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DECEMBER 2025 NO. 354
The Caribbean's Look at Sea & Shore

USVI: AMERICAN TROPICS

— SEE PAGE 28

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Over three days of spirited racing at the Caribbean Dinghy Championship 2025, Team Antigua and Barbuda clinched its sixth consecutive Nations Trophy, reaffirming dominance in regional sailing. For more, turn to page 11.

GERARD BENJAMIN

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Find *Caribbean Compass* at caribbeancompass.com/pick-up

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On the Cover *Maho Bay, St. John, in the United States Virgin Islands, is a fine example of seemingly endless picturesque bays that remain pristine and idyllic, with steep green wooded hillsides cascading down to the water's edge. Photo courtesy Cruising Guide Publications.*

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Caribbean Compass

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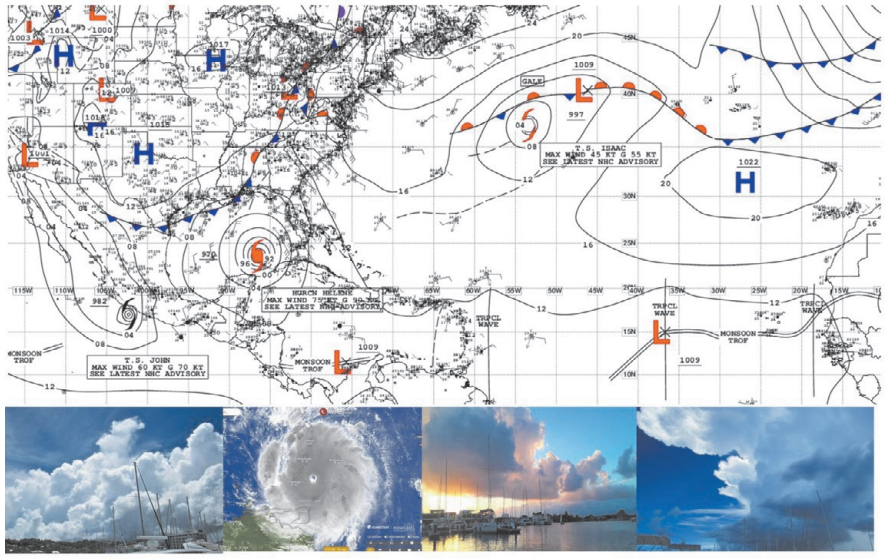
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Caribbean Single Sideband Weather Nets

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 the more traditional and reliable ways, worldwide, is via High Frequency (HF) Single Side Band radio (SSB). This updated station list reports weather in plain language.

Times: Atlantic Standard Time (AST) = -4 hours from UTC. Eastern Standard Time (EST) = -5 hours from UTC. Central Standard Time (CST) = -6 hours from UTC. AST does not change to Daylight Time. AST covers Eastern Caribbean; EST covers US East Coast, Bahamas, Colombia, Panama; CST covers west of Florida, Western Caribbean.

Emergencies: In case of maritime emergency, there is a 24/7 (24-hour) 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.

Chris Parker of Marine Weather Center (MWXC) in Florida 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 (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.

Find tropical storm or hurricane activity information continuously on the Hurricane Watch Net on 14325 kHz USB Ham and 3950 kHz LSB Ham.

UTC/AST	STATION and DESCRIPTION	FREQ	MODE
0515/0115	USCG High Seas/Hurricane Forecast	**NOTE 1**	USB
0930/0530	USCG Offshore/Hurricane Forecast	**NOTE 1**	USB
1000/0600	Daily Caribbean Weather	6215	USB
1030/0630	Caribbean Emergency & Weather HAM	3815/7162	LSB
1100/0700	MWXC (C. Parker) East Carib	4045, 8137	USB
1130/0730	MWXC (C. Parker) Bahamas	8137,12350	USB
1115/0715	USCG High Seas/Hurricane Forecast	**NOTE 1**	USB
1220/0820	Bahamas Weather	3696, 7096	LSB
1230/0830	MWXC US EC, W Atlantic	8137,12350	USB
1530/1130	USCG High Seas/Hurricane Forecast	**NOTE 1**	USB
1200/0800	Coconut Telegraph, Eastern Caribbean	4048, 8170	USB
1245/0845	Waterway Cruising Club HAM	7268	LSB
1330/0930	MWXC (C. Parker) W 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	USCG High Seas Forecast	**NOTE 1**	USB
2100/1700	Doo-Dah Net, Bahamas, US EC	8152	USB
2130/1730	Trans-Atlantic Cruisers (SSCA) **NOTE 2**	12350	USB
2130/1730	USCG Offshore/Hurricane Forecast	**NOTE 1**	USB
2200/1800	MWXC (C. Parker) All areas **NOTE 3**	8137,12350	USB
2230/1830	Caribbean Weather	3815`	LSB
2315/1915	USCG High Seas/Hurricane Forecast	NOTE 1	USB
2235/1835	Caribbean Emergency & Weather HAM	3815, 7162	LSB
0330/2330	USCG Offshore/Hurricane Forecast	**NOTE 1**	USB

Note 1: USCG broadcast NOAA forecasts from: NMN Chesapeake, 4426, 6501, 8764, 13089, 17314 and NMG New Orleans, 4316, 8502, 12788. Monitor all frequencies as not all frequencies are always used. www.weather.gov/marine/uscg_broadcasts

Note 2: The Trans-Atlantic 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 www.mwxc.com

—Continued on the next page



—Continued from the previous page

Weather on the Internet

Got internet? There are many websites that are free and provide a good source of local and worldwide weather information. This list is not exclusive and does not include paid weather sites that also provide good weather information and are tailored to the cruising sailor.

General weather

Windy - World Wide Winds, Currents, Waves, Swell www.windy.com

NOAA Ocean Prediction Center Atlantic Basin ocean.weather.gov/Atl_tab.php

NOAA Surface Tropical synopsis ocean.weather.gov/UA/Atl_Tropics.gif

Mike's Weather Page spaghettimodels.com/default.htm

The Weather Channel weather.com/

Buoy Weather www.buoyweather.com/#4.69/15.14/-61.86/SWELL

Storms and hurricanes

NOAA National Hurricane Center www.nhc.noaa.gov/

NOAA Storm Outlook cpc.ncep.noaa.gov/products/precip/CWlink/ghaz/gth_full_TConly_ATL.png

Google's AI storm lab deepmind.google.com/science/weatherlab

Colorado U hurricane seasonal hurricane projection tropical.colostate.edu/forecasting.html

NOAA annual hurricane verification reports www.nhc.noaa.gov/verification/verify3.shtml

General information

NOAA weather model descriptions www.nhc.noaa.gov/modelsummary.shtml

Caribbean Beach Weather beach-weather.com/Caribbean/

Swell Forecast www.swellinfo.com/surf-forecast

A more complete schedule of HF radio nets is available at:

www.docksideradio.com/east_coast.htm

www.qsl.net/j69ds/ham-info-projects/caribbean-nets.html

Selected cruisers VHF nets (local times)

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 who may have priority.

Local VHF nets are run mostly by volunteers and are subject to their availability 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

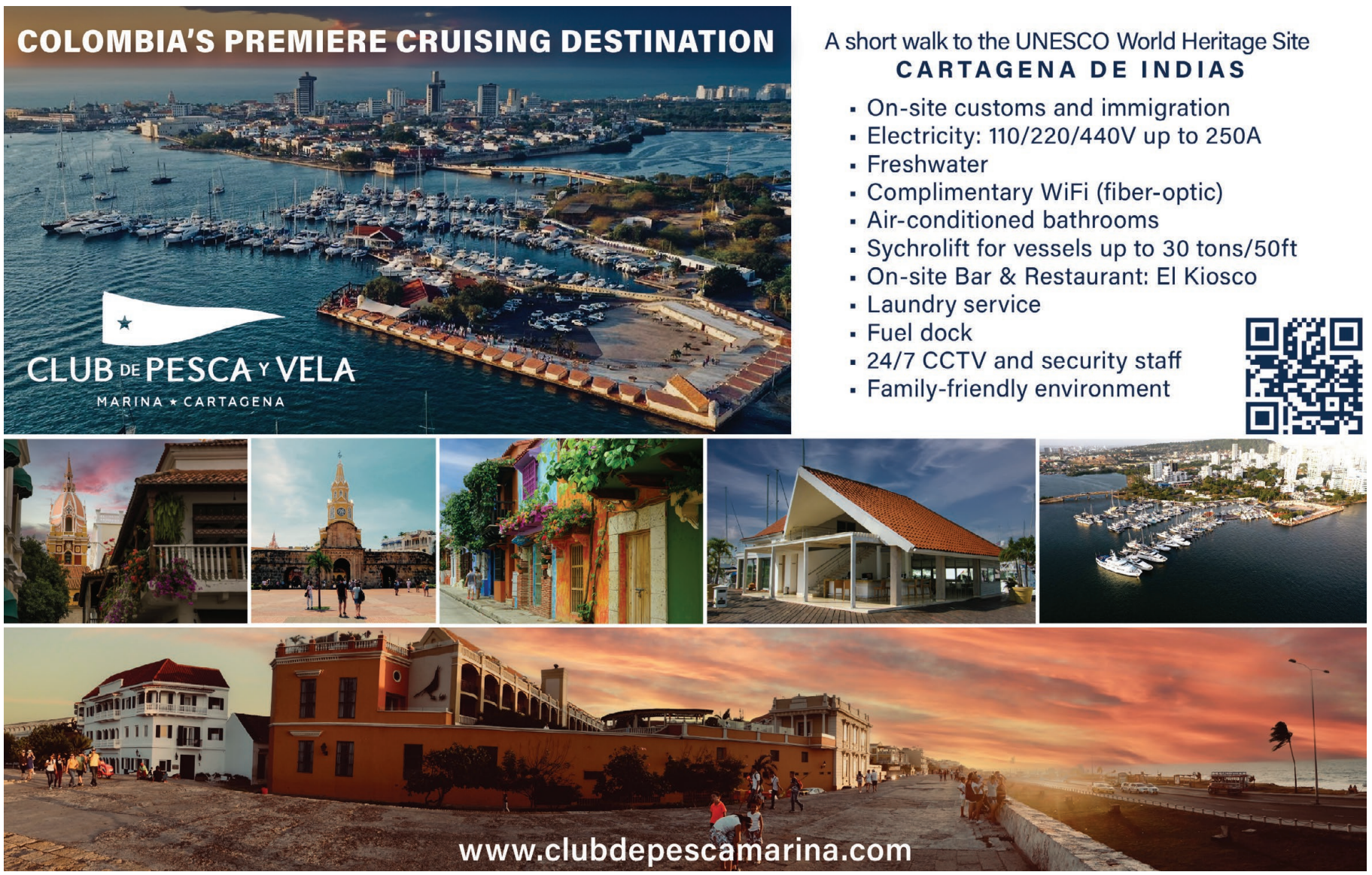
Grenada 0730 VHF 66 (International) Monday-Saturday

Note: If the 66 repeater is unavailable, listen on Ch. 69 for this net.

Chaguaramas, Trinidad 0800 VHF 68 daily

Curaçao 0745 VHF 72 Monday-Saturday

Bill Woodroffe holds a B.S. degree in meteorology from the maritime college at the State University of New York. He's sailed as a deck officer in the U.S. Merchant Marine and now explores with his wife aboard their 47' ketch S/V Kalunamoo *throughout the islands of the Eastern Caribbean. Reach him at whwsailboat@gmail.com.*

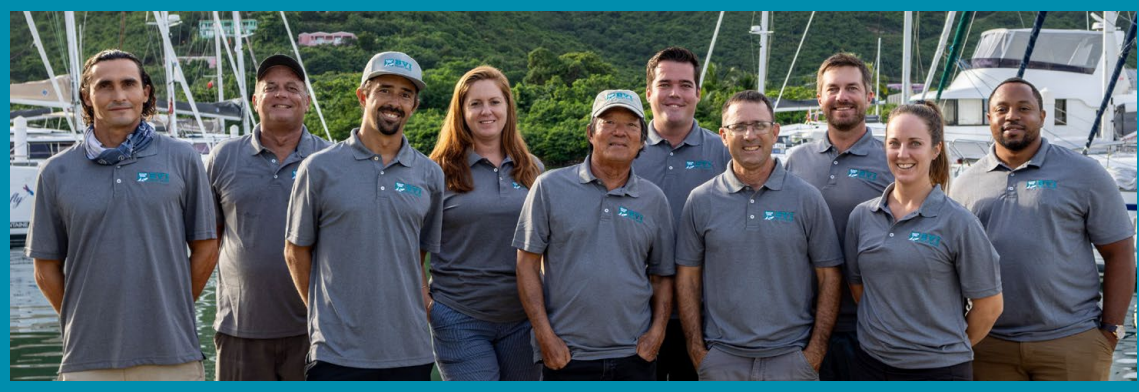


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Saint-Martin



2007 Lagoon 440
$295,000
Prickly Bay, Grenada



2004 Hunter 44 Aft Cockpit
$119,000
Luperon, DR



2016 Leopard 58
$899,000
Tortola, BVI



2011 Beneteau Oceanis 43
$99,500
Virgin Gorda, BVI



2008 Jeanneau
$220,000
Saint-Martin



2021 Fountaine Pajot Tanna 47
$1,200,000
Saint-Thomas, USVI



2011 Dufour Grand Large 405
$139,000
Saint-Martin



2016 Voyage 650 PC
$1,625,000
Tortola, BVI



2020 Beneteau Oceanis 46.1
$485,000
Tortola, BVI



2018 Lagoon 380
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COURTESY HORIZON YACHTS

Racing with Exodus

Brokerage News: *Exodus* Needs a New Caretaker

Exodus, the beloved 42-foot sloop, is the final masterpiece of renowned Carriacou boat builder Alwyn Enoe. Lovingly constructed on the shores of Windward village of handpicked white cedar, three years in the building, it is the subject of Alexis Andrews' award-winning documentary *Vanishing Sail*.

Carriacou sloops were originally small cargo boats used to trade between Caribbean islands, and their design has evolved over time. *Exodus*, with its straighter bow and stern for a longer waterline, is considered by Enoe to be his best and fastest design.

Exodus competed in Antigua's 2013 Classics Regatta and was acquired by Swiss national Philippe Fabre. Her current Bequia-based owners, Mike and Nicola, redesigned the interior — once an empty space to carry cargo — by adding a galley, sleeping areas (one double berth and three singles), a head, space to hang clothes, and extra stowage. They rewired the boat and installed LED lights and fans. They also gave her a fresh look with an orange hull, dark gray and white accents, and a pale-yellow deck.

To improve strength, Woodstock Boatbuilders added extra knees and stringers and installed false floors so the lead ballast wouldn't damage the outer planking. The original Gunter rig was replaced with a Marconi rig by shortening the boom and adding a fixed backstay and removable running backstays. The genoa was swapped for a 100 percent jib on a Harken roller furler, and the bowsprit was removed. Horizon Yachts International is excited to represent this unique piece of living Caribbean history.

Search Horizon Yachts properties at horizonyachtsinternational.com and see a complete listing for Exodus at yachtworld.com/yacht/2013-custom-carriacou-sloop-42-9987159/. For information call 1-473-415-0431 or email gary@horizonyachtbrokers.com.



COURTESY SCRUB ISLAND

The Grinch won't steal this Christmas — he's having too much fun at Scrub Island!

Celebrate the Season: Holidays at Scrub Island Resort, Spa & Marina

This holiday season, Scrub Island Resort, Spa & Marina transforms into a private island paradise shimmering with festive magic. Set against the turquoise waters of the British Virgin Islands, the resort invites guests to trade snow for sea breezes and experience the joy of the holidays wrapped in barefoot luxury.

Throughout December, the island comes alive with coastal cheer and family-friendly festivities. From cookie and ornament decorating to storytelling with hot cocoa beneath the stars, each day brings a new moment of connection and delight. The season's culinary highlights, including the North Beach Festival Christmas Buffet, Christmas Eve at Cardamom & Co., and Santa Dinner at Marina Cay, blend island flavor with traditional holiday warmth. New Year's Eve gatherings light up the marina and sky alike. *To explore the full lineup of holiday activities, visit ScrubIsland.com/HolidayActivities.*



COURTESY ART FABRIK

Art Fabrik's Wendy with a Compass *tote bag*

Grenada's Art Fabrik Lauded on Facebook

A recent Facebook review of Art Fabrik in Grenada: The historic building is brightly painted outside but once inside it's a mesmerizing array of color, creativity, artisan fabrics, cards, jewelry, T-shirts and shirts for men, stunning well-made soft cotton batik dresses for women and many items for children. Even the bag your purchases go into is stunning and environmentally friendly — made from copies of *Compass*.

Artfabrikgrenada.com

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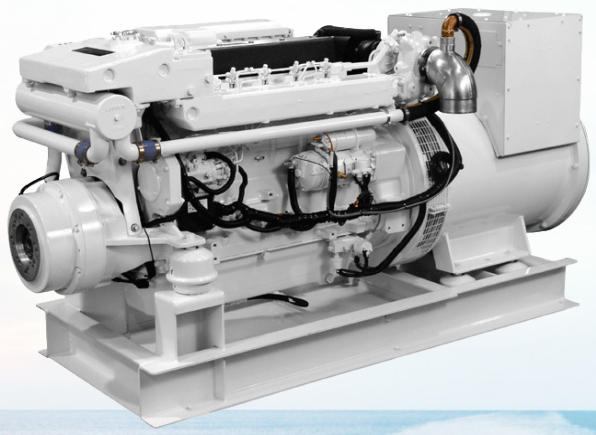
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Holiday Haulout in St. Martin

Story and photos by Nancy Birnbaum

Keith, the manager of Time Out Boat Yard (TOBY) just couldn't help himself. "You know what they say, 'There are those who have run aground, and then there are those who lie!' "

Oh yes, we knew. We had indeed run aground while exploring the reef-laden area of northern Guadeloupe in mid-December. *Sweet Escape*, our 2007 Leopard 40 catamaran, was happily anchored in the cove at Pigeon Island, close to a large grocery store, a patisserie, and even a boucherie, when I informed the skipper (my husband, Jann) that I wanted to visit the north part of the island, right where the two butterfly wings come together. Friends of ours had shared that it was beautiful there among the reefs. The captain always does what the admiral says, so off we sailed. Or mo-tored, I should say — there was little wind — but it only took us five hours to get to Baie Mahault, the anchorage closest to where the wings attach, and the northern approach to Pointe-à-Pitre. We were the sole cruising boat anywhere in the Grand Cul-de-Sac Marin. I guess that the reefs are intimidating for most. *Pas moi!* I wanted to snorkel close to them, so that meant finding a day mooring near L'îlet Caret, a tiny island, mostly a sand spit, where local day charters like to bring the drinking set.



The haulout — Sweet Escape *swings*

We enjoyed a very quiet night on the anchor at Baie Mahault. Without a breeze, it was like being on the hard. After a relaxing morning, we motored north and followed the Navionics chart and I was on the bow for visual confirmation to get around the reefs to L'îlet Caret. This may have been the first time that we ventured into the red-speckled portion on the chart with *Sweet Escape*. As we drew less than four feet, we weren't worried. The chart showed eight feet up to the mooring balls. We never touched bottom on our way in.

Now secured to a ball, we donned our snorkel gear and jumped in. Unfortunately, as with so many other areas we've visited, there was a lot of bleached coral and only a little grass. We spotted a few little fish, but overall, it was disappointing. We swam over to the little island and took a stroll around, which took all of five minutes. On the other side, we were scolded in French and reminded not to walk on the island. "Stay in the water," said the charter captain. In the very center of the island there is a roped-off section to protect the limited vegetation trying to get a foothold. Other than a few large pieces of driftwood, there wasn't anything to see.

We swam around some more and then headed back to the boat.

Once dinner was done, I started to hear a scraping sound. Jann said it was the boat moving on the mooring ball, but I wasn't so sure. I approached the subject of returning to Baie Mahault, but Jann suggested that we just stay put. After dark, the scraping sound became more frequent and louder. I asked Jann to go look at the ball and listen. When he came back I think that he knew we were touching bottom, but it wasn't for long. I tried to talk to him about the situation, but he dismissed my concerns with a "Just chill, hon."

—Continued on page 10





Dock your dreams in Roatán! This turnkey waterfront home in Roatán blends modern comfort with island charm—listed at just $396K.

A one-of-a-kind Caribbean property is now available for purchase, offering buyers the chance to own a piece of paradise in the Bay Islands. This turnkey waterfront home is located in the safe, calm waters of Jonesville Bight on Roatán's East End—an area renowned for its natural beauty and strong American and Canadian expat community.

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—Continued from page 8

Although both of us retired to our cabin, the sound of us scraping the bottom, and later, bumping along, kept us both awake.

We had planned to leave at O-Dark 30, when the tide would be high, according to Jann, but at 4:30, still wide awake, we weren't bumping as much and I said, "Let's get the f@%k out of here!" I let the mooring lines loose and Jann maneuvered us carefully out. We ran aground once, but we were able to motor out to deeper water and the channel around the reefs. It was very dark with no moon, just the light of the chart illuminating our way.

I was relieved that the rudders worked. We would just have to wait until we got to Antigua to see what the keels looked like.

The anxiety was with us all the way to Antigua. The wind was still dead and we mo-tored the entire 12 hours. As soon as the anchor was down, Jann was in the water to see what was what. He reported that the port keel was ground down to the fiberglass in a small spot, and down to gelcoat on the rest. The starboard keel was a little bet-ter, with all the bottom paint off, and only a little gelcoat lost.

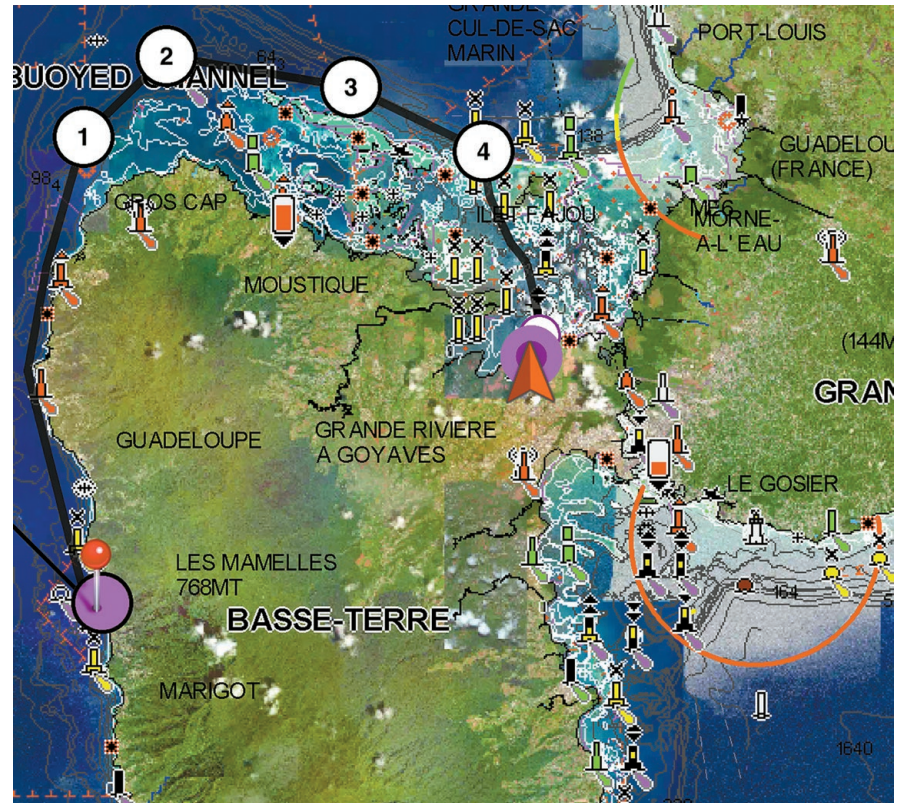
Our plan was for Jann to see some of Antigua and as it was Christmas, we anchored in Jolly Harbour, found a tour guide, and made reservations for Christmas dinner at the only restaurant accessible by dinghy. I enjoyed seeing parts of the island that I had missed on my last visit and showing Jann all the historic spots — Nelson's Dockyard, English Harbour, Falmouth Harbour, Shirley Heights, the Devil's Bridge, and Betty's Hope Sugar Plantation.

We waited until Tuesday after Christmas to leave for St. Kitts, for a layover in our favorite spot, White House Bay, before sailing for St. Martin, our next port of call. Once again, we arrived ahead of a big holiday — New Year's Eve.

Patience, the Virtue

After checking in at Marigot, we motored into the lagoon and anchored on the French side, near some new cruising friends. They knew a guy called Ton, who knew the best place for us to haul out. It was time for repairs. I was concerned that it might be hard to find a reasonable haulout rate this far north, but we ended up at the right place.

I was not familiar with the haulout options on St. Martin or Sint Maarten, so we made plans to rent a car and drive around to find out. We started with the



Our route to L'îlet Caret, according to the Navionics chart

yard that Ton mentioned, called TOBY. There was no one in the office when we arrived, so we wandered around and found one business that was open a day after the New Year holiday. That's where we met Gil, the owner of Boat Paint & Composites. He spoke fluent English and told us how he had given up on France, choosing to reside full time here. He told us that both of the boatyard owners, Paula & Keith, were expected back from Europe that evening, and to contact them tomorrow. We enjoyed hanging out with Gil, and meeting his young son, Paul, and talking about US and French politics, bad presidents, and a few other topics.

—Continued on page 15

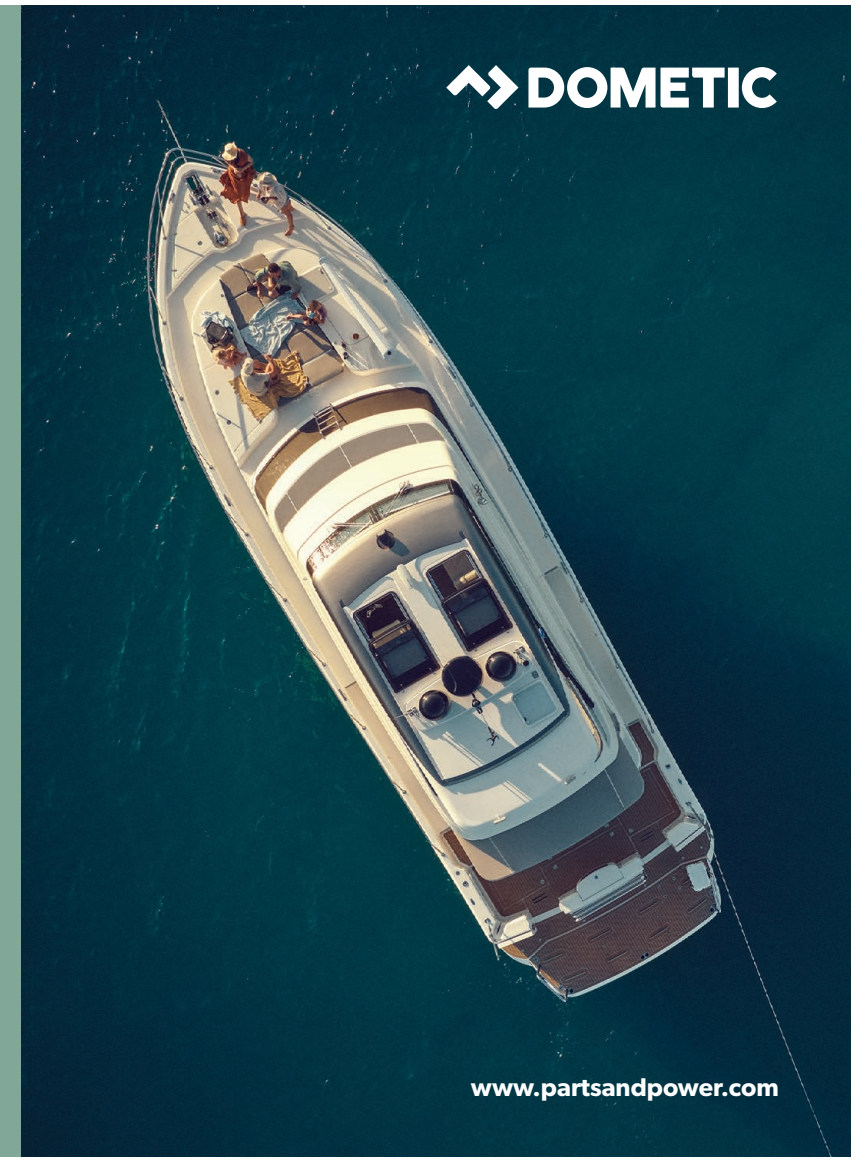
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CSA Joins Forces with IRC to Bring Dual Scoring to the Caribbean

The International Rating Certificate (IRC) will now be used for dual-scoring across major regattas in the region, with the RORC Rating Office in the UK working hand-in-hand with the Caribbean Sailing Association (CSA). The CSA will act as the local IRC Rule Authority, making it easier than ever for sailors to race under both CSA and IRC rating. With the addition of IRC scoring, events will connect more closely with the global racing scene.

IRC is no stranger to the region. The Royal Ocean Racing Club (RORC) already runs two IRC events in the Caribbean — the RORC Caribbean 600 and the Nelson's Cup inshore regatta. Also, the RORC Transatlantic Race from Lanzarote finishes in Antigua. Both the Caribbean 600 and the Nelson's Cup already include optional dual scoring with CSA rating.

Antigua Triumphs Again as Caribbean Dinghy Champions

Forty-four sailors from six Caribbean nations competed in the 2025 Caribbean Dinghy Championship, hosted by the Antigua Yacht Club. Over three days of spirited racing, Team Antigua and Barbuda clinched their sixth consecutive Nations Trophy, reaffirming their dominance in regional sailing. St. Maarten and Trinidad & Tobago followed closely in second and third.

Individual class winners included Antigua's Ozani Lafond (ILCA7), Shanoy Malone (ILCA6), and Carrack Jones (ILCA 4.7); St. Maarten's Nathan Sheppard (Optimist) and duo Oskar Jarrett Versteegden & Adilyn Treadwell (Topper Fusion); and Monroe from Trinidad & Tobago (RS Venture).

Historic firsts added to the excitement: Grayson Burrell (St. Kitts & Nevis) and Joshua Weihardt (St. Vincent & the Grenadines) earned their countries' first podium finishes. Ammarilla Henry of Antigua's Sailability Programme became the first para-athlete to compete at the CDC, finishing second with teammate and coach Kayon Guiste. Her inspiring performance was a highlight of the event.

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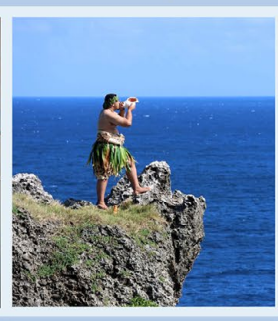
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Following the Wind: The Art of Moving Yachts Between Oceans

Each year, as seasons shift across the Atlantic, yachts begin their migrations — a quiet choreography shaped by weather, wind, and the rhythm of the sea.

From the Mediterranean to the Caribbean and back again, it's a cycle that has defined ocean cruising for decades: yachts follow the warmth, avoid the storms, and chase the sun.

In late spring — April and May — many yachts that have enjoyed the Caribbean season begin their return eastward across the Atlantic. Some head for Europe before the hurricane months arrive; others seek shelter farther south, in Grenada or nearby southern harbors, where tropical storms are less likely to strike. The goal is always the same — safety first, and the boat cared for until fair weather returns.

Then, as autumn approaches in the northern hemisphere, the flow reverses. By September and October, vessels depart the Mediterranean, heading west toward the Caribbean. It's a familiar journey for crews who know the rhythm well: departure from the Canaries or Cape Verde, and arrival in the islands just in time for Christmas, when turquoise bays replace crowded marinas and trade winds carry the promise of a new season.

For Delivery Captain, this movement is both art and responsibility. Every passage, whether a short hop or an ocean crossing, begins with preparation: inspecting systems, planning fuel, studying forecasts, and coordinating with owners and brokers. The goal is not just to deliver a yacht, but to deliver it ready — clean, safe, and precisely where it's meant to be.

Many owners choose to join onboard for part of the voyage, experiencing the passage themselves — learning from professional captains, standing watch under the stars, and discovering what true offshore sailing feels like.

Others prefer to arrive by air and step aboard once their boat is already settled at its new mooring. Either way, it's a process built on trust and meticulous care.

In the end, moving a yacht between oceans isn't only about navigation — it's about understanding timing, respect for weather, and the seamless transition between one life and another. When the right crew follows the wind, the result is simple: the owner enjoys the journey, and the boat always arrives safely home.

About Delivery Captain

Delivery Captain provides worldwide professional yacht delivery services, specializing in sailing yachts and sailing catamarans. Our qualified captains and experienced crews handle every passage with precision, safety, and care — from coastal transfers to full ocean crossings.

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—Continued from page 10

The next day, we arrived at the yard around 10:30 AM and found the door to the office open, and Paula behind the desk. There is a rope across the threshold and visitors are required to stand outside the office door to conduct business. Paula is very strict about the rules. The prices are displayed on the wall outside the office, and we were pleasantly surprised by how inexpensive they are. Since we had already strolled around the small yard, we saw that there were two cranes and a small floating dock on a canal not far from the Sandy Ground bridge entrance. We also noticed other catamarans on cradles, including some larger than *Sweet Escape*. This gave us some confidence that this might work. This would be our first haulout since buying her. Neither of us knew how a crane handles catamarans, but we had a chat with the crane operator, and Paula's partner, Keith Ellison. He said that it would be best to put us on cradles to do the repairs. They don't do any repairs themselves; this is a DIY yard. Fortunately, our new friend Gil had a guy who could help us. And Gil has all the necessary "stuff"!

Gil's guy is Pepper of Pepper Professional Marine Services, and although his office door was open, he was not in the yard. While we walked around, we came across two of his workers and they gave us Pepper's number. Jann called. He said that he was available anytime next week! Woohoo. We were ready to schedule our haulout.

We chatted some more with Paula and she explained the rules and told us that she wouldn't be able to get us onto their calendar for a week. It is what it is. (Remember that patience is required.) We agreed to the date and costs and emailed her our agreement, as required by the rules. She wrote up an invoice, stapled it to the price sheet, along with a list of additional services (such as showers and laundry) all available at a reasonable cost, and the lengthy rules page, and gave it to us. We figured if we were able to get this repair done for less than $2,000, we would be happy cruisers.

Running Aground Lessons Learned:

- We should have checked the tides when we arrived.
- It is best to trust when moorings are labeled Day Use Only, there might be a good reason!
- We should have moved as soon as I heard us scraping.
- I should have insisted that we move.



Yard view of TOBY

Haulout: Our *Sweet Escape* flies!

It may be that I am a bit anxious, but I am awake at 3:30 AM. I lie in the cabin for a half hour, then get up and head for the settee in the saloon, so that I don't wake Jann. I do manage to sleep for another hour and then wake him at 8 AM. The boat is pretty much ready to go. I have prepared the items that we'll need to scrape the bottom while we're still in the straps. It's all in the blue bucket, and along with the red cooler with cold drinks and my water bottle, we're prepared. Jann pulls up our anchor, which was well stuck to the muddy bottom, and I drive the boat into the channel towards the Sandy Ground Bridge. The yard is just beyond the bridge channel, a small canal where we will tie up to a plastic floating dock next to the big crane. We are both nervous, but there are three guys on the dock to help with the lines. I have the lines on the starboard side and yell to the guys to ask which way they want us. "Port," is the reply.

"Okay!" I quickly retie both lines and toss the stern first. The guy misses the line and then catches it just before it slips into the water. I run forward and toss the bow line into the capable hands of the second guy. Keith is there to supervise and drive the crane. It's a long way down to the dock for me, but the second guy sees that I am short and fetches a step for me. He takes my bag and bucket while helping me down.

—Continued on page 21





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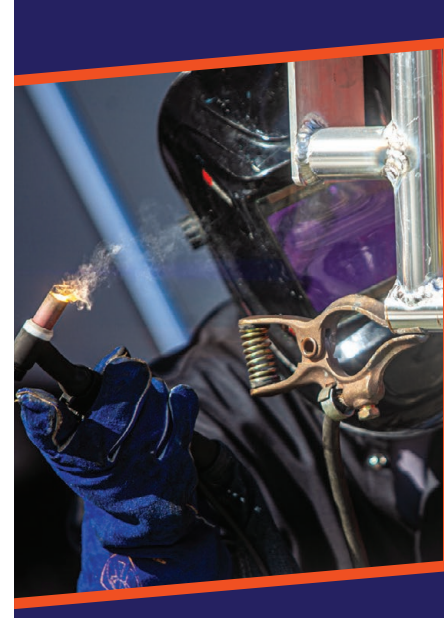
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Caribbean Connection: A Conversation with Sevenstar's Sander Speet



ARTHUR DANIEL

Sander Speet, professional sailor and Sevenstar Caribbean specialist, takes a break on Day 3 of the RORC Caribbean 600 in 2023.

As yacht owners worldwide prepare for another Caribbean season, Sevenstar Yacht Transport plays a vital role in safely moving their vessels across the Atlantic. Caribbean Compass spoke with Sander Speet, Sevenstar's Caribbean specialist and an experienced professional sailor, to discuss race logistics, cruising dreams, and why yacht transport is practical for many owners.

Caribbean Compass: Sander, tell us a little about your background. What brought you into the world of yacht transport?

Sander Speet: I've been a full-time professional sailor for over 15 years. About three and a half years ago, I joined Sevenstar, and now I divide my time between racing and working for the company. It's a great mix — many of the people I race with are also clients, so it keeps me fully connected to the industry: who's racing where, what events are coming up, and where people are moving their boats.

CC: What exactly does being the "Caribbean specialist" at Sevenstar mean?

SS: Within Sevenstar, I serve as the main contact for everything related to the racing world and the Caribbean circuit. I keep track of which events are happening, where different yachts are heading, and their timelines. A major part of my role involves planning logistics — not only for the yachts but also for their containers, cradles, and support gear that travel with them. Many top-level race programs have two or three 40-foot containers full of spare parts, sails, and equipment, requiring extensive coordination between ports, marinas, and local agents.

This role becomes especially dynamic as the seasons change. When the Mediterranean season ends in autumn, many owners and race teams start repositioning their yachts for the Caribbean winter circuit. That's when our planning ramps up — aligning transport schedules with regattas, cruising windows, and weather conditions. Seasonality influences movement, and Sevenstar makes sure yachts are in the right place at the right time, ready to take advantage of each region's optimal conditions.

CC: So it's more than just loading a boat on a ship — it's the full operation around it.

SS: Exactly. Every program has different needs. Sometimes a team will arrive on one Caribbean island, complete a winter racing circuit, and ship out from another two months later. We need to ensure everything — trucking, customs, refits — runs smoothly. Racing calendars are tight, and the turnaround between a final race in Europe and the start of a regatta in the Caribbean can be just a couple of weeks. That means the timing must be precise.

CC: What about the non-racing side — the cruisers and private yacht owners?

SS: That's also a very important part of the business. We ensure our sailing schedules match major Caribbean events, as well as the needs of leisure owners who simply want to enjoy their winter in warmer waters. Some clients plan six or seven months ahead — especially race teams — while others contact us just two months before departure. There are always last-minute requests, and thanks to our large fleet, we can usually find a solution.

CC: Speaking of fleets, which Caribbean ports does Sevenstar serve most often?

SS: Nearly all of our work takes place in Antigua, St. Thomas, USVI, and Le Marin in Martinique. These ports provide the right mix of depth, facilities, and availability for our ships. Some other ports in the region can't handle our vessels because of draft restrictions or cruise-ship schedules, so those three have become our main hubs.

CC: We heard you recently launched a new direct sailing route from La Rochelle, France, to Guadeloupe. Tell us about that.

SS: Yes, that's one of our newest routes. We've noticed increasing interest in that trade, and until now, it was usually part of a multi-stop journey. With the demand we're seeing, it makes sense to establish a direct La Rochelle-Pointe-a-Pitre service — it's faster and more efficient for many owners.

CC: What type of yacht is Sevenstar transporting to the Caribbean these days?

SS: It's a mix — probably about 60 percent motor yachts and 40 percent sailing yachts. My focus is on the race boats, but we ship everything from a 6.5-meter sailboat to a 34-meter superyacht. Every vessel has a custom stow-and-lift plan developed by our in-house technical team to ensure safe handling.

CC: Why do owners choose to ship instead of sail their own boats across?

SS: There are several reasons. Cost and wear-and-tear are major factors — you preserve the engines, sails, and rigging from thousands of miles of use. Time is another: a delivery can take 10 to 20 days, depending on weather, and not every owner or crew has that window. It's also about safety and convenience. Shipping gives the crew a break between seasons, and the yacht arrives in excellent condition, ready to race or cruise.

CC: How long does a typical crossing take?

SS: A transatlantic shipment typically takes about 10 to 12 days, depending on weather and port calls. From Newport to the Caribbean, it usually takes five to seven days. What sets us apart is our all-risk insurance included in every shipment — at a lower premium than most competitors. That reflects our strong safety record. We prefer to sail around bad weather rather than through it, even if it takes a bit longer.



COURTESY SEVENSTAR

"Every vessel has a custom plan developed by our in-house technical team to ensure safe handling."

CC: Sevenstar's ships are known for specialized handling. How do you secure yachts during transport?

SS: Each yacht has a custom lift and stow plan. We gather detailed technical drawings from each yacht's owner or builder, showing where reinforcements are located. Our technical team then creates tailored lifting and cradling plans for every vessel. Race yachts are more delicate, so they often have their own cradles. We also maintain an internal database of hundreds of previous lift plans, allowing us to reference past experiences with similar boats. It's a two-way collaboration with the owner to ensure maximum safety.

CC: Are you seeing any trends or changes in demand heading into this Caribbean season?

SS: The overall pattern remains similar, but there's been a slight shift toward larger yachts. Smaller boats are booking a bit less, while larger ones are increasing. Globally, everyone's still watching how political and economic developments unfold — but for now, owners are still eager to get to the Caribbean.

—Continued on page 27



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—Continued from page 15



Kevin in a boat yoga pose (fixing the keel)

It's time to record the action. It doesn't take very long for them to place the straps. Most of the weight is aft, so I'm relieved that they know exactly where to put them. The crane is slowly starting to raise *Sweet Escape*. The guys take the lines from their secure spot attached to land and move them to the crane as Keith expertly swings the boat around and allows her to hang in the straps and drip dry. This gives all of us time to look at what shape the bottom is.

Good news! We've been diligent at bottom cleaning and there's just a thin layer of fuzz to scrape off. Then we get a good look at the bottom of the keels. The port side is down to fiberglass on most of the keel. The starboard keel is in better shape. Keith takes a look at the bottom and gives us a thumbs up. He checks everything and says that it looks good. He notices that there are two bolts near the bottom of both keels. "This isn't factory work," he says. Someone has added these bolts, most likely to fix a problem in her past life as S/V *Nauti-Nauti*. Both Jann and I are relieved that our prognosis was correct. We will have Pepper check for water seepage and repair the damaged port keel and epoxy both bottoms. Jann will apply the bottom paint.



Nancy scraping the bottom

While I scrape away, Keith's guys take the straps off. There is a slight problem with one strap. It's caught, pinched between the bottom and a sandbag on top of the cradle. Keith mounts up once again and lifts the boat an inch so they can free it. They double-check the jack stands and make sure that she is stable. I notice that one support behind



Jann with the rudder, showing off his handiwork

the starboard keel is a beer keg. Clever. So far, everything has turned out as expected. We are well supported and it's time for Pepper's guy Kevin to start the repair work.

Kevin has found that a fair amount of seawater has seeped into the port keel, so he opens it up to drain. By lunchtime, he tells us that he will use acetone to help dry out the wet area before he lays in fiberglass and underwater epoxy. That will have to "kick" before the bottom paint can go on.

We have ordered a rental car from AJ's and we are expecting him to bring it here to the yard at 1:30 PM. He arrives at 2 PM. Our time is limited since we have bottom paint to apply. We jump in the car and ride back to Marigot harbor to bring him back. Then we drive over to our favorite restaurant, So Benedict, for lunch. After a quick stop at Chez Fernand for croissants (priorities!), we head back to the yard. Jann is attempting to get Pepper to tell him how much we will owe him for the repair work. He's not forthcoming, so we will wait until he tells us before going to the ATM for Euros. This is the last island that uses Euros and we don't want to keep any extra.

Our cost for the haulout is expected to be 600 Euros. Wow, what a deal! It could have been worse.

—Continued on page 25

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- Mail and parcel reception, plus administrative support for skippers
- Local provisioning at the vibrant town market bursting with tropical produce, spices, and fresh seafood
- And just a few steps away: restaurants, cafés, and everything a cruising sailor might need

In Saint-Pierre, practicality meets personality. You can handle your logistics in the morning, then be sipping a *ti' punch* on the beach by noon.

A Harbor Steeped in Soul

To moor in Saint-Pierre is to moor in living history. Once the cultural heart of the French Antilles, the town was devastated by the 1902 eruption of Mount Pelée and has since risen with resilience and grace.

From your mooring buoy, it's just a short dinghy ride to a town that feels frozen in time yet alive with energy:

- Dive among historic wrecks and underwater sculptures like *Manman D'lo*
- Wander through colonial ruins, the old theater, or the Cyparis dungeon
- Visit museums and local galleries, where each exhibit whispers stories of fire and rebirth
- Or simply stroll along the seafront promenade, soaking in the mix of Creole architecture, mountain views, and island rhythm

And when the sun sets in front of the volcano, Saint-Pierre glows with authenticity, the kind that can't be manufactured or imitated.

Practical Info and Booking Made Simple

The OMZ operates year-round, with online booking and a rate simulator available on the official website and also on Navily for easy planning.

The harbor master's office, located in the elegant former Stock Exchange building on Place Bertin, serves as both an administrative hub and a welcoming point for visiting sailors.

Need assistance, supplies, or advice on local exploration? The on-site team is always ready to help ensure every stay is smooth from bow to stern.



COURTESY LA RADE DE SAINT-PIERRE

Saint-Pierre is the perfect stop for yachts cruising the Lesser Antilles: authentic, secure, and welcoming.

Why Saint-Pierre Belongs on Your Caribbean Route

- *Safety and peace of mind:* Smart buoys, 24/7 monitoring, and a responsive local team mean you can relax completely.
- *Ease and convenience:* Pump-out, water, customs, provisioning, all handled with efficiency and a smile.
- *Cultural immersion:* Moor just meters from a UNESCO-listed heritage site and feel history beneath your feet.
- *Scenic allure:* With Mount Pelée rising above crystal waters, every sunrise is a postcard.
- *Sustainable innovation:* Built with environmental respect and modern technology, this is yachting's future … now.
- *Gateway to the north:* Perfectly positioned as a departure point for exploring Dominica, Guadeloupe, and the northern islands of the Lesser Antilles

More Than a Mooring, an Experience

For sailors charting their course through the Caribbean, La Rade de Saint-Pierre isn't just a stopover. It's a story.

A story of rebirth, of hospitality, and of connection between sea and shore, past and future, people and place.

Drop your lines, pick up a buoy, and discover what makes Saint-Pierre truly unforgettable: **the perfect mix of adventure, tranquility, and authenticity in the heart of northern Martinique.**

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—*Continued from page 21*



As we arrive back at the yard, Jann heads over to see Gil at his shop, Boat Paint & Composites, for supplies, and I climb up the ladder to the boat. It's a strange feeling being onboard while so high off the ground. The last time we were on the hard was onboard our first boat, *Saga*. That was back in 2001 in the Sea of Cortez. You get so used to the boat moving beneath you, that when it doesn't, it just feels strange, and a little unnerving.

We spend the night onboard, on the hard. Perhaps the strangest aspect is lying in bed and looking through the hatch and NOT seeing the stars moving!

Pepper has finally called back with a price. Looks like the job will come in at just over €1,200. He tells Jann that he will come to the boat to collect his money. Given his previous lack of response, we wait and wonder if he will show up. He appears to be unconcerned about being paid. But he does indeed show up and climbs the ladder to sit down at our cockpit table and talk with Jann. We tell him that we are very satisfied with the work that Kevin did. He takes his cash and we bid him goodbye. The total repair job comes to €650. Combined with €684.53 for the haul-out, plus two shower tokens and two loads of wash, the grand total is just €1,334.53. Jann also tips Kevin €40.



Jann and Nancy, feeling relieved

Splashdown

Keith and his guys repeat the process in reverse and splash us the following morning around 11AM. He gives us extra time to let Kevin finish before Jann applies the bottom paint.

I record the splash and enjoy watching this team work in unison. It all takes no more than 30 minutes, and we're back in the canal. We have until 5PM for the next bridge opening, so we motor out to the lagoon nearest to the bridge and anchor. There are a lot of sunken boats and other junk on the bottom towards the middle due to the last hurricane, so we anchor close to the channel marker. Unfortunately, we swing back into the channel and most of the folks passing by give us those looks: "What are you doing?" Once again, patience is the word of the day.

As mentioned earlier, this was our first time hauling *Sweet Escape* and although we were both a bit nervous about the crane, we were clearly in good hands with TOBY.

We were the first boat in line to go through the Sandy Ground Bridge so that we could anchor in Marigot. I think that it's our sixth time, but who's counting? It is our last. We will sail to Grand Case tomorrow and enjoy some beach time.

Nancy and Jann sold Sweet Escape *in Miami in June 2025 after cruising the Caribbean for several years and have moved to Panama.*



Loose Cannon: Antigua's Ultimate Beach Bar





From our sun-drenched loungers to our electric parties, we offer something for every mood and every moment.

Perched on the water's edge of Galleon Beach, Loose Cannon has quickly become one of Antigua's most vibrant and beloved beach bars since opening in 2022. With its lively atmosphere, bold energy, and unbeatable views, Loose Cannon is more than just a bar — it's a full experience. Whether you're sipping an expertly crafted cocktail, dancing barefoot on the sand, or indulging in unforgettable food, it's the place to let loose and create lasting memories.

What sets Loose Cannon apart is its effortless blend of laid-back beach charm and high-energy excitement. From our sun-drenched loungers to our electric sunset parties, we offer something for every mood and every moment. Our signature events feature international DJs and musicians, especially during the peak season, adding a world-class edge to your island night out. We've cultivated a space that feels welcoming and inclusive — a place where locals and visitors come together to celebrate life. Whether you're winding down after a sail or kicking off an evening with friends, the vibe is always right.

At the heart of Loose Cannon is our exceptional team. From day one, we've prioritized hiring individuals who not only bring skill and creativity, but also a true passion for hospitality. Everyone — from our chefs to our front-of-house staff — shares a deep commitment to providing genuine, attentive service that leaves a lasting impression. We hold daily briefings to keep communication sharp and team alignment strong. Ongoing training focuses on not just menu knowledge, but on attitude, connection, and guest experience.

The result? A consistent atmosphere of warmth and professionalism that guests immediately feel.

Our food journey started with a Michelin-star chef helping to craft our original menu, setting a high bar that we've proudly upheld and evolved with seasonal and locally inspired dishes. Today, our team-driven kitchen continuously innovates, adding new recipes and specials that surprise and delight. Every dish, every cocktail, and every detail is designed with care and creativity, ensuring that quality never takes a back seat to fun.

As part of Antigua's thriving tourism scene, Loose Cannon is attuned to the rhythms of seasonal travel. During the high season, the venue comes alive with a bustling energy. In the quieter months, we lean into creative promotions, local partnerships, and exclusive experiences to keep the momentum going.

We also stay open as long as possible throughout the year to support our team with steady employment. Off-season planning includes themed nights, local collaborations, and special events that ensure we're always offering something fresh.

We've grown fast — but we've never stopped listening. Whether it's through guest reviews, social media feedback, or casual chats on the beach, we take what our guests say seriously. This openness has helped us refine our menu, enhance service flow, and roll out new offerings that resonate.

Loose Cannon is built on continuous improvement, and our guests play a central role in shaping who we are.

Looking Ahead: Galleon Beach Cottages

Our future is just as exciting as our present. We're expanding into the hospitality space with the launch of Galleon Beach Cottages — luxury beachfront accommodations just steps away from the bar. Guests will soon be able to enjoy a complete stay-and-dine experience, all in one stunning location.



It's the place to let loose and create lasting memories.



Every cocktail is designed with care and creativity.



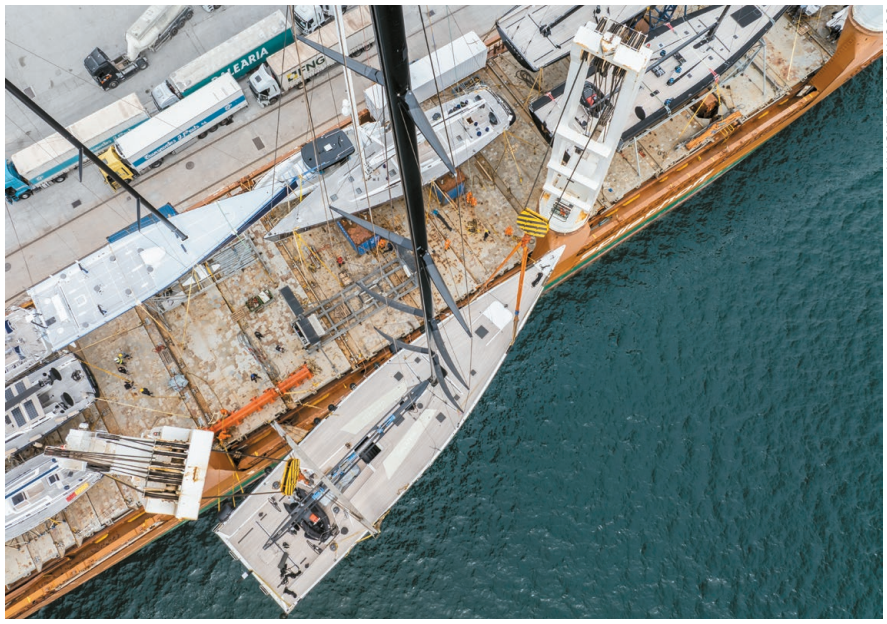
Our food journey started with a Michelin-star chef helping to craft our original menu, setting a high bar that we've proudly upheld and evolved.

Our goal for 2025 and beyond is to keep innovating — whether that's through bigger events, creative dining concepts, or unforgettable beach experiences.

None of this would be possible without the incredible team behind Loose Cannon and the loyal support of our guests. Their energy, enthusiasm, and feedback are what keep us striving for better every single day.

Loose Cannon is more than a venue — it's a community, a vibe, and a destination. And we're just getting started.

www.loosecannonbeachbar.com



COURTESY SEVENSTAR

Aerial view — loading yachts onto a Sevenstar transport vessel

—Continued from page 17

We're also experiencing an uptick in round-trip bookings. Owners are more aware that if they ship their yacht to the Caribbean, they'll need a dependable plan for the return trip. Whether it's going back to the Mediterranean for summer or repositioning for another event, clients are planning ahead and booking both legs early. This indicates that yacht transport is becoming more integral to seasonal planning.

CC: And for those first-time Caribbean cruisers — maybe new to yacht transport — how do you support them?

SS: Our fleet of over 140 ships truly makes a difference. It provides us with the flexibility to adjust schedules or redirect vessels as needed. Other companies must charter ships on the open market, making them vulnerable to global shipping conditions. Since our ships are dedicated to yacht transport, our crews are specialists — they're not loading steel one week and yachts the next. That expertise is reflected in our results and insurance record.

CC: Sustainability is on everyone's radar. What steps is Sevenstar taking toward greener operations?

SS: We're addressing that through multiple approaches — improving fuel efficiency, lowering emissions, and optimizing logistics. Our vessels are equipped with advanced air filters to reduce pollution, and we continually refine deck layouts and routing to save fuel. After every voyage, we analyze the data to find ways to boost efficiency. It's an ongoing process of improving our operations.

Being part of the Spliethoff Group, we also benefit from the group's broader sustainability efforts. All newbuilds are fitted with IMO Tier III-compliant engines, which greatly reduce nitrogen oxide (NO_2) emissions and help improve air quality in emission control areas. Our ships are also equipped with ballast water treatment systems that meet the IMO Ballast Water Management Convention, helping to protect marine biodiversity by preventing the spread of invasive species.

We're also investing in antifouling innovations, such as silicone-based hull coatings that decrease drag and fuel consumption. One of our vessels, MV Singelgracht, was recently treated with this coating, leading to lower CO_2 emissions and longer cleaning intervals. These upgrades are part of a long-term plan to operate a modern, sustainable fleet that respects the fragile ecosystems we sail through, especially in environmentally sensitive areas like the Caribbean.

CC: Finally, any advice for yacht owners considering their first Caribbean season?

SS: Plan ahead for your timing, budget, and safety. A well-organized transport helps you avoid long, rough passages and arrive ready to enjoy the islands. Whether you're a racer heading to Antigua Sailing Week or a cruiser chasing the sun, yacht transport removes the stress from getting there.

About Sevenstar Yacht Transport

With a fleet of over 140 dedicated vessels, Sevenstar Yacht Transport provides yacht shipping services to and from the Caribbean, the Mediterranean, the U.S., and other destinations. For details on upcoming sailings or to request a quote, visit sevenstar-yacht-transport.com.



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The US Virgin Islands: St. John

Story and photos by Simon Scott and Bonnie Harrison



Trunk Bay is where you'll find a well-marked snorkel trail.

While geographically part of the Greater Antilles, the Virgin Islands are generally acknowledged as being associated with the Leeward Islands or Lesser Antilles, that stretch south in an arc to the island of Trinidad. The United States Virgin Islands is the adopted term for the group of islands that used to be known as the Danish West Indies until purchased by the United States in 1917 for $25 million. This island group includes the larger islands of St. Thomas, St. John and St. Croix, along with numerous islets and keys that form, along with the British Virgin Islands to the east, the cruising area collectively known as the Virgin Islands.



An aerial guide to Cruz Bay

From a cruising perspective, the jewel in the proverbial Virgins crown is the island of St. John, strategically located just four miles east of St. Thomas and less than a mile from the BVI.

St. John may be the smallest of the U.S. Virgin Islands but it packs a huge presence into its 19.6 square miles. With almost 60 percent of the island under the control of The National Park Service, the island has been able to retain its natural dignity without the commercial infrastructure and development associated with many islands throughout the Caribbean. Thanks to the vision, foresight and generosity of Laurance Rockefeller, the U.S. entrepreneur who started purchasing land on the island and then donated it to the National Park Service in 1956, nature's scenic beauty, history and ecosystems both terrestrial and marine have been judiciously protected.

Historically we understand that the first Taino Indians (an Arawak sub-culture from Hispaniola) peacefully settled St. John around 1000. They established a way of life rooted in planting, fishing, ceramic pottery, toolmaking, and ceremonial objects that supported their spiritual development. Some of this work can still be seen in the form of petroglyphs around the island. By the time Columbus sailed by the island chain in 1493, St. John was reported to have been uninhabited.

From approximately 1500 AD, St. John was intermittently populated by pirates, fishermen, farmers and small groups of Native Americans fleeing persecution. This continued until the Danes settled St. Thomas in 1672 and later raised the Danish flag in the name of the Danish crown at Coral Bay, on the east end of the island, in 1718, an act that heralded the start of the plantation era and use of the labor of enslaved Africans. Forests were leveled, hillsides cleared and terraced, as prelude to planting sugar cane and cotton, and building numerous sugar mills throughout the island. Plantation life continued until 1867 when a series of cholera outbreaks, followed by a devastating hurricane and subsequent tsunami, damaged crops and infrastructure. This natural disaster, combined with economic factors including the emancipation of the slaves, effectively brought to an end the plantation era.



A tour of the historic Annaberg Plantation offers an insight into the island's history during the plantation era, with demonstrations of the baking of "dumb bread."

St. John is accessible by ferry or private/charter vessel. The gateway city of Charlotte Amalie, St. Thomas, enjoys numerous direct flights, including frequent commuter flights, from the US mainland daily. San Juan, Puerto Rico is another nearby hub for both US and European travelers. The ferry system allows easy movement between islands with hourly service between Red Hook at the east end of St. Thomas and Cruz Bay, St. John. Thanks in part to administrative interventions by the British, along with the island's Danish colonial past, vehicular traffic drives on the left. While interesting for an American destination, it should be noted that the cars are left hand drive, the combination making for interesting exploration on narrow island roads.



Coral Bay is home to some wonderful eccentrics.

For visiting yachtsmen the port of entry is Cruz Bay. When a private vessel under 300 tons arrives from a foreign port (this includes BVI), all crew and passengers are required to present themselves at US Customs and Border Protection (CBP). Vessels with drafts up to seven feet can anchor in the creek at Cruz Bay for a 90-minute stay to complete clearance protocols. Laying the vessel alongside the Customs dock is not recommended, as this will incur port fees.

Once clearance has been completed a visit to the National Park Service building is recommended. Here you can obtain excellent information about the park, mooring restrictions, and facilities. While you are there, pick up a copy of the hiking guide, which will show the numerous trails and hiking paths within the National Park system. If you have a crew member over the age of 62, they can sign up for a $20 annual senior pass, which provides a 50 percent discount on overnight mooring fees within the park — lowering the rate to $13 per night, saving you money if you plan to spend more than one night. While there are no overnight marinas, vessels can anchor at designated mooring sites, including one just north of Cruz Bay for easy dinghy access to shore. This is the only designated anchorage in the park aside from the large vessel area at Francis Bay.

—Continued on the next page

—Continued from the previous page



Lime-Out is a floating taco bar just inside the harbor entrance, where guests are served in the water, on a bar just above water level.

Cruising around St. John takes you on a series of short sails from the entry port of Cruz Bay, around the west and north coast bays including Trunk Bay, where you will find a 650-foot marked snorkel trail. The coastline reveals an endless stream of picturesque bays that remain pristine and idyllic, with steep green wooded hillsides cascading down to the water's edge, but subject to ground seas from the north during the winter months. Further to the east is Leinster Bay and Water Lemon Cay, a delightful spot to swim and snorkel. Leinster Bay is also home to the ruins of the Annaberg Plantation, overlooking the Sir Francis Drake Channel. Open daily, the site offers an insight into the island's history during the plantation era, with demonstrations of subsistence gardening and the baking of "dumb bread" (a USVI treat, made without yeast, often enriched with coconut and baked over coals).

Sailing east, up the Sir Francis Drake Channel, and rounding the eastern most point, you will enter Coral Bay and the anchorages of Long Bay and Hansen Bay, the site of the sunken wreck of HMS Santa Monica, which sank after striking a submerged rock off of Norman Island in 1782. These anchorages are just outside of the National Park (NPS) so anchoring is permitted.

Farther into the bay and within the NPS is Hurricane Hole, with its maze of mangrove-lined bays for daytime exploration.

Coral Harbor, historically the center of plantation life in the 18th century, still bustles with the sailors who anchor in the bay and the locals who gather at the nearby watering hole for a libation or two. Lime-Out is a floating taco bar just inside the harbor entrance, where guests are served in the water, on a bar just above water level. Coral Harbor is home to some wonderful, eccentric and dedicated cruising sorts who consider it more of a haven from tourists than a destination.

The south coast bays lie within the NPS and provide delightful anchorages that are less frequented by visiting yachtsmen. There are several hiking trails from the area, including the Ram's Head Trail, Drunk Bay Trail and Salt Pond Trail. Farther along the south shore is Reef Bay, a daytime anchorage (mooring only) that reveals the ruins of The Reef Bay Mill where some of the original machinery is still in evidence. A 2.3-mile hike up the hill toward the Great House will be rewarded with a view of the waterfall and spring-fed pool, the site of the petroglyphs that date back to about 1000 AD when the first Taino settlers arrived on the island.



For more information on the Virgin Islands and the sailing areas of the Caribbean pick up a copy of the latest 2026 edition of the Cruising Guide series, or download the CruisingGuide app on both the Apple and Google stores, or visit us at www.cruisingguides.com.

US Virgin Islands Entry and Exit Procedures

Ports of Entry:
There is one port of entry on each of the three main USVI islands: Charlotte Amalie, St. Thomas; Cruz Bay, St. John; Christiansted, St. Croix

Advance Paperwork:
Download the latest version of the CBP ROAM App (Customs & Border Patrol, Reporting Offsite Arrival Mobile) and preload vessel and crew information.

All nationalities, other than citizens of the USA, Canada, or Bermuda, arriving by private yacht need a valid US visa or visa waiver entry in their passport prior to arrival. See **USVI Immigration details** on Noonsite for more. noonsite.com/place/us-virgin-islands/view/immigration.

Entry Process:
Complete clearance via the CBP ROAM App by submitting vessel and crew information, declaring arrival, and answering clearance questions. CBP may request a video interview (via the App), request crew report in-person to a port of entry, or may clear vessels and crew in with no further action required.

Exit Process:
Visit the USVI CBP offices if your next port requires exit clearance papers (zarpe). No zarpe is needed to visit Puerto Rico/Spanish Virgin Islands, the USA or the BVI.

Rates:
There are no fees for entering or exiting the USVI.

noonsite.com

*Visit **USVI Clearance** www.noonsite.com/place/us-virgin-islands/view/clearance for full details and the latest updates. This information is provided by noonsite.com, specialists in worldwide formalities information for the pleasure yacht community for over 25 years and was accurate at press time.*





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MP = Market Place pages 30
C/W = Caribbean-wide
SVG = St. Vincent & the Grenadines

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