65'. EU295,000. Full information on www.sailboat-of-steel.com



23' JEANNEAU CAP CAMARAT 675 2 x 85hp 2 stroke Yamahas w/ 70hrs use, bimini, VHF, CD, anchor, life jackets, trailer. Lying Mustique, EC$49,500 ONO. Tel: (784) 533-0213 E-mail: mfindlay@mustique.vc



CSY 44 WALKOVER Classic, great condition & on its own mooring in Tyrell Bay, Carriacou. US$69,000. Tel: (473) 403-0695 Email: ronjackietatanka@gmail.com

TAYANA 37 1981 SLOOP Ready for blue water sailing. Lying Trinidad & Tobago. US$70,000. E-mail: svspectre@live.com



38' BENETEAU FIRST 1984 Fast cruiser/ racer. Excellent condition, ready to sail away, fully equipped. US35,000. Tel: (473) 419-2538 E-mail: peterarawak@hotmail.com



43' YOUNG SUN Taiwan. Center Cockpit. Beautiful teak! W/Mooring, Lying Tyrell Bay, Carriacou. US $44,000. Info/ photos, Tel: (607) 216-5692 E-mail: pfaithbee@gmail.com



38' FREEDOM SLOOP 1990 "Silver Seas", fully seaworthy & cruising equipped. Current owners have reached cruiser retirement age. US$50,000. E-mail: silverseas1@hotmail.com



PRIVILEGE 485 1992 New interior in 2014, cushions inside & out, clean new generator 2015, low hrs, good charter or live aboard. Roomy self sufficient has everything, water maker, 2 wind generators, solar panel. Lying Carriacou, Grenada. For more info & pricing E-mail: Jhennessey87@icloud.com

VEHICLE FOR SALE



ST. VINCENT- FIAT 500 1.4L SPORT 2008 Manual, light blue, 2,250 miles, sunroof, AC, imported from England, very good condition. EC$22,500 ONO. Tel: (784) 533-0213 E-mail: mfindlay@mustique.vc

PROPERTY FOR SALE



BEQUIA - PORT ELIZABETH Ramblers Rest Guesthouse. Top ranked guesthouse in Bequia on Trip Advisor. Income generating property: ground floor, 2 bedroom self contained apartment. First floor: 3 additional en-suite bedrooms, w/ kitchen, dining & large living area. 7 min. walk from ferry dock, w/ view of port, Admiralty Bay & Caribbean. Turn key, selling fully furnished. House 2,600 sqft, land 4,000 sqft. For further details, E-mail: realestate.bequia@gmail.com

BEQUIA - MT. PLEASANT Residential Building Lot. Lower Mt. Pleasant road, Belmont area. Admiralty Bay view, walk to restaurants. 10,478 sq/ft. US$185,000. Island Pace Real Estate. E-mail: info@islandpace.com

ST. KITTS & NEVIS - NEVIS "Ciboney's Retreat". Wonder where to go after cruising? We did & found it. (See Caribbean Compass September 2017 Page 41, "Swallowing the Anchor in Nevis") Built 2007, 3 beds, 3 1/2 bath, 3 verandas w/pool. Elevation 600'. Views of St. Kitts, Statia & Saba. For more info E-mail: ciboney121@hotmail.com

BEQUIA - MT. PLEASANT 9,700 Sq ft, wide views of Admiralty Bay. Optional architect designed approved plans available for a 2 bdrm house. US$72,000. Tel: (784) 458-3656

RENTALS

BEQUIA - LA POMPE Large 2 bedroom house and/ or 1 bed studio apartment.Big verandah and patio, stunning view, cool breeze. Internet, cable TV. 2 weeks minimum, excellent long-term rates. Tel: (784) 495-1177

BEQUIA- LOWER BAY Private cabin, simple, peaceful retreat, beautiful views, easy walk to Lower Bay-Princess Margaret beaches. Info & photos E-mail: tmzoffoli@gmail.com.

MISC. FOR SALE

INDUSTRIAL GENERATOR - 400V/ 220V, 50/60 HZ, 30KW, with only test hrs. US$10,000. Tel: (784) 528-7273

SHARES - Ownership or partnership, 55' Trimaran. All my life I have been on the way to Australia, now have the right kind of boat. If you are ready for serious sailing, E-mail: roman12345@mail.com

JOB OPPORTUNITY

SVG, UNION ISLAND - KITE SURF INSTRUCTOR Kite Trip Grenadines is looking for the mentioned position from December- March. Qualifications required: Certification from the International Kite Organisation as a kite instructor. Speaks English & French, minimum 4 yrs of experience, knows how to drive a dinghy. Please contact us: Tel: (784) 526-8740 E-mail: kitetripgrenadines@gmail.com

GRENADA - YARD MANAGER Clarkes Court Boatyard & Marina Job Vacancy. Qualifications: Fluent in English & another language (French, German or Dutch).
Proficient in, Autocad, Excel & Microsoft Office. Diploma in Boatyard Management would be an advantage. Experience: proven experience in supervising on a day to day basis & the running of a boatyard & marina facility. Extensive experience in the boating industry with respect to boat building & maintenance. Experience in Plant Maintenance.
People skills: must being able to interact with customers, THICK SKIN. Please submit your applications to: c.homes@k-group.vc as a pdf.

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MP = Market Place pages 42 - 44
C/W = Caribbean-wide



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