CARIBBEAN On-line
# COMPASS
NOVEMBER 2017 NO. 266
The Caribbean's Monthly Look at Sea & Shore

# PLANNING FOR A SEASON OF FUN!

*Story on page 27*

TIM WRIGHT / WWW.PHOTOACTION.COM












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# CARIBBEAN COMPASS

*The Caribbean's Monthly Look at Sea & Shore*

www.caribbeancompass.com

NOVEMBER 2017 • NUMBER 266




CHRIS DOYLE

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*On the cover: Antigua Sailing Week, here photographed by Tim Wright, is just one highlight on the action-packed Caribbean calendar that lures sailors to the region every year.* *See more on page 27*




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

# Info & Updates

**Excavation in Ashton Lagoon, Union Island**

If planning to anchor in Ashton Lagoon (Frigate Rock), Union Island, be aware that as part of the ongoing project by Sustainable Grenadines to improve the health of the lagoon, during November and December heavy equipment will be in the area to excavate abandoned finger piers left by a failed marina project. The biggest bay in the Grenadines, Ashton Lagoon includes the largest mangrove habitat on Union Island. The removal of the derelict marina infrastructure is being done to restore the natural water circulation into and out of the lagoon.



CHRIS DOYLE

*Be aware that during November and December, earthworks placed in the late 1990s are being removed to restore natural currents to Ashton Lagoon*

**Clearing into Martinique at Ste. Anne**

Snack Boubou is now open for the season. Located not far from the waterfront, at 32 rue Abbé Safache, it is the most convenient place for yachts anchored at Ste. Anne to clear into or out of Martinique.

**If Bringing Aid into Dominica from OECS…**

To speed the arrival process of hurricane relief items into Dominica, the following information should be forwarded to the Organization of Eastern Caribbean States (OECS) Commission from all aid-carrying vessels originating in the OECS (Antigua, Grenada, Montserrat, St. Kitts & Nevis, St. Lucia, and St. Vincent & the Grenadines):

1) Vessel name
2) Length, draft and height
3) Cargo and port requirement
4) Estimated day and time of arrival
5) Duration of stay
6) Homeport
7) Proposed port of entry (Roseau or Portsmouth)

The Commission will relay this information to the Caribbean Disaster Emergency Management Agency, which will liaise with the relevant authorities on the ground in Dominica.

*All information should be sent to media@oecs.org*

**If Bringing Aid into Antigua…**

The ABMA reports: The Antigua & Barbuda Marine Association (ABMA) has sought clarification from the National Office of Disaster Services and the Department of Customs and Immigration for Antigua & Barbuda of the procedures needed to be followed by any vessel bringing hurricane–related aid into Antigua.

Note that while all officials are doing their utmost to expedite matters in terms of relief and aid, procedures still need to be followed. Where possible, communicate and plan ahead. Once officials know that you need assistance they can plan to give it. We ask that you remember they are representatives of the government and as such are governed by the laws in place. They are dealing with new "exceptions" to operations daily, and the relevant officers along with the ABMA are working together to smooth the process as much as is feasible.

BRINGING IN AID ON A YACHT

1) Prepare a manifest listing the items being imported.
2) E-mail the manifest to nodsanu@gmail.com and include the date and time of your expected arrival into Antigua. State whether the relief is for Barbuda, Dominica or any other island.
3) On arrival into Antigua declare the goods to Customs. Goods will need to be removed from the yacht.
4) NODS will then arrange for transport to move the goods from the dock to a warehouse for inspection.
5) NODS will then organize for the relief to be sent to the designated island.

*—Continued on next page*





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**Dominica**
Dominica Marine Center
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**Grenada**
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**St. Vincent**
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DOYLE CARIBBEAN

—*Continued from previous page*

BRINGING AID INTO ANTIGUA FOR ONWARD TRAVEL

If relief items are leaving via yacht, a list of the goods must be presented to Customs prior to receiving clearance. If the yacht has in-transit relief items or any cargo, a list must also be presented to Customs at that time.

MEDICAL SUPPLIES & FOOD ITEMS

The manifest is a critical part of the process and all items must be listed so that especially medical or food items can be identified and dealt with appropriately in terms of storage. The manifest will also assist in the planning of transportation to move the goods to the warehouse. (Applicable where aid is coming into Antigua for onward distribution).



SARAH SEBASTIAN

*Vessels bringing hurricane-relief supplies into Antigua are welcomed. Following the correct procedures will smooth the process*

WORKING WITH OTHER AGENCIES

A number of other agencies are working to bring aid to or through Antigua for Barbuda, Dominica and other islands. If you prefer to work with them, get in touch with them prior to arriving in Antigua to understand any additional requirements they may have.

Agencies we are actively engaged with are:

- Antigua & Barbuda Red Cross: www.facebook.com/AntiguaBarbudaRedCross
- Antigua & Barbuda Search and Rescue: www.facebook.com/ABSAR-16164620397
- Yacht Aid Global: www.yachtaidglobal.org
- The Waitt Institute: www.waittinstitute.org

*For guidelines on bringing aid through the airport, contact nodsanu@gmail.com.*

**2017 Carriacou Children's Education Fund Success**

Gordon Evans reports: The Carriacou Children's Education Fund (CCEF) concluded its 2017 fundraising during August's Carriacou Regatta, and once again the results were outstanding. As always, the credit goes both to all those who donated goods and money during the past 12 months, and to the myriad volunteers who labor during regatta week and throughout the year to make CCEF an ongoing success. All proceeds will fund CCEF projects, including school uniforms and supplies, lunch for needy school children, and scholarships for secondary school graduates to the TA Marryshow Community College.

Fundraising events included a barbecue and raffle at Tanty Lizzy's Seaside Fountain, and the Annual Auction and Table Sales at After Ours disco. Special thanks go to Budget Marine in Grenada for collecting and packaging Grenada cruisers' donations, to *Amelia* car ferry Captain Theo for delivering these items to Carriacou at no cost, to Paul at Technical Marine Management for the pickup and delivery of these goods, and to the Arawak Divers' staff and Phyllis at After Ours market for receiving donations throughout the year for storage. Thanks also go to the Slipway restaurant for collecting monetary donations throughout the year for CCEF's WiFi service in Tyrrel Bay.

Fundraising week concluded at the Slipway, just prior to the yachts' regatta prize-giving, with the announcement of financial results for the past year: just over EC$11,000 (about US$4,120) collected during regatta week, bringing the 12-month total to EC$19,500 (about US$7,300). Overall, CCEF has collected EC$286,000 (about US$107,116) over the past 17 years. In addition, frequent charter guests of *S/V Horta* recently held an event in Switzerland and collected another EC$3,200 (nearly US$1,200) for CCEF.

The list of businesses and individuals who helped is too long to enumerate, but CCEF's governing board, and especially the schoolchildren of Carriacou, thank you all.

Join us in 2018 when we expect to top the EC$300,000 mark!

*Visit www.carriacouchildrenseducationfund.org for more information.*

**BVI Charter Yacht Show Starts November 7th**

Despite the storms that swept the territory in September, the British Virgin Islands will host the 36th edition of the annual BVI Charter Yacht Society Boat Show at Nanny Cay Marina, Tortola, from November 7th through 10th.

Sharon Flax-Brutus, the British Virgin Islands' Director of Tourism, said the destination recognized that its yachting sector would be the first to be "open for business".

"The BVI Charter Yacht Society Boat Show gives yacht brokers an opportunity to view the yachts that sail our waters as well as experience what their guests enjoy while in the British Virgin Islands," she added.

*Visit bvicrewedyachts.com for more information.*

**USVI Charter Yacht Show Starts November 11th**

Oriel Blake reports: With a largely intact charter fleet returning to the Virgin Islands in November, and by popular vote by international Charter Yacht Brokers Association…

—*Continued on next page*



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…(cyba.net), the Virgin Islands Professional Charter Association will be hosting 45 vessels at the USVI Charter Yacht Show, running from November 11th through 14th at Yacht Haven Grande marina on St. Thomas, USVI.



CYBA

*Trunk Bay, St. John, US Virgin Islands — as inviting as ever*

We will be hosting a conference on the first day of the USVI Charter Yacht Show to discuss the potential for the charter season with charter brokers, crew, owners, charter businesses and the various vendors, bars, and marine service providers that support the charter industry. During the show, November 12th will see the Culinary Competition, with the theme of "USVI Coffee", and the Yacht Hop, with the theme of "Speakeasy… and All That Jazz".

The VI cruising grounds are going to be ready for charters by December, with tremendous efforts going into cleaning up the bays, beaches and bars. The greatest support anyone can give to the islands is to charter a yacht in our waters this season; the landscape is already returning to its former beauty — even a greener green, with not only fresh new leaves and fresh new sand but shiny new beach bars blooming! Marinas are still being repaired but anticipate being ready for vessels within a month.

Carol Bareuther adds: The resilience of Caribbean's crewed charter yacht industry is inherent in its nature — yachts are self-contained, with their own crews, generators, air conditioning, gourmet cuisine, water toys and much more. Wondrous turquoise seas, white sand beaches and warm tradewinds: these natural attributes, plus welcoming people, are the heart and soul of a Caribbean crewed charter yacht vacation. These distinctive characteristics remain virtually unchanged in the wake of devastating hurricanes Irma and Maria.

*Visit www.vipca.org for more information.*

**St. Barth Putting its Best Foot Forward**

"St. Barth is an island that is still standing, that retains its strength and values, and is in the process of getting back on its feet," said French president Emmanuel Macron during his visit to the island on September 13th, just one week after Hurricane Irma. And the residents of Saint Barthélemy did not contradict him: In a vast display of solidarity, the roads were quickly cleared, and within a few weeks 90 percent of the island had running water, many neighborhoods had electricity, and the port and airport were operational.

"We are capable of getting the island back in shape and putting its best foot forward!" notes Bruno Magras, president of the Collectivity of Saint Barthélemy. Many restaurants, villas and hotels plan to be open for business and ready to welcome visitors in November and for the holidays.

**St. Maarten Marine Trades Launch Condition-Report Site**

As St. Maarten is getting back on its feet after the passage of Hurricane Irma, the St. Maarten Marine Trades Association (SMMTA) has launched the website caribbeanyachtingupdate2017.com to provide condition reports on everything from airport, marina and port openings, to transport of goods, to yacht services, hotels and restaurants. The SMMTA will update the website weekly.

Despite some delays in getting wrecks removed from Simpson Bay Lagoon, the reports for the island of St. Maarten look promising. The airports on both the Dutch and French side are open for commercial flights, and Port St. Maarten will welcome the first cruise ship on November 5th.

Daphne van der Peijl adds: Most bars and restaurants have re-opened already (some partially) and are offering most items on their menus again. Most supermarkets are also open and selling fresh vegetables, meat and dairy. According to the Head of Tourism at the St. Maarten Tourist Bureau, 50 percent of all guest room capacity on island will be available shortly, and by the St. Maarten Heineken Regatta in March, this is expected to be much higher.

*For more information about the SMMTA, visit http://yachtingstmaarten.com.*

*Check www.caribbeanyachtingupdate2017.com/stmaarten for the latest marine updates on St. Maarten.*

**Grenada Increases Support to Caribbean Tourism Industry**

Pure Grenada, Spice of the Caribbean, is once again assisting its Caribbean neighbours impacted by recent hurricanes while supporting the tourism industry in the Caribbean. Minister for Tourism, Civil Aviation & Culture, Dr. Clarice Modeste Curwen, has announced that her government has increased the monetary commitment to regional partners affected from EC$1 million (approximately US$370,000) to EC$1.7 million (approximately US$630,000). Dominica and Cuba each received EC$500,000 (approximately US$185,185) and Barbuda received EC$300,000 (approximately US$111,111).

As part of the initial regional response, the Maurice Bishop International Airport offered shelter to more than 20 aircraft. Dominica can also expect technical assistance from the Grenada Airports Authority as well as relief funding channeled through the National Disaster Management Agency.

*Visit www.puregrenada.com/news for more information.*

**Welcome Aboard!**

In this issue of *Compass* we welcome new advertisers Camara Maritima of Panama, on page 5; and MRSIMCARD, in the Market Place section, pages 42 and 43. Good to have you with us!


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Island Water World Grenada Sailing Week - January 29-February 3, 2018

Westerhall White Jack Workboat Regatta - February 3-4, 2018

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# BUSINESS BRIEFS

**Budget Marine Ready for Post-Hurricane Demand**

Nicole Corvellec reports: Facing one of the toughest hurricane seasons yet, it was hard not to be in awe of the number of upside down hulls, and the number of masts still erect but without a hull in sight. Persons familiar with boat quality were appalled at the amount of boat value that has been destroyed as a result of Hurricanes Irma and Maria.



*Ellen van Holland-Little welcomes you back to Budget Marine, St. Maarten*

With the Caribbean winter season around the corner, many of the boats that avoided the hurricanes will have to make choices of where to go. Ports spared by Irma, José and Maria will probably get more visitors, although many boaters will also return to affected islands to show their support and commitment.

The boats that have weathered the hurricanes will have completely different needs, focusing on extensive rebuilding.

Budget Marine has worked hard to get things up and running again and the stores want to be strong supporters of the repair process. According to Robbie Ferron, founder and director of Budget Marine, this will inevitably lead to meeting demand that Budget Marine is not accustomed to. "Budget Marine intends to be a strong and dependable support in this challenging exercise. We have done these projects many times ourselves, so we know the issues and look forward to helping you. We have hull materials, which will be needed first, together with resins, fillers, tools, and paint. When the hulls are finished, it will be hoses, plumbing, wiring, electrical fittings, pumps and polymer sheets that are needed. Our sales teams will be preparing with the goal of being able to be a wide-ranging supplier to the many boats that will be requiring repairs — and hopefully soon you'll be looking for audio equipment and air fresheners."

For those intending to come to St. Maarten and St. Thomas, big strides are being made to clean up the islands. Budget Marine and many related businesses are ready to render their services. Making use of these services will also help these businesses get back on their feet in these difficult times. Budget Marine St. Thomas has its doors open and in St. Maarten our dinghy dock has been rebuilt and is ready for customers to easily access our premises.

For those looking to explore new locations while having access to marine supplies, our Budget Marine stores are spread throughout the Caribbean.

We look forward to our waters filled with floating hulls, the right way up!

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

**IGY Marinas: Status Report and Relief Support**

Kristin Soto reports: In the aftermath of Hurricanes Irma and Maria, IGY teams are working alongside local and international emergency services and relief organizations, and have already commenced a cleanup and repair effort. Staff members and contractors are in the Caribbean to assist each IGY facility's team on critical repairs that can be made in order to make our facilities operational. We are optimistic that our marinas will be operational in most, if not all, affected locations for the upcoming winter season.

As of mid-September, fully operational IGY marinas in the Caribbean include Rodney Bay Marina in Rodney Bay, St. Lucia; Red Frog Island Beach Resort & Marina in Bocas del Toro, Panama; and Marina Santa Marta in Santa Marta, Colombia.

As of mid-September, IGY marinas in the Caribbean area under repair include Blue Haven Resort & Marina in Providenciales, Turks & Caicos; Marina at Yacht Haven Grande in Charlotte Amalie, St. Thomas; American Yacht Harbor Marina in Red Hook, St. Thomas; Yacht Club at Isle de Sol in Simpson Bay, St. Maarten; and Simpson Bay Marina in Simpson Bay, St. Maarten.

As a major stakeholder in the Caribbean region, IGY has recognized its role to help those in need, launching its 501c(3) organization, NYC Eastern Caribbean Relief Fund Inc., alongside its parent company, Island Capital Group LLC. The charitable organization was created to raise money for relief of the people, businesses and more who have been impacted by the recent hurricanes in the Caribbean. The company's goal is to raise US$5 million to provide the fundamentals of survival to families that have suddenly found themselves cast into chaos and in a fight for survival. For more information or to make a donation, visit https://nyceasterncaribbeanrelieffundinc.com.

Hurricanes Irma and Maria have not only affected IGY's marinas, but also the Caribbean's nautical tourism industry. Small business is critical to the overall health of the international maritime sector and IGY intends to lead the way in the recovery of affected local marine trades. IGY will be a pivotal force in helping the maritime industry throughout the Caribbean bounce back stronger than before.

*For specific details regarding IGY marinas contact info@igymarinas.com.*
*For more information on Rodney Bay Marina, St. Lucia see ad on page 12.*
*For more information on Marina Santa Marta, Colombia see ad on page 29.*
*For more information on Red Frog Island Marina, Panama see ad on page 30.*

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**BVI Yacht Sales Open with 'Storm Deals'**

BVI Yacht Sales reports: BVI Yacht Sales is now open again for business, and ready to help boatowners and potential boat owners return to some semblance of normalcy with their sailing plans and activities. If you have a boat here in BVI that you bought through us, had for sale with us, or simply need some support and advice concerning your boat in BVI, please contact us at info@bviyachtsales.com so we can fill you in on the next steps, and what to expect.

The BVI is making serious recovery efforts, achieving huge progress on a daily basis. In the past month work has progressed rapidly and there are even some yachts cruising around, enjoying the remoteness and lack of crowds at this time. Beach bars are open or will be open again soon, chandleries and grocery stores are doing business as normal, and the feel is very much the Caribbean of 30 years ago with fewer people here, and the ones still here are those who have made BVI their home. You will find a loving, compassionate and welcoming atmosphere, and we are all excited to share in this next phase of rebuilding and development with visiting yachts and tourists being welcomed beginning November 1st.

Hurricanes Irma and Maria delivered unprecedented damage to the BVI with, by most reports, over 700 boats rendered unusable or even total losses. We are in the process of visiting all of our listings and will be updating these to represent the current situation in the next days. In addition BVI Yacht Sales has expanded with a specialized salvage division found on the Storm Deals tab of our website, where we will be offering vessels in various states of damage for sale, at prices taking into consideration of the level of repairs needed. There will be some tremendous deals to be had, as the insurance and salvage companies become overwhelmed with boats that need storage paid to await a sale. Please contact us if you are interested in taking on a BVI project boat.

*Visit www.bviyachtsales.com for more information on BVI Yacht Sales.*

**Horizon Charters: Three of Four Bases Fully Operational**

The Horizon Team reports: Horizon Yacht Charters' base in the British Virgin Islands was severely impacted by the passage of Hurricane Irma on September 6th. We're pleased to confirm that our bases in Antigua, Grenada and St. Vincent were not affected, and are fully operational.

In the BVI, many of our charter yachts experienced damage as a result of Hurricane Irma. However, we have seven brand new yachts on their way to us, five of which will arrive in November and the remaining two will arrive in the spring. The new yachts arriving first are a Saba 50 catamaran, a Cruiser 46, two Cruiser 41s and a Cruiser 37, and two Helia 44 catamarans will be arriving next year. We also have 14 yachts that are being repaired for charter service as well. By this time next year, we will have a fleet of approximately 25 to 30 yachts again in the BVI, most of which will be brand new.

We are commencing charters out of the BVI from January 6th, 2018. We are advising that those with charters booked up to January 5th consider switching destinations to Antigua, St. Vincent or Grenada, providing flights can be changed. All three destinations have direct flights from the US and other hubs.

If you would like to make a donation to Hurricane Irma relief in the BVI, you may do so at one of the many worthy organizations listed on https://bvirelief.com. We encourage every one of you to copy this link and distribute it to all your friends, sailing club members or anyone else who has a love of the BVI.

We will recover and rebuild in the BVI, and with your help we know we will be better than ever. Our bases in Antigua (https://horizonyachtcharters.com/antigua-barbuda), St. Vincent (https://horizonyachtcharters.com/st-vincent-grenadines) and Grenada (https://horizonyachtcharters.com/grenada) all provide superb Caribbean sailing vacations, so contact them when you're considering your next charter.

*For more information on Horizon Yacht Charters see ad in the Market Place section, pages 42 and 43.*

**Boat Paint & Stuff Back to Normal!**

Following the passage of Hurricane Irma, Boat Paint & Stuff, a marine paint dealer in St. Martin offering top products, professional customer service and customized quantities, has been open again since late September, mornings only, from 8:40AM till 12:30PM.

Stéphane Legendre reports that Boat Paint & Stuff will resume normal business hours this month, and the shop will once again be fully stocked.

*For more information on Boat Paint & Stuff see ad on page 37.*

**Caraibes Diesel Services Relocates Parts Store**

Erwan Le Normand reports: Hurricane Irma did not spare Caraibes Diesel Services: our building in St. Martin was very badly damaged. But starting the next day, our whole team went to work to re-open as soon as possible.




It is with great pleasure that I announce that we are once again fully operational. We have moved our spare parts store and offices to the Hope Estate Zone in Grand Case, at 67 rue des Aborigènes, between "Bachus" and CHRONOPOST. Our technicians are already at work and can assist you at all marinas and shipyards on the island. A parts delivery service is also available.

I would like to thank all my collaborators and suppliers, without whom this resumption of activity would have been impossible.

Do not hesitate to contact us for any service or information; we are at your disposal.

*For more information on Caraibes Diesel Services see ad on page 21.*

**Puerto del Rey Open for Business after María**

Less than one week after Hurricane María hit Puerto Rico, Puerto del Rey Marina in Fajardo was open for business and able to provide all regular services to its clients.

Carolina Corral, Chief Executive Officer of Puerto del Rey, commented, "The Category Four hurricane put the infrastructure and concrete hurricane tie-downs to the test; thankfully we passed with flying colors. We are now working at full capacity, all services are being provided.

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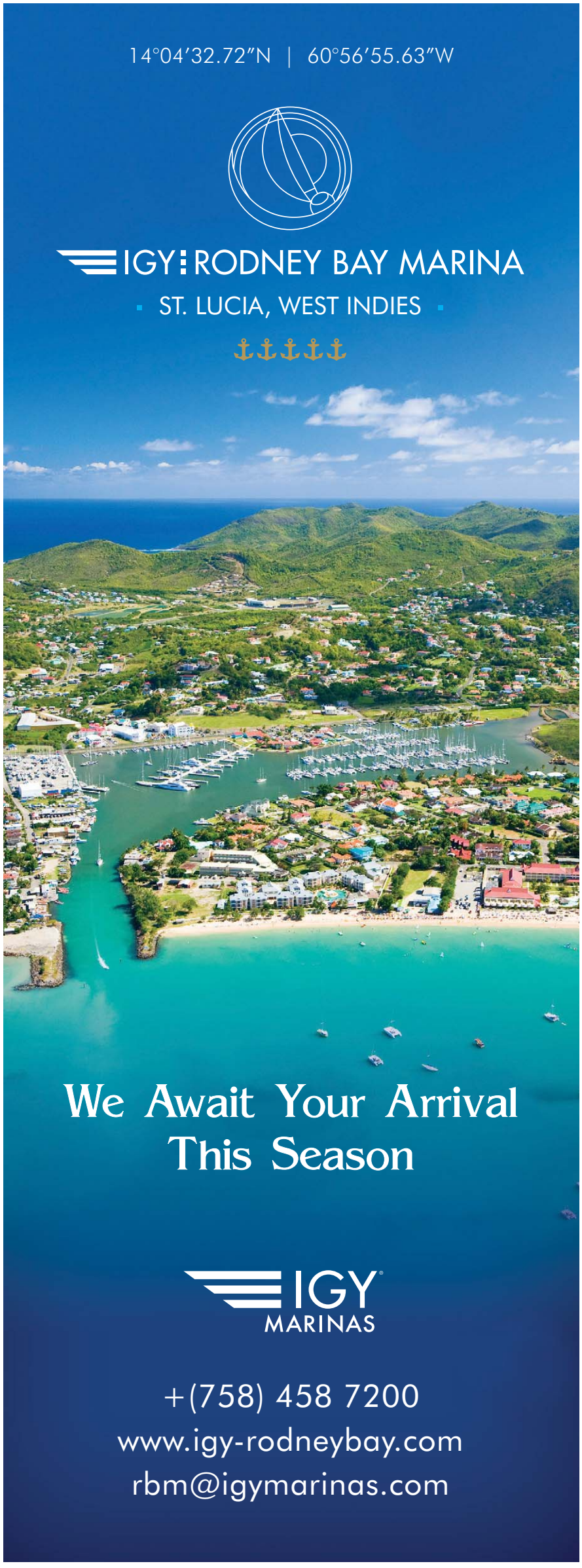
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The minor damage done to the Marina allowed us to clean up and recover quickly." Few boats suffered damage, and the grounds were cleared from debris in the days following the hurricane. Top management team members remained at the marina during the storm, and were fast to assess and respond to needs. "We continue to provide regular services to all our visitors who want to travel around the Caribbean or have work done to their boats," she added.

*For more information contact customerservice@puertodelrey.com.*

**Dream Charter Capacity to be Restored**

Dream Yacht Charter founder, Loic Bonnet, reports: Our fleet and business remains strong after the impact of Hurricanes Irma and Maria, which hit St. Maarten-St. Martin, the Virgin Islands and Puerto Rico particularly hard.

Our Caribbean fleet capacity will be restored by the end of this year. Dream Yacht Charter had 70 boats in St. Martin and the BVI when Irma hit and we anticipate 60 percent will be declared a total loss. While the impact on our fleet and 2017 revenue is significant, it is more than manageable and we've rolled out our business continuity plans.

The pre-Irma fleet in St. Martin and the BVI represented just 25 percent of our Caribbean fleet across Puerto Rico, the BVI, St. Martin, Antigua, Guadeloupe, Martinique, St. Vincent & the Grenadines, and Grenada. We had been careful not to grow any one base too big in the Caribbean because of the risks, and we are well spread globally with more than 47 bases worldwide and more than 900 boats.

Since the hurricanes, we've worked to mitigate the impact on our customers by:

- Purchasing 20 new replacement boats for the St. Martin and BVI fleets to be delivered by the end of 2017. They will include Lagoon 52s and Bali 4.5 catamarans, and Dufour 520 and Sun Odyssey 519 monohulls
- Purchasing the Regis Guillemot fleet in Martinique, adding about 30 catamarans to our fleet in this popular destination
- Planning to fully re-open our St. Martin and BVI bases in mid-November
- Finding replacement boats or relocating customers with St. Martin and BVI charters in November

Our bases in Antigua, Martinique, St. Vincent and Grenada are fully operational. Our fleet in Guadeloupe escaped damage from Hurricane Maria, as our Caribbean operations manager relocated boats to bases farther south. Our Puerto Rico fleet didn't sustain major damage.

We remain committed to the Caribbean and its communities, all of which rely heavily on tourism, including the yacht charter industry, and the islands need our support now more than ever. Keep faith in the wonderful Caribbean people to rebuild and recreate the paradise that we all hold so dear.

*See more charter company updates at www.cruisingworld.com/caribbean-charter-updates*

**The Backbone of Barefoot Charters**

Narendra Sethia reports: Five amazing folks have, among them, clocked up more than one hundred years of service with Barefoot Yacht Charters & Marine Centre!



*Key staff members Rose Alexander, Brent Cyrus, Charky Richards, Ozzie Phillips and Dawn Alexander together represent 102 years with one charter company — Barefoot, in St. Vincent & the Grenadines*

They are Brent Cyrus, Skipper/Dock Master; Garfield "Charky" Richards, Skipper/Dock Master; Alexia "Rose" Alexander, Afloat Housekeeping; Osborne "Ozzie" Phillips, Shipwright/Carpenter; and Adonna "Dawn" Alexander, Ashore Housekeeping.

Barefoot Yacht Charters, located at Blue Lagoon, St. Vincent & the Grenadines, offers bareboat and skippered charters, ASA Sailing School, luxury fully crewed charters, yacht brokerage and management, a boutique hotel and a full-service marina.

Come see why people stick with us!

*For more information on Barefoot Yacht Charters & Marine Centre see ad on page 18.*

**The First Megayacht Returns to St. Maarten**

The St. Maarten Hospitality & Trade Association announced that on October 3rd the first megayacht returned to St. Maarten since the passage of Hurricanes Irma and Maria, signaling that the recovery of the island's yachting sector has officially begun.

Motor Yacht *Orinokia*, a Benetti Classic 120, passed through the Simpson Bay Bridge and docked at Yacht Club Port de Plaisance. *Orinokia* had taken shelter from the storms in St. Lucia. Captain Simon Uzcategui said that both the yacht owner and crew wanted to return to St. Maarten as quickly as possible to express their support and commitment to destination St. Maarten, their primary Caribbean base.

Jesse Peterson, General Manager of the Yacht Club Port de Plaisance and Vice President of the St. Maarten Marine Trades Association said cleanup and repair operations are continuing and that the marina expects to be fully open for business and welcoming visiting yachts by November 1st.

The yachting sector is a major pillar of the economy of St. Maarten, both in bringing in revenue from abroad, and in providing employment opportunities. Reports from elsewhere in the world, including the Monaco Yacht Show, are that there is great interest among yacht owners and crew to return to the Caribbean.

—*Continued on next page*

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**Meet Gareth of Curaçao Marine!**

Nicole van Beusekom reports: In our sequence of news items concerning the new developments at Curaçao Marine, we would like to introduce you to the new managing team! The new managing board consists of Marc Rooijakkers, in the role of Managing Director, and Gareth Weber, taking the position of Yard Manager. They are a dynamic, young and experienced team who are eager to put their passions for the sea, sailing and the boating business to work to get Curaçao and Curaçao Marine more prominently on the sailors' map!




In last month's *Compass* we introduced the new Managing Director, Marc Rooijakkers. In this issue we will share more background info on Gareth Weber, the new Yard Manager.

Gareth is passionate about boats and about everything out on the water. He has been sailing for about 20 years now. After about five years he discovered the fun of racing with a team, and for the past 15 years he has enjoyed competing in sailboat races in Curaçao and other Caribbean islands. Besides sailing in his free time he also puts in time as a volunteer; for over five years he has been a captain of the local rescue organization, CITRO. He is also a big fan of Caribbean island life, Curaçao being his favorite island, where he was born and raised. Gareth studied international business and worked for many years as an operational manager at a smaller powerboat company in Curaçao.

Gareth was approached by Marc and the new owner of the yard with an offer he couldn't refuse: work for the biggest technical marina and boatyard in Curaçao to assist the managing director, as yard manager, in the challenge to bring Curaçao Marine to an even higher level of quality and service. This was an opportunity that he, of course, wouldn't pass by. He gets the chance to work on both sailboats and powerboats, as the yard caters to both.

The combination of, on one side, knowledge of international business and, on the other side, skills in operational management, is what makes Gareth fit for the job. He is a hands-on kind of guy who loves being busy with anything that has to do with all types of boats. Gareth is a great team player and works well with the crew. He is also a friendly service-minded fellow, who likes to attend to the requests of the customers.

He says. "On the yard my responsibility is to make sure that everything runs smoothly and that our customers continue their sailing journey as happy sailors. All the work that is planned should be carried out efficiently and effectively. This includes working with a capable crew, which means training, guiding and motivating our crew to deliver quality work.

"Besides planning and managing the crew, maintenance is also key! It is important to make sure that our equipment and machinery is in optimum condition and ready to go."

Gareth would like to accentuate the authenticity and beauty of this unique Caribbean island. Curaçao has so much more to offer to sailors traversing the Caribbean Sea than it is known for. Besides a safe layover for a yacht during Caribbean hurricane season or while doing maintenance projects, there is also a lot to explore! "After days of hard work on your yacht, you can go out and discover the island. In Curaçao there is always something happening, from cultural or international events to fine dining and great bar hopping."

The clear blue sea, the cultural heritage and the mix of friendly people make it a one-of-a-kind place, one to add to your sailing itinerary for sure!

*For more information on Curaçao Marine see ad on page 33.*

**Sea Hawk Launches Reduced-VOC Paints**

On October 2nd, Sea Hawk, the world's leading premium nautical coating brand, announced the introduction of new Reduced VOC versions of its 3400 Series of Cukote Self-Polishing Copolymer Antifouling Bottom Paint, dubbed Cukote 330 VOC.

The new Cukote 330 VOC coatings comply with rigid VOC limits set by the California Air Quality Management Board (330 grams of VOC per liter) and offer marine service professionals and do-it-yourselfers a Reduced VOC alternative when applying antifouling coatings to vessels. Yielding the same superior results as the original Cukote products, the new Cukote 330 VOC is highly effective for multi-season antifouling protection on pleasure craft, coastal and deep-sea vessels alike. The advanced formulation of Cukote 330 VOC enables it to be taken in and out of the water without compromising its antifouling characteristics.

Cukote 330 VOC is a self-polishing copolymer coating that is effective below the waterline on fiberglass, steel and wood vessels to provide multi-season antifouling protection. Cukote's Reduced VOC formulation with a substantial level of cuprous oxide makes it the top performer in its class, even in the most severe fouling areas. As an ablative or self-polishing coating, there is no buildup of bottom paint over time, keeping hull underwater surfaces smooth and clean. Cukote is handcrafted in America and available in Black, Dark Blue, Light Blue, Red and Teal through Sea Hawk authorized distributors and retailers worldwide.

Sea Hawk Paints have resumed normal business operations since the hurricane season, and encourage you to contact them with any concerns regarding your vessel or business.

Call the Customer Service Center at (727) 523-8053 for any immediate questions.

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

—*Continued on page 32*

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# CARIBBEAN ECO-NEWS

**Collaborating Across Borders to Protect Oceans**

Sonia Jind reports: The 7th Annual Meeting of the Grenadines Network of Marine Protected Areas took place from August 23rd to August 25th in St. George's, Grenada. MPA managers from St. Vincent & the Grenadines and Grenada came together to talk about fishers' livelihoods and effective marine conservation. The Grenadines Network of MPAs is one of only three transboundary networks in the region, and as such it plays an important role in coastal and marine resource management while encouraging stewardship and sustainable livelihoods for local communities.

The meeting, co-hosted by Sustainable Grenadines Inc. and the Fisheries Division



GNMPA

of Grenada, was made possible thanks to the support of the United States Agency for International Development (USAID) and the Nature Conservancy.

This year, the network grew from six to seven MPAs, with the inclusion of Grand Anse Marine Protected Area in Grenada. The other MPAs include South Coast Marine Conservation Area (St. Vincent mainland), Mustique Marine Conservation Area, Tobago Cays Marine Park, Sandy Island/Oyster Bed MPA (Carriacou), Molinière-Beausejour MPA and Woburn Clarkes Court MPA (Grenada).

At this year's meeting the group discussed the theme of fishers' livelihoods and stewardship as they pertain to MPA management. "I think the most important message that came out of the meeting is that it's important that fishers and MPA managers collaborate because we all want the same thing — healthy oceans," commented James Lord, Executive Director of Sustainable Grenadines Inc.

Echoing Lord's remarks, fisherman and Coral Nursery Coordinator with Ridge to Reef, UNDP, Denzel Adams added, "From a fisher's perspective, I believe the workshop was a success because it provided a platform for both fishers and managers to communicate with each other and with a variety of stakeholders."

Olando Harvey, National MPA Biologist at the Fisheries Division, Grenada, which co-hosted the event, remarked that, "The meeting provided a unique opportunity for the Grenada MPAs to learn from the experiences of our colleagues from SVG, especially in the implementation of supplemental livelihoods."

The Grenadines Network of Marine Protected Areas is already planning for learning exchanges and capacity-building activities in the year ahead.

**Effects of Hurricanes on the Marine Environment**

As reported at phys.org/news on September 25th in an article by Richard KF Unsworth, Benjamin L. Jones, Leanne Cullen-Unsworth and Lina Mtwana Nordlund: When the world talks of the tragic and devastating consequences of severe hurricanes, the focus tends to be on the land. However, the force of hurricane winds and the resultant tides and waves are so strong that both plants and animals are ripped from the sea floor leaving lifeless rubble and sediment behind. Hurricanes have a washing machine effect: they mix up coastal sediments with knock-on effects for marine life. Suspended matter left floating in the water column limits the amount of sunlight that reaches marine habitats and so reduces growth and recovery. Meanwhile in shallow coastal environments, debris, sewage and run-off continue to flow in to the sea long after the hurricane has passed. The devastation of coastal environments, particularly seagrass meadows, can also result in long-term losses of the benefits that humans receive from them, such as fisheries support or coastal protection.

Initial indications from the Everglades in Florida show that seagrass destruction in the wake of Irma is extensive, with large piles already being washed far onshore. This should ring alarm bells for Caribbean fisheries, as Hurricanes Katrina and Rita led to losses in the seafood industry that reached billions of dollars. The Caribbean spiny lobster fishery business alone is worth more than US$450 million, and directly employs 50,000 people. Healthy seagrass provides the best fishing grounds with the greatest revenue, and the recent hurricanes have the potential to decimate this.

But this is not just about money. Seagrass loss also threatens marine biodiversity and the health of charismatic species. After a severe cyclone in Australia in 2011, turtles and dugong starved owing to the damaged meadows. In addition, seagrass is a marine powerhouse, which stores vast amounts of carbon in meadow sediments. When the seagrass is removed, this carbon is released back into the environment.

Hurricanes have always been a part of life in tropical seas. The destruction they cause and their recovery have been observed throughout human history. What is alarming now, however, is the apparent increased frequency and intensity. The already poor state of the Caribbean marine environment restricts the ability of habitats such as seagrass meadows and coral reefs to recover from the effects of severe storms. Poor water quality and over-fishing, for example, promote the overgrowth of algae, preventing recovery. With repeated hurricanes occurring over time periods that are insufficient for recovery to occur, this will only get worse.

The severity of hurricanes Irma and Maria is a wake-up call. We need a fundamental shift in how marine environments are protected to enable long-term sustainability for the food and income they provide. Many locations in the Caribbean have ineffective marine protection rules and so destructive practices continue unchecked, meaning that when a disaster does occur, the environment is unable to recover.

Although local actions against climate change are difficult to achieve, it is possible to manage river catchments to improve water quality, and focus on small-scale immediate actions, such as implementation of marine protected areas, to limit immediate and direct damage to coastal resources. Coordinated small-scale actions will ultimately help enhance the resilience of the Caribbean Sea, and make sure that the environment can better recover from any future extreme events.

**Help Cuban MPA Field Stations Destroyed by Hurricane Irma**

Anmari Alvarez Alemán reports: Hurricane Irma affected numerous coastal communities in Cuba's northern region of Villa Clara; many people lost their homes as well as the resources necessary to continue their work.

One area that sustained significant damage was the Lanzanillo-Pajonal-Fragoso Marine Protected Area. At Playa Nazabal, one marine biological field station was destroyed and another, located in Juan Francisco, suffered major damage. The home of MPA Conservation Specialist Eddy Garcia Alfonso was completely destroyed. For many years, Eddy's home, in the small town of El Santo, served as a field house for Cuban and international researchers and students who visit the area for marine research, workshops, and academic activities.

Eddy has dedicated his life to the conservation of endangered species and marine ecosystems in this MPA — he works tirelessly to ensure the survival of threatened species around Cuba, particularly manatees and marine turtles. This MPA is prime manatee habitat, containing coral reefs, seagrass beds, and mangroves; it is highly vulnerable to uncontrolled human and natural threats.

The destruction of the field stations, the scientific equipment and Eddy's home pose a major risk to existing MPA conservation work, and to the ongoing educational and research programs. Now more than ever, these programs are of great importance, as manatees, turtles, and dolphins are vulnerable to subsistence poaching by residents of neighboring communities who are dealing with lingering hunger



SEA2SHORE.ORG

*Hurricane Irma has jeopardized conservation efforts for the West Indian manatee in a Cuban MPA. The Friendship Association (friendshipassociation.org) is trying to help*

and economic loss.

It is vital to support the important work that Eddy and his colleagues have been doing with the coastal communities: increasing public understanding about the need to protect marine life while helping the local people to develop ways of improving their livelihood, and in so doing, guarantee the conservation of marine ecosystems and species.

Your donation will help to restore the field stations, equipment, furniture, research boat, and replace Eddy's home/field house. Our goal is to raise US$10,000 before Christmas. One hundred percent of your tax-deductible contribution will go to this project. You can mail a check made out to: The Friendship Association, PO Box 840011, St. Augustine, FL 32080, USA.

*Contact Soledad (aimisoledad@gmail.com) or Anmari (anmarialvarez@yahoo.com) for more information.*

**Assist in Restoring St. Maarten's Natural Environment**

Natalia Collier reports: Before Irma struck St. Maarten, Environmental Protection in the Caribbean's Kippy Gilders was preparing for a native plant restoration project funded by the BEST 2.0 initiative. A botanical assessment was carried out by Dr. Ethan Freid while the reptiles, amphibians, insects, and spiders of restoration sites were recorded by Mark Yokoyama of Les Fruits de Mer. We hope to replicate this assessment post-Irma to determine how the storm has affected biodiversity.

Restoration work is even more crucial now that hillsides have been stripped of vegetation. We are revising our planting schedule as well as the environmental education component; in addition to a kayak-based scavenger hunt in the Simpson Bay Lagoon, dozens of students have taken part in school field trips and presentations on the value of biodiversity. Once school and regular life resumes, as it eventually will, students and other volunteers can take part in healing the scars left by Irma on St. Maarten.

Hurricane Irma's catastrophic arrival to the Antilles was an unwanted reminder that nature is in charge. The tragic impacts on people's lives, livelihoods, and property are still being assessed while rescue operations are underway; the effects on the environment are substantial as well. How is the storm affecting native and introduced species? What about the health of reefs and seagrass beds after heavy runoff and swells? There are so many unknowns.

EPIC St. Maarten remains committed to serving the island despite substantial damage to our headquarters, including the loss of much of the roof. We are grateful for the safety of our staff, Board, and their families and for the messages of support from around the world. If you would like to help with our rebuilding effort, we encourage donations to EPIC's Irma Recovery Fund. We will rebuild and continue to work for the protection of St. Maarten's natural heritage.

*Visit epicislands.charityproud.org/Donate for more information.*

**Aid the Nature Reserve of St. Martin's Recovery**

Nicolas Maslach reports: Severely damaged by Hurricane Irma, the Nature Reserve of St. Martin urgently needs our help. Twenty years of work were destroyed in one night. They need funds to repair, rebuild and restore.

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The worst is yet to come for many different species on the island if we don't intervene as quickly as possible to restore their natural habitats: coastal vegetation essential for sea turtles during their egg-laying season; mangroves and ponds; nurseries for marine species; resting and feeding sites for more than 50 species of birds, some of which are on the endangered list; and marine habitats such as coral and seagrass beds that are indispensable to marine life in our region.

Download the special "Irma" edition of the *Journal of the Nature Reserve of Saint Martin* at https://reservenaturelle-saint-martin.com/journaux-pdf/2017/journal30.pdf

*Donate to help the Reserve recover at www.gofundme.com/reserve-naturelle-stmartin-vs-irma*

**Surviving Barbuda Warblers Found!**

Lisa Sorenson reports: On September 6th, Hurricane Irma engulfed the tiny island of Barbuda with 185mph winds, leaving most of the population homeless and a landscape ravaged by wind and surging waves.





ANDREA OTTO

*Joseph Prosper walking in Barbuda, surveying storm damage. Suddenly, he and Andrea Otto spotted a surviving Barbuda Warbler*

Since the storm passed, the Caribbean birding community has been increasingly anxious about one bird in particular: the endemic Barbuda Warbler, a Near Threatened Species. Had this charming little bird survived the storm?

Well, at last there is some good news. BirdsCaribbean is delighted to report that, during a one-day survey trip to Barbuda on September 22nd, a team from its Antiguan partner Environment Awareness Group (www.eagantigua.org) and the Department of the Environment discovered a total of eight Barbuda Warblers.

As the only endemic species on the island and country of Antigua & Barbuda, the Barbuda Warbler has a special place in the small community's hearts. The bird has a perky posture and constantly flits around, searching for insects in trees, thorny scrub and coastal areas. Its estimated population is between 1,000 and 2,500, but before the hurricane its population trends were not determined.

The first bird was spotted by EAG's Andrea Otto and colleague Junior Prosper in a fallen acacia tree. "I saw a flash of grey…" Otto reports. "I whispered to Junior — it's a Barbuda Warbler!" They managed to get a good view and confirmation of the little warbler's grey and yellow plumage. After that, "It took us a while to get a clear photograph of the bird as irrefutable proof of its survival," notes Otto. The team recorded the birds in a relatively small area near the secondary school in Codrington, the main settlement on the island.

BirdsCaribbean is supporting the EAG and Department of Environment to conduct bird and wildlife surveys over the coming weeks. They are helping the team design a survey plan that will cover the habitat on the island and provide an estimate of the warbler's population size. Ornithologists and other skilled birders in the region and beyond will assist with an intensive survey effort in the coming weeks and months. The team will also devise a plan to help the Barbuda Warbler and other wildlife on the island recover, such as replanting native trees and mangroves that were destroyed in the hurricane.

*Visit www.birdscaribbean.org for more information.*

**Development Threatens Bonaire Marine Park**

Sea Turtle Conservation Bonaire reports: More than 50 years of advanced environmental legislation has been overturned on Bonaire, shifting the focus of downtown development into the Marine Park. Reason enough for STCB to initiate Save Bonaire Marine Park.

It all started in 2013 when, despite a critical Environmental Impact Assessment and over 700 appeals, the Bonaire Island Council voted to revise the Spatial Development Plan (Ruimtelijk Ontwikkelingsplan Bonaire), re-zoning a portion of the Bonaire National Marine Park to allow a large commercial pier to be built in Bonaire's protected National Marine Park waters.

In reaction, STCB, Bonaire's National Parks Foundation and 86 community members filed an appeal to the BES (Bonaire, St. Eustatius and Saba) Islands Court, revealing that the revision of zoning laws to allow commercial development in the Bonaire National Marine Park violates island policy, law and public trust. The past three years have been intense and successful years for Save Bonaire Marine Park; so far, the courts have ruled in our favour in two important cases out of three.

*To stay informed about developments, sign up for a newsletter at www.bonaireturtles.org, or follow Save Bonaire Marine Park's Facebook page.*



# REGATTA NEWS

**Grenada Club Holds Its First J/24 Race**

Grenada's Petite Calivigny Yacht Club held its first J/24 match race on September 17th. Each team raced three times, each time on a different boat. At the end of a day of light airs, there was a clear winner: Team Palm Tree Reserve, with all bullets.




PCYC

Skinny Guys and SGU Yachtclub tied on points and raced one more time for second and third place.

*Visit www.pcycgrenada.com for more information.*

**Caribbean Sailors at Laser Masters Worlds**

Two Eastern Caribbean sailors participated in the Standard Masters division at the Laser Masters World Championship in Split, Croatia, from September 21st through 30th.

Benoit Meesemaecker of St. Barths placed 10th overall among the 69 sailors in the Standard Masters division, and Antiguan sailor Karl James placed 17th overall in that division. First place went to Brett Beyer of Australia. More than 30 countries were represented in the event, which had a total fleet of 350.

Next year's Laser Masters World Championship is scheduled to take place in Ireland.

*Visit https://laserworlds2017.com for full results.*

**2017 Landfall Change for NARC Fall Rally**

As this issue of *Compass* goes to press, the NARC Rally is scheduled to depart Newport, Rhode Island, USA on October 28th or the nearest weather window. The Rally is for experienced boatowners and professional skippers who make the annual passage south.

The rally's first stop is still Bermuda as planned, but for this year's 18th annual event, owing to infrastructural damage on the event's usual landfall of St. Maarten, after Bermuda the boats will proceed to any island of their own choosing.

*Visit www.sailopo.com/NARC_Rally_NARC_Rally_Overview.aspx for more information.*

ON THE HORIZON

**Caribbean Winter Race Circuit on Course**

The Caribbean Sailing Association has announced its five-year Winter Series International Race Calendar with events starting as early as this month, and the CSA website lists many additional events. With only a few early-season events needing to be rescheduled (see further news items in this month's Regatta News), most CSA member nations affected by the passage of Hurricanes Irma and Maria have confirmed that their plans continue for the coming season, and CSA members are working with affected islands to assist in the recovery process.

CSA President, Kathy Lammers, tell visitors, "One of the most helpful things you can do is proceed with your plans to visit our shores, participate in our regattas and recommend to your friends and peers that they do the same. Don't delay until next season. Tourism is the lifeblood of Caribbean economies and they need your continued support to ensure they recover and those hit hardest bounce back quickly. Submit your online regatta entries early. The sun still shines, the water is still warm and the tradewinds won't let you down!"

*See the Winter Circuit calendar at https://caribbean-sailing.com/wp-content/uploads/2017/07/2018-2022cal-jpeg.png, and additional sailing events at https://caribbean-sailing.com/caribbean-race-calendar/calendar.*

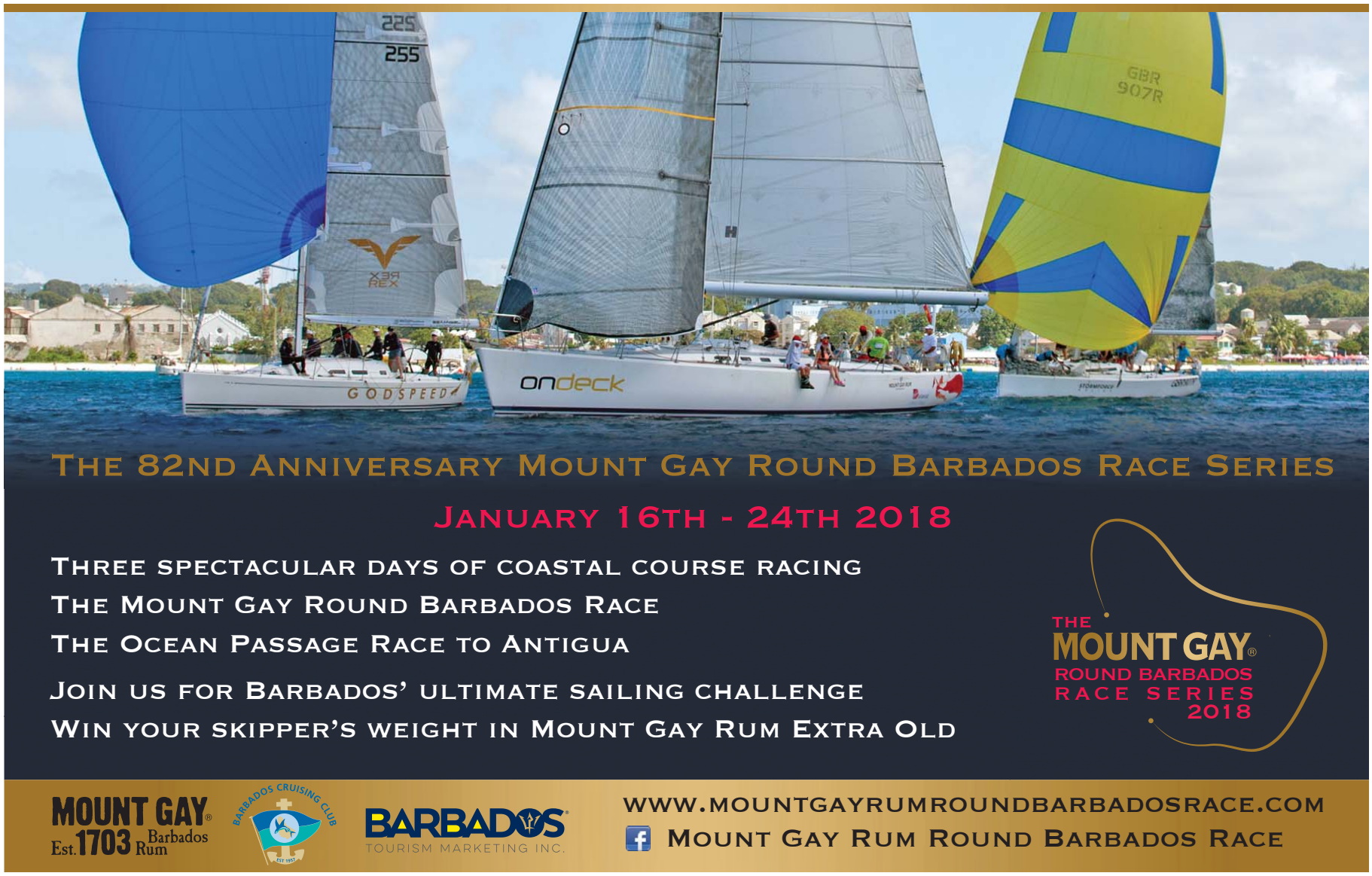
**Antigua Events 'Up and Running'**

The Antigua & Barbuda Marine Association reports: We were very lucky here in Antigua to escape the recent storms; the island is virtually unscathed. As we gear up for another Caribbean yachting season, our boatyards, marinas, docks and anchorages are intact and for our charter and service companies, it's business as usual.

Planning for our upcoming regatta season continues apace. Here is a snapshot of the events we already have planned for what promises to be an unforgettable season:

- the Antigua Charter Yacht Show
- the AYC Round the Island Race
- the Antigua Superyacht Challenge
- the Jolly Harbour Valentine's Regatta
- the Antigua 360
- the 10th RORC Caribbean 600
- the Antigua Classic Yacht Regatta
- Antigua Sailing Week and
- the Antigua to Bermuda Race.

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Even though the hurricane devastated many islands, including our sister island of Barbuda, we know that the region will bounce back stronger than ever. The beauty of our islands and people, combined with our passion for yachting, will continue to



ANNA LANDRY

*The Classic and other Antigua events are going full speed ahead!*

win people over from around the world and ensure that events and the communities that host them overcome obstacles and remain ready to welcome you back to their shores.

President of the Antigua & Barbuda Marine Association Franklyn Braithwaite adds, "Many people have asked how they can help the affected islands. My best advice is to come to the region in the coming season as planned. I have told people not to change their plans, register early for events and come and enjoy your favourite yachting destinations. That will ensure that our economies continue to receive much needed support throughout the regatta season."

**Salty Dawgs Name Antigua as 2017 Destination**

The Salty Dawg Board of Directors announced that the destination for the 2017 Fall Rally will be Falmouth Harbor, Antigua, rather than the usual Virgin Gorda landfall. The seventh annual Fall Rally from Hampton, Virginia and other points on the US East Coast to the Caribbean is scheduled to depart on November 2nd, weather permitting.

The decision by the Board is a result of the damage caused to the British Virgin Islands by Hurricane Irma. "The destination for the Salty Dawg Fall Rally has been the Bitter End Yacht Club on Virgin Gorda in the BVI since its inception," said President Bill Knowles. Information from BVI officials suggested to the Board that the Salty Dawg cruisers stay out of the way of ongoing relief and rebuilding activities in the BVI this fall.

In a related announcement, the Board announced the creation of the tax-deductible Salty Dawg BVI Relief Fund. The Salty Dawg Sailing Association is a 501(3)(c) volunteer-run educational non-profit organization.

Visit www.saltydawgsailing.org/hurricane-relief-fund for further information about how to contribute to the fund.

In Antigua, the Salty Dawg fleet will enjoy many of the same benefits that they are accustomed to in the BVI. "While we are saddened that our friends in the BVI cannot host us in their islands this year," said Director of Rally Management Rick Palm, "those of us who have cruised Antigua in the past know the attractions that it offers to cruisers both on land and at sea."

*Visit www.saltydawgsailing.org for more information.*

**St. Maarten's Sol Opti Regatta Postponed**

The Sint Maarten Yacht Club reports: The Annual Sol Optimist Regatta was originally scheduled for November 4th and 5th, however, owing to Hurricanes Irma and Maria, we have decided to postpone the event. This provides the regional sailing community with time to recover so we can expect the usual turnout of talented regional sailors when the event occurs.

*Contact SMYC at (721) 580-4019 or sintmaartenyachtclub@gmail.com for more information.*

**Caribbean 1500 Reaffirms BVI Landfall**

The longest-running ocean crossing rally in North America, the Caribbean 1500 is a must-do for many cruisers. The ARC Caribbean 1500 fleet sails from Portsmouth, Virginia to Nanny Cay on Tortola, British Virgin Islands.

World Cruising Club has announced that the ARC Caribbean 1500 will continue as per the published schedule to Nanny Cay, Tortola this month. Hurricane Irma caused widespread damage to the BVI and the organizers are keen to ensure that the rally going to the BVI should benefit the community there, rather than add to their burdens, and that the marina should be a safe and secure place to take boats. As communications have slowly been restored, a clearer picture of the effects of Hurricane Irma has emerged, and the viability of the best arrival port has been considered to ensure another successful edition of the ARC Caribbean 1500 takes place in 2017.

World Cruising Club has been in close contact with the team at Nanny Cay Marina to discuss the implications of the rally's planned arrival, and the best way to support the community there. The message received is that the community wants visitors to return, and that they will be open for business and able to give a warm welcome to returning boaters.

Here's what Cameron McColl of Nanny Cay Marina said to the rally fleet: "Nanny Cay took a major hit from Hurricane Irma, but within seven days our team has restored power, water, septic systems, and the Beach Bar is already open serving cold beer! We have plenty of brand new docks in the new outer marina and we expect to be open for business again very shortly. We look forward to welcoming the Caribbean 1500 and to running a full series of yachting events throughout the upcoming winter season."

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The 2017 edition of the ARC Caribbean 1500 will depart from Portsmouth, Virginia on November 5th (weather dependent) following a week-long pre-departure program for skippers and crews. On arrival, the rally team greets the boats with a warm welcome and ice-cold rum punch.

World Cruising Club's director Jeremy Wyatt commented, "The best way as sailors that we can help the communities rebuild, is to visit and spend in the economy. The communities need and want visitors; World Cruising Club are encouraging participants to be sympathetic to the efforts of the communities in the BVI and give their support by sailing to the islands this fall. The islands may still bear the scars left by Irma, but the welcome will be as warm as always once crews step ashore."

*Visit www.worldcruising.com/Carib1500 for more information.*

**Here Comes ARC 2017!**

Every November since 1986, the Atlantic Rally for Cruisers (ARC) has set sail from the Canary Islands, bound 2,700 nautical miles across the Atlantic to the Caribbean. The ARC attracts over 200 boats and 1,200 people every year to sail from Gran Canaria to Rodney Bay, St. Lucia.



CLARE PENGELLY

*With a steel pan serenade, a cold rum punch, and a sense of accomplishment, ARC arrival in St. Lucia is always a thrill*

For the ARC+ Cape Verdes 2017, November 5th sees the start of the Gran Canaria to Sao Vicente leg (865 nautical miles), and November 15th will be the start of the Sao Vicente to St. Lucia leg (2090 nautical miles). Most of the ARC+ Cape Verdes fleet is expected to arrive in Rodney Bay between November 26th and 31st. The ARC+ Cape Verdes prizegiving ceremony in St. Lucia will be on December 6th.

For the ARC Gran Canaria to St. Lucia direct fleet, the start will be in November 19th, with the majority of the fleet expected to arrive in Rodney Bay between December 6th and 11th. The ARC Gran Canaria to St. Lucia direct prizegiving ceremony in St. Lucia will be on December 16th.

Every boat is welcomed to Rodney Bay Marina with rum punches, fresh fruit and chilled beer. There is so much to do on St. Lucia that many yachts stay on the island for Christmas. Many ARC boats continue their Caribbean cruising in small groups, often meeting other ARC friends in Caribbean anchorages.

*Visit www.worldcruising.com/arc for more information.*

**St. Croix International Regatta Rescheduled**

The 25th anniversary St. Croix International Regatta, originally scheduled for November 10th through 12th, has been rescheduled. It will now take place from March 9th through 11, 2018.

This annual event is known for two days of fun, with an exciting mix of CSA and one-design classes for the whole family, featuring an array of courses set in Buck Island channel yet close enough for an easy run back to the Club, the party and some Cruzan hospitality. Skipper's weight in Cruzan Rum for the winners of Spinnaker, Non-spinnaker, and Rhodes 19 classes!

*Visit https://stcroixyachtclub.wildapricot.org/event-2573986 for more information.*

**Two Odyssey Rallies, Canaries to Barbados**

Cornell Sailing is organizing two rallies from the Canary Islands to Barbados this winter. Each rally offers the option to stop in the Cape Verde Islands or sail direct from Tenerife to Barbados. The Atlantic Odyssey via Cape Verdes starts on November 11th and the Atlantic Odyssey direct to Barbados starts on November 18th. The Caribbean Odyssey via Cape Verdes starts on January 6th, 2018, and the Caribbean Odyssey direct to Barbados starts on January 11th.

*Visit https://cornellsailing.com/sail-the-odyssey for more information.*

**St. Lucia's Mango Bowl November 24th through 26th**

The St. Lucia Yacht Club will host the Mango Bowl Regatta 2017 from November 24th through 26th. There will be racing in four classes: Racing, J/24 & Surprise, Cruising I, and Cruising II. This year the Mango Bowl has joined the Clean Regatta Program (www.sailorsforthesea.com).

Registration info will be on the St. Lucia Yacht Club Facebook page.

*Contact mangobowlslyc@gmail.com for more information.*

**RORC Transatlantic 2017 Bound for Grenada**

The RORC reports: Setting off on November 25th, bound from the Canary Islands to the Caribbean, the fourth edition of the RORC Transatlantic Race is the lengthiest race in the Royal Ocean Racing Club's offshore calendar.

This year the westbound race forms the first leg of the Atlantic Anniversary Regatta held in celebration of Hamburg-based Norddeutscher Regatta Verein's 150th anniversary in 2018 and the Yacht Club Costa Smeralda's 50th year. The joint jubilee celebration, in partnership with YCCS, originally had a scheduled finish in their British Virgin Islands base, but this proved impossible owing to the devastation caused by Hurricanes Irma and Maria.

RORC CEO, Eddie Warden Owen, says, "The RORC Committee in consultation with the YCCS and NRV have decided to finish the race in Grenada and we look forward to returning to Camper and Nicholsons Port Louis Marina, who have warmly welcomed competitors and our race team for the past three events."

For those competing in the RORC Caribbean 600 — celebrating its 10th anniversary in 2018 — the first leg of the AAR acts as a challenging feeder race, as well as a great way to race across the Atlantic in company to take part in the Caribbean winter circuit.

Along with an international fleet from Holland, Germany, Belgium, Canada, the USA and Great Britain, two previous winners of the RORC Transatlantic Race Trophy will be back to defend their titles in this special edition of the race: 2015's winner, the French Finot 100 *Nomad IV* and last year's winner, the Dutch Marten 72 *Aragon*.

*Visit rorctransatlantic.rorc.org for more information.*

**Carlos Aguilar Match Race 2017 Cancelled**

Carol Bareuther reports: Organizers of the Carlos Aguilar Match Race (CAMR) regretfully announce the cancellation of the November 30th through December 3rd, 2017 event. The CAMR, presented by the US Virgin Islands Department of Tourism, is known for bringing some of the best international match racing talent, from America's Cup veterans to Olympians, to sail in Charlotte Amalie Harbor. However, damage to the island from back-to-back major hurricanes has put a definitive damper on hosting a Grade 1 event less than two months after the storms.

"We are very sad to have to cancel this year's CAMR," says regatta director, Verian Aguilar Tuttle. "However, many if not most, of the team of volunteers who organize and run this event and host the teams in their homes are still in the recovery and rebuilding phase. Repairs are also underway to our fleet of IC24s, the St. Thomas Yacht Club clubhouse and the Virgin Islands' utilities and infrastructure. We will miss seeing and welcoming the sailors and race officers, many of whom have become great friends over the years. However, we do want to maintain the high standards of the CAMR and for this we'll look forward to 2018."

Like last year, the 2017 CAMR was set to host the Women's International Match Racing Series (WIM Series) Finale. "The women match racers and the WIM Series management are of course very disappointed that we will not be able to end our season in the Virgin Islands. But we also realize that an event in December would be too much of a burden on the volunteers and infrastructure in St. Thomas and this is not something we want anyone to have to worry about on top of the real-life challenges they are facing as they try to return to a 'normal' life after Hurricanes Irma and Maria. We look forward to the opportunity to return to St Thomas in the future and experience the wonderful hospitality and great racing that the CAMR has given us in the past. In the meantime, the WIM Series management is considering the possibility of finding a replacement event to fill the void made by canceling the 2017 CAMR," says Liz Baylis, WIM Series manager.

To help the Virgin Islands' recovery efforts, donate to the non-profit VI Marine Rebuild Fund (www.facebook.com/MarineRebuildFund). All funds will be used for the cleanup of the current cruising grounds, growth of marine industry offerings and development of marine vocational programs.

*Visit www.carlosmatchrace.com or www.facebook.com/CarlosAguilarMatchRace for more information about the Carlos Aguilar Match Race.*

*Visit www.wimseries.com or www.facebook.com/WIMSeries for more information about the Women's International Match Racing Series,*

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**Mount Gay Round Barbados Series 2018**

Organized by the Barbados Cruising Club and sponsored by Mount Gay Rum, the Mount Gay Round Barbados Race Series 2018 will take place January 16th through 24th.

The event will feature 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 skipper's briefing will be held on January 16th, with coastal racing on January 17th, 18th and 19th for all classes except 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.




PETER MARSHALL

*For more information on the Mount Gay Round Barbados Race Series see ad on page 14.*

**Great Response for Grenada Sailing Week 2018**

Rosie Hoggarth reports: The Island Water World Grenada Sailing Week set for January 29th through February 3rd is on track! Grenada and the southern Caribbean were out of the path of hurricanes Irma and Maria, and communities down here have been working hard to send aid and relief to our neighbouring northern islands to help them get back on their feet. If you were planning on taking part in any of the Caribbean regattas, now is a good time to sign up and show your support.



GRENADA SAILING WEEK

*Combat off Grenada's south coast. Seriously spicy sailing and famously friendly fêtes make the annual Grenada Sailing Week unforgettable*

We have had a great response since we opened registration for Grenada Sailing Week 2018 in August and we are pleased to see that many of our loyal supporters such as *Jaguar, Taz, Ambushe, Nickatime* and *The Blue Peter* have already signed up, along with several new entries to the regatta. We have reintroduced the popular one-design J/24 class and are expecting a good turnout in that division.

Grenada Sailing Week offers a fantastic racing opportunity on the Spice Island's western and southern coasts and the chance to lime with some of the friendliest people in the Caribbean. Sign up now, or any time before the end of November to take advantage of the reduced early registration fee. Online registration is at www.yachtscoring.com/emenu.cfm?eID=4444

*For details visit www.grenadasailingweek.com and sign up for our newsletter. E-mail: info@grenadasailingweek.com. Find us on Facebook: GrenadaSailingWeek or at Twitter: @grenadasailweek*

*For more information on Grenada Sailing Week see ad on page 15.*

**10th Annual RORC Caribbean 600**

The 10th edition of the RORC Caribbean 600 will start as scheduled in Antigua on February 19th, 2018.

Bolstered by a record entry for the RORC Transatlantic Race, a strong Racing Division for the Atlantic Rally for Cruisers, and determined competitors from all over the Caribbean, the tenth edition of the highly acclaimed 600-mile offshore race is set to be a real cracker, with a record entry anticipated.

For the 10th anniversary of the RORC Caribbean 600, many past participants have already indicated 2018 entries. George David — the current record holder with *Rambler 100* in 2011 — is coming back with *Rambler 88*, and the RORC Caribbean 600 wouldn't be the same without Antigua's Bernie Evan-Wong, who is the only sailor to have competed in every race as skipper.

*Visit http://caribbean600.rorc.org/ for more information.*

**'Spirited' St. Maarten Heineken Set for March**

The St. Maarten Heineken Regatta committee reports: Hurricane Irma left behind serious damage on the island of St. Maarten-St. Martin, and the full recovery of the infrastructure and physical environment of the island will be a long and difficult process. But the process of rebuilding has begun already with the sort of friendly determination for which our island is famous.

It is with that friendly determination that we will continue with preparations for the 38th edition of the St. Maarten Heineken Regatta. The regatta will go ahead from March 1st through 4th, 2018, and it will be a very special edition indeed: its organization and presentation will be a symbol of the spirit of St. Maarten.

Although numbers of yachts have been destroyed in St. Maarten-St. Martin, much of the marine infrastructure is still intact, including sail lofts, riggers, and the Budget Marine store. The St. Maarten Yacht Club's main building remained intact, although the docks, decks and other structures were demolished or damaged.

For those looking for ways to help St. Maarten-St. Martin recover from the hurricane, remember that our island's economy is entirely based on tourism. So one way to help the island and to show your support is to come visit the island, and come participate in the 38th St. Maarten Heineken Regatta in March!

The regatta is 38 years strong and it just keeps getting better. Expect four days of world-class racing with some of the world's most seasoned sailors from more than 35 countries, sailing Maxis, monohulls and performance multihulls, along with holidaymakers on chartered Bareboats and liveaboard families cruising the Caribbean. And with Heineken as title sponsor, the racing days blend seamlessly into four nights of exceptional parties.

*Contact racing@heinekenregatta.com for questions about the racing. Visit www.heinekenregatta.com for more information.*

**Early Interest in St. Barths Bucket**

Hurricane Irma left her mark on St. Barths, but the Bucket Stewards are committed to a 2018 St. Barths Bucket that will provide all that this storied event is famous for: superb competition, fantastic shoreside socials, and the Bucket hallmarks of camaraderie and sportsmanship. The dates are March 15th through 18th, 2018.

By mid-October, more than 30 superyachts had already indicated their intent to enter the 2018 St. Barths Bucket. The entry list is posted at www.Bucketregatta.com/entries and will be updated on an ongoing basis. The Schedule of Events and updates are posted under the Racing link.

*Visit www.bucketregatta.com for more information.*

**Registration Open for St. Thomas International**

Carol Bareuther reports: Organizers of the St. Thomas International Regatta (STIR) are pleased to announce that the 2018 event, set for March 23rd to 25th, will take place as scheduled despite damage to the island from Hurricanes Irma and Maria. Never in the 45-year history of STIR has a fall storm, even a major one, interrupted the running of the "Crown Jewel of Caribbean Yacht Racing", and it will not in 2018. The host, St. Thomas Yacht Club, suffered some damage and the fleet took more than a few dents, but the venue for fantastic round-the-island races is still very much here.

Show your support and be part of our island's recovery and future by registering now for both the Round the Rocks Regatta on March 22nd, and the St. Thomas International Regatta, at www.stthomasinternationalregatta.com. Both events promise challenging courses, professional race management and island-style hospitality. Register in CSA (Racing or Cruising), IRC, ORC, Multihull, Beach Cat or One Design classes (with a minimum length of 20 feet).

*For more information, visit www.stthomasinternationalregatta.com or contact Regatta Director Chuck Pessler at (340) 642-3204 or cpessler@hotmail.com. Check STIR out on Facebook (www.facebook.com/stirvi), Twitter @stirvi and Instagram #STIRVI*

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**Call for Sailors to Attend the BVI Spring Regatta!**

The message from the organizers of the BVI Spring Regatta is strong and clear: "We will be racing again! Join us! We want sailors to know to plan to come back and race in 2018," says Regatta Director Judy Petz, who has been helping coordinate immediate supplies and fundraisers since Hurricane Irma struck the BVI. The BVI Spring Regatta 2018 will take place from March 26th through April 1st. "We are determined that the 47th BVI Spring Regatta will go ahead. It might look a little different, but we'll still be putting on a great regatta."



INGRID ABERY

"It's all about people coming together in order to win. That's our message. Just like crew on a boat have to pull together to win a regatta," says Petz. "Racing a boat requires a strong team, all working together as one, and that's just what we are seeing on the ground on all the islands. That's why the BVI Spring Regatta will come together and we will have a regatta this season. For those who want to come back to race or cruise the BVIs, we welcome you."

To enter the 2018 BVI Spring Regatta, including the new 165-nautical-mile Full Moon Race on March 27th, visit www.bvispringregatta.com.

*For more information visit www.bvispringregatta.org, e-mail info@bvispirngregatta.org, or keep up to date on https://twitter.com/springregatta, www.facebook.com/bvispringregatta and www.instagram.com/bvisr.*

**Bequia Easter Regatta 2018**

Bequia Sailing Club reports: Bequia Sailing Club welcomes you to the 2018 Easter Regatta, March 29th through April 2nd.

The Club's Regatta Organizing Committee are beginning preparations for what promises to be a truly wonderful event in Bequia, "The Island of Clouds", with family fun and exciting racing against a backdrop of this jewel of the Caribbean.

Registration opens on March 28th, with further registration and Skippers' Briefing on March 29th.

On March 30th, racing begins for yachts and Heritage Boats (local double-enders). The day's prizegiving and Regatta Welcome Party will be held at the Frangipani Hotel.

Racing continues on March 31st for yachts and Heritage Boats, followed by the Bequia Sailing Club and Sponsor's Party and daily prizegiving.

April 1st will see Lay Day for the yachts, onshore family fun activities, Optimist races, the Single Handed Around Bequia Yacht Race, and Heritage Boat races.

April 2nd is the final day of racing for yachts and Heritage Boats, followed by the Grand Prizegiving and Regatta closing ceremonies.

Come and see us in 2018; you are in for a real treat. The Bequia Sailing Club and the Bequia island residents will welcome you with open hearts.

*Visit http://bequiaregatta.com for more information.*

**Les Voiles de St. Barth on Schedule**

After Hurricane Irma hit Saint-Barthélemy, the island is now ready to look toward the future. That includes the organizers of Les Voiles de St. Barth, who have decided to hold the ninth edition of the regatta as planned, from April 8th through 14th, 2018.

François Tolède and Luc Poupon, the organizers of Les Voiles, say, "We must produce this ninth edition of Les Voiles as a symbol of reconstruction, by proposing a regatta at the same level as expected, with the same quality of service and the same degree of competition. We are going to concentrate our energy in organizing a regatta every bit as exceptional as in past years, with five days of competition, a day off, concerts every evening — the fundamentals will be there!"



VOILES DE ST BARTH

The organizers of Les Voiles de St. Barth are happy to open the Classic and Traditional Yachts Class for the first time in four years, since this year's dates do not conflict with the Antigua Classic Yacht Regatta.

*Visit www.lesvoilesdesaintbarth.com for more information.*

**Antigua Classic Yacht Regatta**

The Antigua Classic Yacht Regatta team is busy developing the 2018 version of its unique event, where the most beautiful vintage, classic and traditional yachts gather in friendly competition!




CHRIS DOYLE

The Antigua Classic Yacht Regatta 2018 will take place from April 18th through 24th.

*Visit www.antiguaclassics.com for more information.*

**51st Antigua Sailing Week**

Early entries are coming in for the 2018 edition of Antigua Sailing Week, which will take place from April 28th through May 4th. The optional Peters & May Round Antigua Race will precede five days of competitive racing off the rugged south coast of Antigua in one of the best racing grounds in the world. Parties each night and a Lay Day for rest and relaxation will complete a fantastic week not to be missed.

*Visit www.sailingweek.com for more information.*

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CLUB POST-HURRICANE REPORTS

• Commodore Escrich of **Club Náutico Internacional Hemingway** of Cuba reports that although the entire island of Cuba was left without electricity during some days, the headquarters of CNIH did not suffer serious damage. "No vessel was harmed at




SALLY ERDLE

Marina Hemingway," he adds. "That proves the conditions of this marina as a shelter for boats in case of hurricanes and storms."

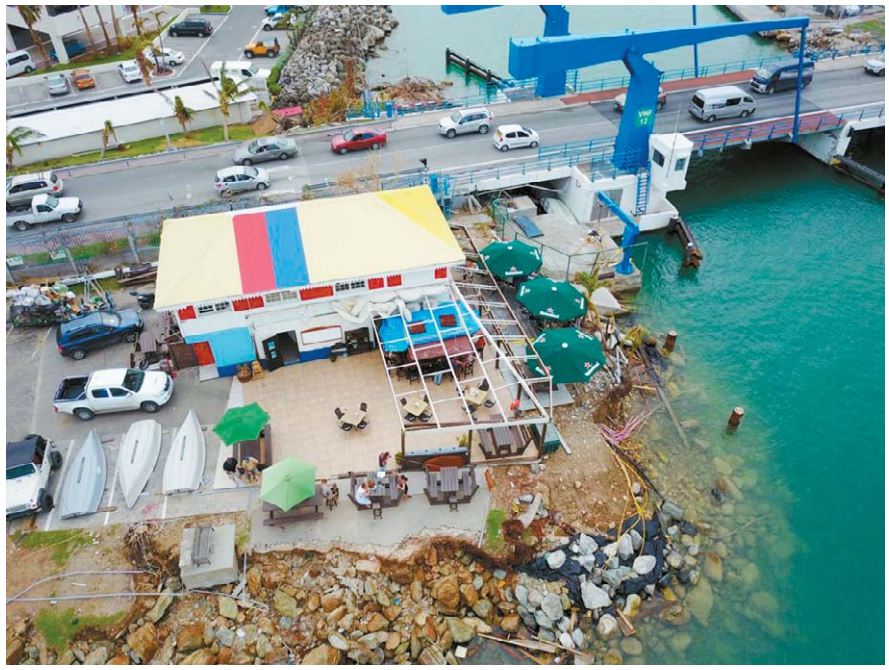
• **Club Náutico de San Juan**, Puerto Rico, reports: Our marina weathered the storm perfectly. We had a situation with the northeast corner of the covered slips area, but the rest of the marina is doing great, including 100-foot boats, and with no damage to our infrastructure.

• Chris Haycraft, Commodore of the **Royal BVI Yacht Club** reports: The Club House in Road Town appears to have stood up relatively well. Unfortunately, there is damage to the roof, the restaurant and the deck, which will require considerable work to repair.

There is also positive news at our sailing centre at Nanny Cay, despite the area being virtually unrecognizable following Irma. Our initial assessment indicates that approximately 30 percent of our hulls can be repaired and we have been able to retrieve some of the rigs and equipment. Incredibly, one of our two storage sheds was one of the few things left standing on the beach and we are fortunate to also have both of our coach boats floating.

We hope to be able to re-start Saturday sailing in the near future. Longer term, we hope to resume our after-school classes from January and will be recruiting for new instructors. In the meantime, we will be busy with fibreglass and gel coat!

• Daphne van der Peijl reports: Everybody at the **Sint Maarten Yacht Club** is safe. We've been working around the clock to get the mess cleaned up, now it's time to see what's needed to get back, even stronger. The Yacht Club building plus the storage containers are completely intact. Unfortunately, we lost a big part of our dock, the deck, the roof of the restaurant and half of our fleet. We have more than



half a million US$ damage at the Yacht Club, which we'll try to compensate for by raising funds.

We are able to organize St. Maarten Heineken Regatta 2018, including the necessary entertainment. It might not be as big as past years, but it will probably be one of the most beautiful!

Commodore Christopher Marshall adds: Rebuilding the Sint Maarten Yacht Club will also us to continue our efforts to promote sailing, increase tourism through sailing events, and to bring the local community together.



## Y2A BY ELLEN BIRRELL

# 'We Interrupt Our Regularly Scheduled Programming...'

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

It goes without saying that life in many of the Leeward and Virgin Islands, along with Puerto Rico, has been severely disrupted. Cellular and Internet communication has been and, going into this publishing cycle, is still harshly up-ended. Let me interrupt the scheduled Y2A material in order to share what bits I could gather on youth sailing programs in the affected islands.

**St. Maarten**

St. Maarten Yacht Club General Manager Michele Korteweg reports, "On September 6th, St. Maarten lay right in the middle of Hurricane Irma's monster path of devastation. The entire island was smashed, including the Sint Maarten Yacht Club. The docks, deck and fleet got severely damaged or wiped out. As a result, our Youth Sailing Program's young sailors no longer have the opportunity to sail until we rebuild our docks and replace the fleet. We are looking at replacing six to eight Optimists, four Lasers, two RS Vision hulls and a teaching dinghy. Several youth sailors had to be evacuated off island; however, many of them will return when school starts.

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*Before Hurricane Maria, these young sailors in Puerto Rico's Y-Sailing program exemplified the joy of getting out on the water. Youth sailing leaders now emphasize the importance of getting hurricane-halted programs running again*

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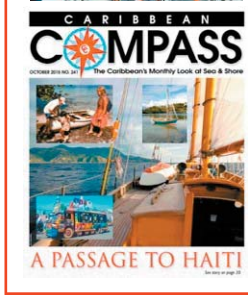
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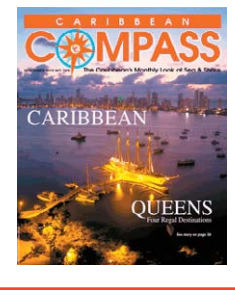
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"With a limited number of boats, we resumed sailing lessons on October 8th off Kim Sha Beach in Simpson Bay for the students still on island. We received positive feedback from the community. This is a great motivator and soon we will start organizing family and kids' events again. With all the devastation surrounding the children of St. Maarten, we are determined to rebuild and to provide the youth with a positive activity and distraction from the aftermath of Hurricane Irma."

**St. Barths**

"We suffered losses on the (SBYC) building, a few of the Opti fleet and several dinghies. We'll try to open back up as soon as we can," said Simon Favaud on September 25th.

On October 18th, he further reported, "As we don't have many dinghies, we are getting back on track gradually, reopening this week for kids (program) and hosting holiday camps in two weeks. We should get the power back soon. The racing team is already training!"

**US Virgin Islands**

The *Daily News's* Bill Kiser gave examples of how the immediate resumption of St. Thomas Yacht Club's youth sailing program has brought normalcy into the lives of local children recovering from hurricane trauma. Eleven-year-old St. John resident Alejo Di Blasi said, "It feels normal. (During Hurricane Maria) it was like pieces of wood like javelins were flying into the house from somebody else's roof." Tyler Rice, who stepped forward to resume the program when STYC's junior program coach went off-island, says, "It's been pretty therapeutic. There's not as many structured activities now, sports and things like that in the schools. Everything's slowed down a lot. So giving kids this opportunity is great for them and everybody. When you get on the water, there's not much changed out there. The waves are the same; the wind is the same. It gets the kids into a routine."

St. Thomas's 14-year-old Savannah Young said, "We can keep training like nothing has happened, use this as a learning experience, and grow as a team." Parent Pretlow Majette, whose 12-year-old daughters Winn and Katherine are in the junior program, commented that after the children experienced such devastation to their homes and communities, "…to be able to have this thing that they've done after school every day for years, that they can still do, is super-important." She went on to say how conversations in the home about how the family's two boats sank in Hurricane Hole of St. John's Coral Bay, and the mounting frustrations and, understandably, family tempers flaring, that she is "so glad they're out there sailing. It's calming."

With the imposed curfew in St. John, and with school back in session, junior sailing is limited to four or five hour-long sessions Wednesday through Friday afternoons and Saturday and Sunday mornings into early afternoon. Tyler Rice: "So far, it's mainly been talking briefly about how everybody's doing, making sure everybody's okay. It's been nothing too formal, just 'let's get out and sail'. Sailing is, in its own way, very therapeutic, just like having a structured conversation would be. It has its way of washing things away. It's really beautiful. It's a cool thing for everyone. Parents watch the kids go out sailing and watch them sail in laughing and smiling. Even the people on the hillside are watching, telling us 'how cool is it that those kids are out there, still playing and having fun!'"

As far as physical damage to the St. Thomas YC's clubhouse, the *Daily News* reports, "Several windows were blown in and the building took water damage. Flagpoles were toppled, the wooden section of the dock was blown away leaving nothing but pilings. But the Optimists, 420s and Hobie Cats came through both storms unscathed because they were stored inside."

The St. Croix Yacht Club located in Teague Bay on the north east side of St. Croix reported on October 6th: "Overall the club did fairly well, with no major structural damage to buildings and dock. The club's fleet was adequately secured and escaped damage.

"The curfew makes it tough to schedule after-school sailing, so (junior sailing) will be focusing on reassembling the fleet and (resuming) some weekend programs. Lots of (volunteer) work has been completed: mucking out clubhouse and grounds, mopping and more mopping, repairing electrical and plumbing issues. Will be focusing on reassembling first section of dock on October 8th, and can use all the help we can get! There is a ton of cleanup and put-back work left to do. The Yacht Club is on generator 24/7 for a while…maybe months, but got plenty of ice, cold beverages and hot showers! SCYC's annual November St. Croix International Regatta is being rescheduled to a date in March." The club's lead sailing instructor resigned as of October 8th.

**Puerto Rico**

As the November *Compass* issue goes to print, the island is still mostly without electricity and reliable cell or Internet service. José "Yoyo" Berrio, owner of Y-Sailing, indicates the office trailer was destroyed and the storage trailer was blown sideways at their San Juan Marina location. A sailing school near San Juan's regional airport as well as Club Náutico de San Juan made it through with minimal damage. No word has been heard as yet from Marlin Sailing School in Roosevelt Roads, southeast of



*The kids, the boats, the sea — let's get them back together!*

Fajardo, nor from the other sailing schools of the south and southwest coastline where Hurricane Maria hit hardest.

Jaime Torres, CSA board member, reports: "Every dinghy event we (Puerto Rico) had remaining in 2017 (about five) has been cancelled, including the 2017 Sunfish South American Championships that were to be held in Ponce during the last week of November."

**Antigua**

Elizabeth Jordon reports, "On Sunday 17th September — notwithstanding the imminent arrival of Hurricane Maria — the Sailing Academy and the Antigua Yacht Club managed to hold the 'Barts Bash' Regatta. This Regatta takes place all over the world annually and all proceeds are donated to the Andrew Simpson (a.k.a. 'Bart') Simpson Foundation. The funds raised this year will be dedicated to helping youth sailing venues that have suffered hurricane damage from Irma, Jose & Maria."

Antigua's National Sailing Academy (NSA) further reports that a trust and foundation have endowed them with 12 new dinghies: RS Qubas, Fevas and Venture Connects. They will serve both the youth and disabled sailing programs. NSA is actively developing youth who are graduating with RYA Day Skipper, Dinghy Sailing Instructor and STCW certifications. NSA: "Giving these young people the necessary skills and qualifications to obtain employment in the industry is the mission of the Academy."

**Anguilla**

The Anguilla Youth Sailing Club posted on Facebook: When Hurricane Irma hit Anguilla, our sailing school was badly damaged. For most people, the sailing school is not the first priority, but the children need activity to take their mind off the island's destruction. The beautiful blue sea is calling, but the boats and the clubhouse are unusable.

**Barbuda**

The island was devastated to the point of full evacuation. Whether the sailing program will be resurrected is a wait-and-see proposition.

*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.*

*Please send updates on the progress of hurricane-affected youth sailing programs in the Caribbean to sally@caribbeancomoass.com.*


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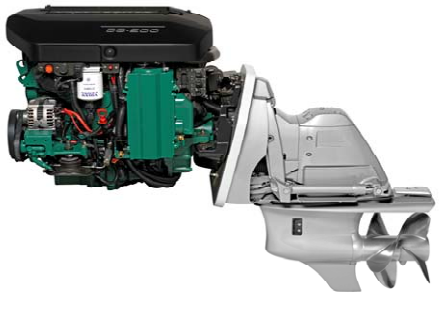
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# Lessons Learned from Liveaboard Hurricane Survivors

*by Suzanne Wentley*

IN the middle of Hurricane Irma — the strongest storm ever measured in the open Atlantic Ocean — Justin Smith was peering out from behind the plywood covering the windows of a home in Coral Bay in St. John, USVI, where he was taking shelter with friends.

He could see two sailboats, neither of them his. As rocks pummeled the windows and the winds slashed the leaves off trees, he decided that as long as those vessels were holding, then S/V *Jasaru*, his recently renovated Pearson 53, would be all right.

"Halfway through the storm, one of those boats was taken out by another boat from somewhere else in the harbor," Smith said from St. Petersburg, Florida, where he arrived 26 days after the first of two Category 5 hurricanes hit the northeastern Caribbean.

"At the strongest point, you couldn't hear anything but the intense noise. All you could see was leaves, and the building was shaking. The wind wanted to suck you out of the balcony," he said. "When it finally let up, there were no boats anywhere."

Indeed, by the time he got back to the water, S/V *Jasaru* was nowhere to be found. She had sunk in the 35 feet of water in which he had held her with anchors upon anchors. He even videotaped his hours of sweaty prep work in the days leading up to the storm to remind himself that he really did all he could. Smith lost his home, everything.

It was the gut-wrenching heartbreak no liveaboard ever wants to feel.

"When I swam to her to see what happened, I envisioned other boats tangled up to her. I could not have imagined my anchors would not have held," Smith said. "I just assumed someone hit her and sunk her. But the front hatch had been peeled off the front of the boat, and the aft hatch was peeled off the back of the boat. The mizzenmast had broken, and the companionway had busted open. I think she just fought to the very end."

So far, it is unknown how many dozens of boats were lost in Hurricanes Irma and Maria, two Category 5 storms that hit the northeastern Caribbean ten days apart this summer, but there are endless photos of boatyards, marinas and hurricane holes littered with damaged vessels throughout Puerto Rico, the Virgin Islands and St. Maarten. Boats from Cuba to Barbuda and Dominica were lost by sinking, whether owing to moorings coming loose, waves topping toerails, or colliding with one another. It continues to be a major tragedy throughout the affected islands.

Another liveaboard sailor, Ben Oglesby, knows how lucky he is. His wife, Quinn, already planned to leave S/V *Wanderlust*, their 38-foot Morgan, for work a week



before Hurricane Irma was expected to hit. In St. Thomas, they were closely watching the weather, with an original plan to sail south to Martinique. But weather models were unpredictable, and the last thing Ben wanted was to be singlehanding straight into a storm. Together, they decided for Ben to sail to Puerto Rico, and he tied up into the mangroves in Salinas.

"There were ten to 15 other boats in there. Everyone was just keeping an eye on each other and helping each other tie in," he said from a rare WiFi spot in Fajardo.

Oglesby took down the jib once he got there, since so often that is the first to unfurl. Winds were predicted for only around 25 knots there, so he left on the mainsail and tied a line tightly around it. He also left on the boom and solar panels, and he made the difficult decision to stay on the boat for the storm.

"There are still a lot of things you can do to help save your boat, like have the engine on forward to take pressure off lines or reacting if hatches open or the bilge pump stops working," he said. "I ended up sleeping like a baby that night, I was so exhausted."

After the storm, Oglesby had limited cell service, but was able to see online the destruction that happened just 50 miles away. When his wife flew back to Puerto Rico, they decided to sail to Fajardo to volunteer with Sailors Helping, a group organized to get supplies to the Virgin Islands and get people evacuated from the worst hit areas.

But then the tropics heated up again. Hurricane Maria was on the horizon.

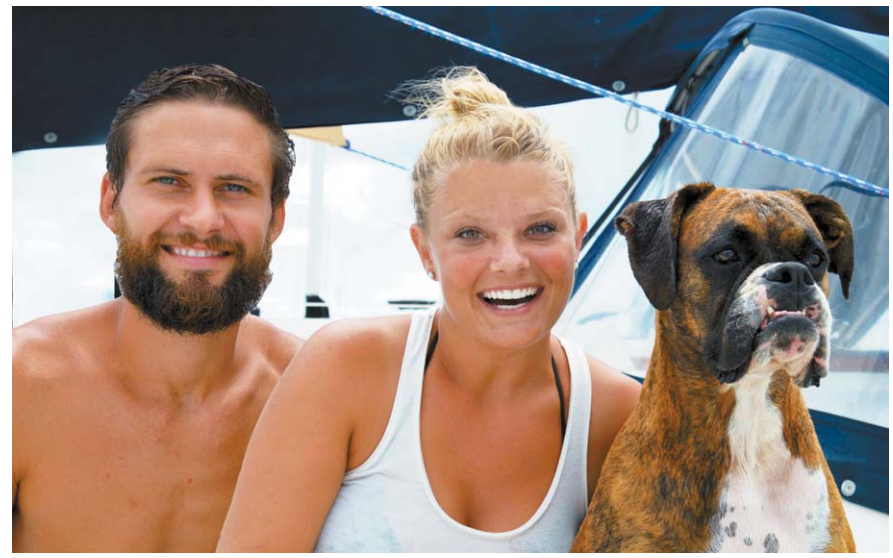


Jost Van Dyke resident Hannah Thayer couldn't believe it. She had just survived Hurricane Irma on Virgin Gorda with her friend Jeremy Dugan. Dugan ran an Airbnb business of floating vessels on the dock near the popular bar Latitude 18 on St. Thomas. He had already lost eight of his nine boats in Irma, despite spending hours setting out extra anchors on one-inch line and stripping the boats of fuel, batteries, sails and anything that could come loose.

*Qwest*, Dugan's 47-foot Morgan, was dismasted by Irma's winds at the dock in Virgin Gorda, while he and Thayer took shelter in a nearby hotel.

"The way we heard it, the water came up four to six feet above the dock. Had we tied her any tighter, *Qwest* would have sunk," Thayer said after the storms, from one of the few WiFi spots on Virgin Gorda.

In the end, while *Qwest* survived, the rest of Dugan's fleet in Red Hook, St. Thomas did not do as well. P/V *Gigi* flipped upside-down on its mooring, S/V *Shirley* and S/V *Jenny* are missing, and the rest of Dugan's fleet either sank or were beached. Thayer's vessel, a 41-foot Rhodes, was ripped apart from the inside out.



*Top: Hannah and Jeremy surveyed the storm damage. They rode out Irma in a Virgin Gorda, BVI hotel and Maria aboard his boat*

*Above: Liveaboard sailors Ben, Quinn and their dog, on* Wanderlust

*Left:* Wanderlust *made it through Maria in a slip at Fajardo, Puerto Rico*

"That was a hard day," she said, thinking of when she first saw her boat ashore on Vessup Beach.

Thayer and Dugan rode Hurricane Irma out in a hotel on Virgin Gorda. At first, the hot showers and cable TV were luxuries, but when the eyewall arrived, the two were frightened. As they were pushing mattresses up on the windows, a gust of wind opened the doors in between units, throwing Dugan back against the opposite wall. He was knocked out. When he came to, they both watching the rain creep across the ceiling and the plexiglass windows blow out.

It took Thayer six days to find cell phone service to let her mother know she was alive. And just four days after that, Maria struck.

"Maria was amateur hour compared to Irma," she said. "We were 'sleeping' on *Qwest*, which was more like lying in the aft cabin wondering if that noise was the dinghy hitting the boat or another boat hitting the side of us."

The next morning, all the extra rain allowed them to take fresh showers before heading back to St. Thomas to assess the damage. Before they were able to do so, someone came aboard and stole Thayer's phone.

Meanwhile, there were rumors of Cost-U-Less, the grocery store on St. Thomas, getting looted while the militia stood by and watched. Celebrity resident Richard Branson worked to get running water in the British Virgin Islands, and residents of St. John came together to clear roads and feed neighbors. However, St. Thomas was "rough", Justin Smith said.

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After Irma, when he realized that *S/V Jasaru* was lost, he piled what few things he had (he had grabbed only a bunch of T-shirts and shorts, confident in the boat, and left his computer, tax returns and the cookbook his grandfather had given him) on to his nine-foot dinghy. With a friend, he motored from Coral Bay to St. Thomas and connected with his employer.

By then, Maria was all anyone could talk about. Smith ended up hunkering down in one of the catamarans he captained before the storms struck. He barely had time to think of his boat, on which he had just finished a US$60,000 renovation.



*Above: Justin's* Jasaru *at Christmas Cove, USVI in happier days. She sank at Coral Cove, St. John during Hurricane Irma*

*Below: Hannah with fellow survivors at the hotel, just after Hurricane Irma*



While he was on St. Thomas, he broke his foot when a hatch slammed shut with the wind. He knew he needed to get to the mainland, since the hospital on St. Thomas was destroyed.

Again, he packed up his dinghy with plans to motor all the way to Puerto Rico. Thankfully, a fellow boater intercepted him and took him to safety.

"When we arrived in Puerto Rico, we had no idea how devastated it was," he said. "But you know Puerto Ricans, always there with a smile, always happy and full of life."

Eight days later, Smith was able to fly to Miami, where his grandfather met him



*The hotel room where friends Jeremy and Hannah sat out Irma. His boat was dismasted by the storm; hers was 'ripped apart from the inside out'*

and drove him to a warm bed and a big meal. That doesn't mean he's been able to sleep.

The Oglesbys' vessel, *S/V Wanderlust*, made it through Maria in a slip in Fajardo with only a bent bow pulpit. Eight days after Maria hit, the couple was able to get a flight out of Puerto Rico along with their dog, which required veterinarian clearance.

Thayer and Dugan are still awaiting a flight out so that they can visit Dugan's father, who fell ill during the storms. Thayer said her goal was to return to the Virgin Islands as soon as possible to begin rebuilding. She felt like they had done everything they could have done for their vessels.

"There was no doing enough for your boat, because there was nothing like this ever seen before in the Atlantic," she said of Irma. "It was the strongest hurricane ever recorded in the open Atlantic. There's nothing you can do for that.

"When you stare death in the face for eight hours, your perspective on life changes," she added.

That's true for Smith as well. He also has plans to immediately buy a new boat and return to St. John.

"In the process of all of it, I never really once thought how tough it was or how bad it was. We really just made the best of it," he said. "It was one day at a time. But I've abandoned so many people in St. John who have helped me. It's the only thing I can really think about, just get back there."

## SAILORS' ADVICE AFTER IRMA AND MARIA

**'Run!'**
Justin Smith's plan for next hurricane season is to be nowhere in the Caribbean.

**Track**
Get good weather forecasts. Are you confident in your weather sources? Are you *really*?

**Plan**
Figure out what you'll need and miss from your boat (both practical and sentimental) before crunch time.

**Accept**
With increasingly strong storms, sometimes your best isn't enough.



# Volunteer Boatlifts Help Storm-Battered Dominica

*by Joan Conover*



FACEBOOK/ FLYING BUZZARD FRIENDS



FACEBOOK/SV KELLY NICOLE

*Left: Loading hurricane-relief cargo aboard* Flying Buzzard

*Right: Cruisers in Trinidad help put supplies aboard the sailing yacht* Foxfire

*Cruisers from the southern Caribbean to the East Coast of the US became riveted to weather reports as early as August 30th, 2017, when Hurricane Irma's path was still uncertain. By September 5th, the report from Weather Underground was terrifying.*

*Thousands of people across the northern Leeward Islands battened down for the worst that evening as Hurricane Irma approached, surging in strength to become the strongest hurricane ever recorded in the open Atlantic. As of 7:00PM EDT, Irma's top sustained winds were an incredible 160 knots.*

*In the early morning hours of September 6th, Category 5 Hurricane Irma destroyed Barbuda and moved on to nearly demolish St. Barths, St. Maarten-St. Martin, and the British and US Virgin Islands. Irma caused less destruction on St. Croix, the Spanish Virgins and Puerto Rico, but the damage was still significant. Irma then traveled over the northern Dominican Republic and the Turks & Caicos prior to severely impacting Cuba's northern coastline and then raking the Florida Keys and the western side of Florida.*

*A few days after "Irmageddon", Hurricane Maria formed. We all watched with horror to see another Category 5 storm following in its predecessor's track, although just a little to the south. Maria made landfall on the island of Dominica on September 18th, and then blasted St. Croix, the Spanish Virgin Islands and Puerto Rico. The Turks & Caicos suffered its second hard blow in two weeks. Many affected islands lost infrastructure, communications and the ability to provide basic services to their residents. Homes were destroyed; millions of citizens were left with minimal or no supplies of food and water — a disaster beyond anyone's imagination.*

*Cruisers immediately began to discuss how they could best help those devastated by the hurricanes.*

Since the hurricane strikes, a unique volunteer small boatlift effort has been ongoing in the Eastern Caribbean, providing critical supplies to people in many of the affected islands. (See "Hurricane Irma: Early Relief Begins" in last month's *Compass*.)

The boatlifts to hard-hit Dominica provide an illuminating example of these efforts. Since September, privately owned boats have been loading up with donated necessities ranging from tarps to toiletries in Trinidad, Grenada, St. Vincent & the Grenadines, St. Lucia, Martinique and Antigua, and transporting these supplies to Dominica's major ports of Roseau and Portsmouth. Volunteer shore teams load the boats and keep a network of concerned cruisers informed, and a diverse network of marine nonprofit organizations are raising funds for fuel, supplies and assistance. Funds are transferred between groups to get cash where it is critically needed.

Among the many volunteering vessels are the historic seagoing tug *Flying Buzzard*, currently based in Grenada; the windjammer *Diamant*, loading in Martinique; and numerous smaller charter and cruising boats carrying as much cargo as they can from other islands. A photo of Prince Rupert's Bay right now must look like an image from the past, with tall ships, small sailboats and even a classic tug at the Customs dock, and community organizers and officials joining in to help with the offloading. It is a busy time when the relief vessels come in, reflecting a past when the sea was the only transportation route for Caribbean islands. To a great degree for Dominica, after Hurricane Maria, it still is.

Knowing that relief and recovery will be an ongoing and dynamic process, this article highlights just a few of the known efforts to assist just one island. It is not meant to be comprehensive, but recognizes the altruistic attempt by various boating-related organizations — named and unnamed — to work together collaboratively to assist the hurricane-affected islands. Countless people are helping, with more joining the effort daily, and we apologize to the scores not mentioned here, and for any organizational efforts or missions that are not clearly described.

**Step One: Donation-Site Lists Assembled**

Recognizing the terrible consequences of these hurricanes, members of several boating-related organizations began to find ways to help immediately. SSCA's Single Side Band Radio Net, which broadcasts from Florida (KPK 8104 USB 8:15 AM ET; Glenn Tuttle), worked tirelessly, specifically to help get information out from cruisers and island residents to loved ones. Cruising guide author Chris Doyle's Facebook page became an invaluable source of reliable information, especially for Barbuda and Dominica. Chris provided immediate information on who was okay, what any issues were, what was being done to help and how others could help. Facebook itself became an invaluable information source, as the messaging capability inherent in the application could still be used on affected islands when cell service was down. The SMS messaging system, WhatsApp, worked as well. Messages from hurricane victims requesting food, water, medicine and other supplies were received, and user groups shared information on who was doing what, where. The "Dominica Hurricane Relief – Maria" Facebook group continues to be a vital source of updates on boat-related relief efforts on that island.

It was quickly recognized that cash donations would be the primary approach for multiple emergency-response efforts, and lists began to grow of internet donation sites that had proven records of getting support directly to victims.

Sue Richards of Noonsite (www.noonsite.com), Sally Erdle of *Caribbean Compass* magazine (www.caribbeancompass.com) and Joan Conover, Cruising Station Coordinator of the Seven Seas Cruising Association (www.ssca.org), collaborated to see what could be done to combine and leverage the efforts of a major online cruisers' resource, a popular Caribbean sailing magazine, and the world's largest association of liveaboard sailors. First, their lists of donation sites and key contacts were shared. Then, acting collectively to develop communication linkages among individuals and groups working on hurricane relief, the group concentrated on trying to coordinate some approaches for that relief, focusing totally on the people in need, not on the organizations. As this group circulated links for various valid Caribbean hurricane-relief donation sites, lists developed by many other groups were added in hopes of making all financial donations count.

With the ever-expanding list of fundraising sites in circulation, the thoughts of this team and many others turned to getting materials and supplies to the hurricane victims.

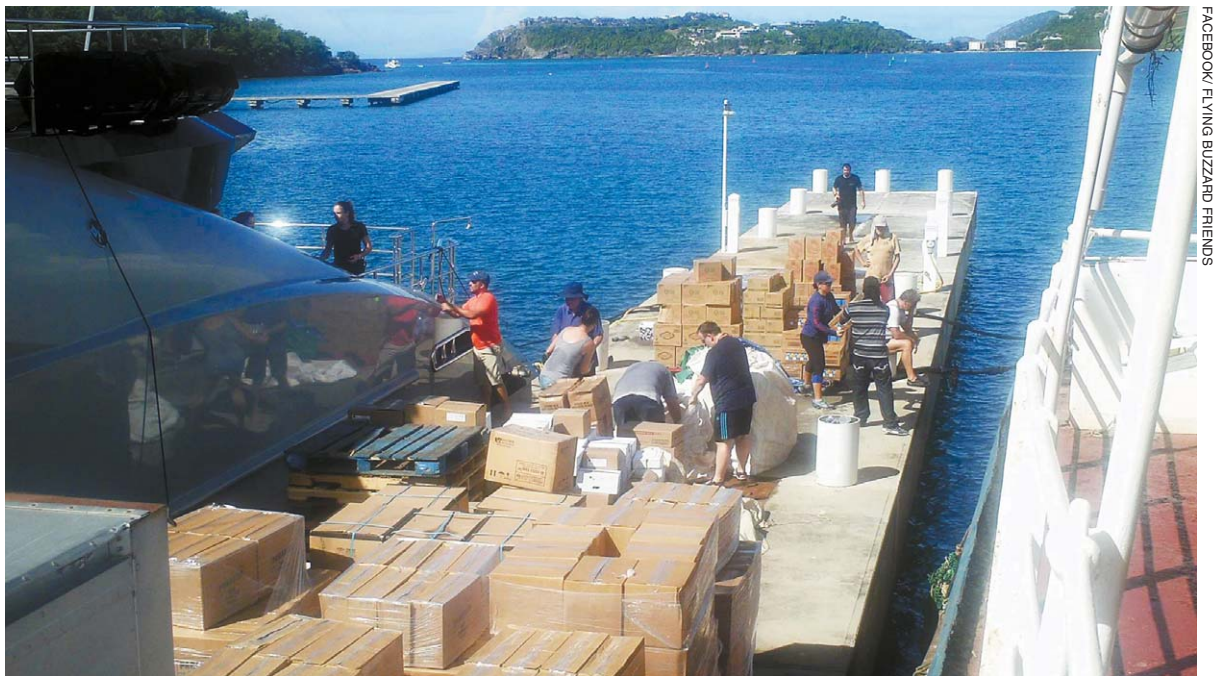
**Step Two: Material Help Shipped**

Within days of each hurricane, small vessels of all sorts, captained and crewed by volunteers, began to transport critical supplies to many of the hardest-hit islands.

The tiny independent island nation of Dominica, which had assisted Barbuda after Irma and pledged funds for the Virgin Islands, was devastated by Maria. Well-loved by cruisers, and mercifully close to a number of unaffected islands, Dominica became a destination for many boatlifts. *Flying Buzzard*, Mike Nelder and Julie Jessop's 105-foot, 1951-vintage seagoing tug (www.facebook.com/flyingbuzzard), made multiple trips from Grenada, St. Lucia and Antigua to Dominica, loaded to the gunnels with relief supplies. The 110-foot schooner *S/V Diamant* (www.islandwindjammers.com/sailing-ship-diamant.aspx) delivered generators, fuel, food and other necessities. Hank Schmidt's Offshore Passage Opportunities (OPO, www.sailopo.com) provided crew-contact lists and coordinated other relief vessels. Sea Mercy (SeaMercy.org) vessels were among the first delivering relief supplies to Dominica, coordinating deliveries with the International Rescue Group (IRG, members.internationalrescuegroup.org) and with others on the ground. Sea Shepherd Conservation Society (www.seashepherd.org) vessels provided more heavy lifts. In Trinidad, SSCA Cruising Station Host Jesse James worked with IRG as cruisers in Trinidad, such as Patrick Thompson aboard the 46-foot ketch *S/V Foxfire*, organized supplies and boatlifts to Dominica.

Contact details for the ever-developing network of volunteer organizations, including groups with proven efforts in similar relief efforts and small-boat lifts, were shared and circulated, and other organizations began to fund some of the fuel, supply and other boatlift costs.

*—Continued on next page*



FACEBOOK/ FLYING BUZZARD FRIENDS

M/Y Grey Matters *(at left) bought aid to Antigua that was transferred onto* Flying Buzzard *for delivery to Dominica*

*—Continued from previous page*

OPO's Hank Schmidt stepped up with his organization to provide funds to purchase fuel and supplies, and some fuel funds were provided to IRG to support *Flying Buzzard's* efforts.

Then sailors Magoe and Clair Johnson of Macario Advantage (www.macarioadvantage.org), already heavily involved in charitable projects in Dominica in recent years, stepped in with more funds and, more importantly, the ability to reach out directly via their network of contacts to people in key areas of the island. Magoe provided communications to people in Dominica with the ability to call via a cell-phone app, to notify others of their needs and tell people where to go to help offload supplies. She was able to find those in extreme need, including some in the Kalinago (Carib) area of eastern Dominica and the 150 people sheltered in the Roosevelt Douglas Public Elementary School in Portsmouth. The Johnsons will sail their boat, *Macario*, back to Dominica from Grenada around mid-December.

*Flying Buzzard* has been doing amazing heavy sea lifts into the island, with assistance from Dee Lundy-Charles in St. Lucia; Ann McHorney, who arranged the connection with *Flying Buzzard;* and Marilyn Eckel, who had assisted in relief efforts for Dominica after Tropical Storm Erika in 2015; as well as many others, including marinas, businesses and individuals in Grenada and Antigua. Other boats have been able to utilize information gained from *Flying Buzzard's* and other vessels' deliveries, providing situational awareness of immediate needs and where and when deliveries would be made. *S/V Foxfire* reportedly used these contacts for the successful delivery of supplies from Trinidad.

On the ground, Andrew "Cobra" O'Brien (www.cobra-tours.dm), one of the well-recognized Dominican guides and clearance agents, has become a contact for the volunteer vessels arriving there, with an active satellite phone to ensure communications. IRG's team is also working with members of the Portsmouth Association of Yacht Services (PAYS, http://dominicapays.wixsite.com/pays) and other individuals in Portsmouth, as well as with Dominica government officials in Roseau. Not only does PAYS have official NGO status with the Dominica government, they also represent a fair and sharing organization for the community as a whole. In Portsmouth, an important hub for relief deliveries, the coordination with Customs and locals, including members of PAYS, has made it possible for smaller vessels to land with minimal delay and confusion.

The amazing spirit of collaboration is ongoing. As Paulette Lee of *M/Y Seamantha*, based in Martinique, wrote recently to Hank Schmidt of OPO:

*I just wanted to update you on what has been happening with your [OPO] generous donations to assist [PAYS members] Martin "Providence" Carriere and Faustin Alexis in Dominica.*

*There have been countless hours by James and Pam Lovegrove [of* S/V Love-Zur*], along with Patrick Mazzei [*S/V Jango-Mayosa*], all of whom had already been involved in other Dominica relief efforts from Le Marin. They used all possible contacts to get good pricing for food items, and to seek out boats able to pick up in Martinique to deliver goods to Martin and Alexis in Portsmouth.*

*The options of buying and shipping products from St. Lucia were also being explored by John while we were in Rodney Bay. John was working with Sean Devaux, Manager of IGA Rodney Bay Marina, who offered his contacts and discounts.... Then, right out of the blue, another possible option presented itself: the windjammer* S/V Diamant*!*

*With the monies in hand, John and James will be shopping in the morning for two generators (one for Martin and one for Alexis). John and James have been given a source where special pricing should be available, as the items will be going to Dominica. There will still be plenty of money for food items, and some of the local businesses will be helping to pass along their company discounts. So, in the morning, the discount will be confirmed, and I will be at the store placing the food order at the local Carrefour Market. The Carrefour Market will deliver to the fuel dock, free of charge, where we can load the items onto the* S/V Diamant*. There have been many highs and lows, but, in the end, it is being accomplished!*

**Step Three: Keep on Course!**

Antigua is developing as a hub in the ongoing hurricane relief. Ondeck Sailing (www.ondecksailing.com), in collaboration with the Antigua & Barbuda Marine Association (abma.ag) and local tour companies, has made disaster-recovery deliveries to Portsmouth. As reported by Antiguanice.com, working with Yacht Aid Global (http://yachtaidglobal.org) the superyacht *M/Y Va Bene* arrived from Palma with aid for Dominica, loaded further aid in Antigua and left the docks on October 20th. Antigua is expected also to be a staging post for SeaMercy.org, a group known for assisting Vanuatu in the 2015-6 Pacific hurricane disasters, marshaling small vessels from various international cruising organizations. Director Richard Hackett says, "Although we are pulling together support as quickly as possible, I wish I had more resources available in the Caribbean. We shipped eight portable desalination units to Antigua for distribution with one of our partners. We are organizing our volunteer fleet, however most are either making repairs (damaged from hurricanes), or planning to leave at the end of the hurricane season. We currently have at least six vessels coming at this point, two of which will be operating as Floating Health Care Clinics (FHCC), and our goal is to have over 50 by the end of October, six as FHCC vessels. We are also trying to finalize the funds for a heavy lift transport to be delivered to Antigua for recovery work. This will give us the ability to deliver more than 80 tons per drop and we will have installed onboard two desalination units (a Spectra Cabo producing 10,000 gallons a day and Spectra LB2800 that produces 10,000 liters a day)." Sea Mercy envisions working with collaboration and support from cruisers and relief efforts in all areas.

Writing about ongoing hurricane relief efforts can never cover all aspects, and this article is not meant to be comprehensive. Again (and heartwarmingly), there isn't space to mention everyone who has helped or is helping. Information continues to arrive daily as recovery efforts continue. While there always will be issues when volunteer groups collaborate, the donation of private funds and the efforts of volunteer boatlift organizers and crews are a major plus in the recovery of Dominica and the other hurricane-damaged Caribbean islands.

This story will continue with the addition of yachts bringing relief supplies to Dominica and other affected islands as they now start to arrive from North America, Europe and farther-flung parts of the world for this winter's sailing season.

This is a beginning, not an ending.

*Thanks to Barb Hart for assistance with this report.*

## Sites for Caribbean Hurricane Relief Donations

Even if you can't be aboard a boat carrying relief supplies to the storm-swept islands, you can help those islands recover. Below are just a few donation options that have been recommended to *Compass* by people or organizations we consider reliable. This is by no means a complete list of responsible groups collecting for relief from Hurricanes Irma and Maria.

**For Cuba**
- CARE www.care.org.au/appeals/hurricane-irma

**For Puerto Rico**
- ConPRmetidos www.generosity.com/emergencies-fundraising/irma-puerto-rico-real-time-recovery-fund
- Voluntary Organizations Active in Disaster https://prvoad.communityos.org/cms/irma
- Government of Puerto Rico http://prfaa.pr.gov/hurricanerelief

**For the USVI**
- Virgin Islands - Relief, Recover, Rebuild https://vi-r3.org
- Community Foundation of the Virgin Islands www.usvirecovery.org and www.facebook.com/MarineRebuildFund
- 21 US Virgin Island Relief Fund 21usvihurricanehelp.com
- All Hands Volunteers www.hands.org/projects/usvi-hurricane-response

**For the BVI**
- Salty Dawg Sailing Assn www.saltydawgsailing.org/hurricane-relief-fund
- BVI Irma Relief bviirmarelief.org/donate
- BVI Rotary www.dna-rag.com/d7020_irma-relief-fund
- Virgin Group www.virgin.com/unite/bvi-community-support-appeal

**For St. Maarten-St. Martin**
- Nature Reserve St. Martin www.gofundme.com/reserve-naturelle-stmartin-vs-irma
- St. Maarten Nature Foundation www.naturefoundationsxm.org
- Offshore Passage Opportunities www.sailopo.com/stmaarten.aspx

**For Anguilla**
- Anguilla Progressive Association of New York www.apanydonate.org/donate-now
- Anguilla Beaches www.anguilla-beaches.com/hurricane-irma.html

**For Barbuda**
- Waitt Institute https://donate.icfdn.org/npo/barbuda-recovery-conservation-trust-fund
- Antigua & Barbuda Search and Rescue www.justgiving.com/crowdfunding/kay-anthony
- Halo Foundation https://foundationhalo.org/cause/barbuda-relief-effort
- Antigua & Barbuda Red Cross www.generosity.com/emergencies-fundraising/abrc-hurricane-irma-relief-fund-for-barbuda

**For Dominica**
- Offshore Passage Opportunities www.sailopo.com/mooring.aspx
- Macario Advantage www.macarioadvantage.org
- Dominica Hurricane Maria Relief Fund www.justgiving.com/crowdfunding/dominica-hurricanerelief

**For all affected islands**
- International Rescue Group members.internationalrescuegroup.org
- Sailors Helping www.sailorshelping.org
- Sea Mercy www.seamercy.org/caribbeanrelief
- Yacht Aid Global www.facebook.com/YachtAidGlobal
- Andrew Simpson Sailing Foundation www.justgiving.com/fundraising/andrew-simpson-foundation-asf
- IGY Marinas nyceasterncaribbeanrelieffundinc.com
- Caribbean Disaster Emergency Management Agency www.cdema.org
- Caribbean Tourism Organization www.gofundme.com/hurricane-relief-fund-cto




# The Caribbean is open! See you in Grenada!

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| Rates effective from 1st December 2017 | | | |
|---|---|---|---|
| **LOA in Feet** | **Daily $/ Ft/Day** | **Weekly $/ Ft/Day** | **Monthly $/ Ft/Day** |
| up to 32 | $0.87 | $0.78 | $0.74 |
| up to 40 | $1.12 | $1.01 | $0.95 |
| up to 50 | $1.22 | $1.10 | $1.04 |
| up to 60 | $1.33 | $1.20 | $1.13 |
| up to 65 | $1.48 | $1.33 | $1.26 |
| up to 75 | $1.53 | $1.38 | $1.30 |
| up to 80 | $1.68 | $1.51 | $1.43 |
| up to 100 | $1.73 | $1.56 | $1.47 |
| 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.

# Plan for Fun this Caribbean Season!

The chant you hear, loud and clear, is "Don't stop the Carnival!" — or the regattas, music and food festivals, and special holiday events that always make winter and spring in the Caribbean so much fun.

Although the past September's hurricanes have seriously rearranged things on a few islands — and there, as the organizers of the 2018 BVI Spring Regatta said, "It might look a little different" — the show will go on throughout the Caribbean, and the spirit of the 2017-2018 high season, from now through May, is expected to be warmer than ever.

Whether you've spent the summer doing boatwork in the marina or yard, you've been back home visiting friends and family, or you've been traveling other parts of the world or doing some summertime Caribbean cruising, it's time to look ahead.




WIKIMEDIA.ORG

*Authenticity is the key at inimitable Caribbean events such as Carnaval in Barranquilla, Colombia (above), and the West Indies Regatta in St. Barts (right)*

After you've pored over the charts and cruising guides; made plans to feed the kitty; and made your boat, crew and gear the very best they can be… now comes the fun part: dreaming about what — besides some superb sailing, of course — the 2017-2018 Caribbean sailing season might hold in store for you!

**Cruising Grounds, New and Old**

'Make new friends, but keep the old; one is silver and the other gold.' This winter, thanks to Irma and Maria, some facilities in favorite destinations such as the BVI, St. Maarten-St. Martin and Dominica might not be quite up to par, but businesses are determined to recover as quickly as possible, and visits by yachts can help economically as well as boosting morale. It's a special delight to return to favorite places where acquaintances will be glad to see you — this year more than ever. It's also a thrill to drop anchor for the first time somewhere you've never been before. For first-time visitors to the Caribbean, the Windward, Leeward and Virgin Islands will be totally new — lucky them! Others will be exploring some of the less-frequently cruised parts of the Caribbean such as Cuba, the Dominican Republic, Haiti, Colombia, Guyana and Suriname.

**Regattas: 'DNS' at a Minimum**

Whether you're an IRC commando going for the course record or a cruising couple enjoying a spin around the buoys just for fun, the Caribbean has a jam-packed calendar of yacht racing events with something for everyone. A few events scheduled for November and December have had to alter their plans, but in general the season's racing calendar is all "go".

*—Continued on next page*







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Fajardo, Puerto Rico





*Latitude 18° 20' 21.37N Longitude 65° 38' 01.82W*

**Close to:** *Isla Palominos • Palominitos • Cayo Icacos • Cayo Lobos*

—Continued from previous page

*See this month's Regatta News, starting on page 14, and stay tuned to upcoming issues of* Compass, *to see what's happening.*

Even if you're not racing, there are several unique Caribbean sailing events that are a joy to watch, including the exciting sailing-canoe *yole* races in Martinique (*http://yoles-rondes.net*) and the West Indies Regatta for native island sloops and schooners in St. Barths during the first weekend in May (*http://westindiesregatta.com*).




SALLY ERDLE

*Above: Grenada hosts an annual Chocolate Festival. You can learn all about the 'tree to bar' process at the Grenada House of Chocolate*

*Right: Carriacou Junior Shakespeareans perform at the 2017 Children's Carnival Frolic*

**Caribbean Carnivals**

Nearly every Caribbean island or nation celebrates carnival, some on the traditional days before Lent and others at various times throughout the year. Most of these events have lost any religious significance and are now devoted to music, costumed parades and the consumption of alcoholic beverages.

Throughout the Bahamas, Junkanoo — a carnival-type celebration of freedom from slavery, named after a 17th century African slave trader called "John Canoe" — is celebrated on December 26th from about 2:00AM until dawn with colorful costumed parades and "scratch band" music. If you miss the Boxing Day festivities, you'll have another chance to party on January 1st as the sun rises.

The St. Kitts & Nevis Carnival runs throughout December and culminates in early January. The Carnival celebrates local culture with street parties, performances and musical competitions.

*Visit www.stkittsneviscarnival.com for more information.*

Montserrat's Festival, an annual carnival, takes place from just before Christmas through New Year's Day. The island's biggest party of the year, the Festival brings together visitors and locals together with events such as a Miss Festival Queen Pageant, a Calypso King Competition and a Musical Extravaganza, plus vibrant costumed masqueraders parading in the streets.

*Visit www.visitmontserrat.com/festivals for more information.*

If you want to "fête till you sweat", be in Trinidad for the Caribbean's hottest annual bacchanal (Carnival Monday and Tuesday, February 12th and 13th, 2018) with endless parties, steel band music, parades, shows and eye-popping "feathers, bikinis and beads" costumes. Special Carnival-event transportation for cruisers is arranged, notably by Jesse James of Members Only Taxi Service (*www.membersonlymaxitaxi.com*).



PUREGRENADA.COM

Less well known than Trinidad Carnival, but perhaps even more *outré* — watch out for packs of she-devils and men in sexy drag — are the five days of costumed carousing in Martinique that climax on Ash Wednesday (February 14th), with the burning of the giant effigy of King Vaval.

*Visit http://martinicaonline.com/carnival-martinique for more information.*

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For Carnaval Colombian style, there's nothing to match the four days of *cumbia* music, colorful costumes, dancing and friendly revelry in Barranquilla, February 10th through 13th. It's one of Colombia's most important folkloric celebrations, and one of the biggest carnivals in the world. UNESCO has declared it one of the Masterpieces of the Oral and Intangible Heritage of Humanity. Anchor or take a slip at nearby Puerto Velero, or hop on a bus from Santa Marta.



*St. Croix's Lighted Boat Parade makes a festive start to the holiday season*

ELLEN SANPERE

If something geared more toward folklore is your speed, Carnival in the Grenadine island of Carriacou (February 12th and 13th) is for you. The unique "Shakespeare Mas(querade)" is described as "verbal dueling between two players to determine who can recite the most speeches" from Shakespeare. The masked players are dressed in colorful Pierrot-like costumes, and those who recite badly are whipped or switched by their opponent.

**Christmas and New Year's Fun**

On December 9th, the annual St. Croix Boat Parade festivities will begin at noon with entertainment along the Christiansted boardwalk. The Boat Parade will start at 6:00PM and end with a fireworks display. This has become one of the biggest boat parades in the Caribbean. Visiting boats are welcome to join the parade!

*Visit www.facebook.com/STXBoatParade for more information.*

St. Lucia's Festival of Light is celebrated on December 12th, starting with the Parade of Lanterns in the streets of Castries, accompanied by a variety show of Christmas songs and dance, followed by the turning on of the lights on Derek Walcott Square and finally a fireworks display.*Visit www.cdfstlucia.org/portal/what-we-do/events/festival-of-lights for more information.*

The Annual Carriacou Parang Festival will be held from December 15th through 17th, 2017. Parang is a type of string band music that is especially popular at Christmas time. It originated in Latin America and the amusing and controversial lyrics reflect on local political events, in particular the wrongdoings by politicians, and also the social and moral wrongs that occur in people's lives throughout the year.

*Visit http://carriacouparangfestival.com for more information*

Named in *The New York Times* as "one of the five best Christmas events in the world," the Nelson's Dockyard Champagne Christmas Party on December 25th has become a major annual tradition in Antigua. The Hourglass Foundation has been organizing the "Round the Capstans" Christmas Day Champagne Party fundraiser for over 25 years. Approximately 500 bottles of sparkling wine and champagne are sold out of a lovely old wooden dinghy filled with ice and all proceeds are given to charity.



SALTY DAWG RALLY

*At Dominica's one-of-a-kind Yachtie Appreciation Week, cruisers can appreciate Dominica right back!*

Also in Antigua, on December 31st, Nelson's Pursuit Yacht Race "re-enacts" the colonial-era British Navy chasing the French. The smallest boat entered (which will presumably take the longest time to sail the course) sets off first, carrying the French flag, and all other boats start at intervals afterwards, based on their size and expected speed. This is an all-comers event and provides an afternoon of fun for everyone, particularly cruisers who are not otherwise excited by racing events.

*Visit www.antiguayachtclub.com/nelsons-pursuit-race*

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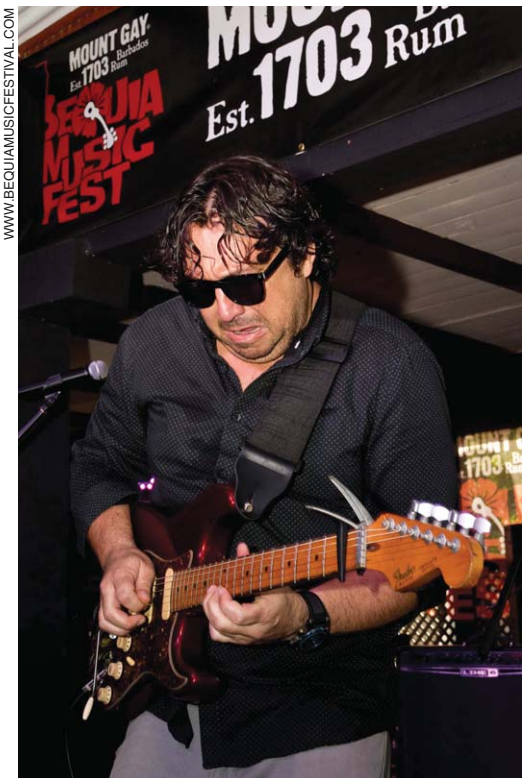
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**Music Festivals**

Music festivals are now held all over the Caribbean, with genres ranging from calypso and reggae to cumbia and parang, and from blues and rock to jazz and classical. Here are just a few examples.

The second annual Positive Vibes Festival takes place in Bequia on December 27th, 2017, from 4:00PM at the Lower Bay Tennis Court. Positive Vibes is a celebration of the local art and music scene, with social and conscious messaging at the heart of the event. From young performers being mentored by the likes of established performers Judy Boucher and Colin "Minkah" Peters to promoting "one love" unity and freedom of creative expression, Positive Vibes is unlike any other festival. Along with emerging talent in music, dance, singing, modeling, drama and the spoken word, seasoned performers also hit the stage. All funds raised will be used towards establishing The Hub Collective's Creative Art Centre, a new space in Bequia. The Hub Collective provides creative, entrepreneurial and self-development mentoring to islanders and promotes their talent and creations.

*Contact thehubbequia@gmail.com for more information.*




WWW.BEQUIAMUSICFESTIVAL.COM

*Music festivals throughout the Caribbean offer something every year for every ear. The Bequia Mt. Gay Music Fest is a small-scale, feet-in-the-sand weekend experience featuring musicians ranging from local favorites to regional and international stars*

From January 14th through 24th, the St. Barts Music Festival will present a variety of performances including a piano recital, a small classical chamber orchestra concert, and opera and jazz; 2018 will be its 34th season. Visit *www.stbartsmusicfestival.org for more information.*

The intimate and friendly Bequia Music Fest 2018, running from January 18th through 21st offers a long weekend of everything from steel band music and traditional blues to rock 'n' roll and the latest soca, all at beachside venues. *Visit www.bequiamusicfestival.com for more information.*

Running from January 24th to February 7th, the Mustique Blues Festival 2018 promises to be a vintage year, with headline acts such as the Blues Hall of Fame's Joe Louis Walker, the legendary Zac Harmon, and Dino Baptiste.

*Visit www.basilsbar.com for more information.*

The Pure Grenada Music Festival, April 13th through 15th, is an environmentally conscious event that features top Grenadian and international entertainers — last year's headliner was Steel Pulse.

*Visit www.grenadamusicfestival.com for more information.*

Also check out April's Tobago Jazz Experience.

*Visit https://tobagojazzexperience.com for more information.*

**Film Festivals**

If you love the cinema, you'll have to choose between the Puerto Rico International Film Festival, April 10th through 15th (*www.rinconfilm.com*) and the Curaçao International Film Festival, April 11th through 15th (*www.curacaoiffr.com*), before heading to the St. Barth Caribbean Film Festival, May 1st through 6th (*www.stbarthff.org*).

**Food Festivals**

The region's festivals for foodies are as diverse as Caribbean cuisine itself. There's a Mango Festival in St. Lucia, a Breadfruit Festival in St. Vincent, a Yam Festival in Jamaica, and, of course, a Rum Festival in Barbados. There's even a Calabash Festival in Montserrat — you can't eat these gourd-like fruits, but you can serve food in their dried shells.

A highlight is the Grenada Chocolate Fest 2018, which will run from May 11th through 19th, celebrating the island's delicious organic and ethically produced cocoa and chocolate. Learn how Grenada's chocolate artisans craft their famous ethical tree-to-bar products. Take a journey through the island's rich history and visit cocoa farms nestled in its lush Caribbean rainforest; "dance" the cocoa or be a cocoa farmer for a day.

*Visit http://grenadachocolatefest.com for more information.*

In addition, many fishing villages on different islands, such as Anse La Raye on St. Lucia and Gouyave on Grenada, host regular Fish Fridays, when a street is blocked to traffic in the evening and vendors fill the space with offerings of seafood meals.

Finally, try some lionfish if you come across a Lionfish Derby. After the Lionfish Derby catch is brought ashore, there will often be tastings of lionfish prepared in a number of innovative ways. You'll also see lionfish on restaurant menus. Lionfish are invasive, and they're delicious — so let's eat 'em to beat 'em!

**Yachtie Appreciation Week**

A unique event, held in Portsmouth, Dominica every February, is the now-annual Yachtie Appreciation Week, hosted by the Portsmouth Association of Yacht Services and supported by Offshore Passage Opportunities. The dates of Yachtie Appreciation Week 2018 will be announced soon at www.facebook.com/Yachtie-Appreciation-Week.

*Note: All information was correct to the best of our knowledge as this issue on* Compass *went to press. But dates change, so it's best to confirm with the organizers if possible.*

*This article mentions just a smattering of the wide array of places and events you might find of interest, so stay tuned to future issues of* Compass. *Don't miss our comprehensive Annual Calendar of Events in the January 2018 issue. Meanwhile, happy planning for a fun-filled 2017-2018 season!*



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simsco@spiceislandmarine.com • www.spiceislandmarine.com • 473.444.4342

—Continued from page 11 …Business Briefs

**Mercury Marine announces 'Repower Revolution' Promotion**

Mercury Marine, the world leader in marine propulsion, announced on September 15th the arrival of the 2017 Repower Revolution Promotion. This new promotion, which focuses on outboard engines including the 9.9hp ProKicker and 30hp and above (FourStroke, OptiMax and Jet), will give consumers the option to choose between a repower retail factory rebate or promotional financing of zero down, zero payments and zero interest for six months on qualifying repower purchases.

Visit an authorized participating Mercury outboard dealer for a complete list of eligible outboard engines and all terms and conditions. Restrictions and exclusions may apply. This promotion is valid in the US and void where prohibited. Standard three-year warranty applies, and any applicable promotional warranty that may be offered and is within the program guidelines.

The Repower Revolution Promotion is effective for eligible repower sales only (excluding boat packages). All Repower retail sales must be completed before December 15th, 2017.

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

**What Makes Clarkes Court Different?**

Arlene Telesford reports: What makes a boatyard different from the rest? It's when you decide who can work on your yacht. At Clarkes Court Boatyard & Marina Grenada, if you don't want to do it yourself, you can choose from a mix of subcontractors with services ranging from A to Z and over 30 years of experience to work on your yacht.



Adding to the mix we now have two more companies joining the yard — AKC Yacht Maintenance and Fortress Marine. To find out what services they offer please visit our website at www.clarkescourtmarine.com, click on our online directory and select subcontractors. It's as easy as 1.2.3! Plan ahead for 2018 so you don't get left out from experiencing why "you are the reason we haul boats" at CCBM.

*For more information on Clarkes Court Boatyard & Marina see ad on page 35.*

**Multihull Company Partners with Farmer's Market**

Chris Rundlett, broker for The Muliihull Company in Grenada, is pleased to announce their new partnership with Jenny's Farmer's Market. You can now get your fresh-from-the-farm produce, homemade jams and local wines at the Multihull Company office just one dock over from Secret Harbor Marina. This is easy dinghy access from Clarkes Court Bay, Hog Island and Mt. Hartman Bay. Look for the market each Monday starting at 10:15AM. If you forget, Chrystal Young, also a broker for The Multihull Company and the Friday Net Controller will remind you! This is a great way to support the local farming community and stock your boat with farm-fresh produce. See you there!

*For details contact Chris at Chris@Multihullcompany.com or (473) 406-3017.*
*For more information on The Multihull Company see ad on page 44.*

**SIM Cards for Sailors**

Eddie Lloyd reports: MRSIMCARD sells prepaid local and global SIM cards for sailors, allowing them to stay connected while cruising. The target customer is a visitor to the island who needs cellular service (talk, text, data).

Let us consider a sailor who is visiting Grenada for a week or two for a sailing vacation. That visitor could order a Grenada SIM card from our website. We would ship a triple-cut SIM with a local Grenada number for delivery before departure. The sailor would insert the SIM into an unlocked phone upon arrival and straightaway enjoy talk text and data service with a local Grenada number.

Pre-ordering local service is convenient and saves money, and a pre-ordered SIM allows the customer to get set up before arrival. If the customer is arriving via sailboat they will have low-cost local service the moment they come within range of local towers. We offer USPS and Federal Express delivery worldwide.

*For more information see ad in Market Place section, pages 42 and 43.*

**Antigua Charter Yacht Meeting: Come!**

The Antigua Charter Yacht Meeting Board of Directors reports: Antigua's vibrant yachting industry remains thriving and open for business. That's the word from bosses at the Antigua Charter Yacht Meeting in the aftermath of Hurricane Irma, which passed through Antigua & Barbuda on September 6th.

While Barbuda bore the brunt of the Category 5 storm, Antigua was spared and we are now hard at work helping our sister island of Barbuda to recover. Directors and staff at the Antigua Charter Yacht Meeting have convened several times over the last few days to put firm plans in place to help ensure Irma's path of destruction does not extend to the region's economic mainstays of tourism and yachting.

Your contribution is also invaluable. The Caribbean is well used to hurricanes and has time-tested plans and strategies already in place to help us bounce back quickly in the event of a disaster such as Irma. Our infrastructure is strong, our landscapes adaptable and our people resilient. We ask nothing of you except that you continue to come here and enjoy what nature blessed us with — namely, our unrivalled sailing conditions and spectacular scenery — along with the hard work and dedication that earned us our prime position on the industry map. That way, you can help us help Barbuda's people get back on their feet.

Meanwhile, efforts in Antigua are already in full swing to that effect. The international community has been very generous to date and donations are arriving to assist. The ACYM charity arm is identifying families in the greatest need and supplying food, plus schoolbooks and equipment for children of evacuees, many of whom escaped with just the clothes on their backs. Animal welfare societies, both local and international, have been feeding and tending to the animals and livestock left on Barbuda.

While it might appear from media reports that the entire region is devastated, this is simply not the case. Just as Antigua was spared, so too were islands to our south and west.

To conclude, let us reassure you, the Antigua Show organization is firing on all cylinders and we look forward to welcoming you back this year with an action-packed calendar and the exceptional services that made our name.

The Antigua Charter Yacht Show 2017 will be held December 4th through 10th.

*Visit www.antiguayachtshow.com for more information.*

# LATE-BREAKING NEWS

**Generators En Route to Parts & Power, Tortola**

Parts & Power reports: We're pleased to advise that we are recovering from the impact of Hurricane Irma, and more importantly we're assisting all of our customers with their recovery efforts, too. We are working seven days a week, up to 12 hours a day, helping customers with their industrial, domestic and marine requirements.

Our generator suppliers — Perkins, Kubota (both industrial) and Northern Lights (marine) — have been hugely supportive. The Vice President of Northern Lights stated that, with over 30 years of support to the marine industry in the Caribbean, they are more committed than ever to supporting marine customers in this challenging time.

As this issue of *Compass* goes to press, we have five containers of Perkins-powered generators ordered and en route to the BVI. If you wish to reserve one please call a member of our sales team.

If you need assistance with products, parts or service, we can be contacted as follows:

- Parts: Andy (284) 440-3195, Mekesha (284) 440-0151, Gladys (284) 441-3181, Meckel (284) 496-8559
- Sales: Shawina (284) 440-3196, Tony (284) 440-0926, Ingrid (284) 441-0310
- Service: Gavin (284) 440-6242, Tom (284) 496-8417

*For more information on Perkins products see ad on page 44.*

**Maritime School of the West Indies Reopens**

Despite damage sustained during Hurricane Irma, the Maritime School of the West Indies, located in Marigot, St. Martin, has been repaired and announces that it will reopen at the end of November, in time to start classes for the upcoming yachting season. The first Standards of Training, Certification and Watch-keeping (STCW) course starts in December.

*Visit www.MaritimeSchool.net for more information.*

**Jost Van Dykes Preservation Society**

The Jost Van Dykes Preservation Society reports: In many ways, Hurricanes Irma and Maria have turned back the clock on the development of the last 50 years on the island of Jost Van Dyke in the BVI, so there is a lot of work to do. About 130 residents weathered the storms right on Jost. Following a couple of harrowing weeks waiting for basic supplies, some sort of normal daily routine is developing.

Recovery supplies and services provided by the UK and BVI government helped a lot, but on Jost much real support came via the boaters from Puerto Rico and St. Croix who delivered basic goods funded by some immediate donations to the Preservation Society and other appeals.

As a non-profit focused upon the conservation and sustainable development of Jost van Dyke, we have managed — so far — to raise over US$100,000 of support from over 700 donors. In the short run we are focusing our efforts and funds on the basic needs of the residents who have been victimized by the hurricane. But there is so much more to do.

Executive Director, Susan Zaluski, writes, "We are currently making a plan and need to consult with JVDPS Board of Directors and the Jost Van Dyke community to help identify needs. Working with the community is key to our effectiveness and relevance. Further, we need to work to ensure funds are used for wider public good. In the coming weeks we will be meeting with JVD community members, setting up an advisory committee, and liaising with BVI and UK Government agencies so that we don't duplicate what is already provided or planned by those large entities."

*Visit http://jvdps.org for more information.*

**Antigua Charter Show's 'Rebuild Barbuda'**

The Antigua Charter Yacht Meeting 2017, December 4th through 10th, will feature a Rebuild Barbuda charity event on December 6th, from 6:00 to 10:00PM at Nelson's Dockyard.

All charter yacht show participants are welcome. Tickets will be available at the hospitality desk for US$50. Companies (even if not at the show) can be sponsors for US$500. All funds will be used to rebuild Barbuda. Funds raised will be distributed in collaboration with Yacht Aid Global and Sea Mercy.

*Visit www.antiguayachtshow.com for more information.*

**New Sponsors for Antigua Classic Concours d'Elégance**

Antigua Classic Yacht Regatta reports: We are delighted to welcome on board our new sponsor for the Concours d'Elégance, the Herreshoff Marine Museum/ America's Cup Hall of Fame. The museum celebrates excellence in design, innovation, education and technology and its involvement in the Antigua Classic Yacht Regatta's Concours is therefore most fitting.

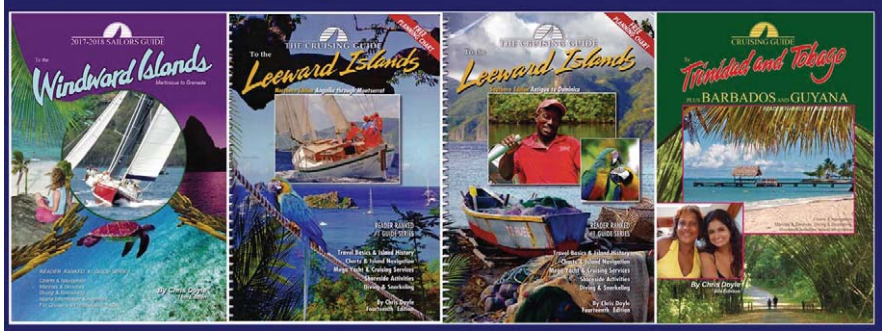
We also welcome the Newport Shipyard as another new sponsor of our event. This Shipyard, which dates back to 1834, has attained a considerable reputation over the years for fine workmanship.

Finally, we would like to welcome back Mount Gay Rum, our most longstanding sponsor, as the official rum sponsor. As well as providing the beverage well loved by all sailors and for which the Caribbean is famous, its iconic bright red hats and shirts are a vibrant feature of the Antigua Classic Yacht Regatta every year. The 2018 event will be held April 18th through 24th.

*Visit www.antiguaclassics.com for more information.*


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MARIA

# Island Poets

Did terror grip at every heart as hopes of rescue died?
What was it like to grasp your child when wind would not subside?
Did they shiver then, bewildered as their homes were blown apart,
Cowering in horror, panic clutching at their heart?
Maria is a lovely name that conjures thoughts of peace;
Maria, and we think of love, not wind that will not cease.

Not of a snarling, surging ocean ravaging a town,
Or folks in shelters cringing as the walls are blown down,
And now the only thought they have is how to stay alive,
With all their effort focussed simply on how to survive....
And if they do, the aftermath is somehow even worse;
They face complete destruction, and then there is the curse

Of looting, when the robbers, thugs and thieves come rushing in,
To benefit from others' pain. Oh I cannot begin
To say how I despise their evil. I could never tell
How much I loathe the fact they profit from another's hell.
The single light that glimmers now must surely come from hope
Of finding strength to clear the mess, for somehow people cope.

With help from untouched islands that comes trickling in at first,
And then in a great deluge, for island people must
Help neighbors in misfortune and never hold in scorn
Another's tribulation — next year could be their turn.
Yes, hurricanes will come and go, leaving in their path
The total wreck of townships, from their cruel, dreadful wrath,

Which will be the stuff of nightmares. For years folks will recall
That they had no roof or refuge when the night began to fall.
They will remember ruin and the total devastation
That came, devoid of mercy, to their tiny island nation.
But the strength of human spirit, and the need to stay alive,
Will rebuild, renew, replenish, and each island will survive!

*— Nan Hatch*

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# The Grenada Dove



BIRDSCARIBBEAN.ORG

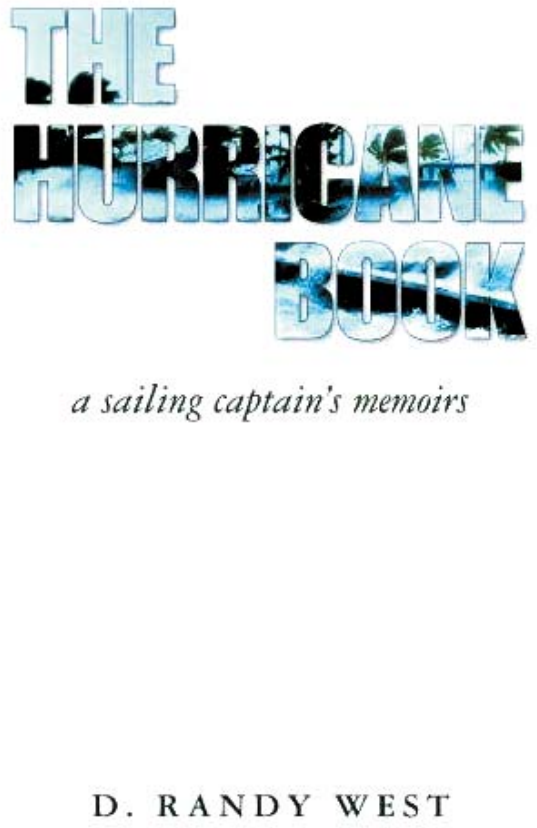
Listen to the sound of the Grenada Dove;
lift your spirit with joy to the sky above
as it flaps its wings and starts to fly —
my, what a sight to the human eye!

Flying distances, doing what is best,
searching for food to bring back to its nest,
there is no other bird as sweet as the Dove;
to me it's a sign of peace, hope and love.

*— Dwight Bell*

BOOK REVIEW BY MATTHEW WATTERS

# Insights from a Hurricane Habitué




***The Hurricane Book: a sailing captain's memoirs**, by D. Randy West ©2010.*
*ISBN-10 1453845496, e-book ISBN 978-1-61789 – 389-6*

This book is an entertaining read, but also invaluable for its insights. Read it to acquaint yourself with the reality of a real hurricane experience. The author was a veteran sailor who lived through not one or two, but 18 named storms.

In particular, his account (Chapter 13) of weathering (read: surviving) Hurricane Luis's devastation of St. Maarten in September 1995 makes for an awe-inspiring read. Given the recent passage of Hurricane Irma, and its utter destruction of the same island (and others in the vicinity), this book is a reminder that a Category 4 or 5 hurricane is not something anyone should want to experience, either at sea or on land. Perhaps the best way to prepare effectively for such an eventuality is to evacuate. (In my opinion, boats should not remain in these hurricane-prone latitudes during the hurricane season and expect to remain intact if they are unfortunate enough to be in the direct path of one of these monster storms.)

It is poignant that the author of this book passed away a few months before Irma arrived. This storm targeted two islands that Captain West called home for many years: St. Barts and St. Martin. During his lifetime his friends who knew that he had experienced so many storms had begun to wonder whether these events came looking for him. The notes on the back cover state, "The book asks the nagging question that has bothered him all his life... Are these things following him around?" It is hard not to speculate irrationally that Irma was somehow adding to this myth after his passing.

It is worth quoting from the last chapter of his book, And There Never Was Another Storm Again:

*During the hurricane season from June 1st until November 30th, every morning I check the National Hurricane Center Miami on the internet and pray not to get a storm. I also pray for those that do. I do this because now, when I sit humbly aboard in a marina at night, and the wind whistles through the rigging, it just doesn't have that same joyful sound it used to in my youth. The End. I hope.*

*An Invocation to the Angel Zamiel:*
*In the name of the all-powerful Creator,*
*I invoke you, great Angel Zamiel,*
*As the Angel of hurricanes,*
*To calm the fury of this terrible storm;*
*May you divert its path from the most vulnerable places*
*To blow itself out where few can come to harm.*
*I honor and thank you for hearing my prayer,*
*In the name of the Almighty.*
*Amen.*

Unfortunately the passages of Irma and Maria remind us that the forces of nature are indiscriminant, and will listen to no one, not even a veteran sailing captain and hurricane habitué.

BOOK REVIEW BY J. WYNNER

# 'LET WE GO GUIANA'

***The Counting House,** by David Dabydeen. ©2005 Peepal Tree Press Ltd., 152 pages, ISBN 1-84523-015-9*

David Dabydeen's novel *The Counting House*, first published in 1996, is set in a turbulent time just after the abolition of slavery and at the beginning of indentured labour in British Guiana, now known as Guyana.

*The Counting House* is not a feel-good story, though the protagonists, a teenaged married couple, Rohini and Vidia, do have a feel-good vision for their future. They know there is a much wider world out there beyond their caste-ridden, poverty stricken village in India. Rohini, the insistent partner, wants very much to be part of that wider world and enjoy the finer things in life, and Vidia, the timid, patient one, by means of hard work and savings, wants very much to give them to her.

But life happens, which Guyanese-born Dabydeen — who read (studied, to Americans) English at Cambridge University and has been awarded the Commonwealth Poetry Prize, the Quiller-Couch Prize and the Guyana Prize — shows very clearly. He unfolds his story through his adept depiction of the struggling characters in the novel, and showing how their relationships impinge on each other, while touching on the issues of racism, caste, slavery, culture, customs, the conflict between Muslims and Hindus, and the Indian indentured labour experience.

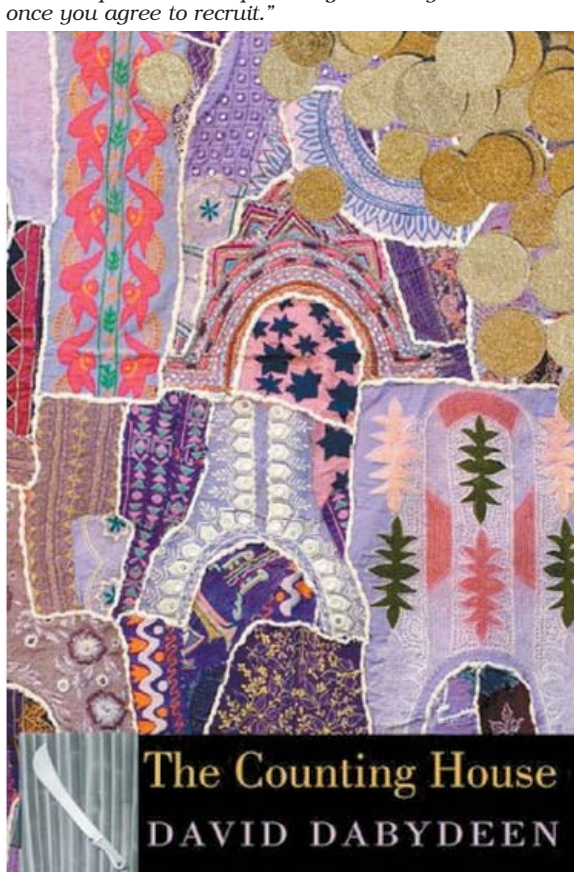
The story begins in India, in the village of Kandeera, where Rohini and Vidia live. After they are married Rohini goes to live with Vidia in his parents, Droopatie and Harilall's home.

Vidia's work is minding his father's cows and goats. Rohini is forever in the kitchen, her role to be the dutiful daughter-in-law, much to her loathing.

*"I want more," Rohini told herself as she rolled roti under Droopatie's watchful eye.....'I want more," Rohini brooded as she spat into the oil.*

*"Vidia is not enough," she cursed under her breath as she patted fresh mud over the cracks in the hut.*

When Droopatie told her that when she dies, the house and all in it will pass to Vidia and her, Rohini muttered to herself, *"What I want with bruk-down leaning place like this... big-big world outside, tall stone houses and courtyards with fountains and carriages rolling down wide streets"* — for a labour recruiter was doing a mind job on her, describing the beautiful buildings of Calcutta — *"And next to the Governor palace is depot where ship waiting to take you to Guiana once you agree to recruit."*




*"Let we leave this pit and go Guiana with British," Rohini suggested to Vidia.*

But despite Rohini's dissatisfied disposition, there's empathy for her. She's often the target of her mother, Finee's, marital advice of a sexual nature, and likewise of Kumar's, a despicable old man in the village who delights in telling Vidia how to deal with his wife.

The young couple emigrates to Guiana, but Rohini is soon back to her old grumblings. *'Plantation Albion' not enough, she fretted as she scrubbed pots and prepared to cook*, although her first year in Guiana was spent in a state of elation. At the end of each week she sat with Vidia as he counted and recounted their earnings, organizing them into piles, one for Finee, one for his parents, one for food, and one with their savings, which was placed under a calabash tree, knowing that the plantation owner, Gladstone, would reward him with a free plot of land at the end of his five years of service. By then he would have accumulated enough money to buy wood to build their first home

*"Is because I kill the cow that we get no baby," Rohini confessed to killing Vidia's family cow back in Kandeera on the anniversary of their second year on Plantation Albion, which earned her her first beating from Vidia.*

*"You think I should wallop her more?"* Vidia consulted his fellow canecutter Kampta, his new advisor, and a scamp who reveled in his reputation for badness and foul-mouthed language, not unlike some of the other careworn characters. From then on Rohini and Vidia's marriage is on a downhill slide.

Rohini, in the course of her household duties at Plantation Albion, overcomes her fear of Gladstone and becomes his lover, not without some encouragement from Miriam, Gladstone's Afro-Guyanese housekeeper and also his lover.

When Rohini becomes pregnant with Gladstone's child, Miriam takes complete charge of the situation, not entirely for altruistic reasons. She realizes that the birth of the baby would jeopardize her position with Gladstone, and takes measures to abort the child.

*I stay quiet because it is me-self who encourage her to share my burden, share Gladstone. Coolie can't just come and inherit we kingdom.*

But when Miriam goes seeking help from Kampta, who is also her lover, he demands money to take Rohini to a nurse in a faraway village to purge her belly. In desperation, Miriam steals the money that Vidia had been saving under the calabash tree.

Miriam, who's habitually directing her brazen mind heavenwards, says at the end of the novel:

*"Answer, you coward, come down from cloud or walk water, approach howsoever and tell me to my face that I sin; that I kill Rohini baby out of jealousy; that I kill coolie when I thief his money, not for abortion but to sweeten and keep Kampta; that I seduce Gladstone so proper lady won't want him. Come out of your hole and heaven, but nobody answer."*

In a novel that tells a fictional story that is very much part of the Caribbean milieu, readers will find that there's seldom a dull moment in *The Counting House.*

# The Sky from Mid-November to Mid-December

*by Jim Ulik*

*If aliens ever visit us, I think the outcome would be much as when Christopher Columbus first landed in America, which didn't turn out very well for the Native Americans.*

*— Stephen Hawking*



NPS

*Devils Tower National Monument: the landmark used in the movie 'Close Encounters of the Third Kind'. The reality of stargazing continues to be as compelling as the idea of extraterrestrial life forms*

Have extraterrestrials visited Earth? Are they already here? So far there doesn't appear to be any physical evidence supporting those claims. There are only anecdotal stories about ancient aliens, abductions or UFOs. There are science fiction writers who help maintain interest in the possibilities of life beyond Earth. Then there is the film industry that entertains us with movies covering space and extraterrestrials. It is the 40th anniversary (November 16th, 1977) of the release of "Close Encounters of the Third Kind". Roy Neary (Richard Dreyfuss) had a close encounter and subsequent visions of a mountain. Sculpting a mountain out of mashed potatoes eventually led to Devils Tower, where aliens would make contact with the people of Earth. (President Theodore Roosevelt made Devils Tower America's first national monument in 1906.) In December 2007, the film was deemed "culturally, historically, or aesthetically significant" by the United States Library of Congress and selected for preservation in the National Film Registry.

**Thursday, November 16th**

Before 0600 hours this morning there is a conjunction between the Moon, Jupiter and Venus in the eastern sky. The red planet may appear a little faint, but Mars can be spotted about 15 degrees higher than this grouping. Two bright stars will also be shining in the east this morning. Spica is slightly south in between the Moon and Mars while Arcturus is located towards the north.

**Friday, November 17th**

There are a number of meteor showers during this period. Tonight's show features the Leonids. This shower is actually active from November 6th through 30th. This is an average shower that could produce up to 15 shooting stars per hour. There will not be any moonlight to interfere because the Moon is overhead during daylight hours.

**Saturday, November 18th**

At dawn, Venus and Jupiter can be seen shining in the eastern sky. The Sun and Moon will both rise a few minutes after 0600. At 0742 this morning, the Moon is in its new phase. The Earth, Moon and Sun all lie in a roughly straight line. Watch for higher tidal ranges and an increase in tidal currents.

**Monday, November 20th**

This evening there is a conjunction between Saturn and the Moon in the western sky. Mercury can be seen near the horizon almost directly below Saturn. Over the next few days Mercury will gradually approach Saturn.

**Tuesday, November 21st**

If you see some shooting stars radiating out of the east they could be from the Alpha Monocerotids. This meteor shower will peak this evening. The shower is variable from year to year with strong activity occurring every ten years. A peak event could produce from five to 400 meteors per hour. The area of sky these meteors originate from will rise after 2200. The shower is active from November 15th through 25th.

**Wednesday, November 22nd**

Since November 20th, Mercury has been becoming a little higher above the horizon as it approaches Saturn. The planet named after the Roman messenger god is now well...

*—Continued on next page*

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—*Continued from previous page*
…placed for observation in the evening sky. Mercury's orbit is so close to the Sun that it is very difficult to observe most of the time. Conversely, it is easier to spot Mercury when it is away from the Sun. The greatest separation from our perspective occurs tomorrow.

**Sunday, November 26th**

The Moon reaches First Quarter less than an hour after rising. As the skies begin to darken, the Moon can be seen in the constellation Aquarius. There is also a conjunction between the Moon and Neptune. That distant planet will be positioned off the unlit side of the Moon.

Looking west above the horizon is the conjunction between Saturn and Mercury. Both planets will remain in close proximity over the next few days near Sagittarius.

**Tuesday, November 28th**

Another meteor shower this period is the November Orionids. While this shower is active from November 13th through December 6th, it will peak tonight. The shooting stars will appear out of the constellation Orion and travel quickly across the sky.

**Wednesday, November 29th**

On its way to becoming an evening star, Venus is gradually moving closer to the Sun. It is still visible in the morning sky but will fade in sunlight over the next few days. Above Venus is Jupiter shining brightly between Virgo and Libra. In the eastern sky this morning there is a conjunction between Mars and Spica in Virgo. The evening sky will find Mercury and Saturn near each other setting quickly after sunset.

**Saturday, December 2nd**

Out of the dark of the southern sky fly the Phoenicids. This is a variable meteor shower that may produce up to 100 meteors per hour. Earth is passing through a comet's debris field from November 28th through December 9th. The meteors appear to radiate from the constellation Phoenix, named after the mythical bird that rises from its own ashes. The constellation was introduced in the 16th century by Dutch navigators and astronomers.

**Sunday, December 3rd**

The Moon is now very close to Earth, so it will appear much larger in the sky. Pair that with the illusion that causes the Moon to appear larger near the horizon and it should be a spectacular moonrise this evening. Recently coined a Supermoon, the Full Moon will begin to rise at 1759.

**Thursday, December 7th**

Another meteor shower peak this period is the Puppid–Velids. This shower is active December 1st through 15th. The number of meteors should be about ten per hour. The best time for viewing will be after 2300. They will radiate out from the southeastern sky.

**Monday, December 11th**

Watch out for the writhing water snake as it slithers over the horizon. Hydra symbolized the mythical multi-headed creature slain by Hercules. When Hercules would cut off one head, two took its place. The largest constellation is the source of the Alpha Hydrids meteor shower. It will peak tonight and the best viewing will be after 2300.

**Wednesday, December 13th**

Mars is positioned near the Moon. The conjunction can be spotted any time before sunrise in the constellation Virgo. Jupiter can be seen below this pair, shining brightly in Libra. Tomorrow the Moon will take its place near Jupiter.

**Thursday, December 14th**

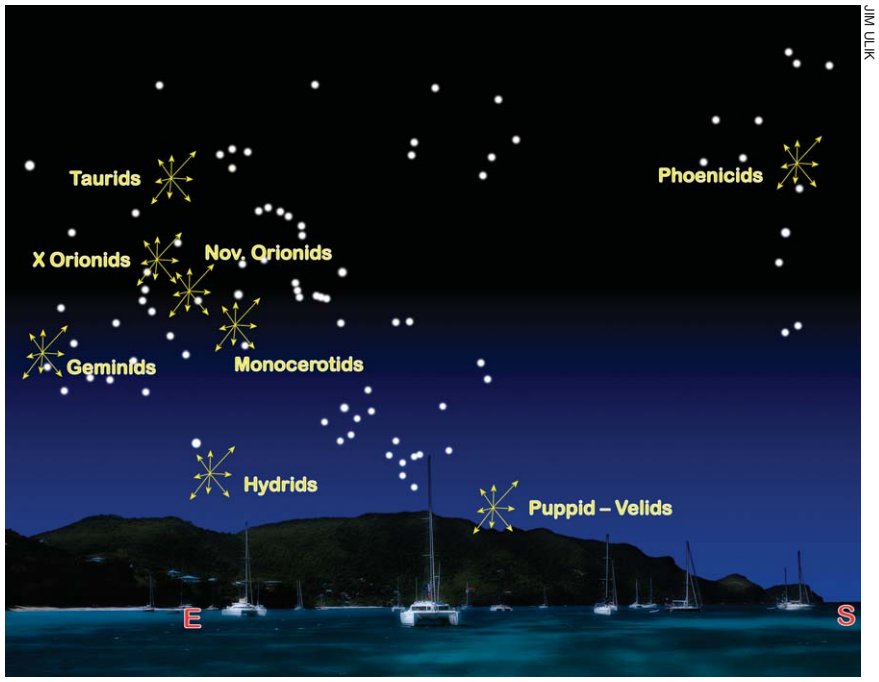
This marks the peak of the Geminids meteor shower. The volume of shooting stars from this shower could be as high as 120 per hour. They will appear to radiate from the constellation Gemini as it rises after 1900. The best time to view this event will be after 2200 when some fireballs streak directly overhead.

**In the News**

NASA and the Russian space agency (Roscosmos) have announced that they would cooperate to build a new space station. The plan would serve both as a replacement for the aging International Space Station, as well as a potential jumping-off point for extended trips to the Moon, Mars and into deep space. The future space station will be constructed near the Moon. The hope is that it could be built as soon as the 2020s. In addition to Russia and the United States, Canada, Japan, and the European Space Agency are all interested in the project. The cooperation between these agencies is key to its success.

*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.*

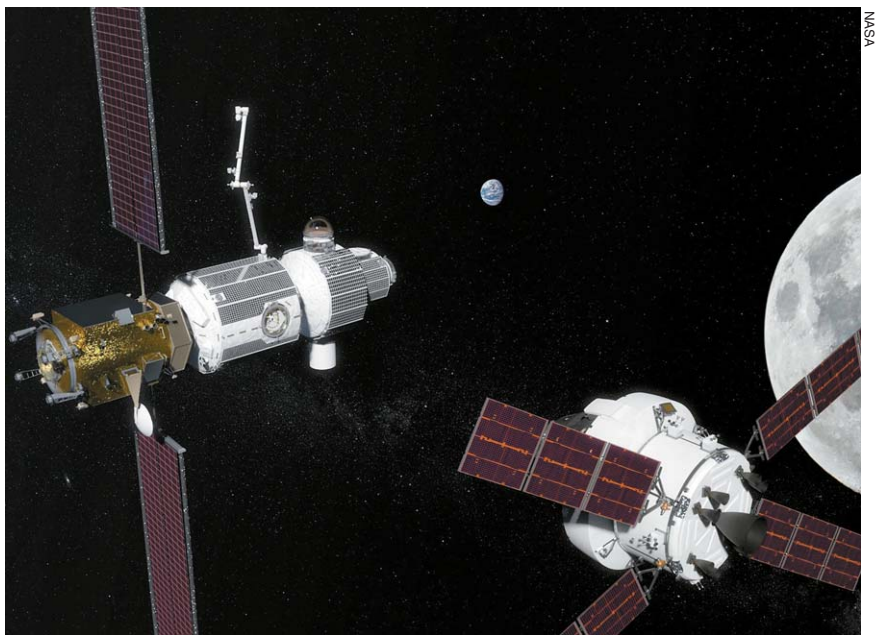
*Jim Ulik of* S/V Merengue *is a photographer and cruiser.*



JIM ULIK

*Above: Radients of the meteor showers this period at 2300 hours*

*Below: An artist's conception of the space station to be built near the Moon*


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LOOK OUT FOR...

# THE 'PEACE OUT!' PLANT



*by Lynn Kaak*

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

It's almost inevitable that if you grew up in a household with someone with a green thumb, you are familiar with the Peace Lily in one of its many incarnations. This staple for indoor horticulturalists in northern climes is quite striking, but easy to care for. Here in the Caribbean, it doesn't need to be cooped up indoors, and can be seen frequently in gardens, in outdoor pots, and, in some areas, in the wild.

*Spathiphyllum* encompasses approximately 50 different plants, but all are similar enough to be grouped together. It is part of the *Araceae* family, which includes anthuriums (which have about 1,000 different species). The scientific name literally means "spathe leaf" in reference to the large bract, or spathe, that is part of the signature look and make-up of these plants. Phyllum means leaf.

Also known as White Sails, all flowers in this group have a large white or ivory bract. Occasionally, two leaves may make up what is commonly thought of as the flower of the plant. The actual flowers themselves are far less showy. As the spathes age, they become green.

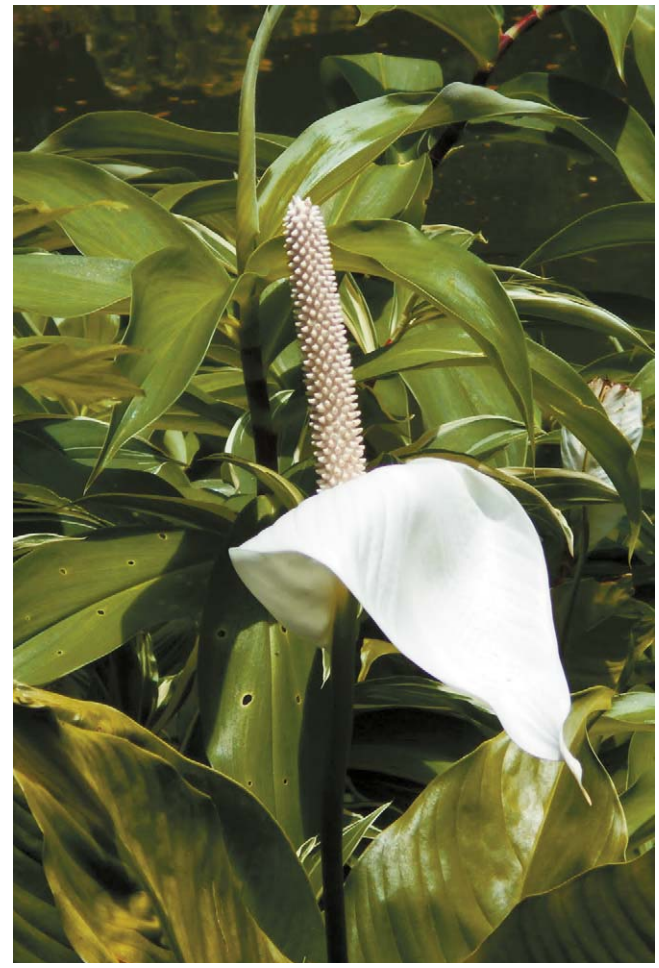
Out of the middle of the bract a "spadix", or column of flowers, rises up. The tiny flowers are clumped tightly together, and are white in colour. If they are pollinated, with time the flowers turn into small white berries, which house the seeds.

Depending on the specific type of *Spathiphyllum*, these plants can range in height from about 30 to about 70 centimetres (one to over two feet), with a width of an almost equal distance.

The Peace Lily might not really "peace out", but it does spread out. The leaves of the plant are a deep glossy green and fairly large, and *Spathiphyllum* can create a lovely low ground cover. Around its base the plant will grow offshoots from its roots, causing the plants to grow in clusters. For those looking to propagate them, it is a simple matter to carefully separate some roots and let them grow. Without human intervention, the plants can spread from their roots, or they can grow from seeds. The seeds don't need to go much farther than just under the surface of the soil to find a viable toehold. Within approximately six to eight months, a new plant will be flowering.

This native of the north coast of South America is not fond of salty soil, and prefers something that drains well. Wet roots are not conducive to the health of the Peace Lily, but damp is just fine. It doesn't do well in direct sunlight, preferring some shade for protection.

These plants are mildly toxic to humans, and there is no known medicinal use for them. Sometimes, it is okay just to be pretty!



*Numerous reasons, usually based on the white color of the bract and its elegant form, are given for* Spathiphyllum *being known as the 'Peace Lily'. A more descriptive name is 'White Sails'*

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COME TO TRINIDAD FOR CARNIVAL 2018!

**Dear *Compass* Readers,**

It has been a long time since I have written, for two main reasons: my wife, Denise, and I sold *Maja Three* long ago in Trinidad and returned to chilly Canada, and not much excitement occurs around here!

We did revisit Trinidad some time ago, but it has always been on the bucket list to go just one more time and so we have decided to fly down in January next year (we won't even have to negotiate the Bocas!)

I am writing to encourage others to visit that wonderful island during the build-up to their spectacular carnival, with fantastic sights, sounds and tastes for all.

Keeping abreast of news in the islands I am aware there has been concern at times about criminals robbing and stealing from boats on passage between Grenada and Trinidad, but with a little care and thought, inter-island sailing can be done quite safely and enjoyably. The main point to me, looking from afar, is that criminals do not sit in the middle of a 60-mile-wide channel on the off chance someone is on passage. More likely a radio conversation has been heard, and in consequence they know that prey is close at hand. The biggest risk is when a conversation is heard and relayed, whether from a bar, a "secret radio channel" or any other means. Sailors, in this regard, are their own worst enemies.

During our ten years of cruising "down island" on *Maja Three*, my wife and I sailed alone numerous times between Grenada and Trinidad without incident other than the usual sailing occurrences: seeing dolphins, navigating the Bocas, etcetera.

I know during the time of our absence there has been dramatic change in many places, especially in Grenada, with new marinas and haulout facilities, and it would appear that many of these businesses have prospered while some in Chaguaramas have declined. I am in no way being critical, merely factual. Grenada was always a special place for us and we have left some special friends there (we won't mention the odd enemy!), whether it be the late Darius Frank (God bless) or Rock and Joanne at the Little Dipper, and of course Patrick, but in many ways the island simply does not compare to Trinidad.

So, this is an invitation to join us with Jesse James (Members Only taxi service, www.membersonly-maxitaxi.com — once you dock in Trinidad you are automatically a member) in the lead-up to, and celebration of Trinidad Carnival — and all the other fantastic things to see and do on that wonderful island.

**Sincerely,**
**Graham Groucott**
**Formerly of *Maja Three***

*The climax of Trinidad Carnival 2018 will be on February 12th and 13th. For more information* *see article on page 27.*




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# SAILING SCHEDULE

**Upcoming sailings 2017**

**FLORIDA – MEDITERRANEAN**

| | | | |
|---|---|---|---|
| Ft. Lauderdale | Oct. 2017 › | Genoa | Nov. 2017 |
| Ft. Lauderdale | Nov. 2017 › | Palma de Mallorca | Nov. 2017 |

**CARIBBEAN – MEDITERRANEAN**

| | | | |
|---|---|---|---|
| St. Thomas | Nov. 2017 › | Palma de Mallorca | Nov. 2017 |

**CARIBBEAN – FLORIDA**

| | | | |
|---|---|---|---|
| Martinique | Nov. 2017 › | Ft. Lauderdale | Dec. 2017 |
| Martinique | Dec. 2017 › | Ft. Lauderdale | Dec. 2017 |

**MEDITERRANEAN – FLORIDA**

| | | | |
|---|---|---|---|
| Genoa | Oct. 2017 › | Ft. Lauderdale | Oct. 2017 |
| Palma de Mallorca | Oct. 2017 › | Ft. Lauderdale | Nov. 2017 |
| Genoa | Nov. 2017 › | Ft. Lauderdale | Dec. 2017 |

**MEDITERRANEAN – CARIBBEAN**

| | | | |
|---|---|---|---|
| Palma de Mallorca | Oct. 2017 › | St Thomas | Nov. 2017 |
| Palma de Mallorca | Nov. 2017 › | Martinique | Dec. 2017 |
| Genoa | Nov. 2017 › | Martinique | Nov. 2017 |

**FLORIDA – CARIBBEAN**

| | | | |
|---|---|---|---|
| Ft. Lauderdale | Nov. 2017 › | St. Thomas | Nov. 2017 |

**FLORIDA - SOUTH PACIFIC**

| | | | |
|---|---|---|---|
| Florida | Dec. 2017 › | Central America | Dec. 2017 |
| Florida | Dec. 2017 › | Golfito | Dec. 2017 |
| Florida | Dec. 2017 › | Papeete | Dec. 2017 |
| Florida | Dec. 2017 › | Auckland | Jan. 2018 |
| Florida | Dec. 2017 › | Brisbane | Jan. 2018 |

*Note: For exact dates check with our booking agencies.*

*For further information please visit our website or call us to discuss your specific needs.*



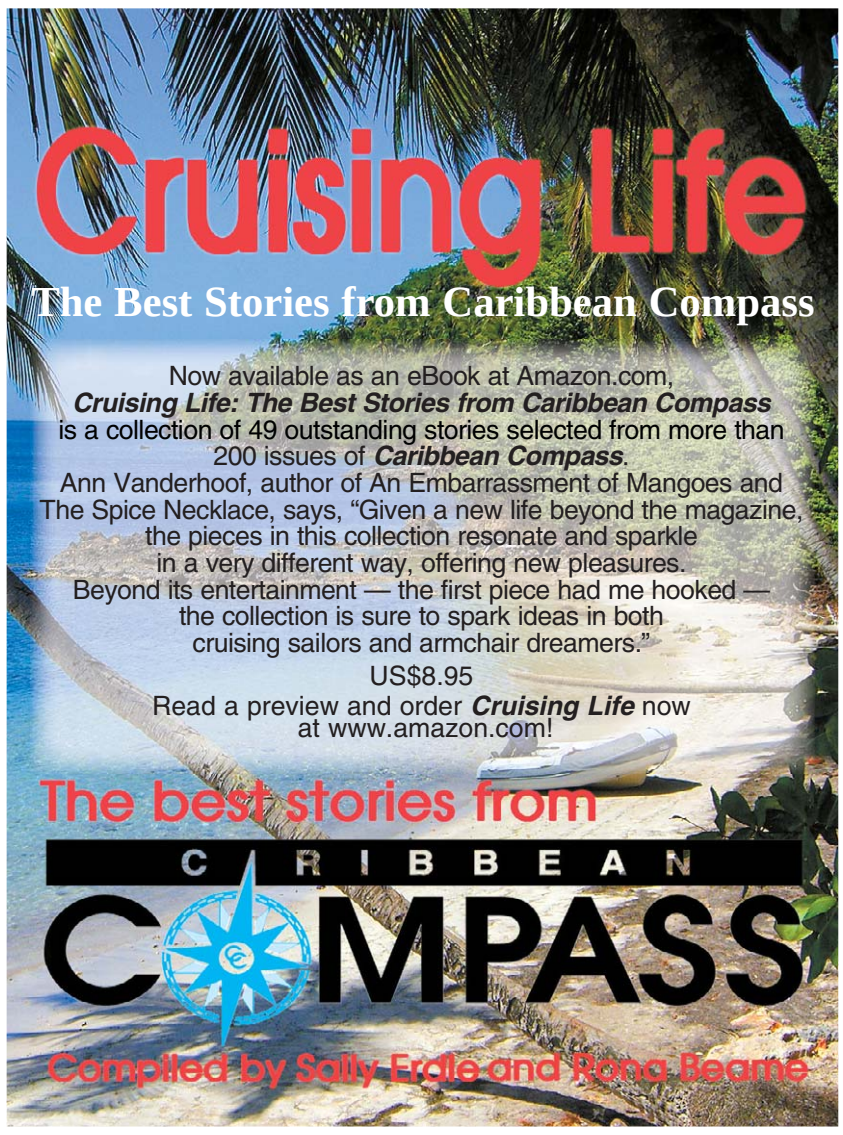

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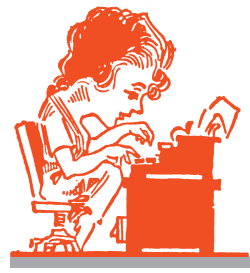
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# Letter of the Month

IF ONLY THEY WOULD LISTEN...

**Dear *Compass*,**

If sailors, boatyard mangers and insurance underwriters had read and acted on my advice given in the four pages of "Reflections on Hurricane Hugo" — which is in all four of my Caribbean guides and downloadable as a pdf at www.street-iolaire.com — and my advice in the probably 20 further storm-related articles I have written for *Compass* and various yachting magazines, the losses caused by Hurricanes Irma and Maria in the northeastern Caribbean would have been much less.

I have been experiencing hurricanes for 80 years. I have been writing about them for 50 years. I have seen them grow in size and intensity. In the 1950s and '60s I went through almost a dozen hurricanes on a boat, but I was lucky, none were direct hits, but rather near misses. In November 1984 we were all caught completely unaware by the late-season Hurricane Klaus, and by using six of my seven anchors, I survived aboard *Iolaire* anchored off St. Martin. In 2004, I'd left *Li'l Iolaire* in the care of a friend in Grenada when I went home to Ireland, and the boat disappeared during Hurricane Ivan.

In continuing to learn as much as possible about hurricanes, I discovered that NOAA puts out a book that shows the track of every hurricane from 1871 to 2000 with updates every year. More than 150 years of hurricane tracks can also be found at oceanservice.noaa.gov/news/historical-hurricanes. A study of the hurricane tracks shows that when approaching the Caribbean, hurricanes nearly always turn north or maintain their course, and hardly ever turn south other than occasionally making a five-degree southward jog that lasts no more than 24 hours. Also when approaching the Caribbean they virtually never change course more than ten degrees in 24 hours. Since hurricanes are now tracked by satellite, a smart sailor, each morning, will check the latitude and longitude of the approaching hurricane and plot a ten-degree cone of the possible hurricane track. This can be plotted on the Imray Iolaire 100 transatlantic passage chart, a gnomic projection where a straight line is a great circle course.

*'Once winds reach 120 knots, the load on anchoring gear is such that you have to visualize a boat being picked up by a crane by its anchor lines and hung clear of the water'*

The above information on predicting tracks is true until the hurricane reaches the islands. Once it hits the islands, the hurricane can do anything. One hit St. Vincent then went north, its course curving so that its center passed over every island in the Eastern Caribbean until it hit Barbuda, where it turned northeast and headed out to sea.

Since there is plenty of warning of a storm's approach, if there is any indication that the hurricane will hit the northeastern Caribbean islands, a boat that is in commission in those islands should head south two or three days before the hurricane is due to hit. Sailing or motorsailing, the boat should be well south of the hurricane's path and only experience 30 or possibly 40 knots of wind on the quarter and a big sea.

If a hurricane is approaching the southern islands of the Lesser Antilles, boats should head farther south to Trinidad, not to Chaguaramas with its poor holding, but rather all the way to Point a Pierre, at 10°N well below any dangerous wind generated by the storm.

Places once known as "hurricane holes" are now useless in a direct hit from a major storm, as they are too crowded and boats *will* drag. The pressure per square foot exerted by wind goes up with the square of the wind's velocity. The strain on anchor gear at 40 knots of wind is *four* times what it is at 20 knots, not twice. Once winds reach 120 knots, the load on anchoring gear is such that you have to visualize a boat being picked up by a crane by its anchor lines and hung clear of the water. How many boats' anchor gear will be strong enough; how many boats' windlasses and cleats will pass this test? And consider windage when you don't feel like stripping all the sails: a 150-knot wind exerts pressure of about 75 to 80 pounds *per square foot.* Expecting anything to survive without major damage when it blows 160 knots — like Irma did — is the height of optimism.

That hurricane holes are useless in a direct hit from a major storm has been proven by the fates of numerous boats in Culebra during Hugo, in Grenada during Ivan, in Simpson Bay Lagoon every time a big hurricane hits St. Maarten, and in Paraquita Bay, Tortola and Coral Bay's Hurricane Hole on St. John this year.

If boats are stored ashore during hurricane season, insurance underwriters must insist they be properly prepared to weather a hurricane, and that they should have a local surveyor certify that the boat is properly stored. I suggest having a special heavy steel cradle specifically made for the boat, or using plenty of screw jacks with plywood pads underneath them so they do not sink into soft ground, tied together by re-bar welded to the jacks, and the boat tied down with straps to deadmen buried in the ground. If boats are not well tied down, even properly chocked or cradled boats have been known to blow over or right out of the cradle. Since the lessons taught by Ivan in Grenada, if a boatowner requests a hurricane tie-down, they do it properly.

**Don Street**
**www.street-iolaire.com**

# When Stuff Aboard Takes Over, We SOS!

*by JoAnne and Bill Harris*

We have now been cruising aboard *Ultra* full time for a decade now, and have accumulated a lot of stuff. When we first untied the docklines ten years ago, we left with lots of stuff — Party Stuff, Galley Stuff, Personal Stuff, Hobby Stuff, Tool Stuff, Spare Part Stuff, School Stuff, and more. Less than a year later, we added a family member by adopting an adorable Siamese kitten we named Sailor. So, yep, we then accumulated Cat Stuff.

As we cruised we donated or sold lots of our stuff. We then accumulated more stuff and then unloaded lots of stuff, and we have repeated this process countless times since then. It became a never-ending process. So we made a policy that when some new stuff makes its way aboard, then the equivalent amount of stuff has to be removed from the boat and either donated or sold. However, this is easier said than done. It is way more fun to be exploring



*During one SOS aboard* Ultra *— the need to Share Our Stuff — recipients were a family we met in Panama. They came aboard, too, to share a pancake breakfast*

all of the amazing destinations we cruise, rather than sorting through our stuff.

Also, we learned that we can carry stuff for years and then we finally make up our mind to get rid of it, yes, you guessed it, the next day or week we need that stuff to rig up something onboard that needs repair while we are out in the middle of nowhere. We then say to ourselves, Hmmm... that stuff could have come in handy for us big time, right now.



Life is funny. When we lived as landlubbers, in a home significantly larger than our boat, we could find all of our stuff. However, now while living aboard, all kinds of stuff has to be stowed here, there and everywhere, so we spend lots of time hunting for stuff. The problem is there is not always enough room to stash all the stuff that goes together in the very same place. Therefore, stuff — Party Stuff, Galley Stuff, Personal Stuff, Hobby Stuff, Tool Stuff, Spare Part Stuff, School Stuff, or Cat Stuff — gets spread out among several lockers and cubbies. Ah, yes — the treasure hunt begins. We made an inventory, but one must truly be religious in updating the inventory location list, since it changes from day to day. We quickly came to the conclusion that we are not that disciplined. We learned a great inventory trick from our friends aboard *S/V Romantasea*. They not only had an inventory spreadsheet noting the locations of their stuff, but also took a photo of every locker and its contents and placed it in a binder. Wowie. Definitely time consuming, but they were super-organized and kept it up. We tried that too, but unfortunately, we are not so organized and still spend a lot of time hunting for stuff aboard if we have not used it in several months.

The very best solution for us is to minimize our amount of stuff.

Therefore, if we have not used something in the past six months, and it is not a crucial spare boat part, it goes off the boat. We also keep in mind that several items onboard can have multiple uses, eliminating the need to have so much stuff.

Space aboard is very precious. Therefore, whenever we are feeling *Ultra* is getting overwhelmed with stuff we do a purge and think, oh yes, it is definitely time to SOS — Share Our Stuff.

Soon we will be ready for yet another big passage aboard *Ultra*, so we are unloading lots of stuff to lighten her up. We are hosting cruiser swap meets, placing stuff on donation tables, and giving stuff to friends. It is a very liberating experience, since we do not have ten items to sort through in a locker to reach the one item that we really need. We must say it is a relief to have unloaded so much off of *Ultra*. It has tremendously simplified our lives, and brought lots of joy to others who need our stuff more than we do. When it comes time for us to do an onboard purge, we really enjoy sharing our stuff with our wonderful island friends. It is like Christmas!

Happy sharing everyone!

*Bill and JoAnne Harris cruise aboard their sailing trimaran* Ultra*, along with their Siamese kitty, Sailor. Bill and JoAnne are both 100-ton licensed captains from Kemah, Texas. They thoroughly enjoy sharing their traveling adventures and inspiring others to live their dreams.*





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Gift Ideas for the Sailors on Your List

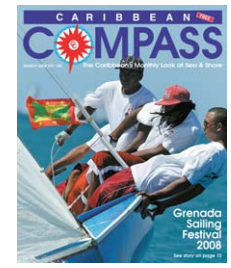
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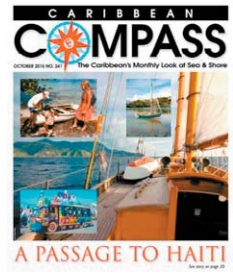
*... and much, much more!*

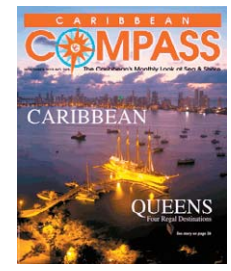
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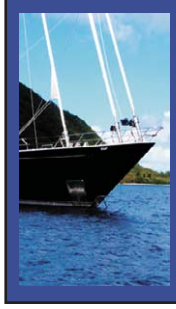
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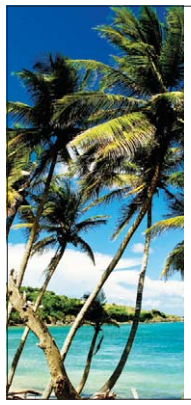
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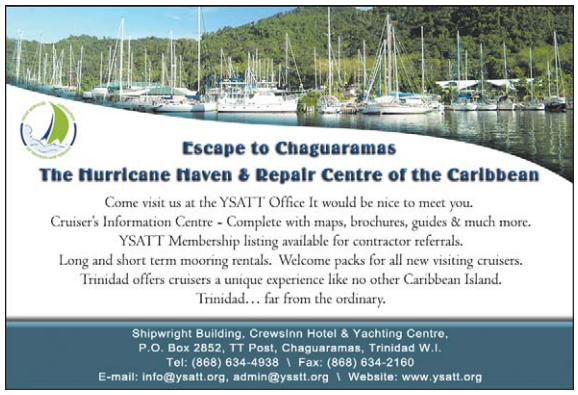
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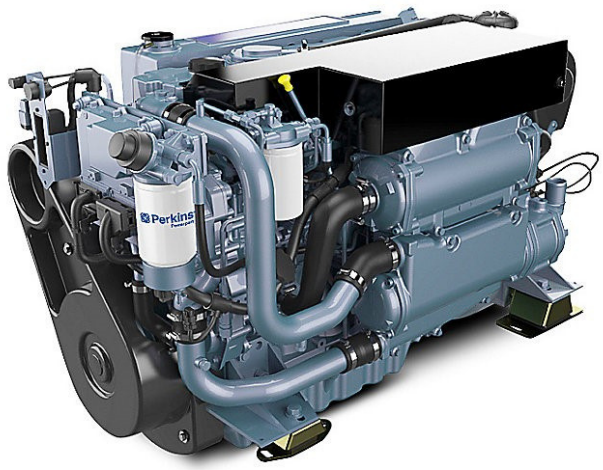
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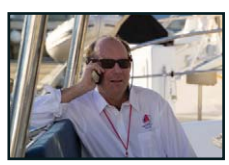
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# CALENDAR

***Please note: In the wakes of Hurricanes Irma and Maria, some November and December events' dates are still tentative as we go to press. Please confirm with organizers when making your plans.***

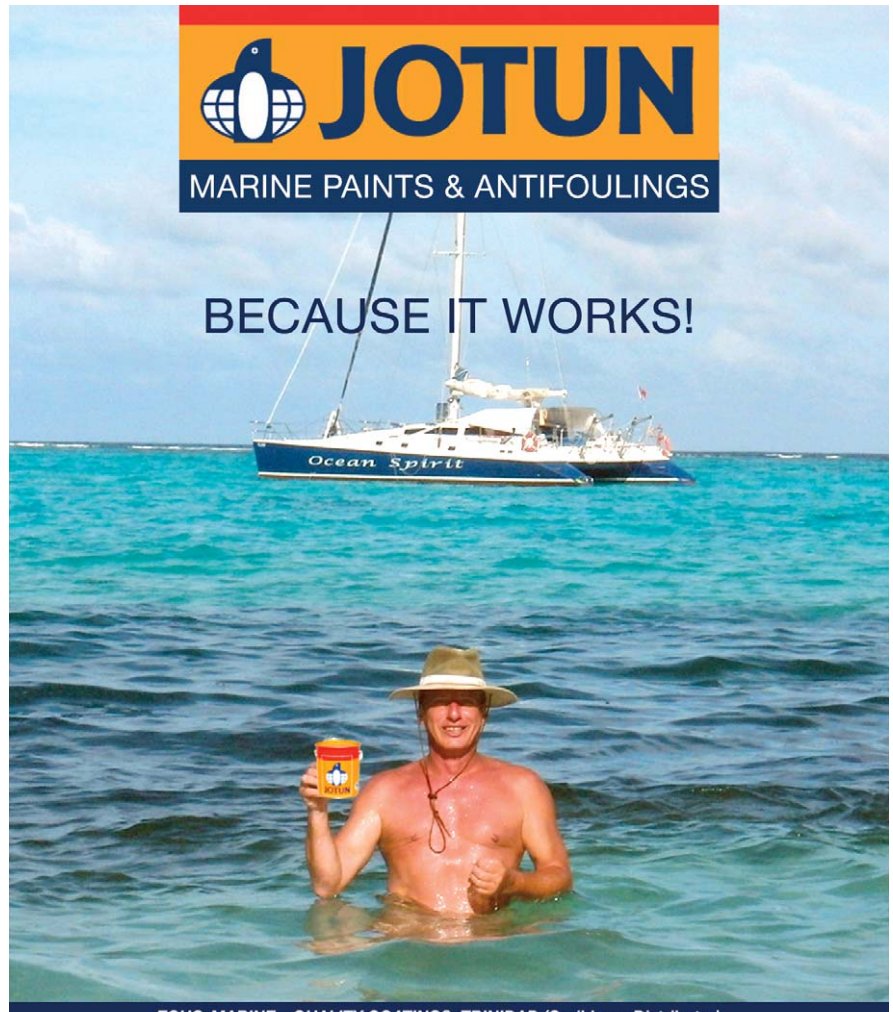
# NOVEMBER

| | |
|---|---|
| **1** | Public holiday in Antigua (Independence Day) and some other places (All Saints' Day) |
| **2** | Public holiday in Haiti (All Souls' Day) |
| **2** | Start of Salty Dawg rally from Virginia, USA to Antigua, www.saltydawgsailing.org |
| **2 - 4** | Triskell Cup regatta, Guadeloupe. www.triskellcup.com |
| **3 - 4** | Public holidays in Dominica (Independence Day and Community Day) |
| **3 – 5** | Discover the Caribbean Regatta, Puerto Rico. Ponce Yacht & Fishing Club (PYFC), http://ponceyachtandfishingclub.com |
| **4** | FULL MOON |
| **4** | Carey Olsen Double-Handed Race, BVI. RBVIYC, www.royalbviyc.org |
| **5** | Barbados National Dinghy Championship. www.barbadosyachtclub.com |
| **5** | Start of Caribbean 1500 and ARC Bahamas rallies from Virginia, USA to Tortola and Abacos, www.worldcruising.com/carib1500. Start of ARC+ rally, Gran Canaria to St. Lucia via Cape Verdes, www.worldcruising.com/arc |
| **6** | Public holiday in Dominican Republic (Constitution Day) |
| **7 – 10** | BVI Charter Yacht Show, Tortola. "Post-Irma schedule still somewhat fluid." www.crewedyachtsbvi.com/boatshow |
| **11** | Public holiday in Puerto Rico and USVI (Veterans' Day) |
| **11** | Start of Atlantic Odyssey, Tenerife to Barbados via Cape Verdes, cornellsailing.com/sail-the-odyssey |
| **11 – 14** | VIPCA Charter Yacht Show, Yacht Haven Grande, St. Thomas USVI. www.vipca.org |
| **13** | Public holiday in Cayman Islands (Remembrance Day) |
| **18** | Start of Atlantic Odyssey, Tenerife to Barbados, cornellsailing.com/sail-the-odyssey |
| **18** | Public holiday in Haiti (Battle of Vertieres Day) |
| **18** | Peg Leg's Round Tortola Race, BVI. RBVIYC, www.royalbviyc.org |
| **18 – 19** | Discover the Caribbean Dinghy Regatta, Puerto Rico. PYFC, www.ponceyachtandfishingclub.com |
| **18 – 19** | Jolly Harbour Yacht Club Annual Regatta. JHYC, www.jhycantigua.com |
| **19** | Start of ARC rally, Gran Canaria to St. Lucia, www.worldcruising.com/arc |
| **19** | Public holiday in Belize (Garifuna Settlement Day) |
| **23** | Public holiday in Puerto Rico (Thanksgiving) |
| **24 - 26** | Mango Bowl Regatta, St. Lucia. SLYC, www.stluciayachtclub.com |
| **24 - 26** | Caribbean Dinghy Championships, Trinidad. |
| **24 - 26** | Central American and Caribbean Games, Barranquilla, Colombia. |
| **25** | Start of RORC Transatlantic Race, Canary Islands to Grenada. rorctransatlantic.rorc.org |
| **25** | Public holiday in Suriname (Independence Day) |
| **25** | St. Kitts Yacht Club Peninsula Swim, SKYC, skyachtclub@gmail.com |
| **30** | Public holiday in Barbados (Independence Day) |

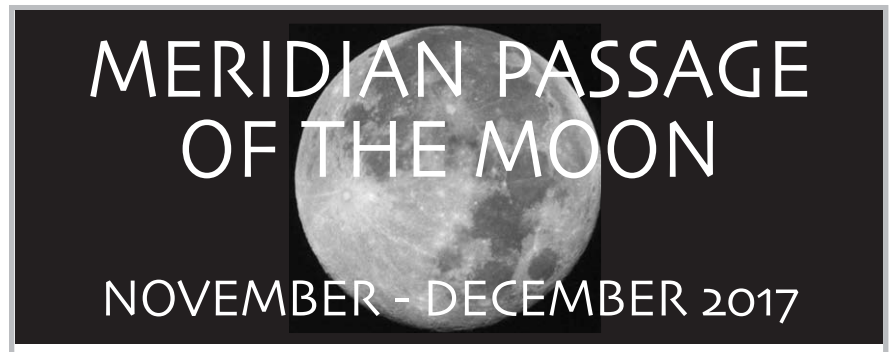
# DECEMBER

| | |
|---|---|
| **1 - 3** | Course de L'Alliance, St. Maarten, St. Barts, Anguilla. SMYC, www.smyc.com |
| **3** | FULL MOON. |
| **4 – 10** | Antigua Charter Yacht Show, www.antiguayachtshow.com |
| **5** | Sinterklaas Birthday celebration in Bonaire |
| **9** | Public holiday in Antigua & Barbuda (National Heroes' Day) |
| **12** | Public holiday in Guyana (Youman Nabi) |
| **13** | Public holiday in St. Lucia (National Day) |
| **16 – 18** | San Juan Sailing Championship, Puerto Rico, 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) |
| **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, AYC, www.antiguayachtclub.com |
| **TBA** | Dominica Christmas Regatta. info@dominicamarinecenter.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






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!

| **November 2017** | | 21 | 1411 | 11 | 0648 |
|---|---|---|---|---|---|
| DATE | TIME | 22 | 1459 | 12 | 0734 |
| 1 | 2152 | 23 | 1547 | 13 | 0819 |
| 2 | 2242 | 24 | 1634 | 14 | 0903 |
| 3 | 2317 | 25 | 1721 | 15 | 0948 |
| 4 | 0000 (full moon) | 26 | 1807 | 16 | 1034 |
| 5 | 0033 | 27 | 1853 | 17 | 1120 |
| 6 | 0132 | 28 | 1940 | 18 | 1208 |
| 7 | 0233 | 29 | 2029 | 19 | 1256 |
| 8 | 0334 | 30 | 2120 | 20 | 1344 |
| 9 | 0433 | | | 21 | 1431 |
| 10 | 0530 | **December 2017** | | 22 | 1518 |
| 11 | 0624 | 1 | 2215 | 23 | 1603 |
| 12 | 0715 | 2 | 2312 | 24 | 1649 |
| 13 | 0803 | 3 | 0000 (full moon) | 25 | 1734 |
| 14 | 0858 | 4 | 0013 | 26 | 1821 |
| 15 | 0935 | 5 | 0116 | 27 | 1909 |
| 16 | 1020 | 6 | 0219 | 28 | 1940 |
| 17 | 1105 | 7 | 0320 | 29 | 2153 |
| 18 | 1150 | 8 | 0418 | 30 | 2233 |
| 19 | 1237 | 9 | 0511 | 31 | 2323 |
| 20 | 1324 | 10 | 0604 | | |

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**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



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**33' SLOOP** Fully equipped, 5 bunks. Reduced to US$5,000. All information: www.lumbadive.com/carriacouislander/forsale.htm



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**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

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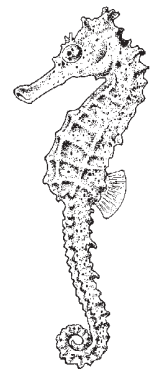
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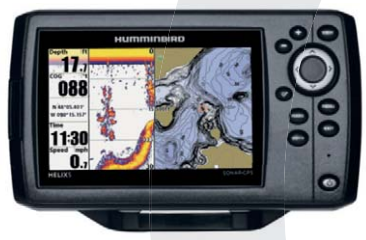
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