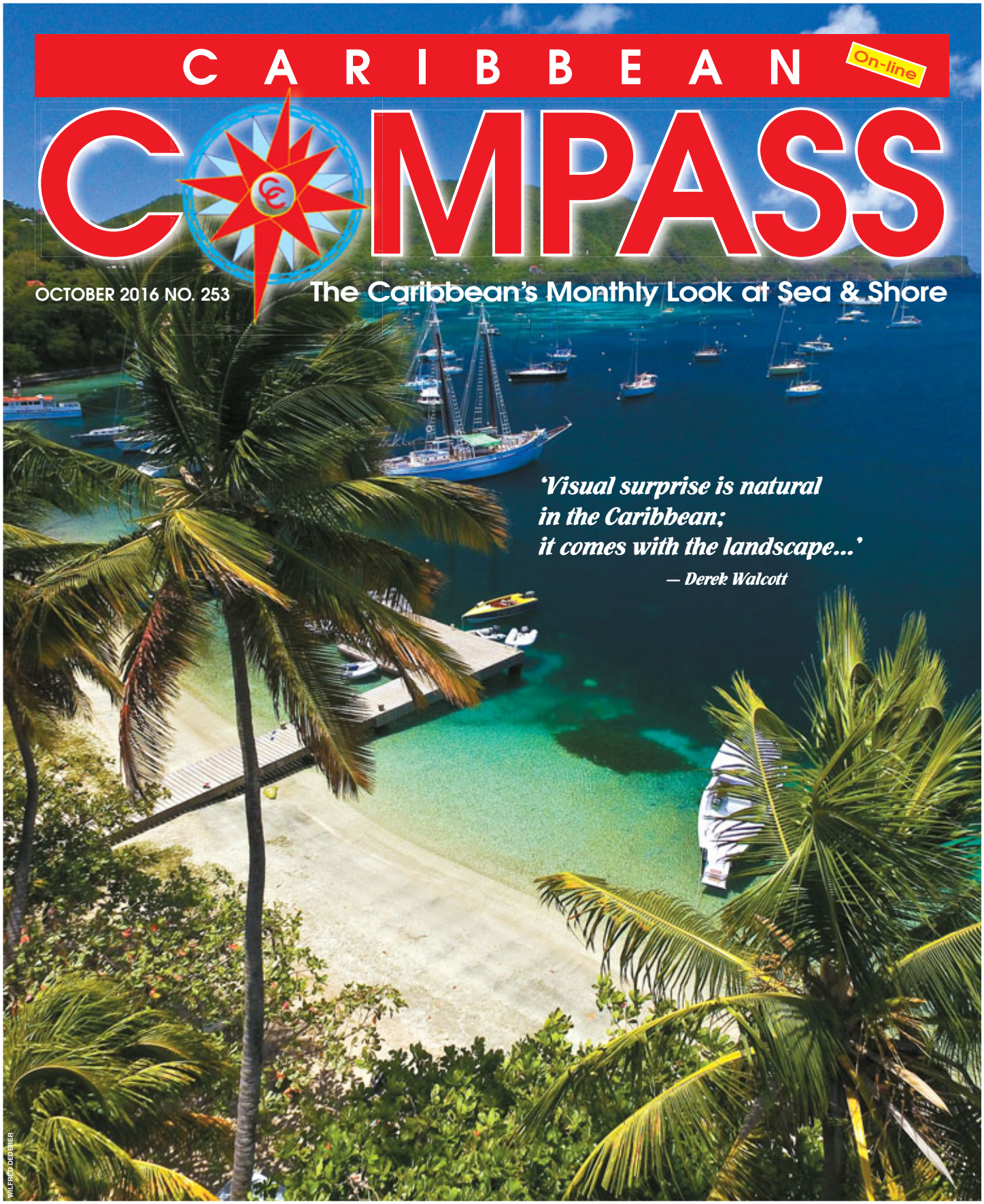
CARIBBEAN On-line
COMPASS
OCTOBER 2016 NO. 253
The Caribbean's Monthly Look at Sea & Shore



'Visual surprise is natural in the Caribbean; it comes with the landscape...'

— Derek Walcott

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Cover Photo: Admiralty Bay, Bequia — just one example of what St. Lucian Nobel Prize winning writer Derek Walcott calls the 'visual surprise' of the Caribbean landscape. Photo by Wilfred Dederer



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http://bit.ly/1fMC2Oy

Info & Updates

New Clearance Procedure in BVI

It has been reported that every person arriving by sea in the British Virgin Islands is now required to go to Immigration when the boat clears in. In the past, only the captains of boats were required to disembark and take with them all the passports of their passengers. Now every individual aboard is required to "present themselves with their passports and their belongings".

As published on September 1st at www.virginislandsnewsonline.com, Assistant Commissioner of Enforcement, Clinton Romney, has described the move as "unpopular". Charter captains have expressed consternation on social media, fearing that clearance will now take much longer than before. The new procedure requires everyone arriving by sea "to present themselves with their belongings", but it is currently unclear what, if any, belongings yachtspeople must bring with them when clearing in.

The new regulation is reportedly intended to minimize the potential entry of criminals, firearms and illegal substances into the territory.

Romney told *Virgin Island News Online* that it is a challenge for enforcement of Customs and Immigration laws when boaters enter the territory without first clearing in at a port of entry. He acknowledged that some ports of entry are not small-boat friendly. He noted that on arrival in the territory, a number of boaters have been proceeding directly to private docks, especially in Road Town. He said, "Now the argument there is 'I am at a port of entry', but they are not at a Customs port, hence you would have an offense if they go to those places that are private facilities. Once there they could discharge; persons could be let off their vessels without Immigration giving permission to land."

Commissioner of Customs Wade N. Smith said, "Security is critical for any nation and without the security measures in place it will have a negative effect on tourism and we cannot afford that. So we are trying our best along with the British Virgin Islands Police Force to ensure that those security measures are in place to keep our visitors and residents safe."

Visit www.bvitourism.com/arriving-by-sea for more information on clearing into the BVI visit (as of press time, this site had not yet been updated with the new requirement).

Barbados Amends Long-Stay Fee

To encourage yachts that wish to stay longer than six months in Barbados to do so, it has been proposed that the duty requirement for yachts staying in Barbados waters longer than six months be scrapped, replaced by a flat license fee of Bds$2,000 (US$1,000) that would enable stays of six months to a year.

Over the years, the imposition of a duty on visiting yachts that wish to remain in Barbados for more than six months has been counter-productive, as the yachts are motivated to leave before the six-month period is up. The yacht owners often use the trip to go elsewhere and carry out annual maintenance to the vessels, thereby causing Barbados to lose an opportunity to have workers there do this work and



Fees for yachts staying in Barbados longer than six months have been simplified. Among the places to moor is Bridgetown's historic Inner Basin

earn valuable foreign exchange for the island. Therefore, Barbados neither benefited from the duty, nor the spin-off business.

Since 2008, Barbados has seen the rapid growth of the yachting sub-sector to the extent where the Barbados Tourism Marketing Inc. and the Barbados Port Inc., with the consultative leadership of former Senator Peter Gilkes, have brought a number of significant yachting events to the island. Yachting has been key in driving a source of foreign exchange earnings on the island, and this growth is expected to expand rapidly in the coming years.

Visit www.barbadosport.com/content/barbados-yacht-masters-guide for information on clearing into Barbados.

—Continued on next page



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Blue Lagoon

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AMD
Chaguaramas

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Wilsons' Cruzan Canvas
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DOYLE CARIBBEAN

—Continued from previous page

New US National Weather E-Mail Address

There has been a change to the e-mail address used for obtaining weather products via the US National Weather Service FTPMail service. The NWS FTPMail was established primarily for mariners who have limited worldwide web access but maintain the ability to interface with NWS through e-mail services. The NWS FTPMail service allows users to request and receive weather products through a simple mail transfer protocol. By using FTPmail, a user's request is automatically sent as either an attachment or content of an e-mail message as needed.

The old e-mail address, ftpmail@ftpmail.nws.noaa.gov is planned for decommissioning on October 6th.

The new address is NWS.FTPMail.OPS@noaa.gov.

Visit www.nws.noaa.gov/os/notification/scn16-37ftpmail.htm for more information.

Cruisers' Site-ings

"The Caribbean Weatherman" Chris Parker has a new Facebook page: https://m.facebook.com/marineweathercenter

Free Hyperbaric Chamber Treatment Now Available on St. Kitts

Local and visiting divers who become ill with decompression sickness ("the bends") can now get free treatment in a hyperbaric chamber at the Commercial Diving Academy Technical Institute of the West Indies (CDA-WI) on Bay Road, Basseterre, St. Kitts.

The bends, which is also known as Caisson disease, occurs chiefly in scuba divers when dissolved gases (mainly nitrogen) in blood and body tissues come out of solution in bubbles and can affect just about any body part including joints, lungs, heart, skin and brain. If not addressed rapidly, this can result in severe pain, paralysis, aneurisms and, in extreme cases, death.

Captain Ray Black, President and CEO of CDA-WI, elaborated. "We have temporarily set up on Bay Road, and we have one operational hyperbaric chamber on standby for emergencies that is turn-key and ready to go," Captain Black said. "In the future as we continue to do our construction (of the campus), near the Coast Guard at the Old Sugar Warehouse, we're going to have a complete hyperbaric medical centre and we'll have diving chambers for diving accidents, so when we get done, we're looking to have around 14 chambers on site."

He added, "If (someone has) a diving accident or illness, they would report to the hospital and then the hospital would determine that it's a decompression sickness, then they (hospital staff) would reach out to CDA-WI and the patient would be transported to CDA-WI's facility and we would commence decompression treatment."

A Memorandum of Understanding, which was signed between the Government of St. Kitts & Nevis and the diving school in December of last year, outlined that the school would also provide five full scholarships to residents and that free quarterly diving training would be given to fishermen who are recommended by the local Fisheries Department and the Coast Guard Unit of the St. Kitts-Nevis Defence Force.

Visit www.cda.com.kn for more information.

Eight Bells

CARLOS RAMON SKOV, age 52, passed away on August 28th at his home in St. Croix, USVI. He was a renowned sailor known for his bright smile and big heart.

—Continued on next page



The late Carlos Skov, a renowned St. Croix sailor known for his bright smile and big heart

SAINT LUCIA



The island of Saint Lucia was made for seafaring – or perhaps it's the other way around. The prevailing warm and soothing northeast trade winds provide ideal sailing conditions. Yet, it's Saint Lucia's breathtaking scenery that attracts the finest yachts from around the world. Drop anchor near the majestic peaks of Petit and Gros Piton. Rodney Bay invites a night on the town. Or choose Marigot Bay for a chic excursion. Must-see dive spots abound, and there are plenty of hidden bays where you'll create your own Caribbean mystique. Of course, no getaway would be complete without exploring the luxurious side of Saint Lucia through its restaurants, shopping, and resorts. Immerse yourself in a luxe yachting adventure in simply beautiful Saint Lucia.

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Upon graduating from college in 1984, he worked for Ryder Transportation briefly before returning to St. Croix to start his own land-clearing business. Eventually he chased his true passion and started sailing professionally. He loved sailboat racing and was always willing to share his knowledge with any of the younger sailors who shared his passion.

Carlos was born December 9th, 1963 in Christiansted, St. Croix. He was preceded in death by his parents Helen C. Skov, James P. Skov and George L. Robles. He is survived by his brothers and sisters-in-law Jean Pierre and Janet Skov, Jens and Patricia Skov; his sisters and brothers-in-law Laura and Walter Koch, Myra and John Adams, Arlene and Eduardo Olverah and Asta Moore; nephews Eric Chast, Craig Chast, Justin Skov, James Skov, Ryan Adams and Logan Adams; and nieces Jessica Skov, Elizabeth Adams, Isabell Olvera, and Sophia Olvera.

A Memorial will be held at the St. Croix Yacht Club, October 16th at 2:00PM. In lieu of flowers the family ask that you make a donation in his name to Continuum Care Virgin Islands (www.ccivi.com).

Sunset Sail in St. Maarten to Fight Cancer

After last year's success, Aqua Mania Adventures' second Pink Sunset Sail to raise awareness for Breast Cancer will take place on October 1st from 5:00 to 7:00PM in St. Maarten. The Pink Sunset Sail is raising funds through ticket sales and a raffle. Proceeds will go to the Positive and Elektralyets Foundations to help them in their efforts to raise breast cancer awareness on the island of St. Maarten. Funds go towards research, testing and education.

Last year's event raised over US$2,500. "Our Pink Sunset Sail made breast cancer a more approachable topic in an informal and relaxed environment," says event organizer Michele Korteweg. "It often seems as if there is a taboo on talking about cancer, but breast cancer affects so many people, not just women, as entire families are devastated by this disease, it needs to be discussed in order to spread awareness and have people check themselves regularly. The feedback we received after last year's event was incredibly positive; people even booked their vacation dates around our event. For us it was an amazing way to contribute to the local Foundations who used the funds to support the local community with free screenings and education."

The Pink Sunset Sail departs at 5.30PM from the marina at Simpson Bay Resort. Aqua Mania Adventures' 65-foot sailing catamarans *Lambada* and *Tango* will be available for a coastal sail into the sunset, allowing 140 people to be part of this unique event. Out Island Charters has made one of the *Golden Eagles* available, adding an additional 80 seats to this event.

With the assistance of local businesses, Aqua Mania Adventures will again organize a raffle on board the boats, which will increase the total proceeds for the Foundations and guests will get the chance to win prizes. New this year is Red Piano's support of the event, with an after party at the 'Pink Piano' with talented entertainer, Allan Sheppard.

Tickets are for sale at US$40 per person, which includes a Pink T-shirt, a Pink Mimosa, open bar, snacks and a sightseeing sail along St. Maarten's coastline. Part of the proceeds will be donated to the Positive and Elektralyets Foundations to support their programs regarding breast cancer. Tickets can be bought at Aqua Mania Adventures locations in Simpson Bay Resort and at Divi Little Bay, directly online or at hotel activity desks.

Tobago's Blue Food Festival

Tobago's distinctive 'blue food' cuisine is celebrated at the Blue Food Festival, a culinary showcase featuring dasheen, a taro-like Caribbean root vegetable that actually turns blue when cooked. This year's Blue Food Festival — the 18th annual celebration — takes place at Bloody Bay on October 16th.

Considered one of the most unusual food expositions in the region, the annual festival brings together creative indigenous chefs to share their knowledge, cooking secrets and tasty blue creations with this commonly used local ingredient. Guests are treated to cooking demonstrations, competitions, samples of the chefs' creations and entertainment by popular local performers.



The island of Tobago celebrates the versatile root vegetable dasheen, which has a bluish tint when cooked. Above, dasheen in the raw state, and at right in the thick soup Dasheen Sancoche

SAILING SCHEDULE

Upcoming sailings 2016

FLORIDA – MEDITERRANEAN

Fort Lauderdale	Sept. 2016	›	Palma de Mallorca	Oct. 2016
Fort Lauderdale	Oct. 2016	›	Genoa	Oct. 2016
Fort Lauderdale	Nov. 2016	›	Palma de Mallorca	Nov. 2016

CARIBBEAN – MEDITERRANEAN

St. Thomas	Nov. 2016	›	Palma de Mallorca	Nov. 2016
Martinique	Dec. 2016	›	Fos Su Mer	Dec. 2016

CARIBBEAN – FLORIDA

Martinique	Nov. 2016	›	Fort Lauderdale	Nov. 2016

MEDITERRANEAN – FLORIDA

Palma de Mallorca	Oct. 2016	›	Fort Lauderdale	Nov. 2016
Genoa	Oct. 2016	›	Fort Lauderdale	Oct. 2016
Palma de Mallorca	Nov. 2016	›	Fort Lauderdale	Dec. 2016
Genoa	Nov. 2016	›	Fort Lauderdale	Dec. 2016

MEDITERRANEAN – CARIBBEAN

Palma de Mallorca	Oct. 2016	›	St. Thomas	Nov. 2016
Genoa	Nov. 2016	›	Martinique	Nov. 2016
Palma de Mallorca	Dec. 2016	›	Martinique	Dec. 2016

FLORIDA – CARIBBEAN

Fort Lauderdale	Nov. 2016	›	St. Thomas	Nov. 2016

FLORIDA – SOUTH PACIFIC/FAR EAST

Fort Lauderdale	Dec. 2016	›	Papeete Tahiti	Dec. 2016
Fort Lauderdale	Dec. 2016	›	Auckland NZ	Jan. 2017
Fort Lauderdale	Dec. 2016	›	Brisbane Australia	Jan. 2017
Fort Lauderdale	Dec. 2016	›	Singapore	Feb. 2017

Note: For exact dates check with our booking agencies.

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up to 60	£1.33	$1.19	$1.13
up to 65	$1.48	$1.34	$1.25
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up to 80	$1.68	$1.52	$1.43
up to 100	$1.73	$1.56	$1.48

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BUSINESS BRIEFS

OECS Initiative Boosts Yacht Arrivals in St. Lucia

St. Lucia has seen a considerable increase in the number of yachting visitors to the island. According to a September 1st report, statistics released from the Saint Lucia Tourist Board revealed a 28.8-percent growth in yachting arrivals for the period from January to June 2016, in comparison to the same period in 2015.

CHRIS DOYLE



Data collected at Rodney Bay and Marigot Bay marinas collectively tallied a total of 29,101 persons arriving by yacht, compared to 25,593 yachtspersons who visited between January and June last year. An increase of 32.4 percent and 18.6 percent was recorded at Rodney Bay (pictured) and Marigot Bay marinas respectively.

Cuthbert Didier, maritime consultant in St. Lucia's Ministry of Tourism and St. Lucia's representative on the Organisation of Eastern Caribbean States (OECS) yachting committee, attributed this increase to a combination of factors. However a main reason reported by Didier is the participation of St. Lucia in major boat shows such as the United States Sailboat Show, better known as the Annapolis Boat Show, recognized as the largest, most prestigious, and oldest in-water sailboat show in the world.

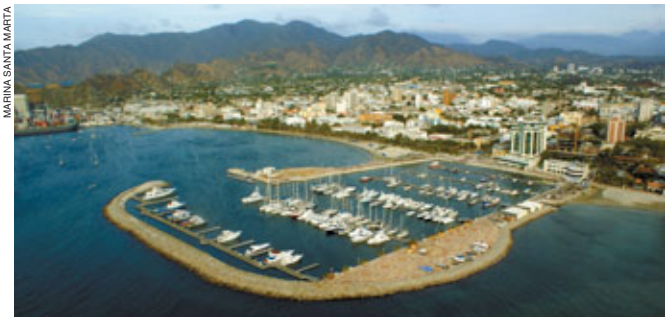
In October 2014, St. Lucia joined six other OECS islands for a collective presence at the Annapolis Boat Show. A survey of patrons visiting the Eastern Caribbean Village at this event revealed that 96 percent of respondents intend to sail to the Eastern Caribbean in the future and that there is a 77 percent chance that this is a very likely occurrence.

St. Lucia also participated in the OECS joint presence at the Toronto International Boat Show in Canada in January 2015, and the Boot Dusseldorf Boat Show in Germany in January 2016.

Colombia Fast-Tracks Marine Tourism Development

The recreational marine industry has been included in Colombia's national agenda, thanks to the efforts of Vice President German Vargas Lleras, whose policies have rapidly improved that country's yachting infrastructure. He is the person behind new regulations that streamline the process of nautical tourism development in Colombia, with the goal of providing employment in many coastal regions of the country.

MARINA SANTA MARTA



Yachting infrastructure, such as Marina Santa Marta, is key to Colombia's tourism development

Vice President Vargas told *Destino Cartagena*, "…we primarily work to develop marinas, which are key to driving this new type of tourism in the country. When we arrived in office, we found some pretty outdated procedures, scattered throughout many agencies, which meant that new marinas could be delayed for more than five years, which discouraged any initiative in this regard.… We defined the changes needed to quickly process the permits required to establish a new marina. These adjustments were put into effect through Resolution 489 of August 18, 2015. This established the criteria and procedure… used to establish marinas, yacht clubs and nautical bases in Colombia."

If an interested party fulfills the terms and requirements, a concession for the development of such yachting infrastructure can now be authorized in only 68 working days. Another important change is the creation of a Single Window where all the steps can be done, and this entity forwards the paperwork to the other entities involved.

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The Colombian Ministry of Commerce, Industry and Tourism has prepared a National Plan of Nautical Tourism that proposes the development of a National Network of Nautical Bases. Initially, 24 facilities will be built in the Caribbean and seven on the Pacific coast. The plan is that in 15 years Colombia can position itself as a nautical hub in South America and the Caribbean region, with marine facilities to accommodate 8,000 vessels and more than 150 companies working in marine activities. It is projected that this could create up to 9,500 jobs.

Vice President Vargas added that it is also a priority to work on Customs and duty aspects of the sector, which today create a barrier for new vessels and boating equipment entering the country. Meanwhile, training programs are being coordinated to strengthen the culture of service and increase the number of bilingual staff required to produce top-level nautical tourism in Colombia.

Read the full story at www.destinocartagena.co/en/noticias/tourism-colombia-will-grow-marine-industry-1021

St. Martin Seeks Developer for Marigot Bay Harbour

The government of the Collectivité of French Saint-Martin has launched an international tender for qualified developers interested in entering into an economic investment partnership for a sustainable tourism project that will benefit nationals and visitors alike: the development of Marigot Bay Harbour.



CHRIS DOYLE

The project includes the development of some 21 hectares of reclaimed land; the dredging and excavation of a shipping channel; creation of berthing facilities to accommodate small and medium-sized cruise ships, mega-yachts and inter-island ferries; and the construction of seawalls and other infrastructure.

The project also envisages the creation of a luxury conference hotel and beach resort and private residences and shops designed to modernize and enhance the waterfront of the capital city of Marigot and make a positive and sustainable impact on the economy of St. Martin. In addition, the developer is required, under the terms laid out by the Territorial Council of French Saint-Martin, to develop public areas, including parks, parking lots and other public facilities to build on the authenticity and character of the city and ensure local employment over the life of the project.

The closing time for receipt of tender offers is noon on October 26th. The commencement of the development is scheduled for mid-2017.

For more information contact Carole Bique at carole.bique@com-saint-martin.fr.

Flexible Solar Panel SUNBEAMsystem

Nicole Corvellec reports: Designed in Sweden with clean looks, a high finish and with no visible internal wiring, the surface of the SUNBEAMsystem "Tough" flexible solar panel is, as the name says, tougher than anything seen in the solar industry before.

Made to endure tough marine environments, the double UV protection in the flexible panel approaches the life expectancy of a thick glass panel. Previously, choosing a thin, light panel meant choosing a shorter life, regardless of manufacturer. The surface layer is also more scratch-resistant compared to other models, which contributes to a longer life span.



In addition to being tough, the new surface material has one- to two-percent better transparency compared to glass, which helps performance. The excellent solar cells SUNBEAMsystem uses for their panels mean users can feel confident in getting as much as possible out of the promised wattage. They win test after test when compared with competitors' solar panels with similar claimed wattage in the real world. Although the smallest and lightest panels on the market, they deliver undiminished performance and high energy production.

With the small surface footprint of the solar panels, a flexibility of 20 degrees per foot and a thickness of only three millimetres, looks can be deceiving, as you can walk on them without problems, even with heels. (Not that you are likely to wear those on your boat!) As a bonus, an anti-slip surface is integrated in the solar panel. The LOXX model SUNBEAM panel can even be fixed on your bimini or canvas using special locked-snap fasteners by LOXXTM.

Need any more convincing? Just speak to one of the sales guys at Budget Marine who will fill you in on this latest solar product offering that is likely to be a hit with boatowners looking for a stylish, environmentally friendly and versatile solution to their yacht's power requirements.

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

Suzuki Caribbean Marine is Now on Instagram

Efrain Rivera reports: Suzuki Del Caribe launched its official Instagram account this month to increase brand awareness and showcase its products' reliability and benefits. The dedicated Instagram account, @suzukicaribbeanmarine, will also present dealers in other Caribbean islands, user experiences and helpful information for boaters in the region.

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The account's target audience includes journalists, news outlets and boating enthusiasts. These groups will find rich content that highlights the company's communication efforts, behind-the-scenes features, and boating activities.

"We are happy to have Suzuki Del Caribe on Instagram, and we hope our customers and fans will follow us," commented Erving Rosario, sales and marketing manager for Suzuki Del Caribe. "They will find all sorts of interesting content that they can double tap, share or re-post."



The new Instagram feed is part of the company's wide-range effort to reach out to potential customers who are avid social media users. The company already maintains an active presence on Facebook.

Start living the Suzuki Way of Life. Find us on Instagram and Facebook under the handle *Suzuki Caribbean Marine*. For more information, visit www.suzukipr.com or call (787) 622-0600.

For more information on Suzuki Del Caribe see ad on page 28.

New Dock and Big Changes at Grenada Marine

Jason Fletcher reports: With the recent spate of investment in the yachting industry here in Grenada, we at Grenada Marine have made a number of capital improvements.

• We built the dock! It's 100 metres long, made of pre-stressed concrete and clad in Guyanese greenheart. Power and water are on pedestals, as is the norm.

• The entrance to the yard is in the process of being moved all the way up to the beach at the front of the facility, to avoid having cars driving through the yard, which we expect would result in improved yard control and security in general.

• The six-foot-high perimeter fence for the entire yard has been replaced with an eight-foot fence.



• A cat5 cable is being strung around the perimeter, the result being an extremely solid Wi-Fi footprint to which we will be adding an extensive array of security cameras.

• We moved three workshops from within the yard and utilized a bit of land at the top of the yard to create a combined area now known as the Engineering Department. We have improved our metal fabrication capabilities by adding a big new open-ended lathe and a brand new CNC milling machine; and have brought in a young CAD/CAM technician from France to work full time with us.

• Quite a bit of new equipment has been added to the mix, including a dustless blast system (used for stripping bottom paint as well as exposing fresh steel for treatment) and new equipment for pressure testing injectors. We have taken over a small local business that handled fuel polishing. To come is equipment to fill LPG cooking gas cylinders, a comprehensive alternator/starting motor centre, and a CNA three-axis router with a 5x10 vacuum table.

• Another thing we are pleased to be knocking off the "to do list" is a catchment platform and treatment system for the pressure-washing area.

• We built a new woodwork shop next to the fiberglass department to make room for the combination of all administrative areas into one building, so the front office is now located in the building that previously held the woodwork shop.

• The building that the administrative offices vacated has been retrofitted to accommodate the Island Water World chandlery, so the store is now front and center to the whole operation.

• The building that the chandlery vacated has been opened up to accommodate a now much bigger sail loft.

• We have hired a full-time gardener, who is slowly introducing permaculture to the yard. He is planting food in spaces not being utilized, and eventually we hope to eliminate all the areas where we have junk sitting around and achieve a more manicured feel to the facility.

• In the past, having our restaurant "serve two masters", in that it was meant to serve both our customers and our staff, was a challenge. So by adding a bar and a kitchen we have expanded the staff room into a Staff Canteen. This is being used by all temporarily while we completely renovate the restaurant. When the dust settles, we will also have a greatly improved restaurant and feel that we are now better able to serve both staff and customers. The restaurant is due to be ready for mid-October.

• On the list to start this month is a long line of lockers, purpose built out of concrete with roll-up garage-type doors on the front and in between, so as to be able to combine lockers into larger spaces.

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• We are in the process of re-branding the company, so a new logo on new uniforms has already been introduced.

• And to cap it all off, we are building the Hawk Epoxy Caribbean 33, a full-on ten-metre race boat, built with a plywood-and-epoxy hull with a glass sandwich deck, sloop rig, bowsprit, foil with bulb keel, single rudder and aluminum rig. We intend our first race to be the Grenada Sailing Week in January 2017, and then we are hoping to have her raced (with a different team) in the Heineken Regatta in St. Maarten in March (*see information on both of these events in Regatta News on page 15*).

For more information on Grenada Marine see ad on page 26.

Art Fabrik Ts for Grenada-Made Race Boat

Chris and Lilo report: It was one of those days when we at the Art Fabrik studio on Young Street were very busy preparing designs for the coming season. It was hot and not much action in St. George's. Then, the old Nokia cellphone played his soundtrack. On the mobile was Rene Froehlich, a yacht designer. Some time ago we had made some artsy batik T-shirts for his sailing boat *Dione*. Now a new challenge: "Can you make ten T-shirts in your style for my Grenada-made RF33, *La Diablesse*? The launch will be soon!" Our answer was, "Yes, we can make them in time!"



After a brainstorming in our workshop we got back to Rene to find out what writing he likes to have, and with that input we started this new venture. Our idea was to hand write "La Diablesse" on the front and "RF33" on the back, freehand with wax, and then over-paint some areas with fluorescent acrylic that makes a phenomenal 3D effect far out in the ocean where the waves are splashing and colorful spinnakers flying on the winning track.

The deadline was hot and gave no time to test how the dyes would mix and how the shirt would take the paint, but we trusted our professional skill. It was very involved and time consuming — first dye in lime green, wash and dry, then hand-wax the design, ten times "La Diablesse" on the front, ten times "RF33" on the back, each side has to dry before turning over, second dye-bath purple, dry again — lucky this day had no rain! Countdown only three days left — and we made it!

For more information on Art Fabrik see ad in the Market Place section, pages 41 and 42.

Brick Oven Pizza at Bequia Plantation

Arlene Telesford reports: Bequia has been called the jewel of the Caribbean and rightly so, with its pristine secluded beaches and now with the fabulous Bequia Plantation Hotel brick oven pizza. It's the talk of the town! Clients are singing praises not just for the luxurious hotel accommodations but also for the beachside bar and restaurant, with its incomparable view of the yacht anchorage — and for the pizza, which is "so unique it's amazing".



Here is a sample of what's being said: "We went to the beach bar on site for breakfast — best coffee, and the pastries are to die for. They have a wood-burning pizza oven, and you can't beat the pizza. Great service; the staff are so friendly." Another wrote, "Watching the staff prepare our pizza in front of us and fire up the brick oven was an interesting experience. Glad they still use the brick oven!"

The overall effect thus far upon those who visit Bequia Plantation Hotel, whether for a luxury stay or just for the great pizza, is "so unique it's amazing". Book your trip today, or just stop by the restaurant soon, as you don't want to miss *your* moment.

For more information on Bequia Plantation Hotel see ad on page 23.

Day Pass at Blue Lagoon — Priceless!

Welcome drink — check. Use of day room — check. Access to swimming pool (towels provided) — check. Access to the beach — check. Lunch with drink — check. Free WiFi — check. Cost of just US$110 for two persons — check.

Couple's day out — priceless. Girls' day out — priceless. Guys' day out — priceless.

—Continued on page 43





REGATTA NEWS

Carriacou Regatta 2016 Results

The Carriacou Regatta has run since 1965, making it the longest-running annual sailing event in the Caribbean. The most recent edition took place from July 29th through August 1st.

In last month's issue we ran a report on the racing in the event's Decked Sloop Classes, but up until press time we had received only provisional results for those Classes (which were correct), and none for the Open Boats Classes. So, here are the rest of the class winners — well, as far as we know!

All boats were from Carriacou except where noted.

Optimist Class
1) *Mom*, Aaron
2) *Dark Raider*, Rakim Clement
3) *Static of Light*, Brent Edmund

Laser Class
1) *Ines*, Rufus Clement Vesprey
2) *Topaz*, Ray-J Joseph
3) *Battered Banana*, Akim Compton



DAVON BAKER

Carrying on the longstanding tradition of Caribbean sailboat racing, Small Open Boats Class B winner, Bad Feelings, *overtakes a rival in Carriacou Regatta 2016*

Small Open Boats Class A
1) *Ark Royal*, Kimani James, Bequia
2) *Lightning*, Adolphus Forde, Mayreau

Small Open Boats Class B
1) *Bad Feelings*
2) *God Angel*

Small Open Boats Class C
1) *Swift*

Stern Boats Class B
1) *The Rage*, Andy DeRoche
2) *Flying Dragon*, Francis DeRoche
3) *Reality*, Roy DeLisle

Long Open Boats Class A
1) *Eclipse*, Terrence Morgan, Bequia
2) *Black Berry*, Orson Ollivierre, Bequia
3) *Crystal Claire*, Andrew Mitchell, Bequia

Long Open Boats Class B
1) *Camille*, Terrence Morgan, Bequia

RALLIES ON THE HORIZON

NARC Rally, Rhode Island to St. Maarten

Hank Schmitt reports: The 17th Annual NARC Rally will depart Newport, Rhode Island, bound for St. Maarten, with the best weather window around the weekend of October 30th. This is a free rally and welcomes boatowners and pro skippers who choose to depart from the New England area.

There are no safety inspections and no required equipment, as we go with the assumption that boatowners and skippers know this is a challenging trip south. Most of the participants are repeat ralliers, but we welcome new boats to join us.

Weather routing is by WRI and we host socials in Newport and Bermuda. (While the rally is free, we do charge US$100 per person to pay for the socials and other "giveaways".) Other benefits are: the head tax of US$35 per person is waived and we get two free days dockage in St. Maarten. Another big plus is ten percent off dockage if you leave your boat in St. Maarten at the IGY marina — even if you stay the entire season.

For more information contact (800) 4-PASSAGe or (631) 423-4988, or offshorepassage@sprintmail.com.

Salty Dawg Rally, Virginia to Virgin Gorda

Hank J. George reports: The sixth Annual Salty Dawg Fall Rally to the Caribbean is set to depart Hampton, …

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…Virginia, on November 2nd, with vessels arriving seven to ten days later in Virgin Gorda's North Sound, British Virgin Islands.



A Salty Dawg Rally crew ready to depart in 2015

The Salty Dawg Rally is the largest Rally to depart the East Coast of the US, providing a week's worth of seminars and social activities to help sailors prepare for the passage. With pre-departure technical presentations, sailing strategy discussions, weather briefings and extensive reference material and checklists, the Salty Dawg Rally gets sailors and their vessels prepared.

Veteran volunteer sailors and over 40 sponsors keep fees low. Offshore weather updates from Chris Parker, radio nets, tracking devices, and shoreside coordinators keep the fleet informed and connected.

And discounts are offered at The Bitter End, Leverick Bay, and Pusser's. A month-long set of socials, dinners, outings and happy hours fill the time after arrival. And the camaraderie and friendships developed are legendary and lifelong.

Join the fleet of 80 to 100 vessels in this year's annual trek to paradise. Over 460 boats and 1,800 sailors have participated in Salty Dawg rallies since inception in 2011. The Salty Dawg Sailing Association is a tax exempt, not-for-profit educational organization.

Visit www.saltydawgsailing.org for more information.

Caribbean 1500 Rally, Virginia to Tortola

World Cruising Club reports: The longest-running ocean crossing rally in North America, the "Fifteen Hundred" is a must-do for many cruisers.

The ARC Caribbean 1500 fleet sails from Portsmouth, Virginia, at the mouth of the Chesapeake Bay, to Nanny Cay on Tortola, British Virgin Islands. The start port and dates make the most of the available weather to maximize your Caribbean sailing, and our weeklong pre-departure program will get you relaxed and ready for cruising.

Without a doubt the most difficult part of getting to the Caribbean is timing the weather window before departure. Fall on the East Coast is squeezed between late summer hurricane season and early winter gale season. By joining the 1500, you can rest assured that the "experts" are there to take the pressure off of that decision. Our support team consists of professional ocean sailors working closely with our weather forecasters at WRI to ensure the fleet makes it across the Gulf Stream and into warmer waters in the best possible conditions.

The start date for this year's Caribbean1500 is November 6th (weather dependent), and the awards ceremonies at Nanny Cay will be on November 18th (or 12 days after a delayed start).

Visit www.worldcruising.com/Carib1500/event.aspx for more information.

Barbados 50 Rally, Canaries to Barbados

A special transatlantic rally is being held this year to commemorate 50 years of independence for Barbados. After gathering in the Canary Islands and calling at the Cape Verde Islands, the rally will embark on November 9th to cross the Atlantic to Bridgetown. There, the arrival of the Barbados 50 fleet is timed to coincide with the celebrations that will start on November 30th 2016, the 50th anniversary of Barbados Independence.

Visit http://cornellsailing.com/sail-the-odyssey/barbados-50/ for more information.

ARC and ARC+, Canaries to St. Lucia

The granddaddy of them all, the Atlantic Rally for Cruisers (ARC) attracts over 200 boats and 1,200 people every year to sail from the Canary Islands to St. Lucia. Every November since 1986 the Atlantic Rally for Cruisers has set sail from Las Palmas, bound 2,700 nautical miles westward across the Atlantic. The ARC+ Cape Verdes was added for those wishing to add a stop in the Cape Verde islands to the trip.

The ARC is for everyone: families with children, tough racers, cruising couples, big boats and modest boats.

The ARC+ Cape Verdes will start on November 6th from Gran Canaria to Sao Vicente (865 nautical miles) and the Sao Vicente to Rodney Bay, St. Lucia leg will start on November 16th. The ARC+ prizegiving ceremony in St. Lucia will be held on December 7th.

The original ARC, from Gran Canaria to St. Lucia direct, will start on November 20th, with the majority of ARC boats expected to arrive in Rodney Bay between December 7th and 12th. The ARC prizegiving ceremony in St. Lucia will be held on December 17th.

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

REGATTAS ON THE HORIZON

Mount Gay Round Barbados Race Series

January 16th through 24th, 2017 will see three days of coastal racing, the 81st Anniversary Round Barbados Race and an ocean passage race from Barbados to Antigua — all in the Mount Gay Round Barbados Race Series, hosted by the Barbados Cruising Club.

The Skippers' Briefing will be held on January 16th, with Coastal Racing on January 17th, 18th and 19th. As always, the Mount Gay Round Barbados Race will be held on January 21st. The series concludes with the Ocean Passage Race to Antigua starting on January 24th.

The race around Barbados dates back to the 19th century and is based upon bragging rights for the fastest trading schooner. This was a prize worth its weight in gold to captains in an era where prices for cargo arriving ahead of rival ships commanded a massive premium. While most boats sailed for the honor of the fastest time, the consolation prize of a barrel of Mount Gay Rum for the slowest had to be discontinued after two boats remained out at sea for days, stalling to take the prize. Record-breaking skippers now win their weight in Mount Gay Extra Old.

The Barbados Cruising Club was founded in 1957, with the aim of making sailing available to all in Barbados. A founder member of the club was The Right Excellent Errol Walton Barrow, first Prime Minister of Barbados after leading the country to independence from Great Britain in 1966.

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Barbados celebrates Errol Barrow Day on January 21st each year with a public holiday. The Barbados Cruising Club can think of no better way to remember one of the founders of its club and the "Father of the Nation" than to hold the annual Round Barbados Race on this date.

A series of coastal races now expands the fun, and most recently, the passage race to Antigua was added. All entries are welcome!

For more information see ad on page 12.



PETER MARSHALL

January starts the racing year with a bang! There is always explosive action in the Mount Gay Round Barbados Race Series (above) and at Island Water World Grenada Sailing Week (below right)

Island Water World Grenada Sailing Week 2017

Good news for crews — LIAT The Caribbean Airline is regional air partner for Grenada Sailing Week 2017, and their promo code runs from November 1st through November 30th.

Check www.grenadasailingweek.com for more details.

Grenada Sailing Week 2017 runs from January 30th through February 4th.

"Warm", "friendly" and "competitive" — when describing this regatta, these words come up time and again from both local and international crews in all the classes. Peter Morris, owner and skipper of the well-sailed Frers 43 *Jaguar*, always a contender, says:

"I have been racing at Grenada Sailing Week (formerly Grenada Sailing Festival) every year since 2006 in my yachts *Morning Tide* and *Jaguar* (so 2017 will be our 12th consecutive year) and the regatta has always been well organized and friendly with competitive racing in a wide range of sea and wind conditions. It remains our favourite Caribbean regatta and we look forward to the new format that is being introduced in 2017. Whatever kind of boat you sail there is a class in which you can race competitively and the conditions are some of the most beautiful to be found anywhere in the world."

Register online at www.yachtscoring.com/emenu.cfm?eID=2901 and join the growing list of sailors who have discovered this regatta's special blend of sailing challenge and party fun. Sign up for the newsletter, e-mail info@grenadasailingweek.com, visit Facebook at GrenadaSailingWeek, or Twitter @grenadasailweek.

For more information see ad on page 13.



TIM WRIGHT / PHOTOACTION.COM

Changes for 37th St. Maarten Heineken Regatta

With the publication of the Notice of Race for the 37th St. Maarten Heineken Regatta, the organizers have announced new class options and more racing at the world's largest warm-water regatta. Among the innovations for the 37th edition, March 2nd through 6th, 2017, is the introduction of ORC rating classes for performance boats.

For the last decade, the regatta has been preceded by the Gill Commodore's Cup: a one-day windward-leeward regatta that served as a warm-up for the main event. This year, entry in the Gill Commodore's Cup is included in every entry for the St. Maarten Heineken Regatta. For most classes the Gill Commodore's Cup is still scored separately, but Beach Cat and One-Design classes can opt to include the results in their St. Maarten Heineken Regatta scores to create a four-day regatta.

The biggest change for 2017 is the addition of a special invitational series of races on March 6th, the day after the St. Maarten Heineken Regatta prizegiving. "Last year, we introduced an après-sail party in Marigot, which was very popular despite being a last-minute addition to the schedule. This year we want to make this wind-down day into a party that brings together the competitors for a final day of competitive fun," says Michelle van der Werff, Regatta Director. Winners of selected classes will be invited to compete in a series of three short races in identical one-design boats with the winner claiming the title of "Heineken Star" with prizes to be presented at the après-sail party.

Visit www.heinekenregatta.com for more information.

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Countdown On for 30th Antigua Classics

Preparations are in full swing for the 2017 Antigua Classic Yacht Regatta, sponsored by Panerai, which will hold its landmark 30th annual event April 19th through 25th.

Scores of vintage vessels are set to descend on the international sailing hub for an extra-special edition of what has become a highlight of the global classic sailing calendar.

This unique regatta — hosted by Antigua Yacht Club — will see a diverse range of competitors including the traditional island craft, classic ketches, sloops, schooners and yawls together with the graceful Tall Ships, J Class and Spirit of Tradition yachts.

Together, these boats make a wonderful spectacle powered by the region's tradewinds and spectacular sailing conditions. The slew of races, combined with Antigua's famous hospitality and sunshine, places the Antigua Classic Yacht Regatta in a class of its own



and is a testament to keeping traditions alive — remembering the skills and passion of designers and shipwrights from years gone by.

The regatta evolved from Antigua Sailing Week, which dates back to 1967. Back then, all of the yachts were classics but as the years passed they were slowly outnumbered by modern racing yachts. In 1987, three veteran captains — Uli Pruesse, Tony Fincham and Kenny Coombs — joined forces to create a specialized race for classic boats. With a total of eight entries in the first year, the Antigua Classic Yacht Regatta was born.

Over the years, the event has grown with the help of a faithful and long-standing committee, a host of enthusiastic volunteers and the passion of classic yacht owners and their crew. In 1996 a new class of yachts was allowed to enter for the first time, opening up the regatta to an even wider audience. This Spirit of Tradition Class, first developed in Antigua, has now been adopted by many other classic regattas across the world, giving new yachts, built along the lines of the old, a chance to sail alongside their grand older sisters. In 1999, Antigua Classic Yacht Regatta hosted the first race between the J Class yachts in 60 years.

Visit www.antiguaclassics.com for more information.

YOUTH SAILING NEWS

Young Belizean in Top Ten at Canada's CORK

Forrest Jones reports: Young Optimist sailor Kevin Velasquez, 14, who trains at San Pedro's Belize Sailing School, tacked and trimmed his boat to finish seventh overall, out of 127 international competitors in the "Canada's Olympic Regattas, Kingston" (CORK) 2016 International Optimist Regatta. Sailors from the USA and Bermuda were the only ones who topped him.

Meanwhile, in a gracious salute to Belize for participating in Canadian regattas for the very first time, the host organization chose Blanca Velasquez, 16, a Laser sailor from San Pedro, Ambergris Caye, to be its standard bearer at the opening ceremonies of the 2016 Sail Canada International Youth Championship Regattas in Kingston, Ontario, on August 14th. In this regatta, Blanca finished 42nd out of 146 Laser sailors, male and female, in total.



Clockwise from left: The Antigua Classic Yacht Regatta will celebrate 30 years in 2017; up-and-coming racer Caroline Sersland also represented Belize at CORK; Antigua's newest Dinghy and Keelboat Sailing Instructors with their RYA coaches

Antiguan Students Achieve RYA Qualifications

Antigua's National Sailing Academy is pleased to announce that six of its students, all Antiguans, aged 16 to 18 years, have now achieved their Royal Yachting Association (RYA) qualifications as certified Dinghy and Keelboat Sailing Instructors.

Two RYA Coach/Assessors from the UK delivered the course, which took place in August over a period of ten days. The first day of sailing assessment required the students to demonstrate that they had sufficient sailing skills to enable them to teach others and the remainder of the time was "teaching them to teach".

The RYA Sailing Instructor Certificate gives them the credentials to gain employment anywhere in the world that teaches Dinghy/Keelboat Sailing. As this course was previously held at the Academy in 2014, when three candidates qualified as Instructors, they now have a total of nine graduating from the course.

Of the Programme, President of the National Sailing Academy, Elizabeth Jordan says, "The Academy regards this as the first rung on the ladder of qualifications that we would like them to obtain in their chosen fields of sailing/yachting — thus underlining the fact that sailing is the only sport in Antigua that can lead to well-paid employment for significant numbers of our young people."

She went on to say, "I am delighted that so many young Antiguan youths who learnt to sail in the Academy Programme are now being able to use it as a major stepping stone for their future careers. It is very satisfying to see that the vision we had for the Programme is now bearing fruit."

The Academy and the students would like to thank their sponsors for this opportunity, Lloyd Thornburg of *Phaedo3* and The Kappa Cup event.

The candidates were Jules Mitchell, age 17; Tyrese Loctar, age 16; Joshua Daniels, age 17; Maliek Patterson, age 18; Kumar James, age 18; and Judean Jeffers, age 17.





MELIACUBA.COM



Marina Gaviota Varadero is a stop for the Conch Republic Cup fleet

Commodore's Groundwork Pays Off for Cuban Yacht Sector

HAIDI PAPPADAKIS



At Hemingway International Yacht Club's 20th Anniversary in 2012, Commodore Escrich, third from left, noted that the club was helping Cuba prepare for 'the American wave'

IN the first half of this year alone, Cuba has welcomed nine different offshore boat races and rallies involving many foreign travelers, most of them from the United States.

Despite the fact that some travel and economic restrictions on US citizens still remain, the recreational boating sector in Cuba has made great advances this year with an extensive program of US-to-Cuba races and regattas that has come about mainly thanks to the efforts of Commodore José Miguel Díaz Escrich of Club Náutico Internacional Hemingway (Hemingway International Yacht Club).

This year's packed calendar of US-to-Cuba boating events began on January 28th with the Conch Republic Cup (also known as Key West Cuba Race Week), followed by the Miami to Havana Race in February, organized by the Coral Reef Yacht Club; the Big Sails Challenge in March, organized by the Key West Yacht Club; the Sarasota-Havana Regatta in April, organized by the Sarasota Yacht Club; and the Rallies to Cuba in April and June, organized by AIM Marine Group. May was a busy month, with the Florida-Havana Powerboat Rally, organized by the Florida Powerboat Club, and the Key West–Havana Challenge for Hobie Cats, organized by Key West Yacht Club. June also saw two events: the TMCA Rally to Cuba, organized by the Texas Mariners Cruising Association; and the last event for the six-month period, the Key West-Havana Rally Challenge on June 26th.

Between January and June, 211 boats and 1,450 yachtsmen from 43 nautical clubs in the United States participated in nautical-related activities in Cuba.

A former naval officer, José Miguel Díaz Escrich, better known in the international nautical community as Commodore Escrich, founded Hemingway Yacht Club on May 21st, 1992, intending the club to be a bastion for restoring and defending the maritime and nautical traditions of the island. He says that in addition to a warm welcome at the clubhouse located in Marina Hemingway, visitors can find historic artifacts including the fishing rod used by Fidel Castro in the billfish tournament of 1960.

In 1996, Commodore Escrich delivered a nautical-recreation seminar to more than 30 Americans who travelled to Havana for that purpose. In 1998, he organized, within the framework of Cuba's annual Tourism Conference, a seminar entitled Nautical Recreation in the Caribbean with the participation of representatives from the United States, Canada, Mexico, the United Kingdom, Holland, France, Germany, Italy and Spain and numerous representatives from the Caribbean. An in-depth workshop on the subject was held in Havana in 2012 (*see "Thinking Big in Cuba" at www.caribbeancompass.com/online/july12compass_online.pdf, page 14*). Also, the Commodore taught courses and organized conferences for Cuban stakeholders regarding the development of the recreational boating sector and the marina industry.

WWW.HAVANACHALLENGE.COM



Hobie Cats headed out of Marina Hemingway for the Copa de Amistad Race, part of the Key West-Havana Cat Challenge

Díaz Escrich has traveled to the US in order to promote friendship links with American sailors and to promote Cuban marine tourism. While in Florida from December 19th, 2015 until the end of January this year, he visited the St. Petersburg Yacht Club, the Key West Yacht Club, the Coral Reef Yacht Club, the Pensacola Yacht Club, the Isles Yacht Club, the Tampa Bay & Yacht Club, the Coconut Grove Sailing Club, the Stuart Sailfish Club, the Lauderdale Yacht Club, and the Captiva Island Yacht Club, and met with representatives of Florida Council of Yacht Clubs, the Southern Ocean Racing Conference and the international SeaKeepers Society. He also delivered a talk about Cuban nautical recreation at the International Marina & Boatyard Conference in Ft. Lauderdale.

The indefatigable Commodore then made another US visit in February to attend the Miami Boat Show, where he accompanied President Thomas J. Dammrich and other executives of the US National Marine Manufacturers Association on a tour of the stands, and to be present for the start of the Miami–Havana Race — a revival of the first regatta in the history of nautical recreation between Miami and Cuba, dating back to 1922 — with the participation of 46 vessels and 342 yachtsmen representing more than 30 American clubs and nautical institutions.

There is still a long list of events for the remainder of this year and next. Notably, the Montego Bay Yacht Club of Jamaica, the Storm Trysail Club of the US, and the Hemingway Yacht Club of Cuba have come together to organize the Western Caribbean Series, which will include the Cuba Cup, a new race from Montego Bay to Havana that will take place following the conclusion of the 33rd edition of the Pineapple Cup–Montego Bay Race in February 2017.

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What Are MNAs

— and Why Does Caribbean Youth Sailing Need Them?

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

An insufficient supply of qualified instructors is a chief reason why junior sailing programs in the Caribbean struggle for sustainability. In Culebra, Puerto Rico, and other islands — although Optimist dinghies and facilities, and even funding, were available — programs went dormant owing to this challenge. A Member National Authority (MNA) can combat this problem by utilizing their country's National Olympic Committee's affinity with the International Olympic Committee and its available monies to fund instructor training. Additionally, any child can sail for fun, but if he or she aspires to compete in sailing as a sport on an international level, it's an advantage to live in a country with a sailing authority — an MNA — recognized by World Sailing, the international body governing the sport of sailing.

Defined by World Sailing (formerly ISAF), Member National Authorities (MNAs) are the principal members of that body and are responsible for the decision-making process that governs the sailboat-racing world.

In order for a country to have an MNA, it must first form a national sailing federation or agree upon an organization to represent it. After meeting certain standards and establishing rapport with their country's National Olympic Committee, the sailing federation can apply to World Sailing for MNA status. St. Vincent & the Grenadines established its national sailing federation in 2015, and it became an MNA the same year.

Instead of listing the Caribbean countries that have MNAs, it is simpler to list those that don't: Dominica, Montserrat and Anguilla. Martinique and Guadeloupe, as departments of France, fall under the French Sailing Federation and, thus, do not have their own MNAs. Anguilla is not recognized by the International Olympic Committee because of its status as a British Overseas Territory.

Groups of countries are designated geographically around the world. Twenty-six national MNAs in the Caribbean Region are known as "Group O". Each MNA has an equal vote at the General Meetings of World Sailing. There is a General Meeting of MNAs held annually with a General Assembly held once every four years. The next World Sailing General Assembly will be held in Barcelona, Spain in November.

MNAs funnel specific regattas and events held in their respective countries to World Sailing and these are included in the World Sailing online calendar. They represent World Sailing to sailors in their designated countries and their sailors to World Sailing. The MNA reports to and requests funding for training, events and athlete travel to the International Olympic Committee through their National Olympic Committees.

How can Caribbean nations support junior sailing development through MNA efforts? To learn how they acquire funding and assist local youth to reach elite sailing status, let's look at what is going on in Antigua.

"Until 1995, the Antigua Yacht Club (AYC) served as the MNA for Antigua & Barbuda. With the growth of additional yacht clubs, especially the addition of a very active Jolly Harbour YC in 1993, the Antigua Barbuda Olympic Committee demanded that sailing form an MNA. The Antigua & Barbuda Sailing Association (ABSA) emerged. The ABSA then, as it does now, performs a supportive role and obtains funding for yacht clubs and major regattas that provide initiatives and the thrust for youth development. Initiatives come from our members," says Geoffrey Pidduck, president of ABSA.

"Today's youth starter programs are handled by the National Sailing Academy with its base in English Harbour and sub-base in Jolly Harbour. Advanced sailing programs are put on mainly by AYC and JHYC. The Olympians of 1992 in Barcelona — Franklin Braithwaite, Paola Vittoria, Carlo Falcone, Karen Portch, Ty Brody and subsequently Karl James — along with National Sailing Academy director Elizabeth Jordan, continue to play active roles in youth development and are the key representatives to the National Olympic Committee," says Pidduck.

The ABSA includes four member clubs, six major regattas, the National Sailing Academy, two sail-training hotels and eight Olympians. The MNA's effectiveness is a direct result of the efforts and leadership of its members.

Pidduck summarizes the major responsibility of ABSA as an MNA as follows:

- To sanction sailing events in Antigua & Barbuda;
- to represent the aims and objectives of World Sailing in helping to ensure good governance;
- to develop and promote sailing, especially among the youth of Antigua and Barbuda;
- to help select, promote and establish one-design classes;
- to represent and promote the sport of sailing in Antigua and Barbuda;
- to assist athletes, clubs and regattas on obtaining funding from World Sailing Olympic Solidarity and the government's Sports Ministry;
- to work with member clubs and regattas on obtaining appropriate training and qualifications for sailors and instructors;
- and to establish in Antigua & Barbuda a continuous and successful economic tourism based on sailing and yachting activity.

Antigua's accomplishments are numerous. Their youth development is manifest in people like Antiguan Karl James, who is a graduate of early training programs in Lasers and other dinghy programs as well as a participant in larger boat racing. Today he is a pillar of both the land-based and sailing community of Antigua. Pidduck says, "Many (youth sailors now) have their own businesses or work as sailmakers, riggers, yacht crew and captains; they own or operate marinas, and coach or instruct sailing. Many have gone onto advanced education and are contributing to Antigua or their new adopted countries as airline captains, sailing coaches in the USA and more."

AYC youth program members were crew on Jim Smith's *Comanche* in the Sydney Hobart Race and Atlantic record crossing. As well, they have participated in the grueling Volvo Around the World races. They have been selected for America's Cup *Oracle* challenges with Antiguan racing sailor Shannon Falcone, who has done three Cups, including the exciting last one. Pidduck adds, "Antiguan youth participate in all our major events, most notably Antigua Sailing Week, Antigua Classic Yacht Regatta, RORC Caribbean 600 and The Super Yacht Challenge".

Olympic hopefuls get funding to attend key development regattas. Coach Karl James, along with 17-year-old Laser sailor Jules Mitchell, participated in the Youth Sailing World Championship in Malaysia, held December 26th, 2015 to January 4th, 2016. In July, Mitchell and Vincent Anfi, along with Coach James, represented Antigua at the Laser Radial Youth in Ireland. Mitchell, again in Laser Radial, along with Rocco Falcone and Louis Bavey in 29ers, with Coach James, will compete in Auckland, New Zealand at the 2016 Youth Sailing World Championship. Antiguans are preparing to send their first foiling kitesurfer to the 2018 Youth Olympics in Argentina.

AYC hosted the Optimist North American Championships 2015 at the historic Nelson's Dockyard, seeing 176 sailors from around the world. Owing to its great success, Antigua hosted OPTINAM 2016. Pidduck says, "Hosting these regattas continues to increase interest in our young Antiguans for sailing. Antigua continues to support the Caribbean Sailing Association's Annual Dinghy Championships being held this year in St. Martin, on October 7th and 8th.

"International events which represent opportunities for our sailors include Sunfish races in Curaçao and St. Maarten, and Radio Controlled and 505 events in Barbados, Guadeloupe and Martinique," he adds.

"Funding and support for sailing is obtained from Olympic Solidarity, government and sponsorship from our supportive local community and from donors, which include yacht owners, local business and generous others," says Pidduck.

He indicates that while MNAs must appeal for funding through their National Olympic Committee, which is focused on getting athletes to the Olympics, Antigua's MNA has been successful at obtaining support for Optimists (a non-Olympic class boat) and for non-Olympic sailors to attend events in North America, Europe and Caribbean venues. They employ the World Sailing Olympic Solidarity Program to accomplish this. Another non-Olympic class boat, the two-person RS Feva, is being looked at by Antigua's National Sailing Academy both as a performance boat for young sailors with a "need for speed" and as a stepping stone toward getting more women interested in performance racing. Application to the National Olympic Committee has been submitted.



ANTIGUA & BARBUDA NATIONAL SAILING ACADEMY

Along with five other young Antiguans, 16-year-old Tyrese Loctar recently became an RYA-qualified Dinghy and Keelboat Sailing Instructor. His goal is to become an engineer on a megayacht, and this qualification will add to his credentials when he starts to apply for employment in this field

Though Pidduck advocates MNAs availing their constituents of World Sailing funding mechanisms, he says, "I think it is unrealistic for athletes, in their quest to become world-known and more competitive, to expect to rely on donors, including Olympic Solidarity, to the point of 100 percent. Sailors must use their own talent, money and initiative." Having as many elite youth sailors as Antigua does may be enviable but it has been a long, hard road.

Antigua's National Sailing Academy is active in leading the way. They recently hosted a Royal Yachting Association Instructor Training (*see this month's Regatta News, page 15*), and a World Sailing Group O Youth Worlds Emerging Nations Clinic in 2015. The joint facilities of Antigua Yacht Club and the nearby National Sailing Academy make Falmouth Harbour a popular dinghy-training center.

Bill Canfield from St. Thomas attests, "Highly motivated and driven parents are key for taking youth from good sailors to elite competitors. The achievements by St. Thomas Yacht Club programs come largely from committed parents and starting the children at six years old."

Pidduck adds: "It takes a variety of creative people to recognize opportunity, and listen and understand what sailors want. For example, who would ever have picked the historic Nelson's Dockyard as a venue for an Optimist regatta, when indeed Antigua has 365 beaches to launch the fleet from? It worked well beyond expectations for OPTINAM 2015 and resulted in a repeat for 2016. It turns out that in addition to good breezes these little 'ankle biter' Optimist sailors love good waves. On an added note, on the evening of the 2016 prizegiving it was announced that the Dockyard and environs was declared a World Heritage Site.

"Attendance at the Caribbean Dinghy Championship, the Caribbean Laser Championships, the Premier's Cup in Tortola, and the Optimist Caribbean events should be required before a single nickel is contributed to (youth) sailors with aspirations for international events outside the area. These events are close to home and usually have excellent visiting sailors to compete against. Yet, I think that our young people and some who influence them are neglecting these opportunities," Pidduck observes.

An incoming tide raises all ships. Thus, while MNAs are not in the business of supporting grass-root sailing programs, they contribute to each country's ability to stimulate and support youth in bettering themselves through the mental and physical acumen that is fostered by sailing and racing.

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 (http://caribbean-sailing.com/sailing-development/the-future-of-caribbean-sailing).*



See why the Caribbean is worth defending.

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

The Nature Conservancy

DEFEND Paradise

Caribbean ECO-News

Caribbean State of Marine Environment Report Coming

The United Nations Environment Programme (UNEP) is working to develop the Caribbean's first State of the Marine Environment Report, which should inform the response to pollution that threatens to devastate coastal and marine resources and jeopardize livelihoods in the region.

As reported in the *Jamaica Gleaner* of September 1st, the entity hosted a meeting in Kingston in August of more than 30 national, regional and international experts from governments, research institutions and specialized agencies to discuss the likely methodology as well as the work plan for the development of the report.

"This meeting marked a significant advancement of efforts to assess the sources and impacts of pollution on the Caribbean Sea," noted Christopher Corbin, UNEP's programme officer with responsibility for the pollution sub-programme at the Jamaica-based secretariat.

The meeting received financial support from two regional projects funded by the Global Environment Facility: Integrating Water, Land and Ecosystem Management in Caribbean Small Island Developing States (IWEco) and the follow-on Caribbean Large Marine Ecosystem project (CLME+).

"Both projects recognized the importance of establishing a baseline of the major types, quantities and sources of pollutants, as well as their impacts on human health, the environment and economic industries, such as fishing, tourism and maritime transportation in the region," Corbin noted.

News of the report comes at a time when more than 80 percent of the pollution of the Caribbean Sea comes from activities on land. Those activities include deforestation, agricultural chemicals and farm waste, in addition to industrial toxic waste, oil spills and siltation, littering and animal waste.

Coral reefs are at risk of pollution in the Caribbean and reportedly have diminished by 90 percent in recent times. Still, despite the loss suffered, coral reefs provide US$375 million in goods and services annually to coastal economies through activities such as tourism and fisheries.

"Understanding the quantities, types and sources of pollutants will be critical to inform new policies, legislation and regulations; and ensure that negative impacts on human health and the environment are minimized," UNEP noted. "It will also support efforts to track the region's achievement of the recently adopted Sustainable Development Goals, and in particular, Goal 6 on protecting oceans and seas."

The UNEP Caribbean Environment Programme, as Secretariat for the Cartagena Convention and Protocol on Land-Based Sources of Marine Pollution (the LBS Protocol), works with governments of the Wider Caribbean to prevent, reduce and/or control marine pollution. The LBS Protocol has been signed by 12 countries. The recent meeting was also expected to have helped raise awareness of the importance of ratification of the protocol by other countries in the wider Caribbean region.

Caribbean BirdSleuth Comes to Carriacou

Marina Fastigi reports: A total of 261 children, 25 teachers and nine other community members recently participated in the BirdSleuth Caribbean program in Carriacou.

Based in Carriacou, in the Grenada Grenadines, the not-for-profit KIDO Foundation has for years endeavored to establish a formally recognized Bird Sanctuary in the mangrove wetland of Petit Carenage, part of the High North National Park. Therefore, when Birds Caribbean offered us the teacher-training course "Engaging Youth in Science and Conservation through Caribbean Birdsleuth" and supplied top-notch birding equipment and educational material, we took this wonderful opportunity and flew with it!

The project, which ended in July, included a three-day workshop training 14 teachers of the six Carriacou and Petite Martinique primary schools, plus Ministry of Education, 4H Club Unit and National Disaster Management Agency personnel, following the BirdSleuth Caribbean manual *Connecting Kids Through Birds* (part of the wider BirdSleuth program developed by the Cornell Lab of Ornithology).

Antonia Peters, our project officer trained by Birds Caribbean in the Bahamas along with 26 Caribbean educators and conservationists, in collaboration with the Grenada Fund for Conservation and Education Conservation Outreach, passed on her knowledge to our interested and lively group of educators so they would in turn teach their youths how to study, appreciate and conserve Caribbean birds.

The workshop was held at the KIDO Environmental Learning Center and the bird-watching training at the Bird Sanctuary, located in the Petit Carenage wetland area, and at Big Pond, near the hamlet of Dover.

The use of Birds Caribbean binoculars and Vortex scope, and the bird ID cards, really helped to awaken their interest in Carriacou's resident and migratory species, which include a wide range of forest, wetland and marine birds. Vivid close-up observations generated awe and surprise, discovering that Carriacou has such hidden natural treasures.

When kids are provided the opportunity to quietly observe and get to learn about birds in their natural habitat, they comprehend their precious role in the balance of the web of life. Only by experiencing the interdependence of all species, including humans, can children genuinely care for them and help to conserve their island biodiversity, engaging their teachers and families in the process.

Form Three student and keen birder Anthony Matheson described BirdSleuth in Carriacou as "an invigorating experience that brings us closer to nature and closer to ourselves."



At right: Teacher Anthony Matheson and some of his keen birding team members from Mount Pleasant

Below: Hillsborough Government School students in the new Petit Carenage Turtle Beach & Bird Sanctuary gazebo



DAVON BAKER

KIDO will continue to offer assistance to the trained teachers and educators to continue the BirdSleuth Caribbean program with new students, as well as help teachers and students of Carriacou Primary Schools to build small wooden shelters and water bowls for resident birds, monitoring avian activity around their schools and churches, counting and recording ID resident and migratory birds in the mangrove Bird Sanctuary of Petit Carenage and Big Pond, and planting mangroves in critical areas to protect the Bird Sanctuary.

KIDO is already ahead in the establishment of eco-trails with appropriate interpretive signage, a wooden birding observatory and a bird watching blind for quality photography in the Petit Carenage Bird Sanctuary. These inconspicuous structures invite bird conservation at community level and encourage bird watching guided eco-tours.

We wish to thank the Neotropical Migratory Bird Conservation Act Fund of the US Fish & Wildlife Service and Bird Caribbean for the funds, equipment and materials provided to complete this exciting project.

More photos of our BirdSleuth Caribbean program in Carriacou may be viewed at YWF-KIDO Foundation Facebook.

New International Support for Caribbean Marine National Parks

In the Caribbean region, a number of partners, experts and donors help to support nations as they work to establish a network of effectively managed marine and coastal protected areas. One such partner is the Gulf and Caribbean Fisheries Institute (GCFI), a regional organization with membership comprised of government authorities, NGOs, academic institutions and civil society groups from more than 40 countries in Latin America and the Caribbean.

GCFI announces two years' assistance to Caribbean marine protected areas, from October 2016, with support from the US National Oceanic and Atmospheric Administration's (NOAA's) Coral Reef Conservation Program. This follows up on targeted cooperation since 2012 by GCFI, NOAA and the managers of some 30 priority marine protected areas in ten Caribbean countries and territories.

The new support will help these marine national parks to focus on the management needs that they identified to GCFI and NOAA, and to address common challenges, such as promoting sustainable fishing practices, enhancing environmental education and strengthening law enforcement, responding to coral reef bleaching and helping local communities adapt to the impacts of climate change. "Marine protected areas are globally recognized as an important science-based natural resource management tool," comments GCFI's Project Manager, Emma Doyle. "The continued funding is excellent news because focused and sustained assistance, even with small amounts of funding, helps our marine national park managers to have a tangible impact on conservation and sustainability in the region."



THE TURTLE PROJECT – MUSTIQUE

"Yachties wait with cameras to see the turtles," says Darnley Hazell of the Mustique Marine Conservation Area.

Over the past year or so, sea turtle sightings in the waters off the Grenadine island of Mustique have increased. While visitors used to go to "the island of the rich and famous" hoping for a glimpse of David Bowie or Mick Jagger, now the prized sightings are of endangered species — hawksbill, or maybe even leatherback or green turtles. And these stars don't mind being photographed.

The increase in the numbers of turtles in the waters where Princess Margaret once frolicked is largely thanks to the efforts of the Turtle Project Mustique.

Turtle Project activities include patrolling Mustique's most important sea turtle nesting beaches nightly during the nesting season in order to monitor nesting females and gather information using standard regional protocols and according to best conservation practices. When lacking volunteers, members do a morning walk on the beaches, count and inspect turtle tracks to identify the species and determine whether nesting took place, then disguise the tracks to put poachers off the trail. Occasionally nests are relocated if necessary, for example, owing to beach erosion if seas threaten to flood nests.

The nests are then monitored while the eggs incubate and once the hatchlings have left the nest, it is excavated to determine hatching success. Any stragglers are rescued and then released at the safest time of day and in the most natural way possible. By inviting the public to participate in patrols and hatchling releases, the Turtle Project seeks to educate and connect the Mustique community and its visitors with endangered wildlife.

If Mustique experiences an influx of sargassum during the hatching season, beaches are patrolled to find stranded juveniles, which are taken by boat out to seaweed drifting offshore on ocean currents.

In the 2014 nesting season a new type of sea turtle for St. Vincent & the Grenadines was found washed ashore in the sargassum — a juvenile Olive Ridley sea turtle, which was measured, photographed and released with help from Mustique Watersports.

—Continued on next page

THE TURTLE PROJECT MUSTIQUE



*Green turtles (*Chelonia mydas*) are among the 'stars' to be spotted in the waters of the Mustique Conservation Area*



—Continued from previous page

As all of the waters of Mustique fall within the Marine Conservation Area, a recent ruling ensures that no turtles are allowed to be landed on Mustique, even during the legal hunting season in St. Vincent & the Grenadines. (There is still a legal take of sea turtles outside conservation areas, based on minimum weights for different species. The closed season for sea turtle hunting is between March 1st and July 1st.) A fisherman who once reportedly netted up to 80 turtles a year has received assistance to enable him to fish for other species that can be sold at the Mustique fish market.



THE TURTLE PROJECT MUSTIQUE

Nautical speed limit markers (five knots) were installed earlier this year for the safety of swimmers and foraging turtles. One such marker is just off the dinghy dock where speedboats arrive from other islands.

Founded in 2012, the Turtle Project Mustique is a locally based, volunteer initiative that works in support of the protection of endangered sea turtles, in particular those nesting on Mustique's beaches and foraging in the Mustique Marine Conservation Area. It is the first point of reference on Mustique for all matters related to sea turtle conservation.

The Turtle Project is coordinated by one of the two Country Coordinators for the Wider Caribbean Sea Turtle Conservation Network (WIDECAST, www.widecast.org) and certified turtle-monitoring volunteer, Raven Hoflund, who was trained by the Organisation of Eastern Caribbean States with WIDECAST and the University of the West Indies in 2010. The Turtle Project works in collaboration with the relevant national agencies and with non-government organisations involved in the protection of endangered species and their habitats.

The Project's strategy is to apply the best available science and best management practices to in-situ conservation and population monitoring on Mustique, to the training of volunteers, to the rescue of stranded sea turtles and in education and outreach efforts, guided by the Sea Turtle Recovery Action Plan for St. Vincent & the Grenadines (Scott and Horrocks, 1993), published under the auspices of WIDECAST and the United Nations Caribbean Environment Programme. It also promotes the application of sound science and best practices by others involved in coastal zone management that affects sea turtles and their habitats.

Turtle Project findings are shared with the St. Vincent & the Grenadines Fisheries Division, the University of the West Indies, and with others working with turtles nearby, such as the Tobago Cays Marine Park. The Turtle Project actively networks with similar projects in some 40 Caribbean countries and territories through WIDECAST.

Left: Turtle hatchlings are monitored as they make their way from the nest to the sea
Below: To help protect both turtles and swimmers from boat strikes, marine speed limit buoys have been placed in Brittania Bay



The Turtle Project offers local community members, Mustique homeowners and visitors a chance to experience seeing a sea turtle nesting on the island's shores or baby turtle hatchlings leaving the beaches, and to become involved in real-world wildlife conservation on Mustique.

For more information visit the Turtle Project on Facebook: The-Turtle-Project-Mustique.

Thanks to Raven Hoflund, Darnley Hazell and others for information in this report.





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Your contributions of tail fluke photographs of humpback whales from the Caribbean region are critical for conservation efforts.

INTERESTED in Helping? Go to www.CARIBTAILS.org





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 2016					
DATE	TIME	21	0442	9	1938
1	1213	22	0528	10	2029
2	1257	23	0622	11	2123
3	1341	24	0712	12	2217
4	1425	25	0800	13	2315
5	1510	26	0846	14	0015
6	1557	27	0930	15	0000 (full moon)
7	1645	28	1013	16	0116
8	1734	29	1055	17	0217
9	1844	30	1139	18	0317
10	1914	31	1223	19	0414
11	2006			20	0507
12	2058	**November 2016**		21	0557
13	2151	DATE	TIME	22	0644
14	2245	1	1307	23	0729
15	2340	2	1354	24	0812
16	0037	3	1441	25	0854
17	0000 (full moon)	4	1529	26	0937
18	0135	5	1619	27	1021
19	0234	6	1707	28	1105
20	0334	7	1757	29	1151
		8	1847	30	1238

IT'S BACK!

Keep an Eye Out for Sargassum in the 2016-2017 Season

by Joan Conover

During the 2015/2016 cruising season and throughout the rest of this year so far, the various impacts of *sargassum* seaweed have been increasing in the Caribbean.

Of most impact on long-distance sailing is the pelagic sargassum, with its sometimes horizon-to-horizon matting that can be found during the peak of the sargassum season. This seaweed comes from Africa via South America and follows the traditional sailing routes into and through the Caribbean islands.

The influx of sargassum in larger than normal quantities may pose a significant issue for the Caribbean from Trinidad north. Sargassum is now being reported as arriving in slightly larger than normal quantities in Grenada, Barbados and St. Lucia in the past month, which may affect the 2016/2017 sailing season in the islands.

Last year, in various bays and islands throughout the Caribbean, embayed sargassum rotted into a stinking mess in harbors and piled up on the beaches. In October 2015, in Virgin Gorda, BVI, the influx shut down the island's reverse osmosis system for several weeks. The result: no water for the island peoples and tourists. In addition, sea life in the water was killed; the lobster kill was noticed by all Virgin Gorda islanders, the beaches were inundated with sargassum, and turtles and hatching were damaged.

In other areas of the Caribbean, beaches and turtle nesting were affected in several ways — first by the sargassum influx, and then by poor beach-cleaning practices. In St. Maarten, the Nature Foundation (www.naturefoundationsxm.org) will continue monitoring the hatching of turtle eggs from their protected beaches, and will hope for a better hatchling survival rate this year.

Boaters and cruisers need to be aware of maintenance issues due to floating sargassum weed and the flotsam it collects as it travels. There is as yet no "early warning" system especially for sailors of where or when this seaweed will arrive or impact an area; boaters should expect it will occur and protect their vessel as best they can — in advance.

GCRF.USM.EDU



Vessels can be affected by blocked raw-water intakes, filter blockage, reverse osmosis filter system damage, heat exchanger blockage, prop fouling on inboards and outboards, and rudder damage. Some ahead-of-time steps can be taken to help prevent issues. First, as raw water intakes are susceptible to weed intake, strainers on the through-hull entry area to key boat components should be installed and/or cleaned. For prop protection, prop cutters of the type used for protection against rope or fish-pot fouling may also offer assistance with the tougher weed strands. Note that marine debris, including derelict fishing gear, can accumulate in sargassum.

On passage, keeping an eye on the amount of weed in your path, and avoiding it, is a wise strategy. A second is to back up several times a day or when your rudder seems to be impacted; this allows the boat to back out of the weed-mat buildup and can help clear your hull. Because of the buildup of weed internally in the vessel, checking of filters and any needed cleaning should be a daily (in heavy weed) or at least a weekly task on passage through weed.

As in past years, the Gulf Coast Research Laboratory (GCRL), University of Southern Mississippi, is leading an ongoing effort to better understand critical aspects of this phenomenon. Senior Scientist Jim Franks has again requested cruisers input their data (lat/long/DTG) with comments to the GCRL website designed for reporting pelagic sargassum observations. Photos related to the observations may also be sent to Jim Franks, whose e-mail address will be provided to individual cruisers upon receipt of their reports to the site.

Your participation is essential to this work. Please use the form at http://gcrl.usm.edu/sargassum/sargassum.observation.form.php to report your observations.

Data provided to this site will be used by GCRL scientists and colleagues throughout the region to identify the source and examine the movements and causes of this extraordinary event. Last year's efforts with reports and samples have allowed GCRL to better understand the environmental impact as well as to identify the species of weed(s) causing the issues.

As you passage, remember to note where, when and what amounts of Sargassum you experience, then report to GCRL's site.

In the future, it is hoped an "early warning" capability or notification can be provided to vessels underway. Part of the Seven Seas Cruising Association's Clean Wake Program is supporting GCRL with public service announcements via internet and SSCA's KPK radio station. Radio "KPK" is broadcasting on SSB frequency 8.104 at 1215 hours UTC (0715 EST or 0815 AST) with Glenn Tuttle, SSCA/CSSN Radio "KPK" Net Manager. At a minimum, should you find a major impact area, notify others. Your efforts may mean safer voyaging for all of us!

Joan Conover is the Seven Seas Cruising Association's Cruising Station Coordinator. She sails the Caribbean aboard S/V Growltiger.



ISLAND	DEALER NAME	CITY	TELEPHONE NUMBER
ANGUILLA	MADCO	St. Martin	+590-590-510-540
ANTIGUA	Paradise Boat Sales	St. Johns	+268-562-7125
BAHAMAS	Lightbourne Marine	Nassau	+242-393-5285
BAHAMAS	National Marine Limited	Marsh Harbour	+242-367-2326
BAHAMAS	Out-Board Services Limited	Freeport	+242-352-9246
BAHAMAS	Spanish Wells Marine & Hardware Co. Ltd.	Spanish Wells	+242-333-4139
BARBADOS	Marine Power Solutions Inc.	Barbados	+246-435-8127
BELIZE	Belize Diesel & Equipment Co.	Belize City	+501-223-5668
BELIZE	Thunderbirds Marine	Placencia Village	+501-624-1411
BELIZE	William Quan & Co.	Belize City	+501-2-27-2264
BERMUDA	Pearman Watlington & Co Ltd.	Hamilton	+441-295-3232
BRITISH VIRGIN ISLANDS	Marine Power Service Ltd.	Tortola	+284-494-2738
CAYMAN ISLANDS	Scott's Industries Ltd.	Grand Cayman	+345-949-4186
DOMINICA	Dominica Marine Center Inc.	Roseau	+767-440-BOAT(2628)
DOMINICAN REPUBLIC	Auto Marina S.A.	Santo Domingo	+809-565-6576
FRENCH GUIANA	Sovale s.a.s.	Cayenne Cedex	+594-594-359-777
FRENCH WEST INDIES	MADCO	St. Martin	+590-590-510-540
FRENCH WEST INDIES	Maximarine SAS	Martinique	+596-696-454-502
FRENCH WEST INDIES	S.A.D	Guadeloupe	+590-590-269-797
GRENADA	Anro Agencies Ltd.	St. George's	+473-444-2220
GUYANA	W & H Rambaran Marine	Georgetown	+592-226-4523
HAITI	Matelec S.A.	Port-au-Prince	+509-2813-0829
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DRENCHED TWO WAYS IN DOMINICA

by Chelsea Pyne

THE first thing I learned about Dominica was that I was mispronouncing it. The second lesson was that they drive on the left side of the road and do not yield to pedestrians. Luckily, my super-aware boyfriend, Andrew, is used to pulling me out of danger's way.

My time on this island was so polarized that I still am unsure how I feel about a return visit. I had the best and worst times on The Nature Island.

To start, we sailed our 1977 CSY44 cutter, *Nai'a Blue*, into Prince Rupert Bay. The town of Portsmouth wasn't as inviting as we had hoped, so we didn't spend too much time wandering the streets. Instead, we stuck to our boat and gazed at the abandoned buildings that were once under construction, wondering what went wrong.

After a few days in Prince Rupert Bay, we made a short motor sail to the capital, Roseau. The area was full of markets, restaurants and tourists — much different from the bay we had just left. I was delighted knowing this place was safe and I could actually spend a night roaming on land. Late-night city walks are a soothing pastime to me. So against his better judgment, as clouds were rolling in, I convinced Andrew to join the nightlife.

However, things would not go as imagined in my head.

Chelsea's Wonderful Night Out

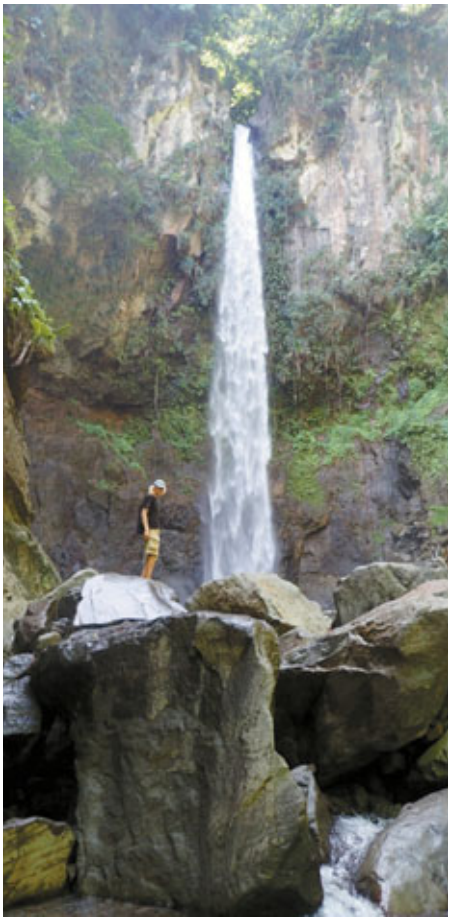
The waterfront shops had closed, the alleys were dark, and the markets were abandoned by fruit sellers and filled with shadows. We went down a few blocks towards Kennedy Avenue, before turning to head back. This was when I was gracefully yanked off the street as a van blared by, the sideview mirror missing me by inches. And that concluded our night out, or so we thought.

To make up for such a failed night — one that I had forced — I offered to buy a nice dinner for us at the lovely waterfront Fort Young Hotel.

Unfortunately, the weather picked up so much that our dinghy was being smashed against the dock. Andrew ran down to steady it, but could not leave it tied. I was claiming my 30 minutes of free WiFi from the hotel when I heard the crowd of customers go "Ooh!"

I whipped my head around and frantically asked the two Scottish women at the table next to me what happened. Andrew was now in the dinghy being tossed back and forth by the waves. "Well, he was just about knocked off into the rocks!" they exasperatedly told me.

Great. It was obviously time to go, but I had just put in my order ten minutes before. The food took another 20 minutes and as I sat nervously sipping a Presidente, watching Andrew get whiplash, the bartender told me he'd never seen the water so rough. Oh, that was relieving.



Above: Prince Rupert Bay was a calm anchorage, but the town of Portsmouth wasn't quite what Nai'a Blue's *crew was looking for*

Left: Not sorry at all! Sari Sari Falls were well worth the hike

At last, I received my food and took off for the dock. Because the dock was much higher than the water level I had to sit on the edge and try to jump (more or less fall) into the dinghy. This did not work. My legs dangling off the dock, I had to quickly lift them as the dinghy smashed against the dock, very possibly breaking my legs had I not moved them. The wind continued to pick up its ferocity and I had to scream to Andrew, "It's okay, I'll get a room for the night!"

To understand how impossible the situation seemed, the two Scottish women offered me their couch so that I would not attempt my stunt. Even as the frugal vagabond that I am, I preferred to pay out a night's stay at an expensive hotel in lieu of making a break for the dinghy. "Just go back to the boat! I can stay here!" I screamed, though barely audible.

Poor Andrew had been sloshed around for half an hour by then. He yelled back to meet at the dock nearer to our boat, about a ten-minute walk from where we were. I nodded and ran off the dock, avoiding the incoming waves from sweeping me off. Still with my takeout in hand, thoroughly soaked in seawater, I had the bartender call me a taxi.

But then another twist in the plot unfolded. I did not have cash. So we had to call around to taxi services and find one who would trust me to pay the next day. I offered double to finally get me to another dock to try boarding the dinghy all over again. The taxi agreed and after 15 minutes of anxiously waiting for him to show up, pacing the halls as a nervous wreck, I got into his van. At that point I was nearly hysterical — not knowing where I was, at night, alone, no ID on me. My parents would never hear about this one.

I gave the security person at the hotel door my information and told them if they did not hear from me in 24 hours to start looking. Maybe I have trust issues. But the taxi driver, and whoever was next to him, kept their word and got me to the next bay in three minutes. I paid $20 for a three-minute taxi ride and I'd do it again if I had to. I thanked them profusely and gave them my number and relayed instructions that if they could not reach me the next day, I would leave the money with Rhonda at the Fort Young Hotel, where they picked me up. Nods all around and I flew down to another dock.

—Continued on next page



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—*Continued from previous page*

The weather was still rough but the waves were not as big as in Roseau. I switched on my phone's flashlight and screamed, "Drew!" He immediately popped out of the boat and was pulling up to me in record time. I quickly stepped in and did not let go. Drenched, shaken and exhausted, we let out a deep breath and



sort of laugh-cried at all we had gone through on Chelsea's wonderful night out.

After a quick drink to kill the nerves, I did my best to reheat the soup I'd brought from the hotel restaurant, praying it wasn't too salty now, and managed to salvage the meal. Of course, I had already eaten my sandwich like a maniac as I waited for the taxi.

I sat in our galley with my eyes closed and inhaled and exhaled.

Breathtaking, Bone-Chilling and Wonderful

But the sun also rises. The next day was a new adventure, one I am happy to tell.

An old friend picked us up, drove us an hour to the Atlantic side of the island where his family lives. The drive was splendid. Sometimes we forget how nice it is to be on solid ground in fresh mountain air. Steep curvy roads ascended quickly into the thick mountains. Roadside vegetable stands were scattered along the drive, the offerings looking much more appealing than the steamy lettuce I get from the dockside markets. I could see their farms and feel the freshness.

Our friend, playing tour guide, announced that instead of the famous Trafalgar Falls, we would go on a 20-minute hike to the waterfall in his village La Plaine, known as Sari Sari Falls. That 20-minute hike, which he did in flip-flops, turned out to be more or less a four-hour mountaineering expedition. As an avid hiker, I was worn out.

The paths (if you could call them that) were steep and muddy without proper handrails — truly a slippery slope trying to get to the Sari Sari River basin. I felt sorry for the old couple we met on the trail who got suckered into hiking to this fall. At 24 years old and in pretty decent shape, my legs felt like Jell-O halfway through. This couple had trouble passing through the river, as their walking sticks were not giving enough support. Many times my upper body strength and flexibility were tested as I traversed boulders to continue upstream.

As much as I love a challenging climb, I kept reminding our friend that the 20-minute hike should have been over 100 minutes ago… 120 minutes ago… 140

Left: 'Sometimes we forget how nice it is to be on solid ground in fresh mountain air'

Below: 'The water was so powerful I could not get directly under the fall'



minutes ago. The end result, however, was astonishing. Sari Sari Falls were breathtaking, bone chilling and wonderful wrapped into one.

The water was incredibly cold, and so powerful that I could not get directly under the fall. Owing to rockslides, people can no longer dive down under the fall, something I wouldn't encourage anyway. The older couple, once they caught up, told me that they had been to the famous waterfall I had originally planned to see. "Sari Sari," they said, "is just barely shorter, but even more striking than Trafalgar." This comment made me immensely happy. I love working up a good sweat to be rewarded with a view that a taxi van cannot easily give me. Trafalgar Falls is a much friendlier and safer fifth of a mile hike, one that I would suggest to any visitor — unless sore legs and sweat is what you're after. Then the two-mile upstream battle of Sari Sari is the way to go.

We started our hike back down the river, which was not fun because trying to get down steep, slippery rocks is more dangerous than getting over them. I told our friend that I would be timing the way back to see a real measure of travel. And he hustled us. No time for lollygagging, we sped through the waters, scaled the rocks and made our way back in 30 minutes — with one delay when I slipped and fell in literally the last crossing of the river in the trip (my camera, however, did not get wet, hooray!). That was going full force.

Day well spent, the hike to Sari Sari Falls can be done in a short time, or it can seem never-ending. We got a little of both. If you don't have the earthly instincts or the skills of Bear Grylls, then make sure to have a guide. We would have never found it otherwise.

Dominica proved to be both dark and light — all a matter of whom you know and where to go. For the nature lover, of course, take the land for all it's worth. Each part of the island offers something to climb or somewhere to swim and does so with beauty and grace. But sticking to what you know makes all the difference. If I want to see the culture and history of Dominica, next time I will do so during daylight hours when the weather is fair. I won't be wandering dark, unfamiliar city streets as taxis blare by. I will, however, be cautiously planning the next adventure, with a little more research in hand.

No matter where I go from now on, I will remember that plans can quickly change and we are not in control of time. Ever.



Grenada's 'Coffee Grounds' Getaways

by Don Street



Have you been anchored in Grenada for so long that your boat is now aground on your own coffee grounds?

Many boats afloat on the south coast of Grenada that have liveaboard crews have gone nowhere since they arrived in Grenada in June or early July to be south of the hurricane area. They are surrounded with boats in the same state. Sure, the hashes and trivia nights and domino games are fun... but aren't cruisers supposed to *cruise*?

So, what will it be, coffee grounds or cruising grounds? Get away from the daily grind! Within an hour's sail of the popular "parking lots", there is a nice change of scenery: quiet anchorages with no one else in them.

Take a look at Imray Iolaire chart B32's inset B, the blow-up of the south coast of Grenada, and the piloting directions on the back of the chart. Before heading off on this expedition check B32 very carefully and then go to www.imray.com/ corrections to make sure you are completely up to date.

Two miles east of Calivigny Island, there is Little Bacolet Bay. Then, 200 yards east of Little Bacolet Bay, is an unnamed but very good sheltered anchorage for one boat up at the head of the cove west of Little Bacolet Point. In both these coves, you are pretty much guaranteed to be completely by yourself.

For multihulls or boats with shoal draft, La Sagesse Bay is a good anchorage for those who would like avail themselves of a restaurant different from the ones they usually visit by dinghy from their normal yacht anchorages. Warning, the soundings in La Sagesse Bay are wrong, there is only about five feet (one and a half metres) of water in most of the bay. There is deep water to the edge of the shelf, where it suddenly shoals. East of La Sagesse, look at the main chart, the blow-up of the southeast corner of Grenada in this article, and pages 160 to 162 of *Street's Guide Martinique to Trinidad*.

East of La Sagesse are three very attractive seldom visited coves: Lascar, Le Petit Trou, and Requin. Bearings on distinctive landmarks that make it easy to locate the entrances to these anchorages are shown on chart B32. All these anchorages have been explored and some visited a number of times by *Iolaire* and *Li'l Iolaire*. All require eyeball navigation.

The largest one, Lascar Cove, offers two different anchorages, as does Requin Bay. Beg, borrow, steal, or buy from iUniverse.com *Street's Guide Martinique to Trinidad*, and check pages 160 to 162 for detailed information on these coves. Feel free to photocopy the pages if you locate a guide that the owner is unwilling to lend.

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Prickly Bay is one of Grenada's south coast harbors that are popular long-term anchorages for liveaboard cruisers. Uncrowded getaways are just a short sail away

DAN POWERS

—Continued from previous page

The coves are so close together that, if you have a RIB and weather conditions permit (in October or early November it probably will not be blowing too hard), you can anchor in one of the above harbors and explore the others by dinghy.

Forget about the coves between Requin and Great Bacolet Bay. I explored them in November in 2014 in a chartered dive boat. They are possible anchorages, but Great Bacolet Bay is so much better.

Approach Great Bacolet from the southeast, heading approximately northwest and favouring the northeast side of the bay. There is one danger, the 2.7-metre rock, which breaks in heavy weather. When the sea is not breaking on the shoal spot, eyeball navigation will show where the sea humps up over it. The best anchorage is in the northwest corner of the bay, which is six metres at the mouth, gradually shoaling to four and then three metres in the northwest corner. The bay itself is completely calm and deserted, while on the cliff above the bay an expensive real estate development is in progress.

From Great Bacolet back to the popular anchorages on the south coast of Grenada, it is an easy reach or run of about seven miles.

The other option is to head hard on the wind on port tack for about 20 minutes, then tack to the north. Once clear of Great Bacolet Point, it is an easy beam or broad reach north ten miles to the uninhabited Sandy Island (not to be confused with the Sandy Island off Carriacou), which has the feeling of a ghost town. There is a very substantial small hotel built in the late 1950s — a land developer's dream that became a nightmare. It was a very unsuccessful operation that died quickly. Anchor close inshore on a Bahamian moor as there is a strong reversing tide.

A note: when sailing from Great Bacolet to Sandy Island you pass Grenville, which I feel is not that difficult to enter and leave. I have visited this anchorage with the engineless *Iolaire* and *Li'l Iolaire*. It gives a great jump-off point to visit Belmont Plantation, the River Antoine rum distillery with its water-powered cane grinder, and the chocolate factory. [See *"Grenville: Grenada's Second City" by Lexi Fisher in last month's* Compass.]

From Sandy Island, you have three choices: leave on a weather-going tide for an easy 14-mile passage to Carriacou, or head back south for 17 miles on a fast beam and broad reach to your anchorage on the south coast of Grenada, or scoot across the top of Grenada and down the west coast to St. George's.

This will be a refreshing break from your months of sitting around in your coffee grounds on the south coast. Have a good cruise!

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PRODUCT POSTINGS

Sailing? Bliss. Dropping anchor? Piece of cake. Picking up a mooring? Well, okay.

But going alongside a dock? That's the one that gives many sailors the heebie-jeebies.

Here are a few nifty pieces of gear that might help make docking less of an ordeal. Look for them at your favorite local chandlery or visit the websites mentioned.



Boat Hooks Tested, Proven Durable and Reliable

Most owners don't think much about their boat hook — until it breaks just as they're entering a slip on a windy day. Team Boat Hooks from Davis Instruments are tested and proven superior in punishing laboratory conditions. Durable and reliable, they provide boaters peace of mind every time they use these versatile tools.

During recent testing against four other brands, the competitors' hooks tore, broke and even exploded when increasing weight was added. The Davis hook took 408 kilos (nearly 900 pounds) of pulling force before the stake that pins it into the shaft failed. The hook simply would not break.

All Davis Instruments Team Boat Hooks include the company's UV-stabilized Lexan polycarbonate hook. It's guaranteed for life to be unbreakable. The tip has a 19-millimetre thread to fit a deck brush, mop or other accessory. A high-visibility orange cap covers the threads when not needed and protects boat finishes when fending off.

Another point of failure during testing was the locking mechanism. With increasing weight, tubes slipped and parted. The Davis locking mechanism withstood 154 kilos (nearly 340 pounds).

The boat hook tubing is made from anodized aluminum — inside and out — for years of corrosion-free use. A molded vinyl grip with a palm swell provides a sure grasp, even when wet. And if it's dropped in the water, it floats for quick retrieval.

Lightweight, Team Boat Hooks are available in three configurations: a two-section model that adjusts from 140 to 240 centimetres, and two three-section versions that expand from 100 to 240 centimetres and 140 to 370 centimetres. They're easy to use. A simple twist extends the pole. Rotating in the other direction solidly locks the sections in place.

From grabbing a mooring or dock line to safely fending off, Team Boat Hooks have a multitude of uses on board. They can even be used to brush the deck or waterline, pass bags of groceries, or retrieve a favorite hat blown overboard. No boat should be without one.

Visit www.davisnet.com for more information.

Chafe Guards Lengthen Life of Lines

Boatowners call upon dock and anchor lines to hold and protect expensive investments. Innovative and affordable Secure Removable Chafe Guards from Davis Instruments shield these important links from excessive wear and friction.

Whether for the anchor or tied to a dock, lines can wear through quickly where they rub against the anchor roller, cleats or cap rails, or especially where two lines cross. Wrapping the line at these areas of friction with Secure Removable Chafe Guards eliminates the potential problem. This protects the lines — and the boat.

With outside covers of tough, UV-stabilized nylon webbing and insides of 100-percent Velcro-brand hook fasteners, Davis Chafe Guards stay in place without need for additional strings or ties. Recently upgraded, these super line-savers now fit braided or twisted line from ten to 25 millimetres (two-fifths to one inch) in diameter.

Boaters can easily reposition the Chafe Guards, or remove and stow them for use at the next mooring or anchorage. Davis Instruments Secure Removable Chafe Guards are 40 centimetres (16 inches) long and are sold in pairs.

Visit www.davisnet.com for more information.

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Dock Lines Slipping Off a Boat Hook a Thing of the Past

Placing a mooring line's loop over a piling or cleat can be a struggle, especially from a moving deck. Too often, it slips off the pole and into the water, possibly leading to a dangerous situation. Shurhold's Dock-A-Reni holds the rope securely against any standard boat-hook shaft, turning a challenging chore into an easy task.

The innovative device mounts on the boat hook using the attached Velcro strap. It accommodates line up to 25 millimetres (one inch) in diameter.

To use, the dock line loop is placed over the hook and into the Dock-A-Reni. This holds the bight open and makes for easy placement over a piling or cleat. The pole is then pulled back and the rope is released, allowing the user to pull it tight and tie off the boat. A brief video demonstrating how easy it is to use is at bit.ly/1QqKEAC.

The device is built from durable UV-resistant and rust-free plastic. Because of its design and style of mount, it can easily be left on the boat hook or quickly removed for use on another pole.

Visit www.shurhold.com for more information.

Every Fender Needs a Friend

It can be upsetting to walk down the dock to your boat and find nothing but a torn-off fender eye dangling. What happened? The boat pinned the fender tightly against the dock, and wave action ripped it off, leaving the vessel unprotected and possibly damaged. Davis Instruments' Shockles FenderFriend prevents this from happening.

With models for twin-eye and center-tube fenders, FenderFriend is the world's only fender whip and hanger that features a built-in shock absorber. It stretches 30 centimetres (one foot) so that when wakes or swells rock the boat, the fender stays in place, protecting the vessel, without additional strain to the rail, cleat or lifeline.

The proprietary system includes a UV-resistant nylon webbing strap that adjusts from 40 to 182 centimetres (16 to 72 inches), and a sturdy Nexus marine-grade buckle. Anyone — even non-boaters — can easily attach the device just about anywhere, whether to a sailboat's toe rail, a cleat, grab rail or the square rails of a pontoon. It adjusts quickly to hang the fender in the optimal position. Many boaters especially appreciate the shock absorber's stretch when idling into the slip — when the moving boat can squeeze the fender out of place.



Visit www.davisnet.com for more information.



BOAT BUM

As the sun dipped behind Kapa Island in the Kingdom of Tonga, I resisted my instinct to re-anchor the Sunsail 33, and soon paid the price with an all-night watch, worried about a coral outcrop 50 feet behind me. My wife, Cynthia, and I had retired below without a thought about an approaching low-pressure trough. But on a boat, what feels perfectly right by daylight can take on gloom in darkness, after which it's typically too late to act. As Cynthia's breath grew sleepier beside me, I was left on my own to fret about the distant thunder and lightning, and that damnable chunk of coral.

Unable to sleep, I grabbed a flashlight and stumbled back up the companionway into the breezy darkness, where I scanned the rock by flashlight every 15 minutes to see if we were holding. Luckily, the anchor did its job, so by midnight I'd stretched out on the cockpit cushions and relaxed, thinking back to the last time I'd worried about wind and stormy seas, on a return trip to Florida from the Yucatan Peninsula following the Isla Mujeres Race in 1972.

Although much of Yucatan is now a major tourist destination, the Mayan Riviera, hardly any development had touched it the year I raced. Nineteen years old at the time, I'd recently dropped out of the University of Florida on my way to final exams. It's not exactly clear what my motives were, although I recall internalizing something Kerouac had said about the artificiality of book learning. The truth of the matter is that I wanted a taste of real life, not to be had in the university library.

So I quit school in search of something, only to end up in my hometown, Clearwater, Florida, having learned my first worldly fact, that adventure isn't cheap. As luck would have it, I found a job at Ross Marina, which put me in daily contact with sailors who competed in the ocean racing circuits popular at the time. Because I knew a bit about sailing and, more importantly, didn't get seasick, I soon found myself in demand as a crewmember.

The vessel of my misadventure, a Morgan 41 called the *West Wind*, was owned by Clarence Crobaugh, a man's man in his early 40s who'd played college football then gone on to a successful business career. Also crewing on the race that year was T-do Kamensky, the "T-do" short for Theodore. T-do, in his mid-fifties, sported a salty beard and a gruff demeanor, and was a local sailing legend, highly sought after as a racing strategist and all-around seaman. I knew T-do only by reputation, so it was an honor to be racing with him. The event I wish to describe doesn't involve the race, however, but our return trip to Florida, after having finished first in class and second in fleet.

*****

The only problem with the Isla Mujeres race is that you have to get your boat back to the US. This is generally viewed as a leisurely cruise, however, and enjoyed as part of the overall race experience. Going on *West Wind* was T-do, of course, and when Clarence invited me along it felt like a promotion into his elite circle of boat handlers. Our passenger list also included Mrs. Crobaugh, or Pearl, and a VIP couple, Russell and Fran St. Arnold, who'd flown down after the race for fun in the sun. Mr. St. Arnold, owner of a private airpark, was a local celebrity often written up in the *St. Petersburg Times*. Evidently, he'd participated in the Normandy invasion on some sort of support vessel, which made him a big-time sailor when stories got told over cocktails on the docks.

And so it was that *West Wind* left Isla Mujeres on a Sunday morning, everyone in good spirits following the race, our broad reach hastened by a lively tradewind. By evening, we'd anchored off Isla Contoy at the tip of the Yucatan Peninsula, where we spent the next day snorkeling. My only complaint was the occasional request by St. Arnold that I do this or that, nothing strenuous but uttered in a tone revealing no awareness that I was a sailing crewmember.

The day of our departure from Contoy dawned pleasantly, and we left at sunrise heading for Florida Bay. It was on the second day of our passage that high cirrus began sliding across the sky from the north, dredging up a line of lower clouds. These soon formed a massive, purple wall that looked more geological than atmospheric. I'd never seen anything like it and haven't since. This was a cold front of course, and Clarence must have known about it.

Our radio, which went out later, was still functioning, and skippers always listen to the weather report with morning coffee. That said, forecasting in the 1970s wasn't anywhere near the science of today. Plus, there was surely a desire on the part of Clarence and the others to return to busy lives. Anyway, all we had to do was get across the Yucatan Channel and slip into Florida Bay. How hard could that be?

*****

The storm clouds closed over us at noon, when it squalled for an hour then quit, leaving us nearly becalmed in a light breeze. I relaxed even though I knew this couldn't be, and sure enough the wind came up fast, putting us through our paces as we reefed the main completely and changed headsails from genoa to number three jib. The sun set with sustained northeasterly winds blowing at 40 knots, gusting to 50, a fresh gale. We strapped on our lifeline harnesses, brought everything down, and continued under power, with bow to the waves. Our watch routine started at 8:00PM, with four hours on, four hours off, Clarence sailing with St. Arnold, and T-do with me, the women below.

I was on deck, with T-do at the helm as the sun rose through surprisingly clear skies on the first morning, and it was as if I now gazed upon a completely new world. Having spent many a day on the water, I'd never seen a storm from the inside looking out, and it was something magnificent on first impression, the ocean rolling about in massive humps, only to collapse beneath truckloads of froth then build again, taller than before. On 360 degrees, the seascape formed hillocks of foam, with deep troughs and crests that looked ripped by the wind. It took me a moment to realize T-do was shouting, "The Gulf don't get no rougher than this," which gave me pause given his experience. In fact, the waves reached the spreaders of the *West Wind*, putting them at 20 feet.

My initial reaction was befitting of the teenager I was. As T-do sailed, I crawled to the bowsprit where I hooked my lifeline, gaining a perch with all the thrills of the Busch Gardens ride where you sit in a boat-like tub that swings in ever higher arcs until your view is either straight up, or straight down. The storm seemed like an adventurous pastime until I realized later that morning that both T-do and Clarence looked worried. Then, and much to our surprise, St. Arnold got seasick, ending the manageable, two-person watch. Now, we were two hours on the helm with four hours off, meaning Clarence, T-do, and I would each have to steer for eight hours over a 24-hour cycle.

My memories of the storm — even as we stepped ashore a couple days later — were never very precise. They form a ragged string of impressions, with distinct moments lit as if by photographic flash. In retrospect, I can see the general outline of a sequence of events, and the next significant one came about noon, day one. The three of us were on deck with T-do at the helm when the boat fell off the waves and the engine's rumble quit, leaving just the pure sound of the howling wind. "Check the engine," T-do shouted at Clarence, who edged to the companionway, unhooked his lifeline, and disappeared below, only to reappear a moment later. "Engine's out."

"Let's call the Coast Guard, let'm know we're here," T-do shouted.

Clarence ducked below again, but was back up fast. "Radio's down."

T-do handed me the helm and went below to see for himself. Back on deck, he shook his head, and grimaced my way. "The electrical system's shorted."

"Okay?"

"So the bilge pump's down."

This sounded bad, but I didn't know why exactly until T-do added, "We're taking on water."

"How?"

"Who knows? But we'll have to pump. Manually. Let's get that storm jib up."

And so it was our watch became a gauntlet, as our four hours off the helm now required two hours on a manual pump, an exertion that soon became exhausting.

Perhaps it was the equipment failures that pushed Clarence to the edge, and just past it. As owner of *West Wind,* he certainly felt responsible for us, and for the circumstances in which we found ourselves. After all, his decision had put us into the storm, and it was his boat that was breaking apart. Although I never used phrases like "life threatening" or "nearly sank" in telling my story afterwards, the fact of the matter is these phrases are entirely apt. So the weight on Clarence must have been heavy. In any event, I was on the helm near 5:00PM when an animal-like cry, louder than the wind, made my skin crawl. I nearly dropped the helm before realizing it was Clarence at the stern, staring into the water.

"What?" I shouted.

"Look! Clarence pointed, the stern seesawing up as a wave lashed past.

I didn't see it. "What?"

"A big white… something, a rectangle." On telling me, Clarence seemed to have second thoughts.

I looked again. "I don't see it."

"It's gone." Clarence returned to the cockpit and seemed to be shaking something off. Luckily, after his fright at the stern, he became more determined than ever to get the *West Wind* to safety.

*****

The second night was the most intense phase of the storm, and I still have questions about how we survived. How we steered, the waves abeam, and didn't take a knock down. How we pumped the bilge and kept the boat from sinking. How we fueled our bodies. Did we eat? I don't know. My lack of memory probably has something to do with regression to a mind-form based on stimulus and response, something others have mentioned to me about their own experiences. Spray whips over the deck and you turn away, not thinking. The bow needles a wave crest and you brace for the bang on the backside trough, not thinking.

In the midst of this, and perhaps incredibly, I fell asleep. I know it for a fact because my most distinct memory from the storm is of a dream I woke from. It was 2:00AM. I'd just turned the helm over to T-do and strapped myself down on the cockpit deck to keep him company. In my fatigued state of mind, I drifted off, then completely away, to a prehistoric landscape, pterodactyls circling above, with me chained down in offering. When they saw me they dove, at the very instant I was hurled up at them, only to be yanked hard at the end of a tether, waking as the lifeline jerked me from the wave that had swept the length of the *West Wind*, nearly pulling me over.

Surviving a storm at sea is a contest in which a boat outlasts the weather. If the weather breaks first, you sail to a happy ending, the opposite of what happens when the storm outlasts the boat. We survived for the simple reason that the *West Wind* held strong enough for the clock to tick in our favor, with the storm ending before we did, which happened late in the afternoon of day two, about 48 hours after the cold front rolled over us. It came with faintly perceptible lulls and a smoothing of the sea surface. Then, the wind blew itself out in fits and starts, and the waves lost their fury as they shrank to little more than a chop. We shook out the mainsail reefs, raised the genoa, and began a search for vagrant breezes. Dead reckoning put us 100 miles west of Naples.

The change in weather quickly restored our seasick companions below. I was on the helm when St. Arnold popped up through the companionway, looking worse for wear but smiling. He handed a couple of beers to Clarence and T-do with a hearty shout. "Here's to some real sailors."

I expected him to bring another one up. When he didn't, I asked, "Got another one, Mr. St. Arnold?"

The man gave me a dumb expression. "Go get your own goddamn beer."

With this, St. Arnold scoffed, and to be sure I understood his meaning, he added, "I don't wait on boat bums."

The man's sudden vehemence pricked me, and I was at loss for words. Hadn't I worked hard, with Clarence and T-do, to bring the boat to safety?

I clutched the helm and looked away, feeling stupid to be fighting back tears after having sailed a boat through a storm at sea. But T-do rescued me.

"Well here's to goddamn boat bums," he said, raising his beer can high and taking a lusty gulp. At this, Clarence moved around St. Arnold at the companionway and went below, emerging a moment later with a can for me. Although warm, that was the best beer I ever drank.

*****

Soon after my storm-tossed passage from Yucatan to Florida, I returned to school and my boat bum days came to their natural conclusion. Sadly, I stopped sailing, not by conscious choice but because my career path dragged me inland, away from the ocean's seductive whisper. But years later I heard the siren call again, and talked my wife into a bareboat cruise or two, then three, to places each time more remote, searching for that shade of turquoise water you can only dream. Which is how Cynthia and I came to be anchored behind Kapa Island in the Vava'u group of the Kingdom of Tonga. As the eastern skyline began to pale on the Pacific, I found myself wondering how I'd hold up were I to be put to the test again, and concluded not so well. Yet there was satisfaction in knowing that I'd passed it once before, as a lowly boat bum no less.

The sun now winked atop the horizon, an orange bubble on a leaden sea, and I saw that the Sunsail 33 hadn't budged an inch. I was very happy with this, so happy I might have kissed the rock had we been close enough. In truth, dragging an anchor isn't very high on the list of maritime disasters, so I had to laugh at myself, which I did with the wonderful sense that all was fine, that I'd be able to sleep now, with the absolute certainty we wouldn't smash the rock and sink. I crawled below, into the berth beside Cynthia, and felt the comfort of her warmth beside me.

One can do worse than be a sander of boat bottoms, a raiser of jibs and mainsails, a boat bum in search of new adventures.

—Continued from page 16

...Cuba

As a result of the expansion and strengthening of friendly relations and cooperation with the US sailing community during the past year, as this issue of *Compass* goes to press, the Hemingway International Yacht Club has received proposals for eight more regattas and rallies from US-based entities including the Key West Yacht Club, the Coral Reef Yacht Club, the Key West Community Sailing Center, the St. Petersburg Yacht Club, the Pensacola Yacht Club, the Tampa Yacht & Country Club and *Cruising World* magazine.

Meanwhile, Cuba's de facto ambassador for yachting has expressed his satisfaction with the increase recorded in nautical activities and in the growth of Cuba's "home away from home" for visiting boaters. Since its founding in 1992, 2,774 people from 65 countries have joined the Hemingway International Yacht Club of Cuba. And so far this year, 195 new members — including 164 from the United States — joined the Club.

Thanks to Roberto F. Campos for information in this report.

At right: At the headquarters of Club Náutico Internacional Hemingway, visitors can find a warm welcome plus a display of artifacts from Cuba's rich maritime history

Below: The 1935 start of the then-annual St. Petersburg, Florida to Havana, Cuba Race



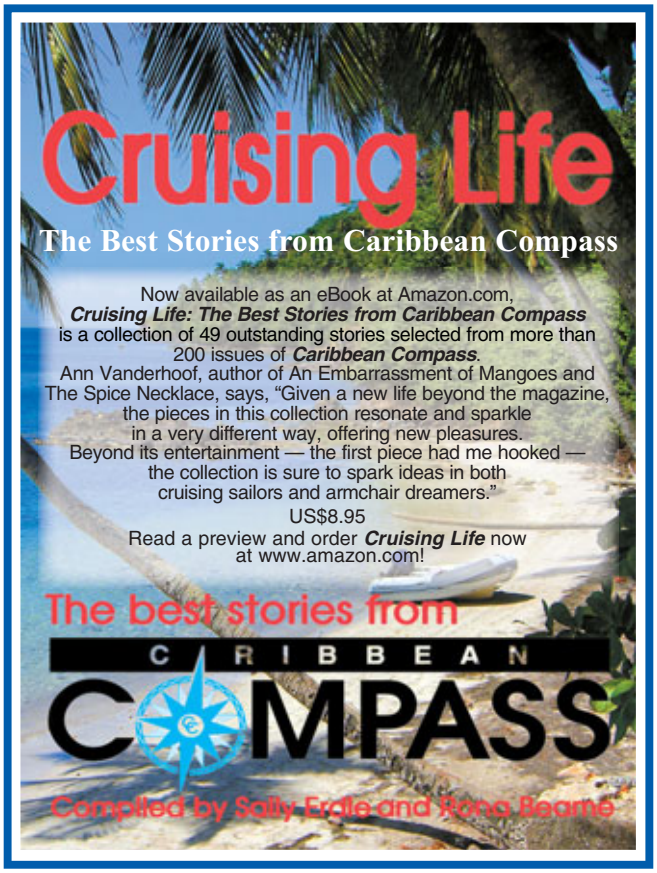
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BOOK REVIEW BY J. WYNNER

THE TUMULTUOUS YEAR

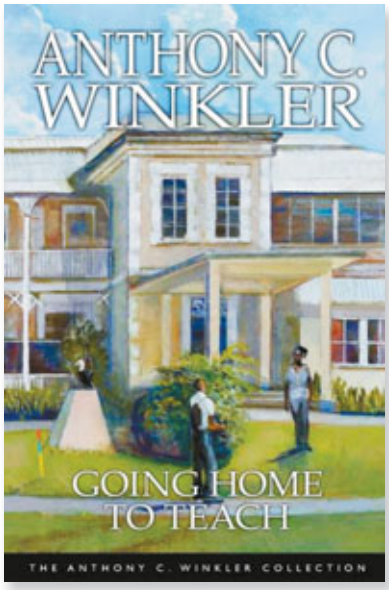
Going Home To Teach, *by Anthony C. Winkler. ©Macmillan Caribbean, 2006 edition, 318 pages, ISBN-13: 978-1-4050-6883-3*

Going Home To Teach evokes various episodes in the life of author Anthony Winkler when, in 1975, he went back to his native Jamaica to teach at a rural girls' "college for training teachers to run the elementary schools in the government system".

First published in 1995, it is the fourth book in The Anthony C. Winkler Collection.

As Winkler himself says in his introduction, "It is a hybrid work. It is not a work of fiction; it is not a straight autobiography; while it contains some historical explanations, it is not a work of history. It is a blend of fictionalized elements, facts, and flashback memories all compressed to describe the events that made up the tumultuous year of 1975".

Winkler said that after its publication, *Going Home To Teach* was being widely read in cultural anthropology classes.



In Jamaica in 1975, Prime Minister Michael Manley was brandishing his Democratic Socialism and the upper and middle classes were leaving the island in droves. But, Winkler, after 13 years in the United States and still pecking away at his first novel, *The Painted Canoe* (published in 1984), was heading back to Jamaica. He wanted to give back something to the land of his birth.

"Jamaica was also getting bad press at the time because of Manley and his well-publicized admiration of Castro. The island, it was said, could end up in the communist orbit. Moreover, there were rumours of an anti-white groundswell on the island that had resulted in some ugly behaviour towards tourists. Nevertheless, my plan struck me as sensible, and I was especially proud that by teaching I could possibly do some tangible good. I would return home to give back, not to take."

But at every turn he met a wall that seemed insurmountable. One of the things he had to deal with was the Jamaican mindset, which he blamed on the past colonial rulers. "Without force of arms, without any outward act of aggression, the Englishman achieved a bloodless coup of the native mind using as his storm troopers an endless succession of stupid rules about grammar, pronunciation, ceremony, politeness, and manners."

He often makes comparisons between the two cultures and also draws comparisons between Jamaica and the United States. Interspersed in the narrative are flashbacks of Winkler's family history. He also gives some insight into the students and their tasks, relating the hardships of students and teachers, as well as his interactions with the students and members of faculty.

Race relations as they obtained at the time are also evident. "You sniffed the dislike in banks, in the stores, in the post office. It was blind, rabid, seething — this hate — and if you were smart you took great care when you ventured out in public to do or say nothing to make it worse."

But, in typical Winkler style, he mixes his social commentary with his straight-faced humour. He has the art of relating incidents, some vexing, with a range of vocabulary, vivid imagery and descriptions that make the story sound hilarious.

"A case in point was the bus driver who ruined the mornings of the entire community… Early in the morning, with the larval earth still wrapped in a cocoon of fog and amniotic dimness, this madman's bus swooped down on the village with horrendous honking. It honked with the wild and frenzied trumpeting of a mad goose. And it honked on the loneliest and emptiest of road, one so lightly trafficked that you could have catnapped daily on it and still lived out your allotted years…

"Then there was the madman in the village. He was a middle-aged black man with the perfectly tonsured head of a medieval monk and a comical rounded body that looked roly-poly from too much baby fat… When his madness struck, he would sit on an embankment and shriek or stagger in the middle of the road, cursing the heavens in a ranting gibberish… But he was our madman, our own village lunatic, and when he even mildly erupted, every villager within earshot would stop and watch him with the fondness of a geologist doting over a local volcano…"

His marriage in Jamaica, to Chicago-born Cathy, who accompanied him when he took up his teaching appointment, was another episode!

Winkler is true to his calling and passionate about his homeland in spite of everything that he and his wife experienced in *Going Home To Teach*.

Episodic in nature, this book is a valuable work on a turbulent period in Jamaica's modern history and 1975 in particular. On reading it, one can see why it was "read in cultural anthropology classes".

LOOK OUT FOR...

RED HOT AND FURRY!

by Lynn Kaak

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

There really is no mistaking the chenille plant, or red hot cat's tail, once you've seen one. The bright red flowers that hang down in a tail, or in a caterpillar-like manner, are quite striking and quite memorable. They have proven so popular as an ornamental plant that their method of propagation has changed from the more typical seed to almost exclusively by cuttings.



Caliph hispida is believed to have come from around Malaysia, but this shrub has travelled so far, and so quickly, that this has not yet been proven. It has been naturalized pretty much anywhere that the climate is amenable, and where it is too cold, they are popular indoor plants. It is fond of full sunlight, and can't take freezing. Chenille does better in soil that has good drainage, and it has a tough time with salt in its environment. Moderate drought conditions are tolerable, and if the soil drains well, it can take a fair amount of rain. It does very well as a potted plant, possibly on a deck or a patio with good sunlight.

The shrub grows to a height of about three metres, and will spread out the same distance, although they are often cut back for aesthetic reasons. Besides the characteristic blooms, the shrub is fairly densely covered with medium-green leaves of a general oval shape. Most people may notice them only as a backdrop to the stunning main event. Since the plant flowers multiple times a year, and the "tails" are long-lived, identification is generally not difficult.

"Acalypha" means "nettle", as some of the characteristics of the shrub's leaves are similar to some forms of nettle. "Hispida" is Latin for "hairy or bristly", which refers to the flowers of the female shrubs. "Chenille" is the French for "hairy caterpillar". The "red hot cat's tail" is rather self-evident.

The red "tail" is an inflorescence, a collection of tiny flowers clumped together, which can grow to a length of 30 to 50 centimetres (about 12 to 20 inches). This is exclusive to the female plant; the male of the species is much less showy, which brings up the fact that the vast majority of chenilles that we see will be the females. Since the male flowers are not valued for their ornamental qualities, it is the female shrubs that have been propagated by man, via cuttings, around the world. The lack of male shrubs in the New World and Europe means that cuttings are the only way to create new plants. Few people have seen the seeds of the plant.

From a medicinal standpoint, the chenille may show some promise for Western medicine. The leaves have long been used as a poultice to treat skin lesions and leprosy, and studies have shown strong antifungal and antimicrobial qualities in leaf extracts that are effective in a number of troublesome pathogens. Teas and infusions of the bark and roots have also been used for centuries. So it may find a use besides just being a pretty face.



The Sky from Mid-October to Mid-November

by Jim Ulik

The voyage of the *HMS Bounty* took the ship into the relatively unexplored waters of the South Pacific. That voyage was the late 1700s version of a mission to the Moon. Does the voyage of the *HMS Bounty* end at Pitcairn Island? Of course not.

Besides living on in literature and movies, the *Bounty* still circles the Earth. Only now it is in the form of an asteroid and its orbit takes more than five and a half years. The *Bounty* is making another close approach this period. Out of the additional 84-plus asteroids making a close approach to Earth, there are a few more named after the famous — from Les Paul, who designed a solid-body electric guitar in 1941, to Jimi Hendrix with his innovative electric guitar playing in the 1960s. Some more recognizable asteroid names will be Stanley Kubrick, Grace Kelly, Buster Keaton, Oliver Hardy and Tom Hanks.

Monday, October 17th



FIGURE 1 ROBERT DODD (1790)

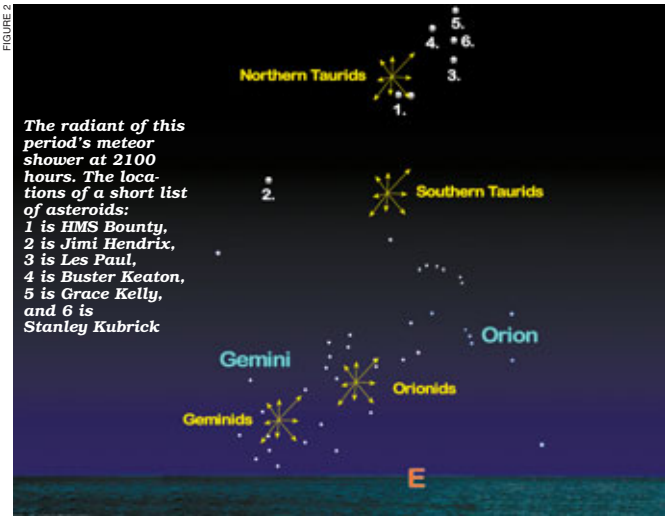
Fletcher Christian and the mutineers turn Lt. William Bligh and 18 others adrift

The Moon is near the Seven Sisters, or Pleiades. Aldebaran, Arabic for follower, is thought to be in reference to this star forever chasing the Pleiades across the heavens. As a general rule, the Pleiades cluster rises into the eastern sky before Aldebaran rises, and sets in the west before Aldebaran sets.

Tuesday, October 18th

Tonight marks the peak of the epsilon Geminids. The first sighting of this shower was on October 19th, 1868. This shower is active from October 14th to 27th.

FIGURE 2



The radiant of this period's meteor shower at 2100 hours. The locations of a short list of asteroids: 1 is HMS Bounty, 2 is Jimi Hendrix, 3 is Les Paul, 4 is Buster Keaton, 5 is Grace Kelly, and 6 is Stanley Kubrick

Friday, October 21st

The Orionids meteor shower will peak tonight. Check Figure 2. This shower will radiate from the same area of sky as the Geminids. The radiant is located between the constellations Orion and Gemini. The shower is active from October 4th to November 14th. The Orionids is a medium-strength shower that sometimes reaches high-strength activity. In a normal year the Orionids produce 20 to 25 meteors per hour. In exceptional years, such as 2006 to 2009, the peak rates were on par with the Perseids (50 to 75 per hour).

Tuesday, October 25th

There is a conjunction between the heart of Leo (Regulus) and the Moon. The celestial pair will rise in the east at 0100. As these bodies rise, you might see some meteors from the Leonis Minorids shower. The meteors from this shower radiate from Leo from October 19th to October 27th.

Friday, October 28th

If you are inclined to get up before sunrise, look east. There you will find the Moon one degree from Jupiter in the constellation Virgo.

Sunday, October 30th

The New Moon phase is today. The Moon is nearly in line with the Sun and will set just after the Sun disappears below the horizon. Mercury is also in line with the Sun. As the sky gets darker you will see the conjunction between Venus and Saturn. Venus will remain in the evening sky until March 2017.

Wednesday, November 2nd

The moon pairs up with the planets Venus and Mars after sunset. Look for the threesome in the southwest sky at nightfall and early evening.

Friday, November 4th

The annual Southern Taurids meteor shower will peak tonight. The Taurids are known for having a rather high percentage of fireballs.

—Continued on next page

Marine Insurance

The insurance business has changed. No longer can brokers talk of low rates. Rather, the honest broker can only say, "I'll do my best to minimize your increase!" There is good insurance, there is cheap insurance, but there is no good cheap insurance. You never know how good your insurance is until you have a claim. My claims settlement record cannot be matched.

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—*Continued from previous page*

If you trace the Southern Taurids meteors backwards, they all appear to radiate from the constellation Taurus the Bull just below or east of the Seven Sisters. These meteors will enter the atmosphere at 65,000 miles per hour (104,600 kilometres per hour).

Saturday, November 5th

Positioned in the southwest sky at 2000 hours are Mars and the Moon. Both objects are above or west of Sagittarius.

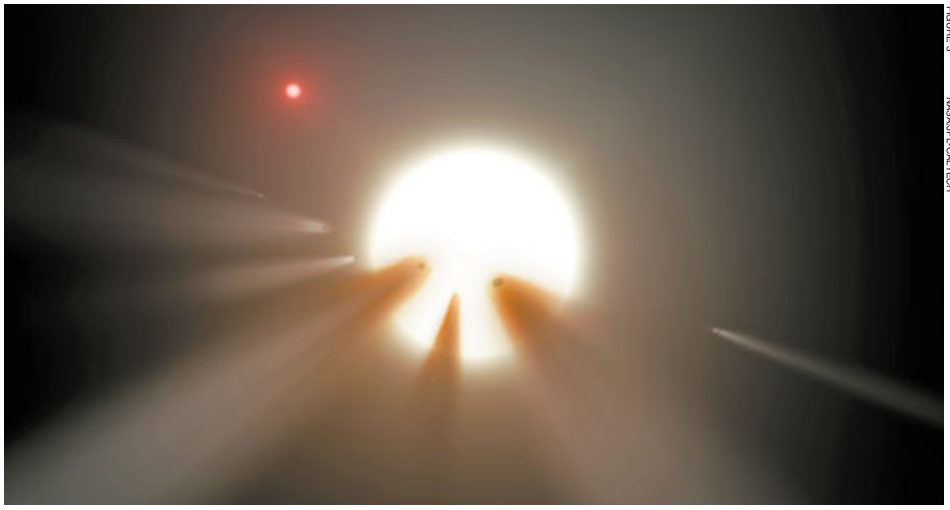


FIGURE 3 NASA/JPL-CALTECH

Monday, November 7th

The Moon will rise at 1214 and reach the first quarter phase at 1551. This is also the date of the *Bounty*'s close approach.

Tuesday, November 8th

Aquarius is the home of Neptune. The Moon will be positioned near that planet over the next two days.

Wednesday, November 9th

This night marks the start of the Leonids Meteor shower. This shower will be active until November 23rd. The meteors generate long trails as they enter the Earth's atmosphere. However you need to be up after midnight for the best viewing of the shower.

Saturday, November 12th

The Earth is going to pass through the second stream of debris from Comet Encke. This is the peak of the Northern Taurids meteor shower. The number of meteors should be greater than the Southern Taurids peak that occurred on November 4th.

Monday, November 14th

Watch those tides! Today the Moon rises at 0558 and becomes full at 0952.

This is also a supermoon because the Moon is at perigee or its closest point to Earth. In addition, the moon will be closer to Earth than it has been since January 26th, 1948. The moon won't come this close to Earth again until November 25th, 2034. *That makes the November 2016 full moon the closest and largest supermoon in 68 years.*

Tuesday, November 15th

The last meteor shower this period is the Iota Aurigids. Tonight is the maximum for this shower. The radiant of this shower is from the Auriga constellation.

In the News

Thoughts of aliens are in the news. It just came to light that a Russian radio telescope scanning the skies observed a "strong signal" from a nearby star, HD164595, in the constellation Hercules. The signal was received in spring 2015 but didn't become public knowledge until now. Consequently, further analysis could not be undertaken by other astronomers. Internet posts about aliens ran rampant. The Director of the Institute of Applied Astronomy at the Russian Academy of Sciences stated that the unusual signal was emanating from a Soviet military satellite, which had not been entered into any of the catalogs of celestial bodies.

Then there is the star located in the Cygnus constellation. That initiated reports of an alien megastructure, or Dyson Sphere, surrounding the star. Known natural phenomena wouldn't create these erratic changes in brightness. Another reason for the star's changes in brightness can be seen in Figure 3. Further study may help determine the cause. The launch of the James Webb telescope in October 2018 could help answer any questions. The James Webb Space Telescope will actually orbit the Sun, one million miles (one and a half million kilometres) away from the Earth.

Lastly is the discovery of planet Proxima b, found orbiting Proxima Centauri in the habitable zone. It is currently hard to know if the planet holds the potential for life. The orbit of Proxima b takes 11 days. There is the potential presence of a second planet orbiting in the system with a period near 200 days. Renowned theoretical physicist Stephen Hawking has been quoted as saying, "I believe alien life is quite common in the universe, although intelligent life is less so."

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.*

Left: Possible comet swarm around KIC8462852

Below: An artist's impression of the surface of the planet Proxima b orbiting the red dwarf star Proxima Centauri, the closest star to our Solar System



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Dominican Republic
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69.36.67W
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Above: Home delivery. In many locations, floating vendors bring the market to you

Right: Freshly squeezed tropical juices are a shoreside treat





Grouper and conch are on the catch-it-yourself menu



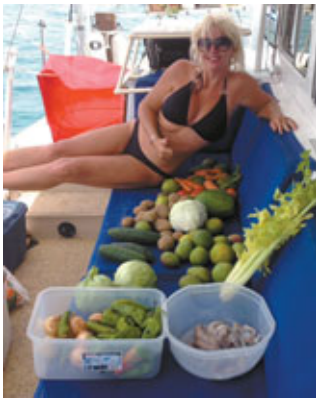
Above: Eggs are available almost everywhere, ready to be turned into potluck pizzazz



Cruiser Food — What's That?

by Bill and JoAnne Harris

"What do you eat when you live on a boat in the Caribbean?" A few non-cruising friends were concerned that we were only able to get our food from a can, like canned Dinty Moore stew, canned tuna, canned chicken, canned veggies, canned juices.... So we just want to show the world we are getting by!





JoAnne and Bill Harris are from Clear Lake, Texas and both hold 100-ton USCG Master Licenses. Visit www.jandbyachtultraadventure.blogspot.com to follow their sailing adventures.

Bottom, left to right: A market-day haul, coconut water on the beach, and fresh fruit from a seller in traditional dress



A Very Strange Fruit

Ackee is a very strange fruit, almost a mistake of nature. It is delicious and nutritious, yet can be poisonous if not picked when perfectly ripe. It is so plentiful in Jamaica that, fried with saltfish, it is considered their national dish.

Captain Bligh, of *The Mutiny on the Bounty* fame, has been blamed for importing this tree from West Africa in the late 1700s (*Blighia sapida* is the botanical name of the ackee), although it's more likely it arrived on slave ships. Ackee, like breadfruit, was considered a perfect food for the slaves on Caribbean sugar plantations, as it was cheap and nutritious.

Ackee, however, must be properly picked and cooked. Ackee fruit or pods must fully ripen naturally and split open while on the tree. Immature ackee is poisonous, and so is overripe ackee. Only the fleshy ivory-colored arils around the black seeds are edible. The remainder of the fruit, including the red pods, the base membrane and the seeds, is poisonous. The ackee arils must be cleaned, washed, and boiled. This water must be dumped and cannot be used again for cooking.

Picked before ripe, ackee contains a toxic alkaloid that blocks the liver from releasing the natural supply of glucose to your body. We use glucose or blood sugar constantly for energy and maintaining body functions. Every few hours our body needs another burst of natural sugar to keep our blood sugar levels normal. About two hours after eating unripe ackee fruit, nausea begins followed by vomiting, dizziness, fever, convulsions, coma, and even death. This is caused by the lack of blood sugar, or hypoglycemia, which can be corrected by an IV of glucose. The illness resulting from eating unripe ackee is known as the "vomiting sickness of Jamaica". Most cases of poisoning are young children of very poor families.

Even though this fruit can be life threatening, ackee is a major Jamaican export of more than a half a billion dollars a year! The US did not permit ackee imports until 2005 because so many people died from eating unripe ackee. Now Haiti is canning fully ripened fruits and exporting to the American market. I've been lucky to locate a few trees in Trinidad and find the correctly ripened fruit at Pricemart.

Ackee grows throughout the Caribbean, and Central and South America as an ornamental, but not all cultures consider it an edible fruit.

Ackee is a distant relative of the lychee. Its pale green blossoms have a nice aroma. To me, the fruit resembles that of a cashew. As the ackee ripens it becomes red or orange. Mature fruit split open to reveal three black seeds in a creamy flesh.

How can a tree with poisonous fruit be Jamaica's national food? When properly prepared, the ackee is delicious, and rich in vitamin A, zinc, iron, potassium, and calcium. A good-sized ackee weighs about a half pound and has about 150 calories. Ackee provides enough protein that it can be the center of a meal. It can be consumed fresh, baked, boiled in milk, or in soup. Ackee can be cooked with fish, pork, or chicken. It is absolutely delectable fried with onions, tomatoes, peppers and saltfish.

If you have your own tree, the fruit will be free! Ackee could make an excellent backyard tree to shade your hammock. It is a tropical evergreen, which will grow in most well drained soils and loves plenty of sun. Allow plenty of space, as it gets to 30 feet, both high and wide.

Please don't be frightened away from this fruit. When you buy or pick fresh ackee, take the ackee arils out of the pods, remove the black seeds, and with a small knife remove the little pinkish-purple string membrane. Always drain the ackee after boiling, and discard the water. Have an experienced local person show you how all this is done. If you are timid, buy canned ackee!



Simple Ackee and Saltfish
2 Tablespoons cooking oil
1 teaspoon curry powder
1 onion, chopped
1 sprig of thyme
2 cloves of garlic, minced
1 sweet pepper, chopped
4 tomatoes, diced
2 stalks of celery, chopped
1 hot pepper, seeded and minced
10 ackees, cleaned
1 pound of saltfish

When cleaned, put the ackee in a pot with boiling salted water and boil it for 10 minutes until the ackee is almost soft. Drain. Rinse, soak, boil and flake the saltfish. Prepare the vegetables.

In a large frying pan, heat the oil. Add the curry powder, onion, thyme and garlic, stirring constantly. Then mix in the remaining vegetables, adding the ackee last. Keep stirring gently and add saltfish. Cook covered for two minutes.

Ackee with Ochro
12 ackees, cleaned
4 Tablespoons cooking oil
1 onion, chopped
2 medium tomatoes, chopped
8 okra, chopped *
1 clove of garlic, minced
1 bunch chives, chopped
1 hot pepper, seeded and minced
1 sprig thyme
1 teaspoon dried oregano
salt to taste

When cleaned, put the ackee in a pot with boiling salted water and boil it for 10 minutes until the ackee is almost soft. Drain. In another pot, add the oil and sauté the onion, tomato, okra, garlic, chives and hot pepper. Add about two tablespoons of water and the remaining ingredients. Cook until the okra is tender. Add the ackee to the vegetables and simmer, stirring gently for two minutes.

* best if left to dry a few hours in the sun before preparation begins

Shirley Hall is the author of The New Caribbean Home Garden Guide.



MARIANNE NORTH

PICK UP!

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



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Island Poets

Villa Maersk

"Shoo," Mr. Haddy said. "That is a spearmint for sure."
— Paul Theroux, The Mosquito Coast

At first, when I saw it on the quay, abandoned,
I didn't know what to make of it.
But on the beach, I was in the market
for something, and did I not need a shop for band

& table saws, drill press, & generator?
Luckily, I had a friend
with equipment big enough to upend
the beast, and Bill, he owed me a big favor.

Inside, it was so hot bread baked & so barren
you'd hear a fallen wrench clang clear
to terminals in St. Pierre,
Tacoma, Hamburg, Cape Town, & Taiwan.

Rust-streaked after all the ocean going,
its plates were thin as lantern shells.
It leaked, naturally, & smelled
of tires even with the Trade Wind blowing.

Soon I raised the roofline, sloping it,
at once for air & catching water.
From a Mississippi shrimper
came this porthole. Let me open it.

I did some welding here, riveting there,
and gave the whole a coat of paint.
The Hotel Frangipani it's not,
but what's a man without some home repair?

Not as big as a boxcar but better, you'll
agree, than a dumpster or jail cell,
it has the plus of being portable
should revolution or disaster unspool.

I'm thinking now I'll add a second floor,
by placing this container above
another one, the better to prove
old pleasures uncontained and see the shore.

— Richard Dey

GULLS

Raucous, greedy, gorgeous things,
Your turquoise-colored underwings
Reflect the ocean's splendid hue
That gleams in every shade of blue.
You swoop and swirl with noisy screeching
And lunatic laughter, ever reaching
For the silver flashing frenzy
Of tiny fish. Oh, how I envy
Your focus on the task at hand:
The time is now, no future plans,
And when at last, full and replete
With sardines, you will go to meet
Your brothers strutting on the shore
In Ascot splendor, till once more
Metabolism drives you to
The boat that's sailing into view,
For now I think your sharp eye catches
People emerging from the hatches
With bread! Aha, another meal,
Is promised, and with renewed zeal,
You hover close and gorge until
You gobble all, consume your fill.

Now bobbing on the calm, clear sea,
Content and still, happy to be
A seagull, one who from the start
In this world's scheme, has played his part.

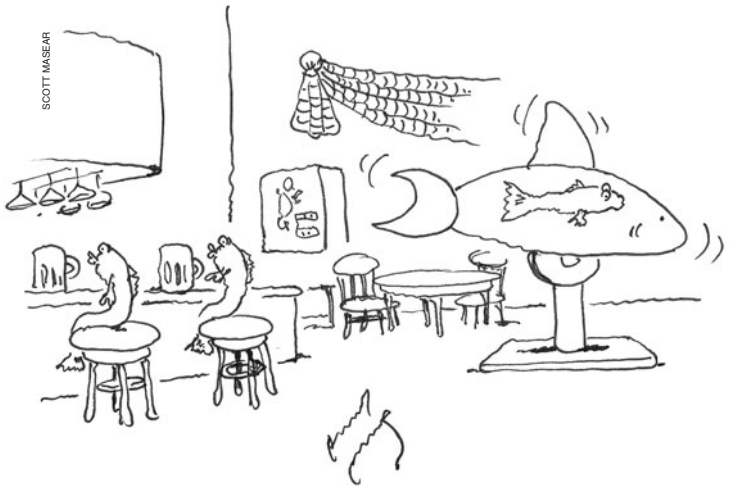
— Nan Hatch



COMPASS CARTOON



"We're going to need to separate the hippos and the elephants."





FALSE ADVERTISING?

Dear *Compass*,

I am amazed to see that some businesses on the south coast of Grenada are still advertising that they are "located outside the hurricane belt..." Whereas I accept that advertisers the world over tend to exaggerate their advantages, this blatant untruth is unacceptable. If anyone has any doubts about this, I ask them to recall Hurricane Ivan, which decimated Grenada in September 2004.

And Hurricane Ivan was not the only hurricane to hit Grenada. In September 1955 Hurricane Janet "left 122 dead in Grenada and its dependencies" and in July 2005, the year after Hurricane Ivan, Hurricane Emily struck Grenada "destroying half the housing stock in St. Patricks." (Quotes are taken from the Caribbean Hurricane Network.)

Interestingly, before Ivan hit Grenada in 2004 a marina in Grenada was advertising that they were below the hurricane belt and amazingly they continued to run this ad even after Hurricane Ivan had left that marina in complete turmoil!

Unquestionably, Grenada is a lovely island but cruisers should be aware that contrary to some very false advertising, Grenada is by no means "outside the hurricane belt".

Please sign me,
Concerned Yachtsman

SOME POSITIVE VIBES

Dear *Compass* Readers,

The First Annual Positive Vibes Festival, an all-day celebration of arts and "positivity" in St. Vincent & the Grenadines, organized by a new art group on Bequia, The Hub Collective, took place on August 27th at Bequia Plantation Hotel.



Cloud Gooding, Colin Minkah Peters and Judy Boucher

The daytime activities saw mostly visual arts, sports and fashion, while at night talented performers entertained the crowd.

Artists showed and sold their creations ranging from fine art, clothing, coconut products and face painting to natural jewelry, miniature cardboard models and local wines.

Children printed their own T-shirts, made origami butterflies and decorated paper plates at the popular arts workshops and then got the inspiring opportunity to hang their just-completed works for friends, family and patrons to see.

As day turned to night it was time for a screening of the award-winning participatory film "Reclaiming Paget Farm". Fifteen film students were awarded certificates for their participation in a 12-week film program produced by Skylarc Pictures in association with Northern Grenadines Community Development Inc.

Starting with some of the best emerging singers coming out of Bequia, Eugena Simmons, Sadé Daniels and Shaki opened the evening concert. This was followed by powerful performances from the Bequia Kiai Karate School, making their first on-stage appearance and leaving everyone in awe of their skills. For the final set of the concert, some of SVG's best kept secrets hit the stage, including reggae vet Elvis Roots Gordon and Cloud Gooding, who let the fire blaze with her new revolutionary track, "System Buster".

Colin Minkah Peters, one of the top reggae artists coming out of SVG, brought the audience to their feet, and Vincentian soulstress Judy Boucher delivered a clean, powerfully captivating performance.

Don't miss the next annual Positive Vibes festival in Bequia!

Jessica Jaja
For the Hub Collective
jessica@skylarcpictures.com

THE SOUND OF SILENCE

Dear *Compass* Readers,

If you're setting sail for Tyrrel Bay, Carriacou, bring earplugs. Lots of them: the pliable silicone kind, which, if forced hard enough and far enough into the ear canal, could block out the roar of a jumbo jet. Earplugs are probably the last thing you'd think to put on your provisioning list for down-island cruising, but these days they're an absolute necessity if you want to sleep seven nights a week.

Many waterfront establishments now crank the volume up to "10" a couple of nights a week, and apparently the revelers don't have to get up in the morning because this often goes on until 4:00AM, if not dawn. The monstrous sub-woofers so over-amplify the ubiquitous electric bass that out in the harbor that's all you hear. Not a note comes through from the singers and other instruments, if indeed there are any. That deep, rhythmic thump-thudding bass, so forcefully projected, is unstoppable and inescapable, *basso profundo* on steroids. Only silicone earplugs — inserted firmly, deeply, sometimes violently — will shut it out. Bring some. You'll be so glad you did.

Oh, for the days of gentle calypso music and quaint island scratch bands!

Tor Pinney
Silverheels

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Dear* Compass *Readers,

We want to hear from YOU!

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Read in Next Month's *Compass*:

Mast Steps — Who Needs Them?

Five Things that Bug Caribbean Cruisers the Most

Bygone Days in St. Lucia's Marigot Bay

... and much more!

Random Kindness in Martinique

by Lindsay Bindman

I used to play a game with my friends while walking somewhere or having a few drinks. We'd ask one another to imagine arriving in a foreign city, where we knew no one, and with only a small sum of money. The fun part would be having to create a plan. What would your first move be? Well, I got to try this out in real life.

I had been sailing the Caribbean islands with my dad for almost 70 days, and was becoming very aware of how long it had been since I'd last seen my friends, family and particularly my mum. This was the longest we had ever been apart. So this story began the moment I had convinced her to fly down for a visit.

The best option for her flights meant flying into Martinique, a French island. The only problem was that she was to arrive on a Saturday, and by the Wednesday prior, we were in les Iles des Saintes at the south of Guadeloupe, two islands and 75 nautical miles north of her destination.

My best plan was to sail with my dad to Dominica on Thursday and rest for the night before continuing 30 more hours to Martinique in time to meet my mum at the airport. But the weather wasn't looking good. Each of our buddy boats agreed, we might make it to Dominica by the weekend, but not to Martinique.

On to my next plan. Surely if we could get to Dominica, I could easily take a ferry the rest of the way on Saturday morning. So, I rowed and then walked into the quaint little town of Terre-de-Haut, in les Iles des Saintes, and up to the tourist office. I used my rusty French to inquire about such a ferry. Even if I could not book a ticket there, it would at least give me some peace of mind. However I was not in luck. No ferry from Dominica existed. In fact, the only ferry that would be travelling to Martinique the entire rest of the week was leaving here the next morning at 9:00AM! If I had learned this any later I would have missed the opportunity.

So, my final option meant leaving the following morning — two days before my mother would even fly out of Toronto — and catching a ferry coming from Point-à-Pitre in Guadeloupe, stopping in Terre-de-Haut to pick me up, and carrying on to Martinique. Booking this ticket was not easy though. After four trips to and from the cybercafé, jogging and rowing back and forth to the boat for forgotten items — my passport, security codes for my credit card, and so on — I finally booked my ticket. The process was stressful — I knew it was my last resort. The pressure was on. This must have been apparent because a nice guy in the café bought me a beer afterwards to help me become more "*tranquille*". He congratulated me on finally getting my ticket.

Now I really would be in a foreign city — on an island where I knew no one, had no plan and had two days to kill. I couldn't have been more excited.

On the morning of my ferry, my tummy filled with butterflies, the kind that come from being anxious. I just hoped the ferry would come as planned. But as I saw the massive blue catamaran arrive, the butterflies disappeared and excited anticipation was all that was left. With nothing more than a backpack to carry a change of clothes, a book, my toothbrush, wallet, passport and cell phone, I waved to my dad below on the ferry dock. As he got smaller and smaller, I began to think about what was in store for me as I began this new adventure. I had glanced at some accommodations on Airbnb while having a drink the day before, but the WiFi wasn't reliable enough to book anything, and I wanted to check them out in person.

The ferry travelled a hell of a lot faster than our sailboat, for which five or six knots seemed fast. After only three hours I'd reached Martinique — a journey that would take my dad and our friends many days to complete. Waves that would come crashing over *Vagabond*'s bow, leaving me soaking wet, barely caused the several-thousand-ton ferry to rock.

Upon leaving the ferry and stepping into the town of Saint Pierre, I was surrounded by people in the scorching afternoon sun. After asking several people with my basic French knowledge, I learned that because the 14th of July is Bastille Day, a big holiday, none of the taxis or buses were running. Just my luck!

A man claiming to be a private taxi offered to take me to a *chambre* for 35 Euros a night, but something didn't feel right, so I kept walking, beginning to feel discouraged. Then, I spotted a van with the words "Fort-de-France" on the front. This is the capital of Martinique, also the location of the airport that I would need to travel to, to meet my mum. If I could find a hotel room there, it would save me some trouble on the other end. I managed to stop the van and asked the gentleman driving if he was heading to Fort-de-France. Maybe it was a taxi van? A private taxi? It was worth a try. Unfortunately he said no, so I kept walking, hoping to find better luck farther down the road.

I asked a woman with two young children about finding a room to stay and she gestured even farther down the road, but didn't seem too hopeful because of the holiday. Everything seemed to be closed.

> *'I couldn't believe my ears. I was convinced that my French was failing me and that I had misunderstood them'*

After walking for an amount of time I can't recollect with accuracy, I heard someone calling to me. I looked over my shoulder and saw the same gentleman in the van whom I had asked for a ride. He had evidently changed his mind as he confirmed that I was heading to Fort-de-France and then offered me a ride. Gratefully, I hopped in.

There were about eight or nine people in the van. At first I thought it was some form of taxi, making stops on the way to Fort-de-France. But after driving for almost an hour, no one had gotten out. The landscape slowly changed from beaches and small shops into a very developed city. Grocery stores as big as those back home, casinos and tall buildings were sights I was not used to after cruising the Caribbean for so long.

Eventually we stopped in front of a huge hotel. However, without even needing to leave the van, it was clear that it was closed. Three more hotels were tried, and as I learned one after another that they were closed, closed, closed, I began to feel a little scared in this massive metropolis.

There were four young children in the car, three women and two gentlemen, including the driver. I thought maybe these passengers were comprised of two families. They had made several attempts to converse with me but I only understood some of their words, and had a hard time responding to their questions. In any case, they seemed aware of my growing concern. The next thing I knew was that they were insisting I would come to stay at their home! I couldn't believe my ears. I was convinced that my French was failing me and that I had misunderstood them, but sure enough we were leaving the big city of Fort-de-France, and driving into the countryside, which I later learned was called Vauclin.

It turned out to be one big, lovely, welcoming family. I did my best to commit their names to memory, and to learn how they were all related. As we pulled up to their house, my jaw literally dropped. Not only had I the good fortune of encountering an incredibly kind family, but evidently they were pretty rich as well. Their beautiful home reminded me of a loft in style. The front of the house had no exterior, no doors, just a deep entrance into the lower level, which included a kitchenette, three bedrooms, a bathroom, and a dining table. Up the stairs was a larger kitchen and a beautiful living room, with an incredible balcony between them. Down the hall were more bedrooms and another bathroom. It took me at least an hour to process my fate that had unfolded.

They fed me rum and an incredible fish dinner, complete with homemade ice cream. Each additional act of kindness made the whole experience even more unbelievable. It was a very unusual feeling to remain quiet for most of the meal, because my French wasn't quite good enough to keep up with the speed of their conversation. After dinner, I thanked everyone many times, still stunned by their kindness.

Despite being exhausted, I lay in bed awake and alert in my foreign surroundings. Most people are familiar with seasickness, fewer know of land sickness. After 65 days on the boat I was extremely conscious of the stillness in the room. I realized how familiar I had become with every sound on the boat. The dull rattling of the anchor chain, the wind generator, the creaks of the wooden floorboards, the water. All these sounds were replaced with new ones that night. I was thinking about what the next day would bring and whether or not I should accept their kind offer to let me stay until it was time to meet my mum on Saturday afternoon, or to ask for a ride back into the city where I could find a hotel for Friday night. Undecided, I fell asleep, doing French verb conjugations in my mind.

The next morning, I awoke around 7:00AM. Denis, the owner of the home and a lovely man, came by my room shortly after to give me a towel for the shower and say good morning. After my shower, his wife, Nicole, offered me coffee and a chocolate croissant. Some of the family went to the beach, and I stayed in the living room with Denis, enjoying my coffee and reading my book. We chatted quite a lot considering I wasn't totally confident in my French, but I think I improved over the course of the visit. By late morning, I was able to get the WiFi password, which is truly a luxury for me in my new sailing lifestyle. I was able to let my dad know I was safe, and shared my incredible luck with my mum.

Denis gave me a guidebook for Martinique and helped me to choose a modest hotel on the beach for my mum and me the next day. I managed to book the very last available room. Denis offered to drive me to the airport the next day to meet my mum. With the help of the internet, I used an online translator to help me articulate just how thankful I was for his unfathomable kindness.

I now sit in their living room, home alone! Denis has gone to the store. I'm trying to conserve the battery on my laptop as the outlets here cannot accommodate my charger. In just over 24 hours I will (fingers crossed) be reunited with my mum, and beginning an entirely different adventure.

But as long as I live, I will never forget the generosity of this beautiful family. I will spend the rest of the day thinking of possible ways to repay them.

Lindsay Bindman, age 21, is sailing with her father and captain, Dan Daniels, aboard Vagabond, *a Vagabond 47 ketch built in 1979.*

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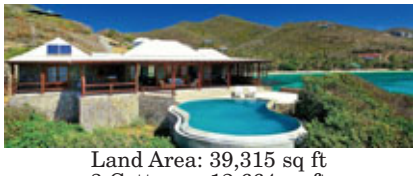
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—Continued from page 11 ...Business Briefs

Whatever your plans, Blue Lagoon Hotel & Marina on the beautiful south coast of St. Vincent can help make that fun day grand! Here is one couple's experience: "We give thumbs up to all staff: the receptionist, maid and security were all very friendly and helpful. The beach bar, restaurant and café, with their own friendly and knowledgeable staff, all offer different delicious dishes pleasing to the taste buds."

There are some things that money can surely buy, but the fun and pleasure experienced with a day pass at Blue Lagoon — priceless!

For more information on Blue Lagoon Hotel & Marina see ad on page 15.

'So Fresh and So Clean!'

Arlene Telesford reports: That's the expression to describe the laundry performance at Clarkes Court Boatyard and Marina in Grenada. With the introduction of our washing machine and dryer located next to the office, clients can now do their own laundry on site. Tokens can be purchased at the office during working hours.



At CCBM Grenada clients are the reason we haul boats and that's why we continue to implement new services at our facilities: to provide a boatyard and marina with a difference. What's the word on the seas? "Clarkes Court Boatyard & Marina is the place to get hauled out for this 2016 season and beyond."

For more information on Clarkes Court Boatyard and Marina see ad on page 21.

Sea Hawk Paints Launches Video

On September 8th, Sea Hawk, the world's leading premium nautical coating manufacturer, launched a new brand video, at www.youtube.com/watch?v=4rTOWYzVXmU&feature=youtu.be, marking a dramatic change in how the company communicates to its customers, the marine community and the press. Using the company story, as told by its co-owners, president David Norrie and CEO Erik Norrie, the video positions Sea Hawk Paints in a unique light as it approaches its 40th anniversary.

Trendsetters in marine bottom paints, New Nautical Coatings, Inc. and the Sea Hawk brand were established in 1978 and are dedicated to bringing only the highest quality products and customer satisfaction to today's mariner.

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

New Face at Grenada's Port Louis Marina

Glynn Thomas reports: Camper & Nicholsons Grenada Services Ltd welcomes Aurora Gittens. Aurora joined the company on August 15th, as the new Front Office Administrator at Port Louis Marina.



Aurora attended the Anglican High School and later TA Marryshow College, where she achieved an Associate Degree in Natural Science. She later worked in the customer service sector, where she gained a wealth of experience dealing with customers. She is fluent in speaking the German language and enjoys outdoor activities and salsa dancing.

Meeting new people and working along with her new team has been an amazing experience for her. She looks forward to meeting new people and having a long and fruitful tenure with C & N.

For more information on Camper & Nicholsons Port Louis Marina see ad on page 7.

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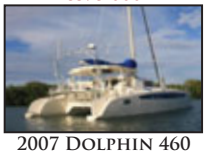

2002 CATANA 581
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2013 LAGOON 52
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2003 CATANA 521
$895,000


2004 LEOPARD 47
$295,000


1997 CATANA 471
$449,000


2007 DOLPHIN 460
$579,000


2009 CATANA 50
$879,000



2006 PRIVILEGE 745
$2,600,000


1990 PROUT QUASAR 50
$295,000



2002 GUNBOAT 62
$1,500,000


2000 CATANA 471
$495,000

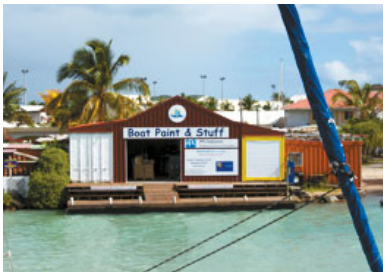

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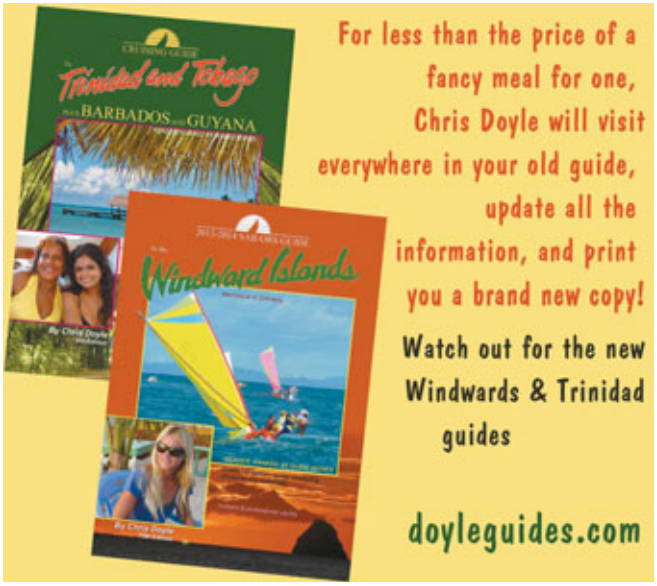


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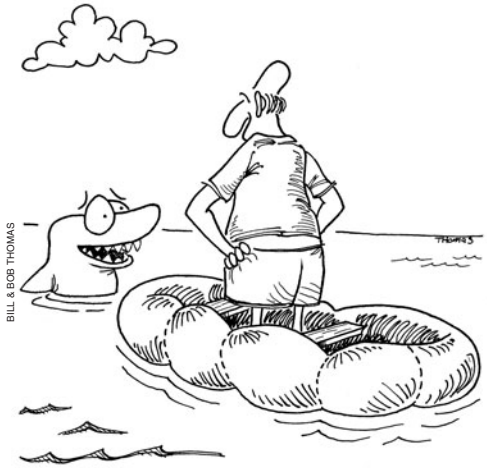


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CALENDAR

OCTOBER

1	Pink Sunset Sail, St. Maarten. www.simpsonbayresort.com/aquamania
1 – Nov 19	Art Exhibition & Fundraiser, Barbados Yacht Club. Barbados Sailing Assn. www.sailbarbados.com
3	Public holiday in St. Lucia (Thanksgiving Day)
7 – 9	Caribbean Dinghy Championships, St. Maarten. St. Maarten Yacht Club (SMYC). http://caribbean-sailing.com/wp-content/uploads/2015/06/CDC-NOR-2016-Final-1.pdf
10	Public holiday in Curaçao (Curaçao Day), the Bahamas (National Heroes' Day), Suriname (Maroon Day) and Cuba (Independence Day)
12	Public holiday in Puerto Rico and USVI (Columbus Day), Belize (PanAmerican Day), and Venezuela (Indigenous Resistance Day)
13 - 15	Bonaire International Sailing Regatta, www.bonaireregatta.org
14 – 16	Palmar de Ocoa Tuna Tournament, DR. wtevents01@gmail.com
15	Virgin's Cup Regatta, BVI, Royal British Virgin Islands Yacht Club (RBVIYC), www.royalbviyc.org
16	FULL MOON
16	Blue Food Festival, Tobago. www.visittobago.gov.tt
17	Public holiday in Haiti (Anniversary of the Death of Dessalines)
19	Public holiday in Jamaica (National Heroes' Day)
21 - 23	CSA Annual Conference, Antigua. www.csaconference.org
22	Public holiday in BVI (St. Ursula's Day)
22 – 23	Quantum/Red Stripe IC24 Regatta, BVI, RBVIYC
25	Public holiday in Grenada (Thanksgiving Day)
27	Public holiday in St. Vincent & the Grenadines (Independence Day)
28 - 30	World Creole Music Festival, Dominica, www.wcmfdominica.com
29	Foxy's Halloween Catfight (catamaran regatta), Jost Van Dyke, West End Yacht Club (WEYC)
30	Public holiday in Guyana (Festival of Lights)
30	Start of NARC Rally from Rhode Island, USA to St. Maarten. offshorepassage@sprintmail.com

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 Virgin Gorda, saltydawgrally.org
3	Divali (Hindu Festival of Lights), Trinidad
3 - 4	Public holidays in Dominica (Independence Day and Community Day)
5	Best In The West fishing tournament, Antigua
5 – 6	SMILE boat show (Salon des Métiers, de l'Industrie, des Loisirs nautiques et de l'Environnement), Marin, Martinique. marin@accueil-martinique.fr
5 – 6	St. Lucia Hobie Cat Challenge. St. Lucia Yacht Club (SLYC), http://stluciayachtclub.com
6	Public holiday in Dominican Republic (Constitution Day).
6	Start of Caribbean 1500 and ARC Bahamas rallies from Virginia, USA, to Tortola and Abacos, www.worldcruising.com/carib1500
6	Start of ARC+ rally, Gran Canaria to St. Lucia via Cape Verdes, www.worldcruising.com/arc
9	Start of Barbados 50 Rally from Cape Verdes to Barbados, http://cornellsailing.com/sail-the-odyssey/barbados-50
11	Public holiday in Puerto Rico and USVI (Veterans' Day)
11 – 13	St. Croix International Regatta, St. Croix Yacht Club (SCYC), www.stcroixyc.com
12 – 13	Sol St. Maarten Optimist Championship. St. Maarten Yacht Club (SMYC), www.smyc.com
14	FULL MOON. Public holiday in Cayman Islands (Remembrance Day)
18	Public holiday in Haiti (Battle of Vertieres Day)
19	Public holiday in Belize (Garifuna Settlement Day)
19	Budget Marine Round Tortola Race, BVI, RBVIYC
19 – 20	Jolly Harbour Yacht Club Annual Regatta. Jolly Harbour Yacht Club (JHYC), www.jhycantigua.com
20	Start of ARC rally, Gran Canaria to St. Lucia, www.worldcruising.com/arc
24	Public holiday in Puerto Rico (Thanksgiving)
25	Public holiday in Suriname (Republic Day)
25 - 27	Mango Bowl Regatta, St. Lucia. SLYC
30	Public holiday in Barbados (Independence Day)
TBA	Course de L'Alliance, St. Maarten, St. Barts, Anguilla. SMYC, 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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BENETEAU OCEANIS 400. 1995 Well maintained, being under used, 3 cabin. Lying Crews Inn, Trinidad. US$50,000. Contact Joe Tel: (868) 680-8029.



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23' JEANNEAU CAP CAMARAT 675 2 x 85hp 2 stroke Yamahas w/ 70hrs use, bimini, VHF, CD, anchor, life jackets, trailer. Lying Mustique, EC$70,000 ONO. Tel: (784) 533-0213 E-mail: mfindlay@mustique.vc



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

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MISC. FOR SALE

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2 X 1998 VOVLO MD2030B Engines, 120SE sail drives, two-blade fixed propellers. Engine 1 overhauled 2013, 1500 hrs. Engine 2 original, runs well, engine hrs. unknown gearbox sliding sleeve will need replacing. Both complete w/ instrument panels & wiring looms. Lying Trinidad from mid-October. US$3,900 for the pair. E-mail: kevingooch@hotmail.com

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BRITISH VIRGIN ISLANDS - SALES MANAGER needed for diesel engine/equipment distributor in the BVI. Responsible for sales throughout the Caribbean for marine and industrial engines/generators, excavation equipment, transfer switches, electrical distribution equipment, ups, power quality products, marine air conditioning and refrigeration systems, marine transmissions & other products. A minimum of 5 years sales experience, great interpersonal skills & management of sales processes is required. Job requires sales analysis, preparing reports, marketing, working with a dealer network & supervising a small sales staff. Email CV to modmgmtsols@gmail.com.

BRITISH VIRGIN ISLANDS - OUTSIDE SALES REPRESENTATIVE wanted for Parts and Power for the sale of marine & industrial machines & parts. Requires excellent customer relationship building, good organizational & computer skills, minimum 5 years experience in sales. Must be able to be mobile within assigned territory & work flexible hrs & schedule. Email CV to modmgmtsols@gmail.com or info@partsandpower.com.

TORTOLA- SERVICE MANAGER needed for marine & industrial service business in Tortola, British Virgin Islands. Must have strong administrative skills & technical knowledge with diesel engines & power generation with marine & industrial applications. Must have excellent organizational skills, ability to write service reports, strong communication skills, project management & cost accounting skills, & the ability to handle quality control issues. Needs minimum 5 years management experience, ability to give staff reviews, & motivational abilities. Need to maintain a fleet of vehicles & equipment. Send CV to modmgmtsols@gmail.com.

BEQUIA - MUSICIANS WANTED Restaurant looking for musicians. If you're traveling to Bequia and are interested in a short-term or long-term gig, please email your information to ghusa2014@gmail.com



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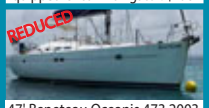

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Superb Quality, Offshore Classic $95K


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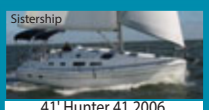

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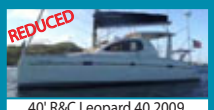

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Clippers Ship	Martinique	MP	Guyana Tourism	Guyana	19	Neil Pryde Sails	Grenada	MP	WIND	Martinique	47/MP
Cruising Life	SVG	32	Hydrovane International Marine	C/W	MP	Off Shore Risk Management	Tortola	27	YSATT	Trinidad	MP
Curaçao Marine	Curaçao	11	International Inflatables	St. Lucia	MP	Parts & Power	Tortola	9			
Dominica Yacht Services	Dominica	MP	Iolaire Enterprises	UK	34/45	Power Boats	Trinidad	MP			

MP = Market Place pages 41 to 42
C/W = Caribbean-wide



Antifouling 038 Taïsho

Antifouling tests in Caribbean waters have confirmed new **Seajet 038 Taisho** offers a 100% eco-responsible alternative with a significant uplift in underwater performance against the infestation of plant and shell growth and the prevention of slime. Listen to your conscience and protect your environment by applying **Seajet 038 Taisho with ECONEA®**



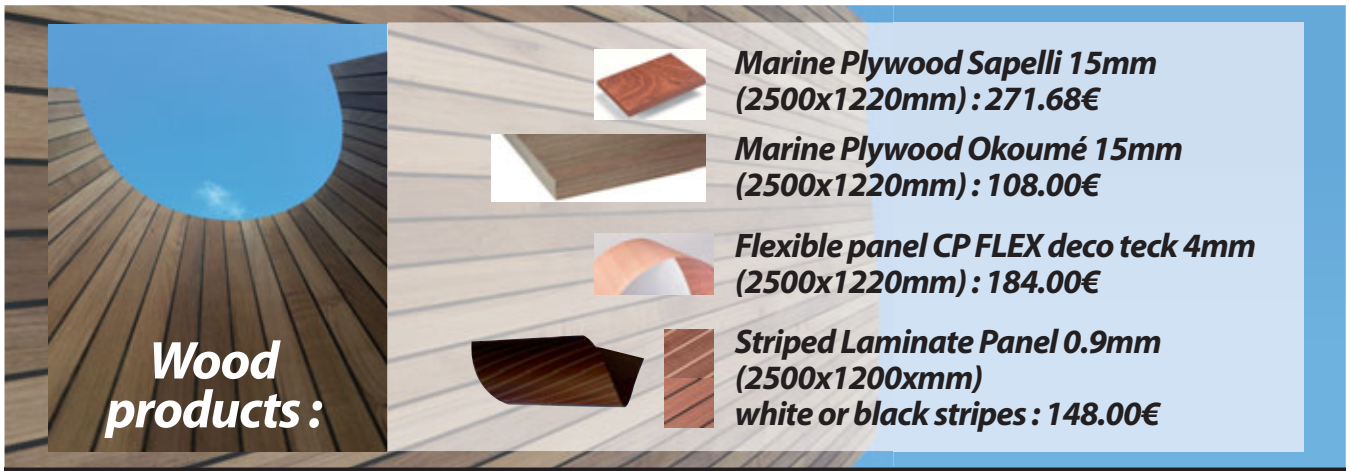
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Deep-Cycle Flooded Batteries

Our product strategy is focused on one simple objective – manufacture the highest quality battery available in the industry which is why our Premium Line is tested to IEC standards.



See our website www.wind.mq for an extensive overview of all our products.

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eco

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