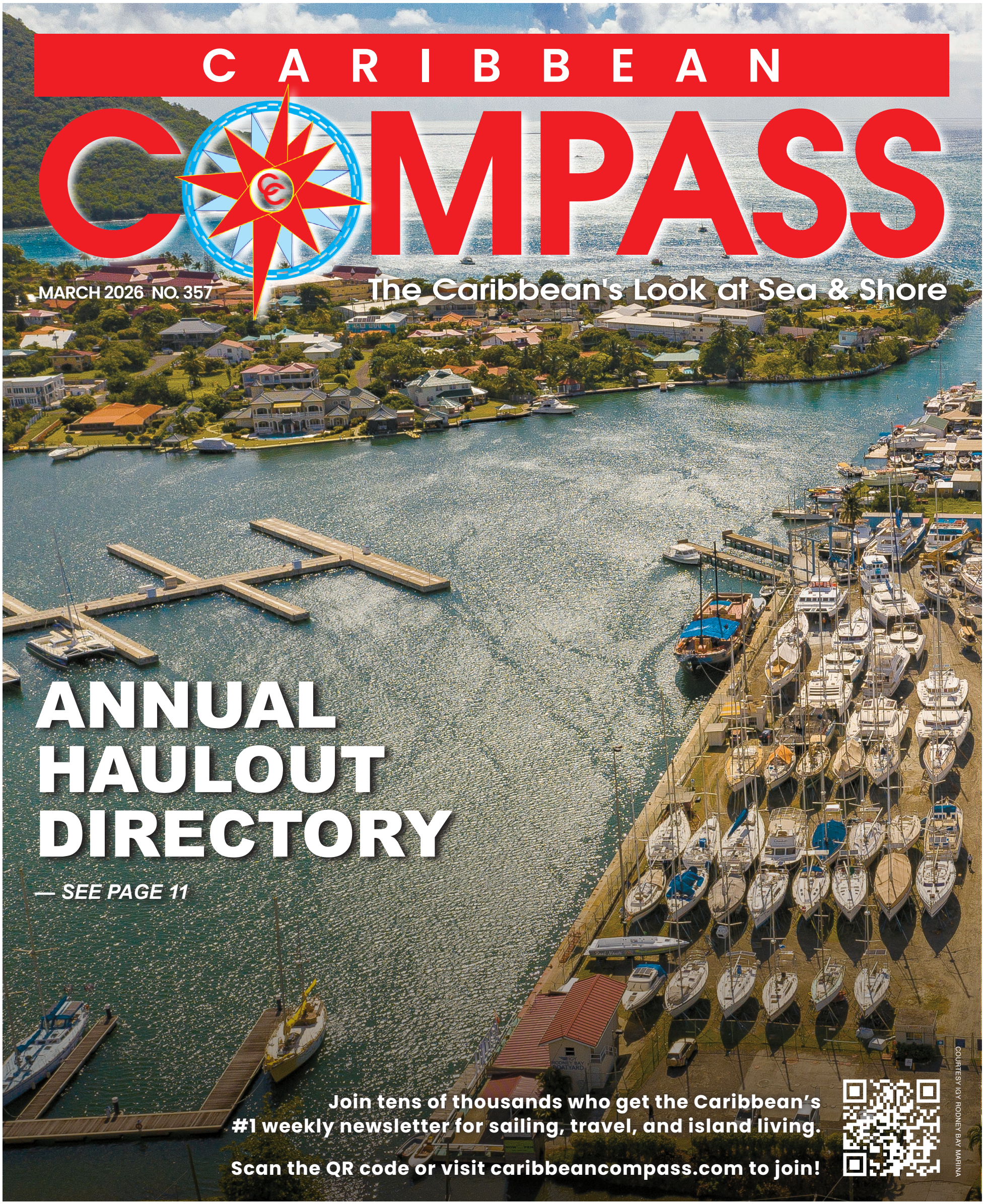
CARIBBEAN
COMPASS

MARCH 2026 NO. 357

The Caribbean's Look at Sea & Shore



ANNUAL HAULOUT DIRECTORY

— SEE PAGE 11

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The island of Carriacou, which belongs to Grenada as part of the tri-island nation of Grenada, Carriacou, and Petite Martinique, was hit hard by Category 4 Hurricane Beryl in 2024, but has made great strides in the rebuilding and rehabilitation process. For more, turn to Island Spotlight on page 28.

LEXI FISHER/CHRIS DOYLE

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

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

About the Cover *Rodney Bay Marina Boatyard, in Gros Islet, St. Lucia, is part of the IGY Rodney Bay Marina and is St. Lucia's only haulout facility. For a deep dive into haulout facilities from St. Martin to Trinidad by Lexi Fisher, turn to page 11.*

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Channel 16

Trinidad's Best Kept Secret: The Legacy of North Post Radio

Tucked away in the lush hills of Diego Martin, Trinidad, lies a piece of history that has been safeguarding mariners and shaping our region for centuries. While Fort King George and Stollmeyer's Castle garner the tourists, North Post Maritime Radio has quietly been the lifeblood of Caribbean maritime communication, a sentinel of the sea.

COURTESY NPMR



From the lush hills of Diego Martin, the North Post has safeguaded mariners for centuries

The story begins in the 18th century when the Spanish governors first used North Post as an observation outpost. When the British took control of Trinidad, it evolved into a crucial flag station known back then as Signal Station, relaying messages between ships and officials in Port of Spain. Its defensive role waned, so North Post adapted, becoming a marine radio installation that pioneered ship-to-shore communication across the western hemisphere. By 1910, it had earned a place on the prestigious list of Wireless Telegraph Coast Stations, the pioneering official register published by the U.S. Navy's Bureau of Steam Engineering.

It was initially listed under the international call sign VPL, marking it as a British colonial station. With Trinidad and Tobago's independence in 1962, VPL gave way to the national prefix 9YL. Today, North Post Maritime Radio is a key player in upholding the Safety of Life at Sea Convention (SOLAS) and the Search and Rescue Convention (SAR). It stands as a testament to the nation's commitment to maritime safety, coordinating rescue operations with the Coast Guard and other regional partners.

During times of turmoil, like the Black Power Revolution of 1970, and the 1983 Grenada coup, it served as a vital communication relay station for the governments of Trinidad and Tobago and Grenada.

North Post Radio's mettle has been tested time and time again. In 1979, the station responded to the catastrophic collision of two supertankers off Tobago, aiding in the rescue efforts. In the 1990 attempted coup against the Government of Trinidad and Tobago, former radio officers like Stephen Urbano, Earl Hosten and Anthony Walters earned accolades for bravery, and were responsible for summoning the USS Theodore Roosevelt to the country's aid.

As the world embraced new technology, North Post adapted. It sent its final commercial Morse code message in 2000, but it continues to maintain Morse capability for emergency use and still operates as a GMDSS A1 coast station.

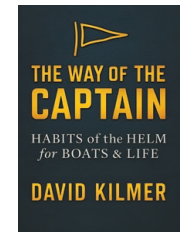
For more information about the station, log on to the Facebook post by the National Archives of Trinidad and Tobago (facebook.com/share/p/16p4J8Lxy6).

COURTESY DAVID KILMER



Captain David Kilmer at the helm of Sizzler

Captains Courageous



Captain David Kilmer, author of *Way of the Sailor*, returns with a new book, *Way of the Captain: Habits of the Helm for Boats and Life*. In it, he presents profiles of 25 captains, revealing the essential qualities that keep people safe at sea: judgment, resilience, respect and responsibility. It's a cross-section of worlds of command, from deliveryman to billionaire's captain. Readers who cruise the islands will be particularly interested in Caribbean icon Jimmy Buffett's captain.

The book is available from Amazon or wayofthecaptainbook.com.

COURTESY ALICE DEARING



Alice Dearing

Nevis to St. Kitts Cross Channel Swim Returns

The Nevis to St. Kitts Cross Channel Swim returns on March 28, 2026. Olympian Alice Dearing will lead a field of elite and amature swimmers for one of the Caribbean's foremost open-water challenges.

Spanning the Narrows between Nevis and St. Kitts, the annual 4.1-kilometre (2.5-mile) swim is a test of endurance and discipline; and as a celebration of the natural beauty and culture of the two-island nation, it is a flagship sporting and tourism product for the island.

COURTESY SMMTA/LEE HELI



Fireworks highlighted Crew Year's Eve on St. Maarten.

Sint Maarten Marks a Successful Crew Year's Eve 2026

Crew Year's Eve 2026 drew strong crowds and delivered a welcome boost to St. Maarten's maritime and tourism sectors, according to the Sint Maarten Marine Trades Association (SMMTA) and the Simpson Bay Fireworks Association. The January event brought yacht crew, marine professionals, residents, and visitors together for an evening celebrating the island's vibrant marine community.

The highlight of the night was a fireworks display over Simpson Bay, which drew spectators both ashore and aboard vessels anchored in the bay. Local businesses also felt the impact, as restaurants and bars reported increased activity throughout the evening, while visitors sought out event information and, in many cases, extended their holiday stays.

COURTESY USVI TOURISM



The Caribbean cruise destination of the year

USVI Gains Accolades

The U.S. Virgin Islands has been named one of the standout destinations in the 2026 Caribbean Travel Awards, earning three major honors.

—Continued on the next page

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—Continued from the previous page

St. John's newest boutique property, The Saint, captured New Hotel of the Year, marking the island's first hotel debut in several years and bringing a fresh, adults-only retreat to Cruz Bay. The territory also secured Caribbean Cruise Destination of the Year, recognizing St. Thomas and St. Croix for their strong appeal to cruise visitors, from historic sites and beaches to easy day trips to St. John's Annaberg Plantation and Trunk Bay.



My Jamaican Table **Cookbook Debuts**

In *My Jamaican Table*: *Vibrant Recipes from a Sun-Drenched Island*, Kingston, Jamaica-born chef Andre Fowles — three-time Chopped champion and international restaurant consultant — presents more than 100 modern and traditional recipes that capture the tastes, traditions, and exuberance of Jamaica.

"I've always believed food is more than just what's on the plate — it's a story, a connection, and a legacy," says Fowles. "Growing up in a tenement yard in Kingston, I learned about chopping, stirring, and tasting from my mother and grandmother, but more importantly, about Jamaica's warmth, effervescence, and perseverance. I've cooked for dignitaries, celebrities, and food lovers all over, but my heart always comes back to Jamaica."

The recipes in *My Jamaican Table* celebrate the bold flavors of iconic Jamaican dishes. Here's one:

Grilled Lobster with Scotch Bonnet Garlic Butter

Whether you're using fresh or frozen, Atlantic or spiny, parboiling lobster before grilling it ensures plump, perfectly cooked meat that separates easily from the shell. The combination of lime zest, white-hot grill heat, and butter infused with garlic and Scotch bonnet elevates this dish, evoking the flavors of that first unforgettable time you had it on your Jamaican getaway.

Kosher salt

4 large lobster tails (6 to 8 ounces/170 to 225 g each), preferably from Caribbean spiny or Atlantic lobsters

8 ounces (225 g) salted butter, at room temperature

8 garlic cloves, minced

1 lime, zested and then cut into wedges for serving

¼ cup (about 10 g) chopped fresh chives

¼ cup (15 g) chopped fresh parsley

½ Scotch bonnet pepper, seeded and minced



MICHAEL CONDRAN

Grilled lobster

Fill a large pot with water and add a generous handful of salt — it should taste like the ocean. Bring the salted water to a boil over high heat. While the water comes to a boil, prepare an ice bath for the lobster by filling a large bowl, or another large pot, with ice and enough cold water to cover.

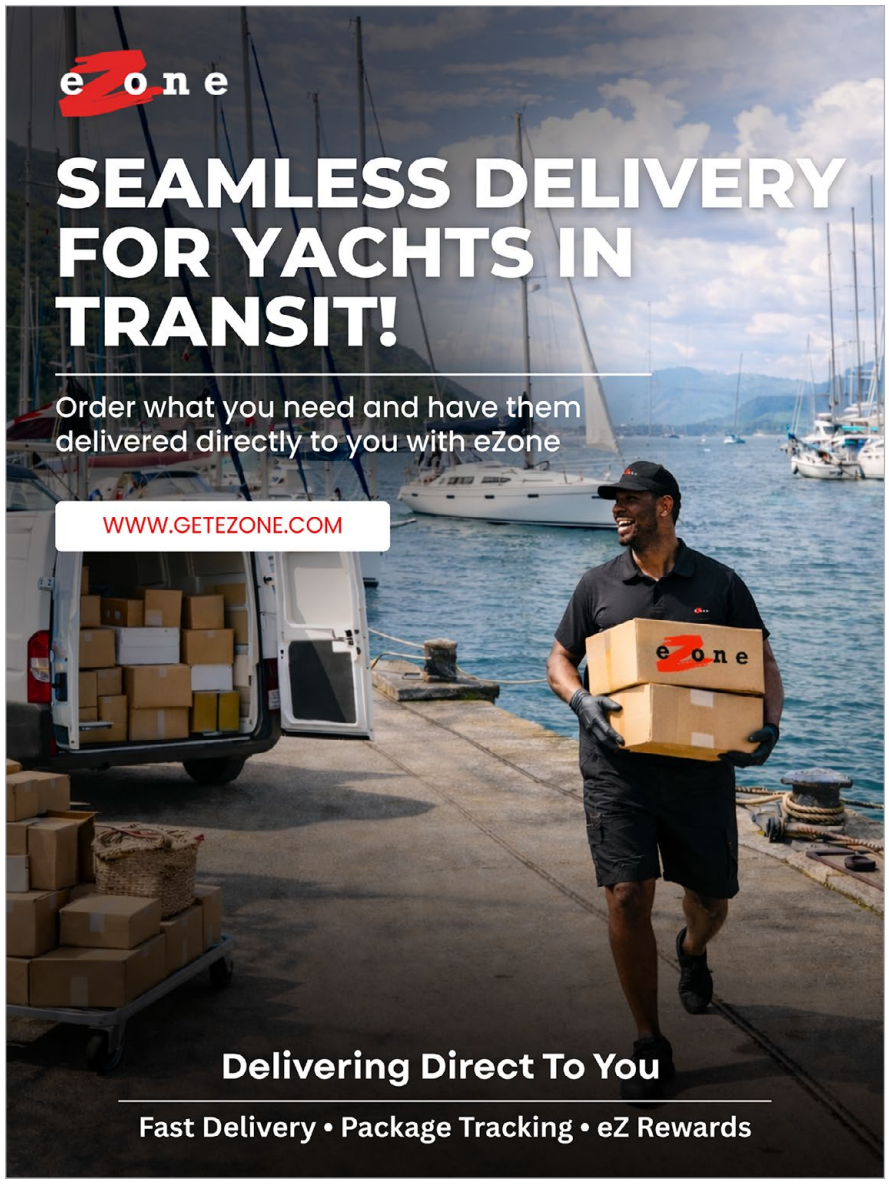
Once the water is boiling, add the lobster tails and cook them for 2 to 3 minutes or until the meat is just starting to turn opaque. Transfer the parcooked lobster tails to the ice bath to cool completely, then take the tails out of the ice bath and cut them in half lengthwise with a sharp knife. Arrange the tail halves cut-side up on a sheet pan and set aside.

Heat a grill to 450°F (230°C).

While the grill heats, in a small bowl, combine the butter, garlic, lime zest, chives, parsley, and Scotch bonnet. Season to taste with salt, then smother each lobster tail half with about 2 tablespoons of the butter mixture.

When the grill is hot, place the lobster tails on the grill, cut-side up. Cook for 3 minutes, then flip the pieces and cook until lightly charred, about 2 minutes. Remove from the heat and serve immediately with the lime wedges. Serves four.

Excerpted from My Jamaican Table*, available for purchase March 10 (Artisan Books). Copyright © 2026.*





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Luperon, DR



2014 Leopard 39
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St. Croix, USVI



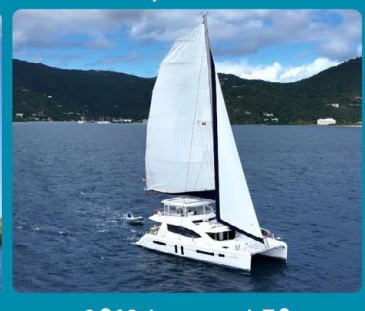
2018 Lagoon 630MY
$1,699,000
Tortola, BVI



2018 Jeanneau JY51
$539,000
Grenada



1989 Taswell 49
$228,000
Trinidad & Tobago



2016 Leopard 58
$899,000
Tortola, BVI



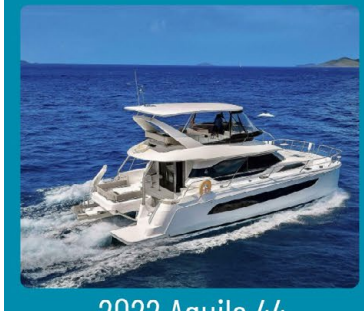
2011 Beneteau Oceanis 43
$99,500
Virgin Gorda, BVI



2016 Jeanneau 519
$290,000
Antigua & Barbuda



2021 Fountaine Pajot Tanna 47
$950,000
Saint-Thomas, USVI



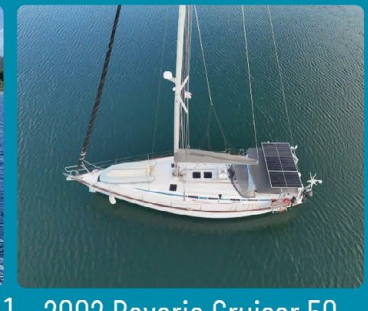
2022 Aquila 44
$649,000
Virgin Gorda, BVI



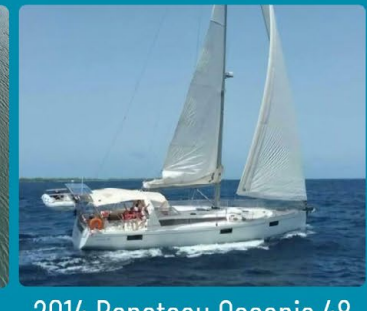
2023 Hanse 510
$899,000
Tortola, BVI



2020 Beneteau Oceanis 46.1
$485,000
Tortola, BVI



2002 Bavaria Cruiser 50
$115,000
Dominican Republic



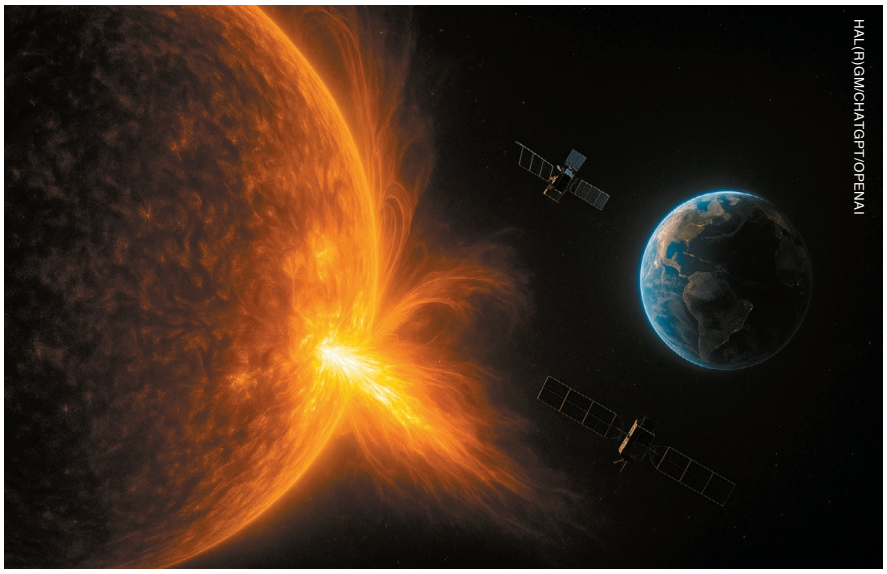
2014 Beneteau Oceanis 48
$239,000
Saint-Martin

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Don't Let Space Weather Catch You Off Guard

By Joan Conover

The sun is waking up — and cruisers need to pay attention. With the current rise in solar activity, we are seeing National Oceanic and Atmospheric Administration (NOAA) issue more and higher geomagnetic storm watches. These are triggered by coronal mass ejections (CMEs) and high-speed solar wind streams — powerful outbursts from the sun that can disturb Earth's magnetic field and disrupt satellite and other earth-based systems.



Solar outburst, coronal mass ejection simulated impact on satellites

What does this mean to you? It can mean impacts to GPS locations for your electronic chartplotter, autopilot guidance and other electronics. These devices depend on the precise latitude/longitude/time that GPS provides. GPS errors can affect how your devices guide your boat or car. At the same time, your internet and communications may have errors, meaning slow and/or suddenly offline issues, or noisy radios.

Locations may seem to change suddenly, your anchor alarm may go off — as much as 180 degrees from true location. Automatic Identification System (AIS), used to send your location to other boats, operates off VHF radio as well as satellites, so it can have errors. Any electronic device, if not shielded, can exhibit abnormal behavior. Power may be affected and more.

2026 Solar Activity Update

From January 19-22, 2026, NOAA's Space Weather Prediction Center tracked a prolonged solar disturbance lasting roughly 72 hours. Unlike short-duration impulse events, this episode was marked by sustained elevated solar proton levels, periods of severe geomagnetic activity (Kp reaching 8-9, G4-G5), and continued disturbance of the ionosphere. Two strong X-class flares (X8.1) occurred during this broader active period; while their immediate impacts were primarily radio-related, the overall duration of the storm increased the likelihood of navigation and communications anomalies persisting well beyond a single watch cycle.

Field reports from SSCA vessels operating in the Caribbean during this period — including at relatively low latitudes — noted intermittent anchor alarm activations, subtle but persistent position and heading "wander" on electronic displays, and short-term inconsistencies between GPS, compass heading, and visual reference. These effects were non-catastrophic but operationally disruptive, particularly for vessels relying heavily on integrated navigation systems. As with prior events, this reinforces the importance of visual reference, cross-checking electronic data, and heightened situational awareness during extended periods of elevated solar activity

And it's not just navigation. Internet speeds can slow, HF and VHF radios may experience static or dropouts, and even power grids ashore can suffer voltage instability during severe events.

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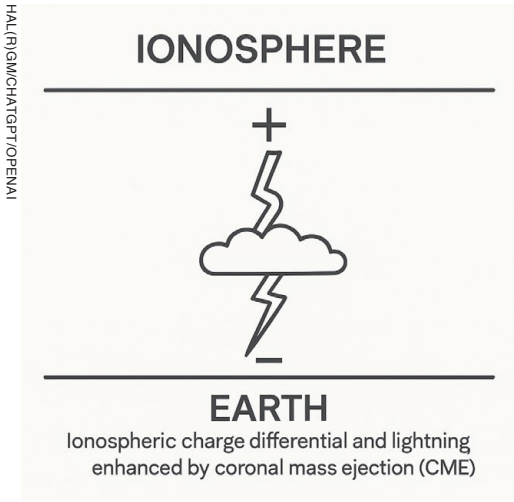
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The Space Weather Prediction Center (SWPC), part of NOAA, monitors these space weather events. When a geomagnetic storm reaches Earth, it can distort the signals sent between GPS satellites and your onboard systems. Again, this means your electronic chartplotter, autopilot, and anchor alarm — all of which depend on precise GPS coordinates and time sync — may suddenly behave erratically.

For example, during the May 2024 solar storms, cruisers in the Bahamas reported sudden 180-foot shifts in their GPS position — despite sitting at anchor. Anchor alarms were triggered. Chartplotters showed vessels drifting when they were stationary. Autopilot systems, which rely on GPS for track guidance, began veering off course. And this is usually worse in the tropical latitudes.

And note the sudden intensification of weather systems, which (theory says) could have been caused by those same solar features. On June 28, 2024, Hurricane Beryl shocked forecasters and those of us assisting in the islands in the impact area, by rapidly intensifying from a tropical storm to a major Category 3+ hurricane in less than 24 hours. While warm sea surface temperatures played a key role, NOAA's Space Weather Prediction Center (SWPC) also noted elevated geomagnetic activity during the same period. Emerging research suggests that solar storms may influence atmospheric conditions, such as high-altitude heating and jet stream shifts, that can subtly alter hurricane development. Although still under scientific review, some meteorologists are now exploring the potential correlation between solar outbursts and unexpected storm intensification (*Source: NOAA SWPC, May 2025 Solar Event Report; NHC Beryl Advisory #9A*).

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Simplified diagram of solar impact to Earth's atmosphere.

One such study is titled "Rapid Intensification of Tropical Cyclones in the Context of the Solar Wind–Magnetosphere–Ionosphere–Atmosphere System," published in *Advances in Space Research*. This research examines how solar wind coupling to Earth's magnetosphere and atmosphere may influence the rapid intensification of tropical storms. Find the article online at sciencedirect.com/science/article/abs/pii/S1364682618305765.

Best advice? Stay aware and check out swpc.noaa.gov, which has satellites providing direct feeds you can view and an alert system you can subscribe to:

1. **Subscribe** to NOAA SWPC Alerts. Sign up at swpc.noaa.gov and sign up for email alerts. Receive real-time warnings for solar flares, geomagnetic storms, and solar radiation events.
2. **Know the impact scales** most geomagnetic storms are G1-G5. Geomagnetic storm strength (G2 and above can affect GPS and HF radio). There are also warnings for radio and aviation. May 2024 disruptions were a G4, for example. October 2024 was also a G4 with extended impacts.
3. **Check before a passage.** Before heading offshore or entering narrow channels, make it a rule to check the SWPC forecast page or check your alert email. Avoid relying solely on autopilot or GPS-dependent features during high-activity windows.
4. **Stay manual-capable** and aware of your location and have situational awareness on the water.

For mariners, especially those relying on modern navigation and communication, space weather has implications to be aware of. Don't let space weather catch you off guard. Many calls for radio problems, noisy or unusable channels come down to interference, and the sun can be the cause. NOAA's SWPC is your early warning system. Subscribe to the automatic alert system, stay aware, and remind others in your anchorage to do the same. It's not usually a huge impact, unless you are transiting a narrow cut; of course an anchor alarm at midnight is a concern for us all. Follow navigation rules — have a watch on passage. It's a rule for a reason.

Joan Conover, the president of the Seven Seas Cruising Association, sails aboard SV Growltiger.





COURTESY NMS

Nautical Marine Services is "your boat's best friend."

Nautical Marine Services Expands Boat Care Offerings

Nautical Marine Services (NMS), formerly known as Xtreme Marine, has broadened its range of professional boat care services as it continues operations at Jolly Harbour Marina, Antigua. The company, owned and managed by Ivan and Wendy De Souza, has become a key resource for both local boat owners and visiting cruisers seeking technical support and maintenance.

With more than 20 years of maritime experience, Ivan is widely regarded for his technical expertise. He continues to pursue advanced training through the company's specialized dealerships, keeping pace with rapid developments in marine technology.

NMS is an authorized dealership for Yanmar, supplying genuine parts, engine sales, and routine maintenance for vessels across the region. The company also represents Seakeeper and Seakeeper Ride, offering stabilization systems designed to reduce boat roll by up to 95 percent — technology increasingly sought after by recreational and commercial operators.

The business provides services for a wide range of vessels, from center consoles to sailing yachts. Its offerings include guardianage, mechanical repairs, and scheduled maintenance, supported by a fully stocked parts and engine shop.



COURTESY BUDGET MARINE

More information about the company's services is available at nauticalmarineantigua.com.

Awlcraft 3000 at Budget Marine Trinidad

Awlcraft 3000, the professional-grade, acrylic urethane topcoat, is now available at Budget Marine Trinidad. This is the next-generation successor to Awlcraft 2000, featuring enhanced color technology. It utilizes the AkzoNobel color platform providing truer, more vibrant colors. It can be buffed and polished, and is engineered for quick drying times, minimizing dust pickup and boatyard time. With high gloss retention, it offers a "wet look" finish with improved longevity.



COURTESY BUDGET MARINE

Mixing Awlcraft 3000 at Chaguaramas

This premium topcoat can be mixed at Budget Marine's Color Mixing Bank in Chaguaramas, Trinidad. Using advanced color-matching software, relevant tint bases, dedicated prep area and trained staff, they mix customized colors for paint contractors and boat owners.

Please contact Trinidad@budgetmarine.com to find out more.

Scrub Island Invitational

The ninth Annual Scrub Island Invitational returns to Marina Cay on March 24, 2026. This signature event within the BVI Spring Regatta & Sailing Festival blends competitive racing with BVI's laid-back spirit. The race concludes at Scrub Island's sister island, Marina Cay, for a post-race celebration and awards ceremony.



COURTESY SCRUB ISLAND

Scrub Island 55-boat slip marina

Purpose-built for mariners, Scrub Island Resort, Spa & Marina serves as a natural home base for race week. Its protected, full-service marina offers spacious slips, experienced dock staff, fueling, provisioning, and on-island dining, all with convenient access to Marina Cay and the surrounding race areas.

Registration is open. For more information consult the marina website (scrubisland.com/marina).

REGATTAS & RALLIES



COURTESY SVGSA

Joshua Weinhart (left) and Kai Marks-Dasent

Podium Finishes for SVG at Barbados Sailing Week

Kai Marks-Dasent, 15, and Joshua Weinhardt, 13, represented St. Vincent and the Grenadines at the Barbados Sailing Week Junior Regatta January 2026 in Carlisle Bay, Barbados. With 24 junior sailors competing in 10 races over two days, both sailors delivered outstanding performances. Weinhardt claimed first place in the ILCA 4 fleet, and Marks-Dasent came in second in the ILCA 6.

This achievement would not have been possible without the generous support of InterCaribbean Airways, Island Sipz, and the St. Vincent and the Grenadines Olympic Committee, whose continued backing plays a vital role in the development of junior sailing.

If you would like to get involved in sailing, young or old, for fun or competition, please email svgsailingassociation@gmail.com for more information.

ECO NEWS

Bonaire Nature Platform: A Unified Voice for Nature Conservation

Bonaire faces mounting ecological pressure from rapid development, population growth, and climate-driven threats such as coral bleaching, erosion, and declining water quality. In response, leading conservation groups have formed the Bonaire Nature Platform (BNP), a coalition designed to strengthen collaboration and present a unified voice on nature protection.



COURTESY BONAIRE NATURE PLATFORM

BNP members get back to nature.

The BNP brings together organizations working across marine and terrestrial ecosystems, combining their expertise to better address the island's most urgent environmental challenges.

By coordinating efforts, the platform aims to streamline communication with government officials, local stakeholders, and other decision-makers who rely on accurate, science-based guidance.

Since its launch in 2022, the BNP has operated through specialized task groups focused on key conservation priorities. These teams identify shared goals, support one another's projects, and guide initiatives ranging from habitat restoration and native species protection to sustainable land and water management. The platform also plays a growing role in shaping long-term strategies for Bonaire's protected areas.

BNP members meet monthly to assess emerging issues, develop joint solutions, and explore opportunities for collective action. Their overarching goal is to build a more resilient island—one where healthy ecosystems support both the natural environment and the community that depends on it.

The BNP website, Bonairenatureplatform.org, is currently being built. When complete, it will be a linking point to all member organizations.



St. Martin to Trinidad Haulout Guide 2026

Story and photos by Lexi Fisher



The Windward and Leeward islands made it through the 2025 hurricane season relatively unscathed, with only a single named storm making landfall in the region. The northern regions of the Atlantic were less fortunate, and despite the lower-than-usual number of named storms in the Eastern Caribbean, the intensity of those that formed farther north was much higher than average, with three of the 13 named storms reaching Category 5 strength. Quiet season or not, that contrast is a useful reminder that every boat in the Caribbean eventually has to decide where and how to spend hurricane season.

It can be overwhelming to haul out and pack up your home, entrusting it to the administration and tradespeople of a foreign country for months at a time. Within the Eastern Caribbean alone, there are about two dozen haulouts to choose from, and the best fit for you and your boat depends on a multitude of factors.

The goal of this article is to ease a bit of the stress of that decision by discussing some of these factors, and then outlining the main features of the boatyards available in the Windwards and Leewards, from St. Martin to Trinidad.

Specific pricing and cost of haulout and storage are key issues for any yard. Anyone who has had the pleasure of deciphering a yard's invoice knows that the haulout and storage fees can be convoluted: They often charge by the foot, fees differ for monohulls and catamarans, and only part of the fees are associated with hurricane preparation and storage. There are also often additional fees for chocking, cradles, tie-downs, mast removal and storage, water, electricity, etc. These fees are not only subject to change, but if I were to attempt to compare all of them for each yard, it would require an entire book. In general, the more services a yard has in terms of security and convenience, the higher the overall cost is likely to be.

So let's get into it. Here are some of the things to consider when choosing a haulout for hurricane season, in no particular order.

Insurance Requirements

Many yacht insurance companies now require your boat to be hauled and stored outside the "hurricane belt," certain latitudes that statistically see the most hurricane activity during the season. These requirements are subject to change from year to year based on weather trends, and some insurance companies that used to allow storage in Grenada may no longer do so after Hurricane Beryl. A few Caribbean-based insurers will cover boats throughout the region at reasonable rates. Some yards require proof of insurance.

General Safety and Security

How concerned about theft are you? Yards with high-perimeter fences, 24/7 security guards and/or cameras, and gated and monitored entry points will provide the best chance of deterring thieves. Fire risk is another concern. You should know what firefighting equipment the yard has, how accessible it is, and whether the staff are trained in its use.

Boat Proximity

How close together are boats stored? Closely stacked boats can topple like dominoes in extreme weather, and fire from one can spread much more quickly without a buffer zone. An article on the topic by Drew Frye in Practical Sailor suggested that "Six feet is a good minimum, and the yard should explain why they feel less is safe."

Hurricane Protocols

Some yards have standardized protocols that all boats stored during hurricane season must adhere to. These protocols, which aim to decrease or mitigate the overall likelihood of damage. may include minimum spacing between boats, sail removal, mast removal, digging keel holes, using anchored tie-downs, welded single-piece stands or cradles, and level of insurance coverage.

—Continued on page 15

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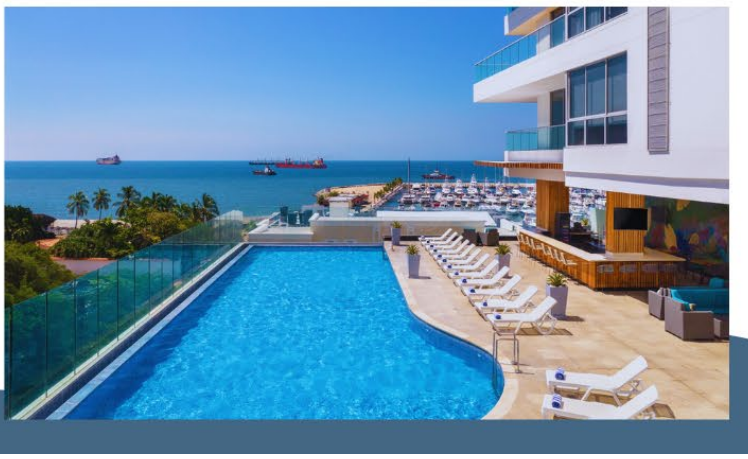
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Contractor Policy

If you're having significant work done on the boat while it's on the hard, you should consider whether or not the yard allows outside contractors (those not employed by them) to work on the premises. Those that do not allow any outside contractors are referred to as closed yards. The argument for this is a presumed higher level of quality control, project management, and accountability, though in my experience, this isn't always the case. Yards that do allow outside contractors without any controls or extra fees are referred to as open yards, and the benefit of this is usually more competition and a larger selection of tradesmen, though less insurance if a job goes wrong. Most yards have a policy that is somewhere in the middle, where independent contractors are hired through the yard, and you pay a 10- or 15-percent fee to the yard for project insurance.



Chantier Naval, TOBY, St. Martin

Living Aboard

If you'll be living aboard or ashore for more than a week or so after hauling, you'll need to first consider if the yard allows staying on your boat, and second, things like the availability and convenience of laundry services, groceries, restaurants, or on-site accommodation options like apartment rentals.

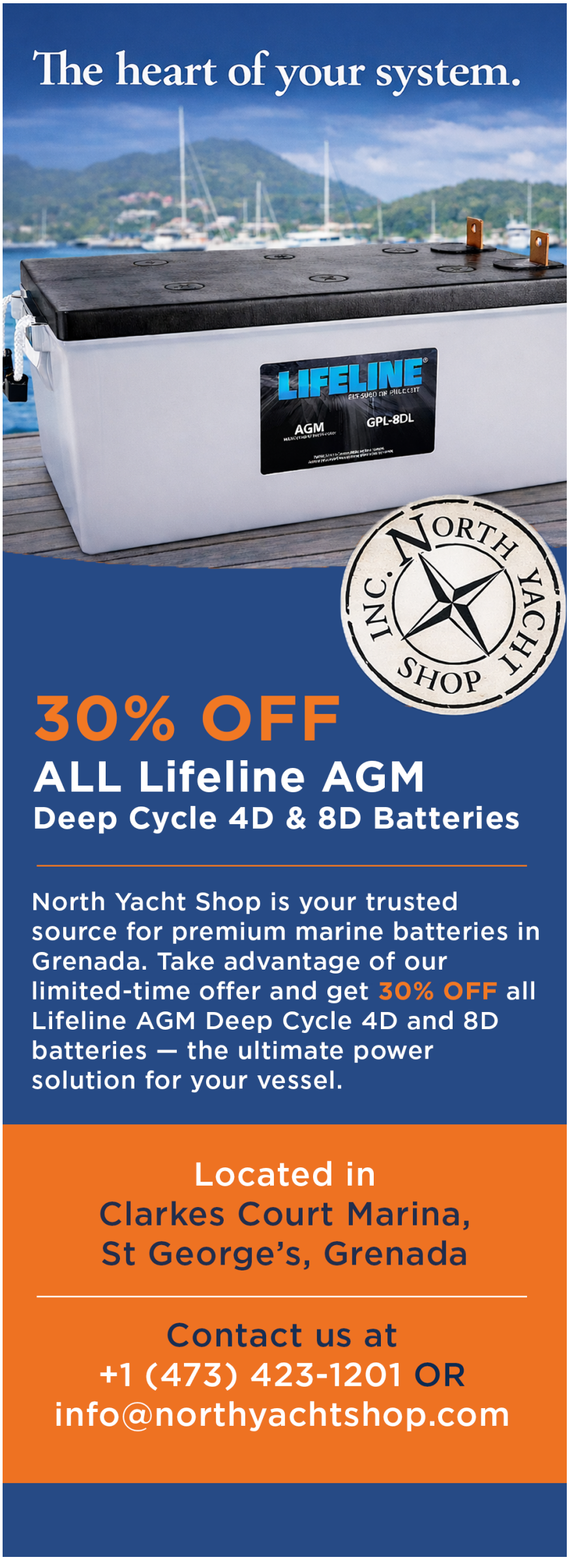


70-ton hoist at JMC, St. Martin

Yard Descriptions

Here are some notes on individual yards, listed from north to south. Most yards have toilets, showers, power, and water. Some require proof of insurance.

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St. Martin: Chantier Naval, TOBY

Chantier Naval, T.O.B.Y. (Time-Out), is in Sandy Ground, on the north side of the entrance channel, inside the lagoon. This cheerful and friendly place has a large area for haul out and repair. They haul boats up to 18 tons, using a 65-ton crane. They dismast and strap down all boats for hurricane season as a matter of course. Hot showers, washing machines, toilets, and storage lockers are available. Free WiFi is available, and you can do your own work or use contractors (no fees).



30-foot trailer at Geminga, St. Martin

St. Martin: JMC

JMC Marina and Boatyard hauls boats with a 70-ton marine hoist that takes up to a 22.7-foot beam, and they have a 133-ton crane in the yard. They insist that masts come out for storage and that yachts are insured, and between July and October, they dig boats into the sand for security. You can do your own work, or bring in contractors (no fee).

St. Martin: Geminga

Geminga is a pleasant haulout yard just southwest of Port La Royale Marina. They haul yachts with a 30-ton trailer (good for cats and monohulls up to 55 feet long) and can store about 200 boats. They remove masts as a matter of course during hurricane season, and the yard is home to a wide range of independent contractors. You can also work on your own boat, or bring in other contractors (no fee). They have about 20 dock spaces with water and power (220-volt) alongside.

St. Martin: Polypat Caraïbes

Polypat Caraïbes is a haulout yard on the south side of the bridge, run by Fred and Béatrice Wojcik, who both speak excellent English. They haul with a 60-ton crane, which makes removing masts easy. Your crew can do the work themselves, or the yard can do it for you, but if you want to bring in outside contractors, you need to discuss it with the yard. Polypat is excellent at painting and fiberglass repairs. They are registered as a Gelshield agent for osmosis treatment. The yard has showers, toilets, 220-volt electricity, water to all the boats, Wi-Fi, and 24-hour security. Polypat is an agent for Fountaine Pajot and will take care of all their problems. They're also agents and installers for Flexiteek decking, and agents for International Paint.

Sint Maarten: Rockstar Marine Boat Yard & Marina (formerly Bobby's Airport Rd.)

Rockstar Marine Boat Yard & Marina is now led by Brad Taylor, who brings many years of previous experience managing the MegaYard and St. Maarten Shipyard. The yard has both 110- and 220-volt electricity, showers, toilets, and a laundry; liveaboards are permitted. Haulout is done with a 50-ton travel lift, and they have room to store about 50 boats.

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60-ton crane at Polypat Caraïbes, St. Martin

Brad has a network of on-call technicians and can arrange for any work you might need done, including mechanical, rigging, painting, and refrigeration. They have a 40-foot spray painting tent, and two service providers, SXM Refinishing Work and Maintech, are located on site, with more planned.

Sint Maarten: IMM SXM Shipyard (formerly Bobby's MegaYard)

IMM SXM Shipyard is next to Port de Plaisance and has a 150-ton travel lift that can haul boats of up to 33-foot beam and 12-foot draft. They also have a 75-ton hoist. The yard has good security with a perimeter wall, but living on board is not allowed. This is an eco-friendly yard where all wash-down water is treated, solids are removed, and clear, clean water is returned to the lagoon. Spray painting is not permitted unless you get the yard to build you a tent. It is now a full-service yard, with all work going through IMM project management and FKG Marine.

Sint Maarten: Bobby's Marina

Bobby's Marina (VHF 16) is a marina and haulout that has space for about 60 boats on the hard. They have a 100-ton and a 75-ton travel lift, and a crane to haul smaller boats for both long and short-term storage. Hurricane season storage includes cross-bracing, concrete slab tie-downs, and mast removal and storage. They offer showers and toilets, and if you need laundry done, talk to the office or one of Bobby's security guards, and they will get a laundry service to pick it up. Aziana, an Asian fusion restaurant, is at the base of the docks, and Le Café, for coffee and baked goods, is at the north end, by the boardwalk.

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50-ton travel lift at Rockstar Marine Boatyard & Marina, Sint Maarten



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St. Kitts: St. Kitts Marine Works

St. Kitts Marine Works has been a boon to yachts in the area, giving them a place to dodge hurricanes or haul out to do work. The yard has 27 acres of storage, which is plenty of room. They have two 150-ton travel lifts, extended to take a beam of 35 feet. There is a 25-ton forklift that has slings and can lift small yachts and powerboats. There is about 12 feet of water at the slip. Digging keel holes, tying down cats, and securing yachts against hurricanes are easily arranged. Reg has a crane for removing masts. This is not a manicured yard; it is basic, but adequate, field storage. There are toilets, showers, and security cameras. The prices are reasonable, and Reg doesn't charge extra for cats. If you are living on board, stock up on bug spray. Reg himself has a team that can do welding and repairs, carpentry, pressure washing, antifouling, and minor glass repairs.

Antigua: Sammy's Boatyard

Sammy's Boatyard is in the northeastern corner of Falmouth Harbour. It is a simple, no-frills haulout for about 100 yachts up to an eight-foot draft at high tide, using a 50-ton lift that can take an 18-foot beam. He has forklifts for smaller vessels. He has built a long dock, making it a marina for about 20 yachts. It is a do-it-yourself yard, or Sammy can find you a contractor; the yard just hauls and stores.

Antigua: Jolly Harbour Marina & Boatyard

Jolly Harbour has a 75-ton travel lift and storage room for 225 boats. A large area of hard standing means there is plenty of room for long-term storage on concrete for stability. Stands are welded for hurricane protection, and there are tie-downs, mandatory in hurricane season. They have big steel cradles that are optional. You can do your own work here or arrange it through the yard. They have people to scrape and paint, and other services can be arranged. A book swap is in the office (no charge).

Antigua: Bailey's Boat Yard

Bailey's is a haulout yard for work and storage. They have a 70-ton travel lift and an 80-ton Ascom lift and can haul boats up to 12 feet deep. They have a dock next to the travel lift in case you need to get anything done before hauling. This is a small, quality yard, clean and well laid out, properly geared for hurricane storage. They have 30 huge, solid cradles. They will pull the mast for storage if you request it. They only store about 50 yachts, and all of them are well looked after. All outside work below deck must be done by an approved contractor. Deon at DEM Marine Services is the main one, but ask in the office for others.

Antigua: North Sound Marina

North Sound Marina at Crabbs is one of Antigua's best, most versatile, and busiest yards. They have a 150-ton travel lift with a 30-foot beam haulout well, with a maximum draft of 22 feet. The standing is nearly all on concrete with tie-downs, and two optional "hurricane-proof" covered storage areas. One is a warehouse with 16 feet of clearance for powerboats, and the other is a refit shed with 60 feet of clearance for sailboats. They have room for about 280 boats. The management and their teams are all helpful.

The yard does whatever people need, or the crew can do the work themselves. You can bring in outside contractors by arrangement, but they need to be insured and approved by the yard. The yard is popular with both superyachts and regular cruisers; it was active and busy when I visited. They have a Budget Marine chandlery on-site, as well as The Clover Restaurant.

Antigua: Antigua Slipway

Antigua Slipway is a major haulout facility, using a railway that takes yachts up to 13-foot draft and 200 tons, and cats up to 40-foot beam. They have a hydraulic lift, allowing for the storage of 50 yachts with a maximum draft of seven feet. Antigua Slipway is a popular place for summer storage. Robbie Falangola organizes most of the work. The yard is geared up for yacht storage in hurricane season. The storage area is concrete; the newer part has tie-down rings. All stored yachts are propped on stands, which are welded together using one-inch water pipe to create a rigid cradle. They have a crane that is used for pulling not only masts, but also engines, big appliances, and the odd piano. The yard does everything below the waterline. You can do your own topside work, but if you want someone else to do it, discuss it with them. Antigua Slipway offers excellent rates on top-quality jobs for spraying superyachts and can tackle painting, machining, and fabrication. Antigua Slipway has showers and garbage disposal. New engines and other gear can be imported through them duty-free. It is also a full-service marina, with a chandlery, an alongside fuel dock, and a dock shop that sells fishing gear, motor accessories, and sundries.

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Antigua Sailing Week: Evolution, Not Reinvention

By Rana-Jamila Lewis



For more than half a century, Antigua Sailing Week has been one of the Caribbean's most recognizable sailing events. For racers, it has meant tight courses off the south coast, competitive fleets, and long afternoons dissecting starts over cold drinks. For Antigua, it has meant full anchorages, busy docks, and a global spotlight on the island's sailing culture.

So when word began to circulate that Antigua Sailing Week would be changing its format in 2026, it was natural for eyebrows to rise. Change—especially to something so deeply woven into Caribbean sailing history—invites questions. Why now? Who is it for? And does "change" mean leaving the past behind?

The short answer is no. What's happening at Antigua Sailing Week is not a departure—it's an evolution shaped by the realities of modern sailing and the way people now experience boats, events, and time on the water.

Listening to the Fleet

The decision to evolve Antigua Sailing Week did not come from a single boardroom conversation or a sudden desire to fix what wasn't broken. It came from years of listening—to returning competitors, charter companies, cruising sailors anchored in English Harbour, and local stakeholders who understand both the heritage and future of sailing in Antigua.

According to Antigua Sailing Week President Alison Sly-Adams, the shift has been thoughtful and necessary.

"Antigua Sailing Week has always reflected the way people sail now, not the way they sailed decades ago," says Sly-Adams. "This evolution allows us to stay true to our competitive DNA while opening the door to a broader cross-section of the sailing community. It's about preserving the spirit of the event while ensuring it remains relevant and accessible."

Over time, a clear pattern emerged. While high-performance racing remains thrilling, the pool of sailors able to commit to multiple days of intense round-the-buoys competition has narrowed. Costs have risen, crews are harder to assemble, and owners are increasingly balancing sailing ambitions with work, family life, and a desire for richer experiences beyond the racecourse.

At the same time, Antigua has become one of the Caribbean's most vibrant cruising and charter hubs. Each season, hundreds of yachts pass through the island—many crewed by capable sailors who may not identify as "racers," but who relish sailing well, exploring new anchorages, and sharing the camaraderie that only life afloat creates.

Antigua Sailing Week's evolution is, at its core, about meeting these sailors where they are.

A New Format, Rooted in Seamanship

Beginning April 22–26, 2026, Antigua Sailing Week will adopt a point-to-point, cruise-in-company format. Rather than returning to the same start line each day, fleets will sail purposeful coastal passages around Antigua, combining competitive elements with exploration, navigation, and the pleasure of sailing from one destination to another.

This is not "racing lite." Courses are designed to reward good seamanship, smart sail selection, and tactical decision-making—expressed over longer legs and varied conditions. Think reaching along Antigua's coastline, negotiating wind shifts around headlands, and finishing each day somewhere new.

For charter operators, the shift feels logical.

"This format reflects how our guests actually want to sail," says a representative from an Antigua-based charter company. "They want to sail real miles, drop anchor somewhere beautiful, and still feel a sense of accomplishment. Antigua Sailing Week 2026 allows charter crews to participate without turning a holiday into a hardcore race campaign."

For many sailors, this style of sailing is closer to why they fell in love with boats in the first place—valuing performance, but also perspective.

Expanding, Not Replacing, the Community

One of the most important things to understand about the new Antigua Sailing Week is that it is not abandoning racers. Performance boats, rating systems, and competitive divisions remain integral. What is changing is the invitation list.

Cruising yachts, charter boats, owner-operators, and mixed-experience crews are now actively encouraged to participate. The barriers to entry—both perceived and real—have been lowered. You no longer need a fully stacked race crew or a stripped-out boat to feel like you belong.

For charter providers, this inclusivity matters.

"We see confident sailors who shy away from regattas because they don't see themselves as racers," the charter provider adds. "This format removes that intimidation factor. It says, 'If you can sail well and love being on the water, there's a place for you here.'"

That sentiment resonates with sailors like Charles Bayer, chartering the Harmony 52 *Sao Jorge* with a team of 19 from Michigan. Drawn by Antigua's warm weather, scenery, and the new format, Bayer sees the shift as an ideal balance.

"It's a great time to leave Detroit when it's freezing," he says. "The point-to-point sailing offers a more laid-back race that focuses on tactics and boat speed. We'll race the optional windward-leewards, but we're on vacation—the format isn't so intense."

The shift reflects a broader trend across global sailing events: success is no longer measured only by who crosses the line first, but by how many people feel welcome on the line at all.

The Shoreside Experience Still Matters

Ask anyone who has sailed Antigua Sailing Week what they remember most, and the answers won't be limited to results sheets. They'll talk about sunset prizegivings, music drifting across the dock, and conversations that start with sail trim and end in lasting friendships.

That spirit remains unchanged.

In fact, the evolved format enhances the shoreside experience by spreading activity across different parts of the island. Each stopover becomes an opportunity to showcase Antigua's diverse anchorages and communities—connecting sailors more deeply with the island they are sailing around, not just past.

Looking Forward

Change can feel uncomfortable when tradition runs deep. But sailing teaches that resisting change rarely leads to better outcomes. Wind shifts. Conditions evolve. Boats—and events—must adapt.

Antigua Sailing Week's new chapter is not about leaving its past behind. It's about ensuring that future generations of sailors—racers and cruisers alike—can experience Antigua in a way that feels authentic, achievable, and inspiring.

In many ways, the event is returning to its roots: sailors coming together, sailing well, and celebrating the simple magic of boats, wind, and island life.



And that, perhaps, is the most Antigua Sailing Week thing of all.

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Martinique: Carenantilles

Carenantilles is for hauling and working on boats. They hold about 200 boats ashore and have two marine hoists. The small one is 80 tons and takes about 28-foot beam, the larger is 440 tons and takes about 43-foot beam. While Carenantilles is happy to store boats, they concentrate on boats undergoing work. Rates depend on how long you need to be ashore and the current exchange rate for the euro. You can do your own work on the slip, or many good workshops can do it for you. Facilities include toilets, showers, and a restaurant. The yard is run by Jean-Louis De Lucy; Jocelyne, who speaks English well, manages the reception with Marie-Astrid and Anne.

St. Lucia: IGY Rodney Bay Marina

Rodney Bay Marina Boatyard [VHF 16] is part of the marina and is St. Lucia's only haulout facility. It is well organized. The travel lift is 75 tons and can take up to a 28-foot beam. For most boats, it will not be necessary to remove a stay. They have room for about 120 yachts in long-term storage and another 20 undergoing work. The yard has cradles and tie-downs if you are leaving your yacht here in the summer months. You can work on your boat yourself or the marina boatyard can organize subcontractors to do it for you. A gelcoat stripper is available for osmosis work.

Carriacou: Carriacou Marine

Carriacou Marine is a charming small boatyard and marina. Yachts are hauled on a 40-ton marine travel lift. They can take up to an 18-foot beam and a 7.5-foot draft at high tide. It is an environmentally friendly yard, with a wash-down catchment to minimize the amount of toxic paint that goes into the sea. They can take about 50 boats.

This yard is excellent for general work and DIY projects. They can recommend independent contractors for most things, including carpentry, electrics, and mechanics. Major spraying, sandblasting, and major fiberglass repairs may be restricted as they lack an enclosed area to contain the fumes and dust.

They have a chandlery with a moderate selection, along with a mini-market. Showers and toilets are available for those in the yard, and they sometimes have an open-plan cottage for rent for those who prefer to stay ashore. The laundry service is open to the public, and the whole area has Wi-Fi.

Carriacou: Tyrell Bay Marina

Tyrell Bay Marina is on the far side of the commercial port and is the largest development in Tyrrel Bay. There is room for about 200 boats ashore to be hoisted by a 150-ton travel lift that can take a maximum beam of 31 feet. Water and power are available to those hauled out. They aim to be a full-service yard and currently have technicians available to handle welding, antifouling, buffing and polishing, mechanical, electrical, A/C and refrigeration, and fiberglass work, though you are welcome to do your own work as well. They have a catchment pit to prevent antifouling from running into the bay, and a vacuum system for sanding work.

Grenada: Spice Island Marine Services

Spice Island Marine Services (SIMS) [VHF 16] is a pleasant, orderly boatyard, with room for about 250 boats in the northwestern corner of Prickly Bay, on the True Blue side. Their travel lift can take boats up to 70 tons and a 26-foot beam. At present, yachts of up to 12-foot draft can come in at high tide. SIMS is the first yard in Grenada to go eco-friendly by recycling wash-down water and removing the harmful solids. They are now partially solar-powered, and have plastic bottle collection and used oil collection receptacles. They also have full fire-fighting facilities, security cameras, and a high perimeter fence.

SIMS has mast racks for those storing their masts off the yacht, and interior dinghy and outboard storage. They have tie-downs for all boats in the hurricane season, and secure cradle berthing is available. The yard keeps cats separate from monohulls. Demand for storage is high, so call well in advance to avoid disappointment. Their staff includes a team that washes and chocks, sprays Awlgrip topside paint, and does osmosis treatment, hull polishing, sandblasting, and antifouling. Their own personnel can do woodworking, electrics, electronics, welding, mechanics, and minor repairs to inflatables. Some technicians are ABYC-certified.

If you need a place to stay while having work done, they have six studio apartments for rent above Budget Marine.

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Yacht crew can do their own work or arrange it through the yard with their people or, in some cases, outside contractors. The yard has electricity (110/220 volt, 50 cycle), Wi-Fi, and water. Spice Island Marine Services can look after your yacht while you are away, as well as arrange all the work. While you are there, life is made easier with showers, toilets, a coin-operated launderette, and a waterfront restaurant. Budget Marine chandlery is also based at SIMS.

Grenada: Clarkes Court Boatyard & Marina

Clarkes Court Boatyard and Marina is owned by Kelly Glass and is in the same stable as Blue Lagoon in St. Vincent. Hauling is done with a 242-ton travel lift, which lifts up to a 37-foot beam with a 13-foot draft. Some smaller boats are hauled on a trailer, which takes 40 tons with a six-foot draft. There is room for about 300 boats ashore, and tie-downs are available.

It is a popular yard, so booking in advance is almost always necessary. They have a long work dock, and this, like the rest of the marina, is good for about a 12-foot draft. The marina docks have plenty of space for short and long-term visitors, and there is on-site accommodation available. The restaurant, Cruiser's Galley, looks over the docks.

There are many technical services based in the yard, and you can do your own work or the marina will help you arrange it through independent contractors who do everything from polishing and painting to rigging and electronics.

Grenada: Grenada Marine

Grenada Marine [VHF 16] is a work and storage yard with room for 250 boats. They use a 70-ton travel lift, which is specially designed at 31.5 feet wide to haul catamarans as well as monohulls. Yachts with up to a 16-foot draft can be hauled. After hauling, a hydraulic stacking trailer puts yachts close together. Diesel, gas, and water are available on the outside of the hauling pier.

You cannot hire outside workers, but you can do your own work or arrange it through 12° North, which has an exclusive contract with Grenada Marine. You can do your own laundry in the machines on-site or send it out to be done with Henry Safari Tours. The office can also arrange to fill cooking gas bottles.

Grenada: Hartman Cove

Hartman Cove [VHF 15] is Grenada's newest haulout, just north of Secret Harbour Marina. They have an extra-wide 44-ton travel lift that can haul boats with a beam of up to 32 feet and a draft of up to seven feet. It is a medium-sized yard, currently with space for about 75 boats, though they do plan to expand. They have water and power ashore (110V and 220V, single-phase, with three-phase planned), as well as bathrooms, showers, Wi-Fi, and 24-hour security. They have concrete-block tie-downs for hurricane season, and plan to add in-ground anchors. Security cameras, landscaping, and a mini-mart are also planned. Secret Harbour, with a marina, restaurant, gym, and laundry services, is a short five-minute walk from the yard.

Trinidad: Power Boats

Power Boats is an excellent, comprehensive full-service yard with space for about 250 yachts. They haul using a 60-ton travel lift and a custom-built catamaran trailer that can take up to 20 tons and a 28-foot beam. They have a long list of vetted tradesmen and on-site technical and general services available for anything and everything. Since many yachts are left here during the hurricane season, advance booking is essential. Salisha, the manager, is very helpful, though the first person you need to see is Brent, the contracts manager, who organizes all the work through a system of subcontractors. Power Boats works with these contractors and takes responsibility for ensuring that the work is properly done.

Power Boats can erect plastic covers to keep your boat dry, dig rudder holes, and provide secure rooms to store engines on stands. Concrete block tie-downs during hurricane season can be arranged. They are the home of many shops and subcontractors' workshops, and the office can give you a list of approved contractors.

For your comfort on the hard they rent air conditioners, dehumidifiers, stairs, dinghy stands, vacuum cleaners, and fans. They make scaffolding and store booms and masts. You can rent their crane for mast or engine removal. They have a cherry picker for mast inspections and work in awkward places. Other services and amenities include toilets, hot and cold showers, storage lockers, a marine hardware store, DIY workshop, a conference room, Wi-Fi, a good grocery store, a bar and restaurant, a launderette (the cleaning ladies can do it for you if you are short of time), and air-conditioned rental apartments with full kitchens. The yard and marina do not charge for water.

—Continued on next page



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—Continued from the previous page

Trinidad: Peake Yacht Services

Peake is a full-service yard and has space for 350 boats hauled on a 150-ton travel lift that can take boats up to a 31-foot beam. They have a comprehensive team, on-site technical workshops, and a long list of recommended independent contractors for most jobs. A 40-ton hydraulic trailer transfers the boats to the storage area. A special long-term storage area for boats being left is well-fenced and has additional security. The boats can be pressure-washed as soon as they are hauled.

If you want any special hurricane precautions, including cradles and anchored tie-downs, these can be done for a charge. You can work on your own boat or use the complete line of services offered by the yard. They also have a crane that can lift up to 60 tons, and a forklift. Several contractors' offices are in the yard. A special area is set aside for sandblasting.

Patches Restaurant & Bar and a small hotel called The Bight, with 10 air-conditioned rooms, are at the base of the docks. Other facilities in the yard include Wi-Fi, showers and bathrooms, a chandlery, a grocery store, and a staffed internet and computer room.

The yard also offers a complimentary shuttle service that helps customers do provisioning runs, airport transfers, doctors' appointments, and other errands based on schedule and availability. They rent locker rooms, dehumidifiers, and air conditioning units if you need to stay cool and dry.

Notes about the table: The info in this article was confirmed to the best of our ability before press time. The table is meant to be a quick-reference guide of basic services and amenities and lacks nuance. For example, while some yards have welded single-piece stands or cradles available, they may only have a limited number. 24-hour security could mean cameras or security guards. The presence of fire extinguishers says nothing of their accessibility or if staff are trained to use them.

Yard Name	Website	Country	Max Travelift size (in tons)	Can remove masts?	Welded/single piece stands/cradles available?	Anchored tie-downs available?	24-hour security?	Fire suppression measures?	Outside contractors permitted?	Can live aboard boat while hauled out?	On-site accommodation options available?	On-site laundry available?
Chantier Naval, TOBY	www.facebook.com/tobysxm	French St. Maarten	65-ton crane	Yes	Yes	No	No	Fire extinguishers	Yes	Yes	No, but nearby	Yes
JMC	N/A	French St. Maarten	70-ton hoist	Yes	No, but dig keels in	No, but dig keels in	Yes	Fire extinguishers	Yes (no fee)	Yes	No, but within walking distance	No, but within walking distance
Geminga	www.geminga.co	French St. Maarten	30-ton trailer	Yes	Yes	Yes	Yes	Fire extinguishers and portable water pump	Yes (no fee)	Yes	No, but within walking distance	No, but within walking distance
IMM SXM Shipyard (formerly Bobby's MegaYard)	www.imm-yachting.com	Dutch St. Maarten	150-ton	Yes	No	Yes	Yes	Fire extinguishers	No	No	No	No
Rockstar Marine Boat Yard & Marina (formerly Bobby's Airport Rd)	www.rockstarboatyard.com	Dutch St. Maarten	50-ton	Yes	Yes	Yes	No	Fire extinguishers	Yes + fee	Yes	No	Yes
Bobby's Marina (Philipsburg)	www.bobbysmarina.com	Dutch St. Maarten	100-ton	Yes	No	Yes	Yes	Fire extinguishers, water connections	Must be approved by yard + fee	Yes, with permission	No, but within walking distance	Yes
Polypat Caraibes	www.saintmartinboatyard.com	French St. Maarten	60-ton crane	Yes	Yes	Yes	Yes	None	Must be approved by yard	Yes	No	No, but within walking distance
St. Kitts Marine Works	www.skmw.net	St. Kitts	150-ton	Yes	No, but dig keels in	Yes	Yes	Fire hydrants throughout yard	Yes + fee	Yes	No, but within walking distance	No
Sammy's Boatyard	www.facebook.com/SammysBoatYard	Antigua	50-ton	Yes, via outside contractor	Yes	Yes	No	Fire extinguishers	Yes	No	Yes	No, but within walking distance
Jolly Harbour Marina & Boatyard	jhmarina.com	Antigua	85-ton	Yes	Yes	Yes	Yes	Fire extinguishers	Must be approved by yard	No	No, but within walking distance	Yes
Bailey's Boat Yard	www.catamaranmarina.com	Antigua	70-ton	Yes	Yes	Yes	Yes	Fire extinguishers	Must be approved by yard	No	No	No
North Sound Marina	northsoundmarine.com	Antigua	150-ton	Yes	Yes	Yes	Yes	High-pressure water hoses and hydrant systm	Must be approved by yard	4 days after/before haul/launch	No, but within walking distance	No
Antigua Slipway	www.antiguaslipway.com	Antigua	270-ton railway	Yes	Yes	Yes	Yes	4 horsepower pump with two 50ft high pressure water hoses, fire extinguishers	Must be approved by yard + fee	Yes	No, but an hourly shuttle to nearby hotel	No, but pickup and dropoff service available
Carenantilles	www.carenantilles.com	Martinique	440-ton	Yes	No	No	Yes	Fire extinguishers	Yes + fee	3 days after/before haul/launch	No	No, but within walking distance
IGY Rodney Bay Marina	www.igymarinas.com/marinas/rodney-bay-marina/	St. Lucia	75-ton	Yes	Yes	Yes	Yes	Portable chemical wheel carts, fire extinguishers	Yes	No, but discounts to hotels are offered	No, but within walking distance	Yes
Carriacou Marine	carriacoumarine.com	Carriacou	40-ton	Yes	Yes	Yes	Yes	Fire extinguishers	Yes	Yes	Yes	Yes
Tyrell Bay Marina	www.tyrellbaymarinacarriacou.com	Carriacou	150-ton	No	Yes	Yes	Yes	Fire extinguishers	Must be approved by yard	Yes	No	No
Spice Island Marine Services	www.spiceislandmarine.com	Grenada	70-ton	Yes	Yes	Yes	Yes	Portable high capacity water pump, fire extinguishers, fire blankets, smoke detectors in all buildings	Sometimes + fee	Max 1 month	Yes	Yes
Clarkes Court Boatyard & Marina	www.clarkescourtmarina.com	Grenada	242-ton	Yes, via outside contractor	Yes	Yes	Yes	Fire extinguishers	Yes	Yes	Yes	Yes
Grenada Marine	www.grenadamarine.com	Grenada	70-ton	Yes	Yes	Yes	Yes	Fire extinguishers	Only approved contractors for services the yard does not provide	Yes	No	Yes
Hartman Cove	www.hartmancove.com	Grenada	44-ton	Yes, via outside contractor	No	Yes	Yes	None	Yes	Yes	No	No
Power Boats	powerboats.co.tt	Trinidad	60-ton	Yes	Yes	Yes	Yes	Portable high capacity water pump, 10-lb dry chemical fire extinguishers, 220-lb foam wheeled units	Must be approved by yard	Yes	Yes	Yes
Peake Yacht Services	peakeyachts.com	Trinidad	160-ton	Yes	Yes	Yes	Yes	Mobile trolley fire extinguishers, regular fire extinguishers, and fire hose stations.	Must be approved by yard	Yes	Yes	Yes

Haulouts that are also options but didn't respond to our inquiries to confirm info before press:

Trinidad: Coral Cove

Coral Cove Marina (VHF 68) is both a marina and haulout yard. The yard can hold about 70 boats hauled on a 60-ton marine hoist. It is less of a work yard but they can recommend or help arrange contractors.Other facilities include a token-operated laundromat, hot and cold showers, and a swimming pool.

Several restaurants are nearby. If you don't want to stay on your boat while work is being done, Coral Cove has 14 hotel rooms with air conditioning, some with cooking facilities; rooms are often available here when others are full.

Lexi Fisher, a liveaboard sailor, is the CEO of Doyle Guides, the cruisers' bible to the Caribbean islands.



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DANIEL BENSON

BOTTOMS UP IN THE BOATYARD

A poor and passionate man's tale

Story and photos by Alex Duff

For those of us unlucky enough to haul our boats into one of those dusty, shoddy, or overly polished boatyards — or optimistic enough to buy a boat that's already been marinating in one — we all share one universal goal: *Get the boat back in the water as fast as possible.*

When planning a refit, sometimes it's crucial to be more passionate than petty. Practicality tends to go straight out the portlight once you're scrambling to cobble together a plan for escape. And if you can't stay enthusiastic about that one shining end goal — *GET OUT!!!* — you might stall long before launch day. A misstep in the yard, especially for the poor but passionate among us, can be costly and wildly disheartening. Every yard has its fleet of abandoned projects whose captains simply buckled under the weight of reality.

So, go in prepared. Make a list. Think it through. Play the imaginary game *Boatyard Bum Simulator* in your mind long before your keel touches dry land. Source your parts. Make sure you *actually* have them. Gather your tools and materials. Brace yourself for lack of sleep, chronic dehydration, an alarming surplus of dirty clothes, and the questionable hygiene standards that seem to be a yard-wide tradition. If someone's wearing clean clothes, they're probably the kind who can afford contractors. Many, including myself, are not usually in that category.

Anyone planning a successful haulout will face a few inevitable questions:

- Will I meet my timeline?
- Are my goals realistic?
- Is there a decent bar within walking distance to drown my sorrows?

And of course:

- *Where the heck is the ladder?!*



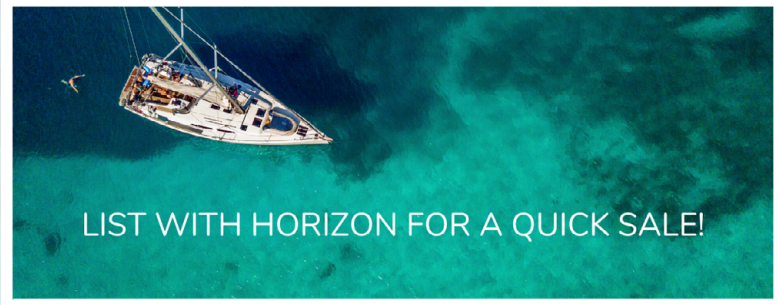
If you think that side is fair and ready to spray, repeat the fairing process several more times.

That last one was my own personal torment on the most recent haulout — and one I've faced again and again thanks to chronic mis-preparation. If you don't own and store your own ladder aboard, good luck finding a free one in the yard. I've donated more ladders to the boatyard gods than I care to admit, hoping for a little karmic return each time. But when I've failed to bring one, the issue has a way of — quite literally — grounding you.

During this last round of boatyard games (new shaft seal, bottom paint, cutless bearing — the usual), I found myself perched aboard my vessel *Fairweather*, my 1979 Durbeck 46, twelve feet off the ground, staring down at an empty space where my borrowed ladder once stood. It had been moved, stolen, relocated, or absorbed into the boatyard vortex — several times — while I was busy doing hot boat yoga upside down in the engine room.

—Continued on the next page

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—*Continued from the previous page*

After rappelling down my hull with a dock line twice, I learned to chain my new-found ladder to the boat. That solution lasted until an angry knock on the hull revealed the rightful owner demanding it back. After a tense exchange and my humble explanation, I was, once again, ladderless. My final resort was a pyramid of boatyard blocks paired with my swim ladder — an athletic and questionably safe method I used for several days while watching paint dry and unintentionally breaking things I probably wasn't qualified to disassemble.

Anyone foolish enough to own a boat knows that lessons can be expensive — especially in the yard. I've maxed out credit cards, bank loans, and my wife's patience more times than I'd like to count. But one of the first lessons worth learning is simply this: *Don't give up.*

If you don't get that boat out of the yard quickly, you'll have problems far larger than finding a ladder or waiting on the metal shop to finish your flange-a-majig so you can hook up your whirlamadoodle.



Before launching ensure you properly attach your mast.

Thankfully, with YouTube, internet forums, and image-search tools, it's usually possible to track down the how-to, the diagram, or the obscure part number you need. Ideally, you've made a plan for the work *before* hauling out — but as we all know, the unexpected always shows up the moment the hull



It is much easier to change your zincs when the boat is on land.

dries. As Mike Tyson once said, there's always a plan until someone gets punched in the mouth. That's why it's up to us, the boat owners, to adapt, troubleshoot, and, when necessary, hire a professional — while being sure to watch and learn from them.

Don't go bottoms-up in the boatyard. Don't get discouraged. Keep the passion alive so you can get back to sailing. Plenty of boat owners have more money than sense, but for those of us with more sense than money, it takes dedication — and often trial and error — to get it right. Meet your yard neighbors; the grizzled ones with paint in their hair and a thousand-yard stare. They're usually full of wisdom, cautionary tales, and creative solutions that may or may not be OSHA-approved. Whatever issue you're facing has already been solved — probably many times — by someone else cursing in a dusty corner of some other yard.

When you're hauled out, fix only what truly needs doing. Make sure your plan and budget match your ambition before committing to the lift. You will absolutely discover new issues once the boat is dry, but it's up to you to knock them out quickly and efficiently. Boatyards can drain the soul, but the day you launch, the moment you feel the boat float free again, much of what you lost comes rushing back.

(Your bank account excluded.)

To sum it up: *Get in, get out, and sail on.*





CALENDAR

March 2026



SXM electronic music festival, St. Maarten

2-8	The Bachata Retreat, Dominican Republic. thebachataretreat.com
3	Worm Moon (full moon)
4-8	Antigua Superyacht Challenge. abyma.ag
4-9	Bonanza Festival, Rio Hostel Buritaca, Magdalena, Colombia. bonanzafestival.co
5-7	Virgin Islands Jam Fest, Windmill Bar, St. John. vijamfest.com
5-8	Moonsplash Festival, Anguilla. moonsplashanguilla.com
5-8	St. Maarten Heineken Regatta. Heinekenregatta.com
6	Environmental Friday: Urban Farming Enterprises
7	Isle of Light Festival, Dominican Republic. isleoflight.com
7-17	St. Patrick's Festival, Montserrat
8	International Women's Day.
11	Public holiday in Belize (National Heroes Day).
11	Public holiday in some places (Commonwealth Day).
12-15	St. Barths Bucket Regatta, St. Barths. Bucketregatta.com
13	Environmental Fridays: Heritage Preservation, Indigenous Knowledge and Conservation (www.theenvironmentalfridays.com)
14	Public holiday in St. Vincent & the Grenadines (National Heroes' Day).
14-15	Antigua Yacht Club Carlisle Bay Weekend. ABYMA.ag
17	Public holiday in Montserrat (St. Patrick's Day).
18	Public holiday in Aruba (Flag Day)
18-22	SXM electronic music festival, St. Maarten. sxmfestival.com
20	Public holiday in Trinidad & Tobago (Eid ul-Fitr, end of Ramadan. Projected date – official civil holiday not yet posted. Several sites, including officeholidays.com/holidays/trinidad-and-tobago/eid-al-fitr, will post any change.)
20	Vernal Equinox.
21	Dinghy Championship Hoedemaker Series, St. Maarten. smyc.com/dinghy-season-championship
21-22	Antigua Budget Marine Laser Open and Optimist Open. antiguayachtclub.com
21-27	PAYS Dominica Yachting Festival, Dominica (with Race to Mero 24-25). paysdominica.com/yachting-festival
22	Public holiday in Puerto Rico (Emancipation Day).
23-29	BVI Spring Regatta & Sailing Fest, including Nanny Cay Round Tortola, Scrub Island Invitational, Latitude 18 Halyard Challenge, and Governor's Cup Race, Tortola. bvispringregatta.org
25	Marina Community Drinks, Port Louis Marina, Grenada
26-4 Apr	St. Barth Book and Jazz Festival. Access.sb/
27	Environmental Fridays: Natural Hazards and Cancer (www.theenvironmentalfridays.com)
28	Nevis-St. Kitts Cross-Channel Swim. nevistostkittscrosschannelswim.com/
28	Taste of Rum, Puerto Rico's International Rum Festival. Puerto Rico Convention Center, San Juan
28-5 Apr	Cartagena Sailing Week, Colombia. ligadevelabolivar.org
29	NSA Dinghy Dash, Antigua. nationalsailingacademy.org
30	Public holiday in Trinidad & Tobago (Spiritual Baptist 'Shouter' Liberation Day).
TBA	Check, may be cancelled)
	ACT (Arts, Culture, Technology) Festival, Barbados. cidabarbados.org/
	Anegeda Kite and Paddle Festival, Anegada, BVI.
	Foxy's Music Fest, Jost Van Dyke, BVI. foxysbvi.com
	Ladyville Sailing Club Regatta, Belize.

Environmental Fridays are live on Zoom at 9:30 EST, meeting ID 836 8866 0774, passcode 957246.

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



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Carriacou

Story and photos by Lexi Fisher and Chris Doyle

Carriacou sits at the southern end of the chain of islands known as the Grenadines, which it is geographically part of. Politically, it belongs to Grenada as part of the tri-island nation of Grenada, Carriacou, and Petite Martinique. Most of it is anyway; the border with St. Vincent & the Grenadines runs along the latitude that slices across Carriacou's northern tip at Gun Point, leaving the last hundred yards in another country. No one seems too bothered.



A busy Tyrrel Bay

"*This is an island with over a hundred rum shops and only one gasoline station.*" Frances Kay, *This — is Carriacou.*

Truth be told, there are now two gas stations and a few less rum shops after Carriacou was hit hard by Category 4 Hurricane Beryl in early 2024, but it is as enchanting as ever. Kayaks (people from Carriacou) are resourceful and were quick to start the rebuilding and rehabilitation process. Many businesses, especially those within the yachting industry, were fully operational by December 2024.

Besides the yachting industry, residents continue to live by farming, fishing, and seafaring, and are among the friendliest in the Caribbean. Just about every part of Carriacou is of interest, but Windward, the traditional center of boatbuilding, should definitely be part of your tour, as should the road running from Windward to the north end of the island. Windward was made famous by the documentary Vanishing Sail, and it is here that you can see the fishing fleet arrive under sail. If you cannot afford a taxi, take a bus over to Windward and hike. Closer to town, a destination with a great view is the hospital, which sits high on the hill overlooking Hillsborough Bay.

Carriacou has lovely anchorages, pleasant hiking, marinas, yacht services, a dive shop, and entertaining bars, restaurants, and cafes.

The island has no natural source of water besides rainwater, which is often in short supply, especially in the dry season. Please be respectful and conserve water when you can.

Carriacou is a Kalinago word meaning "island surrounded by reefs," but do not worry: the approach down the west coast is simple enough. When sailing from the north it is safest to pass to the west of Jack a Dan, but if you take the trickier route east of Jack a Dan, watch out for the reef, about 5 feet deep, roughly one-third of the way between Craigston Point and Jack a Dan. Favor the Jack a Dan side of the channel (but not too close). You can then pass on either side of Sandy Island, Mabouya, and Sisters to get around Point Cistern and into Tyrrel Bay.

—Continued on the next page





—Continued from the previous page



Anse La Roche Bay, on the northwest coast, is one of Carriacou's most secluded and beautiful beaches.

There is usually a flashing green light on Jack a Dan and a flashing red light on the buoy east of Sandy Island.

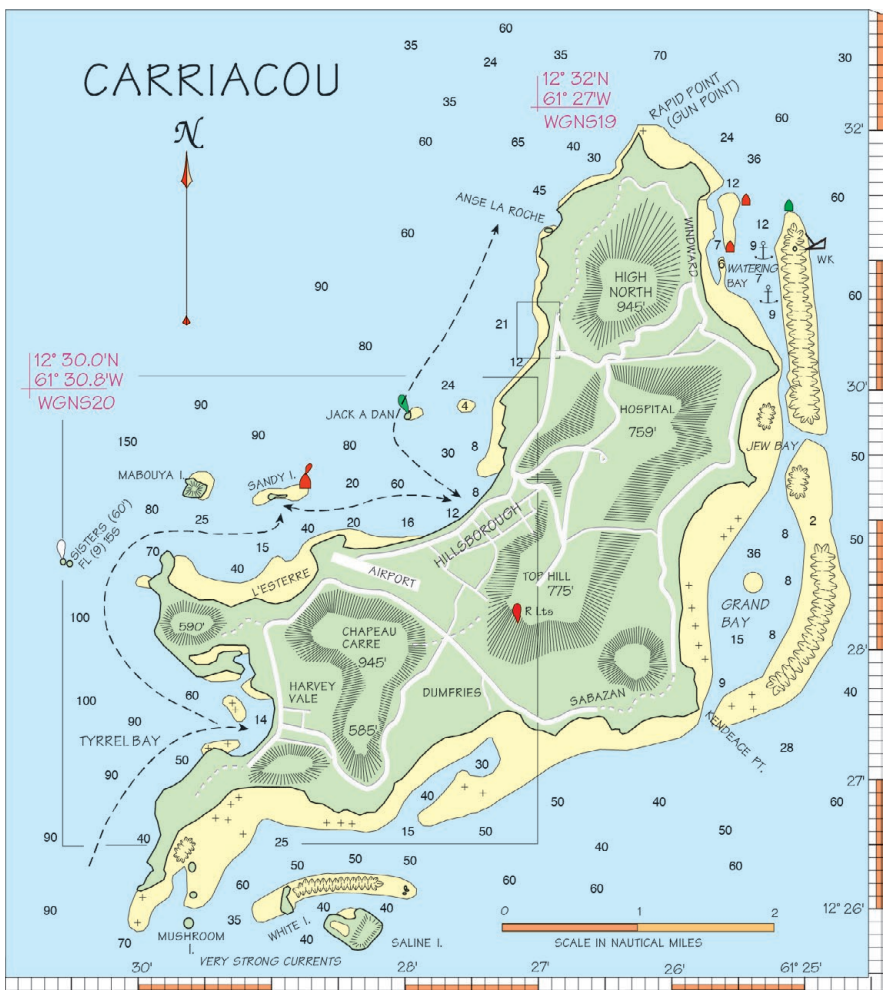
Two anchorages north of Hillsborough are worth a thought: Anse La Roche and Sparrow Bay, though both are untenable in northerly swells. When coming from Hillsborough, pass outside Jack a Dan. Hillsborough is a good anchorage except in bad northerly swells, when you will be better off in Tyrrel Bay.

Tyrrel Bay is huge, well-protected, and very popular with cruisers. It is the commercial port of Carriacou and has two marinas.



Tyrrel Bay is the commercial port of Carriacou and has two marinas.

A sizeable, navigable mangrove lagoon lies on the north side of Tyrrel Bay. It is fun to row up in here to explore (you can motor to the entrance). Upon entering, you encounter a new and very peaceful world, often seeing herons, iguanas, and jumping fish. Bug repellent is advised. It is all part of the Sandy Island Oyster Bed Marine Protected Area (SIOBMPA) and is one of the few good hurricane holes in the Grenadines, though even the best ones aren't safe from a direct hit, as Hurricane Beryl demonstrated in 2024.



Doyle Guide chart of the island



Paradise Beach Club, on the west coast

The mangrove lagoon should only be used by yachts when a hurricane threatens. The depth in the first bay is about 8 feet, and when a storm is forecast it fills up quickly. Yachts with less than a five-foot draft can get over the bar at the turn and go way up inside, where there is a lot of room. The mangrove oysters are protected, so do not collect or buy them if offered.



Hillsborough seen from Belair, a high, inland ridge southeast of town

Out in the bay, businesses line the waterfront and a road separates them from the sea. The shore was once thickly wooded with manchineel and seagrape trees, but most were cut down to increase the visibility between the boats and the businesses. When Hurricane Lenny threw record-breaking swells into the bay in 1999, it devastated the unprotected shoreline and destroyed much of the road, turning several properties into beachfront real estate. The government then built the big seawall that now lines the waterfront.

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. (doyleguides.com).

Grenada/Carriacou Entry and Exit Procedures

Ports of Entry:
There is one port of entry in Carriacou at Carriacou Marine in Tyrrel Bay and two in Grenada, one at Port Louis Marina in St George's and the other at Prickly Bay Marina in Prickly Bay..

Advance Paperwork:

All visiting yachts should pre-register with SailClear prior to arrival.

For visitors from many countries a visa is not required. Stays of 90 days are typically granted and can be extended.

Entry Process:
On arrival, the captain should proceed to the customs and immigration offices, on site at the marina, with the SailClear notification ID number, crew passports and boat paperwork. A cruising permit will be issued during check-in.

Exit Process:
Same as the entry process. Vessels will settle up any outstanding cruising permit fees and need to depart within 24 hours.

Rates:
For a double handed yacht less than 50 feet, it is approximately $50 (US) to cruise Grenada for 30 days or less. See Noonsite Grenada Fees for full details. Clearance outside normal working hours will incur overtime fees. (www.noonsite.com/place/grenada/view/fees/)

noonsite.com

This information is provided by Noonsite.com, specialists in worldwide formalities for yachts, and was accurate at press time.

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