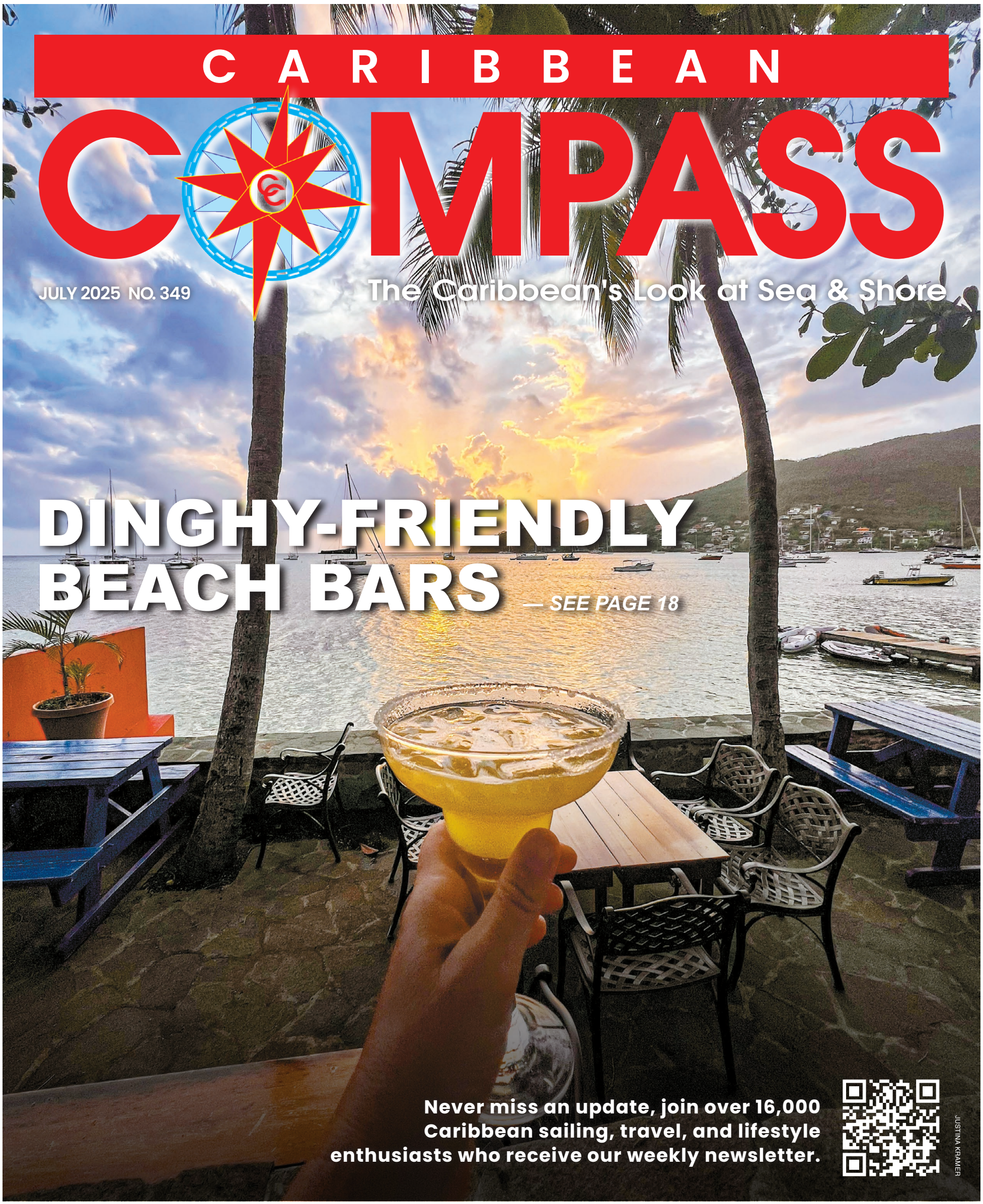
CARIBBEAN
COMPASS
JULY 2025 NO. 349
The Caribbean's Look at Sea & Shore

DINGHY-FRIENDLY BEACH BARS

— SEE PAGE 18



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JUSTINA KRAMER

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Limited dinghy tie-ups in ports such as St. Anne, Martinique, require finesse for crews headed to the beach bar or market. See the story by Bill Woodroffe about the under-appreciated boat car on page 23.

BILL WOODROFFE

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On the Cover *Crew from* The Dove, *the 54-foot sloop designed by W. I. Crealock and custom built for its owner, Captain Larry Tyler, take a break from charter duty over a passionfruit margarita at Mac's Pizzeria, Bequia. Turn to page 18 for the complete rundown of beach bars to the east and west in stories by David Lyman and Joanne and Bill Harris.*

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Caribbean Compass

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Returning Sailor, Disappointed

Dear *Caribbean Compass*,

We have just been hanging out in the Caribbean for the first time in a few years. Currently in St. Lucia. Three observations so far:

1. Cruisers nets are virtually nonexistent now. We have only found one that works. All the rest are defunct. The one that worked — we were the only boat that spoke, so no idea if anybody else was even on it. The controller was a guy on shore. I think they have been taken over by WhatsApp group chats and if one is not a member of the right chat, then one does not know what is happening/going on.
2. Related to the loss of the nets is also a loss of the camaraderie of sailors. There is no longer the open meetup at a bar, or the social sundowners on the beach, poker nights or domino challenges. Maybe these things are happening, and we do not know it. But the majority of boats have Starlink and in the evenings one goes by so many boats with people just sitting inside, likely watching TV or on the internet.
3. Boats. So many more boats. I am amazed and saddened. Anchorage restrictions will come to many bays soon. They have to. While the vibrant sailing community likely still exists, it's limited to small groups now instead of opening up to everyone as in the past. We make a goal to go and say hello everywhere we anchor. It's what we always do. One dinghy has stopped and said hello to us.

Things change. And one doesn't know what they have until it's gone. We all pine for the old times and I want to be careful not to do that here. But the change is significant.

This is only our experiences in the places we have been since returning.

Sincerely,

Returning Sailor

Bill Woodroffe, Compass *contributor and author of the weather nets column, replies:*

The three points that the writer observed are correct. We have been in the Eastern Caribbean since 2013 and have noted and mentioned this to many who also would agree.



Sailors musical jam burgee

I have a soft spot in my heart for amateur radio. I have been one of the net controllers for the Coconut Telegraph (HF SSB radio) for years (yes, it is still around!) and I frequently help local VHF nets. Years ago, local VHF were the glue that kept everyone together to gather both social and important cruising information. Of course, before VHF was popular, beach bars were where cruisers, and sailors worldwide, gathered for camaraderie. Times change, and the paradox of modern technology allowing us to communicate easily with each other, in many ways, drives us apart.

A few years ago, I thought Digital Selective Calling (DSC) would alleviate the worry that VHF was too "public" with invites to have sundowners on our boat. We would end up with everyone showing up on our boat! Along comes the ubiquitous cell phone and Starlink (with wifi calling, Zoom, Whatsapp, etc.) and suddenly why use DSC? They say that today's kids are always on their smart phones to their friends, but guess what? Cruisers are no different than their kids (or grandkids)! We all tend to stay in our own bubble, and technology is perfectly designed and suited for that.

This, of course, leads to the writer's second point: cruiser camaraderie. I think cruisers are no less social than before. However, the bubble they place themselves in, as comforting as it is, does not lend itself to a broader or diverse inclusion of others.

—Continued on the next page





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A cruiser walks into a beach bar and needs some local knowledge about anchoring or on tomorrow's weather. Years ago, they would spot some cruisers and strike up a conversation. Today, they could just web surf what is needed and drink their beer in a corner, and don't need to be in that beach bar at all.

Ironically, with the increased popularity of catamarans with dance floors, one would think that large onboard gatherings would proliferate. But camaraderie today is found online and in the specialty groups on places like Whatsapp or Facebook or Reddit or Navily, and via many sailing organizations. The popularity and increase of cruisers' rallies testifies to the camaraderie that is yearned for, albeit in separate bubbles. Add the hundreds of other content providers and influencers available, and camaraderie is very much alive if you know where to look. Follow the video blogs of those halfway around the world for a real vicarious sailing experience! If you do go online to any of those sites, chances are you will find groups for dominoes, beach gathering, sundowners. These are the new meeting places!

The third point is that, yes, things change. It is also a fact of life that no new land is discovered and yet the human population, including cruisers, keeps getting larger. Technology enables cruisers to sail faster, safer and in a more mobile manner. That means more crowded anchorages and the problems they present. It will mean going farther afield for those cute little hideaways that we all dream of. The future perfect cruising sailboat may emphasize the great heat system, insulation and ice breaker capabilities to get to those hideaways you seek. Of course, they'd better have good internet coverage.

So, to the sailor, keep on dinghying around. We fly burgees of the Seven Seas Cruising Association, the Salty Dawg Sailing Association, the Ocean Cruising Club and our own Sailors Musical Jam Flag. We do this in the hope that someone will stop by and say, "Hello in there." Sundowners will be served. We also keep our VHF on 24/7.

Regards,
Bill Woodroffe
SV *Kalunamoo*

BVI Charter Fees Challenged



COURTESY VIPCA

At risk is the loss of $166 million annually the USVI charter yacht industry contributes to the territory's economy.

Dear *Caribbean Compass*,

The Virgin Islands Professional Charter Association (VIPCA) urges the USVI government to implement reciprocal licensing fees for British Virgin Islands (BVI)-based vessels in response to BVI's recent fee increases on USVI-based boats. Without action, local businesses and jobs are at risk.

The marine industry supports over 5,000 jobs and contributes $166 million to the USVI economy. Every vessel that relocates or business that closes will impact not only charter operators, but also the vast network of businesses that rely on the industry — marinas, boatyards, grocery stores, restaurants, mechanics. If left unchecked, the BVI's policy will drive business away, reduce tax revenue, and weaken the USVI's reputation as a top yachting destination.

To protect the maritime sector, VIPCA demands immediate action, including:

- Reciprocal business license fees for BVI vessels.
- Strict enforcement of credentialing rules for foreign mariners.
- Up-to-date safety certifications and compliance checks for foreign vessels.
- Proof of U.S. customs clearance before passenger embarkation.
- Arrival/departure tracking through the eNOA/D system.

The BVI's chosen policies undermine the spirit of cooperation that has allowed the charter industry to thrive in the Virgin Islands. A better path forward for both the USVI and the BVI is working toward creating a single sailing zone — the greater Virgin Islands working cooperatively to provide the best experience for all who visit these islands and who call them home. We stand ready to work toward that future; however, the BVI has unfortunately chosen another path — and we must respond.

Kennon Jones, executive director
Virgin Islands Professional Charter Association
Email: info@vipca.com



Channel 16

Seas & Scenes: Love the Caribbean Photo Contest 2025

A Collaboration Between Longtime Partners

What does it mean to truly love the Caribbean? Is it the vibrant colors of a coral reef, the sight of a fisherman working his lines at dawn, or a few friends gathered beneath the shade of a breadfruit tree?



MATTHEW COHEN PHOTOGRAPHY/WWW.COHENPHOTOGRAPHY.COM

A sandpiper checks out its new friend in the reflection of a polished stainless-steel deck fitting on Metolius, *an 84-foot Royal Huisman cutter.*

For the month of August 2025, *Caribbean Compass* magazine and Environmental Protection in the Caribbean (EPIC) invite you to explore that question — through the lens of your camera.

"Seas & Scenes: Love the Caribbean Photo Contest 2025" celebrates the deep connection between people in the Caribbean and the natural world, while also raising awareness of the need for environmental conservation. Photographers of all skill levels are encouraged to share what the Caribbean means to them.

The contest also highlights the shared mission of the two partners - *Caribbean Compass*, committed to informing and educating readers about key environmental issues and EPIC, which for more than 25 years has advanced conservation through Science, Education, Advocacy, and Stewardship (S.E.A.S.).

Participants can submit entries in two categories:

- *Sailing & Yachting Adventures* — Capture the magic of life on the water: adventure, freedom, and connection with the sea.
- *Caribbean Nature & the People Who Love It* — Showcase the daily harmony between people and nature, where wild beauty is not just a backdrop, but a way of life.

Cash prizes will be awarded to winners, and selected photos will be featured across EPIC and *Caribbean Compass* platforms, both in print and online. Full contest details — including submission guidelines, deadlines, and judging criteria — will be announced when the contest officially opens in August 2025.

"We wanted to create an opportunity for people around the world to share what they love about the Caribbean," says Tabitha Stadler, EPIC executive director. "A single photo can hold untold stories — moments of pride, joy, tradition, and deep respect for nature."

This contest is a natural extension of the longstanding collaboration between *Caribbean Compass* and EPIC.

"Compass readers are clear that the longtime collaboration of EPIC and this magazine aligns with issues and ideas that they are passionate about," says Elaine Lembo, editor in chief of *Caribbean Compass*. "We're thrilled to let them take the lead in shaping our visual storytelling."

Whether you're setting sail, hiking through a tropical forest, or documenting a community beach cleanup, your photo could be the one that tells the story this contest was created to share — the beautiful connection between people and the natural world.

Organizers hope submissions will inspire others to see, celebrate, and protect the environmental and cultural richness of the Caribbean for generations to come.

Start thinking now — July is the perfect time to look through your favorite photos or prepare to capture new ones. Whether it's the sparkle of the sea, the cut of a sail, or the joy of laughter outdoors, your perspective could be the one that helps the world fall in love with the Caribbean.

Stay updated and be the first to enter https://epicislands.org/photo-contest-2025/.

BVI Tourism Report

The British Virgin Islands reports a strong first quarter in overnight visitor arrivals, with an increase of 6.4 percent compared to the same period in 2024. March alone saw 40,569 overnight guests, marking the first time since 2017 that monthly overnight arrivals have surpassed the 40,000 mark. Day-tripper arrivals also saw a dramatic increase.



COURTESY BVI TOURISM

Bedroom in one of the new Peter Island beachfront suites

Peter Island Resort, reopened in December 2024 after a six-year renovation project, has been named as one of the world's most exceptional new or reimagined resorts by *Condé Nast Traveler* and *Travel + Leisure*. As the largest private island resort in the BVI, Peter Island has been transformed to feature beachfront rooms and suites, two redesigned luxury villas, a modern yacht club, two restaurants, expanded meeting spaces, and a state-of-the-art wellness center complete with a luxury seaside spa.

Training Program for Managing Animal Health

Over 100 individuals from 19 countries completed training on using the World Animal Health Information System in March 2025. Participants strengthened their expertise in disease reporting, risk management, and biosecurity measures. Particular attention was paid to transboundary animal diseases such as African Swine Fever and Avian influenza, which affect the swine and poultry industries, respectively. WAHIS, an internationally recognized platform to enhance disease monitoring and notification, enables participating countries to respond swiftly and effectively to these and other outbreaks.

—Continued on the next page



COURTESY IICA

Participants from across the Caribbean engage in a hands-on session during the training workshop.

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The training marked another step in the collaborative effort among the Inter-American Institute for Cooperation on Agriculture in collaboration with the United States Department of Agriculture, the World Organization for Animal Health, the Caribbean Agricultural Health and Food Safety Agency and Caribbean Animal Health Network.



COURTESY CAPE AIR

In the cockpit of the Tecnam P2012 Traveller

Cape Air Flies the Caribbean

Cape Air is introducing the Tecnam P2012 Traveller to its Caribbean routes, expanding its fleet beyond the U.S. Northeast and Montana. A key partner in the aircraft's development, Cape Air worked with Lycoming engines and Garmin avionics to craft a modern, twin-engine plane ideal for connecting smaller communities. The Traveller offers a versatile flying experience with amenities like air conditioning, USB ports, and more legroom.



V'ghn, soca great, and now, first Caribbean Youth Intellectual Property Ambassador appointed by the World Intellectual Property Organization

V'ghn is Caribbean Youth Intellectual Property Ambassador

Grenadian artist V'ghn has become the first Caribbean Youth Intellectual Property Ambassador appointed by the World Intellectual Property Organization. V'ghn, born Jevaughn John, rose to fame after placing third in the International Soca Monarch in 2019. He's known for his hit song "Trouble in the Morning," but more than that, he has distinguished himself at a young age as an astute manager of his own intellectual property, and is already an informal cultural ambassador for Grenada, Carriacou and Petite Martinique.

MEDIABOOSTVI



Reportedly, half of all new catamarans purchased in North America are put into charter.

As youth ambassador, V'ghn will promote knowledge of intellectual property among young people, encourage creative entrepreneurship, and defend cultural heritage protection. He'll participate in international events, including a performance in Geneva. V'ghn's appointment marks a turning point in recognizing Caribbean creativity globally and puts Grenada at the center of debates on protecting cultural works.

Virgin Islands Boating Expo Puts Destination on Marine Map

Millions of dollars' worth of yachts were on display at the second Virgin Islands Boating Expo hosted by the Virgin Islands Professional Charter Association at IGY's Yacht Haven Grande in May 2025. Hundreds of visitors toured sailing and power boats from brands including Axopar (Sagramoso Yachting), Bali (Pyper Yachts), Azimut & Cigarette Racing (Wally Castro Marine), Fountaine Pajot (Atlantic Cruising Yachts & Waypoint Yacht Charters), Jeanneau (St. Thomas Leisure Boat Charters), Lagoon (Caribe Yacht Group), and Grady White, Nor-Tech and Tiara (Boat Management Corp.).

VIBE is a family-friendly, boutique-style boat show designed for the public to engage with yachting representatives while enjoying entertainment and networking. The event featured daily seminars, sailing demonstrations, a vendor expo, steel pan music, Caribbean dancers, local bands, and cuisine.

Visitors came from across the U.S. to explore yacht ownership and chartering options (half of all new catamarans purchased in North America are put into charter). The event also highlighted financing opportunities, tax advantages in the USVI, and yacht management strategies, with nearly 50 vendors participating in the Vendor Expo. "VIBE 2025 was a tremendous success," said Staci Smith, VIPCA executive director. "We already have strong commitments from exhibitors, vendors, and sponsors for next year." VIBE returns May 14-16, 2026.

For more information, visit www.vibe.vi or www.vipca.org.



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Kai Marks Dasent Sails for Hurricane Relief

Fourteen-year-old sailor Kai Marks Dasent has successfully completed two challenging solo sails as part of a fundraising effort to support students and young athletes across the Grenadines.

The first, on May 17, was an 18-mile solo sail from St. Vincent to Mustique. The crossing took 3 hours and 10 minutes, powered by 16-knot trade winds.

"The best part was surfing the big waves — it felt amazing," said Kai after reaching Mustique. "The hardest part was dealing with seaweed constantly getting stuck in my rudder and centerboard. I had to keep stopping to clear it, but I didn't give up."

A week later, on May 24, Kai successfully navigated 38.1 nautical miles (42.8 miles) from St. Vincent to Union Island, again sailing solo, covering the distance in 6 hours and 3 minutes, with an average speed of 6.3 knots. Perfect conditions helped make the crossing smooth and successful.

Kai is using his sailing skills to raise funds for two important causes:

- Union Island Secondary School — to help students affected by Hurricane Beryl pay toward exam fees (Class of 2025/2026). Many families on Union Island are still recovering from the storm, and the cost of exams can be a major barrier to students completing their education.
- his own sailing club, Vincy Sailing, to assist with costs related to competing in the Caribbean Dinghy Championships.

As with the earlier solo sail, the 14-year-old particularly loved "the stretch between Bequia and Canouan. I got to surf the waves — it was an amazing feeling and reminded me why I love sailing." But most importantly: "This is about giving back. Sailing has taught me so much, and I want to use what I've learned to support other young people."

Make contributions to Kai's cause through Gofundme at https://gofund.me/f8647d7b, or email vincysailing@gmail.com.









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Beryl Recovery: The Islands Are Green Again

By David H. Lyman

Hurricane Beryl came through the Grenadines on July 1, 2024, as a Category 4. It was a surprise. It was devastating. More than 90 percent of the buildings were uninhabitable on the islands of Carriacou, Petite Martinique, and the lower Grenadine islands: Union Island, Mayreau, and Canouan. Beryl brushed Bequia and the northern coast of Grenada, then swept over the Yucatán, intensified in the Gulf of Mexico, and came ashore, flooding Texas and killing 42 people.



DAVID H. LYMAN

Dinghy lagoon at the Bougainvilla Hotel on Clifton Harbor, Union Island, April 2024.

There were 18 named storms last season, and 11 hurricanes, five of which were major hurricanes: Beryl as a Category 5 and Helena, which caused catastrophic flooding and numerous fatalities in central Appalachia in the United States, as a Category 4.

This season, Colorado State University's Hurricane Center predicts 17 storms and nine hurricanes, with four of them major events (https://tropical.colostate.edu/forecasting.html).

Union and Carriacou islands were quiet when I was there in the late winter of 2024. Tropical storms rarely bother these southern islands — the last hurricanes to visit were Ivan in 2005 and Emily in 2004 — leading to a complacency that was cruelly shattered. So although life went on as it has for generations, Beryl will be remembered for generations to come.



LARRY TYLER

Dinghy lagoon, May 2025

Now in the spring of 2025, Carriacou is again green, Sarah Schelbert wrote me. She and her 36-foot sloop, *Alani*, survived in the mangroves in Tyrell Bay.

"Many businesses have opened back up, and life seems almost back to normal," she wrote. "The majority of the roofs have been rebuilt — the blue tarpaulins replaced. Lots of damaged and mastless sailboats still in Tyrell Bay, for sure. The Grenadian government's efforts to remove damaged boats from the mangroves and beaches are worth mentioning. And the incredible resilience of the Cayaks after the complete devastation of the island. So many times I have heard "We have life! That's all that matters."

Cole and Emily Crews rode out Beryl in Grenada on their 2016 Leopard 44 catamaran and then sailed to Carriacou, ferrying up generators, tools, and supplies, as did dozens of fellow cruisers (https://theadventurecrews.com).

The couple created an informative video on Carriacou's comeback and the rebuilding efforts six months following Beryl's visit. You'll find it on their YouTube channel (https://youtu.be/ekErKf4DjIwsi=hPe8MYNqkI6TTOOB).

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When I spoke with Carriacou resident Lorraine Seatle, she told me things were getting back to normal, but: "There are way too many blue tarps on roofless homes. With no roof, there's no way to collect rainwater. There's no groundwater here, and the desalination plant is only operational part-time. I had to buy water from a private source." Lorraine lost the roof on her house and wasn't able to move back in for six months.



DAVID H. LYMAN

Dinghy lagoon under construction, today

With another hurricane season ahead, I asked how she was feeling; she replied, "Terrified."

Over on Union Island, the villages of Clifton and Ashton have been slow to recover. A year later, roofs are still missing, the landscape is littered with debris, and the people and vegetation are struggling.

Alizée Sailly, from the Bougainvilla Hotel on Clifton Harbor, Union Island, wrote this to me:

"The entire island had been completely destroyed. As soon as the hurricane passed, Bougainvilla became the hub for food, water, internet, and shelter. We set up our Starlink so residents could contact friends and family and let them know they were okay.

"We removed the debris around the property, cleaned up all the rooms, and covered the roof with tarps so that we could house as many people as possible.

"My father, Jean Marc, has a fleet of four charter catamarans, which he sent to Martinique and Barbados to collect donations of building materials and supplies.

"The humanitarian vessel M/V *DAWN* arrived and helped right from the start. The airport was open immediately after the hurricane. Emergency medical supplies and food were flown in daily, and injured people evacuated. The World Central Kitchen flew in fresh sandwiches, fruit, and water by helicopter every day for a month, then based themselves in Bougainvilla to distribute food and drinks from there."



LARRY TYLER

A temporary beachfront dining room at Vanessa's, Chatham Bay

A wealthy property owner on Canouan, Ian Wace, a British financier and philanthropist, stepped in and, working with the St. Vincent government, brought in crews and trucks to clear the roads and begin the rebuilding.

Things are getting better day by day. The beach bars on Chatham Bay, on the west side of Union Island, were wiped out but are slowly returning. Under a makeshift tent, Vanessa's was cooking up lobsters when the crew of *The Dove* came ashore in May.

It is quiet in the middle of the Atlantic now, but the season just began last month. Four more months of anticipation and worry while islanders rebuild and prepare for what's to come.

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Support for Cruisers and Remote Island Pets

By Carriacou Animal Hospital



COURTESY CAH

Jackson and Finn of SV Sunday *love CarriaVet.*

If you've ever sailed with a dog curled up on your bunk or a curious cat peeking out of the companionway, you know how vital it is to have reliable veterinary care — even when you're far from a mainland clinic. Carriacou Animal Hospital has recently launched a new telehealth initiative, allowing pet owners across the Grenadines and aboard boats in surrounding waters access to professional veterinary advice from their phone or tablet.

Island-Friendly Telehealth for Pets

CarriaVet is a new online consultation service developed specifically with remote pet owners in mind — whether they're anchored in Tobago Cays, moored in Tyrell Bay, or tucked away farther in the Caribbean. It's easy to use: Appointments are booked through the hospital's website, and consultations are conducted over video with a fully qualified veterinarian.

"We've had so many boaters reach out over the years asking, 'Is there a vet nearby?' or 'Can you help with this rash, limp, or sore tooth?' " says Dr. Nadine Cerny, head veterinarian and co-director of Carriacou Animal Hospital. "CarriaVet lets us help immediately — even if you're not on Carriacou. It's care from a vet who understands the island environment, limited access to medications, and what's realistic when you're living aboard."

CarriaVet is particularly helpful for:

- *Non-urgent health concerns:* Skin issues, ear infections, limping, appetite changes.
- *Emergency advice:* Guidance on what to do if your pet is suddenly unwell, injured, or in distress.
- *Travel-related questions:* Vaccination schedules, island-to-island movement with pets, or advice on sourcing medications locally.
- *Nutrition & parasite prevention:* From fleas and ticks to intestinal worms and heartworm.

If your pet requires in-person care, the CarriaVet team can guide you to the closest available veterinary clinic or coordinate a visit to the mobile Carriacou Animal Hospital when you arrive.

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Care with a Cause

Carriacou Animal Hospital is a volunteer-run non-profit, and one hundred percent of the proceeds from CarriaVet's fees go to rebuilding the clinic after hurricane Beryl. This is at a critical time for Carriacou Animal Hospital. In July 2024, the hurricane tore through the island, severely damaging the hospital's permanent clinic. Since then, the team has been operating a mobile unit and temporary surgery site while fundraising to build a new, sustainable and hurricane-resistant facility.

Your pet's check-up helps lay the foundation — literally — for a new clinic that will serve Carriacou, Petite Martinique, and surrounding communities for generations to come.

"We've always run on donations and volunteer time," says Katherine Nowell, co-founder and director. "This is a way for us to stay sustainable, support our rebuild, and offer a much-needed service to the cruising community and remote islanders."

How It Works

1. *Visit:* www.carriacouanimalhospital.com/carriavet
2. *Choose an appointment:* Select a time slot that works with your connectivity.
3. *Prepare:* Have your pet nearby and ready for the vet to see. Photos and short videos can be sent in advance.
4. *Connect:* Use a phone, tablet, or laptop for a chat or video consultation.
5. *Support the cause:* Your consultation helps sustain this 100 percent non-profit.

Carriacou Animal Hospital was founded in 2012 and has cared for thousands of animals on Carriacou and Petite Martinique ever since. With a small core team and rotating international veterinary volunteers, they offer spay & neuter services, education programs, wellness clinics, and emergency care — all free or donation-based.

Cruisers who've passed through Carriacou over the years often speak highly of their experience with the hospital. "We were anchored in Tyrell Bay when our rescue pup developed an awful skin infection," says Sarah Collins, a liveaboard cruiser from the United Kingdom. "Carriacou Animal Hospital fit us in that same afternoon, despite everyone working on a volunteer basis. They were calm, professional, and went above and beyond — even when supplies were limited. I'm thrilled they now offer CarriaVet — so helpful if you're not on the island!"

The initiative has also been met with enthusiasm by fellow veterinarians and donors abroad, many of whom have contributed to the clinic's rebuilding efforts and equipment drive.



COURTESY CAH

The devoted team, from left: Debra Augustine, education director; Dr. Nadine Cerny, head veterinarian; Katherine Nowell, founder/ managing director; Patty Cady, head vet tech.

Looking Ahead

Plans are in motion to construct a brand-new Carriacou Animal Hospital on a donated property along Airport Road. The rebuild will include a surgery suite, exam room, dog & cat inpatient care rooms, storage areas and accommodations for volunteers. With an estimated project cost of USD $250,000, CarriaVet is just one part of a wider fundraising and community support campaign.

To book an appointment or learn more, visit www.carriacouanimalhospital.com/carriavet.

To follow the rebuild progress or donate, visit www.carriacouanimalhospital.com/new-build

Email: Carriacouanimalhospitalinc@gmail.com

Phone/WhatsApp: +1 (473) 417-3543



DIVE WITH A MISSION

Story and photos by Karen Erens

Beep. My dive computer alerts me that I've just started my safety stop at five meters. This spot is teeming with life among the soft coral, which contrasts beautifully against the white sand.



After weeks of diving in Curaçao, we've already recovered 3,500 golf balls.

Wait... what's that? A manufactured color that doesn't belong underwater — bright orange. I swim closer and discover a golf ball nestled between the roots of the fluffy soft coral. As I pick it up to tuck it into my BCD pocket, I spot another white golf ball. And another. And another ... it almost feels like an Easter egg hunt. One by one, I pluck them from the coral, realizing that they must have come from the nearby golf course, accidentally — or perhaps even deliberately — hit into the sea.

I look up to signal Jean-Marc, my dive buddy, and see that he is also head-deep in the soft coral. Then he straightens up and shows me a golf ball. Apparently, I'm not the only one noticing these unwelcome visitors.

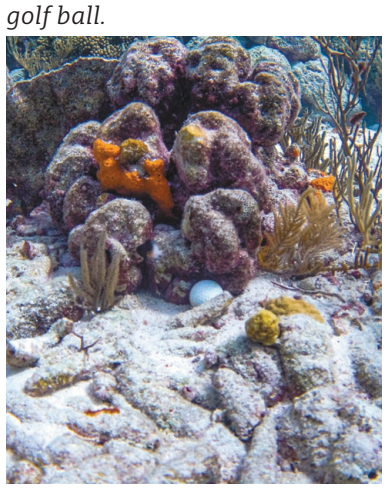
The three minutes of our safety stop have long passed, yet we continue collecting golf balls. Most are well hidden among the coral; some are so overgrown with coral or algae that they're only recognizable by their perfectly round shape — quite a rarity underwater.

After about fifteen minutes and an almost empty tank, we give up. Our collection bag is filled to the brim. Not a single ball more will fit.

The result? A staggering 152 golf balls in just fifteen minutes! Imagine how many must be scattered along the entire length of the reef bordering this golf course.



What's that? A bright orange golf ball.



Golf balls slowly break down, releasing microplastics and other toxic substances into the ocean.

Who Are We?

We are Karen and Jean-Marc, dive professionals travelling the world aboard our sailing yacht, *Blowing Bubbles*. We left Europe four years ago, crossed the Atlantic Ocean and sailed the Caribbean since then. As full-time liveaboard divers, we explore remote dive sites and share our underwater adventures.

Every place we visit, we explore beneath the waves. Most of the time, we encounter stunning underwater scenes and exciting marine life — but far too often, we also find pollution. We frequently remove fishing lines tangled in coral, retrieve lost anchors, or pick up bottles and cans during our safety stops.

The Impact of Golf Balls on the Reef

Golf balls underwater are inevitable when a golf course features a hole positioned right next to the sea. Once they sink, they disappear from everyone's view, and no one seems to worry about them anymore. But as divers, we witness the consequences firsthand.

Golf balls slowly break down, releasing microplastics and other toxic substances into the ocean. We've even found golf balls with coral growing on them, bearing the scrape marks of parrotfish. These fish graze on algae-covered surfaces for food, unintentionally ingesting microplastics in the process, a hidden pollution problem that few ever consider. After weeks of diving here in Curaçao, we've already recovered 3,500 golf balls, a massive number accumulated over years of golfing.

Why Do We Do This?

We've been diving worldwide for many years and have seen reefs and their ecosystems deteriorate, largely due to increasing pollution. Sometimes it's floating debris, sometimes it's reefs overgrown with algae, or coral gardens with fewer and fewer fish.

If we can make a difference, we're happy to dedicate part of our dives to a good cause: cleaning up, so that we, and other divers, can continue enjoying pristine, unpolluted reefs.

Will You Join Us?

Our oceans deserve better. If you want to enjoy breathtaking dives for years to come, maybe you'd like to contribute to a cleaner underwater world too? Hop aboard Blowing Bubbles and learn all about the magic of diving with a mission. On your next dive, you'll be on the lookout for garbage. We teach you how to be prepared and bring the garbage up in a safe way.

Together, we can make a difference! Send us a message at www.blowingbubbles.eu, or learn more about is at www.blowingbubbles.eu, and become part of the change.

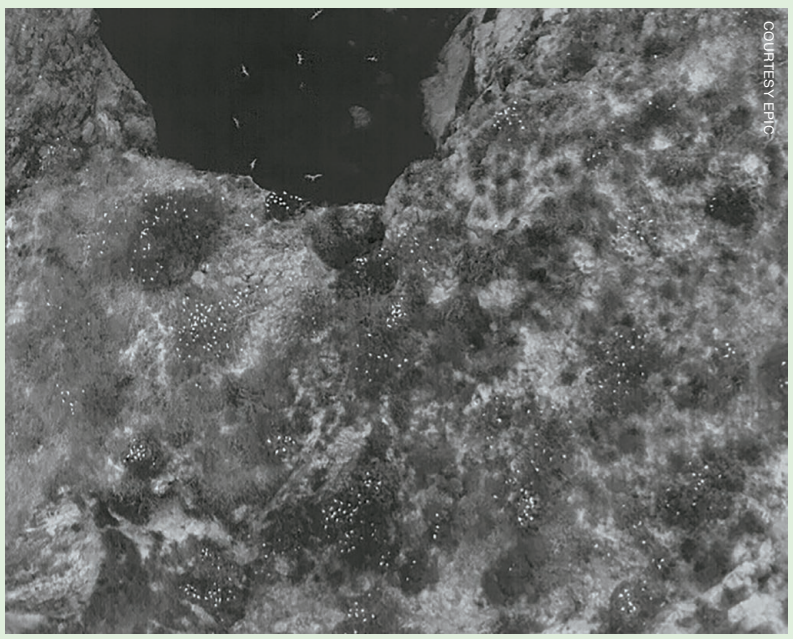
Restoring Wild Islands, Seabirds, and a New Photo Contest

Environmental Protection in the Caribbean (EPIC) earlier in 2025 launched a five-year project to restore seabird nesting habitats on offshore islands in St. Vincent & the Grenadines. The project targets Battowia and the Pillories islands, home to globally important seabird colonies threatened by invasive species, habitat loss, and human disturbances. EPIC used drone training to assess current conditions, monitor seabird colonies, and track invasive plant growth. The drones captured aerial views of seabird nests and signs of threats.

The project is funded by the Deepwater Horizon Oil Spill Natural Resource Damage Assessment and Restoration funds. Healthy seabird populations contribute to thriving coral reefs, supporting fisheries and biodiversity.

To promote conservation and human connections, *Caribbean Compass* and EPIC have launched "SEAS & Scenes: Love the Caribbean Photo Contest 2025." The contest invites photographers to share their love for the Caribbean, with cash prizes in two categories: Sailing and Yachting Adventures and Caribbean Nature & the People Who Love It. Winners will be featured in print and online.

For more about contest details, turn back to page 6 and log on to https://epicislands.org/photo-contest-2025/.



In this aerial drone image of the Island of Battowia, infrared technology is used to help assess seabird populations. The white dots are birds, made visible due to their heat signal.

REGATTAS & RALLIES

2026 RORC Caribbean 600

The Royal Ocean Racing Club's 17th RORC Caribbean 600 will start in Antigua on February 23, 2026. The 600-nautical mile race takes place in the central Caribbean and tests seamanship, endurance, and strategy. Boats will race around 11 islands, facing technical challenges that attract the world's top offshore teams. Entry is open for boats competing under various rules, including a dedicated IRC Two-Handed Class.



TIM WRIGHT/PHOTOACTION.COM

The impressive start of IRC Super Zero in the 2025 RORC Caribbean 600

The RORC Nelson's Cup Series will act as a warm-up with inshore racing and the Antigua 360 Race.

For full entry details and to register, visit caribbean600.rorc.org.

Spring Regatta Returns to Dominican Republic

Marina Puerto Bahía hosted its Spring Regatta in early May 2025, marking an year-year comeback for the Samaná, Dominican Republic, sailing tradition. There were 22 participants competing in four dinghy sailing categories — ILCA 6, ILCA 7, Sunfish, and Optimist. The event blended sport, nature, and local culture with a lively awards ceremony.



COURTESY MARINA PUERTO BAHIA

Participants competed in four dinghy sailing categories — ILCA 6, ILCA 7, Sunfish, and Optimist.

As part of Marina Puerto Bahía's commitment to sustainability, the trophies — sponsored by EcoBahía — were handcrafted by local artisans using coconut materials and shaped like whales, paying tribute to the humpback whales that visit Samaná each winter.

Marina Puerto Bahía is excited to revive the tradition and plans to expand next year's event to include cruising sailboats.

BUSINESS BRIEF

Budget Marine Expands, Upgrades Antigua North Sound Site

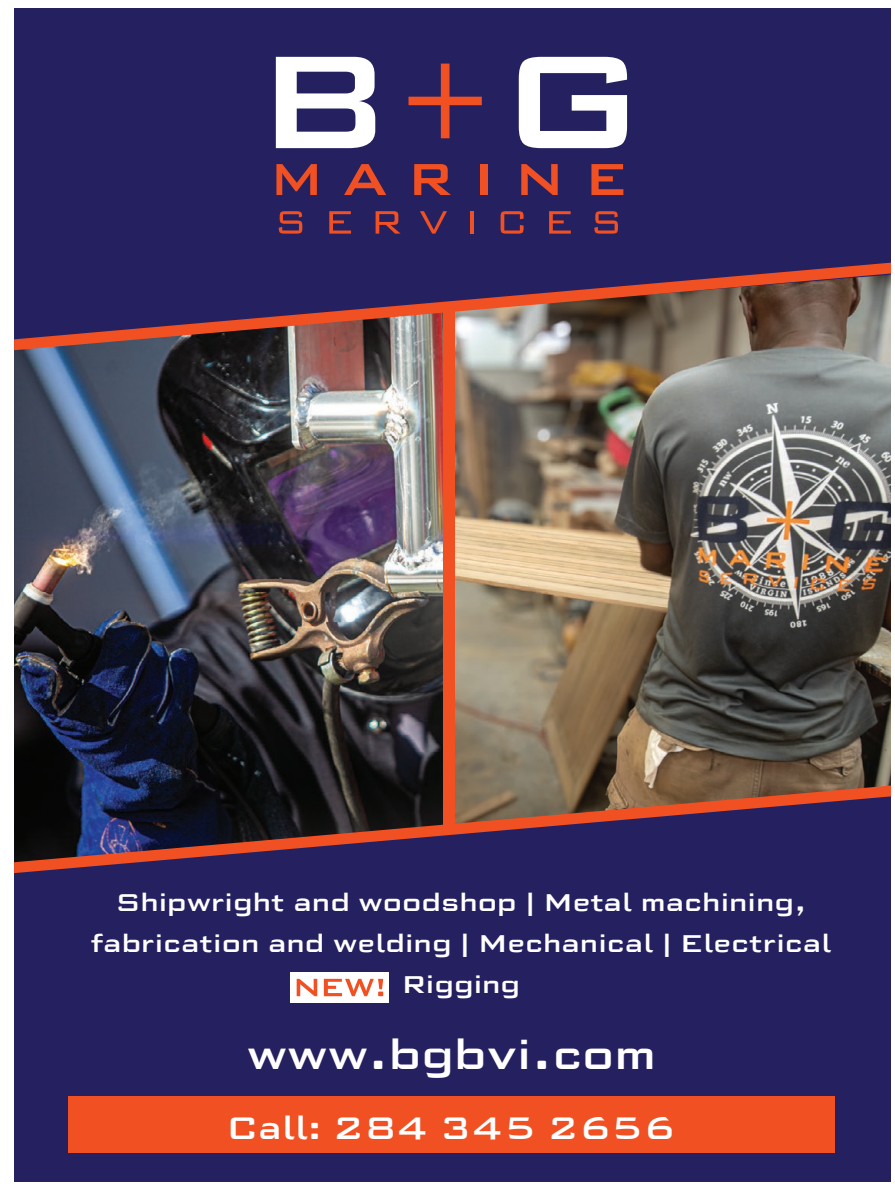
Budget Marine Antigua's new premises in the North Sound Marina Boatyard near Parham, Antigua, replace a much smaller premises and allows for a much wider range of products. North Sound marina is unique among Caribbean boatyards for its fully concrete yard, huge support buildings and 150-ton travel lift, allowing work to be done on boats without the usual sand and mud.



COURTESY BUDGET MARINE

Budget Marine Antigua's new premises near Parham





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44' 1980 CSY 44 Walk Through Cutter Ketch
$89,000



37' 2005 Vision 11.3
$49,000



50' 2006 Beneteau Cyclades 50.4
$185,000



49' 1989 Taswell
$250,000



39' 1993 Najad 390
$105,000



58' 2016 Leopard 58
$899,000



42' 2020 Fountaine Pajot Astrea 42
$584,000



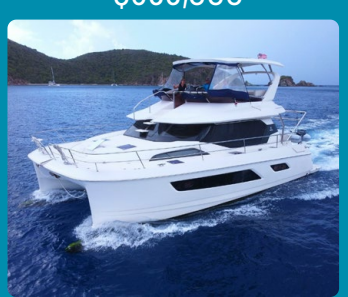
51' 2023 Hanse 510
$899,000



39' 2023 Dufour 390 Grand Large
$211,500



47' 2021 Fountaine Pajot Tanna 47'
$1,200,000



44' 2018 Aquila 44
$549,000



46' 1987 Warwick
$162,000



40' 2020 Leopard 40
$349,000



52' 2005 Beneteau 523
$229,000



1983 High Speed 218 Pax Ferry
$999,000

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My Beach Bars in the Lesser Antilles

By David H. Lyman

JON RICHARDS ILLUSTRATION





LARRY TYLER

Pinel Island, St. Martin

We all have a favorite beach-bound bar, where we pull up the dinghy, hop out, and walk a few steps to mingle with people we know and who know us. It's reminiscent of that Boston pub, Cheers, where everyone knows your name. You feel comfortable here; we are among friends, even if the place is full of strangers. At least the bartender will know your name, and if not, he'll at least know what you'll have.

Almost every island in the Eastern Caribbean has at least one of these beach bars, some no more than a knocked-together shack — the less pretentious, the better. We are sailors, not tourists. We live, if but for a few weeks, in one anchorage before sailing on to the next island to find a similar beach bar.

We want a dinghy-friendly bar, since we have no car. Music is optional, as we are here for community. We want to talk and debate anchor types, the weather, and sailing directions. We are here to tell and listen to stories. I was sitting one afternoon with Don Street at Pusser's Landing in Soper's Hole, Tortola, in the British Virgin Islands, listening to him admonish a charter skipper who had just recounted hitting a rock while entering an anchorage in the southern islands. "I warned you about that rock in two of my books. It's right there in black and white." It was more fun listening to Don than any steel band.

There are bars to suit most every type of sailor: the discos and pick-up clubs for the "Below Decks" crowd; yacht club bars for the owners of gold platers; bars for racing sailors; and bars for the liveaboard cruiser older than 50. We'll leave the bars around the pools at plush, adult-only resorts for the glossy magazines.

The island pub crawl begins at **Foxy's Tamarind Bar** on Jost van Dyke in the BVI. It's one of the first — built in the late 1960s, over 50 years ago, as just a shack. Foxy Callwood, a charismatic West Indian storyteller and entrepreneur, knew what visiting sailors wanted: rum, beer, food, and a laid-back atmosphere. I've been tying my dinghy to Foxy's dock for years. Despite its fame, the place still retains its rustic charm, except when it's party time, and then all hell can break loose.

—Continued on page 20

DAVID H. LYMAN



The pub crawl begins at Foxy's Tamarind Bar on Jost van Dyke in the BVI.

A Taste of Island Life at Scrub Island Resort, Spa & Marina

Island Heritage, Culinary Escapes and the Revitalization of Marina Cay



The view from the Mariner House





The British Virgin Islands bring a new rhythm to island life — unhurried, sun-drenched, and rich with discovery. At Scrub Island Resort, Spa & Marina, a AAA Four-Diamond private island retreat, that rhythm unfolds through quiet luxury, natural beauty, and meaningful moments shared across sand and sea.

The Story of Marina Cay

Tucked just across the channel from Scrub Island, Marina Cay has long captivated visitors with its unassuming beauty and storied past. The eight-acre islet, surrounded by coral reefs and crowned with sweeping views, first rose to prominence in the 1930s when American author Robb White and his wife Rodie made it their home. Their adventurous spirit — and enduring love story — was immortalized in White's memoir *Our Virgin Island*, later adapted into a feature film starring Sidney Poitier and John Cassavetes.

For decades, Marina Cay has existed as both a destination and an idea: a place where simplicity reigns, nature leads, and time slows. While years have shaped the island's landscape, its legend only grew — anchored by the memories of those who came seeking solitude, sea air, and storybook escape.

A New Chapter Begins

Today, Marina Cay enters a new era — one that respects its roots while inviting guests to experience its magic anew. The heart of the revival is Marina Cay Bar & Grill, a breezy, open-air gathering place where island flavors meet panoramic sea views. Accessible via Scrub Island's private ferry or by personal vessel, Marina Cay offers a relaxed atmosphere for a leisurely lunch, sunset cocktail, or an easy evening spent lingering in good company.

The menu balances approachable favorites — think fresh-caught seafood, crisp salads, and juicy burgers — with a casual, come-as-you-are sensibility. But beyond the food, it's the feeling that draws you in: salt on your skin, music on the breeze, and the sense that you've arrived somewhere special.

Beyond the Shoreline

In partnership with Up 'n' Under Watersports, Marina Cay now offers a full suite of aquatic activities for guests who crave a bit of motion between moments of stillness. Thrill-seekers can glide over the sea on eFoils or speed across the surface on AquaDarts, while paddlers and snorkelers can explore the reef-ringed island at a slower pace.

This blend of adventure and authenticity reinforces what Marina Cay has always done best: offer space to explore, unwind, and rediscover the joy of being fully present.

Scrub Island: A Perfect Counterpoint

While Marina Cay has its own rhythm, Scrub Island Resort, Spa & Marina remains the anchor for your private island experience. Here, the focus is on thoughtful details and meaningful moments. Two pristine beaches, a hillside spa, an award-winning marina, and an array of private villas offer a seamless blend of comfort and character.

Dining across the resort remains relaxed and refined. One Shoe Beach Bar & Grill on North Beach offers toes-in-the-sand fare just steps from the water — ideal for a midday bite between pool dips and beach strolls. For more expansive experiences, Scrub Island's two signature restaurants showcase distinct sides of island dining.

At Cardamom & Co., guests are invited on a culinary journey shaped by the flavors of the spice trade and the Caribbean's indigenous ingredients. This fine dining venue boasts sweeping views of the marina and neighboring islands, elegant service, and thoughtful dishes that celebrate regional influences.

Meanwhile, Donovan's Reef Marina Bar & Grill embraces the casual energy of poolside dining, where every meal is accompanied by a soft breeze and stunning views. Overlooking Donovan's Beach, this open-air favorite serves up crisp salads, signature sandwiches, and tempting appetizers. A swim-up bar allows guests to sip cocktails without ever leaving the water, and every Friday night, live music adds a festive island beat.

At Scrub Island, dining isn't confined to the table. It's a shaded cabana by the sea. It's a cocktail shared on the ferry to Marina Cay. It's the memory of a meal made more meaningful by the view.

A Place to Call Your Own

Whether you're seeking a romantic escape or traveling with a group, Scrub Island offers accommodations designed to suit every style of stay. Ocean view guest rooms and suites provide a peaceful sanctuary with plush bedding, spa-inspired bathrooms, and private balconies overlooking the water.

For those desiring even more privacy and space, the resort's hillside villas offer a residential-style experience with multiple bedrooms, expansive terraces, full kitchens, and private plunge or infinity pools. Each villa is positioned to capture breathtaking views of the surrounding islands and channel, creating a true sense of escape. Personalized touches — from in-villa dining to curated experiences — allow guests to relax completely, wrapped in the comfort of their own secluded retreat.

To linger a little longer, guests can take advantage of the Private Island Bliss Package, which includes a night free and a $250 resort credit — perfect for spa indulgences and memorable island moments.

Read more of your private island story at www.scrubisland.com and www.marina-cay.com. For more information on the Bliss Package, check out www.scrubisland.com/offers/private-island-bliss.

—Continued from page 18



COURTESY DAVID H. LYMAN

The Lyman family and friends congregate around Foxy.



LARRY TYLER

For my money, the perfect beach bar is tucked in at the southern end of Princess Margaret Beach in Bequia — Bamboo Beach Bar.



LARRY TYLER

Jack's is one of the many beach bars dotted around Bequia's Admiralty Bay.

At nearby White Bay, half a dozen beach bars have sprouted over the years, with the **Soggy Dollar** the most famous, as it claims to be where the Painkiller rum concoction was invented.

The BVI is packed with beach bars to suit most every type of boating. I'll let you do your own research.

It's an overnight upwind bash into the trades to get to St. Martin (French) and Sint Maarten (Dutch), where you'll find more types of bars than I can count. Then a quick hop over to St. Barts, which caters to the expensive mega-yacht crowd. So I prefer to set my sails on a beam reach to another true sailors' island, Antigua.

Antigua's winter racing series attracts a varied caliber of sailor: pros for the big races, team-bonding racers for Sailing Week, bareboaters, family cruisers, solo sailors, and liveaboards. Each will find their own, as there are bars to suit all types.

The **Seabreeze Cafe** and **Skullduggery's Bar** are where locals gather in the afternoon. These are located on the **Yacht Club Marina** dock in Falmouth Harbour, and it's where I find my people. The entire complex burned down a few years ago in a lightning storm but is back in operation. Next door is the Yacht Club itself, with a more formal restaurant, as well as **Club Sushi and Steak**, a takeaway.

Over at Nelson's Dockyard, there's the **Hot Spot Cafe**, a breakfast and lunch cafe, on the quay, with the yachts tied stern-to; the **Galley Bar** and **Restaurant**, on the back side of the quay, is where crews gather in the afternoons.

Pigeon Point Beach has two dinghy-friendly bars: the casual **Bumpkins** on the east end, and the more elegant **Catherine's Café** at the west end.

The next destination would be Deshaies, at the northwest corner of Guadeloupe. It's 45 miles on a beam reach from Falmouth Harbour, a passage of six hours. Next stop might be the archipelago of Îles des Saintes — six hours of motor sailing down the lee of Guadeloupe. **La Fringale** is a waterside restaurant and bar, right next to the dinghy dock, perfect for a late afternoon beverage — after the last ferry has left with the day trippers, leaving the village of Terre-de-Haut in peace.

The anchorage off Portsmouth on Dominica is just 20 miles and four hours away, and worth a stop. There are a few beach bars of note: the **PAYS** pavilion has a dinghy dock and bar, the **Purple Turtle** Restaurant's bar is always open, and just down the beach is **Madiba Beach** Cafe with its dinghy dock.

Next stop on our beach bar cruise south is Martinique. Let's drop the hook off St. Anne at the southern tip of the island. There's a substantial dinghy dock, but you can also just pull the dinghy up on the beach by **Le M** and take a seat right there on the sand. The adjacent restaurant has WiFi for the price of a beer. There are a dozen bars and restaurants along the beach leading to the **Club Med** Resort. You could spend a month.

From Martinique it's a quick hop over to Rodney Bay in St. Lucia, but no beach bars, so on to St. Vincent. Cumberland Bay on the northwest side is but 60 miles from Rodney Bay. Here you can drop the hook and tie off astern. The beach shacks here will welcome you. From here, it's 60 miles and 10 hours to Chatham Bay on the west side of Union Island, where there used to be half a dozen beachside bars and restaurants, some little more than shacks, so most were blown away by Hurricane Beryl. A few are still there and are rebuilding.

From Martinique it's a quick hop over to Rodney Bay in St. Lucia, but no beach bars, so on to St. Vincent. Cumberland Bay on the northwest side is but 60 miles from Rodney Bay. Here you can drop the hook and tie off astern. The beach shacks here will welcome you. From here, it's 60 miles and 10 hours to Chatham Bay on the west side of Union Island, where there used to be half a dozen beachside bars and restaurants, some little more than shacks, so most were blown away by Hurricane Beryl. A few are still there and are rebuilding.

From Union Island, it's a day sail north to Bequia, which has a dozen beach bars scattered along Admiralty Bay. **De Reef**, at the southern end of Lower Bay, has no dock but ample beach space. On Princess Margaret Beach, there's **Jack's Beach Bar** with its dinghy dock, followed by the upscale **Bequia Plantation Hotel**, just around the corner, with its dock.

Over at the yacht club dock, the **Cocktail Lab** has fancy drinks for Wednesday expat evening. Nearby, the **Sailor's Beach Cafe** has an open mic the same night. On the northern end, **Daffodil Marine Services** has a new dinghy dock, a bar, a restaurant, and yacht services.

For my money, the perfect beach bar is tucked in at the southern end of Princess Margaret Beach — **Bamboo Bar**. It's so informal, you bring your rum. There is no floor, just sand; no roof, just the stars overhead. There are a few tables and chairs of dubious vintage. There is no dinghy dock, but that's fine; just pull the dinghy up on the beach and join other cruisers who have gathered as the sun sets behind the fleet of anchored sailboats.

I'll have a tall rum punch.

David H. Lyman, author and marine journalist, has been sailing and researching the beach bars of the islands for more than 20 years.

Sundowners in the Bay Islands of Honduras

Story and photos by JoAnne and Bill Harris



Just dinghy in and relax at Brady's Cay, Roatan!

The Bay Islands of Honduras — Utila, Roatan, and Guanaja — are adored for their stunning beauty, crystal-clear waters, spectacular snorkeling/diving, and laid-back island vibes. It's a dreamy place for cruisers to drop anchor and dinghy ashore to some unforgettable happy hour spots.

Whether you have just rinsed off your dive gear or are heading in after a salty beach walk, here are some of our favorite places to unwind. These bars are dinghy-friendly, cruiser welcoming. Many are pet- and family-friendly, too. So, grab your flip flops and your favorite sundowner friends — it is time to raise a glass to life afloat.

Utila: Best of Both Worlds

Though it is the smallest of the Bay Islands, Utila's charm will draw you in when it comes to character and beauty. The main anchorage, East Harbour, is funky, fun, friendly, and full of wonderful places that welcome cruisers with open arms and cold beverages. Caribbean music fills the air and makes for a great atmosphere of island flair.

Bando Beach Bar & Restaurant is a laid-back beachfront haven with picnic tables and beach chairs that is perfect for cruisers. It is always family and pet friendly. The wonderful beach and shallow water are a great way to cool off as you float with a cold drink. There is a great dinghy dock there as well. The staff make an amazing rum punch with fresh juice and offer a variety of happy hour specials as well delightful frozen concoctions, too.

Edo's Place Bar & Grill is casual, cool, and run by a crew who love cruisers. A dinghy dock is also available. They offer live music and you will immediately feel like a local. You are welcome to enjoy your beverage while you chill out on the deck or float in the crystal-clear sea. The staff make an amazing cocktail aptly named Blue Utila with coconut rum, pineapple juice and Blue Curacao.

Huffy Utila is tiny and lively and boasts a rotating group of locals, backpackers, and salty sailors. If you are looking for a surprise DJ night or impromptu limbo contest, this is it. Dinghy in and tie up out front. Their fun-themed drink selections are served with floating rubber duckies, beach pails and more. One of their signature drinks is the Bali Bath. With a multitiered platform built over the water, it is a perfect place to enjoy amazing views and the warm tropical breeze.

Mango Tango: The name alone makes you smile — and so does the view. Perched right on the water with colorful cushions and a breezy deck, everyone is welcome to enjoy drinks and the laid-back atmosphere. One of the artisan cocktails is a Grape Gin Smash that is a true hit. Great news is that they offer a unique cocktail for every day of the week.

Neptune's Bar & Grill is a bit of a local legend and one of the most scenic spots on the island. Reachable only by water — dinghy up to the dock and feel like you have arrived somewhere secret. Snorkeling just off the dock is excellent, so bring your gear. Their frozen Painkillers pack a punch.

—Continued on the next page



—Continued from the previous page



Hammock time at Kimpton Grand Roatan, Roatan

Nautical Restaurant & Bar is a newly opened mellow spot where cruisers often end up chatting over fresh ceviche and cold beers or select from the fully stocked bar of top shelf liquors. Dock access is available. It's the kind of place where the bartender remembers your name on the second visit — and your favorite drink by the third. Overlooking the harbor, this place has a spectacular view of sunset in the air-conditioning or enjoy the refreshing swimming pool.

Underwater Vision Dive Center isn't just for divers! The beach bar out back is a gathering place for sunset lovers. Music is often playing, and there's a vibe of international community of travelers here — you'll hear stories in multiple languages. Dinghy parking is easy on the long pier.

Roatan: Busier Island

Roatan has something for everyone, from party-seekers to those who wish just to chill out. It has many hidden gems tucked away into its shores.

Set right in the sand, the **Boat Bar** in West Bay is a lively spot, dinghy accessible, and has a great view of the sunset. A mix of locals, expats, and visitors keeps the vibe friendly and fun. Enjoy a delicious signature Moscow Mule here.

Brady's Cay at French Cay is a beautiful hideaway with wonderful management who makes everyone feel welcome. It is here where we set up the "ULTRA Special for Cruisers," where cruisers can visit and not have to pay the $20 entrance fee. Cruisers can just dinghy in and leave their rides at the dock. Then enjoy great food and drinks. There are many cocktails to select from, including their Bahama Mama. Lounge chairs, beach umbrellas, freshwater showers are also available.

Eddie's on the Beach in West End is one of our go-to spots for casual drinks with a view. Dinghy up to the pier, enjoy the comfy sofas and enjoy the laid-back atmosphere. They offer live music several days a week, too.

Fun Chaser floating bar at French Cay is a unique local place. A real cruiser favorite since after a fun snorkel on the reef, you can dinghy up and order drinks and food. The signature decadent Monkey La-La Cocktail consists of Bailey's, Coconut Cream, Kahlua, Vodka, Triple Sec. Add ice, blend, pour in chocolate sauce and plop a cherry on top to create the local favorite.

Hole in the Wall at Jonesville Bight is an old-school legendary island spot only accessed by boat. You'll find seasoned sailors and locals here. The vibe is authentic and the laughs are loud. It is a great place to swap cruising stories and hear island legends.

If you're craving artful cocktails and designer ambiance, **Luna Muna** at **Ibagari Hotel** in West Bay is your stop. Dinghy up to elegance and sip on the signature elixir, "Ibagari Delight" with pineapple juice, rum, jalapeno, and bitters while watching the sun melt into the sea. If you arrive at Ibagari to enjoy the sunset, champagne flutes of chilled prosecco are served.

Sundowners at West End is as classic as it gets. Hugely popular with cruisers, tourists and locals, there is always something fun happening here with live entertainment and other events. The first time we went, they had just opened and that was over 20 years ago, back when Roatan still had sandy streets. Cruisers are welcome to beach their dinghies right in front and enjoy all this place has to offer. They are famous for their blended margarita with mojito ingredients.



The Guanaja Sundowner, signature cocktail of the Guanaja Beach Hotel

Tita's Pink Seahorse Bar in West End is colorful, cozy, and always full of laughter. It is named for the seahorses found just offshore. They are famous for their super-size frozen strawberry daiquiris.

Roatan Yacht Club Resort and Marina at French Harbor is a solid stop for boaters — especially if you need fuel, supplies, or just a solid burger, pizza or tacos. They have cruiser-friendly docks and an extremely welcoming crowd.

Trico Bar at Jonesville Bight is a brilliant waterfront place with a come-as-you-are vibe. Dinghy right up to the deck. Great for those nights when you just want to be somewhere totally laid-back, with good tunes and cold drinks.

Guanaja: Undiscovered Paradise

The island of Guanaja remains a dream for those looking to unplug. It's peaceful, uncrowded, and full of charm. Dinghy access is easy in most areas, and the views are postcard worthy.

You can dinghy up and tie up to the dock at **Pico's Pizza & Fruit Harbour** at The Bight for ice cold beverages, including a variety of German beers.

German owners give **Manati Restaurant** at El Bight a Caribbean flair. Dinghy dock is available. It is a great place to enjoy a cold beer or a variety of cocktails while enjoying the breeze and beautiful view from the covered deck. Every Saturday, they set the tables family style and invite cruisers, locals and expats to enjoy a wonderful meal and camaraderie.

Mi Casa Too at El Bight: The name says it all. Come as a stranger, leave as family. Shawn and Lisa manage their beautiful restaurant down to every detail. The dinghy can be left at the dock and then after a climb of 192 steps, one will arrive to a charming ambiance with a stunning panoramic view. Enjoy the plethora of hummingbirds sipping on the feeders while you soak in the view and relax with a refreshing Hibiscus Tea or Limeade.

Guanaja Beach Hotel at El Bight is a lovely place set atop a high hill with a stunning view of the sea along with a white sandy beach below. The buildings are designed by the internationally recognized architect Lane Pettigrew, and include a restaurant, bar, pottery studio, villas. The signature cocktail is a Guanaja Sundowner that is sure to please.

Green Flash Bar on the North Side is named for the elusive sunset phenomenon, and with good reason. Accessible by boat only, it's well worth the trip. It is the best place to enjoy the sunset and to see the elusive green flash with signature pineapple or mango daiquiris made with real fruit.

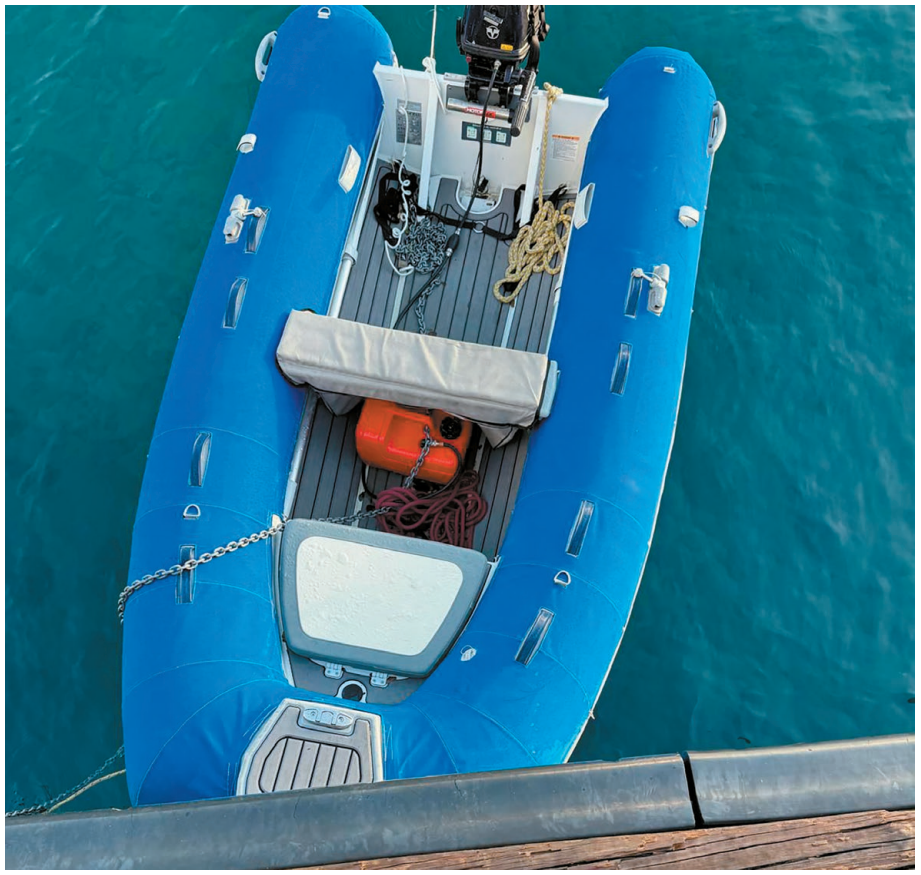
JoAnne and Bill Harris live aboard their trimaran, SV ULTRA. *They are Ocean Cruising Club port officers and cruising hosts for Honduras and Bay Islands for the Seven Seas Cruising Association. Explore their guide,* ULTRA Cruisers' Resource Guide for Honduras including The Bay Islands*, at https://heyzine.com/flip-book/0803e1e3ed.html*

Parking the Unsung and Under-Appreciated Boat Car

Story and photos by Bill Woodroffe



Rock climbing experience would come in handy at low tide in St. Pierre.



Your car can drift under the dock at low tide.



Limited tie-ups at St. Anne, Martinique

Cruisers generally have two questions about ports. First: How rolly is the anchorage? Second: How's the parking? This means not just the anchorage for the mother ship but also refers to the vessel car — the dinghy. Location, condition, size, safety, and popularity of the "parking spot" all matter.

Dinghies can be landed ashore on a beach, and if that's where you want to be, that is fine. You do have to consider the surf conditions, slope of the beach, and security at the shoreline. Most people prefer to stay dry while aboard the craft and expect to walk off on dry land. It is rather embarrassing to land on a beach after a wave fills it with sand and water because your timing judging the surf was off. Remember pictures of the Normandy landing?

The other option is to park the car at a specified dinghy dock. Some are better than others. Some even approximate the Normandy Beach landing.

Two such are the floating pontoon dock at Pirates Beach, St. Anne, Martinique, and the "walk the plank" dock in English Harbour, Antigua. Next to a kids' waterpark and the popular Pirates restaurant, Pirates Beach is a fun house of plastic floating pontoons which undulate in any incoming swell.

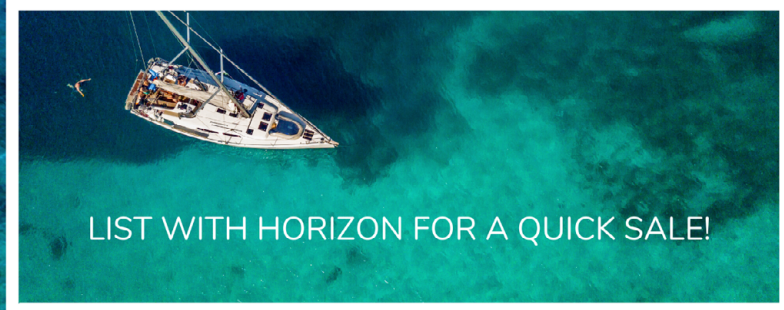
The English Harbour dock is literally in the shadow of the mega-buck-mega-yachts parked there. All I can say is that good coordination and balance is required when walking the plank that one must use to keep dry going ashore. A proper swimsuit is recommended if you are unstable or otherwise impaired walking the plank.

Many docks are specific to businesses that maintain them. This doesn't mean they are always maintained. The one for Budget Marine in Falmouth Harbour, Antigua, requires a certain agility and a leap of faith a la Indiana Jones. Some require rock climbing experience, especially at low tide (I'm thinking of you, St. Pierre, Martinique). Some require expertise in short distance sprints when ocean swells gush up from under your feet if you're not fast enough to outrun them (I'm thinking of you Deshaies, Guadeloupe). Some have limited "tie up" cleats, rings or bits to secure your car (St. Anne, Martinique).

There are "porcupine" docks, where nails, spikes, and other implements of dinghy destruction protrude, ready to deflate the unaware. And there are docks that look great at mid tide when you tie up in the morning and go off on a day trip. But while you are off enjoying your adventure, the tide keeps falling, and when you return your car has drifted under the dock.

—Continued on the next page

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—Continued from the previous page



Your car can drift under the dock at low tide.

To be fair, there are some very good docks: Jolly Harbour Marina, and the Falmouth town dinghy dock in Antigua; Bequia; Le Marin marina, St. Martin; Bas-du-Fort, Guadeloupe — all are somewhat too short, but otherwise really good. Most marinas have decent dinghy docks although some restrict who can use them.

Parking is very tight at some docks Fortunately, your car is just one big rubber inflatable fender, so no worries about dings from cars parked too close together. Walking over fellow cruisers' cars is acceptable etiquette. On the other hand, it is common courtesy not to tie up too tight to the dock — leave room so others can squeeze in. Tying up alongside in lieu of bow in is also not acceptable. If you worry about leaving your car unattended, invest in a heavy chain.

A well-constructed and maintained dinghy dock is a blessing. Perhaps business owners or authorities will read this and take it to heart.

Compass contributor 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 SV Kalunamoo *throughout the islands of the Eastern Caribbean. Reach him at whwsailboat@gmail.com.*

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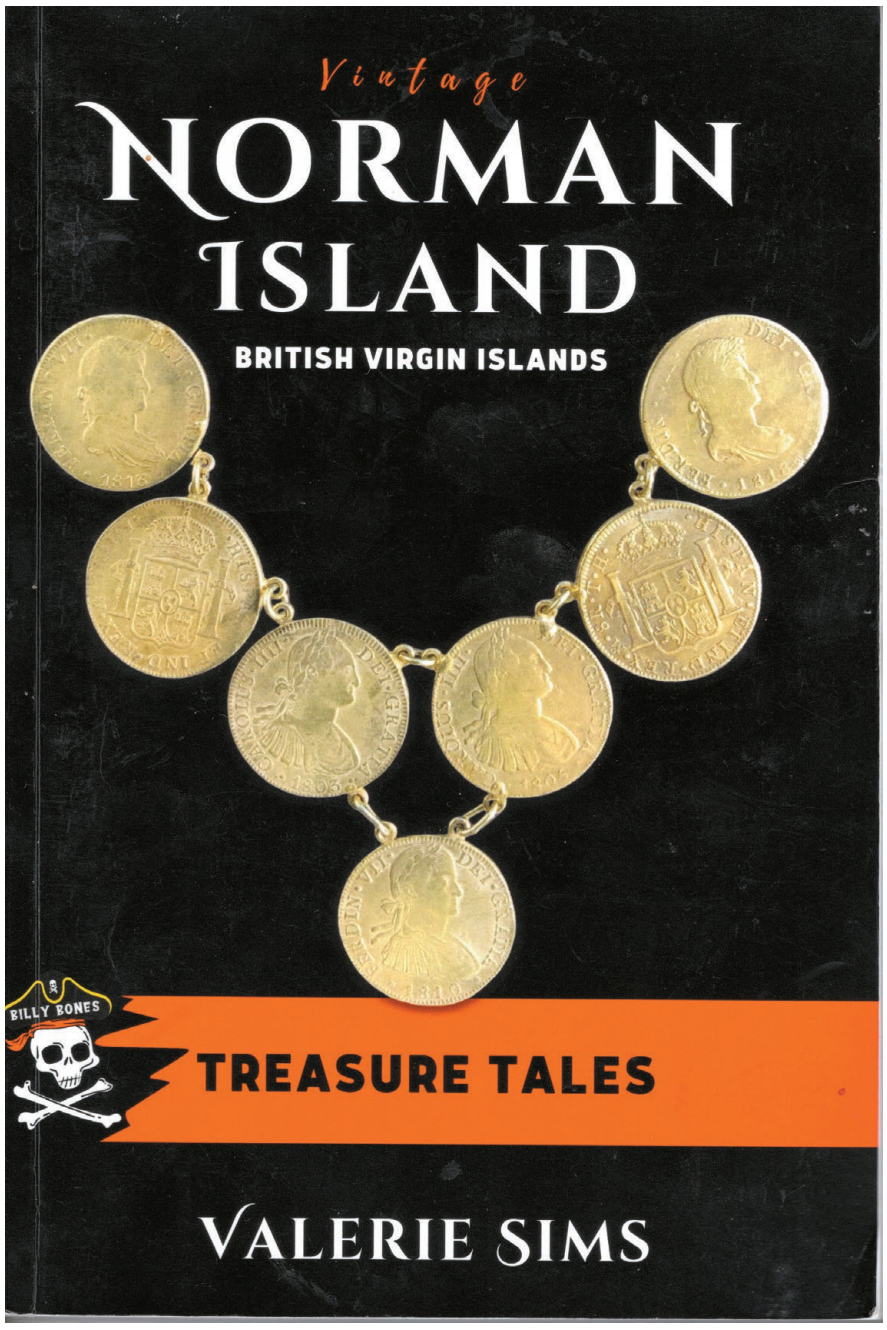
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NORMAN ISLAND, PART 1

By Valerie Sims



The necklace on the cover was designed with nine Spanish dollars reportedly found in a cave on Norman Island. Henry O. Creque gave them to his wife, Margaret "Peggy" Creque in the mid-1950s. The necklace remains in the family to this day.

Editor's note: *Questions abound over the various rumors of buried pirate treasure in the Caribbean, including this one, for a start: Did pirates really ever bury any treasure? Many historians say No, why would they? Pirates were reckless impulsive fellows, and they spent their loot as fast as they got it, on rum, women and riotous living.*

But others say yes, and that it can be documented.

In fact, according to author Valerie Sims, "The first documented discovery of buried treasure on [Norman Island] took place in the year 1750, when the neighboring people of Tortola found it, and 'made a fine harvest of it.' "

> *...When a merchant of St. Thomas appeared to become rich overnight, rumors spread that he had found wealth in [a cave on the island], but it's been a long-held family secret.*

The merchant was Henry Osmond Creque, and the family is Sims's own: Creque was her great-great grandfather. Her search to uncover the family secret, and her research into the island's history, make for some stories as fascinating as the one Robert Louis Stevenson seized upon, when he used great-great-grandpa Creque's island and its mystique as the inspiration for his classic Treasure Island.

Sims shares the tale of pirate booty and more in Vintage Norman Island: True Tales About a Real Treasure Island with Pirates and Buried Treasure in the British Virgin Islands. *In this excerpt, Sims gives us the story of* "La Nuestra Señora de Guadaloupe and her Ill-Fated Fleet," *drawing on the account of the ship's captain, Don Juan Manuel Bonilla, and other sources.*

The year was 1750.

The Spanish galleon, *La Nuestra Señora de Guadaloupe*, one of seven in a flotilla, departed Havana, Cuba, with a valuable cargo of Mexican silver, milled from the mines at Vera Cruz. Sailing in the convoy aboard her sister ship, *La Nuestra Señora de los Godos*, was the governor of Havana, with a veritable fortune stored in the hold.

It was a beautiful day around noon when all the ships happily passed through the Old Bahama Channel together, before the cloud formations darkened and the weather deteriorated.

At three in the afternoon, the wind hit them from the north with such great strength. It raged on without ceasing for days until the storm strengthened into a devastating hurricane.

The crew did their utmost and worked all four pumps continuously, but they could not keep up. The rudder snapped and was lost, and when the lashing by the wind grew more intense, the mast and the rigging snapped too.

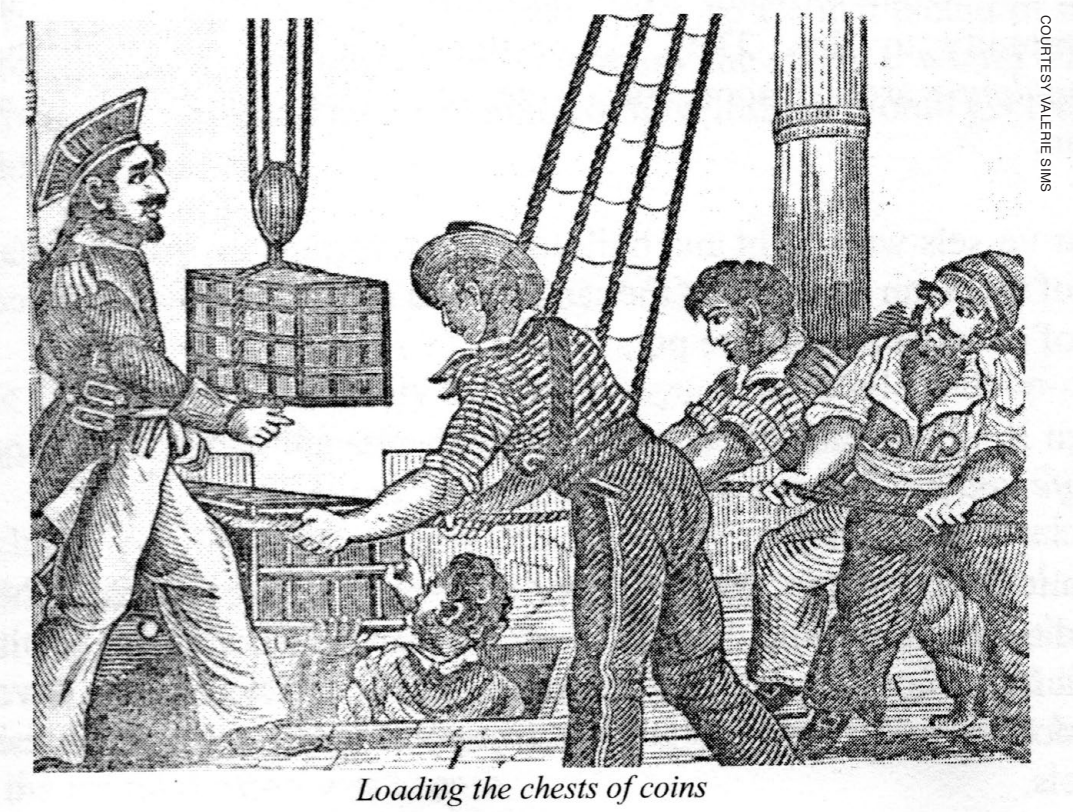
The passengers endured five days of terror as they were driven northward toward the Carolinas, farther and farther from their intended destination. Just when they thought all was lost, the winds lightened a bit. The high seas had forced them along a wild and lonely coast, somewhere near Cape Hatteras. There, they took shelter until they could proceed to Ocracoke Inlet five leagues away.

Bonilla purchased a packet boat as soon as he could and ordered all the chests of silver brought on shore for protection, but he had no idea that the crew were secretly planning to plunder his ship!

Over the next few days, the sailors laboriously transported about fifty heavy chests to the beach, but one mate by the name of Pedro Rodriguez saw an opportunity to abandon his duty and encouraged the other sailors to join him.

To stop the impending mutiny, Bonilla promised to give them double their wages as soon as the ship was safe. However, the crew demanded to be paid immediately, since they could see that there was enough silver on shore to do it, insisting that they fulfilled their duties, and their contract was over. Otherwise, they refused to work the pumps to keep the ship afloat. Bonilla offered to pay the men, but they demanded 100 dollars each!

—Continued on the next page


COURTESY VALERIE SIMS

Loading the chests of coins

—Continued from the previous page

Eventually, he conceded, but not before he made them complete their task of moving all the silver and bags of cochineal ashore. Cochineal, a red fabric dye, was made from the bodies of little dried bugs. It was second only to silver as Spain's most valuable New World commodity.

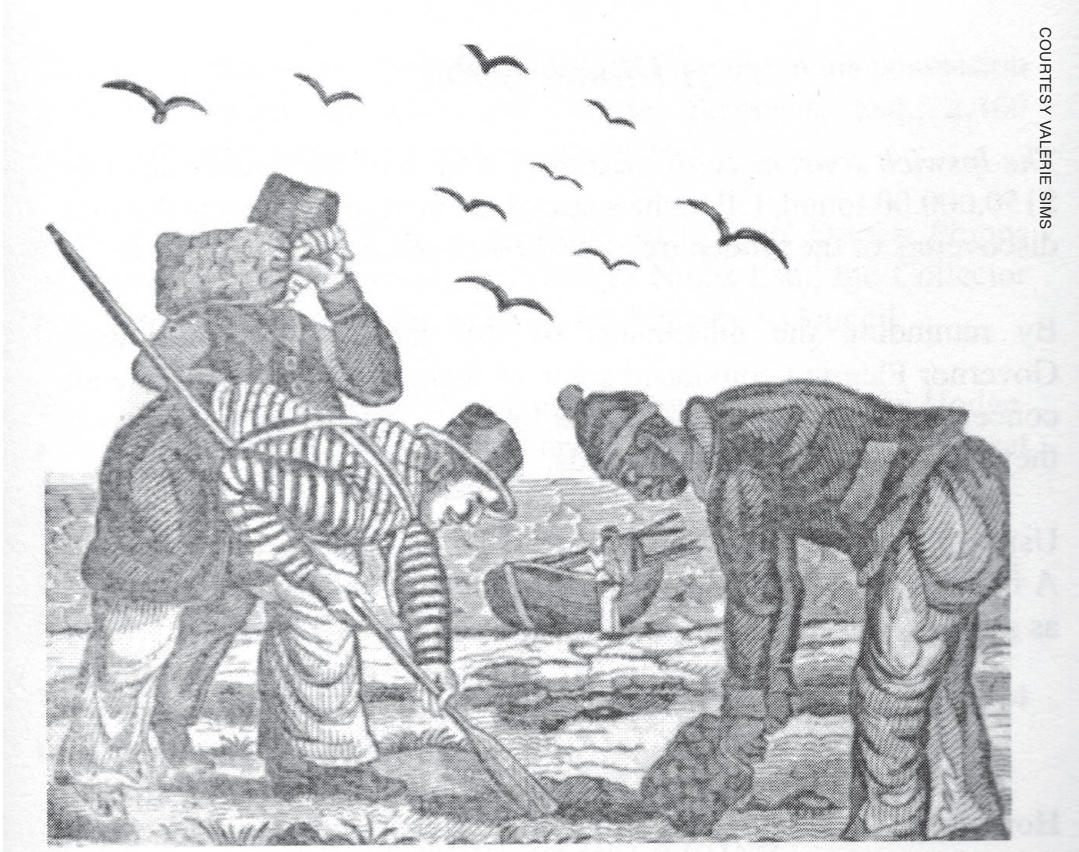
Once the task was accomplished, some seamen took advantage of the situation and broke open the passengers' trunks and robbed them of their jewels and other valuables. The passengers complained, but Bonilla could not prevail on the seamen by any means to return the goods.

He had lost control.

Sensing nothing but danger around him, he hired two sloops to transport the most valuable of the cargo to Virginia. Placed aboard the *Seaflower* were 55 chests of coined silver and a considerable amount of cochineal, tobacco, hides and decoratively worked silver. Aboard her sister sloop, the *Mary*, were approximately 54 chests of pieces-of-eight and a small box of valuable jewels.

The knowledge that 150,000 Spanish dollars lay tucked safely below the hold tormented the English sailors. With the wind blowing fresh and fair, both sloops seized the opportunity to flee. They clandestinely cut the cables to the *Guadaloupe* around noon and crisscrossed their way to the open ocean.

Since they were out at sea and no one on board was acquainted with the West Indies, except for Owen Lloyd, master of the *Seaflower*, they gave command of the vessel to him. He proposed to go to the French island of St. Barthelemy. They fell to leeward of that amidst the Anegeda shoals. When they stood off to sea to clear the reefs, they fell in with the Danish island of St. Croix. There they disposed of some of the money, but not knowing what do with so large a treasure, they looked to Lloyd, who knew the area. He advised them to go to Norman Island, one of the little islands near Tortola, about forty miles away. Lloyd thought it would be a perfect place to share their booty on shore; some of which may still be concealed.



COURTESY VALERIE SIMS

Robbing the Robbers

When they anchored there and unloaded the sloop, they found:

- Fifty chests of dollars, containing each three bags, and each bag a thousand dollars.
- Two boxes containing church plate and other wrought silver.
- One hundred and twenty bags of cochineal.
- Seventeen bags of indigo, a quantity of hides, chests of vanilla, and sixty bags of tobacco stems.

The cargo was distributed as follows: five chests of dollars to Owen Lloyd, five to Captain Zebulon Wade, four to each of the other persons aboard, with the rest equally divided.

[On November 3, 1750, the sloop was hailed and questioned by a suspicious fisherman. It departed quickly, marooning a few sailors. One, William Blackstock, confessed the crime to the president of Tortola. Most of the pirates, including Lloyd, were caught and arrested.]

On November 4, the people of Tortola learned of the affair, and *'crowded over to rob the robbers.'* According to Tortola's Governor Fleming, "Everybody concluded that they had a right to as much of their good fortune that had been thrown into their possession, and the dollars went from hand to hand. They searched in bodies, were equal sharers, and most of them needy or transient people and negroes. The mass of the treasure was dissipated into such hands and was beyond recovery."

By reminding the people of the danger of concealment, Governor Fleming convinced some of them he would prosecute all concealers, and eventually recovered a portion of the dollars. A finder's fee, whereby the people would keep a third in their hands as salvage, was insisted upon by the president.

However, the president, instead of doing his utmost to secure the treasure, took a considerable share of the spoils. Under oath, he admitted to having in his possession over 1,400 pieces-of-eight.

The Governor General, Sir Ralph Payne, called the whole affair *'a fragrant piece of wickedness!'*

For close to three hundred years, treasure hunters have been searching for the exact location where Owen Lloyd once anchored to hide away his ill-gotten gains, yet no one has publicly acknowledged finding even one coin.

Condensed from Vintage Norman Island *by Valerie Sims (NormanIslandbook.com).*

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CALENDAR

July 2025

1	Public holiday in BVI (Virgin Islands Day) and in Suriname (Emancipation Day)
1	CARICOM Day, public holiday in 20 countries
1	International Reggae Day
1-23	St. Lucia Carnival. https://carnivalsaintlucia.com
2	Public holiday in Curaçao (Flag Day)
3-6	Love Fest, Costa Rica. lovefestcostarica.com
4	Public holiday in Puerto Rico and USVI (Independence Day), and in Cayman Islands (Constitution Day)
4-6	Nevis Mango Festival. caribbeanevents.com/event/nevis-mango-festival/
4-6	John T. Memorial Cycling Race, Anguilla. trisportsxm.com/john-t-memorial-road-race-326.html
5-5 Aug	Crop Over, Barbados. caribbeanevents.com/event/barbados-crop-over/
6	Annual Firecracker Regatta, BVI. www.westendyachtclubbvi.com
10	FULL MOON (Buck Moon)
10-13	Piña Colada Day and Piña Colada Festival, Puerto Rico
11	Jump-Up, St. Croix. visitusvi.com/events/jump-up/
13	Mango Melee and Tropical Fruit Festival, St. Croix. visitusvi.com/mango-melee-and-tropical-fruit-festival
13-19	Reggae Sumfest, Jamaica. reggaesumfest.com
14	Public holiday in French islands (Bastille Day)
21-27	Carnival of Santiago de Cuba
21-29	Mi Habana Baila Festival, Havana. mihabanabaila.com/en
21-11 Aug	Anguilla Summer Festival
25	Public holiday in Puerto Rico (Constitution of Puerto Rico Day) and Cuba (National Revolutionary Festival)
25-27	Bike Festival, Dominica
26	World Mangrove Day
27-3 Aug	Tour de Martinique des Yoles Rondes. tourdesyoles.com
28	Bonaire, Eustatius and Saba Festival
30-6 Aug	Antigua and Barbuda Carnival. socaislands.com/antigua-carnival-2025/
30-5 Aug	Barbados Crop Over Festival, including Grand Kadooment Aug 4. socaislands.com/barbados-cropover-2025/
Entire month	Tobago Heritage Festival. visittobago.gov.tt/festivals-events
Get your photos ready for the Seas & Scenes: Love the Caribbean Photo Contest launching August 1. Cash prizes! https://epicislands.org/photo-contest-2025/	
TBA	Cabarete Kite Festival, Dominican Republic
TBA	Dominica Dive Fest. discoverdominica.com



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

World Mangrove Day, celebrated annually July 26, raises awareness of the coastline ecosystem, which prevents erosion, mitigates the effects of tides and tsunamis, and reduces atmospheric carbon.



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Statia (St. Eustatius)

Story and photos by Lexi Fisher & Chris Doyle

Fort Oranje



The gate is part of Statia's hillside stabilization project, which entails reining in the goat population and reinforcing the cliff side below the fort.

St. Eustatius, more commonly known as Statia, is part of the Northern Leewards and sits between Saba and St. Kitts. From the anchorage, you can see a long cliff just behind a sandy beach. At the base of the cliff a few buildings are nestled between old stone ruins that tumble into the sea. On top of the cliff, the present-day small town of Oranjestad peeks out through trees. To the east, a perfect volcanic cone rises to 1,800 feet. Ashore, goats graze peacefully; little movement breaks the tranquility. Despite its small size, Statia has a large history.

Imagine now the Golden Era during the mid to late 1700s, when Statia was the trade capital of the West Indies, and one of the world's busiest harbors. Up to 300 ships lie at anchor. Shops and warehouses line the waterfront, and goods are available here from all over the world: fine fabrics, silver, gold, household supplies, guns, sugar, tobacco, and cotton. Sadly, this also included many enslaved people as Statia was a major trading post of the Dutch West India Company.

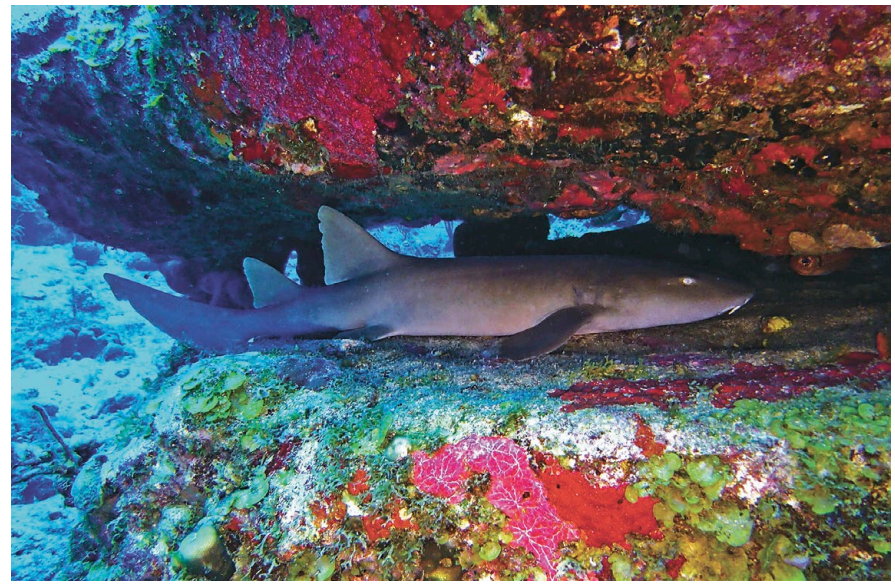
Thousands of tons of commodities were traded daily in a colorful, noisy, bustling town, with hundreds of small boats going from ships to shore. During those years, the European powers were fighting each other; in addition, England was unsuccessfully trying to put down the upstart American rebels. The major powers wrapped their colonies in a mass of red tape and taxes, stifling trade.

The Dutch, who owned Statia, remained neutral and opened it as a free port. Countries not allowed to deal with each other could deal with Statia, so Statian papers were attached to many things produced elsewhere. For example, in 1770 Statia produced about 600,000 pounds of sugar, but exported 20 million pounds. It was officially approved smuggling, and the inhabitants, some 8,000 mixed Dutch, English, and Jewish merchants, got very rich. Statia became known as the Golden Rock; but the prosperity was not to last.

In late 1776 the *Andrew Doria*, once a merchant ship but now under the command of an American rebel navy captain, came into harbor to purchase arms and munitions for the American Revolution. On approach, the *Andrew Doria* fired a salute and Governor de Graaff fired a return salute from Fort Oranje. Since the *Andrew Doria* was flying the colors of the colonies, this marked the first international recognition of American independence. British officials didn't think highly of this, and even less of the fact that an American ship later captured a British ship near Statia and took it back to what became the United States. This, plus the fact that Statia sold weapons to the rebels, led to war between England and the Netherlands.

British Admiral Rodney arrived with an invading force in 1781, offering a bloodless surrender to Governor de Graaff, who quickly accepted due to a lack of munitions and manpower. Rodney confiscated all the ships and warehouses, but found less cash and valuables than he expected. Rodney noticed that for a small population the merchants were having a lot of funerals. He ordered one to be stopped and looked in the coffin. It was full of coins and jewelry and a little digging in the graveyard revealed much more. He rounded up a hundred Jewish men for deportation. When his men searched them and ripped open the lining of their clothes, they found another 8,000 pounds sterling. Rodney stole this, too, before sending them to St. Kitts. He then held a giant auction that netted him and his crew a fortune. This was not too popular with British subjects who lost property. He was sued and questions were asked in parliament. Luckily for Rodney, he won the crucial "Battle of the Saintes" just in time, and all was forgiven.

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Statia marine life: nurse shark

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Oranjestad anchorage

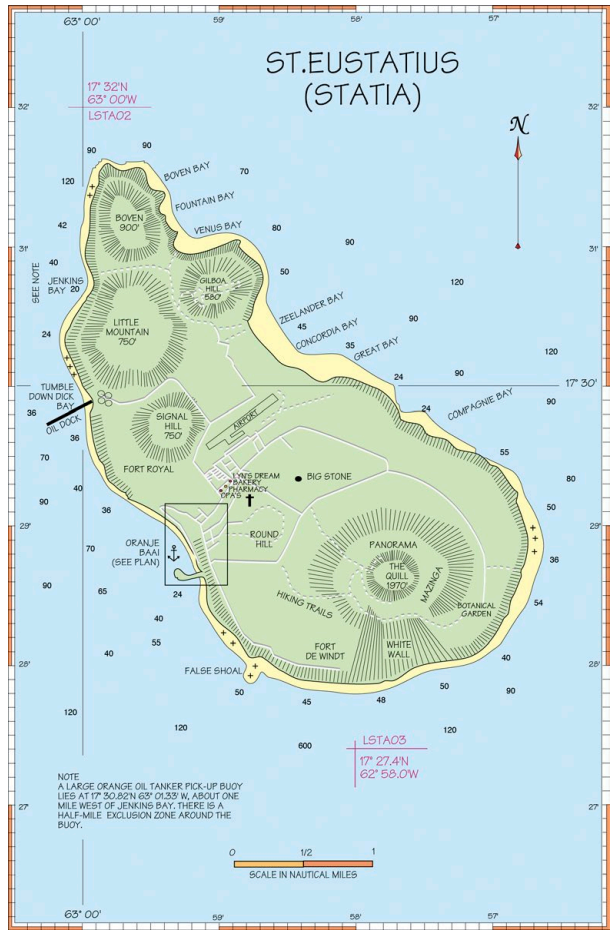
By the late 1700s Statia was again Dutch and trade was flourishing, but in the early 19th century the changing political and economic climate in the Caribbean ended Statia's role as the Caribbean's first shopping mall, and there followed a long decline and massive emigration. The foundations of coastal buildings eroded, and subsequent hurricanes destroyed most of the lower town. The last ruins can still be seen, and the old Gin House and two old warehouses have now been beautifully renovated.

You will, no doubt, come across blue beads for sale on the island, and a few businesses in their namesake. Blue glass beads made in Europe during the 17th century were traded, first in Africa where they attained value as currency, then later throughout the Caribbean as the slave trade and the Dutch West India Company expanded. In Statia they were commonly used as wages for enslaved people. Upon emancipation, legend has it that many were tossed onto the ocean from the southern cliffs of the island as a symbol of defiance and celebration. Searching for beads is a popular tourist activity, although it is said that the beads find you, not the other way around. Although encouraged by some, local historians stress that taking the beads as souvenirs is morally questionable at best.



The Bay Path, Oranjestad

Statia looks decorative and orderly. The historical society, with funding from the Netherlands, has done an excellent job of restoring many of the ruins and old buildings. Currently, they are undergoing a major hillside stabilization project, which entails reigning in the goat population and reinforcing the cliffside below the fort with wire mesh to slow erosion.



Many of the 3,000 inhabitants were born in Statia, but immigrants from all over the world have filtered in recently, so Statia is quite a wealth of people and languages. They welcome visitors with genuine warmth. Statia is so far off the beaten track that the few visitors you do meet are likely to be interesting. To put icing on the cake, the scuba diving is impressive and there is a selection of enjoyable restaurants.

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).

Statia (St. Eustatius) Entry and Exit Procedures

Ports of Entry:
There is one port of entry, which is Oranjestad. https://www.noonsite.com/place/statia/oranjestad-statia/

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

For visitors from many countries, a visa is not required. Stays of up to 90 days are typically granted.

Entry Process:
All vessels clear in with customs, immigration, and the port authority in Oranjestad upon arrival. All crew should go ashore to conduct formalities as immigration will want to see all crew members.

Exit Process:
Same as the entry process; clear out at one of the ports of entry. Short stays (1-2 days) are typically able to check-in and out at the same time.

Rates:
There is no charge for customs and immigration. There are anchoring and marine park fees. See **Statia fees** for more details. https://www.noonsite.com/place/statia/view/fees/

Check https://www.noonsite.com/place/statia/view/clearance/ for more detailed information and updates.

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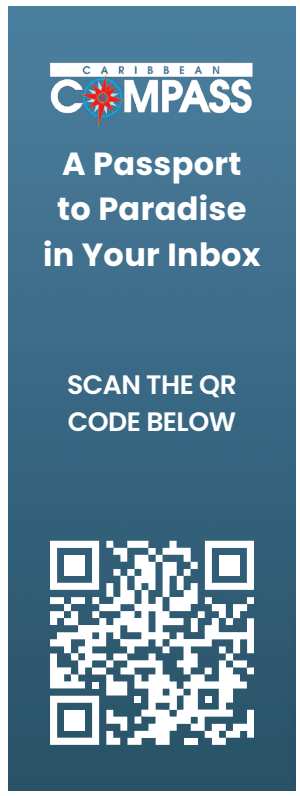
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