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NOVEMBER 2016 NO. 254

The Caribbean's Monthly Look at Sea & Shore

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Story on page 24

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The Caribbean's Monthly Look at Sea & Shore

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NOVEMBER 2016 • NUMBER 254



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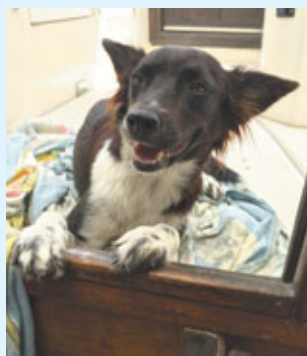
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The 2016-17 Caribbean high season sails in bringing a cargo of fun ranging from unique regattas (such as the RORC Caribbean 600, pictured in 2016 in the cover shot by Tim Wright) to entertaining island events as detailed on page 24



Compass covers the Caribbean! From Cuba to Trinidad, from Panama to Barbuda, we've got the news and views that sailors can use. We're the Caribbean's monthly look at sea and shore.

'Have enjoyed your publication for over twenty years. I use your online magazine to keep up with current events. Always look forward to the next issue!'

— Dick Scheu
S/V Keeper

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

Info & Updates

Navigation Buoys Now in Laborie, St. Lucia

Bob Hathaway reports: Navigation buoys have been installed in Laborie Bay, on the south coast of St. Lucia, as part of a development project that encourages yachting as a means of economic and social development within an overall plan for the management of Laborie Bay. The system comprises:



MAP BY LAURE NOBLE & WILSON LTD

- Port-hand (green) marker to mark the eastern edge of the Laborie Reef, at 13°44'50.44"N, 61°0'1.25"W
- Lit south cardinal marker to mark the southern tip of the channel divide and central reef, at 13°44'49.06"N, 60°59'55.86"W
- Starboard-hand (red) marker to mark the shoals to the west of the harbour, at 13°44'48.70"N, 60°59'51.76"W
- Starboard-hand (red) marker for the landward end of the entrance channel, at 13°44'56.87"N, 60°59'46.22"W
- Port-hand (green) marker for the landward end of the entrance channel, at 13°44'59.87"N 60°59'49.18"W

Unit buoys are fitted with coloured reflective tape for nighttime identification, although night entry is not recommended without full familiarity of the entrance.

For safe entry, a minimum depth of ten metres should be maintained until the entry buoys can be identified and the church can be brought onto a bearing of 033° magnetic. This course should lead into the bay leaving the south cardinal buoy to port and the outer starboard-hand mark to starboard. Vessels wishing to anchor in the central (Tibouk) anchorage should leave the south cardinal buoy to starboard and the outer port-hand buoy to port. Extreme care should be taken.

In order to mitigate environmental impact, the following should be noted:

- There is compulsory use of holding tanks within Laborie Bay.
- Please respect "No Anchoring Zones" to reduce coral degradation, sea moss and sea grass damage.

Since it is not a Port of Entry, Laborie Bay falls within the policing responsibilities of the Royal Saint Lucia Police Force, exercised both through the Laborie Police Station and the Marine Unit, which has a base in Vieux Fort some five kilometres (three miles) to the east. Yachts can clear into and out of St. Lucia at Rodney Bay Marina, Marigot Bay, Vieux Fort or Soufriere. A Cruising Permit or "Permit to Moor" is required to anchor or moor in Laborie Bay.

Trinidad Drops VAT on Yacht Repairs and Services

Jesse James reports: Great news for cruisers coming here in Trinidad: The Yacht Services Association of Trinidad & Tobago (YSATT) has succeeded in convincing the Trinidad & Tobago government to remove the VAT (value added tax) on repairs and services that, for a brief period, was applied to all foreign yachts coming here.

Antigua's Marine Association Office Relocates

The Antigua & Barbuda Marine Association (ABMA) office has been relocated to Harbour Walk on Dockyard Drive, English Harbour, Suite 201. Office hours remain from 9:00AM to 5:00PM, Monday to Friday.

The ABMA would like to take this opportunity to inform you that a Marine Development Fund, launched earlier this year, has been created by the ABMA for purpose of building funds that will be used to contribute to support and enhance our industry and the environment in which it operates. The ABMA is interested in speaking to businesses that would like to support long-term aims to provide a sustainable way to fundraise for causes such as Antigua & Barbuda Search and Rescue (ABSAR), youth sailing, and preserving the environment in the yachting communities throughout Antigua.

Visit www.abma.org/mdf for more information.

—Continued on next page

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Lutz E. Kahl - www.yachtcozzing.com

—Continued from previous page
New Martinique Cruisers' VHF Net

James Lovegrove reports: A new cruisers' VHF net for Martinique went "on the air" on October 17th on VHF channel 06. The net is initially broadcasting on Mondays, Wednesdays and Fridays, then potentially expanding to additional days based on demand and participation. The purpose of the Martinique Cruisers' Net is to welcome visiting yachts, promote safety and security, share useful information about the island, provide answers to FAQs and open a channel for social interaction and activity planning.



CHRIS DOYLE

Net controller duty will rotate. We have several volunteers from the cruising community, the tourism office, marinas and the Martinique Yachting Association (MYA) representing the business community. We are collaborating with local authorities to ensure that their interests are represented on-air and enhance cross-cultural communication.

Cruisers are also invited to join the new Facebook group Martinique Cruisers. Information: www.facebook.com/groups/1779736518916457

Eight Bells — Bill Stevens

William H. "Bill" Stevens, a pioneer in the crewed charter and bareboat business in the Windward Islands, died in June, of cancer. He is survived by his wife Olga.

Bill was the founder of Stevens Yachts, a yacht charter business that introduced the "all-inclusive" fee in an era when guests were customarily charged separately for liquor, fuel, etcetera. The company moved from its 1960s Grenada base to Blue Lagoon, St. Vincent in the early 1970s, and later that decade was a trailblazer in pre-marina Rodney Bay Lagoon, St. Lucia. Stevens Yachts eventually moved its headquarters to the coincidentally named Stevensville, Maryland, USA.

In addition to acting as charter broker for independent crewed yachts, Stevens Yachts developed early Caribbean bareboat fleets consisting of Morgan Out Island

41s, Gulfstar 50s, Peterson 44s, and, in the early '80s, Stevens Custom 47s. Later, Bill was involved in producing boats such as the Stevens Custom 50s and 53s. In 1984, Bill told *Cruising World* magazine, "In the early days we took a lot of ideas from cruising boats and put them on charter boats. Now the trend is reversed: much of what you see in modern cruising boats originated in the charter fleets."

Stevens Yachts' charter manager in the 1970s, Ian Cowan, is now the manager of Island Water World in St. Lucia. Ian tells *Compass*, "I have known Bill since 1970, when he changed my life in a totally chance way: I had asked for a job on a delivery to Grenada and ended up the next day going to commission the Out Island 41 fleet in Florida! No interview really; Bill had seen my résumé — which was more about theatre production management than yachts — and just said, 'Get here in the morning.' It went on like that from then: always snap plans and moves regardless of circumstances. I can certainly say he was a mentor, but more of a friend than an employer; when the time came to decide whether to work with Bill or join The Moorings, I had no question — Bill was the more exciting choice by far! There are a whole lot of people around who trace their current lives to some side of some activity involving Bill."

Stevens Yachts charter and delivery crews "back in the day" included Grenadian yacht racers Peter "Champie" Evans and Jeff Fisher, now Grenada's Neil Pryde Sails agent; the late Tim Peck, who became a renowned boat painter in the Virgin Islands; Jeremy McGeary, later a writer for *Cruising World* (see his profile of Bill at www.cruisingworld.com/sailboats/man-behind-patch); *Caribbean Compass* editor Sally Erdle; and cruising guide author Chris Doyle.

One former Stevens Yachts skipper recalls, "I had just arrived in Grenada in late 1967, having sailed across from GIB in my uncle's 40-foot Gauntlet, when I first met Bill at his dive and fishing shop at the top of Market Square in St. George's. We cobbled together a beast of a speargun with Bill's advice and it was superb. From then on Bill was involved in pretty much all the various skippering and delivery jobs that I had until I left in 1975. He also managed to get me involved in a couple of films and two adverts, one for American Express and the other for Canadian Club whisky."

"The Canadian Club one involved spinnaker flying up by Sandy Island with the inducement that there was a pretty model involved — although unfortunately Cheryl (the model) was involved with the photographer, but Bill forgot to mention that! One of the shots he wanted was of me hanging on to one clew and Cheryl the other. This was fine while the wind was light but a big gust came through so 190 pounds of me stayed where I was and Cheryl, who was no heavier than a wet duckling, took off like a Cape Kennedy rocket. She reached a considerable height before letting go and coming down flat on her left side, which produced a huge bruise and a large degree of discomfort, however she was a trooper and carried on. The next day when we did the obligatory drinking-of-Canadian-Club scene in Bill's hotel at Secret Harbour, it had to be shot from her right side, as the left was black and blue. The other thing was the golden liquid in our glasses and a prominently displayed bottle was rum, as Bill had somehow run out of Canadian Club. I still have a copy of the advert framed and hung in our kitchen."

"My whole time in the Caribbean was based pretty much around things that Bill got for me to do, but some other stories are probably better not mentioned, even if they were great fun!"

In a 2005 article in *Cruising World* magazine, Jeremy McGeary wrote, "There was a time when the name 'Bill Stevens' was met in yacht-chartering circles with the same response that the name 'Ted Turner' was in yacht-racing circles."

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Both had an impact on their chosen worlds for similar reasons — they brought to them high energy, panache, and a sometimes disconcerting directness of speech.” Don Street tells *Compass*, “Wild Bill survived in business all those years. I always said he was *not* a crook — but he sailed very close to the wind. Sometimes he was caught aback, but then he would bear off, get his sails full again and be off to the races!” Bill Stevens had a formative impact on the charter trade, as well as on many people’s lives, that has shaped the Caribbean yachting industry we know today.

Swim Club Launched in Marigot, St. Lucia

Judith Verity reports: The Marigot Swim Club, offering free professional swimming lessons for kids in the area of Marigot Bay, St. Lucia, started on September 22nd. There’s no Olympic-size pool in Marigot, so the sponsors decided to build one on the calm water of inner Marigot Bay. Marigot residents and visitors were surprised to see a three-lane pool appear unexpectedly by the Rainforest Hideaway restaurant dock!



Certified instructor, national lifeguard and lifesaving coach Ezra Small helped design the programme and will be running it with the assistance of another coach and volunteers from CMS. Sponsored by Complete Marine Services and the Rainforest Hideaway Restaurant, the sessions will be held every week on Mondays and Wednesdays at 4:00pm.

Contact judith@marigotbay.com for more information.

St. Maarten’s Pink Sunset Sail Raised \$ for Cancer Awareness

The second annual Pink Sunset Sail, organized in St. Maarten on October 1st by Aqua Mania Adventures as part of Breast Cancer Awareness Month, was an enormous success. Over US\$3,000 was raised by the event. Funds are being donated to the Positive and Elektraljets Foundations in support of breast cancer awareness. The

donation was made possible by the contributions of 180 guests, who bought many raffle tickets to have a chance of winning prizes donated by local businesses. Aqua



Mania Adventures added to the amount by donating part of the proceeds of the Pink Sunset Sail tickets to both Foundations. This year three sailing catamarans — *Lambada*, *Tango* and *Golden Eagle IV* — sailed into the sunset for this meaningful event.

Assault of Yachtsman at Chateaubelair, St. Vincent

Although the frequency of crimes against yachts at Chateaubelair, St. Vincent, which has been the scene of a number of crimes against yachts in the past, has decreased recently, on the evening of October 10th there was an assault.

Russian sailor Andrey Khokhlov and a friend were en route from Bequila to St. Barts aboard Andrey’s 44-foot sailboat, *Kiprida*, when they stopped at this northernmost port of entry in St. Vincent & the Grenadines. They were returning from shore to the yacht when three men in a rowboat, all armed with cutlasses, approached their dinghy. One struck Andrey in the arm with a cutlass, but then the rowboat swamped. Back aboard the yacht, Andrey phoned a friend who in turn phoned the SVG Coast Guard, who arrived in Chateaubelair within 20 minutes. Andrey received medical treatment, and gave the police a report the next day.

The rowboat, which had been stolen, was recovered, and a body found floating in Chateaubelair Bay a day and half later is believed to be that of one of the assailants, who apparently drowned. Two other men, Ezra Harry and Simeon François from the nearby village of Petit Bordel, have been charged with attempted robbery, malicious wounding and theft in relation to the incident. As this issue of *Compass* goes to press, they have been granted the possibility of bail but are still in custody.

—Continued on page 22

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- Coastal Angler Magazine

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BUSINESS BRIEFS

Budget Marine: Reusable Totes Caribbean-Wide!

Nicole Corvellec reports: With the recent distribution of attractive, eco-friendly, reusable shopping bags in its locations Caribbean-wide, Budget Marine has taken a small but important step towards protecting the marine environment.



Budget Marine Antigua's General Manager Louisa Norris and Albert Thomas show off reusable nautical shopping bags now available Caribbean-wide

Antigua's bold lead in banning the importation and use of all plastic bags, except for those used for garbage collection and disposal, provided the impetus for designing and distributing these bags, not only in Antigua, but also to Budget Marine's 13 stores located on islands throughout the Caribbean, including Aruba, which recently followed Antigua's commendable environmental action.

The powerful sailing image, shot by photographer Jean Jarreau, on the front and back of the bags is of *Team Comanche*, who smashed *Mari Cha IV*'s 2003 monohull west-to-east transatlantic sailing record on July 28th by more than a day. The 100-foot supermaxi completed the 2,280-mile crossing from New York to The Lizard in Cornwall, England in 5 days, 14 hours, 21 minutes and 25 seconds, with only 17 crew and all manually powered winches and hydraulics. Antigua's own Shannon Falcone, two-time America's Cup winner and Volvo Ocean Race sailor, helped crew the boat for the record-breaking run, making Antigua very proud!

Budget Marine is the largest retailer of boating supplies and accessories in the Caribbean. With over 30 years of experience and 13 locations Caribbean wide, Budget Marine has grown to become the leading chandlery in the Caribbean. They cater to the small-boat cruiser, race boats, superyachts, sport fishermen and everything in between.

The first thing to pop into your new reusable bag is the new Budget Marine catalogue! Over the years, Budget Marine has continued to improve its selection, product depth, and ability to thoroughly support the range offered. Products are imported from countries in over five continents to ensure the latest in technical advancement and the ability to respond to complex after-market needs of boat owners from all over the world.

The arrival of Budget Marine's newest marine equipment catalog showcases this large assortment of products. It also gives a glimpse of the people working in the stores, as Budget Marine is still a firm believer in face-to-face contact. Having access to many products is one thing, but understanding which product application solves a particular problem is what will identify the right product for you. This is why the catalog also includes Budget Marine tips referred to as Bud Tips, as well as tips from highly experienced sailor Cap'n Fatty Goodlander.

The Budget Marine catalog is available in print, on USB sticks, and online. Download or flip through the full catalog at www.budgetmarine.com.

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

A New Portable Outboard Makes its Way to the Caribbean

Efrain Rivera reports: Suzuki del Caribe will now distribute the new second-generation DF6A. This portable, quiet and easy-to-handle outboard is the lightest four-stroke in its horsepower class on the market today. The outboard will be available in the region early 2017.

The compact design and weight of only 51.8 pounds will surely make the DF6A very popular with the boaters," says Erving Rosario, sales and marketing manager for Suzuki Del Caribe.

The new DF6A has been redesigned with a larger and more ergonomic integrated carrying handle, making it easy to mount on the transom of a rigid or inflatable dinghy.

—Continued on next page

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Its offset crankshaft engine design allows the pistons to move smoothly and efficiently to reduce vibration and improve fuel efficiency.

The outboard also features a new tiller handle, which transmits less vibration to the user; a gravity-fed fuel delivery system that eliminates the need to prime the fuel line before starting, even after storage; and an exclusive forced lubrication system,

The lightweight new Suzuki DF6A should be a popular choice for four-stroke outboard users



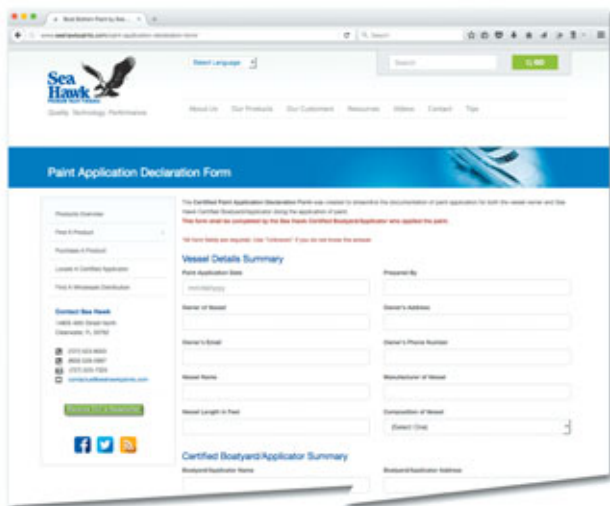
which adds an additional oil passage to the upper and lower crankshaft for cooler, more dependable operation. This lubrication and fuel system will allow the outboard to be stored either on the front, port or starboard side.

The DF6A can be purchased through any of the Suzuki Marine dealers around the Caribbean. Learn more about our line of portables as well as all of our outboards at www.suzukipr.com. Find us on Instagram and Facebook under Suzuki Caribbean Marine.

For more information on Suzuki del Caribe see ad on page 6.

Sea Hawk's Online Portal for Certified Paint Application Declaration

Sea Hawk, the world's leading premium nautical coating brand, has announced the introduction of an online portal for Certified Paint Application Declaration (CPAD) documentation.



A CPAD documents the application of the Sea Hawk antifouling paint that is applied by a Sea Hawk Paint Certified Boatyard/Applicator. The new, easy-to-use online portal enables Sea Hawk's worldwide network of Certified Boatyards/Applicators to document the application of Sea Hawk bottom paint and primers providing quick recall of paint application details like the application date, location of application and the Certified Boatyard/Applicator who performed the work. The CPAD is unique to Sea Hawk as a value-added tool that gives vessel owners a complete overview of the work performed and the products applied for inclusion in their vessel maintenance logs.

Both the vessel owner and the Sea Hawk Certified Boatyard/Applicator benefit from using the online portal to complete a CPAD. When a CPAD is submitted through the online portal the vessel owner and boatyard/applicator will instantly receive copies of the Certified Paint Application Declaration for their records via e-mail. The CPAD is completed by a Sea Hawk Certified Boatyard/Applicator and records important facts about the bottom job including vessel/vessel owner details and boatyard/applicator details, boatyard/applicator recommendations, the date and details of work done including primer and paint application. The online portal for CPAD can be accessed easily from the Resources pull-down tab on the Sea Hawk website, www.seahawkpaints.com.

A trendsetter of 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. New Nautical Coatings is family owned and operated with a commitment to excellence. It provides a wide array of application-specific marine coating products that include: antifouling systems, primers, solvents, and resins. Now offering innovative products globally, the Sea Hawk brand has enjoyed unprecedented growth and continues to grow as its products become more in demand worldwide.

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

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Dockwalk Celebrates 20th Anniversary

Dockwalk, a magazine catering to professional yacht captains and crew, is heading into its 20th year of publication. Congratulations!

To celebrate this waypoint, *Dockwalk* asked veteran captains, crew and industry professionals what have been the more important changes in the professional yachting industry over the past 20 years. Replies ranged from improvements in service standards and safety — and the plethora of rules and regulations surrounding those aspects — to the internet and communications in general, to GPS and vessel size.

Read the full story at www.dockwalk.com.

Budget Marine Trinidad Celebrates 20 Years 1996-2016

In November 1996 Budget Marine Trinidad opened for business in an historic building that originally housed Second World War American military equipment. Robbie Ferron, Founder of Budget Marine, says, "The first goals for the company were small, but growth was fast and over the years in these premises there were almost always changes to the interior or expansions being executed. At a certain point however, it was necessary to opt for a new structure."

Budget Marine Trinidad Director, John Skinner, continues, "So in 2002, with the same confidence that we entered into a joint venture with the Budget Marine Group in 1996 for a yacht chandlery in Trinidad, the Skinner family moved ahead with the design and construction of a greatly expanded, purpose-built facility."



Happy Anniversary! Serving T&T for two decades, Budget Marine Trinidad celebrates this month with a week of specials

Ideally located in Chaguaramas in the heart of the yachting industry, this new store further enhanced Trinidad as a major service-orientated yachting destination, of which we are proud."

In the new two-storey building, with its 4,800-square-foot sales floor, large warehouse and generous office space, the product range was expanded and service raised to a new level. Improvements have included the installation of a dinghy dock for easy access from the water, linking up with local contractors to ensure after-sales technical support, construction of a mezzanine floor to better utilize retail space, setting up a state-of-the-art Awlmix Mixing Bank and having an experienced travelling product manager reach out to customers beyond Chaguaramas. Earlier this year Budget Marine opened a satellite store at the Trinidad & Tobago Yacht Club to provide convenient access for members and a way for customers to avoid the Western Main Road traffic congestion.

Despite challenges such as the downturn in the world economy, which reduced the number of visiting boats that were the basis for the company's initial growth, by diversifying and focusing attention on the needs of local boatowners, commercial marine companies and organizations, Budget Marine Trinidad has maintained its hard-earned position in the Chaguaramas business community and is the second-busiest store in the Budget Marine Group.

Long-term relationships with loyal customers over the past 20 years have been key to the store's success and management sincerely thanks these individuals and companies. Donald Stollmeyer, Director of Power Boats, one of Trinidad's largest boatyards says, "It is always a pleasure to visit the Budget Marine store. The staff is welcoming and knowledgeable and the range of marine items offered is unequalled. Our boatyard will continue to depend heavily on Budget Marine to supply our customers with their chandlery needs. We look forward to another 20 years of excellence!"

The core group of young staff members that started in the old rented premises have developed into the current management backbone of Budget Marine Trinidad, as well as a Group Service management team based at the Trinidad facility who support 13 Budget Marine locations Caribbean-wide in terms of accounting, business procedures and IT. Store Manager Risa Hall Lequay says, "I feel privileged to have been part of this organization for the past 17 years. It has been quite a learning experience, but rewarding to see Budget Marine maintain its position as the main ship chandlery in Trinidad and Tobago, with its distinctive regional brand."

To celebrate its 20th anniversary, between Monday, November 14th and Friday, November 18th there will be a lot happening in the Chaguaramas store each day — draws for gift certificates and hampers, promotional giveaways, product lucky dips and substantial discounts.

For full details of the week's program contact trinidad@budgetmarine.com or (868) 634-2006.

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

Parts & Power Presents Perkins Platinum Protection

The Parts & Power Team reports: Why choose Perkins Platinum Protection to cover your equipment? Because it offers flexible packages ranging from two to five years; unbeatable value for money, with absolutely no excess to pay; and complete peace of mind against costly and unexpected repair bills. Perkins will cover you to the same levels as your standard warranty.

Continue your standard warranty today from as little as five percent of your engine cost. You can save up to 80 percent on our 2015 prices with this great value offer when you take out Perkins Platinum Protection cover for your Perkins engine during 2016.

Contact info@partsandpower.com for more information.

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Clarkes Court: Facilities for All!

Arlene Telesford reports: At Clarkes Court Boatyard & Marina in Grenada, we listen to our clients and try to respond to their needs.

One such need is to have bathroom facilities that are

accessible for persons with disabilities. We listened — and now they are here! In a world that is still coming on stream in catering for people with disabilities, at CCBM Grenada we felt that it was vital that these persons feel welcomed and at home in our boatyard. Those with physical challenges enjoy the sea just as much as anyone else and would like to have that boatyard experience as well!

So for all those who felt they could not go to a boatyard and experience a haul-out with their family and friends, or dine at the restaurant there, well we've got news for you. Clarkes Court Boatyard & Marina in Grenada can now accommodate you. Why? Because we care and it's all about you — yes, "you are the reason we haul boats".

For more information on Clarkes Court Boatyard & Marina see ad on page 27.



Washrooms are key to happy marinas and boatyards, and physically challenged boaters and other patrons will appreciate the new facilities at Clarkes Court in Grenada

Low-Light Bifocal Sailing Eyewear

BZ Optics have just developed a unique sunglass which is specifically designed for sailors who require glasses to read their watch, computer, digital screens or charts while sailing in no- or low-light conditions.

BZ's feature photochromic lenses that are clear (Cat 0) in the dark or in low light, and then darken to Cat 2 as sunlight and UV levels rise. The lenses also adjust to Cat 1 in low-light conditions such as rainy or cloudy days.

The bifocal is moulded into the rear lower edge of the lens and is not obvious, even when fully activated. Power options are +1.50, +2.00 and +2.50, suitable for most reading-glasses wearers.

The lightweight TR90 frame has dual moulded non-slip temples and an adjustable non-slip nosepiece for optimum comfort and fit. The frame also features an easy to change lens system for fully interchangeable lens replacement. Frame colour options are graphite with light grey non-slip nosepiece and temples, white with blue, fluoro-yellow with light grey and hot pink with light grey.

BZ Optics was established when Scott Birdsall (a keen sailor and reading-lens wearer) approached longtime mate Kevin Barr (a surfer, sailor and owner of Barz Optics the Australian award winning polarized sunglass manufacturer) to assist in developing a sunglass which would offer full UV protection during pre-dawn and low-light sailing through to the midday glare of full sun, with the added benefit of being able to easily read. The lens also features an industrial eyewear impact-resistant rating.

Visit www.bzoptics.com for more information.

Gorgeous Luxury Awaits You at Bequia Plantation

Arlene Telesford reports: How do you define gorgeous luxury? To some it is opulence, historic buildings, inspired architecture, access to famous beaches, natural wonders... and the list can go on. But no matter how you define it, we are sure that a stay at Bequia Plantation Hotel will be an unforgettably luxurious experience.



We can tailor a package to suit your needs — a ladies' weekend out for four, a couples' retreat or just a weekend getaway. As a member of the K-Group, the hotel's customer service is on point and you would not be disappointed.

One customer said, "A service industry is only as good as the service provided. At the Bequia Plantation Hotel we found the staff to be excellent. A member of staff was sharing his views about the future of the hotel."

—Continued on next page

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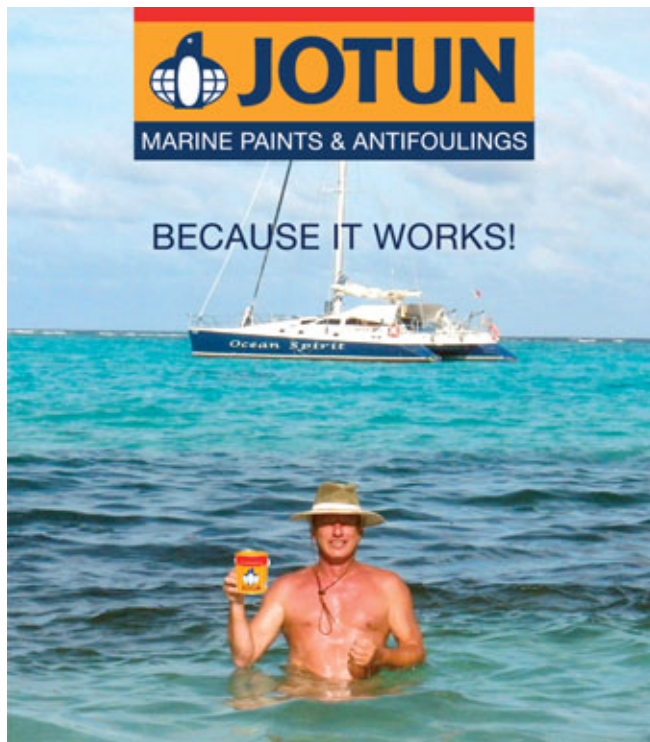
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—Continued from previous page
 He said, "We aim to become the hotel that anyone coming to Bequia will choose as their preference." Before too long, he may well be proved right."
 Contact us right away to get that special luxury package tailored just for you!
 For more information on Bequia Plantation Hotel see ad on page 22.

Free Gennaker with the Purchase of an Oceanvolt System

Charge your batteries with the gennaker!
 The Oceanvolt Team reports: Use the regeneration feature in our system together with the fast sail to create lots of free energy for your boat! Buy an Oceanvolt electric or hybrid motor system (i.e. motor, batteries and electronics purchased from Oceanvolt) by the end of November and get a free cruising gennaker.

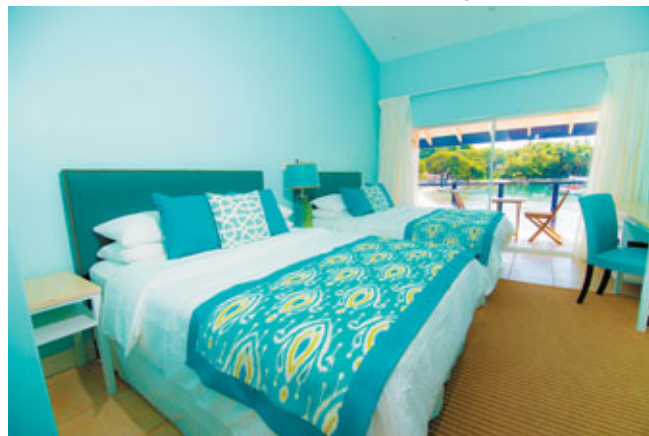
When asking for a quotation use the campaign code "GENNAKER". Tell them you read about it in *Compass*!

Ask for a quotation at <http://oceanvolt.com/contact/ask-for-a-quotation>

What's The Buzz on Where to Stay on St. Vincent?

Arlene Telesford reports: Looking for somewhere special to visit before 2016 ends? Why not St. Vincent? "Where shall I stay?" "At the Blue Lagoon Hotel & Marina," we say!

Why? Here is what one customer had to say: "The Blue Lagoon Hotel and Marina is



Along with hotel delights, the accommodations at Blue Lagoon are great for your boat, too! Enjoy convenient dockage, on-site Customs and Immigration, a handy grocery store, a dive shop and more

one of the best places to visit in St. Vincent. From the start, customer service was the best, even on booking. I felt welcomed. Generally the hotel is kept clean and tidy at all times. There are three places from which to choose to eat — Café Soleil, the Flowt Beach Bar and The Loft restaurant — all of which provided very tasty meals. There is a little gym on the compound and the people here are generally nice in all their ways. I'm so in love with this place because it's just simple and gives me that comfortable feeling. The beds are cozy and room service works every day. There is a mixture of people from all over the world that just come here to relax and have a late-night lime and dine. I would definitely recommend to anyone to visit this place!"
 Book your stay today at the Blue Lagoon Hotel & Marina on the beautiful south coast of St. Vincent.

For more information on Blue Lagoon Hotel & Marina see ad on page 32.

New Yacht Chef's Recipe Collection

Nearly ten years, 30-plus countries and 12,000-plus miles in the making, yacht chef Peg Donahue's *Portside Cuisine Cookbook* offers a boatload of culinary stories with wave after wave of mouth-watering recipes. With stunning food photography and more than 160 individual recipes, *The Portside Cuisine Cookbook* reveals a glimpse behind the galley doors of a professional charter chef as she creates world-class cuisine for clients that range from everyday guests to captains of industry and celebrities of the silver screen.

As a chef aboard both private and charter yachts, ranging from a 90-foot motor-yacht to sailing yachts from 26 to 43 feet, Donahue has cruised throughout the Caribbean, along the coast of Venezuela and the eastern seaboard of the United States. *The Portside Cuisine Cookbook* offers interesting short stories behind each recipe.

The recipes are approachable for the budding home cook as well as attractive to the amateur chef who is ready to break out of the ho-hum of everyday recipes. Donahue's recipe repertoire ranges from simple and family-tested to elaborate recipes that are great for every conceivable kind of party.

All recipes come with step-by-step directions. The ingredients and instructions are broken down with the same category headings and are easy to reference. A handy list of equipment needed is printed alongside. Nutritional information accompanies each recipe. There's also an easy-to-use index and, for the international readers, a comprehensive conversion chart.

The Portside Cuisine Cookbook is available as both an e-Book and in soft cover at Amazon.com, Createspace.com, or directly from the author at portsidecuisine@bellsouth.net.

Grenada's Go To Almanac

Caroline Watton reports: Having sailed, with my family, into Grenada in February 2008, and fallen in love with the "Isle of Spice", we decided to stay and make it our home.

I have discovered many hidden gems on the island; some of these include small one-man businesses that I want to help and promote. I am being frequently asked "Who does?", "Where is?" or "How do I find?" by many of the new boat visitors as well as holidaymakers. After some thought I decided to put together all the information in one place with all of the questions answered. With the help of a web designer on the island, Tracy Shorrock of BizHarbour, the *Go To Almanac* was born.

The Almanac was created for residents and visitors alike. It is an online treasure trove of essential information that includes an extensive list of local businesses and services in Grenada, Carriacou and Petite Martinique. Whether you're looking for someone to repair your shoes, fix your sails, take you on a tour of the island, or sell you some diving weights, it's all there on the *Go To Almanac*.

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And if it's not, just "Ask Caroline" using the contact form at www.gotoalmanac.com. I believe that there's nothing better than personal recommendations, so when you find what you're looking for, you can rate them using the five-star system available.

In the Compendium of Knowledge section you will find information on all manner of things, including dress codes on the island, bus routes, ports of entry for yachts, the best places to sample Grenadian cooking, as well as many other useful and interesting particulars. I add to the Almanac every week, in the hopes of informing its users of the many places to visit and activities going on.

The directory is a great opportunity for local small businesses with a telephone number to be found online. Listings are free, giving equal opportunity to all, with the option of a paid "premium" listing.

Visit www.gotoalmanac.com for more information.

Nonsuch Bay Sponsors Antigua Sailing Week & RS Elite Challenge

Nonsuch Bay Resort, located on the east coast of Antigua, has confirmed its sponsorship of Antigua Sailing Week 2017 and, as part of the agreement, the fifth Nonsuch Bay RS Elite Challenge.

The RS Elite Summer Series Final will take place on November 13th at Nonsuch Bay Resort. The winners of the Series Final will move on to represent Antigua in the fifth Nonsuch Bay RS Elite Challenge, a one-day invitational stadium-style regatta to be held on Lay Day of Antigua Sailing Week 2017. Top prize for the Challenge is a one-week all-inclusive stay for two people including use of sailing facilities at Nonsuch Bay resort.

Previous winners of the Lay Day event have been: in 2013 Mark Dicker, skipper of *Whisper*, a Southern Wind 78; in 2014 Olympic medalist and America's Cup winner Peter Holmberg; in 2015 Italian sailor Pietro Corbucci from Team At Last; and in 2016 Volvo Ocean Race winning skipper Ian Walker, who also skippered Tony Langley's TP 52 *Gladiator* in Antigua Sailing Week this year.

Visit www.nonsuchbayresort.com for more information on Nonsuch Bay Resort.

Visit www.sailingweek.com for more information or to enter Antigua Sailing Week.

Dream Yacht Charter Sponsors Antigua Sailing Week

Antigua Sailing Week has announced a new three-year agreement with Dream Yacht Charter to become the Official Exclusive Bareboat and by the Cabin Charter Sponsor of Antigua Sailing Week through May 2019.

The Dream Yacht Charter fleet consists of 850 yachts in 47 locations worldwide, many of which have actively participated in Antigua Sailing Week over a number of years. Dream Yacht Charter opened its charter base in Antigua two years ago with yachts available for charter including monohulls and catamarans from manufacturers including Beneteau, Catana (featuring the new Bali 4.3 and 4.5), Dufour, Fountaine Pajot, Jeanneau and Lagoon.



TM WRIGHT / WWW.PHOTOACTION.COM

Of the sponsorship, Dan Lockyer, General Manager, North America says, "Dream Yacht Charter is excited to become the Exclusive Bareboat Charter Sponsor of Antigua Sailing Week. This is an excellent and highly reputable event that epitomizes the Caribbean sailing scene. We are particularly pleased to become aligned with this regatta during its 50th Edition, which promises to be a wonderful celebration of the event's rich history. Our goal is to help this event grow over the next three years and beyond while further dedicating our efforts to our growing presence in Antigua and the Caribbean."

Of the new partnership, Kathy Lammers, Chairman of the Regatta Organizing Committee says, "With Dream Yacht Charter's extensive network of brokers around the world we will combine our marketing efforts to ensure that together we will grow. In addition to its extensive monohull fleet, we're excited that our partnership with Dream Yacht Charter will allow us to grow the bareboat multihull classes as well, leading to a larger fleet on the water next year."

Visit www.dreamyachtcharter.com for more information on Dream Yacht Charter.

Visit www.sailingweek.com for more information on Antigua Sailing Week.

Mercury Products Nominated for DAME Design Awards

Two products recently introduced by marine-propulsion leader Mercury Marine — Active Trim and Mercury's next-generation Joystick Piloting system — have been nominated for DAME Design Awards, the marine industry's most prestigious international design recognition for new marine equipment and accessories.

A total of 67 products have been nominated for DAME Awards, and winners will be announced on November 15th at the METS Trade Show in Amsterdam. Nominated products will be on display throughout the METS show, November 15th through 17th.

Mercury Marine's Active Trim makes boating easier and more enjoyable by automatically trimming outboard and sterndrive engines. Designed to suit entry-level and expert boaters alike, Active Trim simplifies boat operation while improving engine performance and decreasing fuel costs. New boaters are immediately able to properly trim boat engines with no intimidating learning curve, and experienced boaters can experience the benefit of perfect trimming without constantly monitoring and adjusting trim with changes to boat speed or when going into turns.

Active Trim is compatible with 40- to 400-horsepower Mercury FourStroke outboards, two-stroke outboards with SmartCraft, and all gas and diesel MerCruiser sterndrive engines with SmartCraft. The system is also available for retrofitting to engines already in the field.

For more information on Mercury Marine see ad on page 30.



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REGATTA NEWS

Derek Bongaertz Wins Curaçao Sunfish Championship

The 43rd National Championship for the Sunfish Class, organized by the Curaçao Sunfish Sailing Association, was held on the third weekend of September. Sunfish sailors battled for the title of Champion of Curaçao, competing on long distance courses in the morning and short ones in the afternoon, both days with plenty of wind.

This traditionally popular class on the island of Curaçao has produced a couple of world champions for the island in the past. The National Championship is one of the more important races during the year, where both younger and more experienced sailors, including four former champions, competed. The local sailors were joined by



six fierce competitors from Bonaire, all of whom sailed a seven-hour downwind on the Friday, all the way from this neighboring island, to race the two days.

Derek Bongaertz (age 17) dominated the competition, ending on top with an 11-point advantage and a total of five bullets. Sipke Stapert from Bonaire ended the weekend in second place, while multiple former champion Jürgen Schneider took third place.

Bongaertz also won the Youth title, followed by youngsters Tijn van der Gulik and Darius Béréños. CSSA President Alex Roose announced during the prizegiving that these three sailors will represent Curaçao this month at the Sunfish Youth World Championship in Cartagena de Indias, Colombia.

BVI Home Team Shines at Back To School Regatta

The 2016 Back To School Regatta presented by Cedar International School took place in the waters off Tortola, British Virgin Islands, over the weekend of September 17th and 18th with 45 entries racing in five classes. It was an excellent weekend for Team BVI with a total of 24 home-team entries and overall victory in five of the seven divisions.

Competitors from Antigua, Puerto Rico and the US Virgin Islands joined BVI sailors at the Youth Sailing Centre in Nanny Cay for the 2016 edition of the regatta. The Saturday delivered a glamour day on the water but the Sunday was not so kind, with thunderstorms and rain bringing blustery conditions before the wind turned off altogether, forcing an end to racing.

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The Opti Green fleet, with adults Chris Haycraft and Scott Crawford of Cedar International School. Left to right: Antonio Cisneros, Sophia Jara, Kael Chalwell and Samuel Allen, with Martha Killourhy, Amanda Plaxton and Victoria Rowlette in front



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The Optimist Championship fleet saw 23 sailors racing for the overall prize and their Red, Blue and White division awards.

It was a full house of bullets for the USVI's Mia Nicolosi, taking the overall win for the second consecutive year. She also took the win in Red fleet (for sailors 13 to 15 years old). Rayne Duff and Nathan Haycraft were tied for second overall after Saturday's racing, so the pressure was on for those two BVI sailors on the Sunday. Haycraft finished the only race sailed in fifth place, ahead of Duff, and with no further races completed he took second overall and the win in Blue fleet (11 and 12 years old).

A sixth place for Duff in the Sunday's race was enough to hold third place overall and second in the Red fleet, with Julian van den Driessche of the USVI taking third. USVI sailors Caroline Sibilly and Winborne Majette took second and third in the Blue fleet.

The White fleet, the youngest age category, for sailors ten years and younger, was won by Ryan Leftsome of the BVI ahead of Tanner Krygsveld and Robert Richards, both representing St. Thomas Yacht Club, USVI.

In the Optimist Green fleet, for novice sailors, eight BVI sailors raced for honours, completing 13 races over the two days. Samuel Allen was first overall after taking a clean sweep of first-place finishes. Congratulations to all of them, particularly those who raced in their very first Green fleet regatta: Kael Chalwell, Victoria Rowlette, Sophia Jara, Antonio Cisneros, Martha Killourhy, Amanda Plaxton and Felix Thorp.

The new BVI Laser fleet completed seven races with two classes in action. In the Laser 4.7, the honours went to visiting sailor Mateo di Blasi from the USVI. Second place was claimed by Noah George, who made the switch from Optimist Green fleet to the Laser just this season, followed by Stephen Ganga in third.

Five sailors fought for the Laser Radial honours and it was tight at the top. Tied after the first day of racing, Jerome Parkins and Stephon Ganga were both counting three first-place finishes and two second-place finishes, so it was all on for the Sunday. With just one race sailed, Parkins came out on top after taking the win in Race Seven. Alex Rambarose came in third with consistent third- and second-place finishes throughout the weekend.

Five IC24s also took to the racecourse with *Latitude 18*, skippered by Colin Rathbun, taking the win with an impressive scoreline of seven bullets and a discarded third. The only boat to take a win from *Latitude* was Richard Wooldridge on *RIP*, who finished second overall ahead of Graeme MacCallum's team on *Iniac*.

Antigua National Sailing Academy Does Bart's Bash

On September 18th, Antigua & Barbuda's National Sailing Academy joined a worldwide sailing event known as "Bart's Bash", which is held annually in memory of the late America's Cup sailor Andrew "Bart" Simpson.

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For the last three years, sailing venues around the world have held a regatta from which the proceeds are donated to the andrewsimpsonfoundation.org, which distributes the funds to sailing development.

This year the emphasis is to promote sailing for the disabled. The National Sailing Academy of Antigua & Barbuda is one of only three centres outside the UK that run an RYA "Sailability" programme for disabled children and adults (the others are Dubai and Hong Kong). In Bart's Bash, Franklyn Braithwaite and his daughter Sharifa competed in one of the Academy's Sailability Trimarans and Ashley Rhodes, with his crew Micah Archibald, age six, sailed the other one.

The sailing conditions were excellent. The morning event was the 'Mini Regatta', a joint event with the Antigua Yacht Club, with a total of 34 boats on the water and 40 sailors.



Franklyn Braithwaite and his daughter Sharifa raced on one of the Sailability tris to help promote sailing for the disabled

Full results are on the AYC website: www.antiguayachtclub.com. The results of the afternoon race, the "Bart's Bash", are at www.bartsbash.com/bashboard?year=2016

Trinidad & Tobago Tops Caribbean Dinghy Championships

Following competitive, well-managed racing on the weekend of October 8th and 9th, the team from Trinidad & Tobago was victorious at the 2016 Caribbean Dinghy Championship (CDC), held at the Sint Maarten Yacht Club.

The Trinidad & Tobago team cleared first place with 88 points, a 14-point lead on runners-up Barbados, with 102 points, and after a close-fought battle for third by the British Virgin Islands (BVI) team, which garnered 104 points.

The CDC 2016 hosted teams comprising 30 sailors with their coaches from six nations and territories, which in addition to the podium-place winners included Anguilla, St. Barts and St. Maarten. CDC teams can be a mixture of youths and adults, and it is a great event for aspiring Caribbean athletes needing race experience.

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photos by Tim Wright

—Continued from previous page

Racing was in four classes: RS Vision, Laser Standard, Laser Radial and Optimist. In RS Vision, Alec Scarabelli and Carson Gifford of St. Maarten tied with the Trinidadian team but won the tie breaker; Andrew Lewis from Trinidad & Tobago won in Laser



Standard; in Laser Radial the champion was Alec Anderson from the BVI; and in Optimist, 12-year-old Nathan Haycraft from the BVI prevailed.

Of the Caribbean Dinghy Championship, Chris Haycraft, father of Nathan Haycraft and board member of the Caribbean Sailing Association and a member of the CSA's Sailing Development Committee said, "For some years there has been some debate at the CSA as to the validity of this event. Because it moved venues most years and we are a volunteer organization, as are many sailing organizations, it can be difficult to ensure all the pieces are in place to get the teams to the event. Cost is usually a factor and we were delighted this year to secure sponsorship from LIAT, the Caribbean airline, which enabled us to assist each island with some flights. The mix of ages and classes makes this a standout event which I can see going from strength to strength."

St. Maarten Represented in Dutch Surfski World Series 2016

Stuart Knaggs, sponsored by Budget Marine, participated in the Masters2 category to represent St. Maarten in the Dutch Coast Race World Series 2016, a 19-kilometer surfski race held September 30th to October 2nd in the Netherlands.



Left to right: Stuart Knaggs of St. Maarten, with Rick Damar and Oscar Chalupsky

Stuart came in third of 21 competitors in the Masters2 category, with Oscar Chalupsky coming in first and Rick Damar coming in second.

For full results visit <https://results.cloudtimer.nl/dutch-coast-race.html>

ON THE HORIZON

Puerto Rico's Discover the Caribbean Regatta This Month

Nanette Bruchhof reports: Ponce Yacht & Fishing Club is geared up for their annual Discover the Caribbean Regatta at Ponce, Puerto Rico. This year's dates are November 4th through 6th.

Discover the Caribbean began in Ponce in 1989 after Hurricane Hugo heavily damaged the Fajardo area. Now in its 27th year, the purpose of the regatta and sailing festival is to inspire and celebrate the island's active sailing community. This popular event consists of three days of sailing, music and food — Latin and loud.



You know the party only ends when the last bottle of Don Q Rum runs dry!

The regatta originally consisted of *chalanas* — local racing sailboats that evolved from Puerto Rico's traditional fishing and trading vessels. Through the years, PYFC turned into a serious sailing center, and the race is now open to boats of all categories with a minimum overall length of 16 feet and the emphasis on fun.

Thanks to PYFC's ample boat slips and facilities, Discover the Caribbean provides the perfect opportunity for sailors to experience Puerto Rican hospitality, and see why Ponce is known as the island's "Pearl of the South". PYFC offers free dockage for participants for a week before and after the races if you sail more than 60 miles to the event.

Two weeks later, it's time for the grown-ups to move over and let the juniors show their skills in the Discover the Caribbean Dinghy Regatta on November 19th and 20th. This regatta draws as many as 40 participants, and provides the training grounds for many a seasoned sailor. Jorge Santiago, PYFC Junior Sailing Director, organizes this event every year. In addition, he is already preparing for the 2017 Sunfish South American & Caribbean Championship to be hosted by PYFC, November 21st through 25th, 2017, which follows next year's Discover the Caribbean November 3rd through 5th, 2017.

Visit www.yachtscore.com to register, and contact discover@pyfc.club or (787) 842-9003 for more information.

Preparations Underway for a Sold-Out ARC

Some 300 boats are set for Atlantic adventures this month. As this issue of *Compass* went to press, final preparations were underway in Las Palmas de Gran Canaria as the island welcomed bumper fleets for ARC and ARC+ transatlantic yacht rallies.

ARC+ gets underway on November 6th for the Cape Verde Islands, and then sails onward to St. Lucia. The ARC, taking a non-stop route, begins on November 20th.

It's a full house for this year's rallies — both route options are at capacity with waiting lists in place for the first time since the creation of ARC+ in 2013, allowing for a total of 300 boats to sail across the Atlantic under the ARC banner. It's set to be the biggest migration ever to sail with the rally to Rodney Bay Marina, St. Lucia!

If you won't be joining the ARC this year, you can still follow the excitement online. All boats are fitted with a YB Tracker and the tracking page will go live a couple of days before the start. Boats are already sending in blogs and photos as they arrive in Muelle Deportivo, and highlights of the seminar and social program and news from the pontoons will be shared regularly on the ARC Facebook page, via Twitter and at www.worldcruising.com.

Independence Dinghy Regatta in Barbados

The Barbados Olympic Association, in conjunction with the National Sports Federations, is making plans to celebrate the 50th Anniversary of Independence this month, and the Barbados Sailing Association is organizing a special dinghy regatta on November 20th. Classes will include Laser Standard and Radial (male and female), the two-person GP 14, Optimist (under 15), Topper, Sunfish and Windsurfer.

Contact sailfast@caribsurf.com for more information.

St. Lucia's Mango Bowl: Crew or View!

The 5th Annual Mango Bowl Regatta, St. Lucia's premier sailing event, is scheduled for the weekend of November 25th through 27th, with classes for Cruisers I & II, J/24s, Surprises and Melges. For the first time the regatta may also include an X-Treme 26 class of race, this to be confirmed by X-Treme yacht captains in Martinique and St. Lucia.

A spectator boat will be available for the public and the St. Lucia Yacht Club on the shore of Rodney Bay will be open for landlubbers to cast an eye over the races from the deck.

Visit www.stluciayachtclub.com for more information.

RORC Transatlantic Speedsters Bound for Grenada

The RORC Transatlantic Race, departing from Marina Lanzarote in the Canary Islands on November 26th and bound for Port Louis Marina in Grenada, has attracted a diverse range of boats to compete in the third edition.

Mike Slade's 100-foot canting keel maxi, *Leopard3*, has set five separate Transatlantic records over the last nine years and has crossed the Atlantic 12 times, with this race being Boat Captain Chris Sherlock's 30th crossing. *Leopard3* is capable of breaking the current monohull record for the RORC Transatlantic Race, set by Jean-Paul Riviere's Finot 100, *Nomad IV*, in the last race in ten days, seven hours, six minutes and 59 seconds. "The RORC record is the one we have not had and we want to add this to our list of achievements," says Sherlock.



Giovanni Soldini's foiling MOD70, *Maserati*, will be flying — literally — off the start line. This will be the first time the multihull in its new foiling setup has raced across the Atlantic, and it is something of a test for the international team. Soldini has over 25 years of ocean racing experience and is probably the most decorated Italian offshore sailor of all time, winning the Around Alone, Québec-Saint Malo, OSTAR and Transat Jacques Vabre. Soldini has completed over 40 ocean crossings and since 2011 has been the skipper of the VOR70 *Maserati*, setting records for the Cadiz-San Salvador route and the New York-San Francisco Gold Route. However, the MOD70 *Maserati* is a new project only conceived this year.

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"We are studying how this new concept will work and we have made some progress, but we are in research mode," explained Soldini. "Our goal will be to try to fly as much as possible, but there are some conditions where it will be impossible. We went around the world nearly two times with the VOR70 but it was time to change and to do something different. Personally for me, this is a bigger challenge and foiling in the middle of the Atlantic is certainly challenging. This race presents a great opportunity to try to understand more about the concept."

The Infiniti 46 *Maverick*, skippered by Oliver Cotterell, will be one of the smallest yachts in the race, but her innovative design means that *Maverick* is capable of tremendous speed. DSS foils, like short airplane wings, protrude from the side of the hull, producing both righting moment and lift. *Maverick* also has a canting keel and the combination of these allow the boat to sail faster than the wind speed, in certain conditions.

"I have been watching the RORC Transatlantic Race since its inception. I think it's a brilliant ocean race that's been growing year on year. I have heard great things about its implementation, organization and the back-up RORC provides for the teams involved," commented Cotterell.

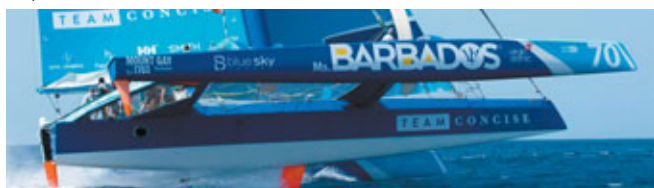
Visit <http://rorctransatlantic.rorc.org> for more information.

Spirited Mount Gay Barbados Race Series 2017

The Mount Gay Barbados Race Series reports: The Mount Gay Barbados Race Series 2017 will run from January 16th to 24th. The Series includes:

THE 81ST ANNIVERSARY MOUNT GAY ROUND BARBADOS RACE

If the crew flew in a circle, the race would be about 60 miles, but as we're not racing on crows' yachts we end up doing around 70-plus miles. The tradewinds and incredible sailing conditions make it a great course. Starting at the Barbados Cruising Club, you will sail through historic Carlisle Bay, pass the deep-water harbour to starboard, and then begin a 20-mile tight reach in calm water up the platinium coast of Barbados passing the homes and haunts of the very rich and very famous.



PETER MARSHALL

After rounding the top of the island you will encounter the full force of the Atlantic with nothing between you and Africa. You will then face a good seven-mile-plus beat in tricky currents, windshifts and some big waves. Follow this with a 20-mile fetch, riding those same waves beam-on, trying to maximize speed without losing height enough to clear East Point.

Bear away and hoist through the big breaking Atlantic rollers for a fantastic 18-mile downwind slide along the south coast. Drop the kites and skate round the southwest corner of the island to the finish.

Stop the clock and see if it's time to fatten the skipper for the weigh-in — record-breaking skippers win their weight in Mount Gay Rum!

THREE DAYS OF COASTAL RACING

Our three-day race series can be entered separately, or together with the Mount Gay Round Barbados Race.

Racing is in five classes, taking in both the south and west coasts of the island. To enter the Racing or Cruising Class you will need a CSA rating. The J/24 Class has its own courses and local ratings will be used for our final two classes: multihull and non-CSA-rated boats.

All races count towards the final positions — and our fabulous unique prizes will be awarded at the end of the series at the Grand Prize Giving on January 22nd.

On shore, there'll be a party every night to relax, unwind, discuss the following day's tactics, or just have a glass or two of Mount Gay Rum.

THE OCEAN PASSAGE RACE TO ANTIGUA

You've sailed around Barbados, so what next? Head on up to Antigua as part of a 300-mile ocean race. We have linked with the Superyacht Challenge in Antigua for the final race of our series. But you do not need to be a superyacht to enter. Yachts of all sizes are invited to take part and are guaranteed a warm welcome on arrival, in time for the Superyacht Challenge, or the RORC Caribbean 600, which follows.

All islands south of La Desirade are to be taken to port. The finish will be between Fort Charlotte at the eastern entrance of English Harbour and a buoy to its south.

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

Register Now! Island Water World Grenada Sailing Week 2017

November 30th is the cutoff date for early registration discount for Island Water World Grenada Sailing Week! The event runs from January 30th through February 4th, 2017.



TIM WRIGHT / WWW.PHOTOACTION.COM

Register and pay online at www.yachtscoring.com/emenu.cfm?eID=2901 by November 30th and you pay only US\$90.

Past Grenada Sailing Week participants have this to say:

Bernie Evan-Wong, avid Antiguan racer on his Reichel Pugh 37 *Taz*, writes, "Taz has campaigned the Caribbean racing circuit from Grenada in the south to the USVI in the north, participating in around ten regattas each season and Grenada Sailing Week is one of my favourite regattas: warm, friendly and competitive."

Jason Fletcher, whose Albin Stratus 36, *Apero*, was Best Performing Yacht two years in a row, says, "We will be racing our new Caribbean 33 in Racing Class in 2017. She will be fast! As to whether we will be able to use this weapon effectively — that remains to be seen."

Mathew Barker, whose Alfred Mylne 65, *The Blue Peter*, won Classic Class last year comments, "Grenada Sailing Week guarantees some amazing sailing off its rugged south coast. Wind, waves and spectacular scenery are combined with some excellent shoreside parties."

Robbie Yearwood, whose J/24, *Die Hard*, has been many times a winner says, "We compete in all the Southern Caribbean J/24 regattas and always look forward to the sailing challenges of Grenada Sailing Week. Strong shifty winds in the flat waters of Grand Anse make for exciting tactical racing and then, for pure exhilaration, we move to the windier south coast with big sea surfing conditions and strong currents."

Book your dock space at the two host venues:

- Grenada Yacht Club at dockinfo@grenadayachtclub.com or (473) 440-6826.
- Secret Harbour at enquiries@secretharbourgrenada.com or (473) 444-4449.

For more details visit www.grenadasailingweek.com and sign up for the newsletter, e-mail info@grenadasailingweek.com, check Facebook at GrenadaSailingWeek, or Twitter @grenadasailingweek.

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

St. Petersburg Yacht Club Nearing Capacity for Cuban Regatta

Amy Spencer reports: The St. Petersburg Yacht Club of Florida is nearing its goal for the number of boats participating in its St. Petersburg-Habana Race 2017, which launches from downtown St. Petersburg on February 28th, 2017. The 107-year-old yacht club has revived the St. Petersburg-Habana Race, which it staged from 1930 to 1959.

"We are excited about the growing number of entrants signing up to participate in this regatta, but I can't say I'm surprised by this strong show of support," said Richard Winning, Commodore of the St. Petersburg Yacht Club and lifelong resident of St. Petersburg. "Growing up here, this regatta was always a big part of the culture of our city. The return of this regatta is as much about the people of St. Petersburg as it is about the St. Petersburg Yacht Club, and we are proud to preserve this piece of our community legacy."



SPYC ARCHIVE

1957 Havana Race start off St Petersburg

SPYC Archive

After finishing 284 nautical miles of competitive sailing, the boaters will enjoy three days of festivities in Cuba — including another 12-mile race — before heading home.

The 2017 St. Petersburg-Habana Race is capped at 80 boats. The deadline for confirmed entry is November 7th, when all fees are due. The deadline for "People to People" travel packages is also November 7th, at 11:59AM.

The St. Petersburg-Habana Race, conceived by George "Gidge" Gandy in the late 1920s as a promotional event for the city, first launched on March 30th, 1930 at the St. Petersburg Municipal Pier. It quickly became one of the city's signature events. The event was suspended in 1942 due to WWII, and resumed in 1946.

Military and political unrest in Cuba threatened the race in the late 1950s, and it was last run in 1959 as gun-wielding revolutionaries patrolled the streets of Havana. Recent breakthroughs in US-Cuba relations prompted club officials to re-institute one of its most historically significant events.

Contact amy.spencer@spyc.org for more information.

Offshore Multihull & One-Design Classes for STIR 2017

Carol Bareuther reports: A large offshore multihull fleet and entries for at least two one-design classes are already registered for the St. Thomas International Regatta (STIR), set for March 24th to 28th, 2017 and hosted by the St. Thomas Yacht Club (USVI). What's more, there is an opportunity to participate in CSA (Caribbean Sailing Association), IRC, Multihull, CSA Bareboat, Beach Cat, and One Design classes with a minimum length of 20 feet.

That's not all! The great STIR tune-up, the Round the Rocks Race, will take place on March 23rd and features a circumnavigation of neighboring St. John.

Last year's regatta welcomed its first Gunboat Class, and the 2017 event welcomes a larger and more diverse fleet of offshore multihulls. Returning will be *Fault Tolerant*, a Gunboat 60 owned by Robert and Libby Alexander of the USA. The USA's Jim Vos has entered his new HH 66, *Bambi*, while Greg Slynstad, also from the USA, is set to sail his Bleker 53, *Fujin*.

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"Fujin is a relatively new boat. She was built in St. Croix, US Virgin Islands, by Gold Coast Yachts and completed in August of last year. We've raced St. Maarten (third place), Les Voiles (third place), Newport Race Week (second place) and the Vineyard Race (first to finish, second corrected). We are moving the boat back to the Caribbean this fall/winter and were drawn to the St. Thomas race because of the other multihulls that are entered."



STEVE BERENSTEIN

Fujin's crew for STIR 2017 hails mostly from Seattle, Washington, USA, and will include Jonathan McKee, who won gold and bronze medals in the Flying Dutchman and 49er classes, respectively, in the 1984 and 2000 Summer Olympics; Fritz Lanzinger, named Sailor of the Year at Seattle's Corinthian Yacht Club in 2014; and accomplished Canadian sailor, Andrew McCorquodale.

On the heels of hosting nine Melges 32s in a one-design class in 2013, STIR will welcome nearly a dozen Melges 20s in 2017, including Jim Wilson's *Oleander*.

The USVI's home-grown, highly competitive one-design IC24 class is shaping up well with three entries to date: Puerto Rico's Ramon Gonzalez' *Sembrador* and Jaime Torres *Smile and Wave* and St. Maarten's Fritz Bus aboard *Island Water World*.

Register online now for the Round the Rocks Race and STIR at www.stthomasinternationalregatta.com. Entries received and paid for in full by 5:00PM AST January 31st, 2017 pay only US\$250. The registration fee between February 1st and March 21st

increases to US\$400 for all boats, except US\$250 for beach cats and US\$300 for IC24s and Non-Rated Cruising Class boats.

The NOR is available at www.stthomasinternationalregatta.com

Antigua Classic Yacht Regatta 2017

Some of the world's most celebrated vintage vessels are already registered for next year's 30th Antigua Classic Yacht Regatta, being held from April 19th through 25th. Coming from North America, Europe and all over the Caribbean, a great variety of sailboats take part in this event, the first in the Classic Yacht Challenge series sponsored by Panerai. Each is a "classic" with its own story.



For example, the 115-foot *Eros* was separated from her owner, Lord Von Berg, when the Royal Navy commandeered her and he was killed in action. The 1939 staysail schooner has also been owned by Greek billionaire Stavros Niarchos and once hosted members of the Spanish Royal Family before being restored by current owner and lifelong sailor Cameron Riddell. Cameron said he was excited to be taking part in the event. "*Eros* sails very well on most points of sail, but reaches are especially enjoyable. We look forward to that," he continued, adding that the intimacy of docking stern-to is a bonus. "Being able to literally step over the rail to visit a neighbour is almost as much fun as the sailing itself," Cameron added.

To register for the regatta visit www.antiguaclassics.com or e-mail info@antiguaclassics.com. May 2017 will see the inaugural Antigua-to-Bermuda race, with classic flagships for this event including the 139-foot replica of schooner *America* and the 112-foot gaff-rigged *Spirit of Bermuda* arriving in time for the 35th America's Cup.

SAINT LUCIA

DROP ANCHOR AND ESCAPE



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.

Email information@stlucia.org

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www.stlucia.org

France: 33 1 45 32 0254
www.stlucia.org

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www.stlucia.org

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www.stlucia.org

UK: 44 207 341 7000
www.stlucia.org

Germany: 49 6172 4994 138
www.stlucia.org

ESFUERZO, DESEO, PASIÓN

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



Effort, desire and passion are qualities that Fraitto Lugo has brought to a lifetime of sailing

Fraitto and his father worked on an improved design and built a new chalana together. Apparently, their ideas were good because with Fraitto's determination, practice and the improved boat, he began winning local regattas. By his late teens he sought greater challenges and skippered chalanas in regattas all along Puerto Rico's southern coast. As many as 40 chalanas were on the starting lines during those years.

By 1990, Fraitto was racing J/24s. In 1994, he won the Puerto Rico Heineken International Regatta and, in 1997, the International Rolex Regatta in St. Thomas, USVI. Since then, he has taken first place in the Rolex (now the St. Thomas International Regatta) 11 times!

In 2002 at the Centro-Americano Games in El Salvador, Fraitto took silver. He seized the gold medal in Mayagüez in 2010 and took bronze in Veracruz in 2014.

According to 1984 Soling Puerto Rico Olympian, Ronnie Ramos, "I remember beating him in every single J/24 race for about three years in a row, maybe more. I used to give him some tips, mostly about confidence. We'd go over each race afterwards. He complained that no matter how much he tried, we always beat him."

"I remember very well, and I am sure that he also remembers, that I kept telling him not to give up; that every race he was getting better and it was getting more difficult to beat him."

"We beat him badly during the qualifiers for the '93 Central American and Caribbean Games. We really beat everybody's ass! I invited him aboard *Campechano*, my large catamaran used as mother ship during the Games in Fajardo. We discussed each race at its conclusion."

"Time passed and I told him, 'You have to believe that you can beat us. Once you beat us, we will never beat you again.' And that's exactly what happened!"

Racing became Fraitto's marketing tool for the services that his business provided. Working for Quantum Sails at the Ponce Sailing Center, he sells sails as well as providing sail repair, canvas- and cushion-making,

and rigging and running-rigging services. Meeting prospective customers and networking within the marine industry are all facilitated through his racing and his growing reputation as a marine industry professional. Today, you may run into Fraitto Lugo racing or servicing boats in Marina Puerto del Rey in Puerto Rico's southeast, at Club Náutico de San Juan in the north, in Marina Pescadería in the southwest, or any of the many other marinas and ports of Puerto Rico.

As this article goes to print, Fraitto is dashing off to a regatta in France.

From "Youth to Adult", Fraitto Lugo is an example of a Caribbean child who, through nurturing parents and community members, developing his skill sets and utilizing his own determination, came to make a fine marine livelihood on his home island.

Takeaways:

- Be willing to take guidance from trusted local community members.
- Persevere through disillusioning and disappointing times.
- Building reputation eventually leads to business and personal opportunities.

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>).

Success comes in many languages.

Now, more than ever, is the time for Caribbean people to appreciate their diversity and the opportunity that diversity brings to learn from others and grow shared success. Although the unique heritage of each Caribbean island and nation is something to treasure and preserve, through a shared desire and vision for all children to have the tools to succeed, the Caribbean can enjoy heightened prosperity. Learning about the marine environment, including the dynamics of sailing, is part of that.

No matter one's first language or island of origin, learning from neighbors in islands to the north, south, east and west is a wonderful opportunity.

Fraitto Lugo is a citizen of the Caribbean who has such a lesson to share. The cover of a 2015 edition of Puerto Rico's *Nautica* magazine called him a man of "esfuerzo, deseo y pasión" (effort, desire and passion). Although growing up in a humble village in Puerto Rico, he gained the respect of the island's best and brightest as he developed from youth to adult.

For Fraitto, who turns 45 this month, growing up in a village near Ponce and learning sailing basics in a municipal sailing program at ten years old started him on a path to gainful employment and an exciting career.

After Fraitto spent a year in the junior sailing program, his father bought him a *chalana* (a local traditional boat of under 20 feet). They named the boat *El Baby*. It was soon destroyed by a hurricane's storm surge. Instead of mourning the loss,

HIGHFIELD

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CARIBBEAN ECO-NEWS

Recycle Plastics at Trinidad Marinas

The Plastikkeep plastics recovery program has installed a plastics collection bin at the Peake Yacht Services compound on Trinidad. The bin is located in the Zanzibar Restaurant car park. Please deposit clean plastics only.

There are now two plastic collection bins in Chaguaramas. The second one is located outside of the dockmaster's office at CrewsInn.

Antigua: Straws on Request

The Straws on Request initiative, which launched during Antigua Sailing Week 2016, is continuing island-wide with the help of the Environmental Committee of the Antigua & Barbuda Marine Association (ABMA).

During Antigua Sailing Week 2016 more than 20 bars and restaurants in the English Harbour area signed up for the official bar and restaurant partnership that included agreeing to have signage requesting customers use plastic drinking straws only on request.

Dozens of bars, restaurants and hotels around Antigua are now involved in the programme, including Sheer Rocks, La Bussola, Coconut Grove, The Verandah Resort and The Larder. These establishments have agreed to only offer straws when patrons make the specific request.

Even if you may not see the signage at your local establishments, please be conscientious and refuse to use plastic drinking straws.

USVI Studies Invasive Sea Grass

As reported by Bernettia Akin in the Undercurrents column of the September 20th edition of the *St. Thomas Source*, concerns are being raised about the invasive marine species *Halophila stipulacea* — a sea grass that is spreading rapidly in the waters around St. John and St. Thomas in the US Virgin Islands.

Akin wrote: "Consequences are decidedly unknown. Researchers are just beginning to study it. They don't know yet whether it will choke out native sea grasses or peacefully coexist. They don't know whether it will result in an increase of some fish populations or a decrease or if it will maintain the status quo. They don't know whether it will have sudden dramatic effects or settle in with little notice and cause subtle changes perceptible only in the long term. But they do think it's worth looking at because sea grass is basic to any marine ecosystem. It provides shelter, foraging sites, spawning habitat and nurseries for thousands of marine species."

The Virgin Islands Experimental Program to Stimulate Competitive Research (VI-EPSCoR) is sponsoring research on *H. stipulacea* through the University of the Virgin Islands. Recognized international sea grass expert Sandy Wyllie-Echeverria is one of the researchers involved and said it is far too early to discuss anything about the VI study, since it is barely in the preliminary stages.

Wyllie-Echeverria is co-author of a paper outlining the importance of sea grass, discussing threats to it, and noting "the global trend of local extinction, fragmentation and general degradation of the seagrass biome." Other authors of "Seagrass Conservation

Biology: An Interdisciplinary Science for Protection of the Seagrass Biome" are W. Judson Kenworthy, Robert C. Coles, Gérard Pergent and Christine Pergent-Martini.

As referenced in the paper, *H. stipulacea* migrated from the Red Sea to the Mediterranean some time after the opening of the Suez Canal (in 1869.) *H. stipulacea* may also have hitched a ride on vessels traveling between the Red Sea and the Mediterranean, although there is no scientific proof. And how it made its way to the Caribbean is equally uncertain. But V.I. resource management experts have been seeing it for several years.

Caroline Rogers, a marine scientist with the U.S. Geological Survey in its Southeast Ecological Science Center Caribbean field Station on St. John, sounded the alarm two years ago, though it was heard mostly only by her peers. Having spent most of her life and career on St. John and in the seas surrounding it, Rogers couldn't miss the intruder.

She was the principal author of a very short paper

Keeping It Clean in the Grenadines

The International Coastal Cleanup (ICC) 2016 was hosted in the Grenadines by Sustainable Grenadines Inc. for the eighth consecutive year, gathering more than 110 bags of garbage from just Union Island alone.

The ICC was started 30 years ago by a Washington-based organization, Ocean Conservancy, Ocean Conservancy, along with volunteer organizations and individuals around the globe, engages people to remove trash from the world's beaches and waterways, identify the sources of debris and change behaviors.

Sustainable Grenadines Inc (SusGren) is a non-profit trans-boundary organization that works with community groups and other organizations across St. Vincent & the Grenadines and Grenada. Their mission is to empower community groups in the Grenadines for self-governance and the protection and development of resources.

For the third consecutive year, SusGren received funding from the Philip Stephenson Foundation that the organization uses to host ICC.



published in the scientific journal *Frontiers in Ecology and the Environment* in 2014 titled "Rapidly Spreading Seagrass Invades the Caribbean with Unknown Consequences." Rogers said *H. stipulacea* has continued to spread and is now in most of St. John's bays. It's also in some St. Thomas waters but she said she is not aware of it being near St. Croix.

"Biodiversity, connectivity of marine ecosystems and recovery of degraded coral reefs could all be affected (by *H. stipulacea*)," Rogers wrote. But she also said, "Without additional research, the ecological ramifications of this invasion are difficult to predict."

Read the full story at <http://stthomassource.com/content/news/local-news/2016/09/20/undercurrents-another-marine-invasion-rolling-along-caribbean>

Getting the youth involved, organizations across the Grenadine Islands partnered to remove shoreline trash during International Coastal Cleanup 2016

This year SusGren partnered with organizations across the islands of Bequia, Mayreau, Union Island, Petite Martinique and Carriacou to remove trash along coastlines.

"SusGren focuses on educating students via presentations in the various schools, cleaning the beaches, collecting data on trash, and having fun," said James Lord, the new Director of SusGren.

—Continued on next page

YOUR SAFE HAVEN

LAND OF THE GIANTS

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—Continued from previous page

Union Island is home to just under 3,000 residents and also home to SusGren's operations. On Union Island, SusGren worked with several other non-profit organizations, the two primary schools and the only secondary school to organize two days of cleanup activities on September 16th and 17th.

Some of the areas cleaned were the fisheries wharf area, Clifton waterfront, Belmont Salt Pond, Stephanie Browne Primary School grounds, Ashton Lagoon, Ashton waterfront, and Campbell.

A total of 110 bags of trash were collected over the two days by 95 volunteers. Over 1,000 plastic bottles were collected, other types of trash included bottle caps, plastic bags, old fridges, styrofoam containers, metal beverage cans and oil bottles.

Program Manager of SusGren, Orisha Joseph, stated that this year it is observed that persons seem to be throwing household garbage in the nearby bushes. "What SusGren really wants is for people to understand it's not just about coming out once a year to clean up, we really want people to change their behavior towards littering."

Joseph highlighted the fact that sea turtles can mistake plastic bags for jellyfish, and they can choke on the plastic bags and die. She also stated that trash is a breeding ground for mosquitoes, which can become a public health concern especially with the recent outbreaks of mosquito-borne diseases. She is encouraging persons from various communities to set up their own cleaning activities that can take place once or twice a month.

Sea Turtle Conservation Bonaire Tags First Loggerhead

Four times a year, Sea Turtle Conservation Bonaire (STCB) staff and volunteers conduct in-water surveys at Lac Bay. These capture-and-release efforts provide valuable data over time to help determine growth rates of sea turtles and estimate abundance. The in-water surveys moreover enable STCB to learn more about the movement patterns and the health status of Bonaire's resident turtles.

September 12th was the start of a new week of in-water surveys at Lac, and it turned out to be very successful. STCB captured, tagged and released 40 Green turtles, three Hawksbill turtles, and one juvenile Loggerhead. The latter was a great surprise; never before, in 14 years of netting efforts, did STCB capture a Loggerhead.

In 2015, STCB launched a pilot project called Adopt-A-Nest, offering local companies the opportunity to adopt a sea turtle nest. The project was a great success: seven nests were adopted, saving 693 hatchlings.

In 2016, to celebrate STCB's 25th anniversary, local companies adopted 25 sea turtle nests on Klein Bonaire and Te Amo Beach. The first nest of this season was laid in May, and this year's Adopt-A-Nest came to a successful end on September 16th, when the last adopted nest hatched. A total of 2,446 hatchlings made it to the ocean from these special adopted nests.

Did you know that only about one in 1,000 sea turtle hatchlings makes it to adulthood?

You can help save our endangered sea turtles with the following "Hands-Off" approach:

Please keep your distance and leave hatchlings undisturbed. To prevent disorientation, turn off all artificial lights. In addition, do NOT take flash photos. The flash not only disorients baby turtles, it also damages their eyes.

Just keep these simple rules in mind when encountering baby turtles, and make sure to spread the word!

Visit www.bonaireturtles.org for more information.



Pulling discarded household appliances out of the mangroves was a chore. 'We really want people to change their behavior towards littering'

—Continued from page 6

...Info & Updates

They are expected to appear before the Serious Offences Court on January 27th, 2017. Andrey has told friends that he has visited Chateaubelair before and, despite this occurrence, he still likes the place.

CHRIS DOYLE



Chateaubelair, the scene of an October yacht assault

SSCA Honors Cruising Sailors and Volunteers

On November 11th, circumnavigators David and Marcie Lynn will receive the Seven Seas Cruising Association's Seven Seas Award — the highest international recognition to a cruising sailor whose experiences on the sea demonstrate a deep commitment to good seamanship and an understanding of his or her ship and environment. Selection is on a worldwide basis and is not restricted to SSCA members. Marcie Connelly Lynn has written extensively about her Caribbean cruising experiences for *Caribbean Compass*.

Also, the Southbound II award will be presented to both Chris Parker and Lee Chesneau. This award was created to recognize individuals and/or organizations whose volunteer efforts have rendered a valuable service to the wellbeing of the bluewater sailing community and is presented on a periodic basis when merited.

Lee is a senior marine meteorologist with a degree in meteorology from the University of Wisconsin. In addition to a career as a naval officer serving as a meteorological and oceanographic officer, Lee had an extensive career with NOAA's National Weather Service,

NOAA's Satellite Service, and as a Route Analyst for a commercial weather and ship-routing company. Today, Lee is a US Coast Guard certified instructor for meteorology at several institutions for professional mariners. Lee has adapted his material and teaching style to become a primary instructor with the SSCA's "Seven Seas U" online webinar program to meet the needs of the recreational cruising community.

Chris Parker's Marine Weather Center provides forecasts for cruisers in the Bahamas and the Caribbean six days a week, every week, via SSB voice, e-mail, or telephone. He also provides routing options when they exist, and recommendations as to the best day to begin a passage. He never fails to come to the aid of a boater in trouble, whether predicting, based on currents and winds, where a missing vessel might be found, or providing the best route for a cruiser to use in order to escape a hazardous weather system.



David and Marcie Lynn in Venezuela, 2003



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Plan Your Fun — from Now Through February!



STEVE BRETT FOR GRENADA SAILING FESTIVAL

After a summer of doing boatwork in the marina or yard, visiting friends and family back home, doing some summertime Caribbean cruising, or preparing to cross the Atlantic to get here, it's now time to chart a new course toward fun! What — besides some superb cruising, of course — might the next few months hold in store for you?

A Lotta Regattas

See "On the Horizon" in this month's Regatta News, page 14, for details of many upcoming races. In addition, there are the following fun events:

- The 24th Annual St. Croix International Regatta will be held November 11th through 13th. "Perfect venue, great racing, fabulous volunteers, and fantastic camaraderie." —Ellen Birrell. www.stcroixyc.com/regatta
- The Golden Rock Regatta, running November 13th through 17th, is a five-day island-to-island race with varying distances, pursuit races and windward-leeward races to attract both experienced sailing teams and newcomers to racing. It's a unique combination of racing and exploring St. Maarten, Anguilla, St. Barts and Saba — each with its own culture. www.facebook.com/GoldenRockRegatta
- Never raced before? Now is your chance to join the fun. The Jolly Harbour Annual Regatta will take place on November 19th and 20th. All experience levels are welcome to participate in this exciting annual event on the island of Antigua. www.jhycantigua.com/regattas.html
- Another multi-island event, La Course de L'Alliance,

running from December 2nd through 4th, visits St. Barths, Anguilla and St. Martin, with great social evenings at each. www.facebook.com/events/1255634734447763

• In December, just being around for the buzz is fun at Rodney Bay, St. Lucia when the Atlantic Rally for Cruisers (ARC) fleet of up to 300 boats arrives after their ocean crossing; in the BVI when the Caribbean 1500, NARC and Salty Dawg fleets arrive; or in St. George's, Grenada when the high-speed RORC Transatlantic Racers zoom in.

• Love history? Bid farewell to the Old Year with the Nelson's Pursuit Race in Antigua on December 31st, conceived as a re-enactment of Lord Nelson's pursuit of the French fleet across the Atlantic in 1805. www.antiguayachtclub.com

• Cuba calling? The inaugural Western Caribbean Series commences in 2017, with the Pineapple Cup from Miami to Montego Bay starting on February 3rd, and the Cuba Cup, from Montego Bay to Havana starting on February 17th. One of the oldest offshore races on the calendar, The Pineapple Cup — Montego Bay Race started in 1961 and runs on alternate years, making 2017 the 33rd edition of the 811 nautical mile race. This year, a race to Cuba has been added to create a new series. www.pineapplecup.com

• Try local! Grenada's Independence Day celebrations on February 8th include a local Workboat Regatta. Unlike "yachting" events, the boats in this race series were traditionally the working fishing boats of the community — 16 or 17 feet long, made from

local hardwoods and with spars of bamboo.

• Fancy something French? Try the two-day, two-stage Round Martinique Regatta, February 10th through 13th. www.theroundmartinique.com

• Serious offshore racing is your thing? Enter the RORC Caribbean 600 out of Antigua, which starts on February 20th. It's the non-stop 600-mile race around 11 islands that Don Street called "more fun than the Fastnet!" <http://caribbean600.rorc.org>

Winter Carnivals

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

• The St. Kitts & Nevis Carnival 2016 runs throughout December and culminates on January 9th, 2017. The Carnival celebrates local culture with street parties, performances and musical competitions. www.stkittsneviscarnival.com

• Montserrat's Festival, an annual carnival, takes place from December 23rd through January 2nd.

Left: A workboat race at Grand Anse, Grenada is a spectacular sailing scene and a rocking beach party. Be there on February 8th

Below: The whimsical 'Fancy Sailor' character was added to Trinidad's pre-Lent Carnival in the 1880s when British, French and American naval ships visited Port of Spain



2017. The island's biggest party of the year, Festival brings together visitors and locals together with events such as a Miss Festival Queen Pageant, a Calypso King Competition and a Musical Extravaganza, plus vibrant costumed masqueraders parading in the streets. www.discovermnt.com/2016/10/dates-announced-for-montserrat-festival-2016

• If folklore is your interest, Carnival in the Grenadine Island of Carriacou — February 27th and 28th, 2017 — is for you. The unique "Shakespeare Mas(querade)" is described as "verbal dueling between two players to determine who can recite the most speeches" from Shakespeare. The masked players are dressed in homemade Pierrot-like costumes, and those who recite badly are whipped or switched by their opponent.

—Continued on next page

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—Continued from previous page

• But if you want to fête till you sweat, be in Trinidad for the Caribbean's biggest annual bacchanal, with steel band music, spectacular parades, endless parties, shows and costumes (and expanses of flesh) that

• From January 8th through 22nd, 2017, St. Barth will resound with live jazz, opera and chamber music during the Saint Barth Music Festival; 2017 will be its 33rd season. www.facebook.com/StBartsMusicFestival



will blow you away. Carnival Monday and Tuesday will be February 27th and 28th, 2017, but get there early — there are lots of events prior to the two-day climax.

• Less world-famous than Trinidad Carnival, but perhaps even sexier (watch for packs of she-devils and men in elaborate drag) are the five days of costumed revelry in Fort-de-France, Martinique that end on Ash Wednesday — March 1st, 2017 — with the burning of the giant effigy of King Vaval.

<http://martinicaonline.com/carnival-martinique>

Cultural Festivals

Caribbean culture is not all Carnivals — the region has festivals ranging from the celebration of religious holidays to the celebration of food. Some notable favorites are:

• In Trinidad & Tobago, where the population is approximately 40 percent Indian, Diwali — the Hindu Festival of Lights — is celebrated as a national holiday, with special events and extravagant light displays. Diwali celebrations in Trinidad begin nine days before the actual event. During those nine nights there are performances by East Indian cultural practitioners, a folk theatre, an exhibition of Hinduism, nightly worship of Mother Lakshmi (the goddess of wealth), the lighting of myriad *deyas* (oil lamps), and a food court of savory Indian and non-Indian vegetarian delicacies. The festival culminates with magnificent fireworks complemented by the thunder of bamboo cannons and the sparkle of "star-lights" in villages across the country. Diwali 2016 will be celebrated on November 3rd. www.gettrinidadandtobago.com

• If you're in the British Virgin Islands this month, your taste buds are in for a treat. The BVI Food Fête includes "Taste of the BVI" on Tortola on November 5th and on Virgin Gorda on November 19th; the Peter Island Caribbean Food Festival on November 11th and 12th; the Jost Van Dyke Pork Festival on November 13th; and the Anegada Lobster Festival on November 26th and 27th. <http://bvifoodfete.com/events>

• Cruise to the blues: The Mustique Blues Festival 2017 runs from January 18th to February 1st.

• The Bequia Mount Gay Music Fest, January 19th through 22nd 2017, offers a weekend of live performances ranging from local steel pan music to traditional blues and rock 'n' roll to the latest soca, all right on the bayside. www.bequiatourism.com/bequiamusicfest

Cruisers' Parties

• The Salty Dawg Sailing Association will host a Bequia Rendezvous on November 8th, starting with a Painkiller Party at the Frangipani Hotel, Bequia, complete with steel band music and free Pain Killers for Salty Dawgs and their friends from 5:00 to 7:00PM. For early arrivals to the Rendezvous, on November 7th there will be a cocktail hour (5:00 to 6:30PM) and dinner at the Fig Tree Restaurant — cash bar and order from the menu. The grand finale of the Bequia Rendezvous is the Salty Dawg Northbound Rally from Bequia to Virgin Gorda, scheduled (weather permitting) for November 9th. www.saltydawgsailing.org

• The Seven Seas Cruising Association Hosts in St. Croix, Sarah and GB Bucknell, are organizing an SSCA "gam" on January 12th, 2017. The plan is for a Potluck starting at 3:00PM at the St. Croix Yacht Club, with author and pirate-treasure researcher John Boyd presenting a program on St. Croix following the meal. The next day, John will organize a guided tour of the

island. Then cruisers are invited to return to the St. Croix Yacht Club to attend the Friday Night Happy Hour for music and fun. The Bucknells suggest boats anchor in Teague Bay. There is limited dock space at the club as well, but it is shallow at the dock.

• Then head to Portsmouth, Dominica for the second annual Yachtie Appreciation Week, February 12th to 19th, hosted by the Portsmouth Association of Yacht Security (PAYS) and sponsored by Offshore Passagemaking's Hank Schmidt. The week includes free moorings, discounted island tours and nightly socials. Don't forget to take lots of school supplies for the Roosevelt Douglas Elementary School, plus gardening tools for a new effort to help raise food for school lunches. PAYS has a collection box and cruisers can drop off donated supplies there.

• Cruising Outpost magazine and Tradewind Radio will rock Kimsha Beach, St. Maarten with a Cruisers' Party on February 25th, 2017. Want more? Cruising Outpost's BVI Cruisers' Party will be at Nanny Cay, Tortola on March 6th. www.cruisingoutpost.com/cruising-outpost-events

And There's Still More!

And throughout March and beyond, the pace doesn't slow down.

This article mentions just a smattering of the wide array of events you might enjoy, so stay tuned to future issues of *Compass* and read our Calendar in each monthly issue to avoid missing out on the fun!

Our December issue will have a feature on special

Left: The annual Bequia Mount Gay Music Fest is a must. Anchor or pick up a mooring in Admiralty Bay and boogie the weekend away, January 19th through 22nd

Below: Trinidad celebrates the beautiful Hindu Festival of Lights this month



Caribbean Christmas and New Year's Eve events — lighted boat parades, fireworks and more! Be sure to check out our comprehensive Annual Calendar of Events for 2017 in the January issue.

Meanwhile, happy planning for a fun-filled 2016-2017 season!

Note: All information was correct to the best of our knowledge as this issue of *Compass* went to press. But dates change and events come and go, so please double check dates and venues.

Got a favorite event?

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THE wrath of Mother Nature struck our trimaran, *Ultra*, this past August. We and our Brazilian buddyboat were cruising together in the San Blas Islands. We had sailed from Banadup to Salardup, where ours were the only two boats in the anchorage. We staged there for a hike in the jungle the next day with Lisa, the celebrity Kuna Yala transvestite. This would be our second and our friends' first time to hike with Lisa. We told them it would be an absolutely unforgettable experience.

AN ELECTRIFYING EVENT!

by Bill and JoAnne Harris

SEAN WAUGH / NOAA NATIONAL SEVERE STORMS LABORATORY (NSSL)

Under a bright blue sky, we had a fabulous all-day adventure, which consisted of hiking through three Kuna cemeteries, exploring the emerald-green jungle, playing in magnificent waterfalls and jumping into the refreshing pools below, and enjoying intoxicating views from the mountaintops — and all the while Lisa was delivering a truly enlightening oration about the Kuna Yala culture, their matriarchal society (the women own everything) and their religious beliefs (all are descendants of four stars). To our surprise, when visiting Lisa's parents' graves with her, she eagerly showed us that her father had the same last name as ours.

Afterwards, we invited our Brazilian friends over for dinner and enjoyed cocktails and conversation in the bow nets under a star-studded sky until 11:00PM — two hours past "cruisers' midnight". The next day, we worked on a few boat projects and went for a snorkel. Our friends later joined in the fun. We had an early dinner of the lionfish we had speared and were off to bed for a good, long sleep.

Well, Mother Nature had other ideas for us that night.

Zapped

All was peaceful until the wind began to pick up and heavy rain began pelting the decks. Soon after, the worst thunderstorm we have ever experienced in all our years of cruising descended upon us. It would put any of our summer Texas thunderstorms to shame!

All around the *Ultra*, we heard POP, CRASH, BAM, CRACKLE, as lightning bolts struck the water. It was striking extremely close to both boats, and was a light show unlike anyone could ever imagine. The entire sky lit up like daylight! We were scared and glued to each other in bed, with the boat hull and our bodies feeling the reverberations from the clashing thunder. Sailor Kitty bolted into the other stateroom and stashed himself as far as he could amongst the giant box-store-size packs of paper towels and toilet paper we have stored there.

Suddenly at 3:00AM, after approximately two hours of this unforgettable storm, we heard an exceptionally loud POP. Our inverter/charger alarm immediately began beeping. We knew we had been zapped, but did not know to what extent. Interestingly, we were zapped by the very last lightning strike before the storm rolled away from us.

We had just a couple of hours before daybreak and decided to check it all when we had more light.

Our friends aboard *S/V Blue Sky* had given us the info about a great weather site — www.weather.msfc.nasa.gov/goes/goeseasthurri.html — and we had made a point to check this site on a nightly basis for possible upcoming bad weather. However, we did not have good internet that night and didn't know this weather would strike. And of course it struck when the night was pitch black — except for the terrible lightning. No one wants to be outside on deck in those conditions stowing or checking things.

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The trimaran *Ultra* anchored out at Miriadup in the San Blas Islands of Panama — enjoying the calm before the storm



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A Note on Chicken Ass Storms

Hurricanes are extremely rare in this neck of the woods (Martha made landfall in Panama in 1969), but we do experience another weather phenomenon. Here on Panama's Caribbean side, this weather event comes from the southeast (the Pacific Choco region), travels over the mountain ranges, shoots down the Caribbean side and quickly accelerates. It usually lasts approximately 15 minutes, but can last longer. It is called one of two names, *chocosana* or our personal favorite, *culo de pollo*, which translates from Spanish to English as "chicken ass". Our Colombian friend Commodore Marco told us how the nickname for *culo de pollo* came to be. The Colombians named it thus, since after these brief but wicked storms, the tops of the coconut trees are shredded and look like the plumes on the behind of a chicken.



Above: Static electricity made our hair go wild, too!

Left: Ultra flying the flag of its own 'banana republic'

We have heard of other cruisers experiencing 70-mile-per-hour chicken ass winds, however we only experienced a maximum of 55 mph. We have survived several *culos de pollo*, including one while we were underway. We were completely blinded by the torrential rain and 50 mph winds, and depended 100 percent on our instruments to navigate through the reefs.

Preparations Before the Lightning

Since we have been in this area for a while now, we are familiar with the *culos de pollo*. However, the area's notorious lightning storms are a whole other issue. Since lightning is so random and unpredictable, no one really has the true answer of how to avoid it or protect against a strike. However, we had done some research and also learned from other boaters, to take some necessary precautions as to not encounter the excessive damage that lightning can cause. We had done the following before our lightning strike:

—Continued on next page



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- Stainless steel U-clamps were attached to a stainless-steel shroud with a large battery cable that reaches 12 inches into the water, both port and starboard, to disperse current.

- SSB, VHF and chartplotter were disconnected and the RayMarine C120 chartplotter was stored inside the oven, along with the spare chartplotter and handheld GPS. Other electronic items, such as laptops, handheld VHF, and other small electronics, were stored in the microwave oven. No, we weren't trying new recipes, but the oven and microwave act as Faraday cages — electrical current flows over the outside of the "cage" without disturbing what is inside.

The Morning After

At first light, Bill made coffee and we were preparing for our day ahead of checking the boat from bow to stern for any possible damage.

We called our friends to ask if they had been zapped, too. They informed us that they had been directly hit and had shards of burned plastic on their deck that once had been their VHF antenna and steaming/anchor lights. Many of their electronics were completely fried. We offered to help them with anything we could, and meanwhile we would be evaluating our possible damage.

We came to the belief that we had "only" received a side strike from their boat. Our inverter/charger was not cooperating, but that was not so unusual, and most likely thanks to the remote. Bill started the main engine and saw that the tachometer and engine-hour meter were not changing. He was soon in the engine compartment checking the alternator. He then discovered that the fuse on the 28-year-old Zap Stop system had disintegrated from the lightning. He replaced the ten-amp fuse and once again fired up the engine, but still neither the tach nor the hour meter was working. He then replaced the alternator with our spare Balmor 80. After this, still no change in the aforementioned instruments — they had been fried and would need to be replaced.

After several hours in the engine room, the next task was to pick up anchor and move to an anchorage that was less remote, in case of more, undiscovered damage. We told our friends to go ahead and we would catch up with them. After much convincing, they reluctantly picked up their hook and headed back to Banadup. But when we tried to pick up our anchor, the windlass was completely dead. It would not go up or down. We decided that we would try to pick it up manually. However, with 125 feet of chain and a 40-kilo Rocna, there was no way that was happening this day! We texted our friends and told them we would see them tomorrow.

We tested our house battery bank as well as our other batteries (main engine and generator) with the multimeter. They were all low, having been damaged by the lightning. We ran the main engine to charge the batteries and with that, combined with solar, we were charged enough to pick up the anchor and move back to Banadup.

Results of Our Damage Evaluation

After spending countless hours performing the extremely tedious and time-consuming process of identifying damaged items, we compiled a list of things that we could not repair on our own.

We were blessed to be introduced by our friends to a gentleman by the name of Pierre, originally from Paris, France. He is an extremely knowledgeable and friendly electrician who speaks three languages fluently. We hired him to assist us with some repairs that were out of our realm of expertise. He requested that we perform an immediate in-the-water inspection by checking all through-hulls and underwater running gear for an entry and exit of lightning. We then checked out the topsides for possible rigging or mast damage, too. We informed him that we did not find any.

He began checking all of the electronics for what he calls "items that have been touched", which translates to lightning damage. He repaired the damaged GPS antenna, identified damaged batteries, checked all AT10 and NMEA connections, investigated solar panel problems, did ground repairs, checked the VHF radio, and rewired lots of *Ultra's* 28-year-old wiring system. We even had a great laugh with him of his pronunciation of NMEA as "enema". He also liked to say that we "had been touched".



The day after the big zap, Bill was in the engine room hunting down lightning damage. The fuse on the old transient voltage-spike protector had disintegrated

During these repairs, for a solid month *Ultra* was torn apart from bow to stern, with boxes of tools, wiring, boat parts, and compartment covers lying all over the place. We could barely walk in our main salon without tripping over something.

Things that were fried included a Raymarine AIS650, depth sounder, wind indicator, spreader/anchor/steaming lights, DVD player, TV, router, Zap Stop fuse, tachometer, engine-hour meter, WiFi antenna, GPS antenna, inverter/charger LCD screen remote panel, generator battery, main engine battery and the battery bank. We had been ready to replace all eight batteries in the bank in a few months anyway, since they were seven years old — but now they all had a bulge in the upper left-hand corner from the strike.

—Continued on next page



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—Continued from previous page

We cannot thank everyone enough for all of their advice and support while we were going through this experience. We were glad to have only been slightly touched by lightning. After sharing with others what had happened to us, many chimed in to tell us their lightning stories. Some US-dollar damage totals we heard from others ranged from 20 to 100 thousand. The ultimate loss was when a boat sank from a hole blown straight through it!

A Footnote

The day after we arrived back in Banadup, we went to shore to deliver some school supplies and powdered milk to our Kuna friends. We had lunch with them and said our goodbyes until we would return in a few months. Suddenly the mother ran into



the main house and brought back a wonderful surprise: a pair of *Nuchus*. These are sacred wooden statuettes of a Kuna man and woman dressed in traditional clothing. They are believed to be alive, with some having stronger spirits than others. Blessed by the shaman, they are also believed to bring good luck. We definitely could have used those two days before!

We absolutely love this place, but we now have another name for the amazing San Blas Islands other than Kuna Yala. Lately, we have affectionately been calling it "Lightning Land".

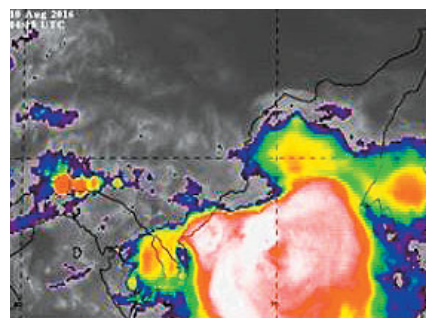
You can see more about their 'Most Wickedly Electrifying Event' on Bill and JoAnne's YACHTULTRA1 YouTube Channel.



Clockwise from left: On Ultra's buddyboat, the lightning left shattered shards of nav lights and the burned plastic VHF antenna

JoAnne (right) with Ultra's favorite Kuna hiking guide, Lisa

A satellite image of the weather system that zapped Ultra and her buddyboat





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Step Up to Eyeball Navigation

by Don Street

When cruising and racing in the Caribbean Sea, the ability to "read" the water's depth by its color and texture is an essential skill. This skill is known as eyeball navigation. You'll quickly learn that dark indigo-blue water is deep, turquoise is shallower, and reefs are brownish, for example.

Unfortunately, with the almost universal use of GPS and chart plotters, eyeball navigation has largely been forgotten — sometimes with disastrous results.

See the September 2014 issue of *Compass* (www.caribbeancompass.com/online/september14compass_online.pdf, page 27) and note the picture of a Swan 90 hard aground on the western side of Spithead Channel at Antigua's Nonsuch Bay. The skipper was reportedly looking at his chart plotter rather than at the water. The salvage and repair cost ended up in the region of US\$800,000.

In contrast, *Iolaire* once departed Grenada on a one-month charter cruise to St. Thomas. It was the days before electronic navigation, and as we reached the northwest corner of Grenada, I discovered that our charts of the Grenadines had been left in the Grenada Yacht Club bar!

Neither I nor my 18-year-old crew, Ed Pionkowski, had ever sailed the Grenadines before, but I was not willing to go back to St. George's to pick up the charts. So I told Ed to take two small cockpit cushions and secure one to the top of each lower spreader so an eyeball navigator sitting up there would be com-

fortable. (We had a flag halyard on the starboard spreader and we rigged another flag halyard on the port spreader so that no matter which tack we were on, the person on the spreader could be supplied with cold Heineken.)

We spent a week cruising the Grenadines using only eyeball navigation. We even entered the Tobago Cays from the southern entrance, an entrance that today some bareboat managers and cruising guide authors claim is too difficult to use. But if you read the sailing instructions on the back of Imray *Iolaire* chart B31 or B311 (or the piloting directions found in *Street's Guide Martinique to Trinidad*), and if there is good light and if an experienced in eyeball navigator is in the spreaders or even on the foredeck, the southern entrance is quite do-able.

You need to be able to see into the water when navigating in reef-encumbered areas, and this is best done with the sun overhead. If you use common sense to avoid reflection and glare off the surface — i.e. not heading west to enter or leave harbors after 1500, or heading east before 1100 — you can cruise the Caribbean relying almost completely on eyeball navigation.

Height of eye is a key factor — the higher your eyeballs are off the deck, the better your view into the water. Eyeball navigation is much better from the bow than from the cockpit. Standing on top of the bow pulpit is much better than standing on deck. And a crewmember piloting from the lower spreaders has an even better view.

In my early days of exploring the Eastern Caribbean, often without the aid of a detailed chart, I or one of my crew would spend a lot of time conning *Iolaire* from the lower spreader. Until I reached my middle 70s, with the aid of the external halyards I could still climb *Iolaire's* mast without a bosun's chair. Then I started sailing *Li'l Iolaire*, a 28-foot yawl that had an aluminum mast with internal halyards. Because of the internal halyards, it was almost impossible for me to climb *Li'l Iolaire's* mast, so I installed steps to the lower spreaders. The mast steps made climbing to the lower spreaders easy and I did it regularly when entering harbors and exploring new anchorages.

In some areas, such as parts of the Western Caribbean, electronic charts aren't very accurate. But I think every skipper of every cruising yacht in the Caribbean will realize that now, with internal halyards almost universal, the chances of having a crewmember climb to the lower spreader to con the boat is zero — unless the mast has steps.

So, before the next cruising season starts, check the various catalogues, find mast steps that appeal to you and install them as far as the lower spreaders. Installing mast steps is a job that you can do with the mast in the boat. A tip: run some light line, such as Dyneema, between the outboard ends of the steps to keep halyards from getting fouled.

Whenever there is a tricky pilotage situation, if someone is on the lower spreaders and the light is good, everything becomes crystal clear.

As a bonus, at anchor those crewmembers who are too nervous to go aloft under sail can climb the mast via the steps (plus a bosun's chair for the "belt and suspenders" effect) and obtain wonderful views and photographs that are not available from deck level.

So step on up. The view from the lower spreaders is great!

SUWENA'S MAST-STEP TWEAKS



by Andrus Rajaniemi

When Eve and I made a couple of upgrades to the rig on our Nauticat 441, *Suvena*, we added mast steps to both the mainmast and the mizzenmast. To our surprise the Selden's steps were in real life much more slender than we expected from the pictures. We thought a lot about the step interval, and the final interval of little less than 50 centimetres works perfectly. Only at the spreaders there is a little longer gap where we need to be more careful when climbing over there.

Another pro tip is that we also added two foldable mast steps at the base of the mast. We have a lot of stuff there in addition to winches — like cleats, halyards, etcetera. Having two foldable steps at the base of the mast increased the cost of the steps only negligibly but now there is nothing that sticks out below a two-metre height, keeping the deck tidy. It also means there are fewer places for us to hit our heads when working at the mast.

Visit S/Y *Suvena's* blog at www.suvena.net

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MARINE ENGINEERING PARTS AND LUBRICANTS

VOLVO PENTA





by Chelsea Pyne

Call it a quarter-life crisis. As I was approaching 25, I felt that my youth and energy would soon be leaving me. Being from the southeastern US, I am used to couples marrying young and starting families as early as 18 years old. Almost every girl from my neighborhood now has a house and a baby (or two) on the way. And what have I been doing? Island-hopping in the Caribbean, avoiding all responsibility for the past ten months. Still, no regrets there.

My boyfriend's natural response to me casually bringing up, "Hey, you know, I'm not getting any younger" was to awkwardly leave the room because his "stomach hurt". After a week of these remarks, he brought me to St. Martin's "I Love My Island Dog" dog shelter. Trying to appease or fend off my needy, motherly instincts, he got me a dog. Smooth move, dear, but this puppy distraction will only last so long.

I, do, however, really love dogs. Especially big ones that make strangers second guess approaching me. Not that I'd ever train a dog to be aggressive, I just like the added fluffy security. For months I researched which dog was right for me. But there was one catch. We live on a 44-foot CSY cutter. Not a whole lot of room for my Portuguese water dog, German shepherd or Dalmatian. The simple act of getting the dog onto the boat from the dinghy would prove a hassle. So my research and dreams of getting a big dog to protect and love me went out the portlight.

We now have Margo, our pirate pup. Rescued in the dumps of St. Martin, she had been at the shelter for several months before we scooped her up. She was absolutely terrified of everything; I had my doubts she would make a good liveaboard pet. Her reaction to being in the car made me decide almost immediately we would have to take her back. There is no point in keeping a dog on a boat if it can't deal with motion. Everyone would be miserable. Luckily, the shelter let us take her on a trial run to see how she would do.

After a few days of warming up to us, we did a small sail in Simpson Bay Lagoon.

Margo is not one for walks around the park

Although it was smooth and not a great motion test, Margo was totally invested in the adventure. She surprised everyone with her courage, and we thought there might be hope to keep her. This is a dog that was spooked by falling leaves and shadows. When we took her to the beach, she wouldn't walk down it because she didn't trust the little boy playing in the sand. This is the revered island dog?

Her coconut retriever ways make it impossible to tell what breeds she comes from. Our best guess is border collie, Australian shepherd, heeler, pointer and Chihuahua mix. She is adorable and goofy — with her giant pointy ears, she somewhat resembles Yoda. Luckily for us, she's a smart dog. Margo quickly warmed to the fact that if we were getting in the water, then she would be joining us. It got to the point where she would have to be restrained on the beach so I could go on a long swim without her. As a fast swimmer, she likes to quickly turn on me and try climbing my face, leaving me covered in scratches. Love hurts.

The obvious solution was to get Margo her own board. Our dog now surfs. Mastering both a boogie board and a paddleboard, this island dog finally fulfilled her legacy. Friends from home would see my pictures of her and ask how I managed to get her riding waves. It was simply not my choice — she is an island girl and this is what she was meant to do.

The coconut retrievers I've met in St. Martin have got to be some of the best dogs around. I have yet to see a super-aggressive, hyper or unmanageable dog here, though I'm sure they exist. And other than their Caribbean "chillness" I have noticed other traits that differ from the big-city dogs.

—Continued on next page

Mastering both a boogie board and a paddleboard, this island dog finally fulfilled her legacy. (Her friend, however, is not so sure)





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—Continued from previous page

Margo is completely uninterested in tennis balls. Coconuts, on the other hand, can be chased and fetched all day long, which makes getting toys for her much more affordable — we've got about 12,000 of them lying around! Have at it. She is also not one for walks around the park. Sure, she loves to sniff new things and mark her territory where she can, but her true love lies in the hunt. For iguanas, that is. Every morning (while docked) we peruse the rocks surrounding the jetty. Sunbathing iguanas line the rocks as we quietly approach from behind. Margo is a petite dog, and knows not to get too close, but she sure loves to make them flee. I also like to see them scramble away, as they leave us little "treats" along the dock and destroy the surrounding gardens.

Margo's love of coconuts, surfing and iguanas, and her altogether relaxed sense of life have made her one of the best dogs I have ever owned. And I have to say, for being born in the dumps and raised in the shelter, she turned out quite all right.

But our trials with Margo are not over. We have yet to figure out how to potty train her for longer sails. She has been a trooper on six-hour sails from St. Martin to St. Barts, but crossing a sea? We provided puppy pads, but she still has shown no interest in using them. Our best guess is to keep an eye on her, look for signs of needing the bathroom, quickly move her onto the pad and reward her afterwards. Advice for this would be greatly appreciated! Although this training will be a nuisance, her added security to the boat is worth the trade-off. The increasing crime rates around the Caribbean, especially in the cruising community, have made her an additional alarm system for which we are thankful.

Although cruising with a pet has now become more complicated and expensive — as we have to have a passport, certificate of good health and all updated vaccines — she has been so worth it. Our cockpit gets blanketed in dog hairs and our saloon floors will inevitably be covered in scratch marks — yet we don't care. There will be times (hopefully not many) where we will be cleaning up her messes on the deck and dealing with an anxious dog who just needs a full motionless beach day. Certainly, life aboard will become more challenging, but much more fulfilling as well. And we can sleep peacefully knowing that Margo will not wake us up crying because her diaper needs changing or because she is hungry. She has become our pirate-pup baby; one that I will pamper and play with until my next wave of maternal needs hits me. Until then, she's perfect.



Margo heads out for her first sail

Making a Difference

Living aboard with a dog is not impossible, although it can be difficult. Still, for us, the benefits highly outweigh the drawbacks. I greatly encourage other cruisers to look into adopting an island dog — there are so many who need homes. Coconut retrievers are known to love a good Caribbean adventure, and the joy the pups bring will be well worth taking them on as crew.

Don't have room for a pet? You can still make a difference — even save a life. Many islands have organizations that provide care, food, medicine and shelter for stray, abandoned or abused animals. Donations can be made online, or, if you're around, stop and volunteer at one of their fundraising events. Most centers have logo T-shirts, mugs and calendars available to purchase, with all proceeds going towards our furry friends. Always in need of help, (usually without government funding) these organizations are making the islands safer for people, animals and the environment.

Here's a list of some Caribbean shelters and animal welfare organizations.

Dominican Republic

Dogs and Cats of DR Animal Rescue (DCDR) provides medication to control a multitude of parasites, plus education on overall pet care, and even food donations in dire cases. The animal population on the streets, beaches and in Dominican homes is monitored constantly to ensure that these animals are spayed and neutered. DCDR is currently averaging an animal a day through adoptions in the Dominican Republic, the US, Canada and Europe. All financial support is directed to the purchase of food, medicine, and payments for spay and neuter surgeries. Their new goal is to build and operate the first animal sanctuary in the Dominican Republic.

Visit www.dogsandcatsdr.com for more information.

Bahamas

Cat Island Humane Society (CIHS) exists to assist, protect and defend domestic, feral and wild animals of Cat Island, Bahamas — including dogs, cats, birds, turtles, lizards, fish, horses, goats, bees, sheep, snakes, pigs and rabbits! CIHS offers subsidized spay/neuter programs, veterinary assistance, low-cost preventative medications and supplies, and low-cost animal food.

Visit www.catislandhumane.org for more information.

Puerto Rico

Second Chance Animal Rescue

Visit www.searpr.org for more information.

St. Martin

I Love My Island Dog Association (ILMIDA) has rescued thousands of dogs from the streets and the kill pound of St. Martin since 2006. Helping control the stray animal population, ILMIDA sterilizes dogs and cats, holds fundraising events for their food, medicine and care, educates youth on their duties to the environment and animals, and organizes their flights to new homes abroad.

Visit www.ilovemyislanddog.org for more information.

St. Kitts/Nevis

People for Animal Welfare on St. Kitts (PAWS)

www.rosspaws.com

Antigua & Barbuda

Since 1996, Protect Antiguan Animals With a Smile (PAAWS) has cared for the neglected, abandoned and injured dogs and cats that are frequently found in Antigua. As a no-kill shelter and boarding facility, it has created a safe, temporary home for 100 dogs and cats. PAAWS rehabilitates the animals, microchips, spays or neuters them so they are ready to go home to a new family.

Visit www.pawws-antigua.com for more information.

Guadeloupe

Société de Protection Animale de la Guadeloupe (SPAG)

Visit www.spa-guadeloupe.org for more information.

St. Lucia

St. Lucia Animal Protection Society (SLAPS)

Visit www.sluciaanimals.org for more information.

St. Vincent & the Grenadines

The Vincentian Society for the Prevention of Cruelty to Animals (VSPCA) organizes classroom presentations, subsidized clinic days, tools and financial support to ensure all the animals they come across are treated and cared for. Their Humane Education Programme has operated in 19 schools, teaching 700+ children how to properly care for animals. Hundreds of dogs, cats, donkeys and one monkey have been rescued from deplorable conditions, nursed back to health with caring foster parents, and adopted out to loving homes in SVG and abroad.

Visit www.vincitianspca.org for more information.

Trinidad & Tobago

The Animal Welfare Network was founded in order to help control stray populations and promote animal education to young islanders. Holding a Spay Week each November during 2005-2013 they cared for over 5,200 animals. Bringing such success (and demand), they have expanded their services year-round. The group offers a low-cost spay/neuter programme and has incorporated a primary school education programme — kids are our future, so we must teach them how to care and be responsible for the safety of animals in their environment.

Contact (868) 627-3449



A session of T&T Animal Welfare Network's Primary School Education Programme, with Demo-Dog

During 2005-2013 they cared for over 5,200 animals. Bringing such success (and demand), they have expanded their services year-round. The group offers a low-cost spay/neuter programme and has incorporated a primary school education programme — kids are our future, so we must teach them how to care and be responsible for the safety of animals in their environment.

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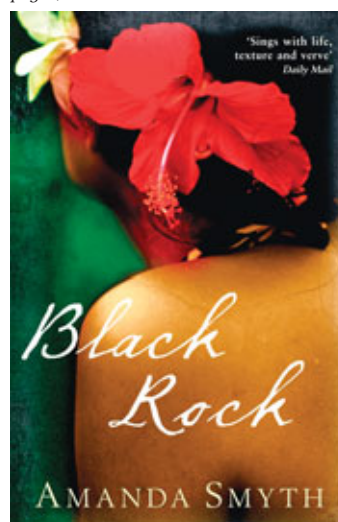
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Compiled by Sally Erle and Rona Beame

BOOK REVIEW BY J. WYNNER

Out of Tobago... with a Twist

Black Rock, by Amanda Smyth, *Serpent's Tail*, London, First Edition © 2009, 250 pages, ISBN 978 1 84668 696 2



As with most stories that are written simply, Irish-Trinidadian author Amanda Smyth's debut novel, *Black Rock*, flows smoothly and is quick and easy to read.

What makes the novel so interesting is the well thought out plot that's neatly designed and resolved. I never saw the twist coming at the end. I was too busy thinking, "Now let me see, how is Celia, a young girl from Black Rock in Tobago — without any money, with no parents, no job, without anything to her name — getting to Southampton?"

The novel takes its name from the village of Black Rock, Tobago. It begins in the mid-1950s with protagonist, Celia D'Abadie, at around the time of her 16th birthday, recalling her birth and early childhood. Fathered by a nameless Englishman from Southampton, who was on his way home from panning gold in British Guyana, and born to Grace Angel D'Abadie, who died while giving birth to her, Celia was taken in by her kindly Aunt Tassie, whom Celia is always hassling for information about her parents. It was always Celia's dream to go to Southampton in search of her father.

"Why did my mother die?"

I knew what she'd say; the same thing she always said.

"One soul flies in, another flies out."

"Did she really see me? ... Did my father see me too?"

"Your father wasn't here. How could he see you?"

"Was he in Southampton?"

Visits from Aunt Sula, her mother's other sister, who was employed by Mr. Carr Brown, the owner of the estate in Tamana where Aunt Sula worked, were some of the most memorable events that Celia experienced.

"Then on the 12th February, the day after my sixteenth birthday, everything changed." And therein is the crux of the plot, which, by the time the story ends, Smyth turns quietly on its head.

But before arriving at the conclusion, Celia undergoes some testing experiences. Her existence with Aunt Tassie and her twin girls violently shatters when the girls' stepfather, Roman Bartholomew, who according to Celia "was the devil" himself, finally has his way with her. Celia takes off to Trinidad and brings with her the money from the cocoa tin Aunt Tassie had saved from the tips she received at the "Robinson Crusoe Hotel where she cleaned rooms."

At the Scarborough quay Celia meets William Daniel Shamiel who befriends her on the trip. Arriving in Port of Spain Celia observes, "The Northern Range Mountains were clear, like someone had cut them from cardboard and stuck them there. It might have been the early evening light, soft and pinkish, which made the peaks so dark and so green. Some say that the Northern Range Mountains in Trinidad are sad because from their feet to the top of their tips they are covered with dense forest trees, vines, wild pines, tendrils: the sort you might get tangled in." And did Celia get tangled in its foothills!

Feeling ill and with not a clue as where to go at this time, Celia accepts a lift with William, who is met by his brother Solomon. "On the road to Laventille, while I was falling in and out of blackness, their voices were like the tapping of faraway drums."

William's mother, Mrs. Edna Shamiel, opens her home to her, and after three days of fever William, not knowing what else to do, arranges for Solomon to bring his employer, Dr. Emmanuel Rodriguez, on a house call to see Celia.

When Celia recovers, William, a gardener at Dr. Rodriguez's household in St. Clair, also obtains a job for her with Dr. Rodriguez and his English wife, Helen, to look after their two children. The first six months were the happiest of Celia's life. William makes it easy for Celia to settle in quickly, a fact that did not elude Marva, the Rodriguez's maid, who tells her, "William like you too bad." But Celia "brushed her off. William is my friend. There's nothing more to it than that." And so their relationship remained, William taking her out and always being the perfect gentleman, even arranging with Solomon to take her to Tamana to spend some time with Aunt Sula on more than one occasion.

Meanwhile, Dr. Rodriguez comes on strong to Celia. "I knew we would be together the first time I saw you in Laventille. You always know who you're going to sleep with the minute you put eyes on them." An affair ensues, much to the detriment of Helen Rodriguez's health, and Helen returns to England to recuperate.

While Helen's away, Dr. Rodriguez tells Celia, who by this time is in love with him, "I need time to think. Why don't you go and visit your aunt in Tamana? Or you could go to Tobago? I will manage with the children. Marva has offered to help out." Celia visits Aunt Sula, who becomes ill while she's there, but she has to return to her job. However, the job is no longer available to her. Helen Rodriguez is pregnant, as is Celia. Dr. Rodriguez and the children are going to join Helen for some time, so he sends Celia away once more.

Celia's emotional life is explored in a touching way. The surprising conclusion reads more like a "who done it" book than the painful awakening of young love that *Black Rock* is, especially when you are not expecting such a wrap-up. The clues are there, but they are subtly woven into the story.

Available in print or as an e-Book at <https://serpentstail.com/black-rock-ebook.html>



LOOK OUT FOR...

The Lady in the Boat with the Red Petticoat

by Lynn Kaak

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

"For Pete's sake, it's a nutmeg, not a tulip!"

This is one way of telling a visiting boatowner that their Grenadian courtesy flag is upside down. For Grenada, known as "The Spice Island", nutmeg is very important, since the island grows and exports approximately 20 per cent of the world's nutmeg production. No wonder the nutmeg is prominently featured on the Grenadian flag.

Nutmeg originated in the "original" Spice Islands, the Banda Islands of Indonesia. The value of this spice, and the mace that is also procured from the same fruit, was very high, and Arab traders kept the location of their source a secret from Venetian traders. Eventually, in the 1500s, the Portuguese found the islands and began to trade in these lucrative spices, but they never built a permanent base. In 1621, the Dutch East India Company forcibly took possession of the Banda Islands, killing 14,000 of the 15,000 inhabitants. They quickly set up plantations and tried to maintain a monopoly. The British took control of the island of Rhun through negotiation, rather than force, and also got into the nutmeg trade. Rhun became the very first British foreign colony.

By the mid-19th century, after war and treaties changed the political landscape of the East Indies, the British had carried some nutmeg transplants to the New World, notably Grenada in the Caribbean. However, it can also be found on other Eastern Caribbean islands too, as evidenced by the sale of nutmeg and mace in many local "spice markets".

The fruit of the nutmeg tree, technically a berry, has many uses. The yellow pericarp, or fleshy part, is used to make nutmeg syrup and jam or jelly. Occasionally it is utilized to make candy. The next layer, the red lacy covering of the seed, is the mace. This is a highly prized and very financially rewarding spice for nutmeg farmers. Under the mace is the shell, or hard outer covering of the nutmeg, which can be used for mulch, and can also be pressed for oils. The inner core is nutmeg, used in grated form in baking and cooking and to top drinks such as eggnog and rum punch.



A visit to a nutmeg plantation or a nutmeg-processing factory is a popular outing in Grenada, where this fragrant spice has long been a mainstay of the economy

Myristica fragrans is the best known and most financially successful of the several species of trees in the nutmeg family. Nutmeg trees can take seven to nine years before coming into fruition, but will reach their peak after 20 years. The trees can eventually grow to a height of about 20 metres. Large numbers of nutmeg trees were destroyed in Grenada by Hurricane Ivan, and this had a heavy financial impact for years.

This is a true tropical tree, and it doesn't like temperatures below 5°C, preferring temperatures in the 20s (Celsius) to grow at its best. It does better in richer soils, and needs good drainage or the roots will eventually rot. The nutmeg tree loves full sunlight, and it can often be found in mixed plantations, providing some shade for cocoa trees. Just don't crowd them too much; give them a little space to stretch out.

The leaves are oval, are about ten centimetres long, growing alternately along the branch. The undersides of the smooth leaves are a lighter shade of green.

The female trees have flowers that grow in a solitary manner, with single blooms or perhaps clusters of up to three, as opposed to the larger clusters on the male trees. Since the male trees are not fruit bearing, they don't tend to be found in a commercial setting.

The nutmeg fruit is a yellow berry that splits into two when it is ripe. This shows off the bright red of the mace, which is an aril (covering) of the seed; this is where the "Lady in a boat with the red petticoat" expression comes from. This is also how the nutmeg is represented on the Grenadian flag.

There is a strict procedure for the preparation of nutmeg for shipping. The mace is removed very carefully by the farmer, and then dried in the sun. The more intact this lacy spice, the more valuable it is. The shiny brown seeds are sent to the nutmeg processing plant, where they are dried indoors on long trays for about three months. These are then shelled, sorted for quality, bagged, and exported. Some of the nutmeg is further processed locally into jams, jellies and syrup and sold "as is" for local consumption and to tourists.

However, there is a serious caveat to the consumption of nutmeg. Ingestion of too much nutmeg can cause "nutmeg toxicity". There is a chemical in nutmeg, *myristica*, which can have neurological effects. Nausea, confusion, convulsions, heart palpitations and hallucinations may all occur. The after-effects can last for several days after ingestion. After World War II, nutmeg was listed as one of the most abused "drugs", and was mentioned in a 1960s list of alternative campus drugs. It was used with betel nut in India as a hallucinogen, and has been ingested as a snuff, too. The amount of nutmeg that needs to be consumed by humans for these side effects to occur is greater than the amount normally eaten. In addition, please remember that nutmeg is extremely toxic to dogs! Too much of a good thing?

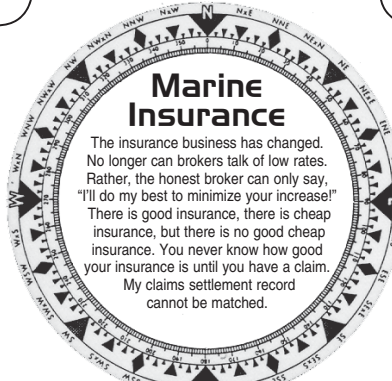
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The Sky from Mid-October to Mid-November

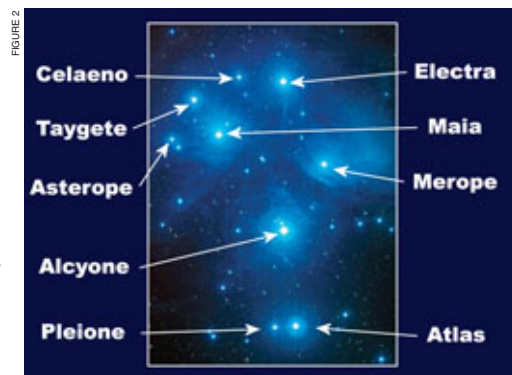
by Jim Ulrik

Are the Pleiadians among us? Alien-hunters claim there is proof of aliens inhabiting Earth that came from the Pleiades star cluster. The hunters claim that only their trained eye can tell the difference between humans and Pleiadians, also called Nordic aliens. Yet they don't provide any physical proof. This is just a modern myth and story about the Pleiades star cluster that has taken hold on the internet.

Other myths regarding the Pleiades star cluster have existed for thousands of

At right, in Figure 2: The Seven Sisters with their mother, Pleione, and father, Atlas

Below, in Figure 1: The Pleiades, depicted in an oil painting by Elihu Vedder circa 1885



years. In Greek culture the Pleiades cluster was called the Seven Sisters. There were the seven daughters — “sailing ones” — and Pleione, the mother “sailing queen”, the protectress of sailing. Figure 2 displays the names of the Seven Sisters and orientation of the cluster in the northeast sky on November 16th at 2000 hours. There are dozens of other cultures around the world that have looked in the night sky and created their own myths and stories about this cluster.

Wednesday, November 16th

Pleiades is one of the closest and most easily seen star clusters. Charles Messier entered this cluster into his “Catalogue of Nebulae and Star Clusters” as M45, on March 4th, 1769. The Pleiades open star cluster in Taurus will reach its highest point in the sky around midnight.

Thursday, November 17th

If you happen to have a case of insomnia go outside around midnight and look straight overhead for shooting stars. This night marks the 50th anniversary of The Great 1966 Leonid Meteor Shower. The number of shooting stars from the Leonid meteor shower will peak after midnight on November 16th into the early morning hours of November 17th. However, you may see meteors on other nights as well because this meteor shower is active between November 6th and November 30th. These meteors enter the atmosphere at a relatively slow speed and may leave long trails across the sky.

—Continued on next page

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—Continued from previous page

Friday, November 18th

You will need a clear view of the western horizon and maybe a pair of binoculars to see Mercury near "the heart of the scorpion" Antares. After the Sun sets at 1739 wait for Mercury and the red giant star Antares to begin brightening above the horizon in a slightly south of west direction. You will also find a fully illuminated Saturn positioned about seven degrees above Mercury. Still higher in the western sky is Venus sitting in the eye of Sagittarius.

Monday, November 21th

Before the Moon rises keep your eye out for meteors from the Alpha Monocerotids meteor shower. It remains to be seen but the amount of meteors could be anywhere from five to 400 meteors per hour. The shooting stars will radiate from the east near the unicorn constellation named Monoceros.

Thursday, November 24th

Mercury and Saturn have moved closer to each other over the last few days. They are still positioned just above the western horizon becoming visible after sunset. The line joining these planets is near parallel to the horizon with Mercury positioned just left or south of Saturn.

Friday, November 25th

Early morning will find Jupiter pairing up with a sliver Moon in the constellation Virgo, the Virgin. Spica, the brightest star in Virgo, will also appear nearby. Spica is actually two stars that are very close to each other. It takes four days for them to complete an orbit around each other.

Monday, November 28th

Flying out of the east comes another barrage of meteors. Even though this is a minor shower, the meteors from the November Orionids will add to the total volume of shooting stars this period. This shower is active from November 14th to December 6th.

Did you read *The Martian*? Or see the movie? For those interested in Mars and the future of Mars exploration you might find it interesting to know that November 28th is the winter solstice in the northern hemisphere on Mars.

Wednesday, November 30th

The Moon is hidden from view this morning. It is in line with the Sun and reaches the New Moon phase at 0818. The Moon also reached its farthest distance from Earth a couple of days ago so the Moon and Sun's combined effect on our tides will not be as pronounced.

Thursday, December 1st

Yesterday the Moon and Mercury were very close in the western sky. However, tonight after sunset the conjunction between both objects can be more easily seen.

Friday and Saturday, December 2nd and 3rd

Another sunset sky will darken to expose a conjunction between the Moon and Venus. The Moon is increasing in brightness over the next few days. While just over half of Venus is illuminated it will remain very bright in the west.

Sunday and Monday, December 4th and 5th

As the Moon continues its eastern movement it will approach the red planet. The next two days offer a conjunction between Mars and the Moon in the goat-fish constellation Capricornus.

Tuesday, December 6th

Where is Neptune? I'm glad you asked. The Roman god of the sea remains in Aquarius until it makes its transition to Pisces in May 2022. Tonight as you look towards the Moon you will find Neptune. The blue planet will appear to almost touch the line that separates the light and dark sides of the Moon.

Saturday, December 10th

This is one of the best times to spot Mercury in the night sky. From our perspective Mercury has reached its furthest angular distance from the Sun. Actually that distance is slightly greater after midnight tonight but will not be visible to us because the planet is already below the horizon.

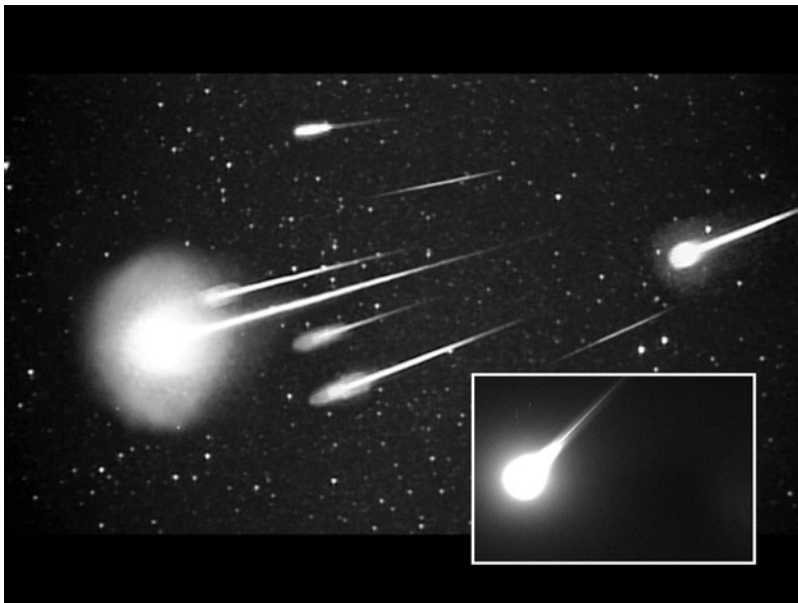
Monday, December 12th

As you watch the Moon rise during the early evening pay attention to its apparent size. This is the third of three Supermoons this year. The Moon will appear brighter and about 13 percent larger. It should be a spectacular moonrise as it breaks the

horizon. If you miss it this evening you will have another chance tomorrow with the rising Full Moon.

Wednesday, December 14th

The Geminids will be the last meteor shower peak this period. The Geminids are typically one of the best and most reliable of the annual meteor showers. The shower is predicted to produce about 120 meteors per hour. The Full Moon will inhibit the ability to see all but the brightest meteors.



Leonid meteors seen from 39,000 feet aboard an aircraft during the 1999 Leonids Multi-Instrument Aircraft Campaign.

In the News

Advancements are continually being made in 3D printing (a.k.a. Additive Manufacturing). Testing of the printed materials includes being stress tested in hopes that they can be used for rocket engine components. Thoughts are that using this process will reduce costs and production time. The additive manufacturing process is currently being tested on the International Space Station. This would allow repair parts or tools to be printed in space. A company has even developed a 3D food printer for long missions into space.

Additive manufacturing is also being developed for corrosion control of rockets and launch structures. This is being filtered down to the corrosion control of marine vessels. An aluminum-copper alloy powder is sprayed at two to three times the speed of sound and explosively welds when it hits the surface of the vessel.

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 Ulrik of S/V Merengue is a photographer and cruiser.

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BY ROSS MAVIS

Keep Cool with Stovetop Coffee Cake

Try this baking method when you're cruising in the tropics and the last thing you want is an oven heating up your galley more than normal.

When I was a young boy, about 60 years ago, we were visited by a door-to-door salesman who showed my mum some amazing cookware. The thing that impressed mum the most during the sales pitch was the fact that she could cook a delicious, moist cake on top of the stove and not use the oven. I still remember her tentatively raising the lid of the new pan for the first time and exposing a perfectly baked cake. Quite remarkable, we believed!

The heavy aluminum pots and pans were pricey but my father decided they would be an investment well worth the money. Many years later, at the age of 96, my mother was still successfully using that cookware.

Well, the same results are possible today, using a heavily clad pan with a snug-fitting lid. A pressure cooker is perfect. This is not only a cool way to cook but is also a very successful way of yielding excellent baked goods.

As an aside, the concern and scare about aluminum cookware being a possible cause of cancer or Alzheimer's disease seem unfounded. Mum, bless her soul, passed away at 98 without experiencing any problems from cooking virtually every meal in her aluminum cookware. It makes you wonder what the fuss was all about.

Here is a recipe for a delicious coffee cake using the stovetop method for baking. Try it and I think you will be convinced that baking can be done without heating up your galley.

Stove-Top Coffee Cake

- 1/3 Cup melted butter
- 1/4 Cup candied or maraschino cherries and chopped pecans or walnuts
- 1/2 Cup brown sugar
- 1 Tablespoon corn syrup
- 3/4 Cup warm water
- 1 packet active dry yeast
- 1/4 Cup white sugar
- 1 teaspoon salt
- 2 1/4 Cups flour, divided
- 1 egg

Spray the pot with non-stick spray and then line it with aluminum foil, leaving long enough edges to lift cake from pan when cooked. Also spray the aluminum foil with non-stick cooking spray.

Spread the melted butter onto the aluminum foil lining, then sprinkle cherries and chopped nuts into the butter. Sprinkle brown sugar and drizzle corn syrup over the fruit and nuts.

Meanwhile, sprinkle yeast into warm water in a small bowl. Let rise for about 5 minutes and then add sugar and salt, mixing with fork. Then add a cup of flour. Beat well for about two minutes.

Add the egg and the second cup of flour (and a little more if needed), mixing well to form a soft batter. Spoon this batter over the entire bottom of the pan, covering fruit and nuts, etc. Place the lid onto the pan (removing pressure valve, to allow cake to breathe, if using a pressure cooker).

Let it rise for about one hour before placing on a low to medium-hot cook top. Let it cook for about 30 minutes. It may well need some tweaking, for the heat generated by stovetops is not all equal.

When done, carefully remove the cake from the pan by lifting with the aluminum foil. Place on a plate, put another plate on top and turn the cake upside down, carefully placing onto the second plate. Peel off the foil and serve the cake warm, with coffee or tea for breakfast or an afternoon treat.

This delicious recipe can be the start to your imaginative stovetop cookery.



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READERS' FORUM

A WORD TO STORM STAY-ABOARDS

Dear Compass,

Thanks a lot for your publication and for the article about Fort-de-France MRCC's 15th anniversary in July's *Compass* (www.caribbeancompass.com/online/july16compass_online.pdf, page 5).

As TS Matthew passed through the Eastern Caribbean islands in late September, we coordinated some search and rescue operations to help people who chose to stay on board, at anchor, during the storm. Fortunately, no casualties have to be reported.

I would really appreciate if you could underline for your readers that aboard a sailing vessel at anchor is not the safest place to be during a storm. I understand how hard it could be leaving a ship before a storm or a hurricane to reach a shelter on shore; but even in the worst case (meaning your boat is lost) you will be alive. Furthermore, as a tropical wave can suddenly become a violent storm or a hurricane, "anticipation" is a key word.

Best regards,

**Edouard Perrier, Directeur
Centre Régional de Surveillance et de Sauvetage
Antilles - Guyane
Martinique**

GRENVILLE IS GREAT

Dear Compass,

Regarding Lexi Fisher's article, "Grenville: Grenada's Second City", in the September issue of *Compass* (www.caribbeancompass.com/online/september-16compass_online.pdf, page 30), I wish that it had been written 50 years ago as, if so, *Iolaire* would have visited Grenville more often.

Yachts should certainly visit Grenville and do the tour Lexi recommends. Another day you could visit Belmont Plantation, a working estate, and the St. Antoine rum distillery with its original water-powered cane grinder. Then head back to the boat and enjoy your sundowners in a quiet, bug-free anchorage cooled by a tradewind breeze that does not die out at night.

**Don Street
Formerly of Iolaire and Li'l Iolaire**

THE IMPORTANCE OF DOCUMENTATION

Dear Compass Readers,

We had an unfortunate experience in Simpson Bay Lagoon, St. Maarten on October 22nd that taught us a valuable lesson on paperwork.

Mike had joined a friend at a bar onshore on this evening when a liveboard from the area climbed in our dinghy, took the cover off the motor and recorded the serial number. He then came into the bar and claimed that someone had stolen his dinghy motor, holding the number as "proof". When Mike realized that it was not, while the man threatened to "punch [Mike] in the head and drop him to the floor." The man then claimed the police were on the way, and left the bar. Mike just assumed he wasn't serious about the police. Until they showed up.

Six officers arrived to investigate, asking if Mike had proof of ownership of our dinghy motor. Mike explained that all of our paperwork was on our anchored vessel, *Three Sheets*. The officers then contacted the Coast Guard, who drove them out to look for the paperwork. While Mike searched for documents, our vessel was thoroughly searched and inspected for safety equipment. All paperwork for *Three Sheets* was also inspected as well as our entry forms. We were questioned thoroughly about our last ports of call and our history on the water.

All six police officers and three Coast Guard members were extremely professional and respectful and we, of course, cooperated fully. I think they knew this was a bogus report and were at this point just doing their jobs.

Unfortunately, since we had purchased our dinghy motor from a friend in Texas in 2009, we could not find the paperwork for the motor. I pulled up my photo-

graphs to show them photos of the dinghy that were years old, but without a serial number, it didn't help.

Mike was read his rights and placed under arrest for suspicion of receiving stolen property. So, because someone placed a call to say our motor was stolen from him, and then left without providing any kind of proof that the motor was his, Mike was arrested because he could not find a receipt.

When the Coast Guard boat arrived back at the dock, a prosecutor was there to meet them and he talked to both Mike and the police. Mike assured the prosecutor he could provide proof of ownership by the next day so the prosecutor agreed to release him. However, they did have to cut our motor lock off our dinghy and impound our motor. At that point, we were just happy Mike didn't have to sit in a jail cell.

The next morning we located our original title and our original Texas registration. Mike took the documents to the police and all charges were dropped and our motor returned. Mike asked if he could press harassment charges on the individual that started this and learned that his name or contact information had not been recorded anywhere.

Please let our experience be a lesson for the entire cruising community. Especially in St. Maarten, proper documentation is expected for any and all boats, dinghies included. We know many fellow cruisers who have purchased used motors from friends on handshake deals. Please ensure you have your purchase receipt or something dated where the motor serial number is recorded. Take a photo of the serial number if you can. In the end, had we not furnished proof, we would not have gotten our motor back.

**Jennifer Simpson
S/V Three Sheets**

PREPARING FOR CREW OVERBOARD

Dear Compass Readers,

Here's what Lynn and I on *S/V Silverheels III* use as a Crew Over-Board (COB) radio beacon. The helmsperson wears a fully charged VHF handheld radio on their safety harness/PFD. The radio is always worn, and powered on in GPS mode.



We have a floating, waterproof, six-watt DSC-GPS enabled VHF "handle talkie" with water-activated strobe. Ours is a four-year-old Standard Horizon HX851 with two rechargeable lithium battery packs.

The spare battery pack is augmented by a blank battery tray accommodating commonly available AAA cells. This blank battery tray might prove to be a lifesaver in a liferaft when the rechargeables die. Just carry a big bag of AAA cells in your ditch bag as cheap insurance.

There are many other suitable VHF hand-held radios on the market as well. ICOM's newest slim-profile M93D will likely generate plenty of interest at boat shows this year.

The overboard crew must be conscious, and the radio must be held out of the water; then punch the red DSC distress button. Every VHF-DSC equipped vessel within a few miles (including the sleeping off-watch crew of their own vessel; arguably the closest to the unfortunate swimmer) will sound the loud distress alarm, displaying date, time, MMSI and position of the COB on their VHF screens and interfaced chart plotters. Our chart plotter, upon receiving a DSC position, will plot a course to the COB's last reported position with the touch of one button.

**Ken Goodings
S/V Silverheels III**

BOATERS' HELP FOR HAITI

Dear Compass Readers,

Hurricane Matthew struck Haiti on October 7th. You can help us help Haitians affected by the storm.

Our organization is a Registered Canadian Charity that has no overhead. Every dime goes to a Haitian hand. We pay no staff. All are volunteers. All vessels and crew carrying relief supplies to Haiti have to pay their own way. We can send you a Canadian tax receipt. All our documentation numbers are on our website: www.friendsoflevachehaiti.com.

We have a new Go Fund Me account at www.gofundme.com/2t9c597w, or you can go direct to our pay pal account at www.friendsoflevachehaiti.com/to-donate.html

If you want data on the hurricane and up-to-date news, "like" our Facebook Page at Friends of Ile a Vache Haiti.

Thank you for your support.

**Bruce Leeming
Friends of Ile a Vache**

WE WANT TO HEAR FROM YOU!

Dear Compass Readers,

We want to hear from YOU!

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Read in Next Month's Compass:

New Rules —
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Marigot Bay, St. Lucia, 1967

by David Barton

Can't remember now what it was in the States I was escaping from but the destination was St. Lucia.

There had been an article in a commercial fisherman's publication stating that a large amount of salt cod from Nova Scotia was consumed in St. Lucia, and having been a not-too-successful commercial salmon fisherman in California, for some reason I optimistically reasoned that in the waters surrounding an island there was surely enough fish for me to make a living catching.

Not long after we arrived, my wife and 12-year-old son with me, I met a man who had an old, wooden 55-foot cutter-rigged sailboat who offered it as a place for us to live until we figured out what we were going to do. Long story short, though I had no previous sailing experience, he convinced us we could make a living doing day-sails with his boat, the *Rose Salter*.

He gave me a book about how sails worked, which I read prior to a morning of sailing instruction that concluded on a mooring in the south end of Rodney Bay, just off of the only beach hotel on St. Lucia in 1967. And that was the beginning of half a lifetime of sailing adventures, and later writing books about them.

We soon progressed from day sailing to weekly charters, but before that happened, Marigot Bay became my get-away-from-it-all hideout. From off shore, the break in the hills framed the entrance. There were no buoys but the chart clearly indicated there was adequate depth up the center of the right half of the outer bay until a few hundred feet before going around the end of the spit that had a stand of coconut trees that completely shielded the inner harbor from view.

The first time into the bay my focus was on navigating and it wasn't until following trips in and out that I paid attention to the three out-of-place houses a short way up the steep hill on the right side of the outer bay. Except for those houses, the entire hillside was like all

of the natural uninhabited coast: natural lush green tropical vegetation with colorful patches of flowering plants here and there.

The small frame houses looked like they belonged on a lake in mid-America: with steeply pitched roofs, standard-sized prefab windows and screened-in porches overlooking small docks below each. Only enough natural vegetation had been cleared to accommodate the houses, and there was no visible road to them or any sign of occupants.

Though I had no previous sailing experience, he convinced us we could make a living doing day-sails with his boat

After passing the houses, the only structures to be seen were to the left, just before the palm-covered spit that concealed the inner bay; there was a dinghy dock with an open-fronted building, and almost hiding in the vegetation on the steep hill behind were several small buildings. It turned out to be the only business

in Marigot, the only place to go when you went adventuring ashore. There were six one-room cottages on the steep hillside above a basically two-sided structure where you could get food and drinks. It was called the Marigot des Roseaux, which somehow seemed a little grand for seven dilapidated buildings and a creaky dinghy dock.

As I approached the passage around the end of the spit, the view into the inner bay began to open up and the mangroves on the far side looked much farther away than I expected. On the right, through a break in the vegetation, for a moment I had a view up a one-lane unpaved road that ran diagonally up the hill and came to an end at the dark sand that formed the water's edge. One of the local narrow fishing dugouts had its bow pulled well up on the road's end, and a fisherman was standing by it showing fish to two women. They were the only people I saw that first day. I briefly took a look at the bay and fell in love with the natural beauty of it.

After traveling a few hundred feet toward the center of the inner bay, its entirety came into view; the far side was all mangroves and they extended a way down the left side with the steep hill above, behind me was the wall of palms on the spit, and to the right a steeply rising hill. On that side, not far above the bay waters, were but two houses, one in the distant right-hand corner of the bay and the other halfway between it and the end of the road where I saw the fisherman and two women. A large schooner was stern to a dock below the house in the corner of the bay. In the bay to the left, over near the end of the mangroves, was a 20- or 25-foot sailboat that was low in the water and leaning to port as if it were sitting on the bottom. There was a slightly larger sailboat anchored in the center of the bay that looked neglected.

—Continued on page 43

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continued on next page →

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MARTY BUCELLA



BOB THOMAS

"We're going green ... we're getting a sailboat."

—Continued from page 40

...Mind

My memory fails me as to what my rush was, but that quick look was all it took. My next trip to Marigot I anchored in the inner bay not far off the row of palm trees, and it was like the first time: natural beauty, quiet and solitude.

We spent an afternoon puttering on the boat and admiring the unspoiled surroundings. As daylight faded we had supper in the cockpit while listening to the subdued natural sounds from the mangroves and surrounding hills, but soon after the light faded, the sound of a generator interrupted our bliss and lights could be seen through the palms. A few minutes later there were the sounds of cars and lights over where the road ended at the water's edge, and after a couple of horn honks a boat came and picked up the people and music was heard from the Marigot des Roseaux. The spell was broken, the natural serenity destroyed. I decided to go over and see what was going on.

There were two tables showing signs the occupants had had a meal; at one there were two people, at the other a family of four. The new arrivals were at the bar and the tables nearest the dock; two couples were dancing.

I ordered a beer at the bar and met Beverly, the pro-

prietress; she was charming and very curious about who I was and what I was about. As I came in a dinghy it was obvious I was from the yacht anchored in the inner bay and as soon as she learned I was doing day-sails, she introduced me to the family of four at a table and the couple at the nearby table listened in. It turned out that she and the six guests she was speaking to were all Canadians and they all quickly came to the conclusion that a sail on the *Rose Salter*, the day after tomorrow, down to the Pitons for lunch, and a sunset trip back, was a great idea. Beverly would provide the lunch and her guests agreed to my price for the trip.

As there wasn't much to do in preparation for the trip, a lot of time was spent the next day exploring the natural wonders of the bay. But for the Marigot des Roseaux and the houses mentioned, the bay was an untouched wilderness. In many areas going farther than the water's edge would have required a machete. The mangrove trees were full of birds and creepy-crawlers and the water their roots reached out into was alive with life. It was a wonderful day.

That evening the generator at the Marigot des Roseaux didn't run for long and while it did the breeze coming down the valley reduced the sound to a murmur and

filled our nostrils with the natural fecundity. Even before it stopped we could hear the night sounds from the hillsides and palm trees.

The trip the next day to the Pitons was okay; it was calm just off of the beach and we drifted between the Pitons for lunch and a swim in the deep blue water. The Canadian guests appreciated the unspoiled majesty of the two peaks and the valley covered with scattered palms. There wasn't a structure to be seen.

I felt good about their appreciation of the trip and the environment, and about the money they paid me. Looking back, I'm glad I didn't realize then that I was part of the beginning of the invasion of charter boats, hotels and restaurants. When I say I liked it better then than now, some think I'm antisocial or anti-progress, but it is really that I'm just a naturalist, and often preferred to be alone with my boat, the sea and all that it gives me.

Author's note: My eight books written under the name David R. Barton are available on www.amazon.com. There is a five-book series of The Life and Loves of Tony Bartoni that could be called "Nautical Noir", and the second book in the series, Smuggling Sex Diving Sailing, is set in the Caribbean.



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MERIDIAN PASSAGE OF THE MOON

NOVEMBER - DECEMBER 2016

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

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

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

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

November 2016					
DATE	TIME				
1	1307	21	0557	11	2154
2	1354	22	0644	12	2254
3	1441	23	0729	13	2355
4	1529	24	0812	14	0057
5	1619	25	0854	15	0000 (full moon)
6	1707	26	0937	16	0157
7	1757	27	1021	17	0255
8	1847	28	1105	18	0348
9	1938	29	1151	19	0438
10	2029	30	1238	20	0525
11	2123			21	0609
12	2217			22	0652
13	2315			23	0715
14	0015			24	0819
15	0000 (full moon)			25	0902
16	0116			26	0947
17	0217			27	1034
18	0317			28	1122
19	0414			29	1212
20	0507			30	1303
				31	1351

CALENDAR

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
- 4 - 6 Discover the Caribbean Regatta, Ponce, Puerto Rico. www.ponceyachtandfishingclub.com
- 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 - 27 BVI Food Fête. <http://bvifoodfete.com/events>
- 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
- 8 Barbados Cruising Club AGM. alene@barbadoscruisingclub.org
- 8 Salty Dawg Bequia Rendezvous. www.saltydawgsailing.org
- 9 Start of Salty Dawg Rally from Bequia to Virgin Gorda. www.saltydawgsailing.org
- 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. www.stcroixyc.com
- 12 - 13 Sol St. Maarten Optimist Championship. 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. www.royalbvicy.com
- 19 - 20 Jolly Harbour Yacht Club Annual Regatta, Antigua. www.jhyantigua.com
- 20 Start of ARC rally, Gran Canaria to St. Lucia, www.worldcruising.com/arc
- 20 Barbados Olympic Assn. Dinghy Regatta. sailfast@caribsurf.com
- 24 Public holiday in Puerto Rico (Thanksgiving)
- 25 Public holiday in Suriname (Republic Day)
- 25 - 27 Mango Bowl Regatta, St. Lucia. www.stluciacouparangfestival.com
- 26 Start of RORC Transatlantic Race, Canary Islands to Grenada. <http://rorctransatlantic.rorc.org/>
- 30 Public holiday in Barbados (Independence Day)

DECEMBER

- 1 - 4 Carlos Aguilar Match Race, St. Thomas, USVI. www.carlosmatchrace.com
- 2 - 4 Course de L'Alliance, St. Maarten, St. Barts, Anguilla. www.facebook.com/events/1255634734447763
- 4 Start of Christmas Caribbean Rally, Canary Islands to Antigua, www.crewbay.com/sailing-rallies
- 4 - 10 Antigua Charter Yacht Show, www.antiguayachtshow.com
- 5 Sinterklaas Birthday celebration in Bonaire
- 9 Public holiday in Antigua & Barbuda (National Heroes' Day)
- 12 Public holiday in Guyana (Youman Nabi)
- 13 FULL MOON. Public holiday in St. Lucia (National Day)
- 16 - 18 Carriacou Parang Festival. www.carriacouparangfestival.com
- 16 - 24 Nine Mornings Festival, St. Vincent. <http://discovervsg.com>
- 17 Commodore's Cup, Tortola. www.royalbvicy.com
- 17 - 19 San Juan Sailing Championships, Puerto Rico. www.nauticodesanjuan.com
- 19 Public holiday in Anguilla (Separation Day)
- 21 Winter Solstice
- 25 Public holiday in many places (Christmas Day)
- 26 Public holiday in many places (Boxing Day)
- 30 Fireworks in Fort-de-France, Martinique, www.tourismefdf.com
- 31 Public holiday in Cuba (Year End Celebration)
- 31 New Year's Eve/Old Year's Night: Fireworks in many places, including Trellis Bay, Tortola; Admiralty Bay, Bequia; Clifton, Union Island; and Kralendijk, Bonaire.
- 31 Nelson's Pursuit Race, Antigua, www.antiguayachtclub.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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50' BENETEAU 1994 Excellent condition throughout. Lying Bequia, St. Vincent & the Grenadines, US\$105,000 ONO. Contact: Charlie. E-mail: keryan_charlie@hotmail.com



BENETEAU OCEANIS 400. 1995 Well maintained, being under used, 3 cabin. Lying Crews Inn, Trinidad. US\$50,000. Contact Joe Tel: (686) 680-8029.



40' PILOT LAUNCH 1979 Fiberglass hull, 11' beam, 4' draft, GM 8V71-280 HP engine. Good condition, just need some cosmetics. No more use. Lying Union Island, US\$20,000. Tel: (784) 458-8829 E-mail: palmdoc@vincysurf.com



23' JEANNEAU CAP CAMARAT 675 2 x 85hp 2 stroke Yamahas w/ 70hrs use, bimini, VHF, CD, anchor, life jackets, trailer. Lying Mustique. EC\$64,999 ONO. Tel: (784) 633-0213 E-mail: mfindlay@mustique.vc



PONTOON BOAT 28-32', 2 x 75 Hp, 4 stroke Mercury engines, EC\$60,000. Contact Bert Tel: (784) 494 2800, Darren (784) 494 7799.

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

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VOLVO PENTA DIESEL ENGINE

MD 2020 D w/ Saildrive, 1 Saildrive 20 HP, 2001. Still running. Replaced w/ 30 HP engines. Contact Hans, Tel: (721) 527-0619 E-mail: info@tropicalbeachparadise.com

JOB OPPORTUNITY

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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

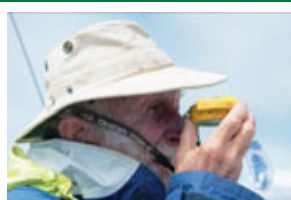
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MP = Market Place pages 41 to 42
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