CARIBBEAN
COMPASS
OCTOBER 2026 NO. 364
The Caribbean's Look at Sea & Shore

30TH CARIBBEAN DINGHY CHAMPIONSHIP

— TURN TO CALENDAR, PAGE 35

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Island spotlight: A sailor strolls toward his dinghy to return to the mother ship off the town of Bourg des Saintes, Terre-de-Haut, in the group of small islands commonly called The Saintes (proper name Îles des Saintes), which are part of Guadeloupe, an overseas department of France. For more about The Saintes, turn to page 44.

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Find the 2026 Calendar at caribbeancompass.com/caribbean-events-calendar/

On the Cover *The 30th Caribbean Dinghy Championship, sanctioned by the Caribbean Sailing Association, runs from October 23–25, 2026. The region's premier dinghy sailing championship will welcome sailors from across the Caribbean to St. Maarten and event host The Sint Maarten Yacht Club (SMYC) as they compete in three days of exciting racing and shore-based activities.*

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Caribbean Compass

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2017: James sailing with the two oldest kids (Tormentina - age 9, Raivo - age 7) in Jason Fletcher's sailing dinghy, St. David's Harbour, Grenada.

Coming Home to Grenada

Story and photos by Somira Sao

After a broken spreader forces the Sao-Burwick family back to Grenada, six kids and 5,000 miles of ocean prove just how far a cruising family can grow.

For 14 years, my husband, James, and I have been living aboard full-time with our kids: Tormentina, Raivo, Pearl, Tarzan, Jade and Atlas, ages 16, 14, 12, 9, 6 and 4. They always contribute immensely to our sailing program, but on our most recent passage — from South America to the morning, we cleared out of Chaguaramas. We made a brief stop in Scotland Bay, where we scrubbed *Thunderbird*'s three hulls of any growth, and then we picked up our anchor, ready to sail. We slipped smoothly out of the Boca with the outgoing tide and made a course north toward St. Croix in the US Virgin Islands.

As a family, we had spent considerable time in Trinidad and Grenada, but we hadn't explored the other Caribbean islands. It felt a little strange

Grenada Marine Shopping Shuttle Service

Dear *Compass*:

I read with interest "Coming Home to Grenada" by Somira Sao in the September 2026 issue of *Caribbean Compass* and want to share with sailors yet another way we foster community at our yard.

This relatively new service certainly has some similarities to the song "Driving in My Car" by the British '80s band Madness. Twice a week, our courtesy shuttle takes clients from the yard to hardware stores, supermarkets and other shops.

From the feedback we have received, the opportunity to shop down south has been a very welcome addition. A few clients have even described it as "the missing piece" for our location. The service is quite flexible, and everyone has been happy to tag along for the occasional detour.

The clients who have used the service represent a real cross-section of the industry, including Europeans, North Americans and Australasians. As the shuttle driver, I also have the opportunity to do some informal market research, learn why they chose us and hear their suggestions about where we can continue to improve.

It is hard to believe that, even after 27 years of almost constant advertising in regional, yacht-specific publications, some people are only just discovering Grenada Marine. This season, several boats have arrived in the bay for fuel, or simply because it offers a safe anchorage, and have ended up staying. Last week, one client said, "I just love waking up to the sound of the birds singing." Another, who has already been with us for a month and plans to stay for another two, mentioned that having a cool-down swim after a hot, sweaty day is "the best." We are truly blessed with our location.

Personally, I have really enjoyed the experience. It has been wonderful getting to know our clients on a more personal level and hearing about their families, adventures and stories, while also giving them the opportunity to learn a little more about us — our innovations, our investment in staff training and the specialized equipment we use.

We have shared lots of laughs, a couple of unexpected tears and, in some cases, even a few light-hearted marriage counselling sessions!

Laura Fletcher

Owner, Grenada Marine

It's a Marvelous Night for a *Moondance*

Dear *Compass*:

When we bought our Catalina 36 in 2008/09, our intention was for her to become part of a sailing school (Kidz at Sea) and day-charter business. At the time, this was a niche that was still largely open in St. Maarten. Little did we know that this sweet Catalina 36 would go on to become a familiar — and perhaps somewhat understated — icon of the St. Maarten sailing community.

From the very beginning, *Moondance* was more than a boat. She became the pivot around which a much bigger vision developed: introducing young people to the sea, teaching them to sail, building confidence and responsibility, and showing them the opportunities that a life around the water could provide.

Over the years, many people and organizations supported that vision. A heartfelt thank you goes to Simpson Bay Resort, Essilor, Island Water World, Samewerkende Fondse, Orange Fonds, and the many other sponsors and supporters who stood behind the Kidz at Sea Foundation and its programs.

One of the true pillars of both *Moondance* and the maritime school, however, has always been IGY Marinas. From the earliest days right through to today, IGY has consistently supported the school and the foundation. That support was not limited to financial assistance. Whenever physical or practical help was needed, IGY was there as well. Their continued commitment to the school, the foundation, and the development of young people in the maritime environment has been an important part of this journey.

—Continued on the next page



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Through the foundation and the programs built around *Moondance*, somewhere between 250 and 300 young people sailed aboard her. For many, she was their first real introduction to sailing. They learned how to handle lines, steer, trim sails, work together as a crew, and, most importantly, develop a respect for the ocean.

But *Moondance* wasn't only a classroom. She was also a racer. For more than six consecutive years, *Moondance* won the Non-Spinnaker Class, along with numerous other regatta victories over the years. One of her most memorable achievements came at the 2024 Heineken Regatta, where she won the Lottery Class.



GARTH STEYN

Kidz at sea aboard Moondance: Building confidence and responsibility, having a blast

The story behind that victory is almost as memorable as the result itself. With IGY Marinas as the primary sponsor, and with the owner of the sailing school aboard, *Moondance* went racing with a crew of six Englishmen who had never sailed before in their lives. Yet somehow, this little Catalina 36 went out and won.

It was another reminder of what *Moondance* had always been capable of doing. She could take people who had never sailed before, put them together as a crew, teach them the fundamentals, and give them an experience they would never forget.

As the years passed, however, the sailing school and maritime programs continued to grow. *Moondance* eventually outgrew what she was capable of providing. It was a bittersweet realization. The boat that had been at the centre of so many adventures, lessons, races, and memories could no longer keep pace with the vision she had helped create.

Saying goodbye to her was therefore a deeply bittersweet moment.

Moondance had become part of the family. She had carried hundreds of kids, taught countless sailors, won races, survived the Caribbean, and helped build something much bigger than the boat herself.

But there is comfort in knowing that she has not gone far. *Moondance* remains in our waters, now with a dynamic young lady who is a dive instructor and wants to sail her around the islands, explore new places, and introduce new sailors and divers to the ocean.

And perhaps that is the perfect ending — or perhaps the perfect beginning — to her next chapter. Because *Moondance*'s destiny was never simply to be a boat. Her destiny was to teach people about the sea. To teach them how to sail. To teach them how to work together. To teach them how to explore. And above all, to teach them to respect the sea.

—*Continued on page 7*

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$285,000 USD
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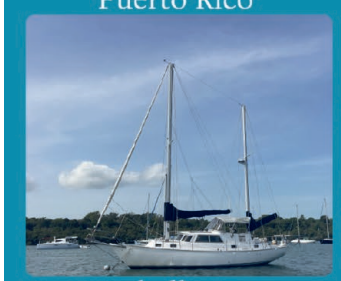
2021 Bali 4.2
$415,000 USD
Tortola, BVI



2013 Jeanneau Sun Odyssey 409
$149,000 USD
Grenada



2006 Hampton 558
$499,500 USD
Grenada



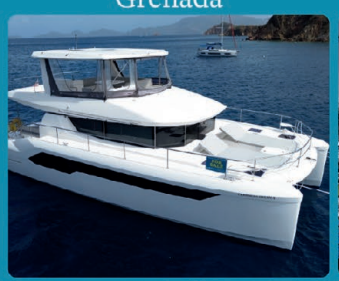
1974 Challenger 42 MotorSailor
$55,000 USD
Luperon, DR



2022 Bali Catspace
$445,000 USD
Tortola, BVI



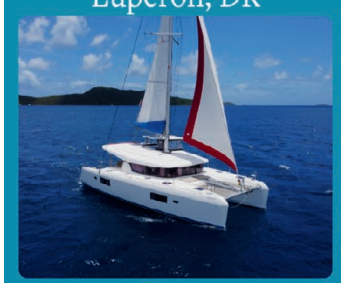
1997 Caliber 47LRC
$159,500 USD
St. John, USVI



2021 Leopard 53PC
$1,265,000 USD
Virgin Gorda, BVI



1992 Caliber Cutter
$112,500 USD
Florida



2020 Lagoon 42
$299,000 USD
Tortola, BVI



2023 Excess 14
$569,000 USD
Grenada



1984 Irwin 52
$159,000 USD
Grenada



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—*Continued from page 5*

The ownership may have changed, but the mission continues.

Fair winds, *Moondance*. You have earned them.

Regards,

Garth Steyn

Kidz at Sea

Trapped in Carriacou

Dear *Compass*:

A recent article was published in the Grenadian press regarding the boats being trapped at Tyrell Bay Marina. A spokesperson for the landowners claimed that the family representative who came to see us during the construction of the fence had previously informed us that we could relaunch our boats before the access was closed, and that we had refused to do so.

He also claims that some of us were condescending and were supposedly surprised to learn that Black people could own land.

All of this is completely false. We were there, and we received absolutely no prior notice. If such information had been communicated to us, there should obviously be some evidence of it.

The only interactions we had with a representative of this family took place while the fence was already being constructed. The dates prove this, as they correspond to the period during which the work was underway. She came to see us accompanied by a man in his fifties. She reassured us and explained that they were going to arrange a new entrance, with a security post, as well as lifting equipment that would allow our boats to be relaunched.

She exchanged her telephone contact details with some of us. Would she really have done that if we had behaved towards her in a condescending or disrespectful manner?

After she left, she completely disappeared and we received no further sign of life from her within the following 48 hours.

These lies are extremely serious, as they imply that we behaved in a racist and superior manner, while at the same time attempting to absolve those responsible for the fact that our boats are effectively trapped behind this fence. Furthermore, we are now seeing xenophobic comments appearing under some publications shared by the media and on social media.

Yet many of us still remember the incredible mobilisation of the cruising community to help Carriacou and the surrounding islands after Hurricane Beryl.

It is deeply sad to see such a reversal of the situation. We came to Carriacou as cruisers, to work on our boats, contribute to the local economy and be part of the community. We did not come here to take anyone's land, to tell anyone what to do, or to disrespect anyone.

We simply want the truth to be known.

Since then, two new articles have been published in the same newspaper, The New Today, explaining the situation as it unfolded and as it stands today. Our position remains the same: we want and ask for nothing more than to relaunch our boats, regain our freedom, and we continue to reiterate our requests to this family to that effect.

We repeat it here once again: we must not be associated with the marina or with the ongoing civil case. Keeping our boats trapped brings nothing positive to anyone; it is simply absurd.

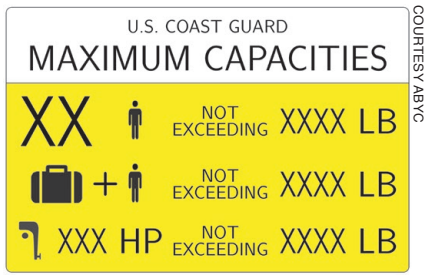
For the time being, we still have not received any response whatsoever.

Jérémy Sauvage

Catamaran *Mister Tong*



Channel 16



COURTESY ABYC

The new ABYC capacity label

ABYC Publishes Updated Standards and Compliance Tools

The American Boat & Yacht Council (ABYC) has published Supplement 66 of its "Standards and Technical Information Reports for Small Craft." This annual publication provides the international marine industry with the latest updates to standards that guide more than 90 percent of boats built in North America.

ABYC members can access the standards and technical tools on ABYC's website through the standards library or the ABYC Store. To purchase "Standards and Technical Information Reports for Small Craft," Supplement 66, visit www.abycinc.org/publications. To learn about involvement in standards development, visit www.abycinc.org/getinvolved.



COURTESY ST. LUCIA TOURISM AUTHORITY

Newly certified St. Lucian tour guide Kimalyn Hippolyte, center, is flanked by Ann-Margaret Adams, deputy permanent secretary, Department of Tourism, Investment, Creative Industries, Culture and Heritage, left; and Donalyn Vittet, permanent secretary, Department of Tourism, Investment, Creative Industries, Culture and Heritage.

St. Lucian Tour Guides Certified

Thirteen tour guides completed a three-week training program in summer 2026. This certification is part of a regional certification rollout spanning six Eastern Caribbean islands under the OECS Commission's Eastern Caribbean Sustainable Terrestrial and Marine Ecosystems (EC-STEMS) Project. The program goes beyond traditional hospitality to include history, culture, biodiversity, and sustainable tourism practices. Trainees also studied introductory French and Spanish.

A similar training program was launched earlier in Dominica, with upcoming sessions planned for Grenada, Antigua and Barbuda, St. Kitts and Nevis, and St. Vincent and the Grenadines.

The Viking Explorers Rally Turns 10 in 2027

The departure of the 10th Viking Explorers Rally is planned for January 6, 2027, from Las Palmas de Gran Canaria; boats are anticipated to make landfall in Grenada at the end of the month.



COURTESY VIKING EXPLORERS

The Crew of Bonnie Doon*, a Fountaine Pajot Astrea 42, celebrates a Grenada landfall.*

Camper & Nicholsons Port Louis Marina in Grenada will again serve as the official destination and one of the main sponsors of the Viking Explorers Rally. Following tradition, a dedicated marina Zodiac meets arriving yachts at the entrance to guide them safely to their berths. Every crew will be greeted with a welcome rum punch — the perfect symbol of the Grenadian hospitality that awaits sailors at the finish line.



COURTESY OECS

An array of sea moss products

OECS Boosts Sea Moss Industry with Training

The Organisation of Eastern Caribbean States (OECS) Commission, in collaboration with the Government of St. Vincent and the Grenadines and the Caribbean Biodiversity Fund (CBF), has concluded a workshop aimed at transforming the local sea moss industry into a cornerstone of the national blue economy. Sea moss is a billion-dollar global industry.

Held in summer 2026 at the Union Island Secondary School, the initiative brought together farmers, entrepreneurs, and government officials to elevate local production to international food safety and business standards. The workshop represented a key component of the Caribbean Regional Architecture for Biodiversity Project, funded by the CBF with support from the Agence Française de Développement and Le Fonds Français pour l'Environnement Mondial. The program delivered practical instruction designed to strengthen the entire value chain.

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COURTESY VIPCA

Students learn sailing in a Hobie Wave.

Students Graduate from St. Thomas Junior Sailing Summer Program

In summer 2026, 23 teens graduated from the junior sailing summer program at the St. Thomas Sailing Center in the United States Virgin Islands. The free program for the territory's public school students, now in its sixth year, was presented by the Virgin Islands Professional Charter Association (VIPCA) through its nonprofit Marine Rebuild Fund and made possible by a $25,000 annual sponsorship from RapierMed LLC, a St. Thomas-based medical and healthcare investment group.

After completing swimming lessons, students sailed Hobie Waves and IC24s, where they learned nautical knots, sailboat parts, tacking, gybing, and person-overboard drills. For many, it was their first time experiencing the marine environment surrounding St. Thomas.

For more information, visit www.stthomassailingcenter.com or www.vipca.org/junior-sailing-summer-program, and www.vipca.org/youth-training



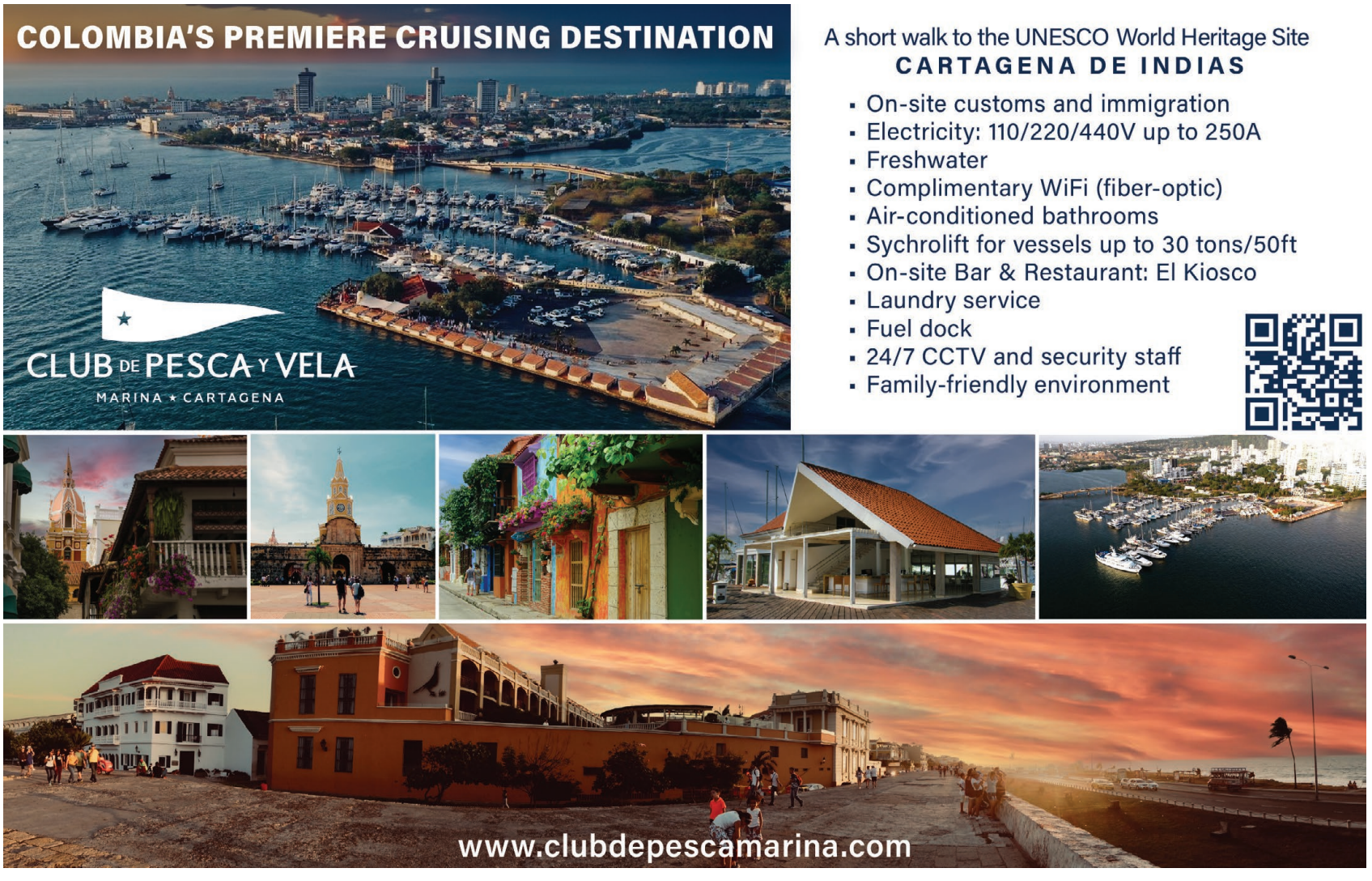
COURTESY SMYC

Sailability!

St. Maarten Sailability Program Wraps Up Third Season

The Sint Maarten Yacht Club (SMYC) has completed the third year of its Sailability Program, a sailing initiative, made possible through funding from the Resources for Community Resilience (R4CR) program, that has enabled individuals with disabilities to experience sailing in a safe and supportive environment.

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Twice-a-week classes, in partnership with the White & Yellow Cross Care Foundation, stress new sailing skills, independence, teamwork, and social interaction. SMYC also hosts monthly Sailability sessions for the Foundation's sensory group, whose participants have more severe disabilities and are often non-verbal.

Since 2024, the Sailability students have also been part of the St. Maarten Heineken Regatta experience. During the event, they sail their own timed mini-regatta, giving them the opportunity to show their skills.

Culinary Competition a Highlight of 2026 USVI Charter Yacht Show

The Culinary Competition is expected to be one of the highlights of the 2026 USVI Charter Yacht Show, hosted by the Virgin Islands Professional Charter Association (VIPCA), November 14-17 at IGY's Yacht Haven Grande, St. Thomas. USVI celebrity chef and Olympic boxer Julius Jackson returns to help coordinate the November 15 Basket & Butcher competition, sponsored by The Market St. Thomas, Moe's Fresh Market, St. John Meats, Caribbean Foodservice, and Island Harvest.

Chefs can register to secure one of 15 spots in this year's Culinary Competition: www.usviyachtshow.org/culinary-competition.

World Cruising Club Announces Hull Partnership Program

World Cruising Club has launched its new Bluewater Partnership Program, designed to join WCC's rally expertise with the experience of leading bluewater yacht manufacturers, and has welcomed two manufacturers, Balance Catamarans (multihull) and Contest Yachts (monohull), as its first partners.

—Continued on the next page

MANGO MEDIA



Chef Julius Jackson, left, and Joe Mindolo, owner of St. John Meats, at the 2025 USVI Charter Yacht Show Culinary Competition





COURTESY WCC

The manufacturer of Balance Catamarans is a new partner of World Cruising Club.

—Continued from the previous page

The new partnerships are expected to give the manufacturers greater opportunities to prepare their yachts and crews for bluewater cruising, and, post-launch, continued access to support.

Climate Resilience Project for Indigenous Island Communities

The Organisation of Eastern Caribbean States Commission, through its Education Development Management Unit, has successfully concluded the "Capacity Development for Disaster-Resilient Schools in Indigenous Communities" project. Funded by New Zealand under its High Commission Fund for the Caribbean, this targeted initiative has fortified school infrastructure, provided critical emergency response tools, and trained local stakeholders to support educational continuity in climate-vulnerable Indigenous regions of Dominica and St. Vincent and the Grenadines. The project addressed vulnerabilities at two primary institutions: Atkinson Primary School in the Kalinago Territory, Dominica, and Sandy Bay Government School in St. Vincent and the Grenadines.

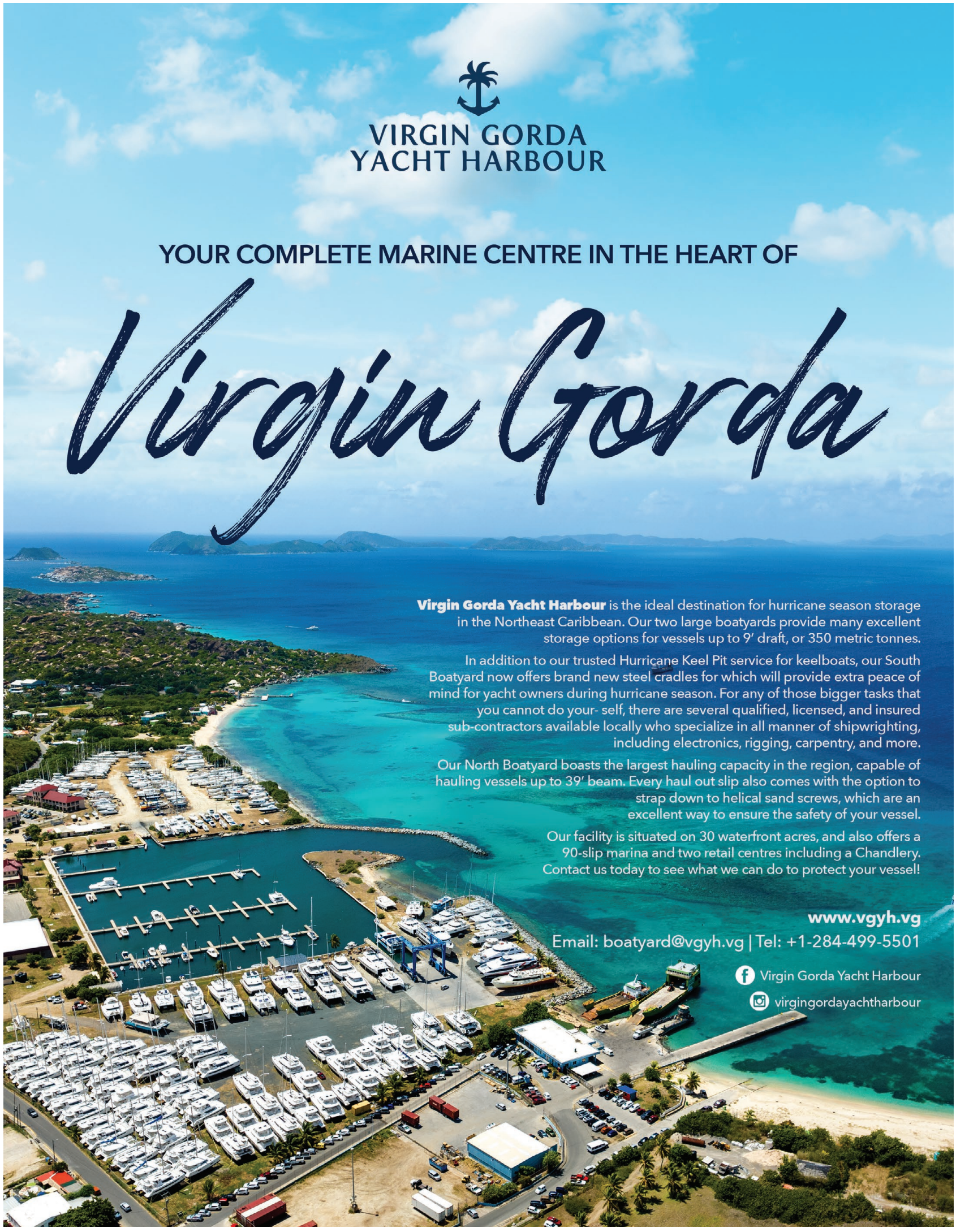
For Atkinson, contractors dug a new 100-foot drainage system. They also built and installed custom wooden doors to better protect the school from hurricane-force winds.

For Sandy Bay, new water storage tanks and plumbing were installed, and the school received a heavy-duty chainsaw for disaster debris clearance.

COURTESY OECS






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Wavelength: When HAL Became Part of the Crew

By Joan Conover, with Captain Michele Frost. Photos by Bill and Michele Frost

Part Two: Damage Control, Fatigue, and the Limits of A.I. Offshore

When the 42-foot aluminum OVNI *Wavelength* entered Bermuda, the immediate danger had passed. The damaged steering system had held together long enough to reach safe harbor, but once the steering pedestal was opened, it became clear that the voyage's challenges were only beginning.

The steering casualty was far more than a broken part. Offshore emergencies rarely remain isolated. A steering failure affects power management, sail handling, communications, weather strategy, arrival planning, crew rest, and the ability to respond if another system fails. Every decision influences the next.

As with many offshore passages, the effects of the voyage continued long after the dock lines were secured. The physical and emotional demands of the storm remained with the crew even as repairs began.

As repairs got underway, information flowed continuously between the boat, the builder in France, repair facilities in Bermuda, the shoreside support network, and the crew.

Rather than searching for answers, HAL helped organize that growing volume of information into a practical sequence of priorities:

- Assess the stability of the rudder and steering system.
- Protect the rudder from additional shock loading.
- Confirm the autopilot could continue operating safely.
- Maintain communication with Bermuda authorities and repair facilities.
- Coordinate fabrication, welding, fuel, towing, and arrival logistics.
- Monitor official weather information while distinguishing it from A.I.-generated guidance.
- Continuously account for crew fatigue and changing conditions.

There were no magic answers.

HAL functioned as a second reviewer — organizing information, identifying gaps, suggesting priorities, and building a practical checklist from the crew's observations, the shoreside support network, and the information still needed. Every operational decision remained the responsibility of the captain.



MICHELE FROST

Repairs to Wavelength*'s steering system stabilized the damaged rudder assembly while permanent restoration was planned. Finding the right fabricator proved just as important as identifying the failure itself.*

One unexpected success came through the support network assembled around the boat. Finding a fabricator capable of repairing a specialized aluminum steering component in Bermuda could easily have delayed the voyage. Working with the builder in France, local contacts, and HAL's organized search of available repair resources, the crew located an experienced welder who was able to complete the repair without requiring the boat to be hauled immediately.

That dramatically simplified the recovery and allowed repairs to begin much sooner than expected.

Time is precious during an offshore emergency. Incomplete or vague information delays good decisions, both aboard and ashore. Artificial intelligence can only work with the information it receives. The captain — not the A.I. — remains responsible for every decision.

A report that simply says "the steering broke" invites speculation. Needed are:

- A clear photograph.
- The exact location of the fracture.
- The sound heard before failure.
- Whether hydraulic fluid is present.
- Whether the rudder still moves.
- Whether the autopilot continues to steer.

Those observations provide a much safer starting point for analysis.

HAL proved useful because Bill and Captain Michele continuously supplied observations, photographs, measurements, and updates. It was never expected to invent a diagnosis from incomplete information.

It's also important to remember that after 18 hours of manual steering in heavy seas, fatigue becomes another system failure. Memory declines, judgment slows, and communication suffers. Small problems become easier to overlook. So one of HAL's most valuable contributions was not technical at all. It simply helped keep the growing volume of information organized while the crew and support team managed weather, repairs, communications, logistics, and exhaustion simultaneously.

HAL is intentionally limited. It asks for missing information. It distinguishes confirmed facts from assumptions. It points users toward official forecasts, manufacturers, government resources, and experienced professionals. Most importantly, it acknowledges when more information is needed.

However:

- It cannot inspect a boat.
- It cannot feel a rudder bind.
- It cannot hear a bearing beginning to fail.
- It cannot smell overheated wiring.
- It cannot judge the motion of a breaking sea from the cockpit.

Those responsibilities remain with the people aboard.

Technology can support seamanship. It cannot replace it. The skipper remains responsible for the vessel. Official weather services, rescue authorities, professional routing, charts, manufacturers, repair yards, and experienced sailors remain essential.

—Continued on the next page

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MICHELE FROST

With Wavelength *safely alongside in Bermuda, the cockpit became a temporary machine shop as local craftsmen dismantled the steering pedestal and fabricated repairs.*

Finding the right expertise proved as critical as diagnosing the failure itself. More cruisers are experimenting with artificial intelligence every year, often without realizing how easily general-purpose A.I. can mix outdated information, unsupported assumptions, and confident language.

HAL was developed around a different philosophy. Its value is not that it knows more. Its value is that it encourages better questions, identifies missing information, points users toward authoritative marine resources, and operates within clearly defined safety boundaries.

To help cruisers experience that approach, Seven Seas Cruising Association offers a limited public version of HAL. Readers can explore harbor information, marina resources, Port Cards, weather training, and other practical cruising tasks while seeing how a structured marine workflow differs from a general A.I. conversation.

The public version serves as an introduction. The full HAL Mariner system includes expanded workflows, curated marine resources, and decision-support tools developed specifically for offshore cruising.

The same governed framework can be adapted for a rally, a cruising region, or a specific operational task. A rally version might organize fleet notices, emergency contacts, weather references, port guides, repair resources, and communications procedures. A regional version could coordinate verified government links, clearance information, port details, local services, and emergency numbers.

For organizers, the value is coordination.

For crews, it is practical decision-making support under pressure.

For *Wavelength*, HAL became another member of the support team — not by taking command, but by helping the humans remain organized, informed, and ultimately responsible for every decision made offshore.

With the temporary repair completed and the steering system carefully monitored, *Wavelength* departed Bermuda and continued south about 10 days after the last boat in the Rally to Antigua. She carried Bill and Michele safely through the remainder of the offshore passage to St. Thomas, U.S. Virgin Islands, where the crew arrived without another steering failure. The repair had done exactly what it was intended to do: get the boat and her crew safely to their next destination, where a permanent solution was found.



Captain Michele and Bill Frost

The complete HAL Mariner workflow is available as an SSCA member benefit. A public version is also available through the SSCA Boating and Cruising Hub for anyone interested in exploring how this system works. It's free for use, but users must have a guest or free ChatGPT account. Use this link to the workflow: chatgpt.com/g/g-6a112c2599f4819184a62dc8e11f50fe-ssca-boating-and-cruising-hub

This is a published ChatGPT (workflow) usable by anyone with the link, created for users by Caribbean Compass. Ask it to do a port card for St. Martin, ask what HAL is, ask about general routes for planning. This workflow is not full HAL, but will give a sample of how HAL supports cruisers.





COURTESY PARTS & POWER

New sales administrator Melissa Frett

Melissa Frett Promoted at Parts & Power

Melissa Frett has been named the new sales administrator of Parts & Power. Frett, Guyana-born and a 15-year resident of Tortola, British Virgin Islands, joined Parts & Power in April and quickly earned the respect and trust of the sales staff.

She will back up the sales team of Tony Tuckett, Shawina Jacobs and Meckel Weste, selling marine and industrial diesel engines from Perkins, Volvo, Yanmar, Kubota and Northern Lights Lugger. Parts & Power has dealers in most Eastern Caribbean countries, including the ABC islands.

partsandpower.com



COURTESY BLUEMAGIC

A BlueMagic vehicle and driver, ready for pickup

BlueMagic Expands Yacht Transportation Focus

St. Maarten-based BlueMagic Car Rental and Opulent Luxury Transportation attended the Monaco Yacht Show in September 2026. The companies are placing increased emphasis on working with yacht agencies to provide coordinated local support.

In St. Maarten, BlueMagic Car Rental provides short- and long-term vehicle rentals for yacht guests, captains and crew, including airport and marina delivery. Opulent Luxury Transportation complements these services with private chauffeur transportation for owners, guests and VIP clientele, including airport, marina and destination transfers. Opulent also offers access to a personal on-call nurse.

bluemagiccarrental.com



COURTESY FKG MARINE

FKG Marine at work at Clarkes Court

FKG Marine Adds Rigging Services at Clarkes Court

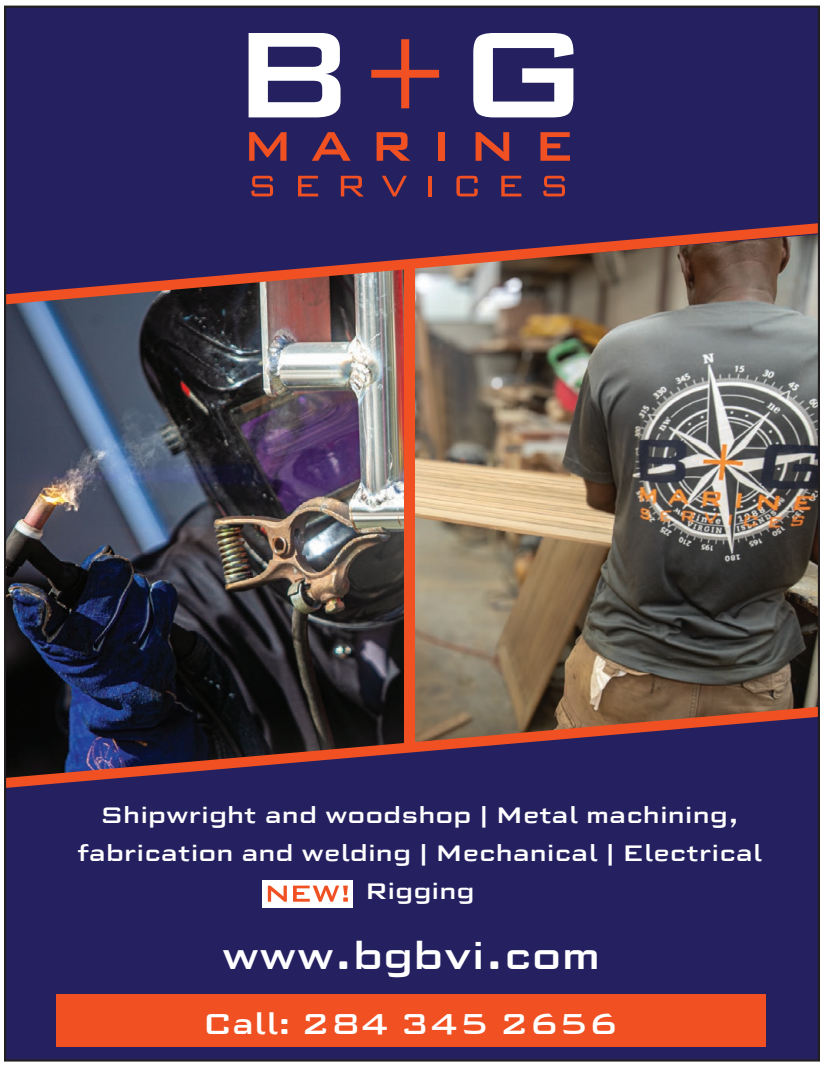
FKG Marine now provides professional rigging services at Clarkes Court Boatyard & Marina in Woburn Bay, Grenada, expanding the range of marine services available at the facility.

FKG Marine's Grenada operation offers services for sailing yachts including standing and running rigging, rig inspections and repairs, mast hardware, insurance surveys and preventive inspections, as well as wire and rod rigging services.

Other services available at Clarkes Court include mechanical engineering, engine and generator servicing, fiberglass and gelcoat repairs, woodwork and refits, bottom preparation and painting, welding and fabrication, electronics, refrigeration and air-conditioning, yacht management, guardianage and marine safety equipment servicing. North Yacht Shop, located on site, supplies marine hardware, antifouling products, batteries, maintenance supplies and safety equipment.

www.clarkescourtmarina.com





Two-and-a-Half Centuries of Rainforest Protection

By Janine Mendes-Franco

Editor's note: *This story is part of the Global Voices 2026 Spotlight series, "Global Crisis, Local Solutions," which offers stories of resistance and successful climate action, insight into how communities in the global south are fighting back against the crisis, and analysis of what this might mean for future generations.*



Heading down Gilpin Trace in Tobago's Main Ridge Forest Reserve, with expert birder Newton George.

Amid grappling with various negative impacts of the climate crisis, including sargassum threats to mangroves, coral reef bleaching and hotter temperatures, Tobago has tried to find ways to pivot. Environmentalists have pointed to the potential of sargassum as a biofuel, and Trinidad and Tobago's Institute of Marine Affairs (IMA) has partnered with government, private sector and community-based organisations to rehabilitate coral reefs and seagrass beds.

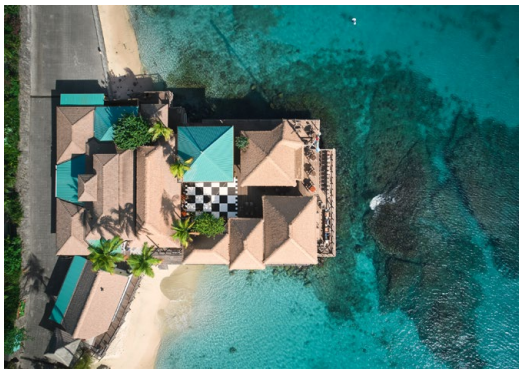
It is a process that often feels like taking one step forward and two steps back — just about a year after the IMA's initiative began, Tobago found itself having to clean up a massive oil spill in its waters. Regional environmentalists called it "a cautionary tale" — a wake-up call about the fossil fuel industry, which caused the climate crisis in the first place. The bright spot, however, has always been Tobago's Main Ridge, which celebrated the 250th anniversary of its legal protection, even as the Tobago House of Assembly (THA), the island's primary administrative body, unanimously passed a motion at the Assembly Legislature declaring April 30 Main Ridge Day.

—Continued on page 19

PARTNER CONTENT

Drop Your Anchor at World-Famous Basil's Bar





Of all the legendary places to drop anchor in the Caribbean, few have the allure of Basil's Bar in Mustique. Perched over the water at the heart of this famously private island, Basil's has been welcoming sailors, celebrities, musicians and Caribbean party-goers since the late 1970s — and its irresistible spirit remains as distinctive as ever.

There are plenty of over-water rum shacks around the world, but there is only one Basil's. Despite a stylish refresh by Philippe Starck, its laid-back, open-sided character remains gloriously intact. This is a place where barefoot sophistication meets genuine Caribbean warmth, and where the atmosphere changes effortlessly with the setting sun.

Arrive by tender for a couple of rum punches as the last rays of sunshine disappear over the horizon, with turtles surfacing in the crystal-clear waters below. Stay a little longer and you may find yourself swept up in a cocktail-fuelled Jump Up, dancing beneath the stars alongside locals, visiting yachtsmen and the occasional famous face.

The open kitchen serves up a tempting menu of uncomplicated Caribbean favourites — freshly prepared local fish, tacos, jerk chicken, flatbreads and grilled meats — while the bar mixes up signature drinks including the refreshing Mustique Mule and the famously potent Hurricane David.

Surrounded by water, Basil's is as magical after dark as it is by day. Rays glide beneath the illuminated walkway while live music drifts across Britannia Bay. Local musicians regularly take to the stage, alongside occasional appearances from some very familiar names. It is an unpretentious, wonderfully intimate venue with a stage that has hosted some extraordinary performances.

For visiting yachts, Mustique's deep-water moorings make Basil's an easy and memorable stop. From here, it is also simple to stock up on the island's provisions, including Stanley's renowned fresh fruit and vegetable market, the fish market, bakery and grocery store.

So, whether you are looking for sundowners, supper or a night to remember, drop your anchor, step ashore and let Basil's do what it has always done best: start the party.

For lunch and dinner reservations and moorings enquiries please contact:
reservations@basilsbar.com Tel: +1 784 488 8350
moorings@mustique.vc Tel: +1 784 488 8363 M: +1 784 533 0216

Holidays in the BVI: Unwrap the Island's Special Gift



Holiday season looks a little different on a private island. Standing in juxtaposition to the rest of the world, at Scrub Island Resort, Spa & Marina, the holidays arrive slowly, taking time to stop and breathe in every moment. It's a slightly less traditional gift of the season, one that asks for nothing in exchange.

It all begins with the island. The gift unwraps itself without rush, like a ribbon cascading to the floor. Glistening waters hold a near-hypnotic pull, and white sands mold to fit each guest, an irresistible daybed no one wants to leave. Everything is prepared to welcome rest, and the resort, island activities, and dining experiences naturally follow suit.



The Stay

With luxurious accommodations, a stay in one of our private 2-,3-,4-, and 6-bedroom villas promises peace from sunup to sundown. Every villa overlooks the ocean, with a private pool and balcony providing space to marvel at the views. King-size beds made for comfort mimic the sands' sinking quality, inviting a night's sleep that feels less like a necessity and more like an indulgence. Lavish en-suite bathrooms with walk-in rain showers, double-sink vanities, and soaking tubs make getting ready something to savor rather than skip. A full gourmet kitchen, dining area, and in-unit washer and dryer create space to enjoy company without feeling cramped.

Equal parts comfort and luxury, a villa is an excellent choice for families wanting a "home for the holidays" feel, free of the burden of hosting. From slow mornings and coffee conversations on the balcony to intimate evenings and cookies fresh from the oven, holiday traditions are stripped clean of stress and brought back to their original state, the way they were always intended: time to gather and celebrate with the ones you love most.



The Festivities

When it comes to planning your holiday celebration, there's no need to improvise. Annually, Scrub Island's robust events calendar ensures guests of all ages experience a picturesque BVI holiday. Perfectly suited for children of all ages, stocking and ornament decorating, hot cocoa and cookies, movie nights, and visits from Santa and the Grinch are popular attractions. While on Scrub Island, there's space to sit back and reexperience the magic of Christmas through your child's eyes.

As promised, Christmas on the island knows no age limit. Sip & Shop Mimosa Mornings, live music, and a lively North Beach Festival are sure to bring back the holiday joy you thought was only reserved for childhood.

All along the way, twinkling lights, decked halls, and nostalgic music keep the magic alive between events, creating a dreamy Yuletide feeling found only on a private island.

The BVI Blue Christmas

Surrounded by water, visitors have a choice of where they'd like to take it all in. Donovan's Beach brings the whole isle together where mornings on the water meet afternoons shaded by palm trees. Memories are made on the water trampoline, kayaking adventures explore deeper, and the spacious shoreline serves as a comfortable home base. North Beach is a hidden oasis, a 1,000-foot stretch of white sand and unobstructed ocean views where peace finds its rhythm. Private cabanas bring an added layer of indulgence, with loungers, fresh fruit, wine, and delivery from One Shoe Beach Bar & Grill.

Mirroring the island's tranquility, a day at the resort's pavilion pool is fueled by tropical scenery and curated cocktails from its swim-up bar. Multi-tiered, with waterfalls and an infinity edge that frames the oceanfront views, the pool feels like an extension of the sea itself.

—Continued on the next page

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The Itinerary

In-between tanning sessions and beach strolls, Scrub Island has a collection of escapes waiting to be discovered. Boats line the marina, deep waters beg to be explored, and the best scenery awaits hikers 400 feet up. Every corner holds a memory waiting to be made.

Watersports are an obvious starting point. Just a short boat ride away, Marina Cay Bar & Grill is stocked with everything from paddleboards to AquaDarts. Sign up for an afternoon snorkel, eFoil lesson, or family kayaking adventure. Going a little deeper, Dive BVI offers complete white-glove diving services within the resort's Marina Village. A few hours in Dive BVI's state-of-the-art classroom give first-timers the confidence they need to take the plunge. Additionally, boat trips and snorkel tours provide a front-row seat to the island's native marine life, shipwrecks, and still waters. With endless opportunities for adventure and the whole sea primed for discovery, the BVI becomes yours for the taking.



The list goes on. Island Time BVI's day charters, water taxis, boat rentals, guided adventure tours, and Jeep self-drive tours offer a whole new vantage point. For a more restful day at sea, PYPER Yachts set sail with a seasoned captain, personal chef, and plenty of room for the whole family to stretch out during a charter.

Surrounded by water on all sides, hiking to the island's highest peaks rewards hikers with a view worth every step. Met by indigenous plant life like the ixora flower and native cacti the whole way up, the Big Scrub Hike comes to a standstill at the top, where breathtaking scenery unfolds in every direction.

Back at the resort, the days wind down at Ixora Spa, where island time starts to really sink in. Perched on its own hillside and hidden by palm trees, Ixora's location immediately lifts a weight before you even step inside. From there, science-backed treatments, professional massage techniques, and a private infinity pool complete the picture. Holiday stress says its final goodbyes, and the days to come hold nothing but peace.



The Meal

A tradition as old as time, food plays a major role in making the holidays feel whole. Every night, a spread of the Caribbean's freshest fare awaits. With world-class chefs as hosts and Christmas-themed dinners planned ahead, the only decision left is which dish earns your attention.



The magic starts with North Beach Festival's Christmas Celebration, where a familiar holiday anticipation begins to rise while new island traditions keep the spirit alive. The next day, Christmas Eve brings shared gratitude with a waterfront dinner at Marina Cay. Then, Christmas Day rounds out the truly restful holiday escape with a table surrounded by loved ones for dinner at Cardamom & Co.

Every year, Scrub Island's tables have a special way of bringing people together that cannot be recreated elsewhere. There's space to pause, reflect, and see the holiday with fresh eyes. The twinkling lights and silver bells bring back a simpler time, when Christmas knew no stress. Everything's accounted for, leaving nowhere to be but the present moment.

The Travel Day

With a sweeping Caribbean breeze, waters beaming with native life, and nightly sunsets competing for attention, the island naturally does most of the heavy lifting when it comes to an exclusive experience. Above what's promised in location comes an added level of care known solely by our guests.

Everything about a holiday with Scrub Island is curated for rest, and that personal touch starts before you land and follows long after you take off. With direct American Airlines flights to Tortola from Miami and an extended flight schedule to accommodate the season lift, traveling to and from the island is a guaranteed seamless experience. Upon arrival at the airport, the resort team greets every guest with a quick, two-minute drive to Trellis Bay Dock, where a private 10-minute ferry ride finishes the journey. The same care is provided on the way back, leaving a lasting impression of island luxury as a keepsake.

The Lasting Impression

Goodbyes are never final on Scrub Island. A parting gift follows every visitor for days, months, and years after departure, bringing a touch of island life back into everyday routines. No one returns the same, and life looks a little different through a fresh island-inspired lens. Whether it's recalling the calm Caribbean breeze on a stressful day or making space for spontaneity with a newfound love for adventure, it's a stay that stays with you.

With a personalized gift from the island and memories shared by the whole family, we hope a holiday in the BVI changes your perspective, not just on life, but on the whole season. Our goal is for the holidays to stay restful and serve as a reminder of what's really important.

Book your restful BVI holiday at scrubisland.com.

—Continued from page 16

The start of the environmental movement

The mountainous spine of the island is home to the Main Ridge Forest Reserve, legally established in 1776 and on record as the oldest legally protected forest reserve geared specifically towards conservation. The United Nations Educational, Scientific and Cultural Organisation (UNESCO) quotes Scientific American as stating that "the protection of Tobago's forest was the first act in the modern environmental movement."

In its own justification of Main Ridge's value — which eventually resulted in Northeast Tobago, where it is situated, being named a Man and the Biosphere Reserve in October 2020, UNESCO explains: "[A]lthough Tobago is an island, the fauna are continental in origin, since Tobago was once joined to the South American continent [...] Considerable endemism has resulted [...] Support of this unique biodiversity and exceptionally diverse ecosystem is of great value to humanity. In addition, it protects against soil erosion, it encourages rainfall and provides significant carbon sinks."

A popular ecotourism destination, Main Ridge reaches a maximum elevation of 572 metres (just over 1,800 feet) towards its centre, providing an important habitat for native plants and animals, including several endemic species.

The preservation of the Main Ridge centuries ago set a precedent that continues to impact international environmental policy today.

Why is it protected?

The ordinance establishing the Main Ridge Forest Reserve declares that it was established "for the purpose of attracting frequent showers of rain upon which the fertility of lands in these climates doth entirely depend." Its passage through the British parliament — 11 years after being put forward — is credited to Soame Jenyns, who was responsible for trade, including trade linked to the output of British colonies, where sugar production was booming and plantation owners were clearing large swathes of land to increase yields. Jenyns, who closely followed the work of scientist Stephen Hales, which established a correlation between trees and rainfall, soon realised that the health of the island's rainforest had a direct impact on the watershed, which in turn affected everything from water quality to agriculture and habitats.

Two hundred and fifty years later, secondary school students in Tobago recreated that 1776 parliamentary debate at the THA's legislature building. As the student playing Jenyns put it, "Remove the forest, lose the rain."

Speaking at the opening ceremony of the commemorative week to mark the Main Ridge's anniversary, the secretary of environment, climate resilience and energy Darren Henry made the point that the decision to protect this rainforest was a matter of survival for Tobago, but it also left an indelible mark on global environmental history, setting the forest aside for conservation "with the understanding that the health of the land, the rainfall and the people were all dependent on it." He also issued some words of caution regarding environmental degradation, specifically referring to illegal dumping in the Main Ridge area, which he said would be combated through increased public awareness campaigns and enforcement efforts.

In a post about the 250th anniversary, blogger Faraaz Abdool noted that the protection of the ridge "was done not for the glorious biodiversity within [but] for the ridge's role as a watershed. While it was valued for the water it provided to the surrounding estates, we now understand the contribution of Main Ridge to far exceed what was considered a quarter of a millennium ago."

—Continued on the next page

PARTNER CONTENT

Considering Caribbean yacht ownership? Here's what you need to know

The appeal of tax-free Caribbean yacht ownership is growing thanks to its offer of a different lifestyle sustained through charter income.

Buying your first yacht is a major decision, but it can be quick and simple through an established operation like Horizon Yacht Charters. With knowledge and experience spanning 3 decades, their yacht sales team can answer all the questions and serve as a free resource, saving hundreds of hours in research and taking the hassle out of the process.

It is important to understand the difference between a dealer focused primarily on selling a yacht and a yacht management or charter company that can provide ownership support. Ask who will handle delivery, insurance, documentation, customs clearance, safety certification, licences, warranties and maintenance once the purchase is complete.

"While you don't have to pick the management company before you buy a boat, you should be aware that you have a choice of who you buy from," says Robin Hodges, Yacht Sales Manager for Horizon Yacht Charters. "Working with a sales and management company can create a more seamless route through selection, purchase, delivery, dockage, warranty and year-round maintenance."

The first consideration in Caribbean ownership is where you want to keep and sail the yacht. Whether you want line-of-sight cruising in the British Virgin Islands or longer passages and island-hopping in St Vincent & the Grenadines, once you know, look carefully at the companies that can support you through ownership.

Maintenance is another major consideration. A yacht cannot simply be left at a marina for months and expected to be ready to sail without regular attention. Private management offers flexibility and carries costs such as dockage, insurance and servicing. Charter management, meanwhile, can generate income to help offset ownership expenses, but buyers should compare charter programmes carefully, particularly the balance between owner use, charter utilisation, maintenance responsibilities and income potential.



Prospective owners should also visit management bases before committing. Walk the docks, inspect older yachts and dinghies, look at cleanliness and onboard equipment, and ask what is included in the maintenance programme. The condition of boats already under management is often the best evidence of the standard you can expect.

Finally, think about the exit strategy and what happens when you want to sell, upgrade or leave a charter programme. Ask if brokerage support is available.

Horizon is the largest independent yacht sales and charter management company in the Caribbean, established in 1998, with bases in the BVI and SVG. Contact yachtsales@horizonyachtcharters.com for more information on new or brokerage boats. If you're heading to the Annapolis Sailboat Show, meet the crew on Dock I, Vacation Basin or make a boat show appointment for private yacht tours and to discuss yacht ownership, financing and management programmes.

—*Continued from the previous page*

He continued: "Tobago's climate is governed by its rainforest. If it were gone, the island would be much drier and hotter. Denuded hills do little to attract rainfall, and it is this rainfall that is also responsible for transporting nutrients from the island's rugged interior to its equally rugged coastlines — feeding prolific reef systems around the island. Although we may take note of a clear delineation of Main Ridge's boundaries on a map and signposted along roadways, the nourishing fingers of this magical rainforest extend throughout the island and beyond."

Messages of support

Online, there has been a proliferation of congratulatory messages about the landmark anniversary and the many events and initiatives that happened around it. One tour guide thanked "all the many individuals and entities that keep this immensely valuable and unique space protected for our future generations." The Tobago Performing Arts Company, which participated in the celebrations, made the point that "the forest stands because we choose to protect it."

Some posts focused on the importance of collective action in keeping Main Ridge pristine, while others were deeply personal. In an emotive post, Facebook user David Rajpaulsingh said, "[T]he Main Ridge Forest has been more than a place to me…it has been home. In its silence, I found myself; in its breath, I remembered something deeper than words. And as it celebrates 250 years […] I realise I was never just walking through it…I was being held by it all along. Happy anniversary to my favourite place in the world."

New treasures to be found

As is usually the case when nature is respected and allowed to thrive, the wonders of the Main Ridge continue to unfold. In another Facebook post, Rajpaulsingh waxed poetic: "250 years of quiet magic in the Main Ridge Forest Reserve … and still, she keeps her secrets. Beyond the trails you know, over 100 hidden waterfalls move through her like whispered stories, unseen, unheard, yet always there. Not everything is meant to be found. Some things are meant to be felt."

Abdool's blog post echoed this admiration. "Those who have experienced the ascent into Main Ridge from either Roxborough or Bloody Bay," he says, "would attest to the change in atmosphere that accompanies each bend in the road. Subtle changes in vegetation and birdsong follow as one rises into mist-ridden hills. As the road plateaus at the top, it feels like an entirely different world from the rest of the island. […] The soil is soft, perpetually moist, and dark.

Webs upon webs of root systems crisscross every trail through this rainforest; its largest trees are hidden in lost valleys that managed to escape the wrath of 1963's Hurricane Flora, which whipped the tops off most. At the highest points on the ridge, trees are short and stunted, with gnarled, moss-coated limbs."

There has now been an exciting rediscovery within the forest: the existence of a rare tree — the Blue Copper — known in modern-day circles only through historical records, which has sparked great interest among dendrologists and forestry officers, who were inspired to name a trail after it.

According to William Trim, deputy conservator of forests, Tobago is quite familiar with a shrub that locals call "Blue Copper" — but this tree is different. Quite tall, it has buttress roots and towers over the forest canopy. Its fruit was traditionally used to relieve some ailments, and its wood for boat construction, but today its nectar sustains over 200 bird species that call the Main Ridge home.Its rediscovery is being hailed as proof of the success of the centuries-old effort to preserve the rainforest.

This article by Janine Mendes-Franco originally appeared in Global Voices on May 19, 2026, and is republished with permission. (globalvoices.org/2026/05/19/two-and-a-half-centuries-of-rainforest-protection-in-tobago)



SEI Research on Coastal Resilience Endorsed for the Ocean Decade

The Stockholm Environment Institute (SEI) project Resilient Coasts — Caribbean Sea, a collaboration between SEI and governments and communities in the Dominican Republic, Cuba, Aruba, Colombia, Costa Rica, Trinidad and Tobago, and Mexico, has officially been endorsed as a Decade Action under the UN Decade of Ocean Science for Sustainable Development, coordinated by UNESCO.

The Ocean Decade (2021–30) is a global initiative to develop a healthy, resilient and sustainable global ocean. It endorses actions which have the potential for a significant impact on the environment, and endorsement as a Decade Action can make a real difference in the advancement of nature-based solutions for coastal resilience in these countries.

"As a former Swedish Permanent Representative and member of the UNESCO Board, I know how important this official endorsement is for the researchers in giving opportunities for new partnerships and engagement. This is helpful in promoting science-based decision-making and policy development," said Annika Markovic, SEI engagement and impact director.



FUKA JAZ

Coral reef restoration combines ecological monitoring, restoration technologies and local stewardship.

For SEI, this recognition shows how important it can be to link science to local solutions. In coastal regions, climate adaptation and ecosystem recovery go hand in hand with making sure local communities thrive.

"Being part of the UN's Ocean Decade places Resilient Coasts — Caribbean Sea in a global network of endorsed initiatives," said Karina Barquet, principal investigator for the project and SEI's global representative for ocean and biodiversity research. It will create opportunities for global cooperation and knowledge exchange, while at the same time placing the Caribbean nations on an equal footing as a global partner.

—Continued on the next page



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THE BRITISH VIRGIN ISLANDS

—Continued from the previous page

The project operates living labs in Montecristi, Dominican Republic, and Varadero, Colombia. In Montecristi, activities focus on mangrove and coastal lagoon restoration, biodiversity monitoring and community engagement. In Varadero, coral reef restoration combines ecological monitoring, restoration technologies and local stewardship by fishers and the Afro-Colombian community of Bocachica. These labs serve as demonstration sites where scientific evidence, local knowledge and practical solutions are developed together, which can be applied across the Caribbean. "You cannot do restoration activities without the people who live and know the territory. It is about sharing our history, our culture, and what we have built here," said Johana Jara, a community leader in Bocachica, Colombia.

The project integrates ecosystem restoration with livelihood development and financial mechanisms, contributing to scalable and sustainable models for coastal nature-based solutions. It also includes CARICOAST: Caribbean Coastal Climate Resilience, a regional organization connecting institutions, practitioners, communities and partners working on coastal resilience, restoration and sustainable livelihoods across the Caribbean.

"The real impact is when knowledge stays in the community, when people who depend on these ecosystems are the ones who continue protecting and caring for them," said Marta Castro, a community member from Bocachica.

In the coming months, the project will complete final ecological monitoring in both living labs, and deliver regional training, both online and on-site, on financing and business models for coastal nature-based solutions. Researchers will then present results to funders, development banks and coastal agencies, with the project now recognized as an endorsed Decade Action under the Ocean Decade. This recognition can create stronger pathways for scaling coastal ecosystem restoration and nature based solutions across the Caribbean Sea.

ECO NEWS BRIEFS

Environmental Reporting Gains Recognition

RJRGleaner Communications Group's Romardo Lyons and Barbadian journalist Esther Jones have repeated as the Caribbean Broadcasting Union/The Nature Conservancy (CBU/TNC) winners in the two environmental reporting categories of the 2026 Caribbean Media Awards.



COURTESY CARIBBEAN MEDIA AWARDS

Gary Allen, group senior executive at RJRGLEANER Communications Group, receives an award from Cleveland Sam, marketing and communications director, TNC Caribbean, for excellence in environmental reporting on mangrove/seagrass beds at the CBU Caribbean Media Awards in Guyana.

Jones earned the award for excellence in environmental reporting on coral reefs, sponsored by TNC's Caribbean division, for her investigative story titled "Is Barbados Keeping Cruise Tourism and Marine Protection on an Even Keel?" The story was published by the Caribbean Investigative Journalism Network (CIJN) and produced through a fellowship with the Earth Journalism Network.

A team from *The BVI Beacon* in the British Virgin Islands received a special mention in this category for the story "Caribbean Corals: Bleaching Ravages A Region Built on Reefs as Aid Falls Short." The story was reported by Freeman Rogers, Jean-Michel Hauteville, Krista Campbell, Yaneris M. Soto Muniz, Suzanne Carlson, Sara Kirkpatrick, and Noel Algarin.

Lyons' story, "The Vanishing Catch," won the award for excellence in environmental reporting on mangrove/seagrass, sponsored by The Nature Conservancy. Lyons led a team including Courtney Morgan and Richard Brown, video, and Stefan Murray, editor.

Neil Marks (video) and Shatanand Anude (editor) of News Room Inc. (Guyana) received a special mention in this category for their story, "Sweet Survival: How Guyana's Mangrove Forests Save The Coastland & Sustain Livelihoods." This feature story examines the role of mangrove forests in Guyana in protecting the coastline and sustaining livelihoods.

The awards were announced during the recent 37th Caribbean Broadcasting Union Media Awards in Guyana, where winners from print, digital, and broadcast media across the English-, French-, Dutch- and Spanish-speaking Caribbean were recognized for excellence in journalism. The Nature Conservancy has partnered with the CBU since 2023 to sponsor the coral reef and mangrove/seagrass environmental reporting categories, supporting stories that bring awareness to the region's most important marine ecosystems.

"By bringing attention to the opportunities and tradeoffs surrounding marine conservation, the winners of this year's TNC-sponsored awards, help elevate public understanding of why healthy coral reefs and mangroves are vital for both nature and people", said Cleveland Sam, TNC's Caribbean marketing director.



RAVEN HOFFLUND

Fraser's dolphins

Ripples to Waves Needs Watchers

Ripples to Waves, a Vincentian nonprofit, is calling on whale- and dolphin-watchers to be a part of its research team. The organization is inviting all ocean users to contribute to its ongoing research on the whales and dolphins (cetaceans) of St. Vincent and the Grenadines by volunteering a vessel for a day of field surveys or by reporting sightings. "Our goal is to improve understanding of cetacean distribution, seasonal occurrence, habitat use and population trends," says founder Raven Hofflund.

Here's what's needed:

- Photos or videos of the animals
- GPS coordinates of the sighting location
- Date and time of the observation
- Distinctive features such as markings, scars, or color patterns
- The number of animals observed (if possible)
- Observed behavior, including jumping, bow riding, tail slapping, feeding, or social interactions

Here are important guidelines for safe and non-intrusive watching:

- Keep a safe distance — at least 100 meters from whales and even farther if calves are present.
- Avoid sudden changes in speed or direction.
- Never chase the animals.
- Report sightings to the Marine Mammal Hotline via whats app +1 (784) 430 3733

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A Marina. A Boatyard. And now, a Destination in the Making.

By Aleah Harrigan



As the boating season approaches, a familiar energy begins to return to Virgin Gorda Yacht Harbour (VGYH). After a summer of haul-outs, maintenance, and a little well-deserved "spa time," the boats are getting ready to return to the water. Crews and guests are making their way back, and the harbour is beginning to hum with the anticipation of another winter season.

At VGYH, that seasonal rhythm is unfolding alongside a bigger vision: to make the harbour a destination in its own right.

VGYH has long been a gateway to Virgin Gorda and the wider North Sound. But the vision today extends beyond providing a place to arrive, refuel or tie up. The goal is to create a waterfront destination where boaters, residents, and visitors have reasons to spend time here and come back.

That vision is being built "little by little" (as General Manager Alejandro likes to say), through improvements to the docks, water, power and property, alongside the businesses, events and amenities that bring the harbour to life.

A Marina That Is More Than a Place to Dock

A marina must get the essentials right. The docks need to be in top shape, water and power need to be reliable, and boaters need access to the services and supplies that keep them moving. But creating a destination requires another layer: an experience that starts when you arrive by water and gives you reasons to explore what lies beyond the dock.

That commitment is already taking shape at VGYH. The grounds are getting a major refresh, while improvements to the docks, water and power have made the harbour better equipped for the season ahead.

The Chandlery has also just been fully restocked, making it easy for boaters to pick up what they need right here at the harbour, from last-minute boating supplies to spare parts and other necessities.

Preparing for the Season

Until November, hurricane and hauling season remain an important part of life at VGYH. It is the quieter side of the boating calendar, when the harbour shifts into preparation mode ahead of the months to come.

At the heart of that work is the VGYH boatyard, supporting vessels through haul-outs, storage and maintenance while the the property gets ready for the season ahead. Much of that preparation happens before the harbour gets busy, so that when the boats return, everything is ready for them.

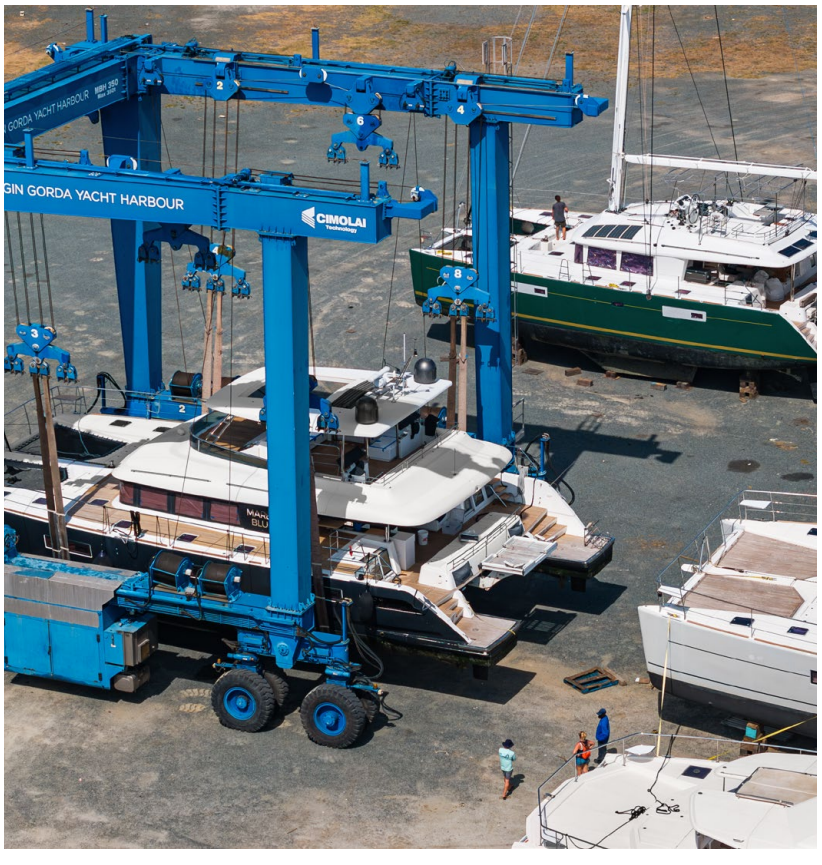
Xmas in July offered an early glimpse of what that looks like when the marina is full. Fully booked, with boats along the docks and people moving throughout the property, it was a taste of the atmosphere VGYH is working toward: a waterfront where people want to spend time, return to and enjoy.

When the Yacht Harbour Becomes the Gathering Place

A marina becomes something more when people begin to associate it with experiences, not just services. Events are an important part of creating those experiences.

This month, VGYH will welcome the North Drop fishing tournament (October 21st – 25th), bringing anglers and fishing enthusiasts into the harbour and adding another moment of activity to the seasonal calendar.

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The same idea is behind VGYH's continued relationship with the Charter Yacht Society (CYS) BVI. For the second year, VGYH will serve as a secondary host for the Fall Charter Yacht Show (November 9th – 13th), with yachts being showcased at both VGYH and Nanny Cay. The arrangement brings brokers, industry professionals and visitors to Virgin Gorda while highlighting VGYH's role in the BVI's thriving yachting scene.

The ambition is to become a stronger part of the network of places, businesses and experiences that make the BVI a premier boating destination, while building stronger partnerships across Virgin Gorda. The thinking is simple: when one business does well, it creates opportunities for others to share in the benefits.

None of this happens without the people behind the harbour. From the marina and boatyard teams to the staff across the property, their knowledge, effort and attention to detail keep VGYH running and make its continued growth possible. As VGYH expands, so too will the opportunities for people to join the team, build skills and grow their careers.

Building Reasons to Stay

The vision becomes even clearer when you look at what is happening beyond the docks.

VGYH's collection of businesses and services is intended to make the harbour increasingly self-contained, while keeping it connected to the life of Virgin Gorda. For someone spending the day at VGYH, that might mean picking up groceries, taking care of a banking errand, browsing the shops, meeting friends or simply enjoying time by the water.

The next major addition is the gourmet market, currently being fitted out for an anticipated opening in early winter. It will bring quality dockside provisioning just steps from the vessels, while returning a grocery store to the space once home to Buck's Supermarket, a familiar part of everyday life on Virgin Gorda.

Bringing the store back gives the community an opportunity to return to a place it already knows, while giving VGYH a greater role in the daily life of the island.

Looking Toward 2027

The next foray will be the addition of accommodations.

VGYH is working toward completing guest rooms by next summer, expanding what the harbour can offer. With relatively few hotel options



on Virgin Gorda that combine a well-designed stay with easy access to the waterfront, VGYH sees an opportunity to fill that void.

For visiting boaters, the rooms could also offer a welcome change of pace when someone needs to get off the boat for a night or two, while giving guests, crew, friends and family more space. For visitors arriving by land, they offer another way to experience VGYH.

The timeline also speaks to the longer-term nature of the project. VGYH is not being transformed overnight. The property is evolving through a series of improvements and additions, each building on the last. Little by little.

A Destination in Its Own Right

The ambition is not to turn VGYH into something disconnected from Virgin Gorda. Quite the opposite. The goal is to create a destination that feels rooted in the island, while giving people more reasons to visit, spend time, and return.

A marina can be measured by slips, services, and facilities. A destination is measured by something harder to quantify: whether people want to spend time there. At VGYH, the aim is for the practical and the pleasurable go hand in hand; where a boater can get what they need while also having reasons to stay for lunch, browse a shop, attend an event, meet other cruisers or simply enjoy the waterfront.

As another BVI boating season approaches, that vision is becoming easier to see. The boats are returning, the harbour is preparing, and the next pieces are already taking shape.

In the heart of Spanish Town, Virgin Gorda Yacht Harbour is building on what it already does well: a marina and fully operational boatyard, with businesses, and hospitality enhancing the Virgin Gorda experience.



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COURTESY SVGSA

CAC Games 2026, Scarlett with Kai on the trapeze

SVG Sailors Doublehand at Summer Games

Young sailors Scarlett Hadley and Kai Marks-Dasent represented St. Vincent and the Grenadines in the i420 class at the summer 2026 Central American and Caribbean Games in Santo Domingo, Dominican Republic. Competing against some of the region's most experienced sailors in a series of 12 races, Scarlett and Kai finished sixth overall. They had only been sailing the i420 dinghy for a matter of months, and this was their first experience competing together in a doublehanded boat.



COURTESY SVGSA

Kai Marks-Dasent, representing SVG at the ILCA 6 Youth World Championships 2026

Dasent, Weinhardt Vault onto World Stage

It was an eventful summer for 15-year-old Kai Marks-Dasent. In April, he completed a 70-mile solo sail from St. Vincent to Grenada (Compass, July 2026). From July 24-August 8 he competed at the Central American and Caribbean Games, and immediately began preparing to head for Aarhus, Denmark, to represent St. Vincent and the Grenadines at the ILCA 6 Youth World Championships, held from August 11-19, where he was one of the youngest sailors in the 15–18 age category. He finished 74th in the under-17 fleet and 290th overall among the competitors.

Marks-Dasent has taken his first step onto the world stage, gaining experience competing against the best young sailors in the world. Next will be the World Sailing Youth World Championships in



COURTESY SVGSA

Joshua Weinhardt represented St. Vincent and the Grenadines at the ILCA 4 Youth Sailing Worlds.

Portugal in December, as he works towards his long-term goal of representing St. Vincent and the Grenadines at the Brisbane 2032 Olympic Games.

From August 1-9, 14-year-old Joshua Weinhardt represented St. Vincent and the Grenadines at the ILCA 4 Youth Sailing Worlds in Denmark, becoming the first Vincentian sailor to compete at an ILCA Youth Worlds event.

SVG Youth Sailing Champions Named at Calliaqua Bay

The Saint Vincent and the Grenadines Sailing Association held its KGroup National Youth Championships 2026 at Calliaqua Bay, with seven races in the Optimist, ILCA 4 and ILCA 6 classes.

Twelve-year-old Nigel Tash won the Optimist championship, while 14-year-old Jordi Lewis took the ILCA 4 title. Kai Marks Dasent won the ILCA 6 championship, securing the title in the final race.

The championships followed a two-day World Sailing Judge Seminar conducted by international trainer Chris Watts. The seminar covered the Racing Rules of Sailing and protest procedures for sailors and officials.

The event was sponsored by KGroup, Kestrel Shipping, CG United Insurance, SG DeFreitus and Island Sipz.

The seminar and national championships form part of the sailing association's efforts to develop young sailors and officials and prepare them for competition at regional and international levels.



COURTESY SVGSA

14-year-old Jordi Lewis took the ILCA 4 title.

Antigua Donkeys Find a Home

Story and photos by Ian Stalker



A 96th birthday celebration for Betty at her favorite sanctuary

Antigua's Donkey Sanctuary, part of the Antigua & Barbuda Humane Society, was created in the early 1990s, after recognition that there was a donkey overpopulation problem, and that early solutions — shipping them off the island — were unsatisfactory and often inhumane.

Sanctuary volunteer Cheri Benjamin says donkeys have long been found on Antigua. They were originally used to work in sugar cane fields, and crop farmers used them to carry their produce to market. However, the introduction of motorized agricultural transportation and a shift from agriculture to tourism in the late 1960s and early 1970s led to an increase in the number of donkeys left to roam on their own in search of food and water, a development that put themselves and motorists at risk. They came to be viewed as pests by farmers who had to deal with the creatures feeding on their crops.

Some Antigua donkeys are still used to carry fruit or are ridden by locals but most of Antigua's donkeys are now feral and can sometimes be spotted grazing alongside roads.

"Nobody thinks about them until they become a problem," Benjamin says, adding that donkeys can be road hazards at night and she also understands why Antigua residents who grow food become frustrated when they find donkeys eating what they're cultivating.

The solution was a 35-acre sanctuary on land allocated by the government, a fenced-off area for the exclusive use of donkeys. The sanctuary has a mobile corral with food placed in it to attract donkeys. A gate automatically closes behind them after they enter. A "donkey trailer" provided by the Britain-based International Donkey Protection Trust is then used to bring them to the sanctuary.

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The sanctuary now is home to about 100 donkeys, some of which were domesticated but whose owners later decided they couldn't look after them. Those friendly donkeys are kept in a corral where visitors are welcome to pet and brush them, with the mammals that Benjamin describes as affectionate, appreciating that kind of attention.

"They are companion animals and truly do have an interest in humans. They enjoy being spoken to and petted and sometimes jostle each other to be the one getting the visitor's attention," adds Karen Corbin, humane society president. Those kept in the petting corral also share their living quarters with some tortoises native to Antigua.

Feral donkeys, on the other hand, are wary of people and are corralled away from guest visitors.



Visitors to the sanctuary find their favorites. Here's Louise with Sprout Angel and Annabel with Prince.

Sanctuary workers reach out to Antiguans, including conducting school visits so children will learn to appreciate their equine neighbors at an early age.

But Benjamin says she understands why some Antigua residents view the animals as an annoyance and realizes why they should be isolated.

"In my mind it's nice to see a donkey roaming free but I also understand they can be seen as a nuisance," she says. "It would be nice if they could all be brought here (to the sanctuary) and have a good life."

Male donkeys are immediately neutered when arriving at the sanctuary, a procedure done by a government veterinarian as part of an agreement between the government and the humane society. The surgery takes place in a clean, air- conditioned facility recently constructed thanks to grants and various donors. The animals receive other veterinary treatments upon arrival, including being treated for parasites.

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Sanctuary volunteer Cheri Benjamin with a fellow volunteer who's sporting a large donkey head. The prop is from "Pet Playhouse," a television show the Humane Society created that aired throughout the Caribbean. Dr. Donkey was a featured segment; the head was worn by a willing volunteer along with a white coat and stethoscope. Today, Humane Society veterinarians and staff conduct an animal ambassador program at T. N. Kirnon Primary School each spring, teaching children how to look after animals, encouraging empathy and kindness. They take live animals with them — dogs, cats, tortoises and sometimes the donkey head — easier than transporting a donkey!

Ongoing treatments can include hoof treatments and teeth trimming, because donkey teeth experience non-stop growth. Failure to float (trim) the teeth regularly can result in a donkey biting into its own jaw, making eating virtually impossible. Each donkey is also collared, enabling sanctuary staff to monitor its health.



Sanctuary manager Daren with an old pal, Autumn

The donkeys also receive nutritious food and food quantities are carefully regulated, with Benjamin reporting that feral donkeys are prone to overeating, which can lead to health issues.

It costs about US$350 to care for a donkey over the course of a year, with the sanctuary relying on donations, sales from its gift shop and other sources to care for the creatures. An adopt-a-donkey program provides an adoption certificate and a bi-monthly newsletter to those who make a donation, with Corbin reporting that some tourists who adopt visit their adoptee on return Antigua trips and other visitors will adopt more than one.

The sanctuary is open without charge Tuesday through Saturday 10 to 3 for visitors. It also has a small studio apartment where overseas volunteers can stay in for free in return for helping.

The sanctuary also received support from the late Sir Robert Barrett, a prominent figure in Antigua's hotel trade, who in his last days asked staff to make sure the sanctuary received support.

Meanwhile, Benjamin says there's no doubt that donkeys who end up at the shelter will have good care for the remainder of their lives.

"When they come here, they're going to get nothing but love," she promises.

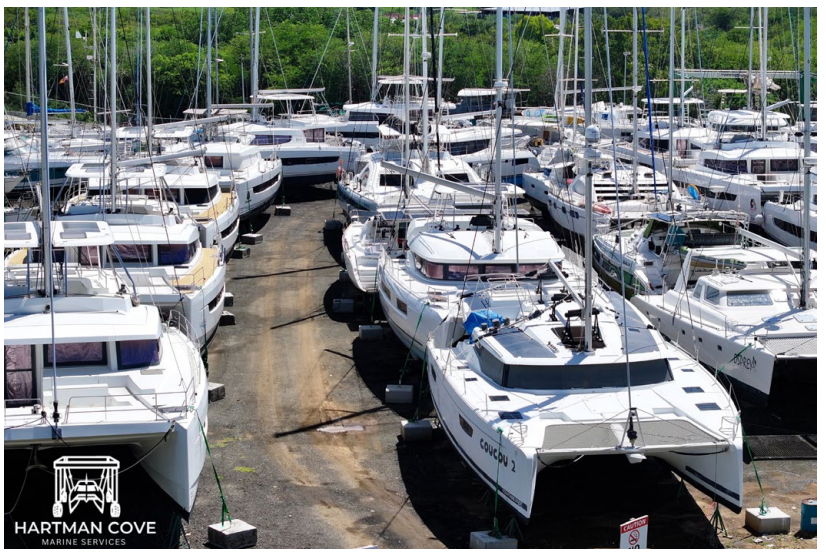
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Hurricane Force

Excerpt from a novel by Tom Cunliffe

Editor's note: *Tom Cunliffe's career as an award-winning author of over 25 technical books and the star of two BBC series on sailing is capped by his first novel,* Hurricane Force*, about the watery adventures of solo sailor Ian Hordle. Alexander McCall Smith (*No. 1 Ladies Detective Agency*) has written, "Tom Cunliffe is set to become the Dick Francis of the sea. This highly readable novel is nail-bitingly exciting as well as being very well-written. Exceptionally enjoyable."*

Caribbean Compass *is proud to present the first chapter of* Hurricane Force.

Looking back on the last night of April 1978, I can see that things were going far too smoothly.

I was alone, twenty-two days out from the Canary Islands. As usual I'd jammed myself into the chart table seat in the last of the daylight to check my dead reckoning position and set up the evening star sights that should confirm it. Martinique lay three days ahead, the trade wind held steady at east-northeast, the swells were regular and I was enjoying that deep feeling of security, described by a better man than me as "the peace of God which begins a thousand miles from land." I felt relaxed about not keeping a formal lookout because ships were rare in that quadrant of the Atlantic. Earlier in the year, even back then, I could have found my way down to the West Indies by following the yachts, but I was too late for the Caribbean season. The plan was to stock up the food locker in the supermarkets of Fort-de-France, treat myself to a short rest, then clear out for Panama and the Pacific before the summer hurricanes set in.

As twilight replaced the golden sunset, I took my sextant and deck watch up into the cockpit to note time and altitude on the four stars I'd preplanned. Half an hour later I'd done my calculations. Satisfied with the position, I lurched across to the galley, fried the last of my onions in a deep pan, then dumped in a can of steak followed by a tablespoon of curry powder. I boiled the rice with half a saucepan of the North Atlantic's finest to save fresh water, and dinner was served in the cockpit as the moon rose like a ghost out of the wind's eye. Ahead, Venus was dipping toward the horizon over the bowsprit end, chasing the sun into the night as the wind-driven self-steering gear kept the boat steadily on course. Right on cue, the usual after-meal torpor began to crawl into my nerve endings. In those days sleep didn't come easily and my brain is always willing to give up after a good feed, so I turned in. I knew I'd wake naturally in the night, one way or another, to check that all was well with the boat, and my alarm was set to shake me for morning stars. No trade wind squalls had disturbed the last few nights and the sky was clear, so I had high hopes of a decent watch below.

Down in the cabin there was too much heat left over from cooking to stretch out under my sleeping bag in the quarter berth between the cockpit footwell and the side of the boat. Once tucked into that tight space I was safe from being rolled out onto the floor. Instead, I crashed out on the saloon settee. I pulled an old sheet over me to ward off evil spirits, lay on my side with knees bent to maintain some stability against the constant rolling, and closed my eyes. The loneliness always bit more sharply during the night, but on this occasion dinner had done its job well.

Soon I was snoozing deeply with only a glimmer of consciousness left to maintain a listening watch as *Dream of Olwen* surged on through the darkness. The swishing hiss of her bow wave came in regular pulses through the open skylight as she ran buoyantly down the eight-foot face of each succeeding wave. With every roll, the creak of the gaff supporting the mainsail resonated through the mast. Some item of gear was tapping against the ship's side in the focsle, also in time with the motion, while on the galley work-top the empty can of curry powder was rattling rhythmically to and fro. That was unnecessary and annoying, but not so infuriating that it was worth getting up to put a stop to its ramblings. Over everything sang the murmuring gurgle of the powder-blue tropic sea swirling by on the other side of *Dream*'s inch-and-a-quarter planking. The ship was doing what she liked best, and I slept fitfully into the middle watch and the small hours.

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Suddenly, as though from a great distance, I felt rather than heard a shocking crash. *Dream of Olwen* pitched to a standstill and heeled hard over to starboard. I was thrown from the settee in confusion as a series of sickening bumps and splintering moved along the port side from the bow toward the stern. From forward there came a blood-chilling sound of in-rushing water. There were no rocks out here and the likelihood of being in collision with a ship was vanishingly small, yet we had run into something; that was certain. My ordered world was in collapse.

As I scrambled up from the cabin sole, I had a choice of investigating the extent of the damage from inside the boat or getting myself up on deck to find out what was going on. I opted for the deck. In the light of the moon a large, box-like object, almost awash, was lifting to the next sea that rolled up astern. It looked as big as the boat, and extremely heavy, but after watching it for a few seconds it seemed to be drifting clear, so I grabbed the powerful flashlight I always kept in the companionway and climbed down again. Below decks it was immediately clear that *Dream of Olwen* was seriously injured, probably mortally. Unlike modern yachts, a boat like her has a deep bilge capable of taking a lot of water. It was already full and the sea was now slopping over the cabin sole. If I'd had a radio, I could have started sending out distress calls to anyone who cared enough to listen, but *Dream* had no radio. She wasn't that kind of yacht. Had she been kitted out with all the latest means of communication I'd probably still have been calling for help as she sank under me, but with zero possibility of outside assistance, saving her myself represented the only realistic hope of survival. Keeping her afloat lay entirely in the hands of her crew, which was me and me alone.

Dream of Olwen was a converted Cornish fishing lugger, forty-two feet long on deck, heavily built and austere, but she did have an auxiliary engine installed to which I'd fitted a large pump for just such an emergency. As always, the diesel started with a roar on the first touch of the button. I clutched in the pump then splashed forward to inspect the damage through the rising water that was slopping about violently as the boat rolled.

The state of affairs in the focsle would have discouraged even the most optimistic damage-control party. She must have run full tilt into the brutal, unforgiving corner of what could only have been a shipping container. Despite her stout frames and planking, *Dream* had been stove in comprehensively above and below the waterline. The ocean was gushing onto the wrong side of her skin with inexorable efficiency and it was immediately obvious that the mechanical pump wasn't coping. For a moment I considered using the hand pump as well, but there didn't seem much profit in cranking away at that until I dropped with exhaustion. What was required was a cure of the condition, not a postponing of the symptom, and it needed to be fast because Martinique was going to be a long row in my dinghy.

At that time in my life, emergency radio-beacons, life rafts and the like fell into the same grouping as radio telephones. They simply did not feature in my philosophy. Having spent the nineteen years of my working existence as a merchant seaman, much of it in tramp steamers, I had developed some old-fashioned principles about self-reliance. I have to chuckle nowadays at the growing navy of adventurers who will not slip a mooring before their boats are loaded down with an array of expensive equipment to encourage them to call for help if things don't work out as they'd hoped. To me, the matter was simple. I had put myself out on the wide ocean voluntarily and was days away from assistance, so there seemed no reason to expect any mother's son to come looking for me. I was on my own in more ways than one.

Faced with the grim reality of drowning like a gentleman, I soon set the luxury of thought aside. All the hull damage was to the port bow. Sailing as I now was with the breeze over the starboard quarter, the splintered planking was deeply submerged. Clearly, the first action must be to put the wind on the other side of the boat to raise the damage as far as possible out of the water.

Up on deck and powered by desperation, I disconnected the self-steering gear and leaned hard against the tiller, shoving it to leeward as far as it would

go. *Dream of Olwen* swung round toward the wind and I rattled in the slack on the rope that controls the mainsail. As she swung her head through the breeze, I hardened up the lines controlling the jib and the staysail forward of the mast and let the sails come inside out, or aback, as she settled onto the new tack. She was now lying quietly hove-to, leaning away from the wind which blew on her injured port side. I lashed the tiller in place and, confident that she wasn't going anywhere anytime soon, I went to take a fresh look at the waterfall in the focsle.

Although the water was at the level of the saloon settee on the 'downhill' side, the inrush up forward had been materially reduced. The engine ran on in neutral and, helped by me on the hand pump, began to gain on the bilge water. When equilibrium had been reached, I contrived a temporary bung for the hole with my redundant sleeping bag and an industrial-grade plastic sack. Jamming this unseamanlike parcel firmly into the breach, I noted a satisfactory improvement in the outlook. I could do no more until morning, so I tottered into the galley, brewed up, and returned to the cockpit to begin my solitary vigil.

The night seemed never-ending. Every so often I fell into a tortured catnap to wake with a start when the nightmares got the better of me. Out in the real world, the trade wind was still thrumming in the rigging, the familiar stars wheeled overhead and *Dream* was dipping and reeling to the even swell. Finally, the sun rose astern and I was congratulating myself on having won through to a new day when things started to go badly wrong.

I was sipping the first coffee of the morning when the regular throb of the engine took on a hollow note and the steady stream of cooling water from the exhaust turned into steam. The pump had sucked dry some time before so the motor was simply ticking over. The presence of steam spelled nothing but bad news. I leaped to shut it off, but by the time I had slithered down the accommodation ladder and groped for the knob, the engine had died with a spectacular clatter and clouds of acrid black smoke. For a moment I peered at it in disbelief, then tentatively withdrew the oil dipstick. With unjustifiable optimism I was still hoping for the best, but as a sickly cream emulsion appeared where there should have been good clean Rimula, it was evident that both the machine and myself were in bad trouble. Not even the pride of the Shell Oil Company had managed to cope with the seawater that must have found its way into the engine at the height of the flooding. The wonder was that it had run as long as it did.

Dream of Olwen was well-equipped to handle emergencies with a comprehensive tool kit and all the spares anyone could reasonably expect to need. With the long haul in mind our 'bits boxes' were stuffed with more than the standard issue of a spare injector and a cylinder-head gasket. We even had a replacement starter motor and an alternator. What we didn't have was a set of conrods and, for all I knew, a crank shaft. Running the engine with no effective lubricating oil could well have done for at least some of these. It certainly had sounded that way. At best, the shell bearings in the big ends had been mashed. A major engine rebuild at sea couldn't realistically be added to the foot of the already over-full agenda. The unit was dead, for now at least.

Life without the power bilge pump presented a dismal prospect. I put in some thought on the possibility of sailing to an alternative destination to maintain the wind on the damaged side and keep the hole more or less above the waterline. This could be done by steering to lay the strong trade wind on the port beam, blowing directly across the boat. The port side would then be well heeled, clear of the water, but it didn't require a long session with the chart to conclude that this could only take me to some obscure spot in equatorial South America. It would be miles out of my way and, more to the point, would be unlikely to provide the sort of serious repair facilities I would be looking for if *Dream* managed to remain afloat long enough to arrive at all. The only workable option was to consolidate my sleeping bag repair and soldier on at reduced speed. Ian Hordle was going to have to pump his way to the Eastern Caribbean islands.

—Continued on page 34

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—Continued from page 32

Forty-eight exhausting hours later, *Dream of Olwen* was in with a fighting chance of continuing her voyage. I'd spent most of the first day after the collision swimming round the bow, cleaning up the damage as the boat pitched mercilessly in the big swell while praying that any pelagic sharks in search of a free meal didn't find me. The sharp bow with its wicked iron bobstay fitting and the taut chain that supported the bowsprit alternately reared out of reach then plunged down with homicidal force, threatening to brain me with every passing wave. This happened far too frequently, but despite the discouragement I managed to complete that part of the task before nightfall.

More than half of the following night was spent preparing the necessary items for making a patch. From the dark recesses of the focsle I dug out a roll of thin sheet copper. The forward compartment also yielded a can of strong copper nails I had picked up from a chandler in the hope that one day they'd be useful. Their moment of glory had arrived. The paint locker produced a jar of Stockholm tar, while an ancient sail, kept as a back-stop against losing my smart new ones in a storm, supplied a plentiful source of old-fashioned canvas.



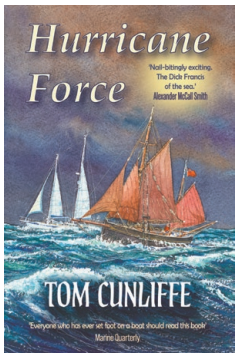
COURTESY TOM CUNLIFFE

Part-swimming, part hanging over the bow in a makeshift harness, on the second day I covered both the hole and my sleeping bag by nailing on a large tingle cut from the copper with my rusty tin snips. This outer skin was bedded down on a pad of the sailcloth well soaked with the Stockholm Tar to keep it watertight. Perhaps the tar acted as a shark repellent because not one showed up. The job looked like nothing on Earth, but I was past caring. Only people who have tried swinging a hammer at a moving target with a mouthful of nails when they are half drowned will appreciate the full implications of the effort involved, but by late afternoon the hole was plugged and covered. I put the dinghy in the water just in case; then, with the last of my moral fibre, I laid the ship onto the starboard tack, engaged the self-steering gear, and crept below to face the truth.

My head was light with exhaustion, and if the leak had been at full spate I might have had no choice but to give up and take to the dinghy, but it wasn't. *Dream* was still making a lot of water, but rather than sinking, she was merely leaking badly. Only the watches to come would tell the truth about the repair, but the boat and I were in with a chance.

There was everything to play for and the sea is always alive with the unexpected, the dramatic and occasionally the downright dangerous. It teaches those who follow its path to take one day at a time, which is just as well.

Cobbling up a boat in mid-ocean would turn out to be a walk in the park in light of what lay in store over the western horizon.



Hurricane Force *is available through Amazon.*

(www.amazon.co.uk/Hurricane-Force-Tom-Cunliffe/dp/1917128177/ref=tmm_pap_swatch_0?_encoding=UTF8&dib_tag=se&dib=eyJ2IjoiMSJ9.lvU-VymhNEL_Lg5Ysecw5yACXTOtGNhBE7Wm6Hd_ZO7vsncun3diZlRYT2mbhiFd.DcdWW8Uqut5MMuPXGfEDs2VCfR1ONAE6k9HspOWIjKM&qid=1788207862&sr=8-1)



CALENDAR

October 2026

3-11	Autentico Aruba Culinary Festival. aruba.com/autentico
5	Public holiday in St. Lucia (Thanksgiving Day)
8-9	ABYMA Discover Yachting & Marine Expo. abyma.ag/discover
8-12	Barbados Jazz Excursion
10	Soons Dinghy Regatta, St. Maarten. smyc.com/dinghy-season-championship
10-11	Virgin Islands-Puerto Rico Friendship Regatta, St. Thomas, USVI. stthomasyachtclub.org/sailing/regattas/columbus-day-regatta
11-16	Bonaire Regatta, Bonaire. infobonaire.com/annual-events/bonaires-annual-sailing-regatta
12	Columbus and Indigenous Peoples Day in Puerto Rico & USVI (Indigenous Peoples Day); and in the Bahamas (National Heroes Day)
14-18	Barbados Independent Film Festival. barbadosfilmfest.org
17 La	Marguerite Flower Festival, St. Lucia. cdfstlucia.org/what-we-do/events-and-festivals/national-flower-festivals
18	Tobago Blue Food Festival, Tobago. tobagoguide.org/annual-events/blue-food-festival
20-24	Start date of BVI Restaurant Week, Tortola, BVI. bvifoodfete.com
20-29	The Moorings Interline Regatta, BVI. moorings.com/regattas-and-events/interline-regatta
23-25	Caribbean Dinghy Championship, St. Maarten. smyc.com/caribbean-dinghy-championship
23-25	World Creole Music Festival, Dominica. dominicafestivals.com/wcmf-home/
24	Jounen Kwéyòl (Creole Day) – Culmination of Creole Heritage Month, Dominica
25	Jounen Kwéyòl (Creole Day) – Culmination of Creole Heritage Month, St. Lucia
25-26	Public holiday in Grenada (Thanksgiving Day)
26	Hunter's Moon (full moon)
26-30	Caribbean Rum Awards St. Barth. caribbeanrumawards.com
27	Public holiday in St. Vincent & the Grenadines (Independence Day)
26-1 Nov	Grenada Dive & Conservation Festival, Grenada and Carriacou. puregrenada.com/dive-conservation-festival
28-6 Nov	Havana Ballet Festival, Havana, Cuba. authenticubatours.com/cuba-festival-tours/cuba-ballet-festival.htm
29-31	17th Annual Blue Water Classic Fishing Tournament, Belize. fishingbelize.org/tournament
30	Salty Dawg Fall Rally to the Caribbean scheduled start from Newport, RI. saltydawgsailing.org/rallies
30-1 Nov	Tobago Carnival, Tobago
31-1 Nov	Foxy's Annual Cat Fight, Jost Van Dyke, BVI. www.westendyachtclubbvi.com

TBA

Carnival del Limón, Costa Rica. bodyandsoulinternational.com/activities/3623-limon-carnival-2026

Carriacou Corn Festival, Grenada. puregrenada.com/product/carriacou-corn-festival

Parang Festival, Trinidad

Tobago International Cycling Classic, Tobago

BVI Virgin's Cup and Willy T Race. www.westendyachtclubbvi.com

See the entire calendar of events at caribbeancompass.com/caribbean-events-calendar



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Smooth Sailing with Pets

Story and photos by Kathleen Gallagher



Bella Toto, a Welsh corgi

It is all smooth sailing in the Caribbean — until it isn't. When a pet is cruising with you, plans can unravel remarkably fast.

The yacht was provisioned, the route plotted, and the owners were ready to leave Miami for a long-awaited Caribbean season. Their dog, Quincy, lay beneath the salon table as though he, too, understood that paradise was only days away.

The owners contacted The Caribbean Pet just before departure — and learned that Quincy could not legally enter the first island on their itinerary.

His microchip had been implanted after his rabies vaccination. Under the island's import protocol, the vaccination therefore could not be used. It would have to be repeated after microchipping, followed by the applicable waiting period and rabies antibody testing. The yacht was ready to sail. The dog was not.

This was not an isolated case.

Another cruising family planned to call at the Cayman Islands with their mixed-breed dog, George. His passport described him as a "bulldog mix." When asked to be more specific, the owners supplied "Continental Bulldog," believing the additional detail would help.

Instead, the Cayman Islands Department of Agriculture determined that George fell within its prohibited breed interpretation. Shore leave was denied. No last-minute certificate, explanation, or change of paperwork could make him eligible to enter. With visitors already waiting on the island, the cruising family's carefully arranged plans were suddenly thrown into disarray.

This past season, another cruiser bound for the British Virgin Islands discovered that one dog's FAVN rabies antibody test no longer met the destination's validity requirements. The result was heartbreaking and expensive: The dog had to be flown back to the United States while the yacht continued south.

These stories share one truth every pet-owning cruiser must understand: Caribbean islands do not operate under a single pet-entry system.

Breed restrictions, microchip sequencing, vaccination dates, FAVN validity, import-permit processing, parasite treatments, health-certificate windows, arrival notifications, and veterinary-clearance procedures differ from island to island. Many destinations grant no exemptions because their regulations are designed to protect animal health and prevent the introduction of disease.

But when preparation begins early, the story reads entirely differently.

Six months before departure, a family with a golden retriever named Pirate contacts The Caribbean Pet about a winter itinerary through St. Lucia, Grenada, Antigua, and St. Vincent and the Grenadines. Breed restrictions are reviewed before the route is finalized. Pirate's microchip is verified first, his rabies vaccination is correctly sequenced after it, and his FAVN test is completed early enough to satisfy the applicable requirements.

Every document is checked against the validity period for each island on the route — not only the first destination. Import permits are secured with time to spare, and veterinary appointments are scheduled so that health certificates are issued within each island's precise time frame. Additional treatments and tests are done accordingly.

When Pirate's family enters its first port, there is no drama at the dock. The yellow flag is raised, the family waits calmly aboard, and the chief veterinary officer reviews a complete, organized packet: import permit, laboratory results, vaccination record, and health certificate. The microchip is scanned, the documents are approved, and clearance is granted.



The author with Dinah, aboard Sol y Luna

Paws touch the dock. A tail begins to wag. Paws in Paradise begins exactly as imagined.

The rules are layered and unforgiving, but they are navigable when preparation begins before the lines are cast off. Smooth sailing with a pet is not a hope. It is a plan.

With more than 15 years of professional pet travel experience and firsthand knowledge of the Caribbean, Kathleen and The Caribbean Pet have made it their mission to get paws to paradise. thecaribbeanpet.com

Book Excerpt: *Soggy Dollar Daze: Our Decade of Owning a Famous Piece of Paradise*: Part 2

by Bruce Donath, photographs by the author

Editor's note: *In 1995, a married couple decided to chuck it all and buy a legendary but challenging slice of paradise: a bar in Jost van Dyke in the British Virgin Islands. This is their story.*



Soggy Dollar crew: Bruce, Trixie, Debby

We were finishing our 18th day as owner/managers of the Soggy Dollar Bar. We had just endured a tropical storm and two hurricanes.

We were lucky. The storms had left us with a lot of mess but minor damage. We could not avoid a bit of smugness knowing that we had passed these tests. But, almost on cue, the fates brought us something unexpected — a late-night visitor.

About ten o'clock that night, we were woken by our neighbor, Claude, who had a small house about 300 yards away.

"Bruce, we have a problem," he said. "Some fisherman washed ashore on our beach. He needs dry clothes and a place to sleep, and we thought he could stay in one of your cottages since there are no guests."

It sounded like the beginning of a mystery novel — The Body on the Beach. Amazingly, this fellow had survived 24 hours in the water.



Our fully stocked bar in 2001 — sketch created by Canva from a photograph by Bruce.

We got the fisherman set up in Cottage No. 2, and tried to contact St. Thomas by VHF radio to report that he had been found. All that accomplished was that the resident immigration officer on Jost van Dyke contacted us to say that the man should be checked out because it appeared that he had come into the BVI from the U.S., across the international border. He would be coming over from Great Harbour to interview the "casualty."



We put up our refugee from the deep in a cottage like this one.

About two in the morning, the officer showed up with a small entourage of one policeman and two bleary-eyed residents to investigate this refugee. Sitting in the cottage by the light of a lantern, they grilled him. Apparently, his fishing boat had failed to outrun the storm and had sunk. He had been floating for nearly 24 hours with his personal flotation device. He bumped into one of the private mooring balls in White Bay and held on for his life. After a long while, he saw a dim light and doggie-paddled to shore.

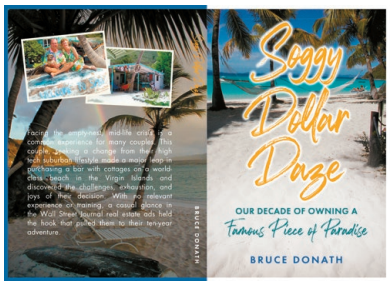
The guy gave his name and the name of the boat he was on. He said he was a U.S. citizen but had no identification. We gave him some of my clothes. "Don't let him leave the island until we can check him out," said the officer after directing a pointless series of questions at the man, who was exhausted and disoriented from his ordeal.

Thanks to VHF chatter, word got to the U.S. Coast Guard that a citizen was in need of rescue, and someone decided he should be taken to a hospital. So the next morning, a Coast Guard rescue copter from St. Thomas came to pick him up. Without enough beach space to land on, the helicopter hovered over the shallow waters and lowered a crewman and a rescue basket. The crewman came ashore and told the victim that he would be taken to a hospital. "Whatever you do," the guy begged, "don't make me go back into the water. It's too scary for me now."

Unfortunately, he had no choice. The only way to complete the pickup was to pull the victim into the water and then into the dangling basket to be hauled up into the copter. With that, we waved goodbye. Arriving on the scene just as the copter flew away, the local immigration officer dashed over and told us that the victim had not been properly documented. Alas, he was too late. Fortunately, we were not blamed, as shore landowners are not responsible for patrolling their beachfront.

The immigration officer said, "You know, we have had three storms in about twelve days, and many are saying that this all started when you arrived." He had a point. To pull his leg, Debby found an old "For Sale" sign and posted it on the palm tree in front of the bar.

Since our propane refrigeration had started without a hitch, Debby and I toasted Hurricane Marilyn's demise with a cold beer, and bought beers all around for the investigating entourage.



You can buy Soggy Dollar Daze from Amazon at www.amazon.com/Soggy-Dollar-Daze-Decade-Paradise/dp/B0H8X5FZLH

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LISA LARSEN FROM PIXABAY

Creative Waves: Art and Imagination in the BVI

Story and photos by Claudia Colli

When I stepped through the door at Creative Waves, I entered a world brimming with color and vitality. A self-described "arts hub," Creative Waves is located within a single large room at Road Reef Plaza in Tortola, in the British Virgin Islands. Bright and busy, the room contains works brought to life in a variety of media from driftwood and shells to acrylic and paper-mâché. With its eclectic feel and lively exhibits, the room was a tribute to art in the BVI.



Students busily at work in a driftwood sculpture class

Brightly patterned bowls were lined up on tall shelves and shell art hung on the far wall in neat frames and plexiglass boxes. In the center of the room, a large table was ringed by a group of women. Fashioning sculptures from driftwood, sea fans and other natural treasures, they were happily channeling their inner creativity.

Bold and colorful paintings by Vincent "Bing" Malone were hung on two of its walls when I visited. In one, clouds zoomed across a landscape of old-time sloops floating in the harbour; red-roofed houses dotted the foreground. The hurricane-battered Zion Hill church came to life once again, and the boulders at the Virgin Gorda Coppermine were set against a background of vivid colors.

Fostering art in the BVI was a primary motivation for Sophie Stanton, the non-profit's innovative founder and director.

"I have been immersed in the arts since I was born," she explained. "My grandfather was a wonderful artist and my mother was an art dealer with a stall in Portobello Market where I spent weekends as a child. I then went on to work in the art world for over 20 years, surrounding myself in art and with artists as much as I could. I enjoy painting and making things, anything creative, anything out of the ordinary."



A children's workshop

Sophie also runs an international art consultancy firm, Sophie Macpherson Ltd., and since her arrival in the BVI, she has utilized her background in art to make it more accessible to islanders. Creativity, she believes, is an important component for all learning. She has two children in the Cedar School and is on the Cedar School board, which has a well-established art program. She would like to see art taught in all island schools, she told me.



An adults' workshop

To fill this gap, Creative Waves offers a variety of after school art classes. There's Mini Makers for the preschool set and a Creative Crew Art Project Lab for primary school kids. The Studio Sessions Arts Club is for high school students. A playgroup on Saturdays brings together the island's tiniest budding artists and their parents.

And then there are the grownups. Often people don't realize that they harbor artistic talent. But whether they work in tourism or finance, Creative Waves is happy to provide an outlet for their inner artist.

Adult classes include the Driftwood art class taught by Laura del Beato, a watercolor class led by Christine Taylor, and a mosaic art class taught by Clare Cottreau. As a lover of small decorative boxes, I thought the decoupage keepsake box class could easily be for me. For a more sociable approach to art, there is a Sip and Paint evening led by Desiree Smith.

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Managing an organization as far-reaching as Creative Waves requires wearing several hats: artist, creative director and fundraiser among others. Sophie noted that 75 percent of the revenue accrued from art sales goes to the artist, rather than the typical 50 percent cut at many galleries. There are fees for art classes, but much of the revenue for the nonprofit comes from fundraising.



A bold mural is part of a Creative Waves public art initiative.

Creative Waves' first community exhibit came in early 2024 when, in conjunction with Cedar School, Stanton helped organize a large-scale display of local art. Mounted on three floors of the atrium at the H. Lavity Stoutt Community College, the exhibit showcased the works of a broad swath of BVI painters, sculptors and photographers. I attended the exhibit and was impressed by the range of art created by so many talented people, from the young to the old. Judging by the buzz of excitement, my feelings were shared by everyone in the room.

Another Creative Waves initiative is public art. To bring art out of the studio and into the community, a series of murals are being painted around the islands at ferry terminals and other public spaces.

There are also classes and programs aimed at helping the community. For instance, Introduction to Art Therapy is an innovative class aimed at educators and health care professionals, as well as anyone interested in using art therapy to help patients.

The Bing Malone art exhibit was just one of a series of monthly exhibits. For the current schedule consult the website (www.creativewavesbvi.com).

This article was originally published by The BVI Insider, which offers in depth insights into The British Virgin Islands, considered by many the sailing capital of the Caribbean. To learn more about the BVI, its people, culture, activities and places to visit go to: thebviinsider.com.

Claudia Colli is the publisher of The BVI Insider. For three decades, she served as the publisher and editor of The Welcome Guide to the British Virgin Islands*, where she lives. In addition to those roles and freelance commissions, she is the author of two guidebooks to the BVI:* Introducing the BVI *and* British Virgin Islands: Sheltered Isles of Sea and Sun*, published by Macmillan.*

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The Caribbean's Next Great Economic Opportunity

By Chevanev Charles, Esq.



The author: attorney with an international maritime specialty, and athlete.

Imagine you are anchored 100 nautical miles off the coast of a Caribbean island. No storms on the horizon, the sun is almost in twilight, and your fishing line makes a clear sound as it disappears in the blue water. Beneath your boat lies an unseen and surprisingly complex frontier. There are no fences, no buoys, no signs — but there are invisible legal boundaries that determine who owns the fish below you, the minerals beneath the seabed, and perhaps even billions of dollars' worth of oil and natural gas.

What if those unseen waters hold the Caribbean's next great economic opportunity?

The Caribbean may be entering a new era of maritime diplomacy. In October 2025, Grenada proposed to establish a trilateral commission with St. Vincent and the Grenadines (SVG) and Venezuela to delimit their shared maritime boundaries. This signals an opportunity to bring certainty to one of the region's last undefined maritime frontiers and potentially unlock significant economic opportunities.

The proposal follows Grenada's successful maritime delimitation with Trinidad and Tobago between 2010 and 2012. Prime Minister Dickon Mitchell invited both then President Nicolás Maduro and then Prime Minister Dr. Ralph Gonsalves to formalize the process. With new leadership now in both SVG with Prime Minister Hon. Dr. Godwin Friday and Venezuela's acting President Delcy Rodríguez, the proposal deserves renewed attention.

For SVG, a successful delimitation process would provide an opportunity to establish an offshore licensing grid, acquire modern geophysical data, and, where commercially justified, invite competitive bids for petroleum exploration licenses. Such a framework could attract investment in the millions, strengthen marine resource governance, and position the country to benefit should commercially viable hydrocarbon resources be discovered.

Caribbean maritime boundaries have been negotiated bilaterally. A trilateral approach offers several advantages:

1. **Efficiency:** *A single process can resolve multiple overlapping claims while reducing duplication.*
2. **Transparency:** *An independent chair enhances confidence in the negotiations.*
3. **Regional Cooperation:** *It demonstrates that Caribbean states can peacefully resolve maritime issues under the UNCLOS Treaty.*

The proposed commission would consist of three representatives from each country and an independent chair from a neutral state, providing a structured and impartial forum for negotiations. Under the United Nations Convention on the Law of the Sea (UNCLOS), coastal states are entitled to maritime zones extending up to 200 nautical miles, including an Exclusive Economic Zone (EEZ), where they enjoy sovereign rights to explore and exploit marine resources such as fisheries, minerals, oil and natural gas.

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Although SVG declared its archipelagic status under the Maritime Areas Act and has concluded maritime boundary agreements with Barbados (2015) and St. Lucia (2017), important boundaries with Grenada, Venezuela and Trinidad and Tobago remain unresolved.

This uncertainty limits SVG's ability to confidently offer offshore exploration blocks, attract long-term investment, and fully develop marine industries.

Section 17 of the Maritime Areas Act provides that, until a formal delimitation agreement is reached, SVG's offshore areas extend to the equidistance line between its archipelagic baselines and those of neighbouring states. While this provides a temporary legal framework, differing interpretations of the equidistance principle can become contentious where valuable marine resources are involved.

Traditionally, Caribbean maritime boundaries have been negotiated bilaterally. A trilateral approach offers several advantages:

1. Efficiency: A single process can resolve multiple overlapping claims while reducing duplication.
2. Transparency: An independent chair enhances confidence in the negotiations.
3. Regional Cooperation: It demonstrates that Caribbean states can peacefully resolve maritime issues under the UNCLOS Treaty.

The importance of clearly defined maritime boundaries is illustrated by the dispute between Ghana and Côte d'Ivoire. Their disagreement over offshore oil and gas resources ultimately required adjudication before the International Tribunal for the Law of the Sea, which established an equitable maritime boundary in 2017. While the circumstances differ, the case demonstrates how unresolved maritime boundaries can delay investment and increase regional tensions.

To capitalize on Grenada's initiative, SVG should:

1. Appoint a multidisciplinary maritime delegation with expertise in international law, marine science and diplomacy.
2. Update hydrographic and legal studies to accurately assess baseline coordinates, overlapping claims and resource potential.
3. Coordinate national stakeholders, including the Ministries responsible for Foreign Affairs, Legal Affairs, Fisheries and Maritime Administration/Affairs.
4. Seek technical support from Commonwealth Secretariat, Oceans and Natural Resources (ONR), UN Division for Ocean Affairs and the Law of the Sea (DOALOS), UK Hydrographic office, CARICOM and the OECS, all of which possess valuable experience in maritime boundary negotiations.
5. Review the Maritime Areas Act to ensure it reflects current international maritime law and accommodates modern approaches to offshore resource management.

Maritime boundaries are more than lines on a map. They define the extent of a nation's sovereign rights, provide certainty for investors, strengthen environmental stewardship, and reduce the risk of future disputes.

Grenada's invitation presents SVG with an opportunity to resolve longstanding maritime questions through cooperation rather than legal conflict. It is an opportunity that deserves careful consideration not simply because of what may lie beneath the seabed, but because legal certainty at sea strengthens national sovereignty and creates the foundation for future economic development.

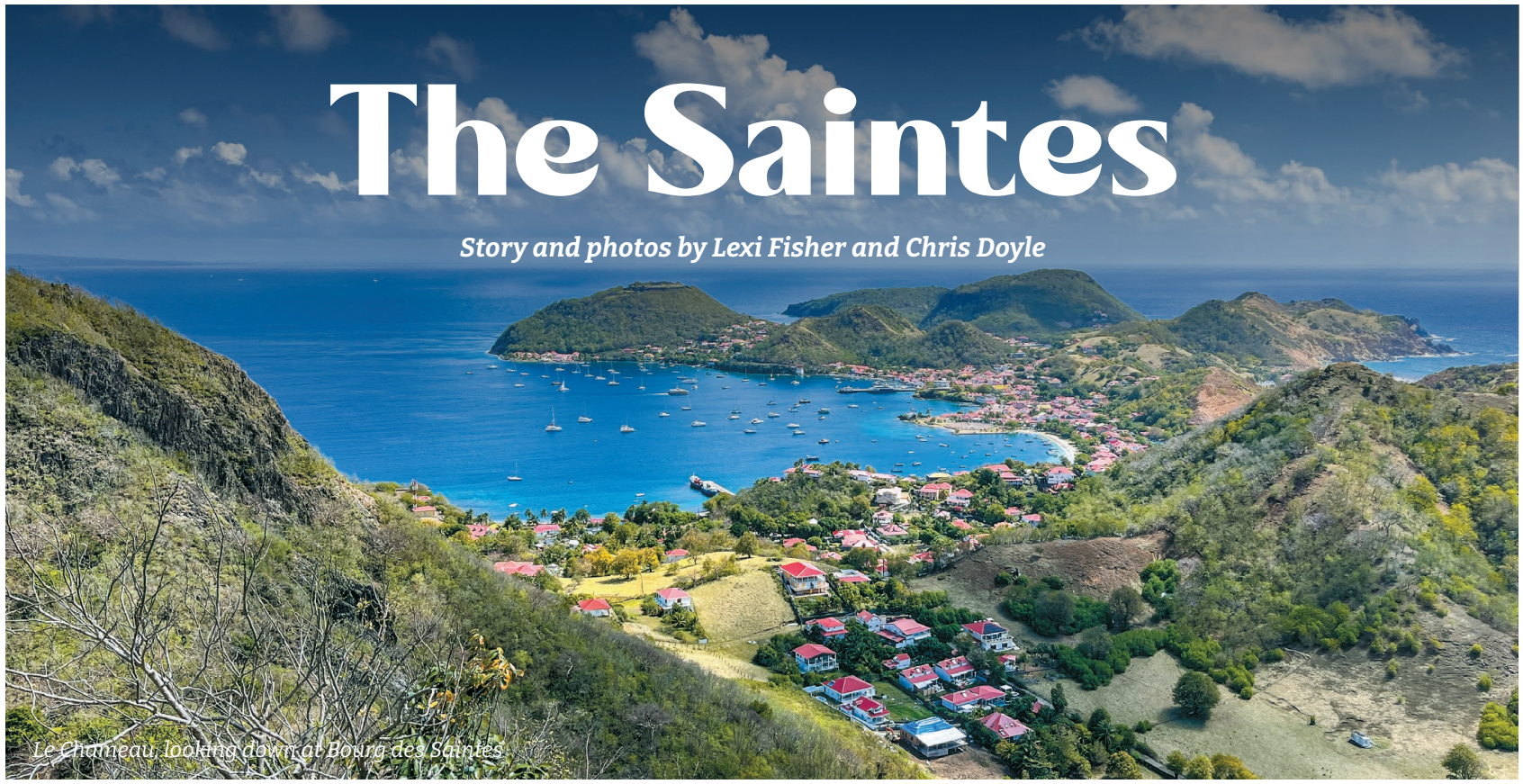
Chevanev Charles, Esq. is a UK-trained Vincentian lawyer with a master's degree in international maritime law. He's qualified to practice law in St. Vincent and the Grenadines, St. Lucia, Grenada and New York. Reach him at ccharles@templestoke.com.





The Saintes

Story and photos by Lexi Fisher and Chris Doyle



Le Chameau, looking down at Bourg des Saintes

The Saintes are some of our favorite islands in the Eastern Caribbean. They have a distinct identity shaped by centuries of island life: fishing traditions, French language and culture, and Caribbean rhythms that are entirely their own. They are small, dry, and steep, with red and brown cliffs. Mountains include Le Chameau, the highest peak at over 1,000 feet, and white beaches abound. There are excellent French Creole restaurants, adventurous hiking, picturesque landscapes, and calm anchorages. After a hard day's sail, they are bound to be love at first sight.

The only town, Bourg des Saintes, is on the largest island, Terre-de-Haut. The Saintes have been French since shortly after their colonization and have long supported a small community that once relied almost entirely on fishing. The islands were never major agricultural producers, so the plantation economy that shaped much of the Caribbean took a different form here. There is a strong link to the north of France, especially Brittany, and some years ago, you could see beautiful Breton-style



Dinghy dock at Bourg des Saintes



Ashore in Bourg des Saintes

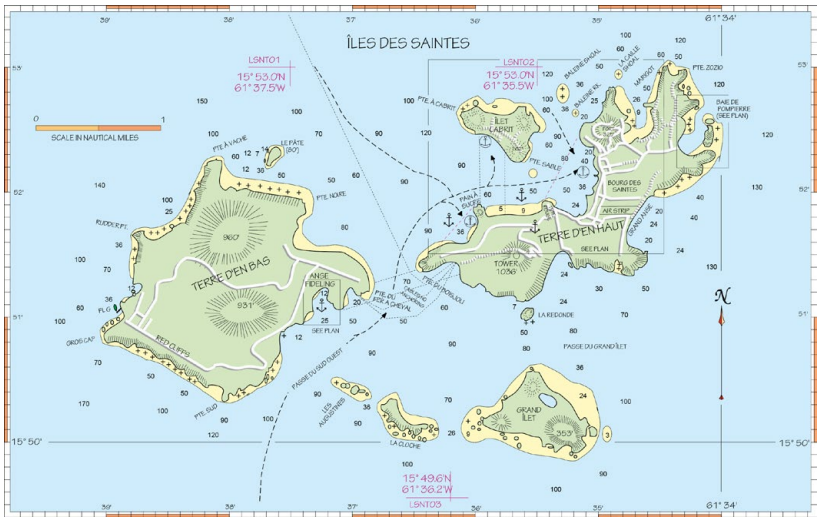
fishing boats all along the waterfront. These islands have always been a predominantly Franco-Caribbean community, shaped by fishing and, increasingly, by tourism.

Bourg des Saintes is an adorable seaside town, sparkling clean and picturesque, with red roofs and a handful of those older Caribbean buildings that are all balconies and gingerbread. Flowers grow in abundance around the houses, and no one is in a hurry. Local boats are anchored all along the waterfront.

The local economy runs on tourism, so restaurants, accommodation, bike rentals, and shops line the waterfront and the streets behind it. Many ferries arrive each day from Pointe à Pitre, Guadeloupe, bringing an influx of day-trippers. The pace changes noticeably when the ferries are in, with a rush hour when they arrive at 0900 and another when they leave at 1700. If you prefer a quieter anchorage, Îlet à Cabrit or Terre-de-Bas are good alternatives.

—Continued on the next page

—Continued from the previous page



Doyle Guide chart of the Saintes

Navigation Between Guadeloupe and the Saintes

The Saintes are about five miles from Guadeloupe at their nearest point. Sailing between Basse-Terre and the Saintes is a pleasant short passage, even if sometimes hard on the wind when heading south.

Sailing from the Saintes to Pointe à Pitre is usually a windward passage, especially before Pointe Capesterre. The trip from Pointe à Pitre to the Saintes is usually very pleasant.

The only complications between the Saintes and Pointe à Pitre are the various shoals from Sainte Marie toward the deepwater channel. The current can take you rapidly to the west, so it is easy to get taken down onto these shoals without realizing it. It is best to head well out and approach Gosier rather than trying to cut the corner. The following procedure should keep you clear both ways: When close to Sainte Marie, keep a gap between the Saintes and Pointe Capesterre. Farther toward



Anchorage at Pain de Sucre, on the southwestern side of Terre-de-Haut

Pointe à Pitre, let Terre-de-Bas go behind the headland, but keep a gap between Terre-de-Haut and Pointe Capesterre. The deepwater channel in and out of Pointe à Pitre is well marked, but there is plenty of water to shortcut over the bank to its east, except for one shoal called Muchoir Carré that is only nine feet deep and breaks in heavy swells. This shoal lies just east of the last beacon of the shipping channel. The beacon southeast of that one is black and yellow and east of the channel line. If you pass to the southeast of this beacon, you will stay in about 23 feet of water. If you decide to follow the main shipping beacons at night or in a rain squall, take care not to follow the fishing boat channel right up into Petit Bourg, as it starts soon after the main shipping channel ends.

As you arrive at Îlet à Cochon, pass between the red and green beacons, leaving red right returning.

Chris Doyle visited the Saintes in two articles, "The Saintes and Their Moorings" and "Sailors' Hikes," the May 2013 issue of Compass *(www.caribbeancompass.com/online/may13compass_online.pdf)*



Tarpon at the fishing harbor

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The Saintes
Entry and Exit Procedures

Advance Paperwork

Customs and Immigration clearance in the French Antilles can be completed online. **The Noonsite French Antilles Clearance Guide** www.noonsite.com/report/french-antilles-clearance-for-yachts explains the process. For visitors from many countries, a visa is not required.l

Entry Process

Yachts that complete online clearance are free to explore Guadeloupe, with no further steps required. For yachts unable to complete formalities online, in person clearance remains available at approved clearance computers.

Ports of Entry

The approved clearance computers for Le Saintes are in ISM Les Saintes Multiservices, Terre de Haut. Full details on **Guadeloupe Ports of Entry** www.noonsite.com/place/guadeloupe/#mainports, can be found via the blue "Explore Country" button and select "Main Ports" or Noonsite members can access the **Noonsite: Ports of Entry Map** www.noonsite.com/noonsite-map/?country=guadeloupe.

Exit Process

The same options as entry apply. Yachts requiring a departure stamp should plan to visit an office with approved clearance computers for endorsement. All Departments of France (St. Martin, St. Barts, Guadeloupe, and Martinique) require yachts to clear out of one, before sailing to another.

Rates

There are no Customs and Immigration fees. There is a small admin fee (around 5 Euros) for use of approved clearance computers.

noonsite.com

*Check **Noonsite: Guadeloupe** www.noonsite.com/place/guadeloupe for more detailed information and updates. This information is provided by **Noonsite.com**, specialists in worldwide formalities for yachts, and was accurate at press time.*

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