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JUNE 2025 NO. 348
The Caribbean's Look at Sea & Shore

TRANSATLANTIC VIA SILENT POWER

— SEE PAGE 18



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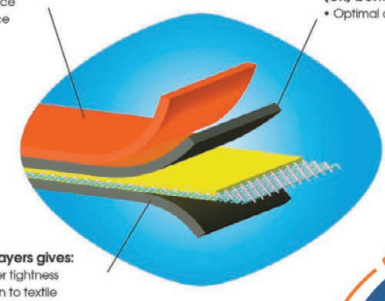
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Beach traps used by locals in Sarteneja village in Corozal District, Belize, help fishermen manage traditional breeding grounds in a sustainable manner. For the story turn to Eco Focus on page 8.

COURTESY BELIZE FUND

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On the Cover *Aboard* Vagari*, a Pearson 424 retrofitted with electric propulsion, an asymmetric spinnaker helped carry the crew across the Atlantic Ocean in light winds. Balancing delicate sails required attention, but the reward was steady progress with minimal energy use, showcasing the harmony of wind and modern electric systems. See the story on page 18.*

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Caribbean Compass

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Channel 16

Sunset Sail Raises $4,100 for St. Maarten Animal Welfare

The World Stray Animal Day Sunset Sail in early April 2025 raised $4,100 for four St. Maarten animal welfare foundations: Animal Defenders, SXM Paws, Island Cat Rescue and the St. Maarten Animal Welfare Foundation.

Supporters were treated to a pre-sail mixer held at Aqua Mania Adventures at the Simpson Bay Resort, a sunset cruise, and the opportunity to meet some adorable kittens who were up for adoption.



COURTESY AQUA MANIA ADVENTURES

A catamaran for cat lovers, and a sunset sail

Participating Animal Welfare Organizations: Animal Welfare Foundation, sxmanimalwelfare@yahoo.com; SXM Paws, sxmpaws@gmail.com; Animal Defenders, almewi10@gmail.com; Island Cat Rescue, islandcatrescue@gmail.com

Mayo Clinic Opens Office in Trinidad and Tobago

Mayo Clinic has opened a patient information office in Trinidad and Tobago to assist patients and their families, referring physicians, health insurers and others interested in engaging with Mayo. The office is Mayo Clinic's second in the Caribbean; the first, opened in 2021, is in Santo Domingo, Dominican Republic.

The office staff will help patients make appointments at Mayo Clinics in the USA and London. They will assist with travel, lodging, billing, and insurance arrangements; provide general orientation to Mayo Clinic; facilitate Mayo review of medical records; and coordinate future appointments. Interpreters are available at no cost to assist with communication between healthcare providers and patients whose primary language is not English. The office does not provide medical care. *For details contact the office at trinidadtobagooff@mayo.edu*

British Virgin Islands Wins Another Media Award

Modern Luxury has named the British Virgin Islands as the Hottest Destination of 2025. Oil Nut Bay's Quintessa Villa was named the best private villa in the Caribbean. The media platform's awards celebrate travel excellence, honoring exceptional destinations, properties, experiences and tastemakers in luxury hospitality.

The British Virgin Islands was also included in the *New York Times* "52 Places to Go in 2025" list, *Travel + Leisure*'s 2024 World's Best Awards, and *Condé Nast Traveler*'s readers' list of top islands in the Caribbean and the Atlantic.

Marine Industry Training Offered in St. Croix

Future Job Skills of Tomorrow Inc. (FJSOT) has launched a pre-apprenticeship on-the-job training (OJT) initiative aimed at preparing young men and women for careers in the marine industry. The "Marine Service Technology" Training Program is in collaboration with the St. Croix Marine Center facility and based upon a curriculum developed by the American Boat & Yacht Council (ABYC). The pre-apprenticeship training program includes the knowledge of environmental sustainability, boating and workplace safety, boating and OSHA regulatory requirements, safety procedures, CPR, first aid and fire safety. Trainees will learn about the marine industry, boat maintenance, and the many marine systems onboard today's complex vessels. The next session of the federally funded program, which received its first group of trainees in March 2025, is July 2025.

For details write to info@futurejobsskillsoftomorrow.org



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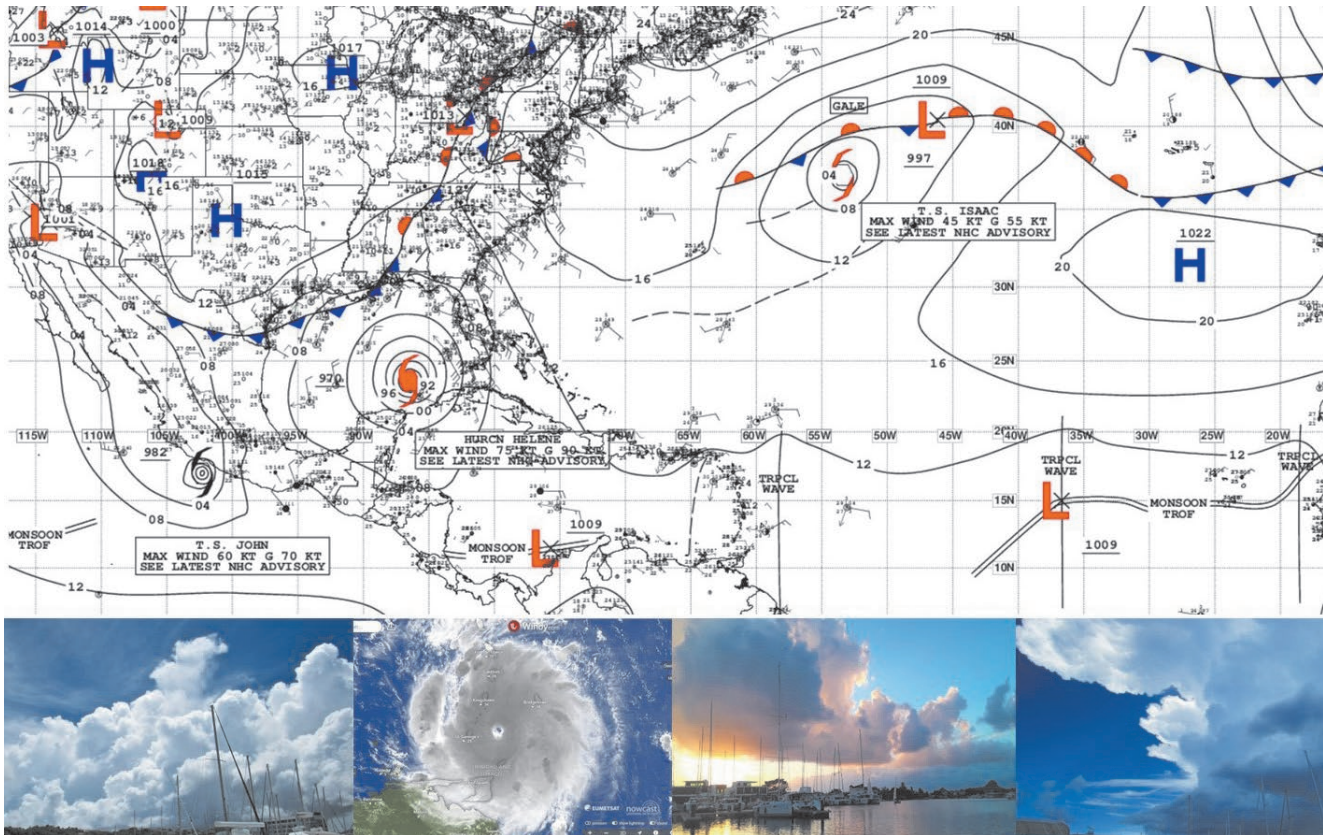
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CHANNEL 16: CARIBBEAN WEATHER NETS SUMMER 2025



By Bill Woodroffe

Sailors rely on good weather information every day. With today's communication technology there are multiple ways to gather this information. One of more traditional and reliable ways worldwide is via High Frequency (HF) Single Side Band radio (SSB). The list provided here supplies weather stations and frequencies.

TIMES: Atlantic Standard Time (AST) = -4 hours from UTC. Eastern Daylight Time (EDT) = -4 hours from UTC. Central daylight Time (CDT) = -5 hours from UTC. AST does not change to Daylight Time. ADT covers Eastern Caribbean; EDT covers US East Coast, Bahamas, Columbia, Panama; CDT covers west of Florida, Western Caribbean.

EMERGENCIES: In case of maritime emergency, there is a 24/7 Maritime Mobile Net (Emergency, Weather and Cruiser Assistance) at 14300 kHz Upper Sideband (USB)/HAM. Anyone, licensed or not, may legally operate on any radio frequency (HAM or Marine) in the event of life threatening or distress situations.

UTC/AST	STATION and DESCRIPTION	FREQ	MODE
0515/0115	NOAA High Seas Forecast	**NOTE 1**	USB
1000/0600	Daily Caribbean Weather	6215	USB
1030/0630	Trinidad Emergency Net HAM	3855	LSB
1030/0630	Caribbean Emergency & Weather HAM	3815/7162	LSB
1100/0700	MWXC (C. Parker) East Carib	4045, 8137	USB
1115/0715	NOAA High Seas Forecast	**NOTE 1**	USB
1130/0730	MWXC (C. Parker) Bahamas	4045, 8137	USB
1120/0730	Carolyn Wardle, Bahamas Weather HAM	3696	LSB
1200/0800	Coconut Telegraph	4048, 8170	USB
1215/0815	KPK Cruising Safety (SSCA)	8104	USB
1230/0830	MWXC US EC, Western Atlantic	8137, 12350	USB
1245/0845	Waterway Cruising Club HAM	7268	LSB
1330/0930	MWXC (Parker) Western Caribbean	8137, 12350	USB
1330/0930	Panama Connection Net	8107, 8167	USB
1330/0930	Cruzheimers Net	8152	USB
1400/1000	Northwest Caribbean Net	6209	USB
1715/1315	NOAA High Seas Forecast	**NOTE 1**	USB
2100/1700	Doo-Dah Net, Bahamas, US EC	8152	USB
2130/1730	Transatlantic Cruisers (SSCA) **NOTE 2**	12350	USB
2200/1800	MWXC (Chris) All areas **NOTE 3**	8137, 12350	USB
2315/1915	NOAA High Seas Forecast	**NOTE 1**	USB
2235/1835	Caribbean Emergency & Weather HAM	3815, 7162	LSB

Chris Parker of Marine Weather Center (MWXC) in Florida always listens for emergency traffic at the very beginning of his weather net on 4045, 8137 and 12350 kHz USB.

Stations listed as HAM can be listened to but a HAM license is needed to broadcast to (except in emergencies).

SPECIAL STORM NETS: When there are active tropical systems in the Atlantic, Marine Weather Center (MWXC) runs a net at 2300 UTC /1900 AST on 8.137 kHz USB.

Also, tropical storm or hurricane activity information can be found continuously on the Hurricane Watch Net on 14325 kHz USB Ham and 3950 kHz LSB Ham.

NOTE 1: NOAA Radio Frequencies (in kHz): NMN, Chesapeake, 4426, 6501, 8764, 13089, 17314; NMG, New Orleans, 4316, 8502, 12788. https://www.weather.gov/marine/uscg_broadcasts

NOTE 2: The Trans-Atlanta Cruisers Net is only live during migration periods when boats are coming or going between Europe and North America. That net is always on 12.350 kHz at 1230 hrs UTC. KPK as net controller will be assisted by stations WCY, KNC and KJM

NOTE 3: Please hail Marine Weather Center 15 minutes before the net so that Parker knows where to aim his antenna to reach you. This net is geared primarily to offshore Atlantic and Pacific passage makers. For schedule updates see https://www.mwxc.com

Selected Cruisers VHF Nets (local time): By convention, cruisers use VHF 68 as a hailing channel, except in the French Islands of St. Martin, Guadeloupe, Martinique (use VHF 8). After contact, move to a working channel for your traffic. VHF 16 is always an emergency channel and can be used to hail the Coast Guard and commercial traffic. Always be mindful of others on the channel which may have priority.

Local VHF nets are run mostly by volunteers and are subject to the availability of volunteers and may or may not operate as indicated below.

Nassau, Bahamas, 0715 VHF 14
Luperón, 0900 VHF 72
St. Martin/Maarten 0730 VHF 10 Monday-Saturday
English Harbour, Antigua 0900 VHF 06 Daily
English/Falmouth Harbour, Antigua (Salty Dawg Net, Daily November-December) 0830, VHF 72
Jolly Harbour, Antigua: Monday-Sat 0800 VHF 74
Le Marin/St. Anne, Martinique 0830 VHF 08 Monday, Wednesday and Friday
Rodney Bay, St Lucia 0830 VHF 68 Monday-Saturday
Bequia, St. V & Grenadines: 0800 VHF 68 Monday-Saturday
Grenada 0730 VHF 66 (International) Monday-Saturday
Note: If the 66 repeater is unavailable, listen on the alternate Ch. 69 for this net.
Chaguaramas, Trinidad 0800 VHF 68 Daily
Curaçao 0745 VHF 72 Monday-Saturday

A more complete schedule of cruising nets is available at:
www.docksideradio.com/east_coast.htm
www.qsl.net/j69ds/ham-info-projects/caribbean-nets.html

Bill Woodroffe holds a BS degree in meteorology from the State University New York Maritime College, sailed as a deck officer in the US Merchant Marine, and now sails with his wife aboard their 47-foot ketch S/V Kalunamoo *throughout the islands of the Eastern Caribbean. Reach him at whwsailboat@gmail.com.*

Guide to Geothermal Energy Development



COURTESY OECS

The Organisation of Eastern Caribbean States (OECS) Commission has announced the launch of "Power Below The Surface: Harnessing Geothermal Energy in the OECS," a publication that charts the path toward sustainable energy independence in the Eastern Caribbean.

This 48-page publication details the current status of geothermal projects across the region, from Dominica's advanced 10-megawatt plant development scheduled for completion in December 2025 to emerging projects in four other member states: Grenada, Saint Kitts and Nevis, Saint Lucia, and St. Vincent and the Grenadines.

"By harnessing the heat beneath our feet, we can transform both our energy landscape and economic trajectory, reducing our dependence on imported fossil fuels while providing stable, renewable power to our citizens," says Judith Ephraim, program director of the OECS Commission.

The booklet makes a compelling case for geothermal energy's particular viability in the OECS: The Eastern Caribbean's unique advantage lies in its volcanic geology, with eight out of eleven member states having volcanic origins suitable for geothermal development.

The economic benefits are especially significant for the region:

- Stabilized electricity prices through independence from volatile fossil fuel markets
- Reduced foreign exchange spending on imported fuels
- Potential for new industry development, including opportunities in agro-processing, food drying, spas, and fish production
- Job creation and local economic stimulation
- Possibilities for energy export to neighbouring islands by submarine cable

The environmental advantages of geothermal power are relevant:

- Near-zero carbon emissions compared to diesel power plants
- Minimal land use requirements compared to other energy sources
- High resilience to hurricanes and natural disasters
- Reliable, 'always-on', base-load power generation that complements other renewable sources

"Power Below the Surface" is available in print and digital formats, with the electronic version accessible at www.oecs.int/geobuild.

Watch a video about the booklet here: bit.ly/powerbelowthesurfacebookletvideo

Elkhorn Marine Conservancy Marks Four Years with Coral Display

The Elkhorn Marine Conservancy (EMC) celebrated its fourth year of existence with a pop-up research-grade coral display tank at the entrance of Marinaside Restaurant at the Antigua Yacht Club Marina.

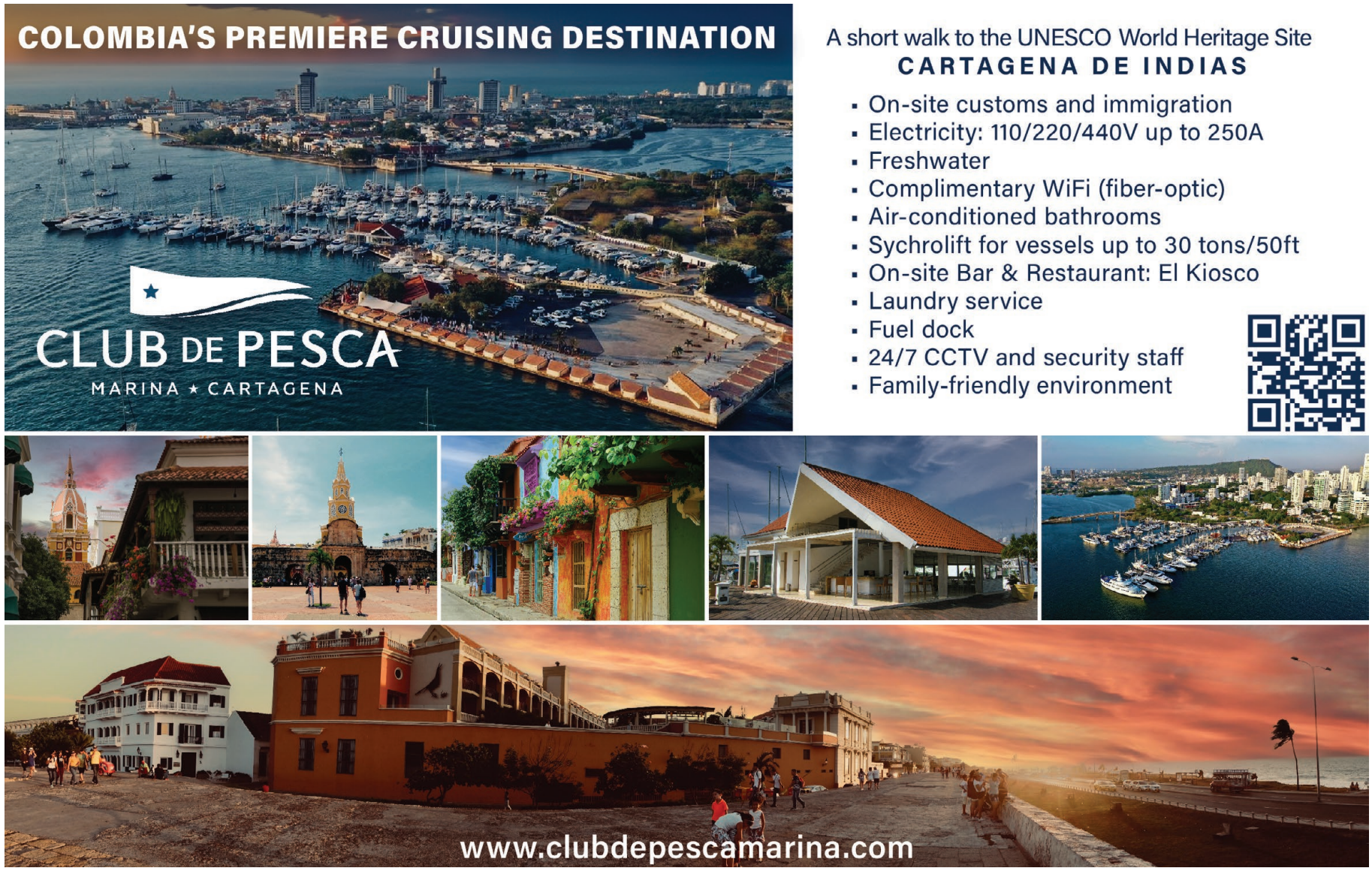
This tank allows the public to view several species of native stony corals firsthand. Once moved to a laboratory space, the system's robust operating, maintenance and filtration systems will allow the science team to conduct experiments needed to identify the most resilient corals and sexually propagate them to restock wild populations.

Aiding with the installation and design of this tank system was Indies Greens, a local aquaponics facility in Seaview Farm that has been a dedicated collaborator of EMC for several years.

The tank was a backdrop to "Making Waves," an EMC annual community event that welcomed new members for the 2025 season. The event was also an opportunity to christen the EMC team's first work boat, *Caicu*, which in the indigenous Taino language means "reef" or "small bridge between islands."

As EMC continues to grow, the organization remains committed to its founding mission of restoring Antigua's vital marine ecosystems. The combination of scientific research, community engagement, and educational outreach represents a holistic approach to conservation that addresses environmental needs and human connections to the ocean.

For information on Elkhorn Marine Conservancy, visit www.emcantigua.org.



The 2025 Atlantic Tropical Season Is Here

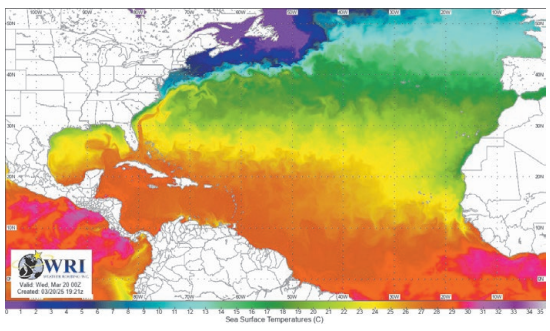
By Amanda Delaney

As we enter the Atlantic Hurricane Season, which officially commences June 1 and lasts through November 30, how will it compare to previous seasons? The 2024 Atlantic Hurricane Season was very active, with 18 named tropical cyclones and Hurricane Beryl becoming the earliest and strongest hurricane to develop in the Caribbean at the end of June last year.

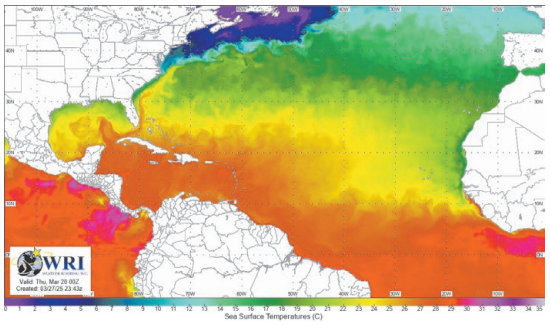
Meteorologists can determine how active a tropical cyclone season is by using the Accumulated Cyclone Energy (ACE) index. This is a summation of maximum sustained velocities when tropical cyclones are of tropical storm force or stronger. Climatologically (between 1991-2020), the ACE index averages near 121 at the end of the season, with anything over 160 registering as extremely active. The 2024 Atlantic tropical cyclone season ended at 161.

So how does this year look so far? Each year, Colorado State University issues a prediction for the upcoming tropical cyclone season in early April, which can be found here: https://tropical.colostate.edu/forecasting.html. The National Hurricane Center also issues a forecast in May. Several factors determine how active the hurricane season will be. One is the current status of El Niño/La Niña and how long this phase will last. Another is the sea surface temperatures in the Caribbean Sea, Gulf of Mexico and tropical Atlantic, and if they are above or below normal.

Although El Niño and La Niña are a reversal of sea surface temperatures in the Pacific Ocean, these phases can have impacts over the tropical Atlantic Ocean. During El Niño, the sea surface temperatures over the central and eastern tropical Pacific Ocean rise, while sea surface temperatures usually lower over the western tropical Pacific Ocean. Winds aloft usually weaken over the eastern Pacific Ocean but will strengthen over the tropical Atlantic Ocean. The strong winds aloft do not favor a buildup of thunderstorms over the tropical Atlantic Ocean and this can hinder tropical cyclone development. Therefore, El Niño can suppress tropical cyclone development over the Atlantic Ocean.



A sea surface temperature map of the Atlantic Ocean on March 20, 2024. Note the warmer temperatures over the Western Caribbean Sea.



A sea surface temperature map of the Atlantic Ocean on March 20, 2025. Note the cooler sea surface temperatures over the Eastern Atlantic Ocean compared to the 2024 map.

During La Niña, the opposite occurs. The sea surface temperatures rise in the western Pacific Ocean and lower over the central and eastern Pacific Ocean. La Niña has an opposite effect on the winds aloft as well: these winds will be stronger over the eastern Pacific Ocean and weaken over the Atlantic Ocean. During La Niña phases, the tropical cyclone season is generally more active as thunderstorms can strengthen without any hindrance and tropical cyclone development is more likely.

Currently we are in a La Niña phase. However, the Climate Prediction Center is forecasting La Niña to diminish through the Spring and transition into a neutral phase between July through September. A neutral phase is basically when sea surface temperatures over the tropical Pacific Ocean are near normal and do not indicate either El Niño or La Niña. So winds aloft over the tropical Atlantic Ocean may be weak initially during June but this may slowly increase to normal levels as we progress through summer if La Niña weakens.

Last year at this time, the sea surface temperatures over the Gulf of Mexico, Caribbean Sea and tropical Atlantic Ocean were abnormally warm by as much as 1-3°C above average (please refer to the first map below). Near mid-March, the Caribbean Sea and Gulf of Mexico are approximately 1-2°C above normal. The western tropical Atlantic Ocean is approximately 1 degree above normal. However, the eastern tropical Atlantic Ocean is 1-2°C below normal (as displayed in the second map below).

In Spring 2024, La Niña was in place, and the sea surface temperatures were abnormally warm across much of the tropical Atlantic Ocean. Therefore, it was no surprise that an active hurricane season was predicted and did occur. This year, though, with La Niña forecast to weaken to a neutral phase during the season and sea surface temperatures warmer than normal over the Caribbean Sea and Gulf of Mexico, tropical cyclone activity may have an early start towards these regions. However, if the neutral phase develops by mid to late summer and if the sea surface temperatures remain near normal over the eastern Atlantic Ocean, the Cape Verde (Eastern Atlantic) season of the tropics may have a slower start. Therefore, Weather Routing Inc. predicts a possibly more normal to slightly above normal tropical cyclone season in the Atlantic Ocean. Please refer to the table of our predicted numbers and the average statistics of tropical cyclones in the Atlantic.

	Average statistics (from 1990-2020) for the Atlantic Ocean	WRI Prediction
Number of Named Tropical Cyclones	14	13-16
Number of Hurricanes	7	4-6
Number of Major Hurricanes	3	2-3

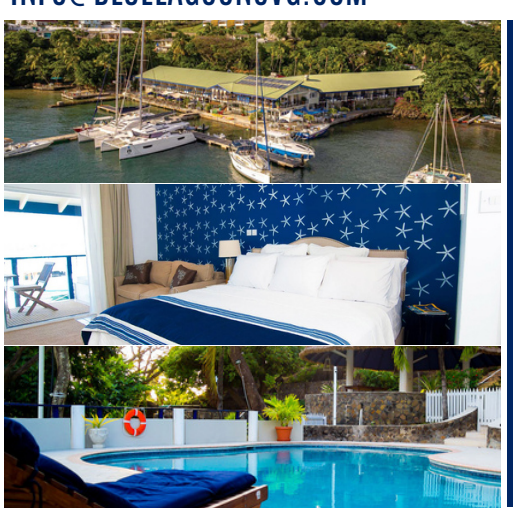
Please note that a major hurricane is a Category 3 or higher hurricane on the Saffir Simpson Scale. We'll see how the forecast trends continue to pan out later in the tropical cyclone season.

Caribbean Compass *contributor Amanda Delaney is a senior meteorologist with Weather Routing, Inc. (https://www.wriwx.com).*

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Community-Driven Conservation in Northern Belize

By Chalsey Gill Anthony

The steady swaying and creak of the boat, the salty sea air, the thrill of pulling in the catch — these were the sounds and smells of Joel Verde's childhood. Growing up in Sarteneja, a small village in Belize, fishing wasn't just a job, it was an inseparable part of his identity, passed down from his father and generations before him. Later becoming a fisherman himself, even though for a short while, he recognized a need to connect conservation with this traditional lifestyle. "We were taking more than the ocean could give back," he says. "Something had to change."



Sarteneja village in Corozal District, Belize

Today, as executive director of the Sarteneja Alliance for Conservation and Development (SACD), Verde channels his personal insights into action, leading a team of 24 incredible staff members. Together, they work to protect the Corozal Bay Wildlife Sanctuary and are guided by a simple truth: "Marine conservation is as much about people as it is about ecosystems. If we don't protect these resources now, there will be nothing left for future generations."

The Role of Sustainable Financing in Conservation

The Belize Fund provided BZ$350,000 for a 24-month project. This funding allows SACD to strengthen key conservation activities, including surveillance, education, and biodiversity monitoring. Rangers are equipped with essential tools to enforce regulations, while education initiatives foster community awareness and appreciation. "Without this support, sustaining these activities would be challenging," Verde notes.

Belize implemented a historic debt-for-nature swap for ocean conservation. Through this innovative financing initiative, the Belize Fund provides long-term funding to conserve and manage coastal and marine areas. This funding is also helping to achieve critical conservation goals like protecting 30 percent of Belize's marine and coastal areas by 2030, and fulfilling the commitments of the Belize Blue Bonds.

"Conservation efforts require reliable, ongoing financing," Verde says. "This stability is critical for managing marine and coastal ecosystems effectively."

Building Community Relationships

When SACD began co-managing Corozal Bay Wildlife Sanctuary in 2012, local fishermen were skeptical. They feared losing their traditional fishing grounds. "It took years to show we weren't here to take away their rights but to ensure their livelihoods are respected and sustained," Verde recalls.

—Continued on the next page





—Continued from previous page

Through persistent engagement, SACD built trust and relationships with the community. "Getting the buy-in from the community was a major milestone," Verde says. Today, fishermen actively participate in managing the sanctuary, understanding that sustainable practices benefit both their livelihoods and the ecosystem.



COURTESY SACD

SACD trains tour operators in sustainable practices.

Verde proudly highlights that their advisory committee, one of the most structured in Belize, provides a platform for collaboration between government representatives and local stakeholders such as fishermen, tourism operators, and conservation groups. "When communities are involved in decision-making processes regarding their resources, they become invested in their sustainability," he stresses.

Local Actions, Global Impact

SACD inspires the next generation of conservationists through youth programs like the Junior Mangrove Protectors. "These kids are the future stewards of our marine ecosystems," Verde says. Activities range from hands-on fieldwork to lessons about mangroves and coral reefs, instilling a lifelong appreciation for nature.

Additionally, SACD's Pesca Tours, led by local fishermen, showcase the value of sustainable fisheries while generating income. Profits support conservation efforts, creating a positive cycle of stewardship and economic benefit.



COURTESY SACD

Outreach presentation with the junior mangrove protectors

"Healthy marine ecosystems in Belize strengthen resilience against global challenges like climate change," Verde says. "Our work combines livelihoods, biodiversity and climate resilience, setting a model for global conservation efforts." As part of the Mesoamerican Barrier Reef System, Corozal Bay Wildlife Sanctuary supports species of global and economic importance such as manatees, fish, and birds while offering ecosystem services that benefit us all.

Vision for the Future

As coastal development increases, SACD navigates the delicate balance between growth and conservation. "The upgraded road from Corozal to Sarteneja brings opportunities but also threats like pollution and habitat disruption," Verde warns. "We're not anti-development — we want to make sure that Corozal District, particularly Corozal Bay Wildlife Sanctuary, is an area where wildlife and livelihoods can thrive."



COURTESY BELIZE FUND

Belize Fund's monitoring visit with SACD

Looking ahead, SACD's strategic plan for 2025-2029 envisions a future where communities prosper alongside vibrant ecosystems. "Our vision is to ensure northern Belize is a place where communities are prosperous, resilient, and benefit from healthy coastal and marine systems," Verde says.



COURTESY BELIZE FUND

Beach traps used by locals in Sarteneja village in Corozal District

By fostering a culture of conservation and securing sustainable financing, Verde believes that we can create a generation that understands the importance of sustainability. With the support of his team, SACD remains committed to engaging local communities, recognizing their involvement as vital for long-term success.

Chalsey Gill Anthony is the communications officer for the Belize Fund.

PARTNER CONTENT

Connecting the Caribbean as Never Before!

Sunrise Airways Poised for Major Summer 2025 Expansion

Sweet dreams of island-hopping around the Caribbean under sail have long been tempered by traditionally nightmarish intra-regional air service. Sure, everything's great once you're out at sea. But flight cancellations, delays, and excessive layovers too often conspire to take the wind out of your sails before you even climb aboard.

Sunrise Airways, one of the newest carriers to spread its wings in the Eastern Caribbean, is aiming to change all that.

The airline, which maintains operations bases in the Dominican Republic, Haiti, and Antigua, launched its first Eastern Caribbean routes in May 2024. The full history of the carrier, though, dates back to 2012.



ANTIGUA & BARBUDA TOURISM AUTHORITY

Sunrise Airways Antigua inaugural ceremony, May 28, 2024



ST. KITTS TOURISM AUTHORITY)

Sunrise Airways St. Kitts inaugural flight, May 26, 2024

At its start, Sunrise served domestic routes within Haiti, but its founder/chairman, noted Haitian businessman, philanthropist, and pilot, Philippe Bayard, always had much bigger plans.

"Everything we do centers on our One Caribbean philosophy," notes Bayard. "More than an abstract feeling or loose brand positioning, One Caribbean guides and informs our mission to better connect the entire Caribbean region. North, south, east, west — all fully connected with timely and efficient flights facilitating a more robust cultural and commercial exchange."

During summer 2025, Bayard's One Caribbean dream will take a large step forward. Starting in July, Sunrise Airways will launch its largest route expansion to date. New routes and service enhancements will boost connectivity across the region. Sunrise will also expand its North America gateways to include its first-ever flights connecting its Caribbean gateways with Fort Lauderdale, Florida, and Montreal, Canada.

"From our perspective, One Caribbean also includes feeder markets outside of the region with strong socio-economic ties to our island states," says Bayard. "This strategic vision brought us to Miami in 2023 and continues to inspire our further expansion into North America."

For sailing enthusiasts in particular, the newly enhanced Sunrise Airways route network creates a wealth of attractive flight options. New service between Santo Domingo, in the Dominican Republic, and three of the Caribbean's most desired yachting centers — Antigua, Tortola (British Virgin Islands), and Sint Maarten/Saint Martin — open new doors for travelers originating in North America, Central/South America, and Europe.

Sunrise Airways intra-regional flights further support the Caribbean marine industry with nonstop service connecting Tortola with Antigua, Saint Kitts, and Sint Maarten/Saint Martin. Enhanced connectivity to/from Grenada and Saint Vincent and the Grenadines are included as well.

"As of this summer, our reach will extend to virtually every key yachting center in the Caribbean," notes Claudio Buncamper, chief commercial officer for Sunrise Airways, adding that gateways outside of the Sunrise network will be accessible through the carrier as well.

"We have a number of interline partnership agreements either in place already or coming online soon that will further enable us to achieve our One Caribbean objectives," Buncamper says.

When it comes to elevating Caribbean aviation to new heights, the sky is truly the limit for Sunrise Airways.

For schedules, reservations, and more information, please visit www.SunriseAirways.net.

A Tale of Three Regattas

By Mark Stevens, photos by Sharon Matthews-Stevens



Waiting for the race horn in the cruising class in Bequia's Admiralty Bay

It is the best of times, I think to myself as the first line of that Dickens classic *A Tale of Two Cities* comes to mind.

That's because the events of the past few days are best described as a tale of two regattas — junior sailing events spanning the islands of Saint Vincent and the Grenadines, and a series of international cruising events that together make up the first ever SVG Sailing Week, held in mid-April, a partnership featuring the Bougainvillea Cup and the resurrected Bequia Easter Regatta, returning full-speed after a hiatus of several years.

Today I'm crewing on a sleek 60-foot vessel called *CJ Legend*, grinding winches for the round Bequia race.

It is the best of times, but for the pain in my shoulder from grinding winches on a breezy Easter Saturday morning as we practice tacks and wait for the race start, perfectly executed thanks to both Sayie Adams, SVG Sailing Week coordinator, who's spent hours with her team to make this new initiative a success, and principal race officer Grenadian James Benoit.



Double enders on Bequia's south coast launch for a race start.

Even so, I'm filled with a sense of anticipation at the chance to experience the conditions that have justly earned St. Vincent and the Grenadines a reputation as one of the world's prime sailing destinations. Think exhilarating passages with fair winds, routes snaking through some of the Caribbean's most spectacular scenery.

A tale of two regattas. The best of times.

Then, awaiting the race start, I remember yesterday: a fleet of traditional wooden sloops chasing each other around the island — boats known locally as double enders.

Now I redo my calculations.

For SVG Sailing Week is actually a tale of three regattas.

And even better times.

The fun began a week ago back in Blue Lagoon off St. Vincent's south coast. That's when young sailors began to negotiate the buoys in five separate dinghy classes.

This partnership of four organizations — Vincy Sailing, The Mayreau Junior Sailing Club, Okean's Youth Sailing Club Canouan, and Junior Sailing Academy Bequia — included races at Blue Lagoon, and then, through the course of the next few days, moved the action to Mayreau, Canouan and Bequia.

—Continued on the next page



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Adams is particularly proud of this regatta component. "For the first time ever," says Adams, "a full calendar of junior sailing racing is taking place throughout the country."



Sailing Week coordinator Sayie Adams announces the winners.

In his speech kicking off the event at Blue Lagoon, Minister of Tourism Carlos James shares Adams' pride and enthusiasm.

"Sailing is an integral part of our islands and the involvement of these young people points to the potential of sailing in their lives," says James. "Today you're looking at future captains of boats, at sailing instructors, at the future of our nautical culture."

As the dinghy races continue now the big boats join the fun, starting with an inter-island Canouan-Mayreau race, followed by a series of races including this round-Bequia event.

Next, under the umbrella of the Bequia Easter Regatta, it's the double enders.

These boats, part of island history itself, participate in four classes — two small boat classes and two bigger boats, 26 and 28 feet.

One crew has journeyed from Mayreau to participate, and two crews made their way from neighboring Carriacou to compete for line honors.

The boats themselves are just as fascinating as the races themselves, events that seem to my eye as unpredictable and freeform as a no-holds-barred pro wrestling match.

The enthusiasm of locals congregated along the course, cheering on their favorites, yelling instructions to the crews (even though those instructions will never be heard), is just as enjoyable as the spectacle of the races themselves.

"Locals are incredibly passionate about these races," says Adams. "Just wait for the finish."

From our vantage point at Hamilton, high above the race finish, I ask one cheering local who he's rooting for. "I'll tell you when they cross the finish line," he quips.

This enthusiasm is characteristic of the entire Sailing Week, testament to both the incredible efforts of Adams and her crew and the vision of SVG's tourism minister and Annette Mark, CEO of the SVG Tourism Authority.



Junior sailing events are an integral — and fun — part of the festivities.

"No doubt about it," says Adams, "without the support of tourism this event would never have been possible."

SVG Sailing Week began as a vision of James in 2021. He saw it as a way to share the advantages of tourism across the islands, and to reinforce international recognition of SVG's primacy as a sailing destination.

When I asked Adams for a review of the festivities during the closing ceremonies, she was positive but realistic.

"This has been a stepping stone to 2026," she said, pointing to the potential addition of two more classes in the yacht category. "We're ready to build on the successes of this year."

Mark shared that positive assessment. "What we witnessed this week was more than just a regatta," she says. "It was a celebration of destination St. Vincent and the Grenadines."

At the closing ceremony at Bequia's Plantation Hotel, a generous race host throughout Sailing Week, minister James addressed a huge crowd of participants and supporters, even as the sun set over yet one more perfect day in paradise.

"This evening might well mark the end of this year's Sailing Week but it's not an ending at all," he said. "It's really a beginning."

And truly, the best of times.

The next edition of SVG Sailing Week is planned for Sunday, March 29, to Monday, April 6, 2026. For more information, results and event highlights, visit www.discoversvg.com or www.svgsailingweek.com.




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SVG Sailing Week Juniors Regatta 2025 Roundup

SVG Junior Sailing Week 2025 kicked off in April in conjunction with the adult SVG Sailing Week, in Calliaqua Bay, St. Vincent. Over 20 boats and 25 young sailors from St. Vincent and Bequia competed in five races. On Tuesday, the second day of competition took place on the island of Mayreau, with over 40 young sailors participating. The Junior Regatta took place off Canouan island on Wednesday in Charlestown Bay. The grand finale took place on Easter weekend in Bequia, with over 30 young sailors competing in 11 races.

Vincy Sailing was awarded the Silver Level Clean Regatta certification by the international organization Sailors for the Sea for the SVG Sailing Week Juniors Regatta.

Results of Juniors Sailing Week
St Vincent Regatta, April 13

ILCA 6
1. Kai Marks-Dasent, St Vincent
2. Logan Banfield, St Vincent
3. Zachary McLawrence, St Vincent
4. ILCA 4
5. Joshua Weinhardt, St Vincent
6. Joseph Hadley, St Vincent
7. Tegan Deane, St Vincent

O'pen Skiff
1. Lily Punnett
2. Princess Ashton
3. Ira Hadley

Topaz
1. River Punnett, Milla Ryder, St Vincent and New Zealand
2. Isaiah Blackett, Ravin Hadley, Solomia Kerechanyn, St Vincent
3. Sky Cato, Mya Gun Munro, St Vincent

Optimist
1. Conroy Harris, Bequia
2. Drake Gooding, Bequia
3. Kelvin Harris, Bequia

Mayreau Regatta, April 15

Optimist
1. Kai Marks-Dasent, St Vincent
2. Joshua Weinhardt, St Vincent
3. Drake Gooding, Bequia

Round-the-island race
1. Kai Marks Dasent, Joshua Osborne, Joshua Weinhardt, St. Vincent
2. Stephon Forde, Kenny Jr. Forde, Jeremiah Forde, Mayreau
3. Norfrick Baptiste, Samarah Forde, Mayreau

COURTESY SVG SAILING ASSOCIATION



Junior sailors competed in the first-ever SVG Sailing Week

Canouan Regatta, April 16

Optimist
1. Antoine Snagg, Canouan
2. Stephon Jacobs, Canouan

Sunfish
1. Kenny Forde, Conroy Harris (Mayreau, Bequia)
2. Azeem Forde, Crisbane Snagg (Mayreau, Canouan)

FJ
1. Stefon Forde, JJ Forde, Kelvin Harris, Jeremy (Mayreau, Bequia)
2. Kai Marks-Dasent, Joshua Weinhardt, Kemi Bynoe, Kimiah T BHhomas (St Vincent, Bequia, Mayreau)

Bequia Regatta, April 19-20

Ilca 6 - class
1. Kai Marks-Dasent, St Vincent
2. Logan Banfield, St Vincent
3. Zach McLawrence, St Vincent

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Skiff
1. Benjamin Cyrus, St Vincent
2. Ira Hadley, St Vincent
3. Lily Punnet, St Vincent

Optimist
4. Kemi Bynoe, Bequia
5. Joshua Weinhardt, St Vincent
6. Kelvin Harris, Bequia

FJ
7. Norfrick Baptiste, Samarah Forde, Mayreau
8. Azeem Forde, Jeremiah Forde, Mayreau

Sunfish
9. Kenny Jr. Forde, Mayreau
10. Mahendra Williams, Jammal Forde, Mayreau

Topper
11. Deo Tanis, Bequia

Viking Explorers Rally Launches New Website

The Viking Explorers Rally, a community-driven transatlantic sailing rally, has launched a new website, www.vikingexplorersrally.com. The redesigned site serves as the central hub for rally information, registration, participant resources, and event updates. The new site also features photos from past rallies, stories from participants, and a peek into the rally's ethos: small fleet, big adventure, zero race pressure and safety.

The Viking Explorers Rally has set sail from the Canary Islands and headed west across the Atlantic to Port Louis Marina in Grenada, every January since 2018.



COURTESY VIKING EXPLORERS

The first 2025 rally goer to arrive at Port Louis Marina in Grenada after 11 days at sea was Captain Catherine Lorenz's SY Lickety, *a 50 (HH50-SC) catamaran.*

World ARC 2024-25 Concludes in Saint Lucia

In April, World ARC 2024-25 finished in IGY Rodney Bay Marina, St. Lucia, from where the boats set sail 15 months and 26,000 nautical miles ago. In total, 330 people aged from toddler to over 80 sailed on one or more stages of the rally.

A total of 39 yachts took part in the 13th edition of the World ARC rally. Six crews completed a 15-month circumnavigation with the rally, 20 yachts sailed in the first half of the rally from St. Lucia to Australia via Panama, Galapagos, French Polynesia, Tonga, Fiji and Vanuatu and 13 joined the rally for the second half from Australia and Indonesia to St. Lucia via the Cape of Good Hope.

RONALD RAOUL



Beneteau Oceanis 50 Sea Monster *(AUS) at the St. Lucia parade of sail for World ARC 2024-25*

Within the fleet were seven multihulls and 31 monohulls, averaging 16.5m in length and 15 years old. The smallest boat was Garland & Jennifer Mann's Lagoon 380 S2 *Esperanza* (USA), and the largest was Philip Wilson's Oyster 725 *Isabel* (GBR). The oldest was Whit Waldo's Nauticat 43 *Bountibou*, which was launched in 1988.

World ARC sets sail every January from St. Lucia, circumnavigating via the Panama Canal, Australia, South Africa and Brazil, visiting 18 countries. The 2026-27 edition of the rally starts in St. Lucia in January 2026 with 33 boats already confirmed.

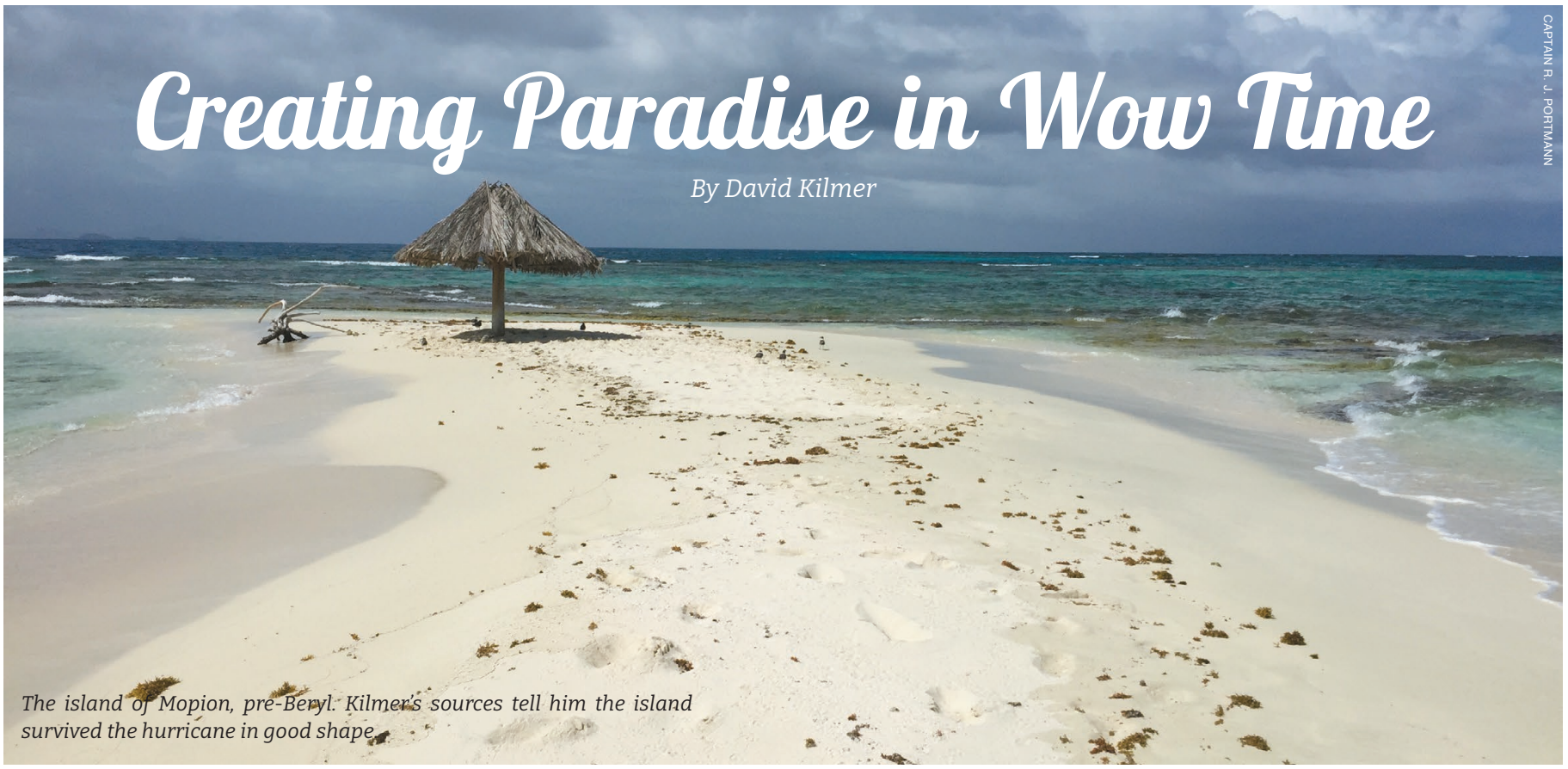
The 2027-28 edition of World ARC is available to book in summer 2025.

For information consult the website https://www.worldcruising.com/world_arc/worldarcitinerary.aspx



Creating Paradise in Wow Time

By David Kilmer



CAPTAIN R. J. PORTMANN

The island of Mopion, pre-Beryl. Kilmer's sources tell him the island survived the hurricane in good shape.

There's this fetching little Caribbean island called Mopion, way down south in the Grenadines, where the sailors go. It's tiny, maybe the width of a football field. It looks exactly like a cartoon island, and smack dab at the center is a small, thatched roof with a bottle opener. Picture perfect. Sometimes the island is a little bigger, and sometimes it disappears altogether. It all depends on what the summer storms have wrought.

We always tried to stop at tiny Mopion with our charter guests, because it was such a unique experience. We would wade ashore and picnic there, take family photos, set up marriage proposals or play a game of touch football where each end of the island was the end zone.

After a few visits to Mopion, I began to notice something quite interesting.

It was never the same place twice.

Some days Mopion just seemed too hot, too windy, too sunny, too cloudy. On those days there was no romance there. It was just an irksome lump, hard to anchor near and surrounded by coral that cut our feet. Other days, that little pile of sand was a splendidly enchanted isle, the best place we'd ever seen in our lives.

I came to realize that it all depended on us; that the island of Mopion, and in fact every place we sailed to, was exactly what we made it.

If we showed up grateful, it was great.

If we showed up mad, or sad or indifferent, it was miserable.

In Costa Rica, Rebecca and I paddled kayaks through this tropical lagoon straight out of *National Geographic*, with exotic birds, monkeys and waterfalls. A true paradise. And then above the bird songs we heard something harsh. Ugly words. Breaking glass. A man and a woman yelling at the top of their lungs, calling each other names.

Paradise lost!

And then as we paddled by, we saw the poignantly ironic name on the back of their very posh and shiny yacht: *TRANQUILO*.

I can assure you there was nothing tranquil about that boat that day.

As humans we stubbornly believe in the grand illusion of better. If only we can just get away and sail over the horizon, things will be perfect there.

But it's a mirage. It recedes as you advance. Chase that, and you become an unfortunate member of the treasure-obsessed, expending life and health and time only to find in the end you have always been chasing fool's gold.

As sailors, we know it only happens if you decide to build a great life along the way.



COURTESY DAVID KILMER

The author poses by the thatched umbrella, which has been replaced good as new, complete with bottle opener, since Beryl.

Paradise is precisely what we make it.

What we really need is a good journey, not the perfect destination.

A certain state of mind. As Robert Pirsig says, "The only Zen you find on tops of mountains is the Zen you bring up there."

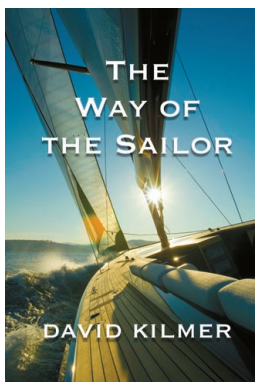
So here's the task at hand, my friends. To make every place a good place to be. And make every day a good day to be there.

How do you do that? Show up with an attitude of gratitude.

Don't bring your past regrets to innocent little Mopion.

Don't bring your future worries.

Don't bring your hurries, either. Show up on boat time, on wow time . . . And I promise it will be that paradise you've always dreamed of.



Excerpted from David Kilmer's book, The Way of the Sailor*, available on Amazon. His collection of seagoing meditations and cruising adventures explores what it truly means to be a sailor — and ultimately, how to better navigate life itself. More at wayofthesailor.com.*

BUSINESS BRIEFS

Understanding the Expected Tariff Impact

By Robbie Ferron



COURTESY BUDGET MARINE

Robbie Ferron

Marine equipment buyers in the Caribbean should be aware of the potential implications of ongoing international tariff changes. Products manufactured within the United States are not expected to experience direct price changes beyond general inflation. Similarly, items produced in or sourced from Europe remain unaffected.

However, the impact will be most noticeable on products sourced through the U.S. but manufactured in third countries. These items are likely to see price increases — ranging from moderate to significant — due to the added tariff burdens.

Even if these tariffs are lifted, the market will not stabilize immediately. Disruptions in supply chains, prompted by preemptive purchasing shifts and avoidance of high duties — especially for goods of Chinese origin — will likely result in temporary shortages. The transition to alternative suppliers is expected to pose challenges, as demand may initially outpace availability.

At Budget Marine, we are well-positioned to navigate these changes. Our strong purchasing relationships in Europe and the Far East ensure that we continue to offer competitive pricing. We've recently introduced new products from reputable Far Eastern manufacturers that offer exceptional value — "sensational" in price and quality.

We remain committed to minimizing the impact on our customers. While some product categories may face supply constraints, we are actively working to ensure availability wherever possible and to maintain our high standards of service.

Northern Lights Trains Moorings Technicians



COURTESY THE MOORINGS

Sixteen technicians attend training session

Over winter 2025, Tod Bartus from Northern Lights and Gavin Dooley from Parts & Power travelled to St. Lucia from Tortola, BVI, to put on service training for technicians from The Moorings charter boat company. Sixteen technicians from the St. Lucia and Grenada bases attended the training about DC logic and AC power generation on Northern Lights generators.

The Moorings has set up a base to do phase out (turnover) preparation in St. Lucia. The crew in St. Lucia are putting the vessels that are leaving the fleet in "as new" condition for the owners of those vessels. They are also setting up a Robertson & Caine Leopard catamaran service center.

Eastern Caribbean Marina & Boatyard Gets New Office

After 33 years in a single level unit at the top of the spiral staircase in the center of the Jolly Harbour Commercial Center in Antigua, Eastern Caribbean Marina & Boatyard has moved into a newly constructed office, just past the fuel dock approaching the marina docks. It provides virtually double the space on two levels. The main office is on the ground floor, a welcome change.



COURTESY SCRUB ISLAND RESORT

Hammocks, available by reservation, dot the shoreline of Scrub Island.

Scrub Island Resort Adds Beach Cabanas, Hammocks

Scrub Island Resort, Spa & Marina in the British Virgin Islands has a new look, including beach cabanas and revitalized dining experiences.

The three private beach cabanas are designed for two to four guests, with loungers, chilled drinks, a fresh fruit plate, and food and beverage service from One Shoe Beach Bar & Grill. Also available by reservation are new shaded hammocks along the shoreline.

Upgraded dining establishments include One Shoe Beach Bar with a menu of wraps, dips, salads, and handheld favorites; and Cardamom & Co., with curated artwork, a redesigned bar and an elevated new menu.

Scrub Island Resort features two pristine beaches, a spa, private villas, and adventures from scuba diving to watersports at nearby Marina Cay.

Multihull Company Adds Lagoon, Nautitech



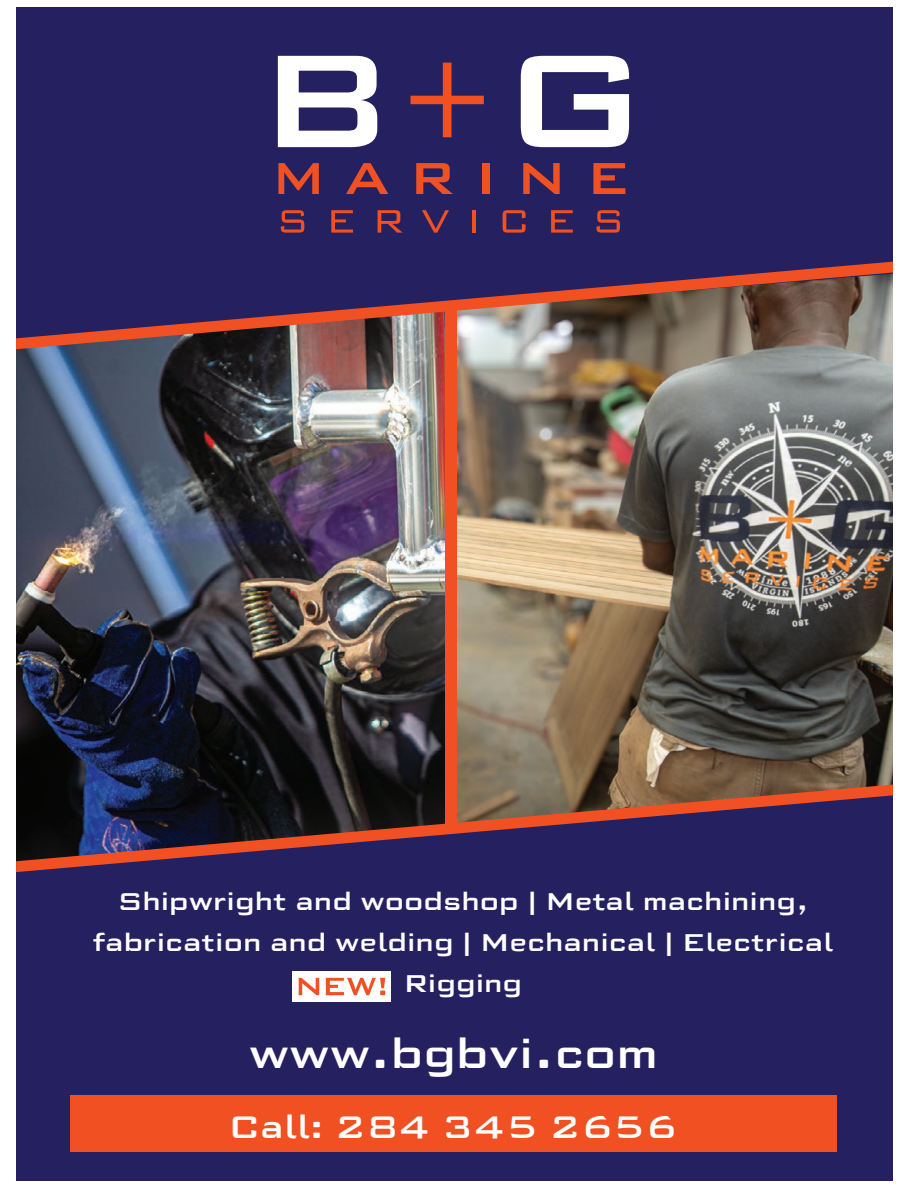
COURTESY TMC

Will Miller of The Multihull Company, alongside colleagues Andrew Holland and Valerie Toomey, attended Lagoon Exclusive Days in Bordeaux, France, to launch their partnership as an authorized dealer.

The Multihull Company, experiencing a landmark year of growth in 2025, has been named an authorized dealer for Lagoon Catamarans and Nautitech Catamarans.

TMC will offer the full range of high-performance Nautitech models, including the upcoming 41 Type S, which has drawn considerable interest for its innovative design.

For more visit the website at www.multihullcompany.com



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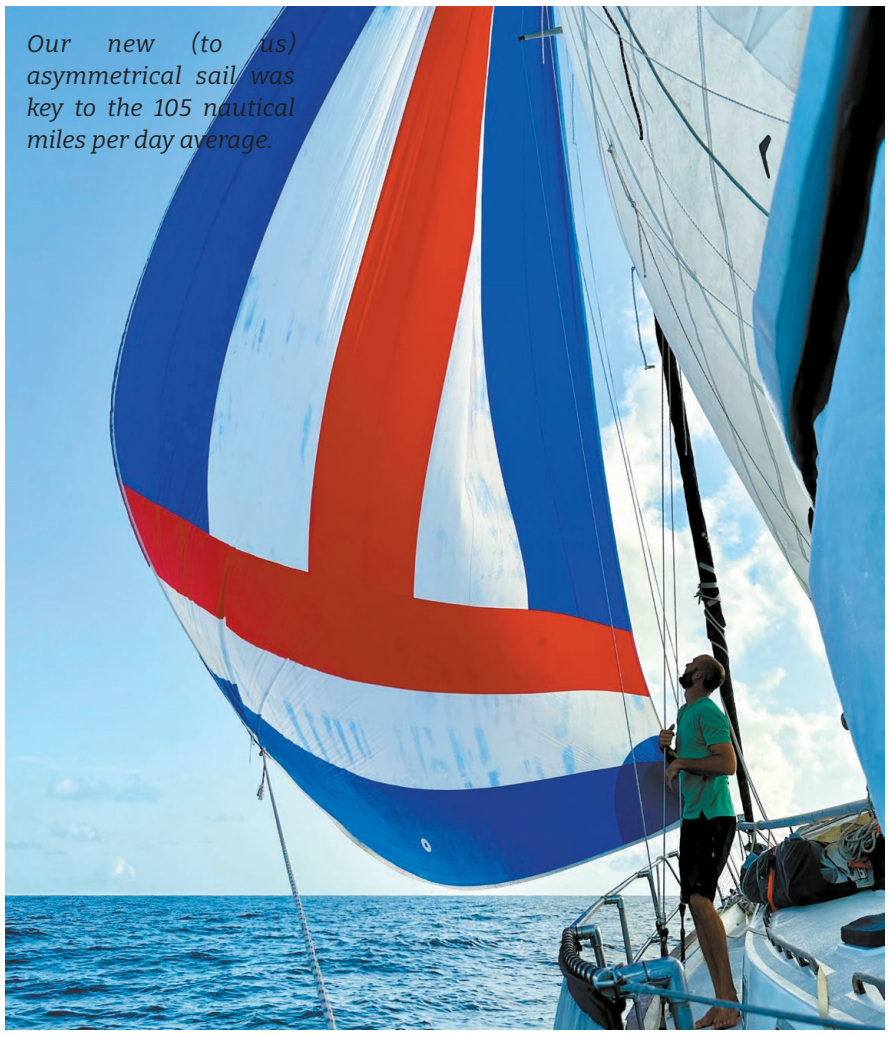
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Part II: Electric-Powered Passage

Story and photos by Keith Dickey and Rebecca Frontz

Crossing the Atlantic with an electric propulsion system requires a combination of modern technology and timeless seamanship. This 21-day journey from St. Martin to the Azores covered roughly 2,200 nautical miles, offering moments of sheer tranquility, challenges to overcome, and valuable insights into life aboard an electrified sailing vessel.



Our new (to us) asymmetrical sail was key to the 105 nautical miles per day average.

In our previous article, we discussed the three common west-to-east Atlantic crossing routes: via Bermuda, a modified rhumb line, and the direct rhumb line.

We chose the direct rhumb line. Although often considered challenging by traditional sailboats, this route proved ideal for our electric-powered vessel, a sloop-rigged Pearson 424 built in 1979, for several reasons:

- Calm conditions: The light winds and small seas of the high-pressure zones allowed us to spinnaker sail and use our electric motor to move efficiently in very comfortable conditions.



Spinnaker handling crew hard at work.

- Solar efficiency: The clear skies typical of these zones kept our solar panels at peak performance, providing the energy needed for propulsion during daylight hours.
- Distance savings: By taking the shortest route, we minimized overall energy consumption and maximized the efficiency of our propulsion system.



For the first two weeks, the Atlantic offered conditions sailors dream about.

In this article, we dive into the passage itself — a journey that began with idyllic conditions, transitioned into more dynamic tradewinds, and culminated in a rewarding arrival at the Azores.

Weeks 1-2: Champagne Sailing

For the first two weeks, the Atlantic offered conditions sailors dream about. Steady high-pressure systems brought calm seas, light winds, and sunny skies, creating a nearly utopian experience for everyone aboard.

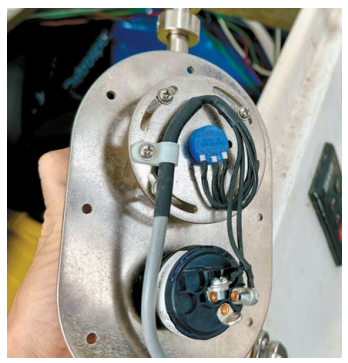
Winds of four to six knots were just enough to keep either the symmetrical (downwind) or asymmetrical (broad-reaching) sail full. With motor-assisted sailing powered by our solar system, we maintained a steady 105 nautical miles per day without taxing the battery system. This pace gave us plenty of downtime to enjoy the best parts of cruising life. Gourmet meals were a daily highlight — seared steaks, vegetable stir-fries, and even freshly baked bread.

Evenings were equally peaceful, filled with movies on the tablet and card games. The calm seas allowed us to fully immerse ourselves in the joys of the passage, free from the usual distractions of engine noise or rough waters. Keith, with over 25,000 nautical miles under his belt, described this 14-day stretch as the most enjoyable sailing he's ever experienced.

A crucial element of our success was the precision of our weather routing. Using Starlink and Windy, we checked the weather hourly, which allowed us to fine-tune our course, stay within favorable currents, and closely track the high-pressure ridge.

With light breezes, our big spinnakers carried us forward gracefully. Balancing these delicate sails required attention, but the reward was steady progress with minimal energy use, showcasing the harmony of wind and modern electric systems.

We usually ran the generator for three to four hours overnight to recharge the batteries while continuing to run the electric motor. At about 500 nautical miles away from the Azores, we had used about 40 gallons of our 80-gallon diesel reserve.



Early in the journey, the throttle's potentiometer broke.

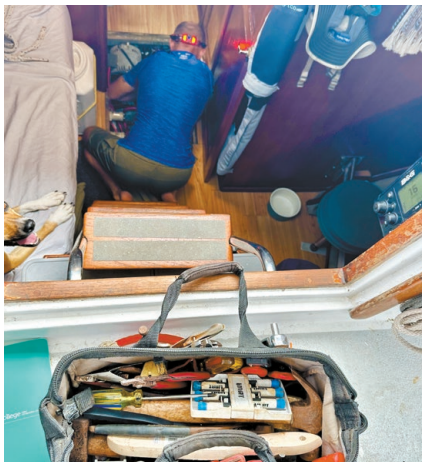
Week 3: Building Tradewinds

As we approached the final leg, the Atlantic began to assert itself. Winds increased to 10-15 knots, eventually reaching 25 knots with six to eight-foot following seas.

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The motor-assist sail was no longer needed as we adjusted to the stronger conditions. Instead, we relied on a combination of reefed sails and careful steering to harness the power of the tradewinds. As our speed increased, we began producing hydro-regeneration, charging between 400-600 watts per hour.



Within an hour, the replacement was installed, and we were back on track.

While the growing waves demanded more vigilance, their direction — coming from the hind quarter — kept the ride comfortable. The boat handled the conditions beautifully, and the exhilaration of surfing down larger swells added a new kind of excitement to the journey.

Even in ideal conditions, long passages bring unexpected hurdles. This crossing was no exception, but our preparation and adaptability allowed us to navigate these moments effectively.

Throttle potentiometer failure: Early in the journey, the throttle's potentiometer broke, temporarily disabling motor control. Fortunately, we had planned for this scenario by carrying a spare. Within an hour, the replacement was installed. Notably, our electric motor is so small and light that we actually carry a completely redundant 10 kilowatts system onboard *Vagari*.

Battery malfunction: Toward the end of the passage, one of our 48V batteries began showing signs of failure. After isolating it from the system, we continued with a reduced capacity of 10 kilowatt hours, requiring more deliberate energy management. This challenge underscored the importance of redundancy and thoughtful system design for electric cruising. We will talk more about this in our next article.

Reflections on the Passage

Crossing the Atlantic is never without its challenges, but the combination of favorable conditions, advanced planning, and modern technology made this journey both smooth and rewarding.



Arrival celebration at Flores, Azores

The first two weeks offered a rare glimpse into the potential of electric cruising when paired with renewable energy sources and careful routing. Even in the final week, when conditions turned more dynamic, the boat and its systems proved capable and resilient.

The passage demonstrated not just the viability of electric propulsion but its ability to enhance the cruising experience, blending comfort, sustainability, and adventure in a way that traditional systems simply can't match.

The lessons learned, along with a comparison of our passage to those of fellow sailors who crossed at the same time, will be the subject of the next article. *Send questions and feedback about sailboat electrification to sail.vagari@gmail.com.*

PARTNER CONTENT

Dive BVI Turns 50: A Legacy of Adventure Beneath the Waves

Where turquoise waters meet five decades of world-class diving in the British Virgin Islands

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In 1975, Dive BVI opened its doors with a simple mission: to share the magic of the British Virgin Islands underwater world. Fifty years later, it stands as a beacon for divers, snorkelers, and ocean lovers from across the globe. This golden milestone is more than a number — it's a celebration of trust, adventure, and unforgettable memories created beneath the waves.

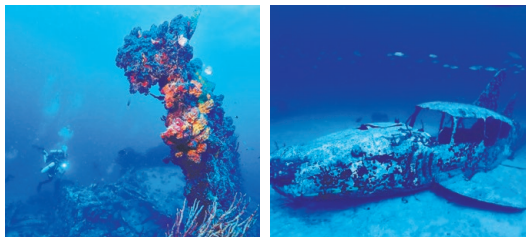


Dive BVI boats at Scrub Island resort

Expert Instructors, Unforgettable Experiences

Whether you're strapping on fins for the first time or logging your hundredth dive, Dive BVI's team of professional instructors makes every underwater journey safe, seamless, and awe-inspiring. Each dive is guided by certified experts with a passion for the sea — and a talent for turning first-time jitters into confident, joyful exploration.

Dive BVI offers a full menu of scuba diving tours and courses for all experience levels. Don't miss the legendary RMS *Rhone* wreck dive, vibrant reef gardens, or thrilling swim-throughs teeming with marine life. Private charters, snorkeling safaris, and guided day trips to nearby islands are also on offer — perfect for couples, families, or groups looking to make the most of paradise.



Left: Divers approach the legendary RMS Rhone. *Right: A WWII-vintage Piper Aztec, known as the "shark plane"*

Beyond Diving: Shop, Gear Up, and Go

With convenient locations on Virgin Gorda and Scrub Island, Dive BVI's modern retail shops are the perfect pre- or post-dive stop. Stock up on premium dive gear, sun-protective clothing, stylish swimwear, and unique island souvenirs. Whether you're missing a mask or just want to browse the latest beachwear, Dive BVI's retail experience is both practical and polished.

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As stewards of the ocean, Dive BVI doesn't just explore the sea — we protect it. From coral restoration and lionfish removal dives to sustainable diving education and community outreach, environmental awareness is at the heart of everything we do. Their message is simple and powerful: the ocean gives us wonder — let's return the favor.

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Dive into the next 50 years with Dive BVI. Experience the adventure, feel the connection, and leave only bubbles behind. Look for us at www.divebvi.com, or reach us at +1 (284) 541-9818 or info@divebvi.com. Follow us at @DiveBVI on Instagram and Facebook



Virgin Gorda looking north from The Baths

Crossing from Hell

Story and photo by Ruth Parsons

Pitch black dark and hard rain almost obscure our visibility on a 75-mile night trek from Trinidad to Grenada, usually a 12-hour sail. The early spring winds are still from the northeast and we are sailing slightly off the wind, into five to six-foot seas, not particularly comfortable but doable conditions. My sister, Lou, and husband, Ken, have joined us a few days ago in Trinidad to experience carnival and to sail with us. After spending the day watching the "Pretty Mas" parade down the streets of Port o' Spain and Woodbrook, Trinidad, we have pulled away from the Cruise Inn dock and headed out north for an overnighter to Grenada.



Makaru *underway in good weather*

Unlike our usual light menu under sail — cheese, boiled eggs, sliced apple — because we have guests aboard, we have picked up some greasy lasagna from Joe's Pizza for our dinner underway. This is their first night passage. Easing *Makaru* out of the Boca inlet on the north shore of Trinidad, we confidently set our northeasterly course, as we have taken this 10 to-12-hour passage several times.

Underway for an hour or so, it seems that we seem to be going nowhere. The speed reader says six knots, but the over the ground speed meter says only three knots! How can that be? Current check reports a three-knot current. No wonder! And since you can always count on a weather surprise, the wind has built from a somewhat comfortable 15 knots to 20-25 knots. Pouring rain creates terrible visibility. The wind and current seem to be blowing us backwards.

We cannot see more than three feet in front of the boat. There is no distinction between the sea and the air, a disaster for my inner ear, which tends to go wacky in those conditions. I can hardly balance on my feet, making it difficult for me to take watch. I have to sit still and stare into one spot on the boat or else my vertigo will lead me to vomit. I have become comatose and a useless crew member.

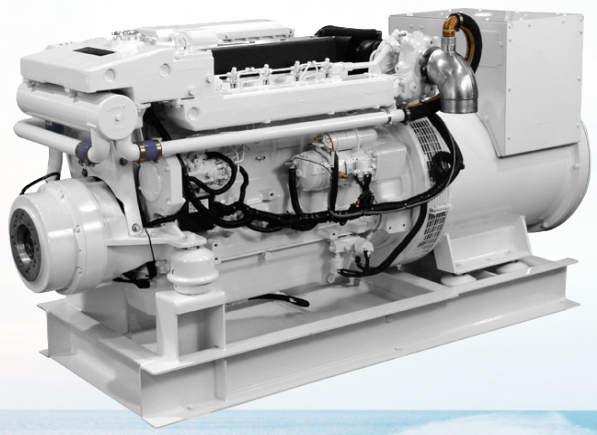
It is always darkest just before it is pitch black. Then the lasagna begins to join forces with the rough conditions. Lou feels sick and goes to the main saloon, and lies on the sofa, trying to stay balanced. My vertigo gets worse, so I go inside and scoot my sister over. We share the main saloon berth, both of us unable to move. Soon Ken joins the march and vomits in the cockpit. Too sick to clean up, he apologizes to Captain George, who, handling the boat by himself, also becomes the vomit clean-up crew. Ken is flat on his back in the cockpit.

—Continued on the next page

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—*Continued from previous page*

Captain George solo sails in incredibly bad conditions of high wind, a head current and six-foot waves. Crawling into the wind, George weighs the options. We can return to Trinidad but will reach there in the dark and have to negotiate the tricky Boca inlet in the dark. Not a good option. We keep with our goal. The hours turn into more hours and the captain holds on. Finally, the rain begins to let up so he can see and hear better. The better light begins to distinguish between sea and air, and my inner ear starts to adjust and I will soon be able to help.

As daylight approaches, we notice that we only have one anchor on the bow, where there should be two. Captain George harnesses himself onto the boat and goes forward to the bow. One anchor has fallen into the water with 30 feet of line out! We have launched and dragged a 40-pound anchor for who knows how many hours! We slow the boat speed to retrieve the anchor. With my disabling vertigo, I hold the boat into the wind, carefully. George winches the anchor back onto the bow.

What can't be ended must be endured. At this point, while conditions begin to calm, we have come not much more than halfway. We continue slugging. Captain George is exhausted and hungry and none of us can come to his rescue. He manages with crackers and caffeine. With daylight, my inner ear begins to cooperate and I can do small assists. At last, 20 hours later, for what should have been a 12-hour crossing at the most, we steer the boat into Prickly Bay, Grenada, and anchor safely.

Captain George gathers his boat papers and passports, lowers the dinghy off the davits into the water and heads into the customs office. Exhausted, standing in line for customs, he experiences the effects of the last 24 hours, and tells the customs officers that he feels faint and needs to lie down. After a rest on the sofa, he feels more stable. After he tells the customs officers the passage story, the officer in charge suggests that maybe George needs to stay with them for a while longer until he gains some strength.

As he rests, they tell him they have seen this before — immediately after carnival, boaters leave Trinidad, not recovered from the carnival ruckus, and don't fare well on the trip. We haven't fared well. However, George manages to check the boat in, clears the crew with immigration and returns to *Makaru*. With food, he collapses for many hours. The rest of the crew slowly recoups.

When planning a passage, you try and gather data on the wind, weather, sea conditions, etc. But sometimes none of those sources prepare you for the actual conditions on the sea. And perhaps, one should not bring an inexperienced crew on an "into the wind" 75-mile night passage, tired from carnival, and stuffed with greasy lasagna! And, on a rough passage with current and wind against you, double secure the anchors! I was right. I don't like nighttime sailing.

I looked forward to our next bright sunshine sail. And it came along with catching a large delicious mahi mahi.

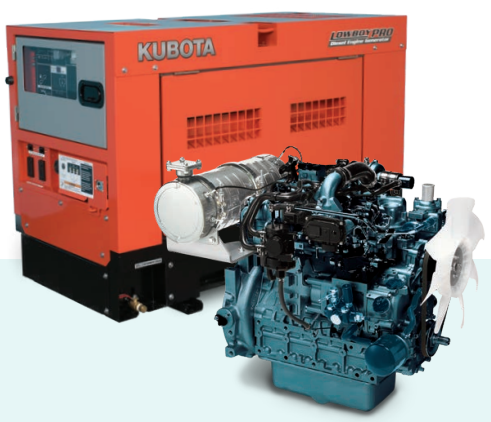
Ruth and George Parsons sailed their catamaran, Makaru*, for 20 winter seasons, from the west coast of Florida to Trinidad and Tobago, where they stored their boat during the summers, and learned to play steel drums with local Carnival bands. Ruth was a Fulbright Scholar at the University of the West Indies in St. Augustine, Trinidad. Her memoir, A Long Way from Rough Creek, captures many of their adventures up and down the island chain, as well as other events.*

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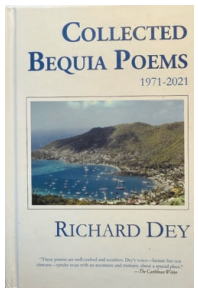
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Collected Bequia Poems (1971 - 2021), Richard Dey, 265 pages, privately printed, Bequia, 2025

by David H. Lyman

When I began reading Richard Dey's collection of poems (there are more than 150 in his newly released book) I'd get a few lines into a poem, stop, put the book down, and stare off into space. Flooding into my mind, with just well-chosen words, he had painted a scene I know. Richard had created a photograph of a scene that carried me back to the islands I love.

... open the shutters of Hill House ... the white, wooden shutters huge & heavy on black iron hinges, bolted shut, top & bottom ...

I have seen those shutters on wrought-iron hinges, perhaps not those exact shutters, but ones like them, as I wander the alleys of an island village.

Dey knowns these islands well, having spent nearly 40 years, off and on, living here. He began recording his observations of West Indian life, afloat and ashore, in a notebook during the summer of 1971. He was then 25, crewing aboard *Eleuthera II*, an Alden ketch at anchor home-ported in Admiralty Bay, on Bequia. Over those more than 30 years his notes became poems, articles for magazines and newspapers, many published in *Caribbean Compass*.

While in Bequia, he met and spent time with a retired charter yacht skipper, Morris Nicholson. From their conversations came a book: *Adventures in the Trade Wind*, covering the early days of Caribbean yacht chartering after World War II. Two more books followed, including *In the Way of Adventure*, the story of John Caldwell and Palm Island.

"I have written poetry and prose pretty much simultaneously right from the start," he wrote me recently. "And published both. I had even managed to do this while serving in the US Army in the middle-late Sixties at the Army's magazine, then called *Army Digest*. At Harvard, I then took Robert Fitzgerald's famous course, English T, which was for students who could write in both forms, and it solidified doing both as an aspiration.

Poetry, it seems, has just been something Dey does. It's more personal work, which is then professionally crafted into something that's ready to share. It's the work of an artist.

Some of Dey's poems in this book are ballads. They could be sung. All that's needed is a guitar's melody, a drum's beat, and a stand-up bass. His longer poems include "A Daughter of the Trade Wind," a virtual novella in blank verse.

In these pages we hear the West Indians chat among themselves in a lingo that is more sung than spoken. His observations give us a snapshot of island life: a schooner entering harbor, a young lad with a tireless bike rim skipping down the road, expats, a dead man, and a young man who lost his boat and everything on it. Each poem is complete unto itself, and each poem a brushstroke in painting of island life.

Some of his prose is beyond me, but that's more me than him.

So I skip on to the next page. There I find another picture I can see or perhaps feel. Dey's book sits right on my bedside table. Read a page or two, and you may find yourself drifting off to sleep, dreaming of those islands.

Collected Bequia Poems *is available at US $25, plus shipping, directly from Richard at rdeyop@gmail.com. The Bequia Heritage Museum, on the northeast side of Friendship Bay, also has copies for sale.*

Afterward

She heels in her cradle on the dresser top
tossed in a spray of dust, my Bequia schooner
for whom I have no name. She freights a crop
of long West Indian cigars. This afternoon
her white windless sails shadow the wall
walling out another New England winter
of northwest wind driving clouds heavy with fall
of snow, of my third December since I sailed her,
gusting and graceful, across the summer waters
of that place on no map — true harbors never are.
Details of living there I half remember
with words unspent, collected like coins in a jar.
The winds that drove your sails drive my mind.
"Dissatisfaction" names you, drydocked in time.

(This poem originally appeared in *Poetry*.)



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June Sky

By Jim Ulik

Reimagine a multiple night passage where bioluminescent waves are breaking against a starlit sky. I realized it wasn't just about the destination but also experiencing the moment. I was navigating waters that were frequented by seafarers for centuries. The Sun, stars and planets determined their course. Periodic technological advances in celestial observations aided in more accurate navigation. There is no doubt that sailing and navigation have been interconnected with astronomy for generations. It isn't just the science of space or the movement of the stars but art and literature connected these endeavors throughout history. They are all part of the romance of the high seas.



Jim Ulik takes a sun sight.

Sunday, June 01

The amount of the Sun's rays reflected off the clouds of Venus makes this planet the brightest object in the morning sky. Its position will be close to true east at 0500 if you happen to be in Arecibo, PR or 0518 in Bridgetown, Barbados.

June's first close approach between the Moon and Mars occurs tonight. Off the dark side of the crescent Moon is the celestial navigation star number 26, Regulus, the heart of the constellation Leo. Its number given is based upon its location in the sky.

Monday, June 02

The Moon will rise just after 12 noon after reaching first quarter. During a first or third quarter phase the tidal effects are reduced compared to a full or new Moon. The Sun's gravitational pull is added to the Moon's when both bodies are in line. The Moon is also moving away from Earth over the next few days, lowering its influence on tides.

Friday, June 06

The Moon will slide by Virgo and Spica over the next few days. Spica is actually a double star and ranked the 15th brightest star in the sky. It is assigned the number 33 in the Nautical Almanac, the standard resource for marine celestial navigation for the U.S. Navy. Celestial navigation was reinstated by the Navy in 2016 as a backup to GPS and other electronic navigation systems.

Saturday, June 07

As mentioned previously the Moon was moving away from Earth. Today it has reached its greatest distance from Earth and will begin to gradually orbit closer.

—Continued on the next page





—Continued from previous page

Tuesday, June 10

The Moon has escaped the celestial scorpion's claws and is closing in on Antares, the heart of Scorpius. It will continue getting closer to the red giant star until they both set around 0500. Antares is sometimes mistaken as Mars because of its red color. Its name "Ant-Ares" means "like Mars" or rival to Ares the Greek god of war. In case you were wondering, Antares is listed number 42 in the Nautical Almanac.

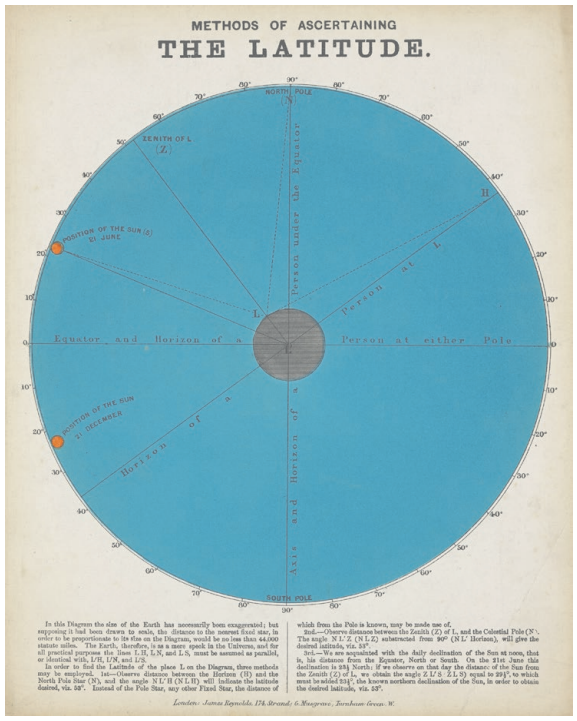
Today marks the peak of the Daytime Arietids meteor shower. A few of these meteors may enter the atmosphere at an oblique angle, producing long-lived meteors that traverse a wide area of the sky. The best time for viewing would be before sunrise. Don't discount seeing some during the day. Do not look towards the Sun. The best area to spot some will be at least 90 degrees away. The shower is active May 12 – June 24 producing up to 30 meteors per hour.

Wednesday, June 11

The Moon is now on the opposite side of Earth as the Sun. This Full Moon will appear slightly larger than normal. It is not a supermoon, however, because it is four days past its closest approach to Earth.

Monday, June 16

Mars is near the shoulder of Leo. It will be about one degree right or north of Regulus. The planet and star will appear equally bright. Mars is of course red in color while even though Regulus is the heart of the lion it actually appears blue. They will be in close proximity for the next three days.



COLORED ENGRAVING J. EMSLIE, 1851

Diagram showing how to determine latitude

Thursday, June 19

The Moon is in last quarter. Just after midnight, 0000h, the Moon and Saturn will rise due east in the fish constellation Pisces. Saturn is about four degrees off the dark side of the Moon. Neptune is also holding its position in the water constellation between the Moon and Saturn.

Friday, June 20

The longest day in the northern hemisphere has finally arrived. Adjust your solar panels accordingly. The Sun will hang over 23.44 degrees north latitude for a couple days before it starts to move back toward the equator.

Sunday, June 22

Rising early is required if you want to see the close approach between Venus and the thin crescent Moon. The pair will be visible in the dawn sky for about 2 hours until dawn.

Wednesday, June 25

The Moon is located on the same side of the Earth as the Sun and will not be visible in the night sky. This is the best time of the month to observe faint objects such as galaxies and star clusters because there is no moonlight to interfere. This could be a good morning to find the Andromeda Galaxy in the eastern sky north and west of Venus. The outer stars and dust of the Andromeda and Milky Way Galaxies are already beginning to merge.

Friday, June 27

In the northern sky above the Big and Little Dipper is the radiant source of the June Bootids meteor shower. This is a variable shower that can produce up to 100 meteors per hour. The June Bootids are active June 21 – July 01. The best time for viewing is between 2000h – 2300h.

Sunday, June 29

The Moon and Mars are making their second close approach this month in the western sky. Mars can be found less than two minutes off the dark side of the Moon. Ten degrees above the horizon is Mercury near the Beehive Cluster.

In the News

Space begins 100 kilometers or 62 miles above the Earth's surface. Objects, both natural and artificial, that populate space and the universe are still a part of navigation at sea. The constellation of GPS satellites orbit in space, transmitting radio signals to receivers. Solar flares can negatively affect those signals. So can the predisposition of humans to hack or disrupt the signals. Digital charts can have inaccuracies so one still has to pay attention to course and headings. I have seen more than one boat get holed running over a reef. Some caught the error just before impact. At least stars are reliable. They remain in place and can't be hacked. A change is in the works so have some boat bucks ready. Quantum navigation is on the horizon.

**All times are given as Atlantic Standard Time (AST) unless otherwise noted.*



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Diagram showing how to determine longitude



CALENDAR



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World Reef Awareness Day

June 2025

1	World Reef Awareness Day
2-3	Caribbean Sun Splash, Willemstad, Curaçao https://www.curacao.com/en/event/caribbean-sun-splash
5-8	Antigua and Barbuda Sport Fishing Tournament
7-8	St. Croix Sunfish Open. caribbean-sailing.com/calendar/#
7-8	KLM Aruba Marathon. klmarubamarathon.com/en
8	World Ocean Day
9	Public holiday in some places (Whit Monday)
9-15	International Optimist Regatta and TOTE clinic, St. Thomas. stthomasyachtclub.org
11	FULL MOON (Full Strawberry Moon)
12-15	Festival del Jíbaro Comerieño, Comerio, Puerto Rico. discoverpuertorico.com/event/festival-del-jibaro-comerieno/1405
14-15	Hopkins Mango Fest, Belize. mybeautifulbelize.com/event/hopkins-mango-fest
15	Jamaica Ocho Rios Jazz Festival
15-21	BVI Wreck Week. bviwreckweek.com
18-22	International Choral Festival for Peace, Costa Rica. choralfestcostarica.org
19	Public holiday in Trinidad & Tobago (Labour Day). In some places, Corpus Christi.
21	Summer Solstice /Summer Sailstice
21	Lowell Wheatley Anegada Pursuit Race. royalbviyc.org
21	Fête de la Musique, all French West Indies
22	Keelboat Season Championship, Finale, St. Maarten
22-29	Regattas in the Abacos. regattasintheabacos.com
26-28	St. Kitts Music Festival. stkittstourism.kn/music-festival
26-1 Jul	CayMAS Carnival, Caymans. caymas.ky
27-9 Jul	St. Vincent Carnival "Vincy Mas." vincymas.vc/events/month/2025-06/
27-29	Aruba Regatta. aruba-regatta.org
27-6 Jul	Festival de las Flores de Aibonito, Puerto Rico. Discoverpuertorico.com
28-5 Jul	Taste of Tortola, BVI. bvifoodfete.com
29	Fisherman's Birthday (International Fisherman Day), local boat racing in many coastal communities
30–6 Jul	Fiesta del Fuego (Fire Festival), Santiago de Cuba
TBA	Aruba Summer Music Festival. arubasmf.com

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



MERIDIAN PASSAGE OF THE MOON
JUNE 2025

Crossing the channels between Eastern Caribbean islands, an ebb tide carries you off to leeward and a strong flood tide creates lumpy seas, so crossing with a favorable tide is faster and more comfortable. The table below, showing the local time of the meridian passage (or zenith) of the moon for this month, will help you calculate the tides.

Water generally tries to run toward the moon. The flood tide starts running eastward soon after moonrise, continues to run east until about an hour after the moon reaches its zenith (see TIME below) and then ebbs westward. From just after the moon's setting to just after its nadir, the tide runs eastward; and from just after its nadir to soon after its rising, the tide runs westward.

The first hour after moonrise, the westerly current is barely negated. The second hour the flood tide is stronger, the third and fourth hour it's strongest, then it eases off in the fifth and sixth hours. The maximum tide is three or four days after the new and full moons. For more detailed information enabling the sailor to calculate the direction and strength of the current, check the tidal section in the booklets that come with Imray-Iolaire charts A27 or B1.

June 2025

DATE	TIME	
1	1710	
2	1754	
3	1835	
4	1950	
5	1954	
6	2035	
7	2117	
8	2202	
9	2250	
10	2341	
11	0000	FULL MOON
12	0034	
13	0129	
14	0222	
15	0314	
16	0403	
17	0454	
18	0536	
19	0623	
20	0711	
21	0802	
22	0858	
23	0958	
24	1102	
25	1208	
26	1310	
27	1408	
28	1500	
29	1547	
30	1630	

July 2025

DATE	TIME	
1	1711	
2	1751	
3	1831	
4	1913	
5	1957	
6	2014	
7	2134	
8	2227	
9	2322	
10	0000	FULL MOON
11	0016	
12	0109	
13	0200	
14	0248	
15	0335	
16	0421	
17	0508	
18	0557	
19	0650	
20	0747	
21	0848	
22	0951	
23	1054	
24	1154	
25	1248	
26	1338	
27	1423	
28	1506	
29	1546	
30	1627	
31	1708	



St. Vincent and the Grenadines

Story and photos by Lexi Fisher & Chris Doyle

Mayreau: A road runs from Saline Bay to Salt Whistle Bay, with many side roads.

Almost a year ago, on July 1, 2024, Hurricane Beryl struck the southern Grenadines. It had developed with a speed and intensity that broke many meteorological records and left utter destruction in its path. In the days that followed, the fate of the islands seemed grim, but international aid and the yachting community sprung into action, and it didn't take long for both official and unofficial organizations to mobilize. Recovery was slow at first, but islanders are resourceful and many of the islands affected have recovered faster than anyone would have imaged. When I visited in December of 2024 to update the Doyle Guides Windward Islands content I was happy to find things in Bequia practically unchanged, and about a third of yachting and tourism businesses in Canouan and Mayreau were already back up and running, with another third actively rebuilding. Union was a little further behind but continues to recover, with many of the main restaurants and services now reopened.



Chatham Bay, Union Island

Unlike the smaller, drier islands of the Grenadines, the St. Vincent mainland is an island of towering mountains, craggy peaks, and dramatic precipices. Everything is dressed in a tangle of dense green forest. The northern end of the island is dominated by Soufrière, a 3,000-foot volcano.

Try to see some of the interior, which is totally wild. I love Montreal Gardens in the Mesopotamia Valley. Perched upon the very threshold of the mountains, it is at the end of the road. Tim Vaughn and his team maintain these gardens as a work of art. Winding paths, dense vegetation, a river, and broad views make the gardens a perfect place to spend an hour or two away from it all.



Full-size boats are still built on Bequia, too.

Moving south, Bequia has long been a favorite of yachtspeople. Isolated enough to remain relatively unspoiled, yet lively enough to be stimulating and entertaining, it provides a blend of the old and new that many find perfect. It is well connected with St. Vincent and the other Grenadines, both by a small airport and by the cheaper and more traditional ferries. Some yachtspeople leave their boats anchored in Bequia and take a ferry to visit St. Vincent.

Bequia is an island of sailors and boats, linked to the outside world mainly by the sea, and the old traditions continue. Boats are built on the beach in the shade of palm trees, though these days the building methods are a lot more high tech, and the traditional fishing boats have morphed into sports boats capable of speeds well over 10 knots. Bequians travel all over the world on cargo vessels; quite a few have ended up owning their own, and some are intrepid fishermen who venture all over the Grenadines in little open boats.



The Tobago Cays from Petit Rameau

Mustique was developed by Colin Tennant as a playground for the rich and famous. The house owners subsequently bought the island from him and have restricted further development. House prices have soared from about a million dollars to over ten times that much. Ownership has transitioned from celebrities to business people who value their privacy.

Mustique has about 90 large houses, one hotel, a beach bar, a few boutiques, a small local village, and a fishing camp. About half the houses are available for rent when the owners are not in residence. As you would expect for an island of this type, prices are geared to the well-heeled.

Canouan is a lovely island with spectacular beaches, pleasant walks, and great views almost anywhere. Walk up the hill to the east and see the fabulous windward lagoon, where an outer reef protects the island. It is also an island of three parts. The local central part has moved from a sleepy backwater of small wooden houses and fields of pigeon peas to a prosperous settlement of big solid houses. This local area surrounds the main anchorage and is warm and welcoming; the people are friendly and provide a variety of services to yachtspeople.

Mayreau is rimmed with pristine beaches and offers spectacular views from the hill. It is one of the smaller, locally inhabited Grenadines, with just one village. Originally the whole island was owned by the Eustace family of St. Vincent and the inhabitants owned no land. Then land in the village was made available to them, and now much of the island has been sold.

Most islanders on Mayreau are happy to see visitors, and indeed yachts are a mainstay of the economy. You can and should walk around the island, up to the village and down the other side, and explore the windward beaches. A road runs from Saline Bay to Salt Whistle Bay, with many side roads.

The Tobago Cays are a group of small, uninhabited islands protected from the sea by Horseshoe Reef. The water and reef colors are a kaleidoscope of gold, brown, blue, turquoise, and green. Small beaches of white sand blend into luminous, clear water. On cloudless nights the stars are cast across the sky like wedding confetti thrown in an excessive gesture of bonhomie. Even squalls can be dramatically beautiful as they approach from afar. The anchorage is, however, open to the full force of the ocean winds, which are sometimes strong.

Union stands out from afar with its dramatically mountainous outline. Clifton, the main harbor, is protected by a reef that shows off its brilliant kaleidoscopic colors and patterns as you sail in. If you anchor or take a mooring out near the reef, the water to the east is an expanse of brilliant green turquoise; jump in the clear, clean water and snorkel on the reef (but watch out for kitesurfers).

—Continued on the next page

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Ashore, the main town of Clifton was hit hard by the hurricane and has been slower to recover than on other islands, in no small part because it is so far from mainland St. Vincent, making the transport of supplies an ongoing struggle. Despite this, Union Islanders are welcoming and friendly, and major yacht services and a couple of restaurants have already reopened, while other continue to rebuild. Provisioning is fair, with the large grocery store in town fully operational and a handful of market stalls along the main road. The roads and trails offer the best hiking and biking in the Grenadines and the viewpoints are as stunning as ever.

Petit St. Vincent (PSV) and Petite Martinique lie just a short sail southeast of Union. While both are part of the geographical Grenadines chain, PSV is part of the country of St. Vincent and the Grenadines, and Petite Martinique is part of the country of Grenada.

PSV was probably the first Caribbean boutique hotel. It is a quiet and exclusive resort, where the guests get pampered in secluded stone cottages, though it has not yet reopened after the hurricane.

Getting tired of all the tourists? Petite Martinique (PM) is small and authentic without a tourist bone in its body. I love to overnight here, take a long walk, and have a meal ashore. It is a good place to look for bargains on beer, liquor, and wine. The inhabitants live by boatbuilding and seafaring (and, in days of old, smuggling). Fishing has always been important, and currently, long-line tuna fishing is very successful. Many vessels lie at anchor and the docks are far busier than the roads.

St. Vincent and the Grenadines offer some of the best and most idyllic cruising in the area. From the sandy atolls of the Grenadines to the lush peaks of the mainland, the contrasting landscapes serve to complement the sense of adventure that comes with island-hopping your way through this magnificent archipelago.

Doyle Guides contain the Eastern Caribbean's most comprehensive and reliable sailing information, available in hard copy and online through a free mobile app, website, and Facebook group. (www.doyleguides.com).

St Vincent & the Grenadines Entry and Exit Procedures

Ports of Entry:
There are multiple ports of entry: Five on the main island of St. Vincent and 1 on each of Bequia, Mustique, Canouan and Union Islands. See **SVG Main Ports** for more details on the ports of entry. noonsite.com/place/st-vincent-the-grenadines/#mainports

Advance Paperwork:
All visiting yachts should pre-register with **SailClear** prior to arrival. sailclear.com

For visitors from many countries, a visa is not required. Stays of up to six months may be granted.

Entry Process:
All vessels must clear in with customs, immigration, and the port authority in a port of entry upon arrival. The captain should present the SailClear notification ID number, three crew lists, clearance from previous port, crew passports and boat paperwork. A 30-day cruising permit is granted on check-in.

Exit Process:
Same as the entry process; clear out at one of the ports of entry.

Rates:
Private vessels must pay a monthly cruise tax of $35 XCD per person on all crew and passengers over the age of 12. Charter boats must be in possession of a St. Vincent & the Grenadines cruising license..

noonsite.com

Check https://www.noonsite.com/place/st-vincent-the-grenadines/view/clearance/ 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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