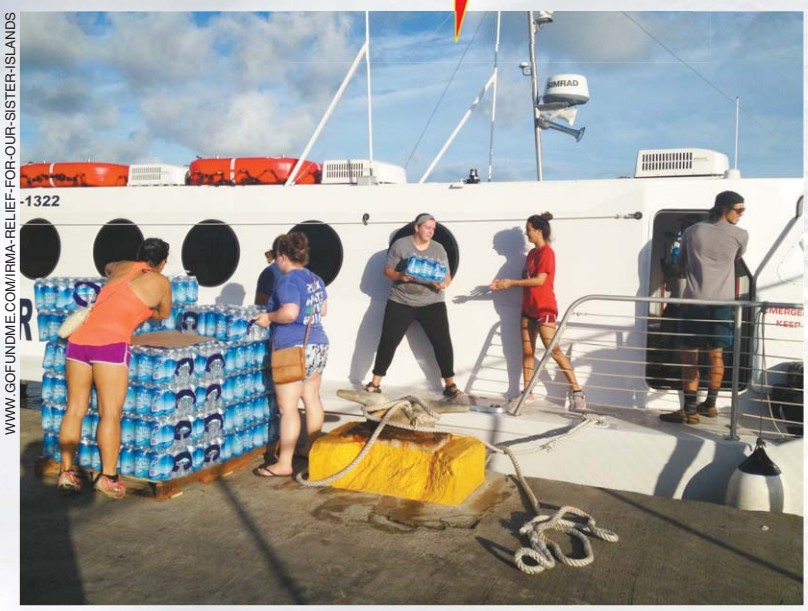
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OCTOBER 2017 NO. 265

The Caribbean's Monthly Look at Sea & Shore



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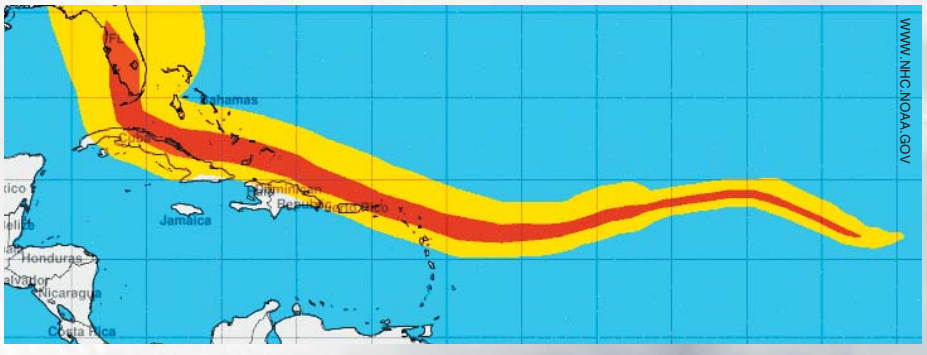
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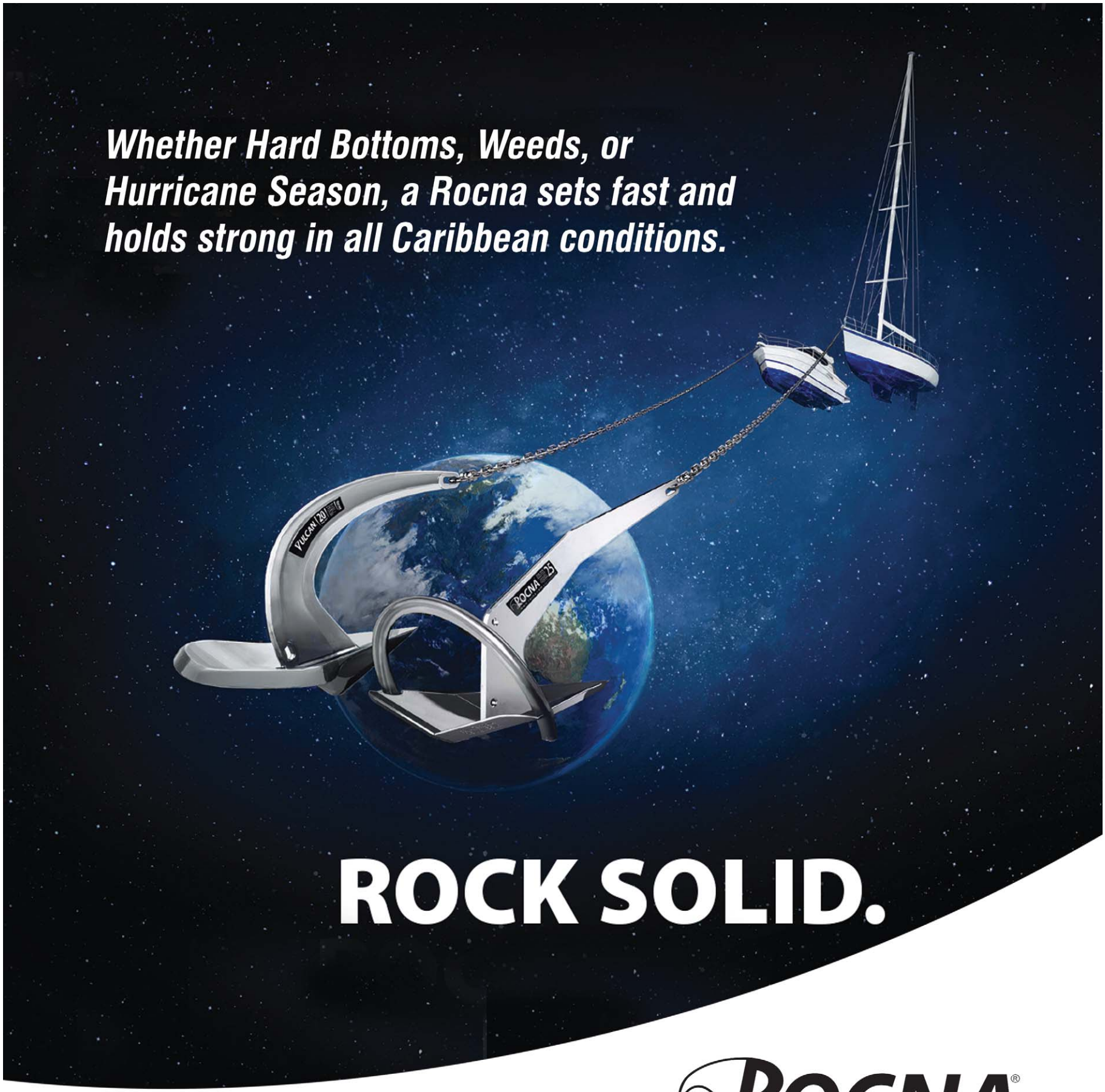
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See story on page 4



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Caribbean Compass is published monthly by Compass Publishing Ltd., The Valley, P.O. Box 727, Anguilla, British West Indies.
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ISSN 1605 - 1998

On the cover: All hands on deck for Hurricane Irma relief. Top and bottom inset photos: Volunteers on St. Croix loading supplies bound for St. John purchased through 'Irma Relief for our Sister Islands' (sisterislandsrelief.org). Middle inset: Caribbean Sea Adventures of St. Croix sending boatloads of supplies to St. John and St. Thomas (www.facebook.com/buckisland)

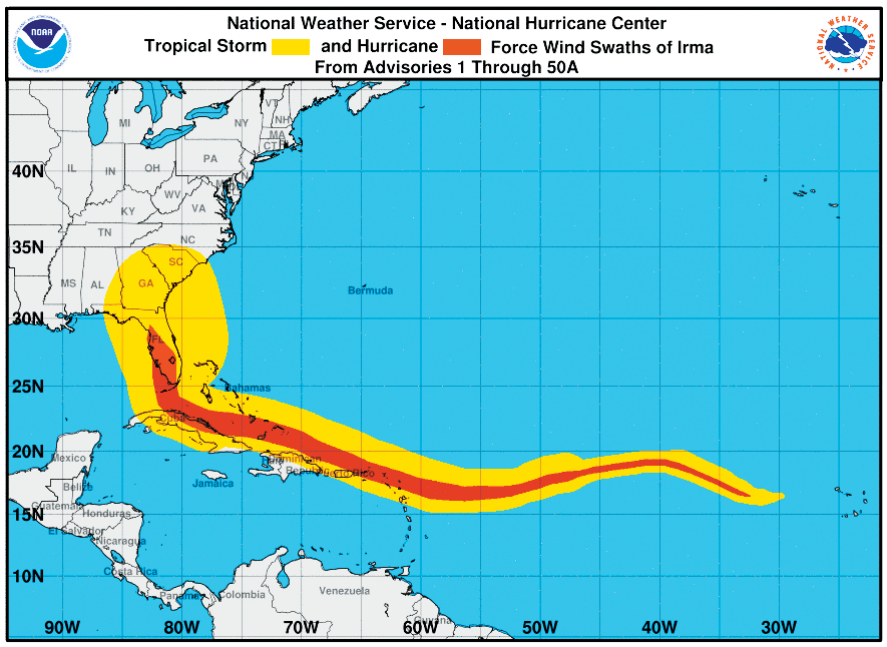


Click Google Map link to find the *Caribbean Compass* near you! **http://bit.ly/1fMC2Oy**

Hurricane Irma: EARLY RELIEF BEGINS

As this issue of *Compass* goes to press, the big news in the Caribbean is, unfortunately, Hurricane Irma. By now most of us have read about the destruction and have seen the images. We'll now attempt to give you a brief overview of this unique storm and its effects, what early relief efforts have been made, and some ways you can help. Information is correct to the best of our knowledge at this time.

We'll take a closer look at Hurricane Irma's effects and the recovery process in next month's issue.



A History-Making Storm

Tropical Storm Irma developed on August 30th near the Cape Verde Islands. On September 5th, Irma became a Category 5 hurricane, and by early the next day — when it made landfall on Barbuda — Irma reached peak intensity with winds of more than 160 knots (185 mph or 295 km/h) and a minimum pressure of 914 millibars, making it the strongest tropical cyclone worldwide so far in 2017 and the strongest storm ever measured in the open Atlantic Ocean.

As of September 8th, Irma had been a Category 5 hurricane for 68 consecutive hours, breaking the previous record, and two days later Irma had been a hurricane for 11 days, becoming the longest-lived Atlantic hurricane since Ivan in 2004.

Irma had an unusual origin: While major hurricanes usually form in the warmer waters of the Gulf of Mexico or the Caribbean, Irma became a Category 5 hurricane in the Atlantic. "To get something east of the islands — at least from the historical record, it hasn't happened before," said Colorado State University meteorologist Phil Klotzbach. "When people in the [Leeward] Islands were saying, 'We've never seen a storm this strong,' that's true. They haven't."

—Continued on next page

HUBERT HACISKI



From September 6th through 9th, 2017, Hurricane Irma's snake-like track left severe damage in parts of the northern Caribbean before turning toward Florida



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Blue Lagoon

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DOYLE CARIBBEAN

—Continued from previous page

The Hardest Hit Islands

Hurricane Irma, covering an area approximately the size of Texas, steamrollered over some of the smallest islands in the Eastern Caribbean — Barbuda, St. Barts, St. Martin/St. Maarten, Anguilla, the BVI and the USVI. St. Martin/St. Maarten is the largest of these badly affected small islands, just 34 square miles (87 square kilometres). St. Maarten and the BVI are two of the region's major yachting hubs — St. Maarten being known for yacht, and especially mega-yacht, services, and the BVI for its huge bareboat charter industry.

According to Antigua & Barbuda's Prime Minister Gaston Browne, around 90 percent of the buildings on Barbuda were damaged. Its 1,700 residents were all subsequently evacuated to Antigua. Officials said that Irma damaged as many as 70 percent of homes on St. Maarten and on virtually all of the British Virgin Islands. Untold numbers of boats were also damaged, grounded or sunk. In the USVI, St. Thomas and St. John were badly hit; St. Croix escaped the storm's severest impacts, as did Puerto Rico.

Hurricane Irma struck Cuba's north coast on September 8th. In Old Havana, several buildings along the seaside Malecón were damaged and streets were flooded. Reports indicate that damage to the Marina Gaviota was repairable, and that damage at Marina Hemingway was minor.

After Irma made landfall in Cuba as a Category 5 storm, it began to weaken somewhat, becoming a Category 3 system before moving on to Florida. Hurricane Irma was downgraded to a tropical storm on September 11th.

As of September 12th, Hurricane Irma had caused at least 38 deaths in the Caribbean.

Relief Efforts Underway

As we go to press in mid-September, official relief efforts are already well underway.

The heads of government of the Caribbean economic community (CARICOM) met on September 10th to co-ordinate responses providing relief for those affected. Immediate needs were identified for those worst affected, particularly Barbuda, the BVI and Anguilla. These included water, food, materials to aid in providing temporary shelter, and cash to purchase items to help with immediate recovery efforts.

The Caribbean Disaster Management Agency (CDEMA) activated the Regional Response Mechanism, which co-ordinates relief action and includes regional institutions, international agencies, and representatives from the UK, the US and Canada. CDEMA's advance team was operating out of Antigua, which was largely unaffected by the hurricane. The advance team, consisting of CARICOM's Disaster Relief Unit, Rapid Needs Assessment Team, Operational Support Team, and Disaster Assessment Coordination team, were deployed to the BVI, Anguilla and Barbuda.

The Caribbean Development Bank (CDB) is in the process of providing Emergency Relief Grants to Anguilla, Antigua & Barbuda, the Bahamas, the BVI and the Turks & Caicos Islands. These grants of US$200,000 each will assist with costs associated with damage assessments and the provision and transportation of emergency relief supplies, water and sanitation resources, roofing materials for emergency shelters and community buildings, and temporary shelter for displaced persons. The CDB has also offered Immediate Response Loans of up to US$750,000 to the affected countries. The loans, on highly concessionary terms, are designed to support the clearing and cleaning of areas damaged by Hurricane Irma, and the emergency restoration of services. The Bank also approved a fast-tracked grant of US$150,000 to CDEMA to assist with preparations for mobilizing and coordinating disaster relief.

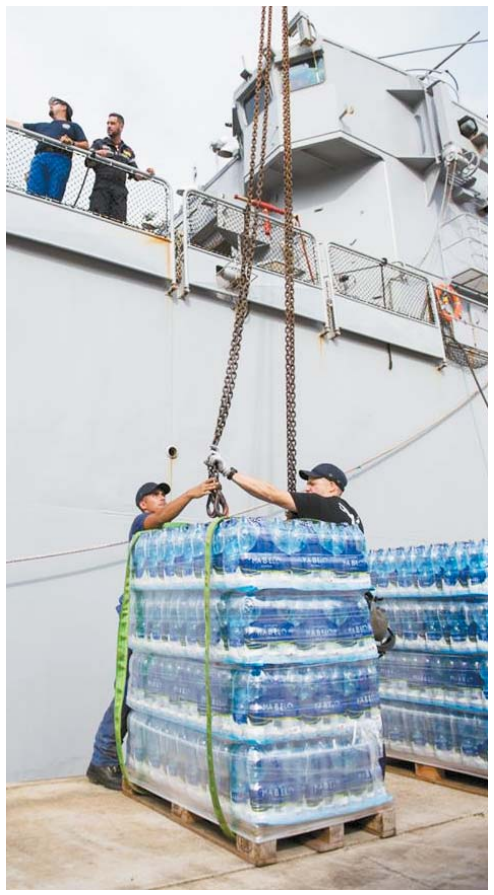
The Caribbean Catastrophe Risk Insurance Facility, a segregated portfolio company and CDB partner, announced payouts of US$15.6 million on their tropical cyclone policies to the Governments of Antigua & Barbuda, Anguilla, and St. Kitts & Nevis as a result of the passage of Hurricane Irma. Additional payouts are expected in relation to water damage from flooding and storm surges.

Chairman of the Organisation of Eastern Caribbean States (OECS), St. Lucia's Prime Minister Allan Chastanet, arrived in Tortola on September 10th, the first stop on a multi-island tour to assess the damage. "From a logistics perspective, the OECS is right here… we have boat transportation bringing materials," he said. "Things like food and water are not that far away and I know that we can put those things in place."

From outside the region, United Nations agencies are supporting relief efforts in the wake of Hurricane Irma. In the days preceding the storm's first landfall, humanitarian agencies began to pre-position supplies and technical experts to support national and regional relief efforts. UNICEF's immediate concern is providing drinking water and sanitation to affected communities, as well as providing child protection services. UNICEF will also support the reestablishment of education systems.

France moved quickly to respond to some of Irma's worst destruction on St. Martin and St. Barts. More than 1,000 tons of water and 85 tons of food were shipped and authorities set up 1,500 emergency shelters. The French government deployed 455 police, military and other personnel on September 8th, with double that number expected to be sent in subsequent days.

—Continued on page 40



Relief supplies were sent from Martinique and Guadeloupe to their sister French islands of St. Barts and St. Martin



Info & Updates

KPK Radio Update

The Seven Seas Cruising Association has welcomed James T. West III (Jim) to its High Frequency Radio Service, widely known as KPK. Jim is a former full-time liveaboard cruiser who now lives in Ellijay, Georgia. Jim is an avid amateur radio operator, call sign WA4YBC, who regularly volunteers his time on both the Waterway Radio & Cruising Club (Waterwayradio.net) and the Maritime Mobile Service Net (mmsn.org).

Jim was recently granted Coastal Service License call sign KJM by the US Federal Communications Commission (FCC), authorizing him to transmit on maritime SSB frequencies from his home high in the Georgia mountains.

Jim joins the ranks of Chris Parker, call sign WCY; Dick Giddings, call sign KNC; and Glenn Tuttle; SSCA's HF Station KPK, all authorized to communicate with boats via SSB radio from land-based stations. All of these stations are committed to assisting cruisers in any type of emergency situation. The Caribbean Safety & Security Net (CSSN, https://safetyandsecuritynet.org) is proud to partner with the Seven Seas Cruising Association (SSCA, see item below) to bring this valuable service to the cruising community.

SSCA's HF Radio Service operates seven days a week on SSB frequency 8104 KHz at 1215 hrs UTC or 0815 hrs AST.

The purpose of this service is:

- to pass emergency and priority traffic, as well as traffic related to safety and security;
- to provide current news updates of interest to cruisers from such sources as the Caribbean Safety & Security Net, Noonsite, The Salty Southeast Cruisers Net, *Caribbean Compass*, Bahamas Chatter and others;
- and to provide any vessels needing assistance with land based resources.

"KPK" can assist with radio checks, float plans, telephone contact with family and friends, boat to boat relays, access to medical or mechanical professionals, marinas, Internet searches, or any other assistance that may be provided.

Through the partnership with the Caribbean Safety & Security Net, any report of a safety and security nature occurring in the Caribbean made to KPK is provided to the CSSN. Likewise, any recent incident posted on the CSSN website will be announced during this broadcast. Although KPK is a service provided by the SSCA, all vessels are welcome and encouraged to participate in this daily service net.

What is the SSCA?

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

To leave a clean wake is to show respect for others and for our environment so that those who follow in our wake will be warmly welcomed. It is our most cherished tradition.

What are the benefits of SSCA membership?

- A monthly 48-page *Commodores' Bulletin* containing reports of the latest cruising information as well as announcements of SSCA Gams, upcoming Seven Seas U live webinars, and regional activities. The indexed, searchable, archived Bulletins are accessible online to members only
- A member locater
- The Equipment Survey — a highly regarded compilation of what real cruisers are using on their boats, including failure rates and repair costs
- Discounts on live webinars and anytime learning on Seven Seas University
- Worldwide Port Guides
- An extensive list of SSCA Cruising Stations that welcome visiting members.
- Special offers and discounts from marine-related businesses that are available to members only

Visit www.ssca.org for more information.

New Online Caribbean Cruising Forum

Russ Thomas reports: Check out our new Caribbean Cruising forum at http://caribbeancruising.org.

Here's Rosie!

Y2A is our popular monthly column spotlighting youth sailing development in the Caribbean. Last month, Y2A's guest writer was Rosie Burr, whose article about the Women of Woburn Workboats can be found on page 18 at www.caribbeancompass.com/online/september17compass_online.pdf

We forgot to actually introduce Rosie to our readers last month, so here goes! Rosie Burr and her husband, Sim Hoggarth, have been cruising the Caribbean and North America full time for the past 13 years.

For more info on their adventures visit www.yachtwanderingstar.com

SIM HOGGARTH



Welcome Aboard!

In this issue of *Compass* we welcome new advertiser MariGourmet of St. Lucia on page 38. Good to have you with us!

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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BUSINESS BRIEFS

Mercury Donates Boats and Engines to Hurricane Harvey Relief

Mercury Marine, in an effort to help in the wake of Hurricane Harvey, has donated boats and engines to the affected areas. Mercury deployed 30 six-horsepower outboard engines and ten inflatable boats to be sent to the command center in Texas. In addition, the company donated a 40-horsepower outboard engine to Boots on the Ground, a non-profit organization dedicated to empowering veterans and qualified civilians to provide in-field emergency and primary medical care.

The state command center in Texas also identified the scarcity of life jackets. In response, Mercury-owned Land 'N' Sea rushed 100 life jackets to Houston from its Shreveport, Louisiana warehouse. Mercury will continue to work with the local command center to help support the recovery effort.

This effort is part of a Brunswick Corporation-wide effort that has involved contributing boats, equipment and materials from brands such as Boston Whaler Commercial Government Products, Lowe Boats and others.

More details are available at mercurymarine.com.

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

Turbulence Grenada Expands Rigging Facility

Richard Szyjan reports: Turbulence Ltd extended our rigging facility at Spice Island Marine Services, Grenada during the summer months. We are now offering full rigging service, including standing rigging replacement while you wait with regular 1 x 19 wire, Dyform, rod or textile. Your running rigging will be updated with quality ropes from Gleistein in Germany or Gottifredi Maffioli from Italy. We do chafe protection for all types of application and splices. We make deck hardware a breeze with our in-house Harken blocks and winches complemented by Z-Spar's mast fittings. Your hydraulics can be done within a day or two for seal replacements on most popular brands.



And more — with our electronic specialist, Fred, who just arrived from Martinique.

The service is yours and the pleasure is ours.

For more information on Turbulence Ltd see ad on page 9.

Sea Hawk and Newport Shipyard Coat Adix

Sea Hawk, the world's leading premium nautical coating brand, recently announced the release of a documentary highlighting a joint project with Rhode Island's renowned Newport Shipyard on coating the hull of the three-masted superyacht *Adix* with Sea Hawk antifouling paint.

After completing the hull recoating in less than ten days, *Adix* was launched with a fresh coating of Sea Hawk Biocop TF advanced dual-biocide antifouling paint. The documentary "The Adix, A Sea Hawk Story" gives viewers the sense of passion that the boat's owner and his long-time skipper, Captain Paul Goss, have for Adix and their quest to continuously enhance its performance, which is why the Sea Hawk antifouling was applied.

"We're here to get the antifouling sorted out," said Captain Goss. "We came here relying on Newport Shipyard's expertise, and they said Sea Hawk is the one we've been using successfully for a long time," he added.

A trendsetter of marine bottom paints, New Nautical Coatings, Inc. and the Sea Hawk brand was established in 1978 and is dedicated to bringing only the highest quality products and customer satisfaction to today's mariner. New Nautical Coatings is family owned and operated with a commitment to excellence. It provides a wide array of application specific marine coating products that include antifouling systems, primers, solvents, and resins. Now offering innovative products globally, the Sea Hawk brand has enjoyed unprecedented growth and continues to grow as its products become more in demand worldwide.

To view "The Adix, A Sea Hawk Story", go to www.SeaHawkPaints.com/videos.

For more information on Sea Hawk paints see ad on page 8.

Suzuki Introduces Its Biggest Outboard to Date

Suzuki Marine, a leader in 4-stroke outboard technology and performance, introduces its newest model, the DF350A. At 350 horsepower, this V6 4-stroke is the largest, most powerful outboard Suzuki has built to date. In development for more than three years, it represents a significant milestone in both engineering and design.

"We have put a lot of work into this new outboard and we cannot wait to see how the market responds. We have watched with great interest as boats have gotten bigger, especially the center console market," said Yasuharu Osawa, Executive General Manager, Global Marine & Power Products Operation, Suzuki Motor Corporation. "Not only that, but we've seen an increasing preference for outboards on all kinds of boats that used to be exclusively stern drive or inboard."

Suzuki engineers achieved 350 horsepower while still designing a compact, lightweight powerhead. The robust engine displacement of 4.4 liters is matched by a high-performance 12.0:1 compression ratio, the highest ever for a production outboard engine. A unique combination of cool air intake, dual fuel injectors and a strengthening of the pistons has virtually eliminated engine knock, a typical by-product of high compression engines.



Suzuki engineers have also designed an air intake system that allows the engine to draw in ample fresh air, while separating out water, spray and moisture. Two smaller fuel injectors allow for precise injection of fuel to the center of the combustion chamber, which avoids off-center combustion — a major cause of knocking.

While contra-rotating propellers are not a new technology, they have never been successfully used on outboard motors until now. The DF350A's dual propellers provide three key benefits, compact size, increased stability and greater "traction".

—Continued on next page

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By distributing the power of the engine over six blades, instead of just three, the size of the gears and gearcase could be kept to a minimum, which in turn allowed for the design of a sleeker, more hydrodynamic gearcase. Suzuki engineers spent many hours in computer simulation and on the water, knowing that reducing drag underwater would be essential to improving overall boat speed and performance.

The DF350A is manufactured in Suzuki's Toyokawa plant in Japan and became available in the US in July 2017 and worldwide later in the summer.

Visit Suzuki's website www.suzukipr.com or Facebook and Instagram under Suzuki Caribbean Marine to get latest news and offers.

For more information on Suzuki del Caribe see ad on page 31.

Upgrades at Bocas Yacht Services, Panama

Fabian Fabiano reports: Bocas Yacht Services at Bocas Boatyard has added two new mooring buoys, a new solar-powered illumination tower and a brand new pressure-washer pump. Plus, we now offer transport to town!

For more information on Bocas Yacht Club and Marina see ad on page 34.

Meet Curaçao Marine's New Managing Director

Nicole van Beusekom reports: Meet the new managing team at Curaçao Marine! The new managing board consists of Marc Rooijakkers (Managing Director) and Gareth Weber (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 for Curaçao Marine. In this news item we start by introducing Managing Director Marc Rooijakkers.

Marc was born and raised in Aruba. After obtaining a degree in Mechanical Engineering he moved to Curaçao to further pursue his career. Until the current challenge came along, he was working in different fields related to the industry. He worked at a marina in Aruba, at the scrap yard in Curaçao and as a Customs and Immigration consultant for an international shipping agent in Curacao.

A career where Marc can combine his profound passion for sailing and business is right up his alley. He is a third-generation sailor: his granddad and uncle passed on the love for sailing. At age 14 he bought and refurbished his first sailboat, a Van de Stadt-designed Dutch Zeeton 24.



In addition to his love of sailing, Marc feels that his drive, motivation and work experience all add to his ability to carry out this challenging job. From day one he put his business and market-analysis skills, his marina and boating knowledge and his people skills to work to set the course for Curaçao Marine. Though the marina and boatyard already had a good reputation, he could see the bigger potential from the start.

"As managing director I look forward to grow Curaçao Marine to an even higher level of service and quality. It is important for me to have a good overview of what goes on inside and outside the business and what challenges lie ahead. In-depth analysis of our business, the micro and the macro market show where we can improve and further develop our marina. We are implementing and investing in many different aspects of the business and all improvements will directly or indirectly benefit the customer experience."

In Marc's opinion Curaçao and Curaçao Marine in particular have quite a few advantages to offer the Caribbean sailing community. He invites you to get in touch and looks forward to welcoming you at the docks!

In the next issue of *Compass* we will tell you all about Yard Manager Gareth Weber. In the meantime visit our website www.curacaomarine.com or follow us on our Facebook or Instagram.

For more information on Curaçao Marine see ad on page 29.

It's Creation Time at Art Fabrik, Grenada

Lilo and Chris report: It is tropical storm time, and the island street talk says, "September, remember; October, all over."

We protect our shop from hazards with colorful shutters, so famous Young Street in St. George's, Grenada is looking "arty"! Behind the windows, it is creation time and the workshop is bubbling like a busy, busy beehive. Happy people getting ready for the coming season — a great, exciting time with our crew. We are brainstorming new ideas, designs, textiles, colors, patterns, drawings, dye swatches, buttons, zippers and stitching: decisions to be made! The first samples are ready, soon to be produced on the island. Local artists are bringing new paintings for the little backstage art gallery, too. What an exploding ambiance behind the shop's 300-year-old walls!

For this upcoming season, the Art Fabrik workshop has made astonishing hand-painted batik art pieces. The 100-percent cotton panels are transformed into one-of-a-kind phenomenal fiber art, wearable art and quilt pieces. Quilters and textile lovers, now your dreams can come true. Art Fabrik is the only batik art maker offering our hand-painted originals.

Visit us at www.artfabrikgrenada.com, get in contact with us on Facebook, or visit our boutique gallery and workshop on Young Street in historic St. George's, Grenada and make your choice.

For more information on Art Fabrik see ad in the Market Place section, pages 42 and 43.

Haul Out Where You Matter!

Arlene Telesford reports: The crew from sailing yacht *Seahome* were surprised at their haulout at Clarkes Court Boatyard & Marina on August 21st, with a voucher for a one-night stay at our Luxury One apartments and free breakfast at Adrift restaurant. On hand for the presentation were the ladies in charge of accommodation, Carlyn Haynes and Magnola John. We are not "Allstate", but when you haul out at Clarkes Court Boatyard & Marina Grenada you and your yacht are in good hands.



These days you need more than just an ordinary boatyard. Escape the ordinary and get hauled out where you matter. Secure your spot by getting your booking in early for 2018 and don't miss out on us showing you why "you are the reason we haul boats". Send in your inquiry today and see if you qualify for one of our specials!

For more information on Clarkes Court Boatyard & Marina see ad on page 5.

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Caribbean ECO-News

Barbuda's Marine Sanctuaries Celebrate Third Anniversary

In 2014, the Barbuda Council established marine reserves and no-net zones to protect and replenish the island's marine environment. The Barbuda Council adopted a set of new ocean management regulations to zone Barbuda's coastal waters, strengthen fisheries management, and create a network of marine sanctuaries. The regulations stemmed from a partnership between the Barbuda Council, Government of Antigua & Barbuda, Barbuda Fisheries Division, Codrington Lagoon Park, and the Waitt Institute, under the umbrella of the Blue Halo Initiative.



UPDATE: The island of Barbuda was severely damaged by Hurricane Irma. The Waitt Institute has established the Barbuda Restoration & Conservation Trust to help the island recover
See https://donate.icfdn.org/npo/barbuda-recovery-conservation-trust-fund

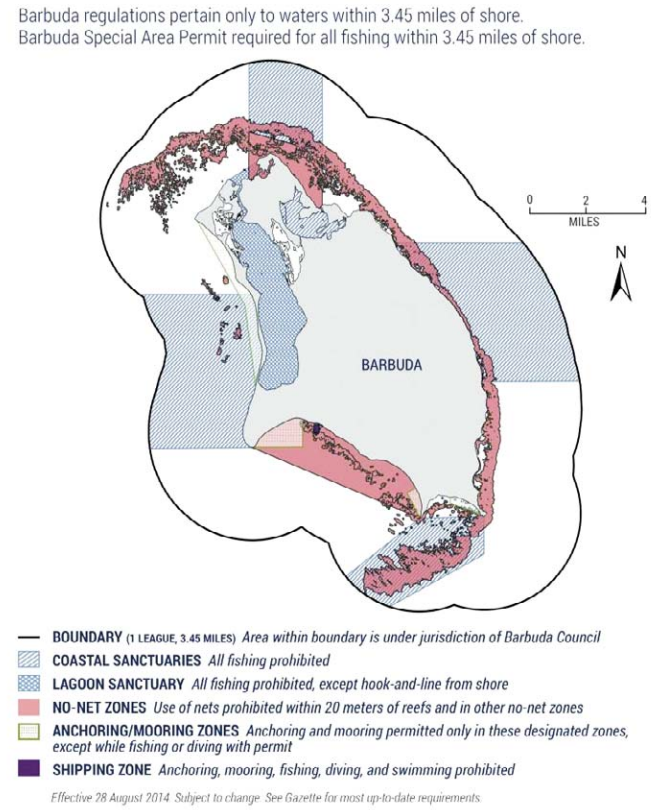
Ted Waitt, Founder Chairman of the Waitt Institute, said, "This type of management must become the status quo. It has been an honor to support the people of Barbuda as they take decisive steps to conserve their reefs and fisheries."

Since establishing regulations in 2014, Barbuda established five marine sanctuaries, collectively protecting 33 percent of the coastal area, to enable fish populations to rebuild and habitats to recover.

"These regulations show a commitment from Barbudans that restoring coral reefs, and creating a sustainable ocean management plan is critically important, not just to current ocean users but also for future generations," says Blue Halo Barbuda Site Manager, Robin Ramdeen.

After the successful installation of signs on land and water earlier this year, Barbuda's marine protected area zones are now clearly marked for fishers and other ocean users. Sanctuary areas where no fishing can take place are marked with a yellow buoy with blue bands. Areas where no mooring or anchoring is allowed have yellow buoys with a green band, and areas where nets are prohibited have yellow buoys with a red band. Additionally, shipping lanes are marked with red/green buoys.

Maps to show the location of the sanctuaries are available at the Fisheries Divisions in Antigua and Barbuda. Ramdeen explained, "We encourage anyone fishing or boating in Barbuda's waters to get the boat card that shows where Barbuda's coastal zones are located. Honoring Barbuda's protected areas is both a right and a responsibility!



For more information see Twitter @waittinstitute, Instagram @waittinstitute, Facebook facebook.com/BlueHaloBarbuda/ facebook.com/waittinstitute and YouTube youtube.com/waittinstitute

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Peer-to-Peer MPA Training in Grenadines

This is the Grenadines Network of Marine Protected Areas at work — facilitating peer-to-peer training between member MPAs. The Mustique Marine Conservation Area harbormaster Berris "Slick" Little was recently on secondment in Sandy Island/Oyster Bed Marine Protected Area in Carriacou, sharing his expertise with the wardens there.



'Slick' (center) with wardens Quarsim (left) and Akim (right) in Carriacou's Sandy Island/Oyster Bed MPA

The GNMPA thanks the Mustique Company for being so kind as to release Berris to provide this training pro bono, and to USAID supporting the other costs, including two new wardens for Carriacou's MPA.

For more information on the GNMPA visit www.facebook.com/GNMPA

Marine Conservation Awareness Raised in Trinidad

The University of Trinidad & Tobago's Marine Sciences Unit recently hosted its fourth annual showcase at Trincity Mall. Local species of marine flora and fauna were displayed to educate the public on indigenous wildlife and raise conservation awareness.

A combination of living marine and coastal organisms as well as preserved and dried specimens were exhibited. Live species on display included caiman, lionfish, stingrays, eels, various types of saltwater fish, crabs, freshwater turtles, tubeworms and echinoderms among other organisms. Preserved specimens consisted of a lamprey and horseshoe crab, eels, rays, sharks, echinoderms, molluscs, crustaceans, shells and eggs of five different sea turtles and bones of other marine animals.

The public was also treated to useful information on several topics such as invasive species, shark conservation, seismic testing, oil spills and COREXIT, which is an oil dispersant used during oil spill response operations.

Every year, the marine sciences unit extends an invitation to stakeholders who play an important role in the marine environment to participate in the showcase. This year's event, which was co-sponsored by Trincity Mall in collaboration with Turtle Village Trust, the Coast Guard, Caribbean Fisheries Training & Development Institute, Institute of Marine Affairs, the University of the West Indies Zoological Museum and the Solid Waste Management Company, saw a steady influx of visitors.

Besides students, assistants included faculty and staff of UTT's Marine Sciences programmes and volunteers of different ages. Volunteers were given training prior to the event and they gained hands-on experience dealing with the animals (both live and preserved). They were also exposed to basic aquaria maintenance. Information on applying to Marine Sciences and other UTT programmes was also made available to the public. Annually, the showcase is seen as an avenue to remind citizens to be mindful of their responsibility to protect and conserve our environment and the organisms that live within it.

Anyone interested in partnering or volunteering with the marine sciences unit can contact assistant professor Dr. Reia Guppy at marine.sciences@ utt.edu.tt.

Read the full story at www.newsday.co.tt/news/0,247759.html

St. Martin's Réserve Naturelle Nears 20 Years

Next year, St. Martin's Réserve Naturelle will celebrate its 20th anniversary. For close to two decades, the energetic and highly motivated staff of the Réserve Naturelle de Saint-Martin has successfully reconciled local issues with the overall conservation of the island's rich biodiversity.

Daniel Gibbes, Président de la Collectivité de Saint-Martin, says, "In Saint Martin, we have often felt that economic development conflicted with environmental protection. Yet the two go hand-in-hand. Our island thrives from tourism: if we don't provide our visitors with beautiful places to visit, clean beaches, and clear water for swimming, they won't come back! Maintaining our biodiversity and preserving the various ecosystems on land and at sea are priorities in Saint Martin. With an eye towards continuing to improve our quality of life, I hope that, among other things, we invest wisely in the fight against climate change, while embracing sustainable development. For example, we need to continue the battle against invasive species, but also reclaim the shores of our salt ponds, with the creation of pedestrian walkways around these wetlands, which are not meant for garbage, but are wonderful natural resources to discover!"

The *Journal of Réserve Naturelle de Saint-Martin* is always interesting. The July edition of the journal reported that in keeping with its management objectives, the Agoa marine mammal sanctuary, which corresponds to the entire surface area of the French West Indies Exclusive economic zone, has made recommendations and indicated proper behavior for boats during high-caliber nautical events, in order to reduce any potential impact on marine mammals and the risks of collision, disturbance, or harassment. In 2017, five regattas and a great number of boats benefited from this advice: the Heineken Regatta in March with a fleet of 220 sailboats; The Bucket in Saint Barth, also in March, with 40 super yachts; Les Voiles de Saint-Barth, where 70 sailboats competed in April; the Mini Bucket in April, with 80 participants; and finally the Hippocup in June with 32 boats sailing between Saint Martin, Anguilla, and Saint Barth. The race organizers and local authorities were consulted and an information sheet was slipped into the race packets for each participating regatta. This was possible thanks to Agoa's close partnership with the new Direction de la Mer de Saint Martin, the prefecture, the Territorial Environmental Agency in Saint Barth, and of course the Réserve Naturelle de Saint-Martin.

Read the latest Journal of Réserve Naturelle de Saint-Martin (in French and English) at https://reservenaturelle-saint-martin.com/journaux-pdf/2017/journal29.pdf





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The Nature Conservancy

DEFEND Paradise

Marine Parks: Wilderness or Populated Seas?

by Emma Doyle

Have you ever cruised to a marine national park on your travels? Did the words "national park" conjure up expectations of a tropical paradise with untouched coral reefs, bountiful marine life and beaches all to yourself? Visitors are often surprised, and sometimes angry, to see local people allowed to fish inside marine protected areas in the Caribbean.

Although we might expect otherwise, it's not always the case that fishing is absolutely prohibited in a marine protected area. The reality is that there are various types of marine protected areas in the Caribbean and some do allow fishing.

The International Union for the Conservation of Nature, the peak body globally for protected areas, has a detailed system for the categorization of protected areas. This includes "no-take" areas where fishing is not allowed, which comprise about 20 percent of marine protected areas in the insular Caribbean. There are areas where fishing may or may not be allowed, depending on the particular conservation objectives of a site, comprising about 35 percent of marine protected areas in the insular Caribbean. Then there are areas where fishing may occur legally, subject to other existing fisheries regulations, which comprise about ten percent of marine protected areas in the insular Caribbean.

Another category is the marine managed area, where human activities are managed to ensure sustainability according to various bio-physical, human and institutional factors, but conservation is not necessarily the primary purpose.

This means that many Caribbean marine protected areas have a human dimension. Typically, the only "no-go" areas for humans are scientific reference areas and areas that are set aside for specific species or habitat conservation.

Restrictions on the use of a protected area depend on the particular site. Spearfishing, pot or trap fishing, gill nets and line fishing are often prohibited. Sometimes permitted is seine fishing which, when traditionally implemented over sandy areas well away from seagrass and reefs so as to avoid bycatch, is considered a more sustainable option than reef fishing. A seine is a net that hangs vertically, with the bottom edge weighted and the top edge held up by floats. You'll often encounter seine fishermen along the leeward coasts of the Lesser Antilles. Cruisers will sometimes see several boats setting the seine nets, and depending on the location the nets are either pulled together in the water by boats, or pulled to the beach by hand. Sometimes the fish will be corralled in the nets awaiting pickup as live bait, and snorkelers will come across them when swimming.

When seine fishers are allowed to fish in marine protected areas, the intention is to allow them to target schools of migratory baitfish (such as jacks, herrings, sardines and ballyhoo) that occasionally pass through the protected area, but not to target reef fish. You should not see watermen chase reef fish from nearby reefs into the seine nets — that is cause for concern and a reason to report to park authorities. There is an imperative to protect herbivorous reef fish that are essential for the ecological processes of coral reefs, and to ensure the growth, reproduction and spillover outside the marine protected area of commercially important species such as snapper and grouper that are often the basis of local livelihoods.



Considered a more sustainable option than reef fishing, properly done seine fishing is among activities allowed in certain Marine Protected Areas

When visiting a protected area in the Caribbean you will sometimes find local people in parks fishing quite legally. It's worth checking out the regulations of the park that you're visiting, or better still ask the rangers to explain what types of fishing are allowed, by whom, and the fisheries regulations that apply locally.

Emma Doyle is coordinator of MPA Connect, a partnership between the Gulf and Caribbean Fisheries Institute and NOAA's Coral Reef Conservation Program that works with a regional network of Caribbean marine protected areas. She is MPA technical advisor to Sustainable Grenadines Inc and to WIDECAST sea turtle conservation network.



REGATTA NEWS

USVI Paralympic Team Takes 3rd in Chicago

The USVI Paralympic Sailing Team — Dave Flaherty of St. Thomas and Tony Sanpere of St. Croix, with able-bodied crew Bob Gulick of Chicago — snared a third place overall at the Independence Cup, held July 27th through 30th at Chicago, USA.

During the summer months, Tony Sanpere volunteers five days a week at the Judd Goldman Adaptive Sailing Foundation in Chicago, teaching sailing and sailboat racing to people with disabilities.

For full Independence Cup results visit https://yachtscoring.com/emenu.cfm?eID=4175

Puerto Rican Sailors Top Snipe Worlds



MATIAS CAPIZZANO

Raúl Ríos De Choudens and Mac Agnese — members of Puerto Rico's only team at the Snipe World Championship, held in Spain in August — have been crowned world champions in that class.

This medal is significant, since Puerto Rico has not won a medal in that championship event since 1965, when Gary Hoyt and Hovey Freeman won the Bronze medal.

This event was hosted by the Royal Nautical Club of La Coruña with authorization from the Royal Spanish Sailing Federation and in cooperation with the Snipe Class International Racing Association.

Congratulations to Raul, Mac and their parents, who have made this historic victory possible. *See videos at www.snipeworlds.org/index.php/2017-open-championship*

For more information visit www.sailingscuttlebutt.com/2017/08/10/new-leader-snipe-world-championship

Seventh Win for *Dash* at Clean Aruba Regatta

The Aruba International Regatta 2017 took place August 18th through 20th at Surfside Beach in Aruba.

The J/35 *Dash* has now won the Aruba International Regatta an unprecedented seven times in a row. Some 35 vessels from around the ABC Islands crewed by people from as far away as the US, Puerto Rico, Venezuela, St. Maarten, the Netherlands and Belgium, participated in the event that was characterized by winds ranging from two to 25 knots, testing the range of sailing skills of all participants.

Dash, formerly from Curaçao but now sailed by the Aruban Eric Mijts and his team, including veteran sailors Anita Aerts and Martin van der Velden, clearly set the pace in the six-boat Racing Class. *Dash* finished ahead of his Curaçao rival, the J/105 *Vuja De*, skippered by Remco van Dortmondt, and newcomer *Vejigante* under the command of Puerto Rican Pedro Marcucci, who finished second and third respectively.

In the five-boat Open Class, Aruba won as well. First place went to Anthony Hagedoorn with *Ocean 505*, then came *Melody* from Curaçao with Winfried Merkies, and *Robaina,* skippered by Eric Maris.

The Sunfish races were won by Richard van der Wal, who pushed last year's winner Randy Brown into second place. Third place went to Theo Poiesz. In the Beach Cat races Aat Hoek and Theo Kock took the winner's cup, followed by Rob and Frances Grijpma in second and Henk Steenbergen and Henk Hankart in third. Winners in the Optimist races were Vivian Hankart, Colin Debevere and Quentin de Lisle.

The Aruba International Regatta again received gold status from Sailors for the Sea – Clean Regattas and, living up to that expectation, sustainability officer Anita Aerts set up a number of campaigns to promote and stimulate responsible resource management during the event. Symbolizing this effort, the coveted regatta awards were produced from reclaimed plastics and wood by the Aruban sustainability initiative, Brenchie's Lab. No single-use plastics were used during catering and participants and spectators joined in the effort to make the footprint of the regatta as small as possible.

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The regatta event also marked the transition of the Surfside Beach Bar to a non-single-use plastics policy. As a result, the volunteers charged with beach cleaning following the regatta could devote their attention to other tasks: no trace was left behind.

Special regatta guest for 2017 was American sailor and environmental activist Tyson Bottenus, who gave a speech at the closing ceremony on the activities of Sailors for the Sea. He underscored the role sailors can play in convincing people of the impact of single use plastics and the way in which human activity affects the marine environment.



ARUBA REGATTA FOUNDATION (2)

Above: Beach cat action at the Aruba Regatta

Below: 'Celebrating sailing and friendship in a sustainable fashion' — overall winners Eric Mijts and the Dash *team*



Regatta organizers Eric Mijts, Joost Horward and Anthony Hagedoorn look back on a successful regatta. "The event brings together sailors of different disciplines and from different places in the world, to celebrate sailing and friendship in a sustainable fashion. Special thanks need to be given to the sponsors that made the event possible, and to the valuable support provided by the Dutch Marines who provided safety and support at sea," the organizers said.

For full results visit http://aruba-regatta.com/results

ON THE HORIZON

Here Comes the 18th Annual NARC Rally

Hank Schmitt reports: The 18th Annual North American Rally to the Caribbean (NARC) will depart from Newport, Rhode Island on Saturday October 28th or the best weather window after that date.

The NARC rally is the only rally that officially stops in Bermuda on the way to the Caribbean. We stay at the St. George's Dinghy & Sports Club. After our stop in Bermuda, boats will be going to different Caribbean islands of their choosing.

Boats can arrive in Newport as early as October 23rd and get a big discount on dockage at the Newport Yachting Center, where the Newport Boat Show is held. We'll have a weather briefing from Weather Routing Inc. before we depart and boats can sign up for tracking using either a Spot Tracker or a Garmin Delorme unit.

Any seaworthy vessels heading south are welcome to join our rally. The rally is free, with a US$100 per person fee to cover the cost of socials. Socials in Newport and Bermuda are included — and everyone gets a free rally T-shirt. Besides the free weather briefing, the $35 per-person head tax in Bermuda is also waived.

For more information call (800) 472-7724 or e-mail offshorepassage@sprintmail.com

Foxy's Cat Fight for Halloween in BVI

[*Editor's note: Jost van Dyke was hard hit by Hurricane Irma. Please contact jollylou.1@gmail.com or visit www.facebook.com/FoxysBVI for updates on this event.*] Foxy's bar and restaurant and the Loyal West End Yacht Club will be hosting the annual race known as Foxy's Cat Fight at Jost Van Dyke, BVI on October 28th and 29th. The race is open to cats and monohulls — in fact, all comers in different classes.

Foxy's will have a barbecue and entertainment on the Friday and Saturday. WEYC will organize the registration on Friday from 6:00 to 8:00PM and the skippers meeting on Saturday at 9:00AM. There will be two races on the Saturday, with the awards ceremony following at 6:00PM.

For more information contact jollylou.1@gmail.com

25th St. Croix International Regatta for November

Anne Salafia reports: The St. Croix Yacht Club will launch the 2017 STX International Regatta with its famous rum party on November 9th, the same evening as race registration. Three days of races follow — November 10th through 12th — with big boats racing in the Buck Island Channel and smaller one-design boats competing in Teague Bay.

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In celebration of the regatta's 25th anniversary, regatta directors Karen Stanton and Julie San Martin look for contenders from all over the USVI, the BVI, and Puerto Rico and are awarding adult sailors more prizes than ever.

PAM CLAY



As per tradition, winning skippers in classes of six or more boats take home their weight in Cruzan Rum. They sit cross-legged one side of the great scales as cases of rum are stacked high on the other. (Top Optimists win their weight in Gatorade.)

All bets are on the Rhodes 19s for the biggest and most competitive class in the regatta. Expect tight competition among the kids this year, too. St. Croix's youth sailing program has grown by leaps and bounds, and the SCYC has added a 420 class for high school sailors this year.

Entertainment includes live bands, dancing, fire dancers, and great buffets.

To register or for more information visit www.stcroixyc.com

Mount Gay Round Barbados Race Series Ready to Rumble

Sue Pelling reports: As the European summer regatta circuit begins to draw to a close, the Caribbean vibe in Barbados is beginning to rumble with plans already in place for the annual Mount Gay Round Barbados Race Series — January 16th through 24th, 2018.

The 82nd edition of this Caribbean season opening Mount Gay Round Barbados Race Series regatta, organized by Barbados Cruising Club in association with Barbados Tourism Marketing Inc. and Mount Gay Rum, is now one of the most popular events on the circuit. With direct, regular flights from London and various North American hubs to Barbados, now could be the time to consider a midwinter charter option or, for those planning a transatlantic crossing in the next few months, consider a rewarding trip to the beautiful island of Barbados during regatta time.

Other than three days of coastal racing, one of the main draws is the headline event — the 60-nautical-mile Round Barbados Race — which offers speed-sailing enthusiasts not only a chance to enjoy spectacular sailing on a race circuit with uninterrupted winds, but also a chance to win their skipper's weight in rum if any of the 20 records are broken.

Tony Lawson's MOD70, *MS Barbados Concise10*, which currently holds the record

PETER MARSHALL / MGRBR



for the fastest time ever recorded (the Absolute Multihull: 2 hours, 37 minutes, 38 seconds) pipped Lloyd Thornburg's MOD70 *Phaedo3* to the post by just 12 seconds in 2016. Skippered by Ned Collier Wakefield and team from the UK, *MS Barbados Concise10* will be back on the racetrack in January to defend her title.

The sprint around the island of Barbados is also the perfect playground for big classic yachts such as the three-masted 65-metre schooner *Adix*, and the 55-metre A Class Schooner *Elena* — the yacht that holds the Classic record of 6 hours, 11 minutes, 19 seconds. To celebrate the heritage of this historic regatta that dates back to schooner racing in 1936, thousands of spectators gather annually at vantage points around the island to watch these glorious yachts under sail.

In contrast is the growing smallboat sector. As well as a Multihull Doublehanded record established this year by Bryn Palmer and Evan Walker on the RC30 catamaran *Silver Bullet,* an Absolute Foiling Monohull record was established, which means for those who believe they can better Andy Budgen's Mach 2 foiling International Moth time of 4 hours, 23 minutes, 18 seconds, the gloves are most definitely off.

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Interestingly, winning the skippers' weight in rum by breaking one of the established records is not all about out-and-out racing machines, which is one of the reasons why the event also appeals to club sailors and the charter sector. Sailing his Dufour 44, *Luna*, Andreas Berg from Germany circumnavigated the island in 8 hours, 7 minutes, 31 seconds and in doing so set a new benchmark time for the Singlehanded record.

The Mount Gay Round Barbados Regatta Series is based off the Barbados Cruising Club beach at the southwest corner of the island in Carlisle Bay where there is plenty of mooring space. However, demand is starting to increase for space in the recently completed, and conveniently located marina facilities that include online clearance through Sail Clear, plus washing facilities and WiFi.

For more information contact alene@barbadoscruisingclub.org and visit http://mountgayrumroundbarbadosrace.com

Registration Open for IWW Grenada Sailing Week 2018

Rosie Hoggarth reports: Online registration is now open for the Island Water World Grenada Sailing Week 2018. Get ready for some fun and exciting racing in the tropical blue waters of Grenada's stunning coastline.



Left to right: Karen Stiell, GSW Regatta Manager; Uli Kuhn, owner Victory Bar & Restaurant; Charlotte Bonin, Manager Port Louis Marina; Patrick Brathwaite, GSW Chairman; Randy Daysant, Manager Victory Bar & Restaurant

Starting on the south coast, we are pleased to announce the event will open at the scenic Secret Harbour Marina in Mount Hartman Bay for registration and skippers' briefing, two days of racing, parties and a lay day, before moving round to Camper & Nicholson's prestigious Port Louis Marina in St George's, the island's capital, for two more days of racing, more parties, prizegiving and the grand finale. Classes for this edition will be CSA Racing, CSA Racer/Cruiser I & II, J24 and Classic.

Island Water World Grenada Sailing Week is now running into its sixth successful year. We would like to warmly welcome two new board members to the team: Brian Sylvester, with his long history of international racing and supporting and promoting both local and regional regattas and events, and Louis Cuenard, also with international racing experience and years of working in the Caribbean marine industry. They will both greatly add to the smooth running of the regatta.

The GSW Board would like to thank former Chairman Marc DeCaul for his co-ordination and promotion of the event, which added tremendously to its growing success since its new format in 2013. Also former board member, Caribbean sailor and racer, Shawn Jardine, and his wife Debbie, whose volunteer input and energy were invaluable.

Island Water World is Title Sponsor for the fourth year in a row. We would like to thank them again for the huge support they have shown us over the years. Race day sponsors Mount Gay Rum, Sea Hawk Paints, Secret Harbour Resort and the Grenada Tourism Authority also continue their loyal support. It is the commitment of people and companies like these that help make the Island Water World Grenada Sailing Week a challenging racing event and the friendliest regatta in the Caribbean. So come along and 'Spice it up' in Grenada.

Registration is now open online at www.yachtscoring.com/emenu.cfm?eID=4444

For more information, including NoR, visit www.grenadasailingweek.com and sign up for our newsletter, e-mail info@grenadasailingweek.com, and find us on Facebook at GrenadaSailingWeek or at Twitter: @grenadasailweek

For more information on Island Water World Grenada Sailing Week see ad on page 15.

YOUTH SAILING NEWS

Antiguan Sailor Selected for Youth Worlds Scholarship

As reported by Stephanie Bridge in Antigua Yacht Insider's newsletter (http://antiguanice.com): Following the hard work and talent demonstrated by Jalese Gordon of Antigua at the 2017 Youth Emerging Nations Program Regional Performance Clinic, Jalese has been selected for the Emerging Nations Program's Youth Worlds Performance clinic and Scholarship program at the 2017 Youth Sailing World Championships, to take place in China in December. Jalese sails in the Laser Radial Class. More than 400 sailors from over 60 nations are expected to compete on the waters off Hainan Island from December 9th through 16th.

The Scholarship program will consist of a pre-event training clinic along with full event support. The clinic in December will run up to three days directly before the Youth Worlds and will continue straight into the 2017 Youth Worlds.

As a scholarship attendee, Jalese will receive travel cost coverage, airport transfers, pre-event training (including boat charter, accommodation, and food) and Youth Worlds entry fee coverage (including boat charter, accommodation, and food).

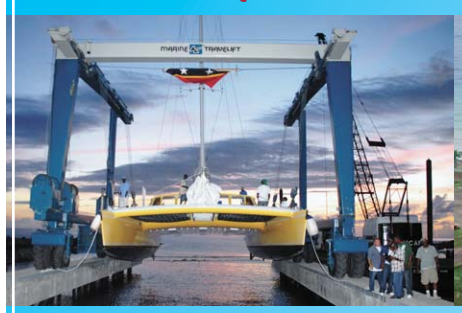
For more information on the Youth Sailing World Championships visit www.worldsailingywc.org

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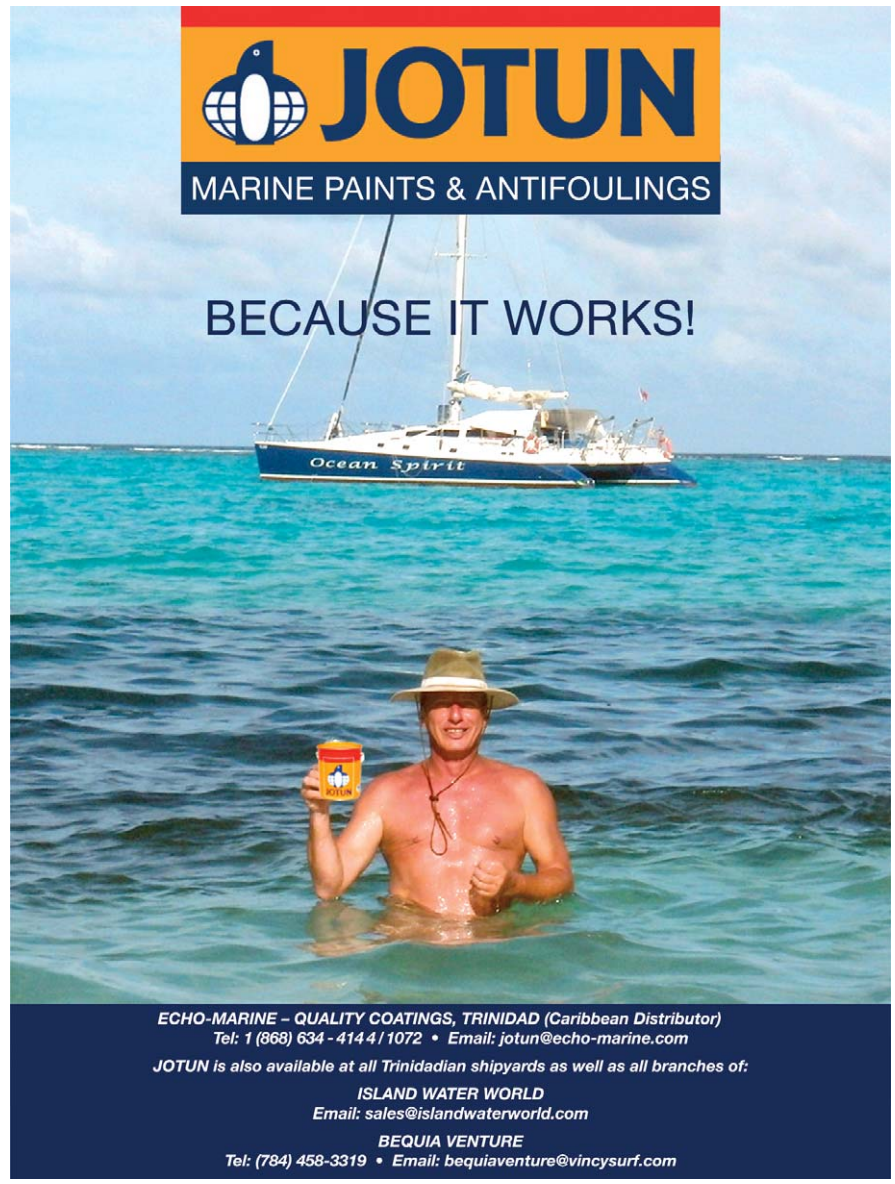
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SAILS IN THE ABC SCHOOLS

by Patrick Holian

An innovative maritime-history curriculum will be launched this year in Bonaire, Aruba and Curaçao.

It is often said that the youth of Bonaire know little about their island culture and its connection to the sea. To bridge that knowledge gap, the Bonaire Maritime Heritage Foundation has developed Zeilen Op School (Sails in the School), an innovative curriculum that brings sailors, boats and nautical traditions into the classroom.

Starting this year, students in Groups 6 and 7 (ages nine through 11) will hear first-hand from the original crew of *Stormvogel*, a sailing cargo boat built on Bonaire in 1951. Six of the original crew, including a captain, ship's cook and deckhands, describe a number of different topics, ranging from what was traded between the islands to life aboard a cargo boat; from how wooden boats were built on Bonaire to storms at sea, shipwrecks and smuggling. Through these stories other topics are introduced including geography, science and economics. [*See "Voices from Bonaire's Seafaring Past" on page 11 of the August issue of* Compass *at www.caribbeancompass.com/online/august17compass_online.pdf*]

"Our intent was to make the lessons lively," says Xiomara Frans, Zeilen Op School's educational coordinator and veteran of working 30 years in Bonaire and Curaçao schools. "We included games with dice and plastic chips that kids can use in a unique way to learn more about a lesson's topic. We have visuals — videos, photos and graphics — that can be accessed directly through the Bonaire Maritime Heritage Foundation's website. All this material comes directly to the students via a video projector or classroom Digi-board."



Teachers receive a kit including lesson plans, class exercises, and game materials that bring sailors, boats and nautical traditions into ABC island classrooms

But there was another important audience that shaped Zeilen Op School during its two-year development: the classroom teachers. The six lesson plans were designed to be comprehensive, but with elegant simplicity. Zeilen Op School is an all-inclusive package that educators can simply insert into their current history or world-orientation classes. The lessons adhere to the requirements of DIM (Directe Instructie Model), an educational model developed for schools in the Netherlands. "Each teacher receives a boxed kit that includes lesson plans, class exercises, and game materials," explains Frans. "All the rest of the material is delivered through the Internet. We strived to make this curriculum easy for the teachers to use. All they have to do is 'plug' it in."

Starting this month, teacher kits will be delivered to all schools on Bonaire. They will also be distributed to students on Curaçao and Aruba. After all, these three Dutch islands have a strong shared maritime heritage. It was locally made boats that bound the islands together, delivering goods, uniting families, and providing commerce and financial growth. A companion program of Zeilen Op School was developed for those schools in Curaçao that teach in Papiamentu. Titled Nabegashon Na Skol, it is a clone of the Dutch-based curriculum. A total of 53 schools will be using the two versions this year, reaching approximately 2,275 students.

Another accommodation was made for the Zeilen Op School kits for Bonaire. Upon the request from Governor Edison Rijna, an explanation of Bonaire's Coat of Arms was included. The nautical symbolism on the crest is extensive, from the blue shield representing the sea to the ship's wheel and the red star that indicated the many directions in which Bonaire seamen have worked on ships around the world. But this is not the only spin-off that has come from Zeilen Op School. Anja Heij, the principal at Basisschool Aquamarin, was so enthusiastic about the curriculum's content that she has organized a field trip to visit *Stormvogel* this month. Students will travel to the Navegante Boatyard in Hato to see what remains of the last of the sailing cargo boats of the ABC Islands. The reaction to Zeilen Op School in Aruba was similarly exuberant. Clifford Rosa, director of Stichting Rancho, which celebrates the maritime past of Oranjestad's Rancho neighborhood, was instrumental in linking Xiomara Frans with Aruba's school administrators. They, in turn, accepted Zeilen Op School with open arms, and also want to distribute the six videos to high school students on the island.



The project was made possible by funding from Fonds Voor Cultuurparticipatie, Samen Werkende Fondsen and Prins Bernhard Cultuurfonds for the Caribbean Region. "Project Stormvogel received from the Cooperating Foundations for the Dutch Caribbean (Samenwerkende Fondsen Cariben) a contribution of appreciation," says Roosje van der Hoek, the Bonaire director of the organization. "It was especially the attention planned for the intergenerational transfer of know-how of such an interesting piece of history of Bonaire that stood out."

Zeilen Op School also demanded the talents of a number of skilled people on Bonaire. Xiomara Frans not only served as educational coordinator visiting school administrators on all three islands, but she also wrote the entire curriculum and provided Papiamentu translations. Wijnand Vlok did the design work for the teachers' kit materials including the project's eye-catching logo. Corine Unger was responsible for proofreading all the Dutch text and Hendrik Wuyts completed the filming and editing of the project's six videos.

"The beauty of Zeilen Op School is that it is timeless," concludes Ms. Frans. "It will be used year after year for little additional cost. And it will link future generations in an engaging and meaningful way to their rich maritime culture."



YOUNG ADULTS MAKING A DIFFERENCE

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

Elizabeth Nurse grew up in the US. Her roots are from Trinidad. She's come to call St. Thomas, USVI, home in recent years. It started when, at 27 years old, she was asked to join a Caribbean sailboat charter business. Featuring mindfulness and healthy meals excluding alcoholic beverages, the charters offer a chance for customers to connect wholly with the marine environment. Now, she and her partner focus their attention on youth sailing camps.

As a yoga teacher turned sailor, Elizabeth found that she could understand the plight of new sailors young and old. "Because I only learned to sail two years ago, I relate to these youths being exposed to sailing for the first time. I was just like them. In our sailing camps we begin each session with partner yoga, meditation or Tai Chi. They learn about setting intention for the day. We find this helps them to focus and overcome fear. Then we switch gears to learning to sail. As we iterate the program going forward, we continue to integrate wellness practices with learning to sail.

"We call our program Bow Sailing. We are partnering with organizations in St. Vincent & the Grenadines, St. Thomas, Jost Van Dyke and Virgin Gorda. Organizations such as JVDPS (Jost Van Dyke Preservation Society) share our vision for teaching island children to learn to love and care for themselves and their surroundings. Sailing is part of that," Elizabeth Nurse says.

Of this new approach to teaching youth sailing, her partner Tyler Rice says, "As a child, I was extremely fortunate to learn how to sail and excel at the sport of competitive sailing. It allowed me to travel internationally, make life-long friends, and eventually be recruited by a top-level university. As a young adult, this background on the water continues to open countless opportunities. Many of the friends I grew up sailing with in the Caribbean have similar stories and feel the same way. As a collective group, we are extremely blessed to live near and actually 'work' on the water in such pursuits as coaching sailing, captaining charters, delivering vessels, racing professionally, and sailing in multiple Olympics.



Lukata Samuel, Tyler Rice and Elizabeth Nurse share 'a vision for teaching island children to learn to love and care for themselves and their surroundings. Sailing is part of that'



"Although we have been incredibly fortunate to receive the support that allowed our ocean-based careers, we recognize that this is in stark contrast to the reality of many young islanders who don't have access to ocean education, swimming lessons, or the means that would allow them to learn and excel at sailing. To us, this seems like a shame. The sad irony between having some of the greatest sailing conditions in the world and yet some of the fewest native sailors is something we are determined to change."

Twenty-five-year-old Tyler Rice speaks the language of "Y2A". From July 4th through August 4th, he, along with Elizabeth Nurse and Lukata Samuel, a native of St. Thomas, taught youth sailing out of Blue Lagoon, St. Vincent and in Mayreau and Union islands in the Grenadines. They also assisted in getting some of these young sailors to the Optimist and Laser races within the 52nd annual Carriacou Regatta.

Next month "Y2A" will take a closer look at the work these young adults are doing in their own backyard when we feature "Jost Van Dyke's Sailing Camp".

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.*

If you know of a Caribbean youth sailor or adult to put forward as a Y2A feature candidate, please contact ellenbirrell@gmail.com.

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JOY, NIGHTMARE, AND SWEETNESS:
Our Sail North from Grenada

by Mahala Bishop



CHRIS DOYLE

THE seven-month trip in 1999 was my husband, Don's, dream: sailing our 45-foot sloop from Grenada, at the southern end of the Eastern Caribbean island chain, to Vineyard Haven on the East Coast of the US, where she essentially had been re-built by Gannon & Benjamin, supreme boatbuilders, renovators and designers of wooden boats of all sizes. *Aquilon* was built in 195l in a yard on the southwestern coast of France, heavy and strong for ocean sailing. There was a well-substantiated rumor that she was designed to smuggle diamonds.

Three years earlier, we were lolling on the beach in Trellis Bay, Tortola and I went into the bar to buy Don a Foster's. I was smitten by a photo of a gorgeous canoe-stern sloop, multi-colored flags flying. Our fate was sealed, as *Aquilon* was on a mooring within a few hundred yards of us. Notwithstanding our efficient Sabre at home, we lost our hearts to her. The Sabre was sold and our new life began — *Aquilon* with her lovely lines had vanquished any thoughts of turning back.

Our love for her was reinforced every day. For a few years, except for her re-build (which to my horror got more and more complicated and expensive), we lived on her in Chatham, Massachusetts, using her as a hotel in summers as I threw pots for my shop and Don, a former teacher, did his job as a realtor. I reveled in our floating home, enjoying my cockpit coffee at 5:00AM as fishing boats with lovely diesel engine noises made their way out of Stage Harbor. Our only problem was hoisting our large Husky dog on board each night when I returned from my shop at 8:00PM. Huskies hate water! But Don didn't relish life as a realtor, selling off his beloved Cape Cod. No wonder he wanted to retire — so we did, took our beautiful *Aquilon* to Buck's Harbor, Maine, and began to plan the trip.

Don gathered a seasoned sailor and two enthusiastic nephews for the May journey to Grenada. As on most extended passages, the atmosphere was not always harmonious. One of my nephews, after being lambasted mercilessly by the sailor for a week — they had unfortunately been sharing watches — got his revenge when his tormentor spilled an entire can of pasta sauce all over himself. After that, the trip proceeded smoothly, especially in Marigot, St. Martin, where our nephews endlessly pursued the beautiful but elusive Delphines.

In October, we found *Aquilon* at Hog Island, Grenada, a gorgeous anchorage, patiently awaiting our arrival. After basking in the then pristine and undeveloped waters around Hog Island until our insurance kicked in, we began to sail north, visiting other lovely harbors on the way.

A huge glitch in our plans occurred when we were happily anchored in Martinique — Hurricane Lenny. At the time, alerts were non-existent and Lenny came unheralded, oddly from the west, catching all the affected islands by surprise. The devastation of all the islands was hideous — garbage strewn over the villages, homes without roofs, animals drowned, businesses destroyed. It was indescribable. Our favorite beach in Terre de Haut, Iles des Saintes, had disappeared under mounds of rocks. All the other islands' western beaches followed suit. We spent a disconsolate Thanksgiving in Trois Ilets, Martinique, a sad vision of its former self.

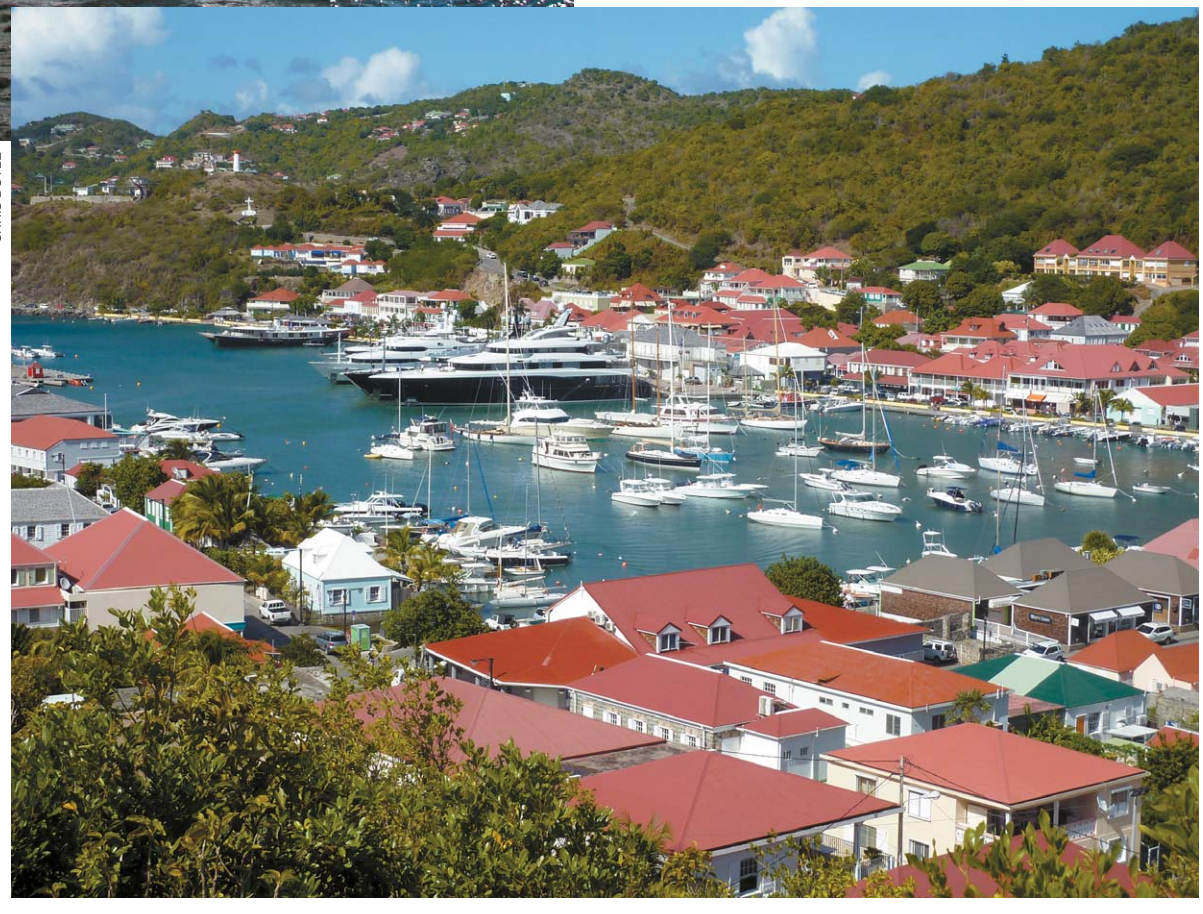
The Joy

The brightest event in our trip northward had to be New Year's Eve in St. Barts, the famous "Y2K" welcoming the 21st century. The large harbor at Gustavia was packed, so we anchored outside. The variety of the hundreds of boats gathering was extreme — from homemade tiny old wooden dinghies, to fancy cruising sloops, yawls and ketches, to cruise ships and even freighters. The largest ships hovered grandly, almost too far out to see. We spent much of our limited budget on smoked salmon and New Zealand lamb to feast on as we waited for midnight.

—Continued on next page

Left: 'Our new life began — Aquilon *with her lovely lines had vanquished any thoughts of turning back'*

Below: 'The brightest event in our trip northward had to be New Year's Eve in St. Barts'



—*Continued from previous page*

On the stroke of midnight, church bells in Gustavia rang madly and the vast assortment of boats signaled their celebrations with all manner of horns. The sounds emanating from each vessel — from small bleating foghorns like ours to the deep rumble of the larger ships' — were like a hundred-piece orchestra. It was extraordinary, and touching beyond belief. Citizens of the world were expressing a mutual joy. It seems likely that others beside myself cried and prayed for peace in the world — we were confident it would come.

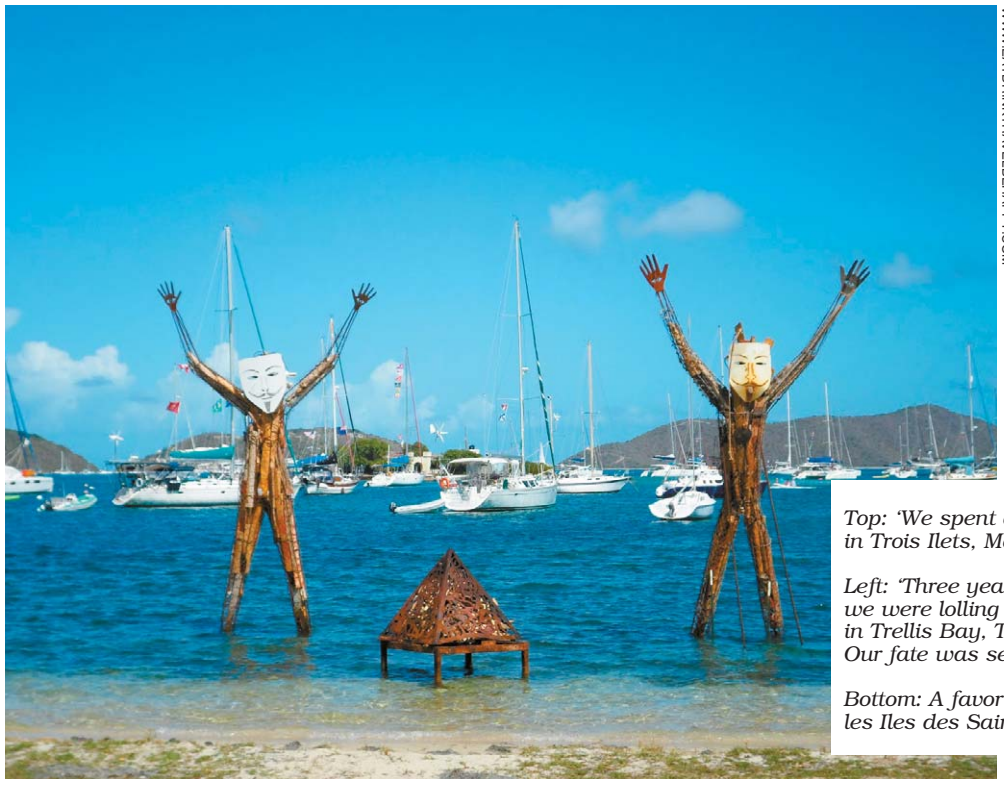
The Nightmare

We sailed on up to Marigot, St. Martin, and began our three-week wait for a new mainsail to be made in Guadeloupe. One night the wind came up, more and more furiously. No way to sleep — even Don, who slept through anything, gave up. The wind howled through the hatches we couldn't close as that made breathing impossible. The unsecured halyard inside the mast began to slap wildly and noisily as *Aquilon* rocked uncontrollably from side to side. For a few minutes, and to no avail, I tried the normally comfortable forward berth where the racket usually lessened.

The anchor chain groaned and screeched, the boat bucked and snorted. The noise was constant — bang, bang, bang, quickly, quickly. The anchor clamor sounded like a car accident. Stuffing our ears with paper towels was useless. Of course most storms seem to come at night, making everything worse.



CHRIS DOYLE



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Top: 'We spent a Thanksgiving in Trois Ilets, Martinique'

Left: 'Three years earlier, we were lolling on the beach in Trellis Bay, Tortola... Our fate was sealed'

Bottom: A favorite stop — les Iles des Saintes

As the wind increased, anchors dragged and boats crashed into each other. We thought we'd be safer if we could move and try to avoid these collisions. Don valiantly went forward to haul up the anchor. At the helm, trying to bring the boat forward slowly to take strain off the anchor rode and help Don, I couldn't keep *Aquilon's* head into the wind. She has a massive, heavy tiller, not a wheel, making this more difficult. Luckily, Don came back and put us in reverse — so much for his crew's reaction in an emergency.

It seemed our best shot was to extricate ourselves from the seething harbor. We proceeded carefully, slowly and broadside to the furious wind and waves to a spot outside the breakwater. Don set our strongest and heaviest anchor, a fisherman, and then the Danforth, for a fail-safe. We huddled in the cockpit, but both anchors dragged and soon we found ourselves almost surfing, very, very close to the beach. A horrible, frightening feeling. We were about to run aground. With a huge effort, Don extricated the two anchors and we made our way back into the melee. I don't recall who was at the helm (though probably I was) as we nearly clipped a fancy sloop. The captain rightly yelled at us, but we anchored safely.

It was still blowing madly, but we endured that awful night, sleepless and exhausted. Finally it was dawn and the wind calmed down. The captain of the other boat gave us a big exculpatory smile. "It happens to all of us," he said after our profuse apologies. He told us an enormous tanker outside the harbor had gone aground owing to the over-75-knot winds.

The Sweetness

The horror of that night receded as we sailed along happily to Luperon, Dominican Republic, a perfect jumping-off point for the Bahamas. Our introduction to the island was memorable. We walked along the unprepossessing dock to the Comandante's office for our check-in and found him sitting on his window seat in an alcove, shaving and watching TV. He didn't look at us when we sat down. Formalities and manners be damned. He finally interrupted his labors about ten minutes into our visit and gave us entry papers. The Comandante was the oddest person we encountered during those seven months.

But Carlos the fishmonger was the sweetest. I practised my Spanish with him in his minuscule shop. Our friendly relationship was created and sealed by my initial, ridiculous request for *huesos* (bones) instead of *huevos* (eggs). A modern-day diplomat, Carlos not only took it in stride but rewarded me with an endearing, understanding smile.

We waited two weeks for the wind to subside and allow us to continue on to West Caicos. Our favorite activity was trying to sneak into the all-inclusive hotels along the beach, hoping to enjoy their lavish buffets (our nautical repasts were very unimpressive). We always failed as we weren't wearing the requisite, telltale bright bracelets on our wrists. All the guards spotted us right away and summarily removed us from the grounds.

When wind conditions improved enough after two weeks, we paid a sad farewell visit to Carlos. He welcomed us and asked, "You like Coca Cola?" "We LOVE IT," we answered. He jumped on one of the omnipresent rickety motorbikes and took off, leaving us wondering what to say to his wife, now left with the fish. Finally we gave up and walked down to the dock, certain that our pal the Comandante would be too busy tending to his chin and his soap opera to notice us. Carlos careened down the dock at top speed with an enormous grin, bearing two huge bottles of Coke and a Sprite. How much nicer could a person be?

And so it went — sublime to ridiculous to nightmarish. We had them all, and made it home anyway.



CHRIS DOYLE

Another Damned Opinion on My Anchoring!

Or, The Anchoring Dance

by Laurie Corbett

Some years ago, my wife and I were safely anchored aboard our 35-foot catamaran very near the shore in Portsmouth, Dominica, during a rather typical period of 20- to 25-knot winds. A vessel came in with a man and woman, and two children near the age of ten. He attempted to anchor beside us, in front of us (OMG!), on the other side of us, and behind us, and then began the process again. I noticed, after being forced to pay attention, that the problem really seemed that the gentleman just would not put much anchor chain out before backing up with a lot of power. The angle between the anchor and the bottom could not possibly allow the fluke(s) to penetrate the sand and grass.

By experience, I've learned that advice during anchoring is, well, seldom wanted. So we just watched as the man got increasingly frustrated and his family seemed to become fearful. Andrew, a PAYS yacht services operator was attending, attempting to assist, and I dared to ask why he did not offer the captain one of their economical moorings. "He won't take one!" I bit my lip, and continued to watch until the boat moved away from us.

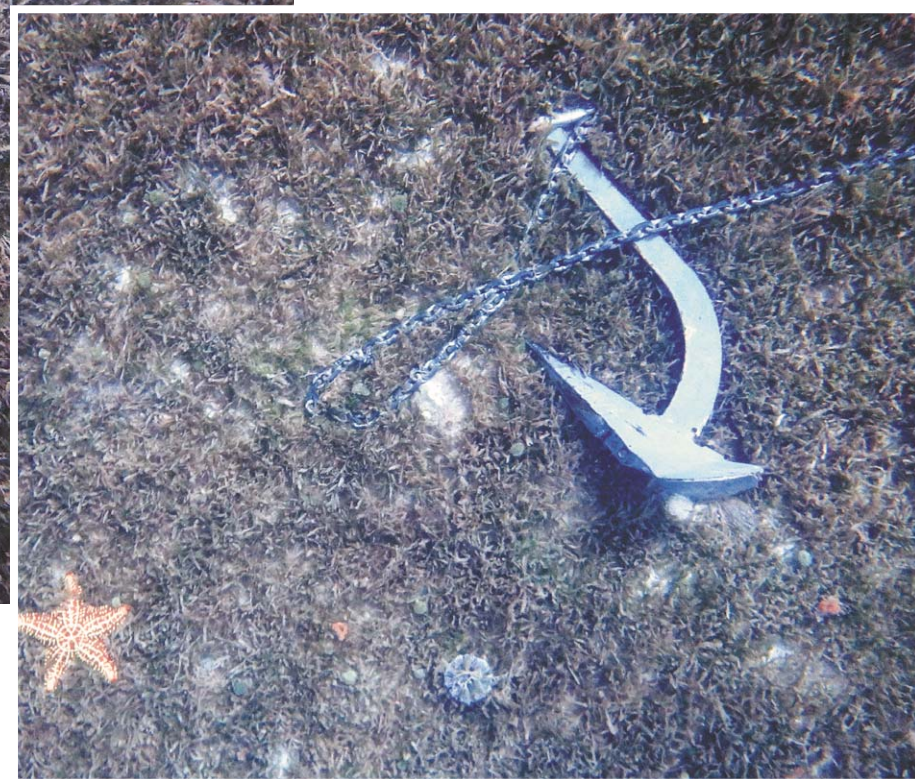
Weeks later, I was anchored in Deshaies, Guadeloupe, when I recognized the same boat doing the same thing (with the same limited amount of chain out). However, this time, in his frustration, the gentleman was actually dragging his anchor at 90 degrees to the wind and the many other boats. I was forced to conclude that he had so little chain out that his anchor would not even get under or pick up anyone else's chain! He did, however, have the attention of everyone aboard the other boats. After a considerable length of time, he appeared to be somewhat anchored, complete again with the scared-looking family.

I hazard a guess at the man's strategy. I presume he was taught or concluded that the process should involve getting hooked with as little chain as required to ensure that it was a good hook (Darwinian approach?) and then adding more chain later to improve the security of the holding. Without more data, it is the only theory I can come up with.

Now, I am not by any means an expert on anything. I have also been put in my place often enough by others who just do not want advice that I should have learned to be shy about giving it. Indeed, I have many friends who insist that giving anchoring advice is something they will NEVER do.

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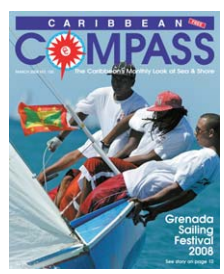


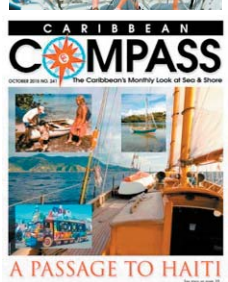
The anchors of two other boats overnighting near us. Having a good anchor is only part of the solution!

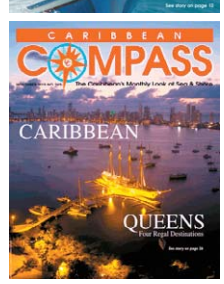
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Still, I felt bad for the terrible experience the whole family was going through, and my resolve to stay out of it was being strained. I was also a little motivated by the "bitch-wing" stance of other boaters (hands on hips, elbows out) on the bows of other boat in the bay who had seen the anchor being dragged across their chains.

The flag was neither from an English-speaking nor French-speaking country, so I assumed we might not have much common language with which to convey any useful information. Being math oriented, and knowing that math is the universal language, I drew up a sketch with only numbers that I hoped I could pass to the captain, which might make his error obvious to him. I've recreated the little sketch for the *Caribbean Compass*.

I dinghied over to his boat with the sketch folded in my hand, and, with my best "Dale Carnegie" words and gestures, attempted to explain my heartfelt feelings regarding the frustration he was having. Well, it turned out that he certainly knew enough English to tell me what I could do with my advice, and even used one of my favourite old Anglo-Saxon phrases when inviting me to mind my own business. I quickly stuffed my sketch into my pocket without sharing it. The only thing he gave out to explain his method was: "Look! I only have 120 feet of chain!" I really should have asked why he only ever has less than 40 feet out — indeed, why not all of it — before backing up and dragging it all over the bay, but I was really focused on getting away from him; and the scared looks on his wife and two children were no longer motivating enough for me to stay and help. Instinctively afraid for my little fingers on his toe rail, I let go and apologized profusely as I made myself scarce.

I really did feel like a fool. I have thought often about this and similar instances when we as a species just cannot accept advice. Somehow we feel threatened, criticized, embarrassed, or challenged at least in certain instances when advice is offered. But maybe, just now and then, in a periodical like this, somebody like that poor, frustrated man can read and accept a pointer without reacting negatively, and maybe have a safer, happier existence. Given that possibility, I've written this most basic description for anchoring. If you disagree with any part of it, please set me straight — our community will benefit, the editor can make use of this type of controversy, and I do not seem to mind it either.

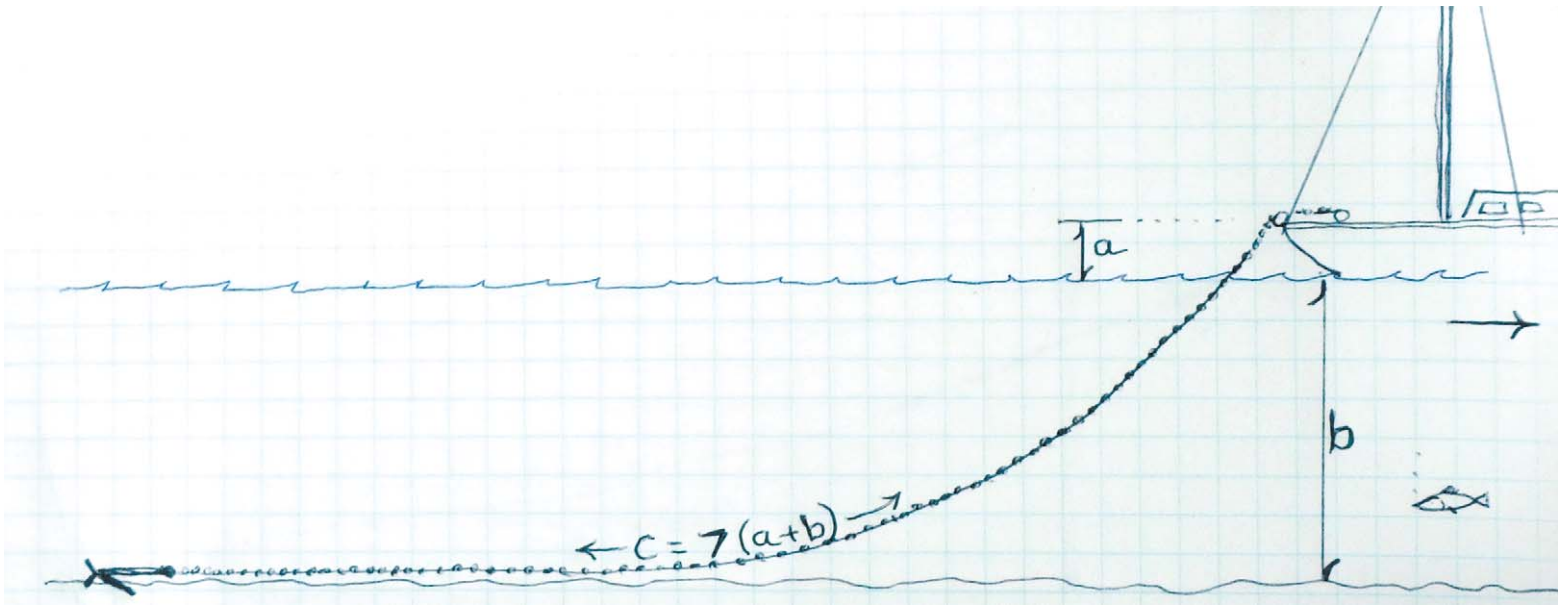
Anchoring in 12 Steps

1) Read the guidebook and/or charts regarding the type of bottom and the general anchorage information.

2) Move your boat directly upwind to where you think you would like your boat to sit after anchoring. Stop. Look around for conflict if you swing because of wind change, current change, or lack of either wind or current. Modify location as required.

3) Once you are satisfied with the potential final location, carry on straight upwind the full distance that equals the amount of chain you intend to employ.

4) Come to a complete stop before putting out chain.



'I drew up a sketch with only numbers that I hoped I could pass to the captain, which might make his error obvious to him'

5) Put out chain in that spot until your anchor is on the bottom. DO NOT put chain in front of (or on top of) the anchor.

6) Lay out the intended amount of chain (see item 7) as you back up or drift back at the same speed as you can lay out the chain.

7) Put ALL the intended chain out. The books recommend that the minimum amount of anchor rode you use should be equal to seven times the distance from the number you get when you add the depth of water to the height of your anchor roller above the water. With heavy chain, some will allow a multiplier of five instead of seven. In strong winds, high waves, or poor holding, a larger multiplier might be called for.

8) When the boat has moved to a position straight downwind of the anchor, and the chain is fully laid out in a line, check your position. Are you where you intended to be and/or still in a good spot? Only if so, go to 9.

9) Put your transmission into reverse and test the holding, using a range near 90 degrees or an object very near you to monitor potential dragging. Check also if the chain vibrates or bounces.

10) If all is well, swim on the anchor and ensure it looks like an advertisement for the brand.

11) Install a snubber or bridle for both quieting the chain and providing protection for the windlass. Some prefer to install the snubber or bridle before backing down to decrease stress on the windlass, but this may dampen the chain reaction you monitor in point 9.

12) Cease yachting. Stay on board and monitor your anchoring arrangement for the time it takes to drink one cold beer, to ensure all decisions were good ones.

I might add that, ideally, you should plan to arrive in an anchorage with enough time to get safely anchored in daylight. There are many reasons why such plans change, but prudence suggests we at least try.

There is a lot more to be said regarding most of these points, and especially for choosing your location in the first place: How to compare overall safety of various locations in the bay, how other boaters react to your proximity, whether your anchor or chain is doing damage to the bottom, what your tolerance is for cliffs or coral near your stern or around your chain, or fish pots and mooring balls near your propeller, whether the wind is expected to shift — but it is all secondary to having your boat stay put.

Laurie Corbett is sailing the Windwards and Leewards each winter with his wife, Dawn, aboard Cat Tales, *and is doing his best to keep his verbal advice to himself.*

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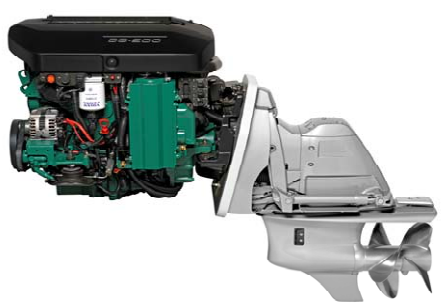
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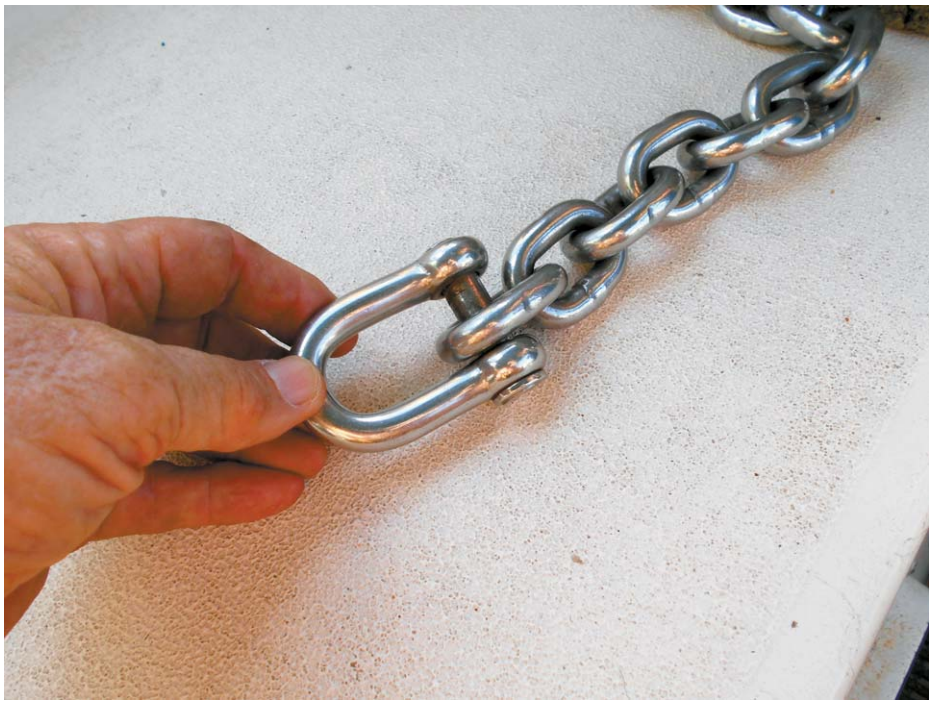
Lock It or Lose It!

by Ken Goodings



Above: Our dinghy secured for the night

Below: A shackle installed on the chain



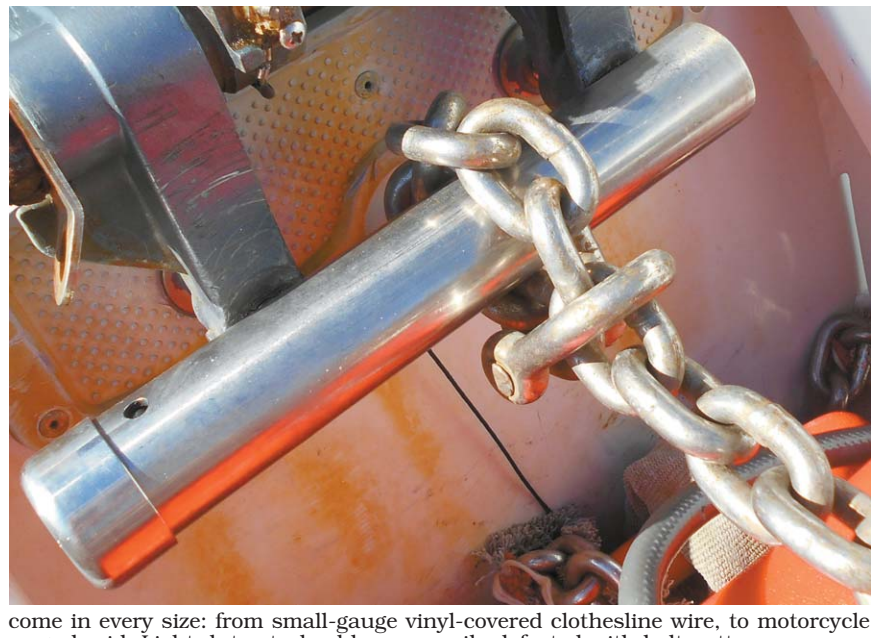
Most everyone in the Caribbean cruising community knows someone who has suffered the theft of a dinghy and outboard motor. Even when you're insured against such loss, the purchase of a replacement dinghy and motor can be a major headache in some parts of the Caribbean. Some happy-go-lucky folks just tie up to the dock and walk away, confident that since they've removed the motor-run key, nothing untoward will happen. We scrutinize our dinghy-docking locations very carefully for good lighting and plenty of passers-by; busy docks are usually safest.

Many yachters use steel cables to secure their dinghy to the "mother ship" overnight, or to the dinghy dock when shopping or touring ashore. Security tethers



Above: The permanent chain shackle now easily accommodates a large lock

Below: The chain noose slips easily over the outboard motor locking bar



come in every size: from small-gauge vinyl-covered clothesline wire, to motorcycle mega-braid. Light-duty steel cables are easily defeated with bolt cutters or even a coarse-toothed utility knife. (We know of one individual who, having lost his key, simply sat at the dock sawing through his own steel cable with a serrated pocket multi-tool.) The very heaviest gauge braided motor-scooter cables are much too short to be of practical use for securing a dinghy to a dock.

Lynn and I have been cruising for nearly a decade. To secure our tender, we utilize a 10mm-diameter stainless-steel chain, some six metres in length, which extends forward from the locked outboard motor, through the handle of the fuel tank, then over the dinghy's bow to the dock or to a stanchion on our yacht. This long chain loops over the bow and into the water. Its catenary weight holds the dinghy away from the dock, allowing boaters to push us out of the way easily to make space for themselves. A fabric anti-chafe sleeve protects the Hypalon where the chain crosses over the dinghy's bow.

When using a security chain, tying the rope dinghy painter to the dock is no longer necessary, freeing up more cleat room for everyone else.

—Continued on next page



Above: The dinghy chained and locked to our yacht

Right: A chain noose for the outboard

—Continued from previous page

High-tensile G4 galvanized chain may be used for this purpose, but we prefer the smooth, clean non-marring properties of stainless steel. Eight-mm stainless chain, although not quite as impressive as the more formidable looking 10mm, will do nicely. Chains smaller than 8mm, in our view, are too easily cut.

The dock end of the chain is secured with a robust, U-shaped high-security bicycle lock with a programmable four-digit combination. We prefer a combination lock, as keys can be lost or forgotten. Our bike lock takes less space on a dock cleat than a rope painter, and the long, 20cm lock hasp can easily fit over a large dock timber if there aren't any dock cleats at all. Modern U-style keyed bike locks available in the Caribbean now feature sophisticated, double side-ground keys. Our combo bike lock is impressively well made and we oil it regularly; it's served us well for nine years.

How can such a large bike lock fit through the end of a chain? We have fastened a heavy stainless shackle onto each end of our dinghy chain. This allows the chain to accommodate the large 12mm-thick hasp of our heavy lock. We've chosen the largest stainless steel shackle whose pin just fits through each end of our chain. After tightly installing the shackle pins in a vice, using permanent thread-locking compound and a large wrench, the flat knobs on the pins were sawed off and the pin ends peened over with a hammer to frustrate any attempt at shackle removal.

Remember, thieves usually only really want your motor, so why not invest in a quality, well thought-out locking device to protect the outboard? The very weakest link in dinghy security can often be the outboard engine padlock. Padlocks are often not as strong as one would hope, and so-called "hardened" hasps have often been proven to be underperformers when attacked with simple tools. In saltwater use, padlocks will quickly rust and jam if not oiled regularly. Simply locking both outboard motor clamp handles together seems optimistic at best, especially if those clamp handles are plastic. We have purchased a heavy-gauge stainless steel tube with a high-security internal key lock inside the end cap. This steel tube completely covers both motor-clamp handles, affording excellent protection against outboard removal — and also becomes the strongest attachment point for the chain on the dinghy.

What about securing the dinghy end of our chain? Since padlocks can be the weakest point of any security tether, we've eliminated one lock. That large chain shackle allowed us to form a steel chain slip-noose or loop at one end, which then fits over the outboard motor's steel locking cylinder. No padlock required!

Multi-strand, braided steel cables are often touted by those who have them as tougher to cut than chain, but we're still confident that a 10-mm stainless chain is a great way to help keep our dinghy and outboard motor safe. We once met a new cruiser who had a thin security cable on his shiny new Yamaha 15. He said, "I don't need chain; cable is good enough. Besides, have you ever had your outboard stolen?"

"No," I smiled back, while pointing at our heavy chain! There are always exceptions of course, but it's our view that most casual, opportunistic dinghy thieves rarely carry sophisticated tools such as hydraulic bolt cutters, angle grinders, cryogenic spray or sledge hammers. A friend bought some 8mm stainless steel dinghy security chain in Guadeloupe this season. We watched intently while the sturdy young chandlery employee struggled to cut the chain with a 120cm long-handled bolt cutter. He cut each half of one link, taking three tries on each side, virtually falling to the concrete floor. Tough stuff indeed! Planning to cut a 10mm stainless chain quickly and stealthily with a machete or standard hardware store bolt cutter? Good luck with that!



We've now tethered our outboard's fuel hose as well; someone twice tried to steal that, too! For the same reason, our dinghy is empty. No hand-operated bilge pumps, tube repair kits, air pumps, flashlights, sandals, or portable running lights; just a scoop bailer, heaving line and bug repellant. Young kids often like to climb in and out of beached or docked dinghies to play. Loose gear walks away!

We know that our integrated chain security system has already saved our dinghy from theft multiple times in the past nine years of full-time cruising. Every sailor knows that replacing a stolen dinghy costs much more than time, money, and inconvenience, especially when you're anchored out. Dinghy's gone walkabout? How will you get to shore?

Our continuing motto is "Don't be the low hanging fruit!"

SUNSCREEN: What is Most Dangerous — and What Can We Do About It?

by Ellen Birrell

Our sloop, *Boldly Go*, was the inaugural boat for the Boy Scouts of America's 2014 St. Thomas Sea Base pilot program. Since then we've conducted 45 BSA High Adventure six-day summer charters within the US Virgin Islands.

Though I grew up near the ocean and my partner and I have lived aboard in the Caribbean for eight years, our depth of reef coral and fish knowledge was limited. After spending these past four summers introducing 350 young people and adults to sailing and snorkeling, we've dug into the subject of corals and how they are a foundation species. So much of the ocean eco-system relies on them! Teenage Scouts arriving from primarily wealthier US suburbs meet us usually with a keen enthusiasm to go fishing. I'm inspired to impart a greater sense of joy and stewardship toward fish large and small, ocean mammals and corals — coral reefs and mangrove lagoons, the nursery of the sea.

This article was spawned when an article I was reading in my cockpit, citing reef-harmful chemical sunscreen ingredients, was juxtaposed against a basket of sunscreen containers that Boy Scouts had left behind. One of those products — a supposedly "reef safe" big seller on Amazon — claims to be harmless to the coral in our tropical seas, but contains four of the most harmful chemicals: oxybenzone, octinoxate, homosalate and octisalate. That corporations get away with misinformation campaigns in order to sell product riled me into action. The intention here is to cite scientific-based studies and organizations to enrich us on this important subject of coral fish and reefs, human skin and the role sunscreen products play.



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What's the problem?

Currently, an estimated 6,000 to 14,000 tons of sunscreen lotion are released into the Earth's coral reefs annually. Ten percent of the world's reefs are directly affected by tourism (sunscreen) but the full 100 percent of reefs are facing the impact of rising ocean temperatures, a direct result of CO_2 emissions.

According to NOAA, the first global mass bleaching occurred in 1997 when ocean temperatures in certain regions held a sustained spike of two degrees Celsius (4.7 degrees Fahrenheit). The next global mass bleaching came 13 years later, followed only five years later in 2015, the most recent. (See "Chasing Coral" available on Netflix.) At this rate, the corals of our Earth will be fully extinguished by 2050.

Coral reefs and fish are literally fighting for their lives.

In a 2015 report, the journal *Environmental Contamination and Toxicology* announced, "Two chemical additives in sunscreen wash off during watersports and contribute to coral bleaching, coral larvae damage and fish development disruption." They are oxybenzone and octinoxate.

It goes on to report: "products by Aveeno, Banana Boat, Coppertone, Hawaiian Tropic and Neutrogena contain oxybenzone to deflect UV rays. A single drop in 4.3 million gallons of water is enough to bleach coral and slow new growth. Even if you are not swimming or snorkeling, your morning shower rinses oxybenzone from yesterday's family picnic straight down the drain and, potentially, out to sea. Oxybenzone is detected in urine within 30 minutes of application and, thus, can enter coastal areas after flushing the toilet."

On Efficacy

Until a dermatologist recently went over my entire body and identified the various forms of skin deterioration, I was a little confused. While dermatologists blame the sun's ultraviolet rays for *actinic keratosis* (commonly referred to as aging or liver spots), squamous cell carcinoma and basal cell carcinoma, these are generally not life threatening. Melanoma, also currently tied to sunburn, is the most dangerous and potentially life threatening of skin diseases. To help ward off all of these forms of skin damage, many of us rely on sunscreens, often looking for one with a high "SPF" (Sun Protection Factor).

The ultraviolet radiation that reaches Earth is classified as UVA or UVB. Did you know that SPF ratings only pertain to UVB protection? That is ironic since there is a camp out there that promotes the value of UVB rays for humans. While sunlight is composed of 1,500 wavelengths, only the UVB wavelength stimulates Vitamin D hormone production in our bodies.



Above: Look for brands such as these that don't include oxybenzone or octinoxate. Read the list of ingredients; just because a label says 'reef safe' doesn't mean it is!

Left: When you can't seek shade, wearing long sleeves and a hat reduces UV damage

This fat-soluble hormone is essential for growing and maintaining a strong immune system that helps shield against cancer development.

In 1978, the US Food and Drug Administration (FDA) stated, "all deleterious effects from the sun are caused by UVA rays."

Recently, EWG.org (Environmental Working Group) offered several peer-reviewed scientific studies which bear out: "UVB rays cause photo-dematoses, immune system suppression, photo-aging and cancer."

In 2011, the FDA enacted its first sunscreen rule. It required sunscreens advertising "broad spectrum protection" to pass a test proving that they filter out the harmful UVA rays. Since 2011, the FDA established a new water-resistance testing and labeling guideline, and mandated that words such as "waterproof" and "sweat proof" are not allowed.

Washington, DC-based trade groups such as Consumer Healthcare Products Association have been lobbying to stop passage of legislation banning oxybenzone-based products. While this kind of legislation will not alter climate change, coastal runoff or overfishing, it can make a difference to the health of coral reefs, according to Peggy Orenstein in an August 2017 article in *SundayReview*.

What is an outdoor enthusiast to do?

As EWG.org says: "Sunscreen should be your last resort. Just wearing shirts, hats, and pants shields your skin from the sun's UV rays, reducing burn risk by 27 percent."

Find shade or make it. Use rash guards. Limit direct sun exposure. Avoid nano-particle products, oxybenzone, octinoxate, homosalate and octisalate. Use zinc oxide and/or titanium dioxide skin products. These active mineral-only sunscreens, which have doubled in sales since 2007, now represent 34 percent of sunscreen products purchased in the US. They are stable in sunlight, protect from UVA and UVB rays, and don't contain harmful additives.

A partial list of products containing zinc oxide and/or titanium oxide as their only active ingredients include All Good, Coral Safe, Goddess Garden, Badger and Blue Lizard. Badger brand stays on well in water and sweaty conditions, is certified 98-percent organic and 100-percent natural. White stripes of zinc oxide are a thing of the past (unless you want them!). Current formulas rub into skin and are unnoticeable.

For 11 years, EWG has produced a sunscreen guide. They are working actively to get the FDA to regulate these products. Allowing bogus "reef safe" products to continue false marketing campaigns shows that they have a ways to go. EWG monitoring of 880 beach and sport sunscreens, 480 moisturizers and 120 lip products revealed that three-fourths of the products offer inferior sun protection or contain worrisome ingredients such as oxybenzone (a hormone disruptor) or retinyl palmitate (a form of Vitamin A that may harm skin).

EWG continuing: "And, despite scant evidence, the government still allows sunscreens to claim that they help prevent skin cancer." Though the tripling of melanoma rates in the past 30 years has not been scientifically linked to the increase in sunscreen product sales, which have grown to a multi-billion industry in those same 30 years, it is a curious thing. Half of the sunscreens sold in the US cannot be sold in Europe, where stronger protection of the environment is required.

In short, the devil is in the details. There is scientific evidence that what we as humans do does matter to ocean eco-systems. Let's do all we can for our own good health and that of the reef fish and corals — the nursery of the sea!

SUNSCREEN Should Be a Last Resort

- Find shade or make it
- Wear long-sleeved shirts, rash guards, long pants and hats
- Limit direct sun exposure time
- Avoid skin products containing nano-particles, oxybenzone, octinoxate, homosalate and octisalate
- Use zinc oxide and/or titanium dioxide skin products sparingly

Message in a Bottle — From Grenada to Belize

by D'Arcy O'Connor



This past summer my favorite brother-in-law, Donald Whitton, "sailed" almost 2,000 miles non-stop from Grenada to Belize — this despite the fact he'd been dead for seven years.

The preparations for his voyage began months earlier, when three of my Canadian siblings, including Don's widow Susan, were visiting my winter retreat on Grand Anse Beach, Grenada. Susan had brought some of Don's cremated ashes to be cast into the sea off the cliffs of Quarantine Point near the island's southwest corner. Following that ceremony, I felt that Don, who loved the sea and lived the final years of his life in a home he'd helped build for his family on Gabriola Island overlooking the Strait of Georgia in British Columbia, might enjoy a posthumous Caribbean sailing adventure.

So on a sheet of white cardboard I wrote "OPEN ME FOR $$$", coiled it and inserted it into the neck of a plastic two-litre Canada Dry ginger ale bottle, with the coil springing open so that the message was readable through the translucent green plastic. Inside the bottle we added a sprinkling of ashes, a US$20 bill, and a note from Susan asking that whoever found the bottle should enjoy the money — on condition that they telephone her collect at a number on Gabriola Island to hear the story of a man called Don. We then capped the bottle and sealed its neck with duct tape.

Shortly after, I gave the bottle to some friends who occasionally sailed their 60-foot schooner, *Serenity*,



MEGHAN TANSEY WHITTON

Clockwise from left: Susan brought some of her husband's ashes to Grenada;
Don's 'farewell cruise' took him to Belize;
the message was found by five-year-old DJ and his dad;
the bottle drifted 1,800 miles across the Caribbean Sea in about five weeks



between Grenada and St. Lucia, and asked them to drop it overboard somewhere someday. They did so in late May, offering a "bon voyage" farewell to Don, several miles off Grenada's southwest coast.

And that, I assumed, was probably the last we'd hear of Don's whimsical "Caribbean cruise".



But on July 11th, Susan received a long-distance call from Kaina Martinez in Seine Bight Village, Belize, to say that on the fourth of July her brother Dean and his five-year-old son, Dean Junior (nicknamed DJ), discovered the bottle washing up on a beach in the Placencia Peninsula.

Don's final sea voyage had taken him over 1,800 miles in about five weeks! My chart of the Caribbean suggests he was carried by a combination of the sea's northwesterly current and southeasterly tradewinds at approximately 50 nautical miles a day, or an average speed of about two knots — all without a sail or paddle.

After the initial phone call, Susan and Kaina exchanged e-mails. Kaina learned about the extraordinary life and times of Donald Whitton — a Renaissance man if ever there was one. During his 72 years Don had been a railway electrician, an ordained Catholic priest, a high school teacher and camp counselor, a super dad (with Susan) to three talented kids, a gourmet chef, poet, amateur thespian, woodcarver, social activist, a mister fix-it, and a raconteur of bawdy stories (complete with foreign accents). But above all, he was a spiritual and caring person who was much loved by everyone who knew him.

For her part, Kaina wrote Susan: "We were very excited! Many years ago I sent a prayer in a bottle sharing my faith and spreading the good news. Finding a note in a bottle sent by another person sharing the life of her love made this experience more thrilling. The experience was even more exciting for my brother and his son, because they both love the waters like Don... From Grenada to landing in the Belize waters. Such a wonder!"

She later wrote that the 20 dollars was used by Dean and DJ to buy a shovel and cement for a home project they were working on — a fitting across-the-sea gift from a do-it-yourself guy like Don Whitton!



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Hard-Working Kids: KEEPING US AFLOAT

by Lorraine Escher



I live with my husband, Rick, and our four kids on a St. Francis 50 catamaran called *Aphrodite*. Our kids are Betty (age 11), Paul (age nine) and twins, Henry and Karen (age six). We are currently in Grenada for hurricane season. We started our adventure in August 2015. For the past two years, we have sailed from Florida to the Bahamas, and on to the Turks & Caicos, the Dominican Republic, Puerto Rico, the Virgin Islands and the Leeward and Windward Islands.





Clockwise from above: Karen and Henry hang up laundry in Admiralty Bay, Bequia, St. Vincent & the Grenadines; Rick and Lorraine Escher at Carnival 2017 in Grenada; Lorraine Escher with her four children in Point-à-Pitre, Guadeloupe

My children are wild and eager to learn and explore their limits. They love visiting local libraries and exploring the towns and markets ashore. Onboard, they swing off our transom from the topping lift and jump from the sail bag when we're not looking. They like to swim and play with other children. Yet, left to their own devices, they'd happily remain below deck all day playing Minecraft.

There are many facets to this cruising lifestyle that benefit our kids. I want to concentrate on an aspect that is often glossed over — work, hard work. Every soul with a boat knows this. Even as they sip a beer beneath a tiki hut, there's always that small voice calling.

Attitudes and values regarding work are learned. I want to challenge my kids so that they can greet their work with optimism and organization. My husband and I have thought about instilling healthy attitudes towards work for as long as I can remember. We tell our kids, "You can do hard things" and "Don't say can't".

A few weeks ago I read *The Vanishing American Adult* by Ben Sasse. His ideas resonated with me and relate to raising our kids afloat. Sasse writes:

"Almost everyone interesting I've ever met has a substantive and passionate answer to the question: 'What was the first really hard work you did as a kid?' Bizarrely, our culture is now trying to *protect* kids from similar hard experiences."

My husband was an entrepreneur. His dad was an entrepreneur, and his whole family seems to exist on self-reliance. They like to help each other. Family visits back home included visits to museums, but also bagging 70 bags of leaves, digging up a garden, and building a set of stairs. When they don't know what they are doing, they read books, they talk to people, and they learn as they go.

It's been a learning experience for my husband and me to see our children become so important to running our boat. They're young, so we clearly need to teach them, and direct their efforts. But slowly, day by day, they are learning, taking on more responsibility and showing initiative. They have jobs that they like, and jobs that they don't like at all.

We ask our older kids to check oil levels and align the rudders and we give them routine cleaning jobs. They clean the bilges, the engines and the engine compartments, as well as our swim ladders.

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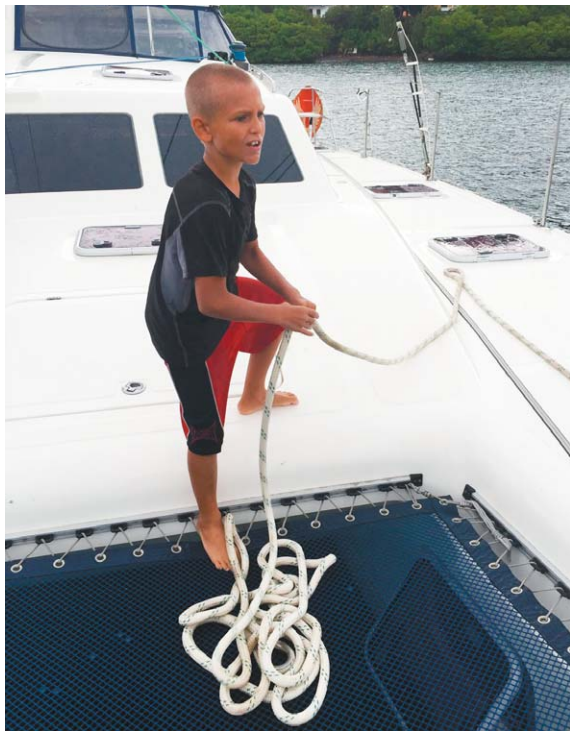
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Usually Betty cleans one side of the boat, and Paul the other. They are learning much more than how to use a bucket and elbow grease. We hope they are learning teamwork and pride of ownership for a job well done.



Rick taught our older kids to service the heads. Prior to this, impellers were being constantly destroyed by Lego. Now that our kids are responsible for the toilet repairs, we have not had a single impeller incident. They know that they need to plan the job, organize their tools, then oil and put their tools away when they are finished. These are all important lessons in my book.

Our twins are eager to help, too. Every morning they set out our Canadian flag when we are at anchor, and roll it up to bring it in at night. They know to be careful that no part of the flag touches the deck. In the evening, they take pride in turning on the anchor light and generally remember without a reminder.

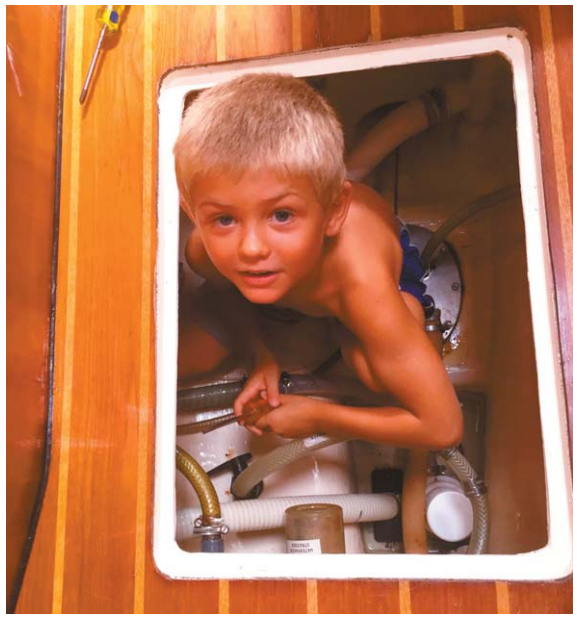
A job that challenges our older kids is keeping watch for brief periods when we are sailing or passing through reefs. Rick and I are always close by, but we want our kids to develop the discipline to keep watch. Gradually they are gaining an appreciation for the importance of keeping watch and they are taking the job more seriously.



Left to right: Paul, age nine, measures line on Aphrodite *in Egmont Harbour, Grenada; six-year-old twins Karen and Henry cleaning* Aphrodite's *bilges*

We have limits as to what we will ask of our kids, but not many. In writing this article I asked my husband what would be an example of a hard task that we would consider to be risky and unsafe — a task that we would never ask of our children. "Well, we wouldn't send our kids up to the top of the mast," Rick said. "No, Paul already did that," I said. "When?" said Rick, forgetting that Paul, who is nine, ascended the mast with my help to inspect the jib furler track.

My kids throw tantrums, and sometimes they do not finish their jobs. For some of their tasks we must restate our expectations. And, sometimes our response is flat-out inappropriate, sounding something like, "Because I said so."



We are seeing first-hand how our boat life, and the challenges it entails, is developing a confidence and self-reliance in our kids. You can see it when they drive the dinghy, or help someone tie into the mangroves for a storm. One day we hope they will recall our adventures, the cultures they've experienced, and the people they've met with compassion and understanding. And, beneath it all, they will know the value of hard work.

Lorraine, Rick and the four Escher kids plan to cross the Pacific Ocean in early 2018. You can read more about Lorraine and her family at www.aphrodite.cat

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DIWALI — LET THERE BE LIGHT!



by Christine Gooch

Graceful dancers, deafening drums, a goddess sitting in a lotus flower and tiny flickering flames; these are all part of Diwali, the Indian festival of light.

People from India were brought to Trinidad by the British as indentured labour to work in the sugarcane fields after the emancipation of the African slaves, and today their descendants make up a sizeable part of the population. Diwali is a Hindu festival that takes place on the darkest new-moon night of the month of Kartika in the Hindu lunar calendar (in the autumn in the northern hemisphere). It celebrates the triumph of light over darkness, of good over evil. On this day, Lakshmi, the goddess of fertility and prosperity, is worshipped in particular. It is she who sits in a lotus flower.



Kevin and I leave our 38-foot cruising catamaran, *Sweet Sensation*, in Trinidad during the summer and we don't usually return until after Diwali, but last year we did and so we were excited to be able to join 20 or so other cruisers on a trip organized by Jesse James to the town of Felicity, southeast of the capital, Port of Spain.

On arrival, we were ushered into a temple, where we would learn about the meaning of Diwali and experience something of Hindu culture. We all had to take off our shoes and leave them outside the door. Inside, a kaleidoscope of colours greeted us. Long lengths of material hung from the centre of the ceiling to the top of the walls, stretching away to the back of the hall like inverted rainbows. The blood-red carpet felt soft beneath our feet as we made our way to rows of chairs facing a raised platform. Large white marble tiles covered most the floor of the platform, interspersed by square mosaics with intricate designs in shades of pink, grey and white, depicting a central flower surrounded by concentric circles of geometric shapes and petals against a background of tiny white tiles. A pair of thick pillars, faced with multi-coloured metallic tiles glittering in the light from brass chandeliers, stretched from floor to ceiling.



Top left: A Diwali greeting
Left: The streets of the Trinidadian town of Felicity, lit up for the occasion
Above: A painting of Lakshmi, the Hindu goddess of fertility and prosperity

Three sides of the platform were surrounded by raised tiled shelves, the walls between them and the floor faced with sparkling gold tiles. Side by side on the shelves sat or stood statues of Hindu gods and goddesses, silhouetted by garlands of artificial flowers and strings of neon lights flashing dementedly. Each statue was about two to three feet tall, their shiny porcelain faces making me think of large dolls. They each had a large flat silver dish in front of them; these contained offerings of money, small white flowers, or a flame burning in an open clay bowl filled with oil.

Two smiling young ladies appeared through a side door, bands of tiny bells around their ankles tinkling as they walked barefoot to a space in front of the rows of seats and began a display of traditional dancing.

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They wore dresses of bronze-coloured material decorated with bands of blue, yellow and lilac. Bands of artificial cream and red flowers encircled their long black hair, piled at the back of their heads. Thick bands of silvery bracelets stretched halfway from wrist to elbow, long silver earrings dangled like icicles from their ears, their foreheads were covered with large teardrop-shaped medallions suspended from slim silver chains that disappeared into their hair. Their costumes glittered as they



made slow, graceful movements in unison: turning circles, pausing with arms outstretched or palms held upwards at shoulder height, even balancing on one leg and stretching the other behind them like slow-motion ice dancers. As they danced to music provided by a rather crackly CD, behind them an elderly lady dressed in a shin-length saffron yellow tunic and matching leggings, her head covered with a piece of yellow chiffon, moved slowly between the statues, reverently placing offerings in front of each one.

Next came a display of Tasa drumming by the Tri-Star trio. One man played a large African-type drum with the palm of his hand, a second used drumsticks on a snare drum and a young man played a pair of cymbals. As it went on the drumming grew faster and louder until it reached a deafening crescendo. Tasa drummers perform at many Indian ceremonies such as festivals and weddings.

After the cultural display, a meal was served in a room next door to the temple. We ate off banana leaves (to save washing up, Jesse joked). Everything was vegetarian: curried *channa* (chick peas), deliciously sweet slices of mango in a brown sauce, a vegetable akin to breadfruit, and orange pumpkin. We scooped up the food using pieces of *roti* skin, a kind of papery dough, using our hands as cutlery. As this was a religious festival there was no alcohol to drink, just water or fizzy pop. Dessert was a small bag of something similar to a sweet suet pudding; Kevin wasn't impressed!

By now it was dark outside, and we set off to wander through the streets to see the displays of lights that draw crowds of Trinidadians every year. Neon lights in every colour arched across the streets, some flashing gaily. Paper lanterns adorned with pictures of the goddess Lakshmi and the message "Happy Diwali" dangled overhead. In one street, intricate patterns had been drawn on the road surface using coloured chalk. One wished passers-by "Shubh Divali" ("Happy Diwali"). Some houses were festooned in coloured lights, others lit only by the light from an open doorway and the flickering flames of tiny clay oil lamps arranged in rows on front drives.

The main street was thronged with people, many of them wearing traditional Indian clothes. Men and young boys were dressed in long silk tunics decorated with glittering gold braiding that sparkled in the lights. Women and girls wore dresses and leggings in rich jewel colours — ruby, sapphire, emerald — with thick bands of gold brocade at the hems. Cars crawled by nose-to-tail; the high-pitched whine of Indian



Above: Statues in the temple where we learned about the meaning of Diwali

Left: Temple dancers in Trinidad celebrating the Hindu Festival of Light

singing blasting from some of them at deafening volume, accompanied by bass so loud our ribcages rattled as they passed. Outside some houses and shops small stalls had been set up offering food, while young men roamed between the cars carrying huge bunches of balloons and mountains of candy floss.

Every so often a loud bang made us jump; someone had set off a 'bamboo banger', a firecracker made from a short length of bamboo filled with kerosene. Stanley, our driver, told us on the way home that you light the kerosene and then — rather alarmingly — have to blow into a small hole in the bamboo. He said he had burned all down one side of his face doing that as a child, but it hadn't put him off — it was just something that you did back then.

Gratefully, we escaped into the side streets, where things were generally much quieter. Families gathered outside their houses to share food and companionship. At one, a small boy waved a sparkler, entranced by the patterns of light it made, while his sister carefully carried a tray of oil lamps to her father, her face a study in concentration. In front of many of the houses people were still unhurriedly placing clay lamps on drives and the top of walls, bringing a peaceful, timeless air to the scene. One lady rocked contentedly in a swing seat, watching the grid of tiny flames at her feet. We had been told that some householders might offer us sweets, so I in particular was disappointed when my sweet tooth wasn't pandered to!

By now our feet were aching from so much walking, so we made our way back to the temple and climbed gratefully out of the warm, sticky night air into the air-conditioned comfort of Stanley's minibus. It took quite some time to make our way out of Felicity, as by now every road in and out was jam-packed with cars. Someone commented that it would all be over by the time some people reached the centre, but Stanley said the lights would most likely be on until around 2:00AM. After that they would be extinguished — until Diwali next year.

This year, Diwali will be celebrated on October 19th.



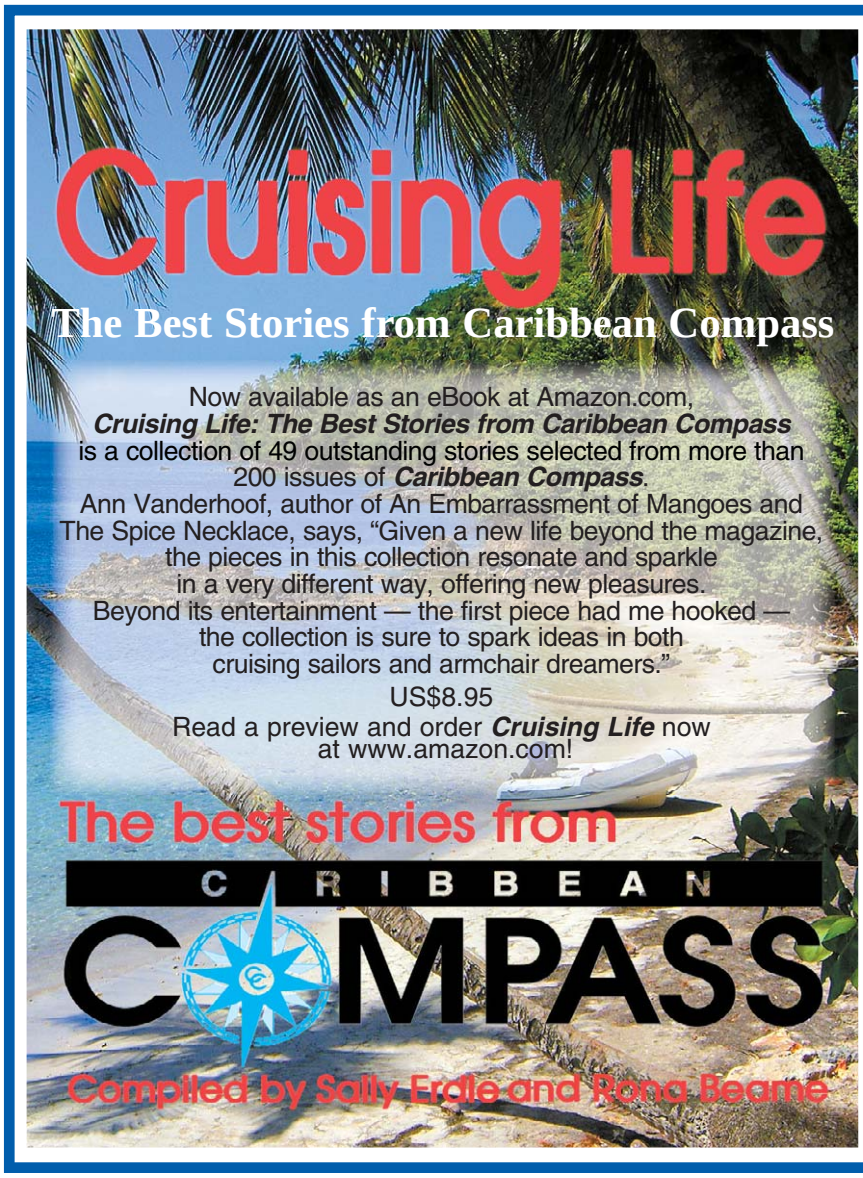
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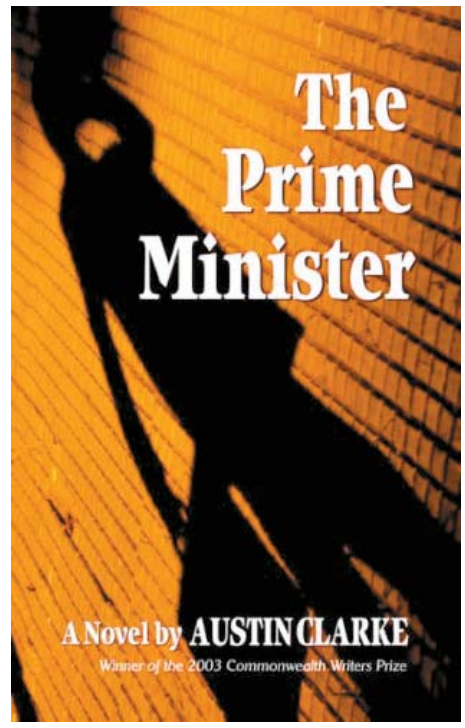


BOOK REVIEW BY J. WYNNER

THE SCAPEGOAT

The Prime Minister, *by Austin Clarke. Ian Randle Publishers, ©2005. 191 pages. ISBN 976-637-217-9*

The Prime Minister could easily have been called The Scapegoat, for that is exactly what the leading character, poet John Moore, is in this tale of political intrigue, deception, corruption and ruthless power-hunger. In a story that unwinds slowly, the nameless Prime Minister hovers on the periphery. Barbados-born author Austin Clarke's novel is John Moore's story all the way. John Moore — newly returned to his native, unnamed island after 20 years in Toronto to take up the position as Director of National Culture & Information Services — is on every page, whereas the Prime Minister's major appearance is in the closing pages, when he goes on television to give his post-uprising speech.



It could be that Clarke wrote the novel as a critique, paralleling his experience when, in 1975, he went from Canada to Barbados as General Manager of the Caribbean Broadcasting Corporation and an adviser to the Prime Minister. By 1977 he was back in Canada.

In the story, Clarke looks at tourists' perception of the Caribbean islands and their people, and the natives' view of them in turn. He also touches on the relationship between blacks and whites in the Caribbean.

"Johnmoore!"

"The Voice came from the other side of the lawn…"

"Johnmoore!" the man said again, joining Christian name to surname. It was like an identification mark…"

It was not the only time this identification mark was used when someone said his name.

And it was not his only identification either. Before he took office he was branded as a radical, even by the man in the street. As a taxi driver told him, "They start calling you a radical for coming to build-up the culture…" although Clarke in no way shows readers that John Moore is either poet or radical by what he does in the story, rather he tells readers so through other characters. What John Moore comes across as, is a very bewildered man, his bewilderment bordering on paranoia, and one at a loss on his return to his native land. He has to learn not only the island and its people all over again, but to guard what he says as well.

"He had made a speech in which he wondered aloud to his cigar-smoking businessmen's luncheon audience why it was still necessary for obituary notices to be read four times a day over the Government Broadcasting Service, GBS, in the time which should have been used for national culture. The funeral directors immediately regarded this statement as revolutionary, and he became their enemy."

One of the country's funeral directors wished him dead and hoped that he would get to do the honours. "I would embalm that bitch in hot-oil and then throw him in the sea!"

But, that being as it may, the "hoonta" had another idea for Johnmoore.

The hoonta members consisted of the Minister who called himself "Your-humble-servant", who was ambitious to become the prime minister; Reverend Lionel Lipps, who had designs on becoming Bishop; and Kwame, the grass-roots politician.

At a beach house meeting of the hoonta, to which Johnmoore was invited, plans were made to overthrow the government. At the meeting the Minister had said, "We have the Church organized through the Rev here. We have to have the Church on our side. And naturally, if everything goes well, Rev will get the hoonta's support for the Lord Bishop of the country…."

"Well fellas, as to my role. I will make a couple of speeches in the Market Square, in which I will call for law and order. I is the law-and-order man. But my speech will follow on that of the grass-roots man here, after he already brek-up the place."

Sometime later Johnmoore received a telephone call from Kwame telling him his line was tapped and not to say anything, to just listen to what he had to say: "You're suppose to be the man who is going to make things look bad for the country. They are planning to make you responsible for what happen, and what don't happen. You is the scapegoat. *The scapegoat.* I went to that meeting at the beach house, thinking it was going to give the people cheaper saltfish. But that meeting isn't anything to do with what they planning now. Chalk and cheese, my Brother. Now, lissen good to this. This is where you come in again. Rumors are going 'bout the place to the effect that you come back here to start a black power revolution. The Minister himself spreading that rumor. He say you are turning the culture of this country into a black power culture…."

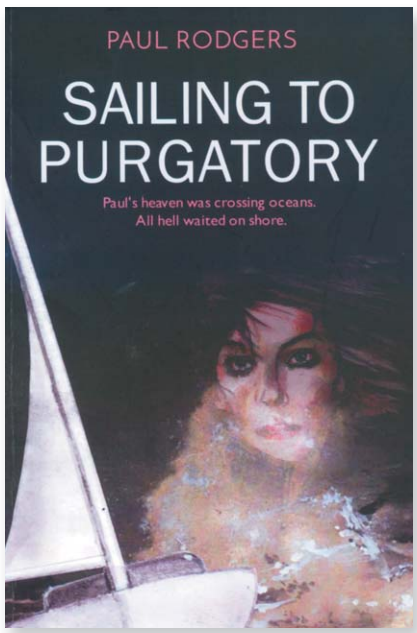
And it was left to "the woman" — which is how Johnmoore always refers to Shirleigh Harris, the beautiful and well-connected woman whom he met on the cocktail circuit when he first arrived, and who later became his friend, lover, guide and protector — to lead him to safety in the end.

First published in Great Britain in 1978, the novel is as relevant now as it was then. Though Clarke's writing style has a scholarly tone, *The Prime Minister* is an interesting and readable story in which the author has created an intriguing plot, one that readers will find absorbing.

BOOK REVIEW BY BLOSSOM BROWN

Sailor's Swan Song or Self-Defence?

***Sailing to Purgatory**, by Paul Rodgers. © 2017. Olympia Publishers, non-fiction, 279 pages, ISBN 978-1-84897-767-9*



Memoirs can be fascinating. As one fan of the genre wrote, "I am endlessly interested in how other people go about their lives, how they react to the things that happen to them and how they choose to portray their stories to the rest of the world."

Many sailors who have completed a Caribbean cruise or a bluewater voyage have written some sort of memoir about it, be it a blog, a magazine article or a full-length book. Often such tales resonate with the excitement of the author's first big sailing adventure and their happy arrival in "paradise". This one's entirely different — it's an account of Paul Rodgers' last ocean voyage, and he ends up in prison.

A British sailor, Rodgers is a serious voyager. He's a single-handed circumnavigator, and among other exploits he participated in the 1982 BOC Challenge, a grueling solo around-the-world race in which the famous *Gipsy Moth V* was wrecked and Tony Lush's *Lady Pepperell* sank. Rodgers retired at the end of the first leg, in Cape Town, South Africa, after his *Spirit of Pentax* was damaged by being knocked down and then swept upside down for some hundred yards by a wave. Not to mention that he once spent time in a liferaft after a boat he was delivering hit a container.

Many sailors' memoirs are uninteresting, however, regardless of their bodacious adventures on the high seas. They might have interesting experiences, but they're not good writers. As a former Fleet Street journalist and a published novelist, Rodgers writes well.

So, being written by an adventurous seaman who is also a competent writer, this book is already ahead of much of the sea-story fleet.

So, then, what is the story Rodgers is portraying to the world here? Is his intention simply to entertain or enlighten the reader with a true-life sailing yarn, or to generate sympathy for what he convincingly contends is a wrongful conviction for drug smuggling by yacht?

On the one hand, the book is an aging man's account of his last long, meandering ocean voyage — his farewell to the sea that he loves. In 1998, after arriving in Puerto La Cruz, Venezuela to skipper a honeymoon couple's boat, their sudden change of plan presents him with the opportunity to buy the boat, a Farr 38 racer-cruiser, instead. "Disappointment turned slowly to delight. A lost work project meant the chance to embrace adventure of my own choosing." He renames *Moonstreak*, calling her *Sal* after his daughter, picks up an Australian deckhand, and heads out, bound for Long Island Sound.

Although many sailors planning this trip would sail from Puerto La Cruz north to the Virgin Islands, and then from there to the US East Coast, Rodgers chooses an unconventional route. After stops on the Venezuelan mainland and Isla Margarita, *Sal* battles against wind and current to reach Tobago — in late July. The need for mainsail repairs, there being no sailmaker in Tobago, sends them next to Barbados. On leaving there, news of the development of a tropical revolving storm causes *Sal's* crew to seek shelter in Rodney Bay, St. Lucia.

Immediately on arrival at that anchorage, *Sal* is approached by a Customs boat, thoroughly searched, and detained while a jug of diesel is taken away for analysis. Rodgers is ordered to take the boat to the dock for another search, which, like the first, yields nothing illegal. The diesel was found to have no contaminants.

By now, hurricane season is well underway. Rodgers is reluctant to remain in the Caribbean, but he reasons that the US East Coast could be a lee shore if a hurricane came along. He and his deckhand decide to make for the Azores instead.

At this point, readers, grab a comfortable chair or cockpit cushion and make sure you have loads of time to get immersed in the story. Yes, it's a terrible sail, and yes, a hurricane is involved. Of better days, Rodgers waxes lyrical — as solo sailors are wont to do — about time spent at sea. He links his thoughts at sea to symphonies, philosophy and poetry, to the works of Shakespeare and Joseph Conrad. He also frequently mentions his awareness of aging, as older people habitually tend to do — and as novelists remind readers of a theme.

In the Azores, his deckhand leaves, and (after a brief, unsuccessful attempt to sail to England, thwarted by more mainsail troubles) Rodgers decides he'll ultimately "swallow the anchor in a favorite part of the world", Cape Town. Along the way to his intended final port, he tells us of a romance with a younger woman on another boat, relays somber meditations on voyages past, and vividly describes weeks alone at sea. Rodgers nearly reaches Cape Town. But after fighting desperately adverse conditions in the Roaring Forties, the weary solo sailor turns tail and makes for an easier destination — the island of St. Helena, in mid-Atlantic. There, Rodgers puts his seabattered boat on a ship bound for South Africa. The voyage is over.

His new girlfriend comes to live with him in Cape Town, and life is sweet. This should be the happy ending of an old sea dog's memoir. But, like the sudden course changes on his voyage, the author's life takes a sharp turn.

While visiting friends in England, Rodgers is arrested and charged with smuggling "vast amounts" of drugs into the UK as part of a major cocaine trafficking ring (see www.theguardian.com/uk/2007/apr/03/drugsandalcohol.ukcrime). Despite the fact that *Sal* never got nearer than 1,100 miles to England on this voyage; that *Sal*, unlike other smuggling vessels involved in the case, was never modified with hidden compartments; and that when *Sal* was searched twice in St. Lucia no drugs were found, Rodgers was sentenced to a long prison term. An epilogue details key points in the trial, highlighting how instances of prudent seamanship, or even the whims of a "nearly ancient mariner" on his final cruise, were deemed suspicious activity by the prosecution.

At the end of the book, Rodgers writes, "… if there is guilt, you would have found it here. I've related all, even the personal naggings over aging, and loneliness in society… If you found clues about smuggling, you would be ahead of the state."

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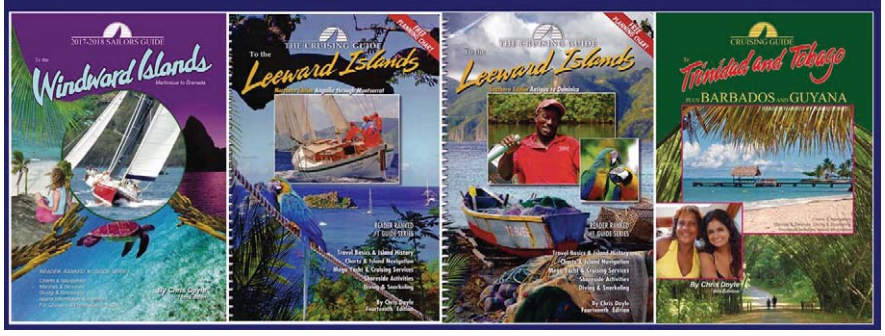
Other guides are best for shore-side information & are provided to the charter fleets so what harbours & anchorages they do include are more crowded.

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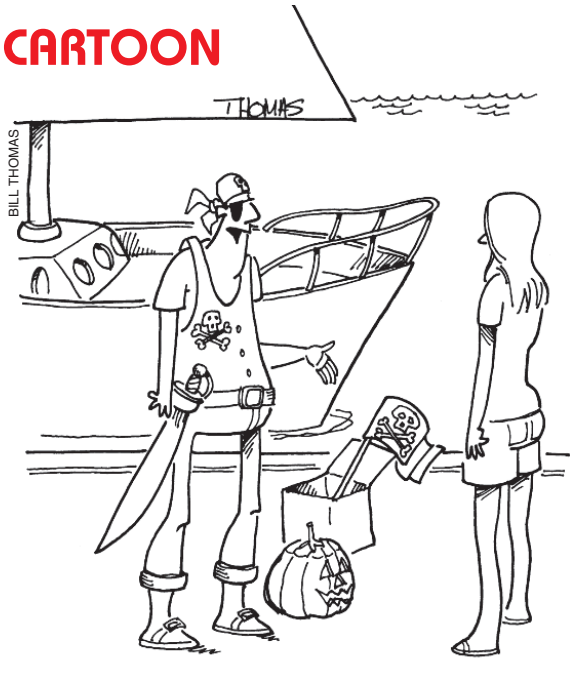
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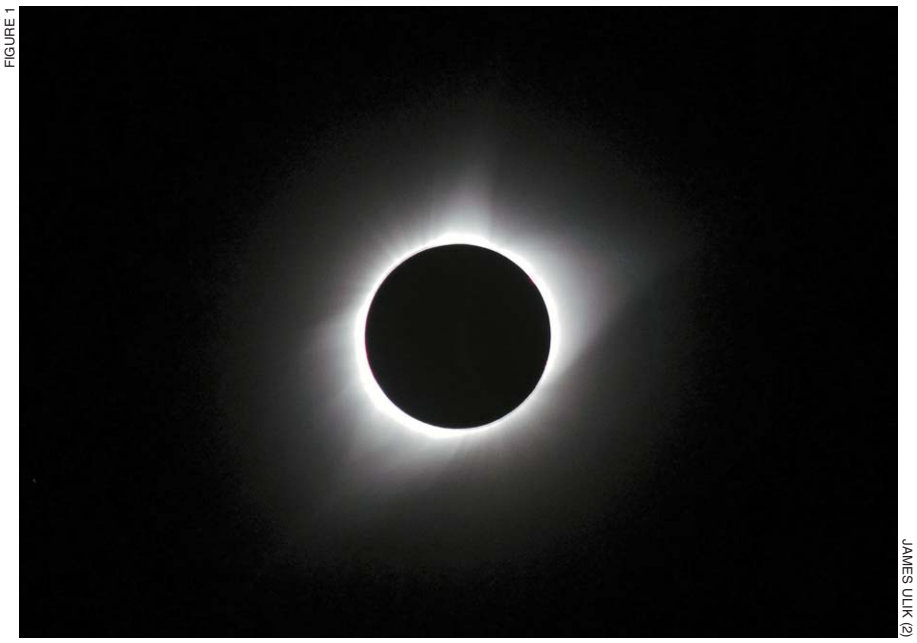
"Halloween is the one day I can get away with this."

The Sky from Mid-October to Mid-November

by Jim Ulik

Road Trip Revisited! As the deadline for the October issue of *Compass* approaches I am just returning from my journey to view the August 21st total solar eclipse. Only totality reveals the true celestial spectacle. The moment the Moon totally blocked the Sun, flocks of birds took flight. Crickets, cicadas and katydids filled the air with their night calls. Of course there is the appearance of the Sun's corona, the diamond ring

FIGURE 1



JAMES ULIK (2)

The Sun's corona at eclipse totality

effect and a 360-degree sunset. Look closely and you may see huge magnetic loops called prominences emanating from the surface of the Sun. The loops of plasma extend hundreds of thousands of miles into space, as shown in Figures 2 and 3. During this year's eclipse, a few stars, plus the planets Venus and Mars, also became visible for the duration of totality. Even though I took a few photos to record the eclipse, there is nothing like putting the camera down and viewing the event live. It was amazing.

Tuesday, October 17th

The planets visible to the naked eye are observable during the early morning this period. So, if you rise early over the next few days, look out towards the east. Before sunrise this morning you will see the Moon above Venus. There is also a conjunction between the Moon and Mars. The red planet is positioned just south or right of the Moon.

Wednesday, October 18th

The Geminids meteor shower is active from October 14th to 27th, but peaks tonight. Any shooting stars from this shower won't appear until after 2200 hours, as they radiate from the rising constellation Gemini.

Thursday, October 19th

The Moon will appear to make a close pass to the Sun today. The closest proximity to the Sun occurs at 1512. That moment marks the New Moon.

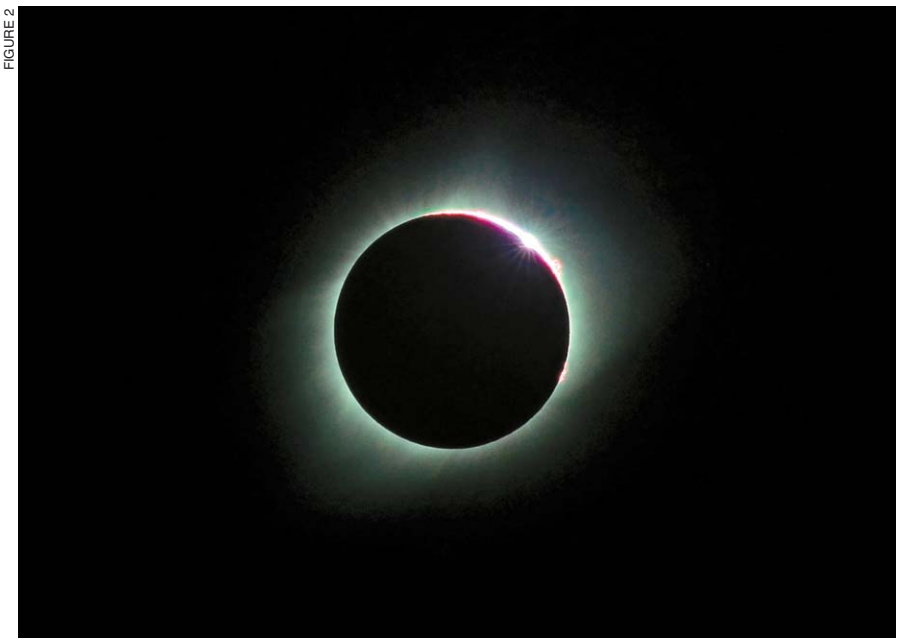
Saturday, October 21st

The Orionids meteor shower may produce up to 20 meteors per hour. The Earth is now passing through the debris field left behind by Halley's Comet. The shower runs from October 2nd to November 7th. The peak shower occurs late tonight into early October 22nd.

Monday through Friday, October 23rd through 27th

Science is making another appearance in the Caribbean. Every two years a symposium takes place to exchange information and experiences on the current advances in technologies and sciences. Participants from more than 40 countries will attend the Latin-American Symposium on Nuclear Physics and Applications in Havana, Cuba. A Pre-Conference School is also programmed for October 19th through 21st, 2017. The School is intended for undergraduate and PhD students.

FIGURE 2



The start of the 'diamond ring' as the Moon moves out of alignment with the Sun. Notice the red/orange prominences on the surface of the Sun

Tuesday, October 24th

The Moon and Saturn will make a close approach in the southwest sky with the Milky Way as the backdrop. Follow the ecliptic west, as shown in Figure 4, and a bright Mercury will be just above the horizon.

Saturday, November 4th

The Moon will reach full phase at 0122. The Moon lies almost directly opposite the Sun in the sky, placing it high above the horizon for much of the night. Moonrise is at 1824 and it will set at 0718 on November 5th.

—Continued on next page

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—*Continued from previous page*

Thursday, November 9th

The Andromedids meteor shower peaks tonight and is active from September 25th to December 6th. Earth passes through the debris left behind from a comet that was first seen in March 1772. The shower produced thousands of meteors per hour in 1872 and 1885. The number of meteors produced each year is variable. Observations in 2017 and 2018 will help refine predictions for the future. From what is now known, the 2023 event might yield as many as 200 meteors an hour.

Sunday, November 12th

Watch closely for the Taurid meteors streaking across the sky. There may not be a great number of shooting stars from this shower but the size of each meteor can be quite large. The meteors enter the atmosphere at 65,000 miles per hour or approximately 105,000 kilometers per hour. Some may be as bright as or brighter than the Full Moon leaving long trails. The radiant of this shower will be near the Pleiades. The shower is active October 20th to December 10th.

Monday, November 13th

There is a conjunction between Jupiter and Venus this morning. They will be less than one degree apart and visible for less than one hour before sunrise. Both objects are fully illuminated so might appear as one very bright body.

Wednesday, November 15th

There will a number of major celestial objects in the eastern sky before sunrise. Over the last couple of days Jupiter continues to slide away from Venus. The ancient Roman goddess of love and beauty will continue its progression towards the Sun, returning to the evening sky. Right above that pairing is a fine sliver Moon positioned east and slightly north of Mars. As these bodies are situated in the constellation Virgo they both will be near the double star Spica. Another double star, named Arcturus, will be located north in the constellation Bootes.

In the News

In the 1920s, Venus was considered a twin planet to the Earth in size and mass. That is where the comparison stopped. The lack of oxygen and high levels of carbon dioxide in the thick Venusian atmosphere led astronomer Rupert Wildt in the 1930s to postulate a "greenhouse effect", with temperatures above the terrestrial boiling point of water. October 18th, 1967 marks the 50th Anniversary of Russia's *Venera 4* landing on Venus. On October 19th, 1967, NASA's *Mariner 5* made its flyby of Venus. Multiple missions have determined that Venus has an average surface temperature of 864 degrees Fahrenheit (462 degrees Celsius), crushing atmospheric pressures of 75 to 100 Earth atmospheres and clouds of sulfuric acid. Electronic computers quickly failed in this environment. The NASA Innovative Advanced Concepts (NIAC) Program is considering a mechanical computer design that would survive hostile environments such as that found on Venus. The Automaton Rover for Extreme Environments (AREE) is funded for the phase-two study. Communications with the rover could be transmitted using Morse code.

"As different as Venus is, data returned from this bizarre planet — as well as from other planets — may well help us understand our own atmosphere." — NASA

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

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

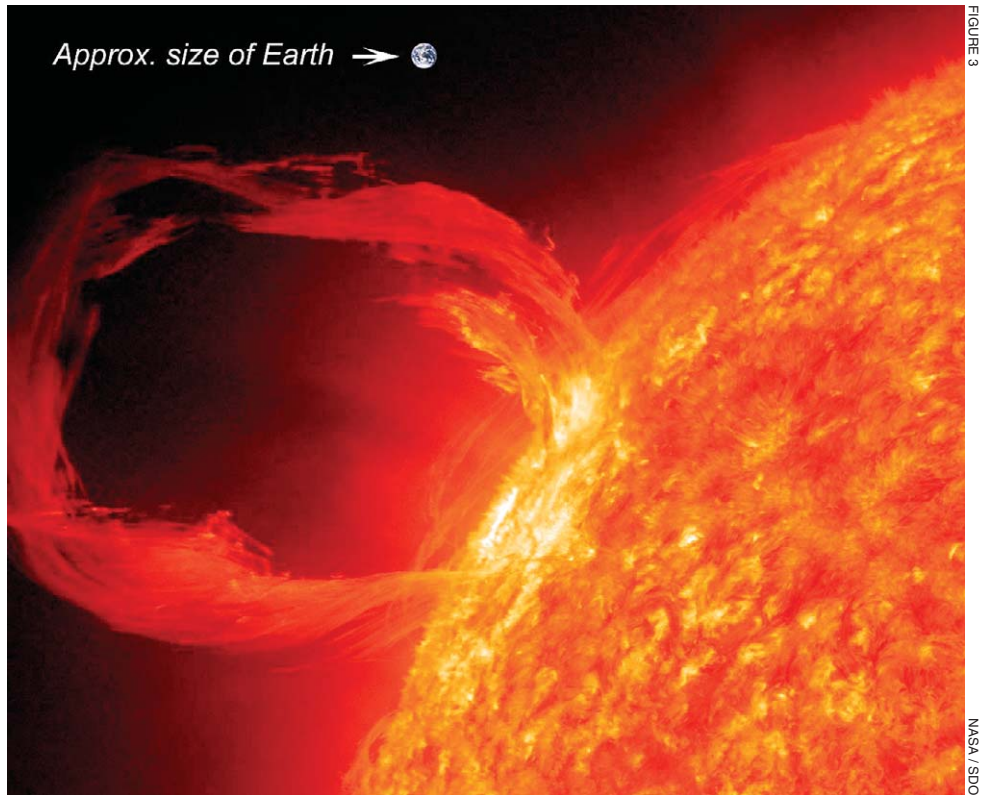


FIGURE 3 NASA / SDO

Figure 3: A solar eruptive prominence as seen in extreme UV light on March 30th, 2010, with Earth superimposed for a sense of scale

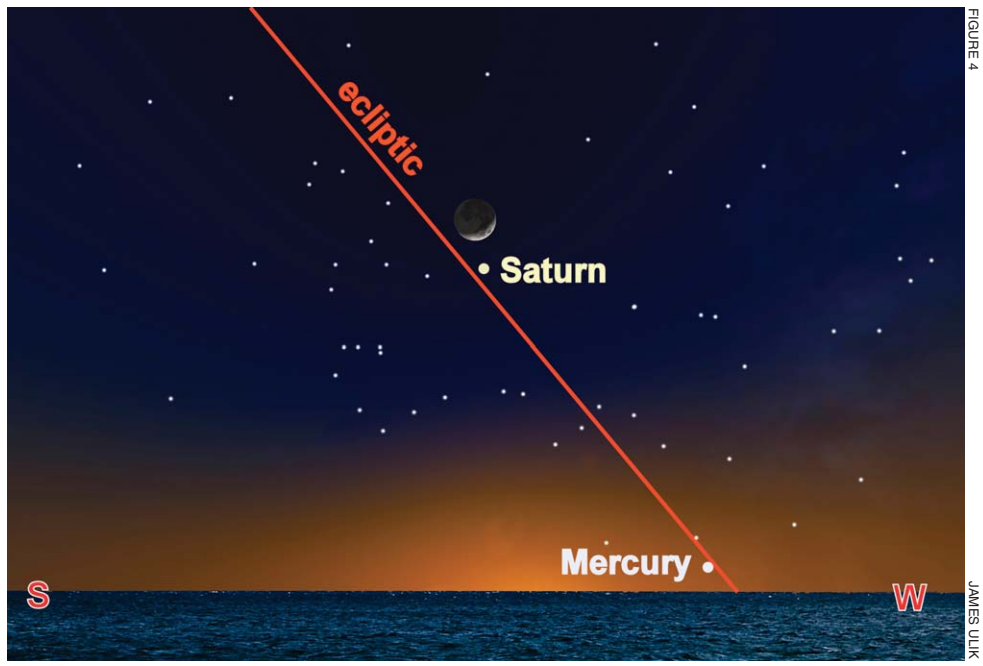


FIGURE 4 JAMES ULIK

Figure 4: The Moon, Saturn and Mercury orbit near the ecliptic, or the path of the Sun

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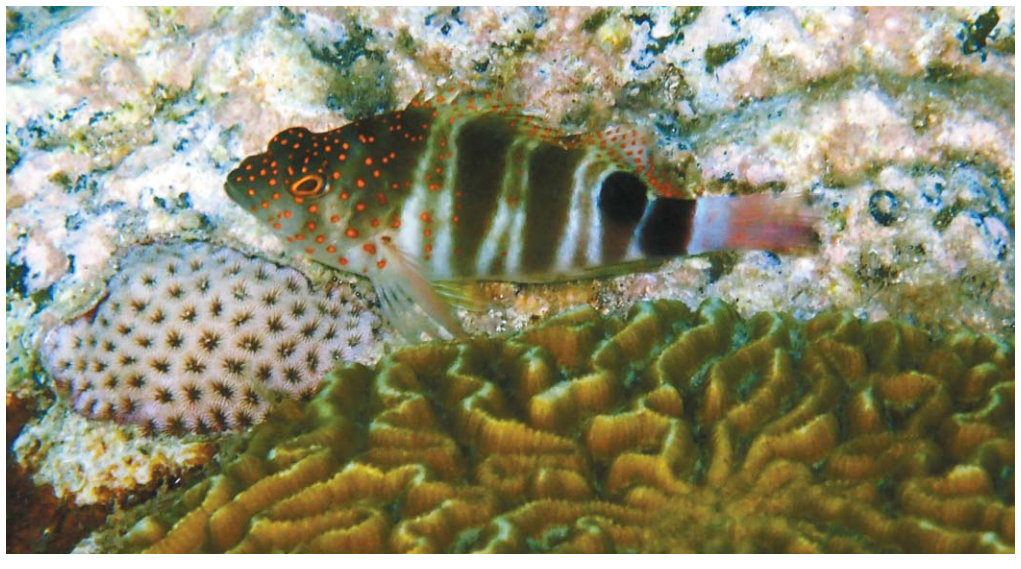
by Rowena Barton

Spotted Eagle Rays, Rainbow Parrotfish, octopus, vivid Flying Gurnards and even Frogfish are just some of the curious forms of sea life that can often be seen when snorkelling on the reef at the end of Princess Margaret Beach in Bequia.

As I look closer, I am discovering the fascinating miniature world of gobies and blennies.











Take a close-up look at the reef to spot these tiny treasures. Clockwise from top: Redlip Blenny, Secretary Blenny, Red Spotted Hawkfish, Greenbanded Goby and Saddled Blenny

The Redlip Blenny, one of the largest (up to 11 centimetres or about four and a third inches long) is easy to find, resting on the edge of a coral or sponge. Sitting quietly, you think it will make a good picture. You just get the camera on it and it disappears over the edge! But now and then they do sit still. Some are pale grey, others a rich 100-per-cent-cocoa chocolate brown.

Saddled Blennies are a bit more reclusive, preferring to nestle in a crevice. In spite of their dramatic colouring they are not that easy to spot, being only a few centimetres long.

Heads of ochre brain coral are easy to see, decorated with their colourful Christmas Tree worms. Look closely and you'll also see the tiny green heads of Secretary Blennies poking out of their holes. They dart out to catch passing food so quickly you are not sure if they moved or not. They do not seem to mind you watching them at all, only disappearing down their hole if you go really close. Occasionally one will come right out to show off its long brown and white body. They grow to about four centimetres (about one and a half inches).

The Red Spotted Hawkfish behaves like a Blenny, but it is far more timid, disappearing into the reef as soon as it becomes aware of you. This one was about five centimetres (about two inches) long.

In even shallower water, among the algae or inside a sponge you might see the neon green stripes of a Greenbanded Goby, which only reaches about three and a half centimetres (about one and a third inches).

I am sure there are many more waiting for us to find, so see you on the reef!

All the pictures were taken on my Olympus Tough TG4 compact camera. The only adjustments are autocorrect and maybe brightness or contrast and cropping on Microsoft Picture Manager.

I have been sailing in the Caribbean since 2013 on Galene*, a 36-foot Westerley Corsair ketch with my partner, Richard Mayhew. We are both keen divers and snorkelers.*

Contemplating the Conch

by Ralph Trout

During my more than 30 years in the Caribbean, eating conch has been a must-do. But on my last visit I realized that even though I'd been eating conch often, I never really knew much about it. Few people do.

Conch (pronounced "konk"; the plural can be conch or conchs), or lambi, as it's known on some islands, is found throughout the Caribbean and the Gulf of Mexico; its habitat stretches north to Bermuda and south to Brazil.





RALPH TROUT

Clockwise from above: When and where it is legal to do so, finding your own conch is fun; the meat looks weird, but is delicious, have a pro show you how to clean it; piles of discarded conch shells are found on beaches in many islands

My first impression on seeing a live one was that conch are space aliens, with weird eyes on long appendages and a single claw that pulls the creature across the sea floor. In reality, the Queen Conchs are marine mollusk gastropods of the genus Strombus. Their scientific name has evolved from *Strombus gigas* to *Lobatus gigas*. There are many varieties of conch; Queen Conch is the desired food variety.

In most parts of the Caribbean, the conch fishery is — at least on paper — regulated. There are closed seasons, total catch limits, and/or restrictions on taking immature conch. Juvenile conch have wispy, thin shells and the lips are easily broken. They are vulnerable to the jaws of nurse sharks and the octopus beaks that can crush or penetrate the thin shells. As it ages, a conch's shell thickens, and a mature conch has a thick shell with a fluted lip. Somewhat like our continuously growing fingernails, conch continuously produce the solid material that builds the mouth of the shell. Calcium carbonate, acquired from the seawater, is the main shell-building material. The Bahamas is now considering altering its conch fishing regulations to include a minimum shell thickness rather than just requiring the fluting at the mouth of the shell that appears on mature specimens. Conch shells are in demand because of the vibrant pink interior, but the light tan outside is good camouflage. As they age, the shells dull and acquire seaweeds and coral to assist in blending into the habitat.



CHRIS DOYLE (2)

During the legal season, and if you're not interfering with local livelihoods, it's fun to "hunt" your own conch. You won't locate many conch while snorkeling on reefs. Look in the nearby seagrass beds. The conch eat where they live, consuming plants and algae. Very few of these shelled creatures are found deeper than 70 feet. In three to five years they can reach a maximum foot long. Don't grab anything smaller. Make sure they have a thick, fluted shell.

To get the conch out of its shell, chop a hole on the shell three rows down from the last spiral, stick in a thin blade and slice the steak free. To keep a beautiful shell intact, freezing is the answer; once it defrosts you can easily remove the steak. The big problem with conch is the slime. It gets everywhere. For an inexperienced novice it is best to purchase cleaned steaks. You must still trim and slightly clean them.

If you happen to see a couple of live conch piled on the sea floor while you're snorkeling, chances are they are copulating. Reproduction is by internal fertilization. Conch reproduction stops when populations are diminished. Conch must spawn in large numbers — a hundred or more — to breed. A few days after the hundreds of thousands of eggs are laid on the seafloor, they hatch into larvae, and, depending on currents, can float miles away. Weeks later, the larvae settle on the seafloor and with luck are covered by shifting sands. The larvae slowly transform into miniature versions of the adult conch. During their first year, conchs live beneath the sand and only come out at night to feed. Usually in five years, a Queen Conch reaches maturity — signaled by a very hard flared lip on the shell — and can reproduce. The Queen Conch's lifespan is an average of seven years, but some have reached 40. At maturity a healthy conch weighs about five pounds.

Queen Conch occasionally produce pearls, which are valuable collectors' items. The pearls are usually pink, but can be orange, brown, and even white. I saw my first conch pearls a few years ago at The Seaside Inn on the lagoon in St. Thomas. The owner, Dianna Herman, prepared the best, most tender conch and had found several pearls over the years while cleaning thousands of conch. Deep-pink conch pearls have a spectacular iridescent effect in sunlight that resembles a flame. Conch pearls can now be cultured.

The conch shell is also used as a trumpet, often to signal that fish is being sold, or to bid farewell to a departing vessel. The spiral tip is cut off, making a mouthpiece. I've seen some "conchies" who added a metal mouthpiece for better tone. It is believed by some blowing the conch at sunset wards off evil spirits. It is usually spirits – 80 proof – that cause extended blowing!

My first experience free-diving for conchs came in the Virgin Islands during the early Eighties. I found bays with live conchs littering the grassy bottom. But ten years later, the same bays were barren. Like many other sea creatures, conch has been overfished in nearly every part of the Caribbean. Conch cuisine is a big deal in Florida, although it's been illegal to harvest Queen Conch in the US since 1986. Still, the United States consumes 80 percent of the world's conch. Conch is one of the most valuable exports for many Caribbean countries, and either a collapse of the conch population or increased regulation of this industry could threaten the livelihoods of many. As with many food sources, the people must decide what's more important — the money, the food, or the species?

These lovely-shelled mollusks are on the verge of becoming endangered. That's not hard to comprehend when everyone enjoys conch as fritters, stewed, curried or ceviche; when the pearls are collectible and the shells make resonant horns. Conch is excellent food, higher in protein than most other seafood, and second only to salmon in Omega-3 fatty acids. They move slowly and have no defense mechanism — almost any snorkeler can grab one. Everyone wants a conch shell for a souvenir. Prehistoric Amerindian tribes valued the shells and used them as money, jewelry, and tools. Throughout the Caribbean, the elegant pink-lipped shells accent porches, planters, and walkways. Piles of empty shells form large mounds on Anegada, in Woburn, Grenada, and on almost every other island.

It is sad to witness the populations of sea creatures decline only because the human race is increasing. Sadly, in the last five years, the number of adult conchs in one of the Bahamas' healthiest populations decreased by almost three quarters.

Recently, however, conch restoration has become successful. Some islands, such as the Bahamas and the Florida Keys, have instituted zero-take zones to increase the populations. The Keys release hatchery-produced conch into the wild environment to some success in offshore areas. This is not so effective in areas closer to shore, owing to chemical pollution and/or rising water temperatures.

At the moment there is only one commercially viable conch farm in the world. It is located on Provo in the Turks & Caicos Islands. The Caicos Conch Farm evolved during the last 20 years thanks to the work of an American, Chuck Hesse. With degrees in biology and marine engineering, Hesse developed the expertise to raise millions of conch to market size. The farm's plant is ten acres, but uses 250 adjoining acres of underwater sands for "pasture". Conchs have no known diseases or parasites, are in short supply, are grass eaters, and have great commercial potential. Weekly, Caicos Conch Farm ships out thousands of filets they term "ocean escargot". Hesse projects the business will eventually export 100,000 tons of conch a year. [*Editor's note: As this issue of* Compass *goes to press, it is not known what effect Hurricane Irma had on Caicos Conch Farm.]* Presently one single Miami distributor buys all of the Caicos Farm conch. The US Customs Service estimates the American consumption of queen conch exceeds three million pounds, of which only a third is farm raised.

If hunting conch on your own, it is also important to take only the conch that you will consume for the day — some islands have laws that you cannot have more than six in your freezer at a time. Be sure to check the island fishing laws for recreational fishermen and visitors; some islands forbid visitors from taking *any* fish or shellfish from the sea.

In the USVI, all conchs landed in coastal waters must be alive and intact (i.e. in the shell) when brought to the island on which the conch is first sold or consumed. Taking conch to offshore cays and islands for the purpose of removing from the shell is prohibited. No disposal of shells is allowed at sea before landing.

Be aware of closed seasons, which can be short, for example July and August in Antigua and August 15th to October 31st in BVI; a bit longer, such as June through September in Belize; or even longer — in Jamaica the season is closed from August until December.

So, we can still enjoy those conch fritters and curries, but pay attention to the closed season, eat only mature conch — and be sure to appreciate every bite!

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LOOK OUT FOR...

Soursop: Slippery Yet Satisfying!

by Lynn Kaak

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

Soursop is the fruit one might think should have received the name of "Ugly Fruit". However, as bizarre and unappealing as this fruit looks, it answers to many names (graviola and corossol are two other possibilities in the Eastern Caribbean, while a derivative of guanabana or guabana might be found in Spanish speaking countries) and it is not something to turn down. Looks are definitely deceiving with this fruit.

The luscious flavor of the creamy, slippery flesh of soursop is usually described as a combination of various tropical fruits — pineapple, papaya, banana, coconut... you name it.

It is strongly believed that *Annona muricata* is indigenous to Central America, but it spread from there very quickly and was well established around the Caribbean Basin and the tropical regions of the Americas by the time the Europeans showed up. Soursop then quickly found its way to the East and to Africa, where it has been quite readily adopted into the cultures.

This is a true tropical plant. It handles cold about as well as an ice cube tolerates heat: it doesn't. It doesn't take much of a frost to kill these trees off, making even Florida an iffy prospect for them. However, they can handle poor soil well, and can be found from sea level up to about 1,000 metres (nearly 3,300 feet), as long as it isn't cold. While it will flourish in richer soils, it can make itself at home in the islands of the Bahamas, where the soil has less to offer. Graviola isn't too wild about



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really wet soil, either, but will make do.

The tree that bears these fruit is not a particularly outstanding one. It grows to a height of about seven to nine metres (23 to 30 feet), and tends to look slender overall since the limbs tend to grow in an upturned manner, which doesn't make it one of the better shade trees. The somewhat smelly leaves might dissuade one from resting under the tree as well.

The leaves are rugby-ball shaped, in that they are oblong and pointed at each end. They alternate side to side, and their smooth tops are a little darker green than the bottom.

The flowers have strong stalks, and they can grow on the trunk, branches or twigs. They have three yellowish-green outer petals that spread out a bit, then three pale yellow inner petals that turn inwards.

And the fruit. These spiky green beasties can get to a size up to 30 centimetres (about a foot) long and 15 centimetres (six inches) wide or more, but you will generally find the smaller, more manageable ones for sale. The skin is leathery looking, with little spines all over it. When picked it is dark green, but it gets lighter as it ripens. It is ripe when a little pressure causes the fruit to yield. The inside is a creamy white, with dark seeds. Depending on the variety — of which Puerto Ricans count 14 on their island alone — there can be a few seeds or up to 200. The fruits are picked before they are fully ripe, or they run a higher risk of falling and bruising.

Now, many incredible health benefits have been attributed to soursop, and some of them can be substantiated. Because it is quite high in vitamin C and has a smattering of other nutrients, it can safely be said that it has nutritional value. However, the belief that it can kill cancer cells has not been fully proven in human testing, but it has shown to be effective on some types of cancer cells in test tube studies; it is NOT a replacement for traditional treatments. The leaves have been used for skin conditions, and given as tea for some intestinal and blood problems. In parts of the Eastern Caribbean it is believed to have a mellowing effect (telling someone they've been drinking soursop leaf tea in these areas is an insult). It is believed to "cool the body" and is used in traditional medicines. There is one caveat with soursop as the seeds, leaves and bark have a neurotoxin — a nerve poison, if you will. However, when the fruit is eaten as a normal part of the diet, and care taken to strain out the seeds, it does not pose a risk.

As juice, in smoothies and other drinks, as ice cream and sorbet, in a fruit salad or even just enjoying the fruit "as is", the soursop fruit is pretty much a universal treat in the tropics, wherever you may find yourself.

Tide's Table

by Ross Mavis

LAZY DAY LENTILS



Lazy Day Lentil Soup

I was having one of those very lazy days. How lazy, you ask.

While my wife was rummaging around in the galley, I sat comfortably in the cockpit contemplating lentils. Yep, Willa discovered the jar of lentils we stowed several months ago and said we should use some of them.

Lentils are not too complicated, but I took my time in giving them a thorough examination. Like I said, it was one of those very lazy days.

The Science and Lore of the Kitchen by Harold McGee tells me that lentils are possibly among the oldest cultivated legumes and grains, along with wheat and barley. The arid land of southwest Asia is probably where they got their start. Today most lentils are grown in India and Turkey, with Canada being a distant third. I had the brown smaller lentils, produced on the farm of a friend of mine in Saskatchewan.

These lens-shaped seeds can be found in green, the French *lentille du Puy*, the black Beluga and the green Spanish *pardina*. The shape and size of lentils make them very easy to cook in hot liquids. For anyone familiar with cooking dried beans, lentils cook much faster.

I pondered whether I would do something traditional with our lentils, such as an Indian *mansoor dal* or Middle Eastern *koshary*. Fortunately, a less exotic lentil soup was to be on our menu.

Here is the soup I prepared for our midday meal. I recommend it, as little effort is required in its preparation. Like I said, it was a very lazy day. Enjoy!

Lazy Day Lentil Soup
1 Cup diced onion
3/4 Cup diced carrot
olive oil
5 Cups vegetable or chicken broth
2 Cups brown lentils
1 large can (28 ounces) stewed tomatoes
1 teaspoon ground cumin
2 teaspoons curry powder
1/2 teaspoon red pepper flakes
1 Cup chopped cilantro leaves
1 1/2 Tablespoons finely minced fresh ginger
1 teaspoon salt
Plain yogurt and lime wedges for garnish (optional)

Lightly sauté the onion and carrot in a small amount of olive oil. When lightly browned, place in a four-quart pot along with the chicken broth, lentils, tomatoes, cumin, curry and pepper flakes. Cook over medium heat, stirring occasionally. When the lentils are soft add the cilantro, ginger and salt to taste, and heat through.

Serve in soup bowls with a dollop of plain yogurt and wedge of lime or lemon as garnish.

Ross Mavis is a food writer, cookbook author, and TV cooking show host



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Planning for a Season of Caribbean Fun!

A Look Back at Hurricane Irma

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—*Continued from page 5*

Using Guadeloupe as a base, French officials dispatched military helicopters and civilian aircraft with food, water and medical supplies. From Martinique, health professionals and technicians specializing in the diagnosis of buildings, airport and port infrastructure, as well as a detachment of 39 firefighters, have gone to assist the affected populations. France's main electricity provider, EDF, said it has flown 140 tons of generators, pumps and other equipment to help St. Martin and St. Barts.

According to reports in the *Washington Post*, the US military dispatched six warships, plus helicopters, cargo planes, National Guard troops and thousands of pounds of supplies to help victims of Hurricane Irma. On September 9th, three US Navy vessels were positioned off the US Virgin Islands, with troops going ashore in St. Thomas to conduct medical evacuations and search-and-rescue missions, and to help clear debris. The military will provide generators, fuel and gas, water-purification systems and tools to clear roads. The Army Corps of Engineers sent teams to help restore electricity, and National Guard personnel were activated to help with evacuations and search-and-rescue efforts. The *USS Wasp*, the first Navy platform to arrive in the USVI, provided medium and heavy lift helicopters to transport people and supplies. *Wasp's* helicopters conducted medical evacuations for intensive care patients from St. Thomas to St. Croix.

According to the *New York Post*, a contingent of New York City first responders landed in Puerto Rico on September 10th to help victims of Hurricane Irma. The NY Police Department sent 39 members, including five K-9 cops and their dogs, while the Fire Department of NY sent a combination of 40 firefighters and EMT workers.

C-130 transport planes evacuated American citizens from St. Maarten to Puerto Rico.

As of September 7th, the UK had begun to deploy help to Anguilla and the BVI. While the French and the Dutch have permanent military bases in the Caribbean, the British forces are kept at sea ready to respond to UK territories. Through a BBC report, Sir Alan Duncan, Minister of State at the Foreign and Commonwealth Office, said that the British naval ship *RFA Mounts Bay* was expected to arrive on September 7th. Sir Alan said there were four UK aid experts standing ready to co-ordinate relief efforts and that £12m of disaster relief money has been made available.

Two cruise lines reportedly sent empty ships to bring in supplies and evacuate tourists. Bloomberg News reported that Norwegian Cruise Lines dispatched its *Norwegian Sky* to St. Thomas, scheduled to arrive on September 11th and expected to pick up 2,000 stranded vacationers. Royal Caribbean said two of its ships, *Adventure of the Seas* and *Majesty of the Seas*, would sail to St. Thomas and St. Martin/St. Maarten to provide supplies and transport evacuees.

Meanwhile, independent "boat lifts" by private yachts, charter companies and other vessels of all types have been springing up everywhere. These are too numerous to mention here — we'll highlight these heroes in next month's *Compass*.

How You Can Help

First, if you are in any of the affected islands where telecommunications are still spotty, and you have SSB, ham radio, sat phones or Iridium Go, step up and help get messages in and out! KPK radio (SSB frequency 8104 KHz at 1215 hours UTC or 0815 hours AST) is a good point of contact.

If you want to donate funds, supplies or volunteer help, be sure to put your effort where it will do the most good. Anybody can set up a crowd-sourcing account, and while some of these funds do excellent work, others might be well-intended but ineffective — and sadly, some are downright scams. Unless you know the account holder personally or have an impeccable reference, do some research before donating. We suggest you read Joan Conover's article "Make Your Caribbean Caring Count!" on page 41. You can research groups seeking donations at www.charitywatch.org and Give.org.

Below we list just a few donation options recommended by people we trust. Don't forget international agencies such as Red Cross. This is by no means a complete list of responsible organizations collecting for Hurricane Irma relief. We'll have more in next month's *Compass*.

• To help Barbuda, the San Diego-based Waitt Institute has established the Barbuda Restoration & Conservation Trust with an initial grant of US$100,000. The Trust is set up to accept US tax-deductible donations from grant-makers and the public. Visit https://donate.icfdn.org/npo/barbuda-recovery-conservation-trust-fund

The Ocean Cruising Club tells us that the Antigua & Barbuda High Commission London has set up a special fund for UK residents to donate to in £ sterling. Visit http://oceancruisingclub.org/newsitem/101/Rebuild-Barbuda-Appeal-Fund-(UK)

For more ways to help Barbuda, visit www.antiguanice.com/v2/index.php

• To help the BVI, Jennifer and Mike Simpson on the yacht *Three Sheets* are among those organizing relief efforts from St. Croix. (Jennifer wrote about sailing relief supplies from Grenada to Dominica after TS Erika in the November 2015 issue of *Compass*). Find Three Sheets Sailing on Facebook.

For more ways to help the BVI, visit https://bvirelief.com

• To help the USVI by sending supplies from St. Croix is Irma Relief for our Sister Islands. Visit www.gofundme.com/irma-relief-for-our-sister-islands or find them on Facebook. Also see Caribbean Sea Adventures on Facebook.

• Sailors in Puerto Rico have set up Sailors Helping; donations are used to purchase supplies that are then taken by boat to the affected islands.
Visit http://sailorshelping.org.

• If you have a boat in Grenada, are planning on sailing north, and are able to take people or donations, e-mail karen@grenadasailingweek.com.

• The Andrew Simpson Foundation has pledged to use the funds raised through the worldwide Bart's Bash sailing event to help those affected. These funds can help rebuild and re-equip sailing clubs and training centres so they can continue to deliver community programmes.
Visit www.justgiving.com/fundraising/andrew-simpson-foundation-asf

• For their members, the Caribbean Sailing Association has a list of relief groups at https://caribbean-sailing.com/how-to-help-those-devastated-by-hurricane-irma, and the Facebook group "Women Who Sail" offers links to "Ways to Help/Donate/Fundraisers".

CARIBBEAN SEA ADVENTURES (2)



A moving response! Caribbean Sea Adventures of St. Croix is among the countless private individuals, groups and businesses sending relief supplies to islands affected by Hurricane Irma. We'll have more on the volunteer grassroots 'boat lifts' in next month's Compass



The Wider Picture

While in no way minimizing the serious damage done by Hurricane Irma on various islands, it is important for us to remember that although some media continue to report "widespread devastation" in "the Caribbean", only six Caribbean islands or territories — Barbuda, St. Barts, St, Martin-St. Maarten, Anguilla, the BVI and the USVI — along an approximately 210-mile (340-kilometre) band in the northeastern part of Caribbean were truly "devastated" by Irma before it went on to also badly damage the Turks & Caicos, some of the southern Bahamas and parts of the north coast of Cuba before turning north.

The Wider Caribbean Region represents some 1,544,400 square miles (about four million square kilometres) and some 36 countries and territories. Entities throughout the region are ready to take up any slack in tourism and yachting while pitching in to help the affected islands recover. The Salty Dawg Rally from the US East Coast has announced a new finish line, in Antigua, while Virgin Gorda rebuilds. Other passage-makers will explore new landfalls. Charter companies will rely more on down-island bases for a while. Cruisers will discover different places to hang out. Reconstruction will create new opportunities. The Caribbean Sailing Association says, "The people of the Caribbean are resilient people and tend to bounce back quickly so we want to advise you that we are very confident all regattas will take place in the coming season as planned. So if you have already planned to participate please don't change your plans. And if you haven't yet made plans, please come and support our regattas to help assist with the economic recovery process. We guarantee you a great time!"

The affected islands and their people have welcomed many of us, and many more hope to visit Barbuda, St. Barts, St. Martin/St. Maarten, Anguilla, the BVI and the USVI in the future. Their recovery could be an extended voyage. Let's help now, and let's maintain our interest and assistance in the time to come.

We'll take a closer look at the effects of Hurricane Irma, more relief responses, and more ways to help in next month's Compass.

MERIDIAN PASSAGE OF THE MOON

OCTOBER -NOVEMBER 2017

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!

October 2017		21	1309	10	0530
DATE	TIME	22	1355	11	0624
1	2049	23	1442	12	0715
2	2137	24	1529	13	0803
3	2226	25	1617	14	0858
4	2316	26	1704	15	0935
5	0000 (full moon)	27	1752	16	1020
6	0005	28	1840	17	1105
7	0057	29	1927	18	1150
8	0151	30	2015	19	1237
9	0247	31	2103	20	1324
10	0344			21	1411
11	0443	**November 2017**		22	1459
12	0543	1	2152	23	1547
13	0639	2	2242	24	1634
14	0734	3	2317	25	1721
15	0837	4	0000 (full moon)	26	1807
16	0917	5	0033	27	1853
17	1005	6	0132	28	1940
18	1052	7	0233	29	2029
19	1140	8	0334	30	2120
20	1223	9	0433		

Make Your Caribbean Caring Count!

by Joan Conover

In the Caribbean, for various geographic and meteorological reasons, natural disasters occur with some frequency.

Some examples are earthquake damage to Haiti in 2010, Hurricane Erika's damage to Dominica in 2015, Hurricane Matthew's damage to the Dominican Republic in 2016, and just this summer, major flooding in Tortola from a passing Hurricane Gert, and now Category 5 Hurricane Irma — but this is a minimal listing and just a sample of the areas with needs. As this issue of *Compass* goes to press, Hurricane Irma has hit Antigua & Barbuda, St. Barts and St Maarten, and is barreling toward the Virgin Islands, Puerto Rico, the Bahamas and more.

As when any natural disaster happens, there are a variety of not-for-profit organizations, official agencies and even individuals asking for donations and assistance. Over the years groups form, disband and form again, some being long term, and some existing just to address one specific situation.



Dominica is just one example of islands where cruisers' contributions really help. Here, delivering meals to homebound elderly with Lamb's Feast

The goal of this article is to describe a few successful examples in the Eastern Caribbean — "the good" — and also to warn of the bad and ugly. It is not meant to be an inclusive list.

This pre-cruising time is the planning period, a time to review your plans and destinations, and decide what if anything, you want to do to make a difference.

What to Watch Out For

Carefully research any group you consider donating to. If you donate, especially via websites, be sure you know where the funds or donated supplies go. Avoid donating your funds and/or efforts to the "bad and ugly" organizations that have a website but no real success stories of their own! Dismayingly, some have only token local disaster victims, with borrowed stories and photographs beautifully presented on their websites, and the majority of donations are used for the organization's "salaries", "expenses" and such. The large SUV driven around as a single person's bigwig status symbol and paid for with diverted donations is sometimes a reality. Funds needed on the ground can be held and slowly eroded to zero by organizations or individuals with unachievable plans. An "audit" after the funds are exhausted is useless!

Look at the track records for any groups you consider helping, and check on their legal "not for profit" status — a legitimate charity will have documentation filed somewhere. Make sure their financial records and reports are easily obtainable and posted for review on their websites.

Be wary of groups where the principals' family members have paid management positions — children, cousins and such may not have the best management expertise and their involvement may not indicate the best investment of your funds.

If you are thinking of donating via a webpage button, realize that legitimate groups have access to major payment systems, such as PayPal. If the link for payment does not reflect the name and association, and uses a free e-mail service or a personal e-mail address, do more research before you hit the "pay" button.

Sadly scammers are very aware of our human desire to do good. Make sure your donations are providing for real humanitarian needs.

Research Tips

If you're considering donating to a US-based charity, at a minimum get their 501(c)(3) non-profit number and look it up online at the IRS;
see www.irs.gov/charities-non-profits/exempt-organizations-select-check. Some churches and ministries may not be listed; some organizations may be listed in a separate group return. While this system is not perfect and is USA-based only, it is a good start.

In Canada, groups are divided between "charities" with registration numbers, and non-profits (NPOs);
see www.canada.ca/en/revenue-agency/services/tax/non-profit-organizations.html. As in the USA, NPOs in Canada cannot be charities, and both groups are required to file Canadian government paperwork. However, only Canadian charities can offer a tax receipt for donations; NPOs cannot. In addition, most valid NPOs should have a Business Number or BN, which allows a search for validity.

Other countries also offer their citizens opportunities to donate, such as EU countries, especially the Netherlands, based on their territories in the Caribbean, each with separate and unique government registries. The areas under the Dutch umbrella include St. Maarten, the ABCs, Saba and St. Eustatius (Statia).

Some Good Guys

In the Caribbean, there are a number of large regional and international groups that provide disaster relief. The Caribbean Disaster Emergency Management Agency (www.cdema.org) is a regional inter-governmental agency for disaster management in the Caribbean Community. The well-known Red Cross has local teams on many islands.

In the following paragraphs, I'll highlight some less well-known groups that we know, from our cruising experience, have made a difference in the islands over the past years. These groups work in locations where cruisers can really make a difference, either by pitching in after a natural disaster, or by helping in ordinary times by donating items such as school supplies or by volunteering to work on short-term projects such as painting an orphanage.



Macario Advantage replacing decrepit equipment at a home for the aged and a shelter for abused teens

On St. Maarten, the Nature Foundation, affiliated with the Dutch Conservatory Nature Alliance (DCNA), has a clearly published Dutch registration number, is well managed, and is a very active example. Under the effective management of its Director, Tadzio Bervoets, the Nature Foundation has engaged in successful projects over several years of hard work. Tadzio has a very interesting track record in Sint Maarten, and can be found at the Nature Foundation's offices daily, working with the group's interns and local volunteers and coordinating all projects. Cruisers can check www.naturefoundationsxm.org for volunteer opportunities in St. Maarten, or check the DCNA site (www.dcnanature.org) and their regional partners for opportunities to learn about other ongoing efforts to protect the environment and marine nurseries of critically endangered species as turtles, birds and corals.

In the Commonwealth of Dominica, Macario Advantage has shown an excellent track record over the past three years in addressing the most urgent needs of children and elderly. Macario Advantage is a 501(c)(3) humanitarian organization founded and managed by a couple who anchor their cruising vessel, *Macario*, in Portsmouth from December through April.

Macario Advantage has upgraded the entire building housing the Northern District Home for the Aged, has rebuilt the building used by Lamb's Feast, a meals-on-wheels program that delivers hot meals to home-bound elderly, and has upgraded the kitchen, dining room and laundry at Operation Youth Quake, a shelter for abused teens.

Macario Advantage also worked with another non-profit organization, Hands Across the Sea (see below), to open a new library at the Roosevelt Douglas Primary School, and then decorated the school utilizing a local artist, Gabriel Dunstan. Macario Advantage is currently working with a STEM organization (Science, Technology, Engineering, & Math) in Houston, Texas to include the science class at the Portsmouth Secondary School by videoconference starting this month. Plans are being developed to build covered outside seating at both the primary and secondary schools so that students will have a place to sit and eat lunch, study or rest. A fund has been developed to build concrete benches for an elementary school; help at http://macarioadvantage.org/special-project.

Following the success in 2016 of raising special funds to provide new commercial-grade washing machines for Home for the Aged and Operation Youth Quake, Macario Advantage is currently seeking funds to replace the antiquated and defective stoves and refrigerators at Lamb's Feast and Operation Youth Quake. Go to www.macarioadvantage.org to help. Every amount that is donated will help with purchasing the stoves.



Working with Hands Across the Sea to open a new library at the Roosevelt Douglas Primary School

Note that Macario Advantage pays no salaries nor reimburses living or travel expenses to its officers, so that donated funds go directly to meeting the needs of the island's youth and elderly. Macario Advantage is an excellent example of a young and vibrant non-profit team providing on-site support in the Eastern Caribbean. They actively recruit assistance from visiting cruisers, and have goals to expand support to other needy areas of the Eastern Caribbean in the future.

Also founded by cruising sailors, Hands Across the Sea (www.handsacrossthesea.net) is a highly regarded organization dedicated to raising literacy levels across the Eastern Caribbean. Their links also include valid cooperative efforts such as Antigua's Wishing Well Foundation (www.facebook.com/Wishing-Well-Inc-214257742054343) — all registered in the countries where they are active.

For cruisers looking for more active, hands-on participation, there are always volunteer organizations assisting after natural disasters. While in many cases teams form, collect and transport supplies, and assist on the ground on a case-by-case basis, there is also a full-time and ongoing organization, Global Medic. This Canadian non-profit organization, much like the international Doctors Without Borders, sends in medical teams and supplies during emergencies (see http://globalmedic.ca). After you sign up as a contact, Global Medic will regularly e-mail you with requests for volunteers and keep you, as their correspondent, informed of new situations.

For cruisers willing to form teams of transportation vessels or sail in a team, a group formed in the past several years, International Rescue Group (www.internationalrescuegroup.org), has started to coordinate volunteer vessels transporting supplies and equipment into disaster-stricken areas of the Caribbean. They have patterned their efforts on various successful "boatlifts" created during regional disasters over the years. While small, this is a good example of an effort to coordinate during times of critical needs.

There are many, many more valid organizations, including religious groups, active in the Caribbean, and those listed above are just some of literally hundreds asking for your support.

Choose wisely, choose well, and help when and where you can!

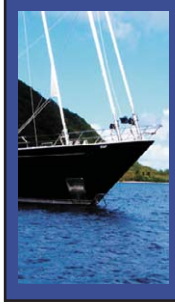
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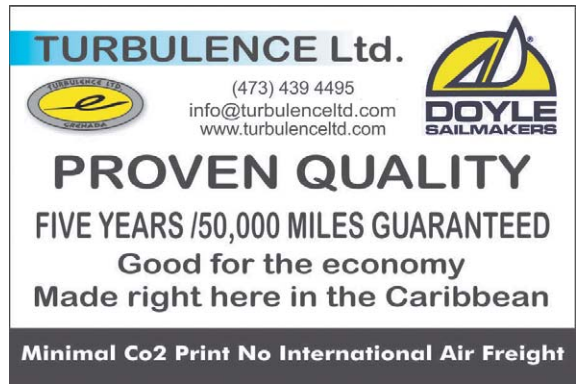
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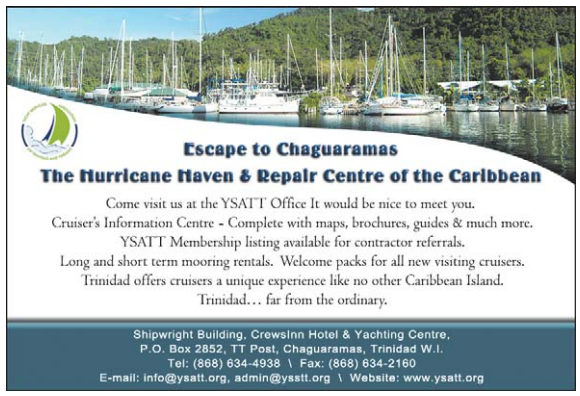
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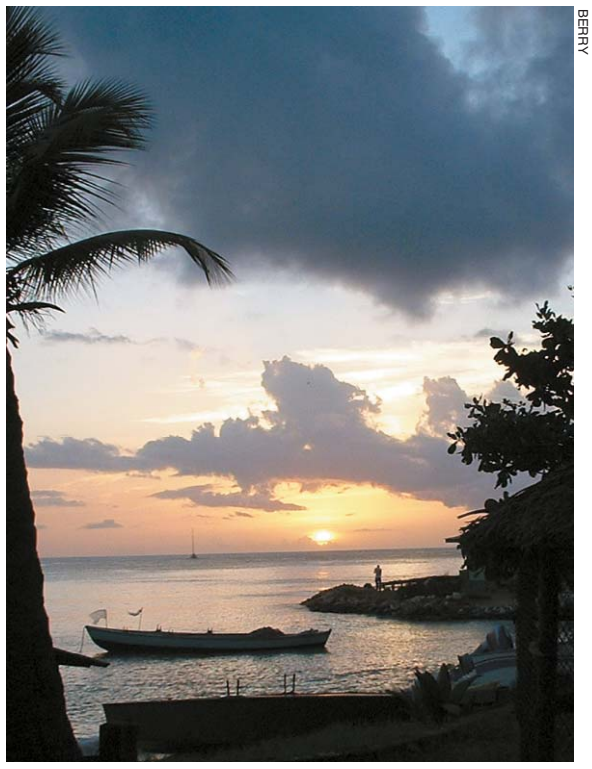
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CALENDAR

OCTOBER

2	Public holiday in St. Lucia (Thanksgiving Day)
5	FULL MOON
9	Public holiday in the Bahamas (National Heroes' Day) and in Puerto Rico and USVI (Columbus Day)
10	Public holiday in Curaçao (Curaçao Day), Suriname (Maroons Day) and Cuba (Independence Day)
11 - 14	50th Bonaire International Sailing Regatta, www.bonaireregatta.org
12	Public holiday in Belize (PanAmerican Day), and Venezuela (Indigenous Resistance Day)
13 - 15	CSA Annual Conference, Antigua, http://caribbean-sailing.com
16	Public holiday in Jamaica (National Heroes' Day)
17	Public holiday in Haiti (Anniversary of the Death of Dessalines)
19	Public holiday in Trinidad & Tobago and Guyana (Festival of Lights)
20	Public holiday in BVI (St. Ursula's Day)
21	Virgin's Cup Regatta, BVI. www.royalbviyc.org *
21 – 22	Columbus Day Regatta, St. Thomas, USVI. www.styc.club *
25	Public holiday in Grenada (Thanksgiving Day)
27	Public holiday in St. Vincent & the Grenadines (Independence Day)
27 – 29	Jeff Campana Trophee, Guadeloupe. organisation@triskellcup.com
27 - 29	20th World Creole Music Festival, Dominica. www.wcmfdominica.com
27 - 29	Puerto del Rey Billfish Tournament, Puerto Rico. jgonzalez@puertodelrey.com
28	Foxy's Halloween Catfight (catamaran regatta), Jost Van Dyke, BVI. * jollylou.1@gmail.com
28	NARC departs US East Coast bound for Bermuda. offshorepassage@sprintmail.com
28 – 29	Vieques Rally, Fajardo, Puerto Rico. www.facebook.com/pg/BrisaSailing/events
28 – 29	Arts & Heritage Festival, St. Lucia. www.stlucia.org/summerfestival/arts-heritage-festival
29	Corn Festival, Carriacou. info@puregrenada.com

Note: The Morrings Interline Regatta BVI scheduled for October 10-17 has been canceled.

*Check with organizers to see if these events have been rescheduled.

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
3 - 4	Public holidays in Dominica (Independence Day and Community Day)
3 – 5	Discover the Caribbean Regatta, Puerto Rico. PYFC
4	FULL MOON
4	Carey Olsen Double-Handed Race, BVI. 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. www.crewedyachtsbvi.com/boatshow
9 – 12	St. Croix International Regatta, SCYC. www.stcroixyc.com
11	Public holiday in Puerto Rico and USVI (Veterans' Day)
13	Public holiday in Cayman Islands (Remembrance Day)
17 – 19	Int'l Bay IC24 Regatta, Bahia Urbana, Puerto Rico. mteixidor@yahoo.com
18	Public holiday in Haiti (Battle of Vertieres Day)
18	Peg Leg's Round Tortola Race, BVI. www.royalbviyc.org
18 – 19	Discover the Caribbean Dinghy Regatta, Puerto Rico. www.ponceyachtandfishingclub.com
18 – 19	Jolly Harbour Yacht Club Annual Regatta. www.jhycantigua.com
19	Start of ARC rally, Gran Canaria to St. Lucia, www.worldcruising.com/arc
19	Start of Atlantic Odyssey, Tenerife to Barbados, cornellsailing.com/sail-the-odyssey
19	Public holiday in Belize (Garifuna Settlement Day)
23	Public holiday in Puerto Rico (Thanksgiving)
24 - 26	Mango Bowl Regatta, St. Lucia. www.stluciayachtclub.com
24 - 26	Caribbean Dinghy Championships, Trinidad.
24 - 26	Central American and Caribbean Games, Barranquilla, Colombia.
25	Public holiday in Suriname (Independence Day)
25	St. Kitts Yacht Club Peninsula Swim, skyachtclub@gmail.com
30	Public holiday in Barbados (Independence Day)
TBA	Course de L'Alliance, St. Maarten, St. Barts, Anguilla. www.smyc.com

All information was correct to the best of our knowledge at the time this issue of Compass *went to press — but plans change, so please contact event organizers directly for confirmation. If you would like a nautical or tourism event listed FREE in our monthly calendar, please send the name and date(s) of the event and the name and contact information of the organizing body to* sally@caribbeancompass.com



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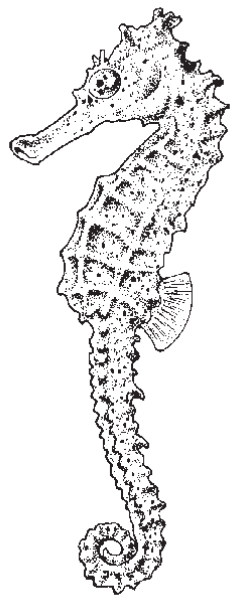
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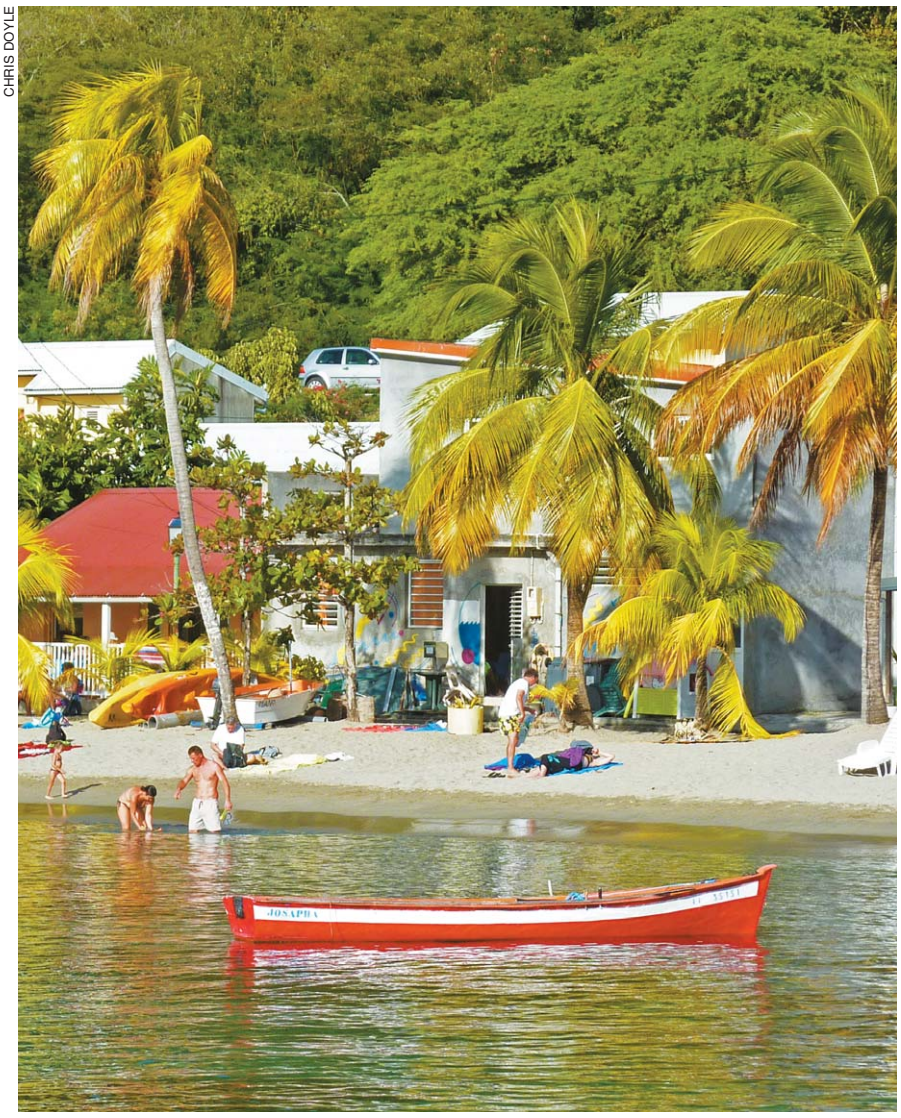


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MP = Market Place pages 42 & 43
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Published by Compass Publishing Limited, Anguilla, British West Indies, and printed by Guardian Media Limited, Trinidad & Tobago