CARIBBEAN
COMPASS
JULY 2026 NO. 361
The Caribbean's Look at Sea & Shore



SAILING FOR ALL

— SEE PAGE 3

Join tens of thousands who get the Caribbean's #1 weekly newsletter for sailing, travel, and island living.

Scan the QR code or visit caribbeancompass.com to join!

ED GIFFORD

SUMMER Fun!

BUDGET MARINE

The Caribbean's Leading Chandlery

ANTIGUA | ARUBA | BONAIRE | CARRIACOU
COLOMBIA | CURAÇAO | GRENADA | ST. KITTS
ST. MAARTEN | ST. THOMAS | TRINIDAD

www.budgetmarine.com

Contents

JULY 2026 • ISSUE 361

8 **2026 *Caribbean Compass* Photo Contest**
by the editors

13 **Tuktuk Fleet of Antigua**
by Ian Stalker

17 **When Lord Jim Won the Schooner Cup**
by Chris Doyle

24 **Dolphin Bay: Harbor of Flavors**
by Margarita Askolskaya

29 **Marine Life: Caribbean Tube Worms**
by Darelle Snyman

32 **Island Spotlight: Tobago**
by Lexi Fisher and Chris Doyle



The wreck of the Charles L. Brown, *an old AT&T cable-laying ship, represented an epiphany for Ronald Mettraux when he was a young water sports enthusiast. The site off Sint Eustatius, commonly known as Statia, has attracted divers from around the world to its diverse marine life since it was sunk in 2003. Read Mettraux's account of his important role in the undertaking on page 20.*

COURTESY RONALD METTRAUX

Featured

7 Readers Forum
8 Channel 16
8 Business Brief
9 Eco News Briefs
14 Regattas & Rallies
23 July Calendar
32 Island Spotlight: Tobago
34 Marketplace
35 Advertiser Index

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

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

On the Cover *A recent weeklong program presented by World Sailing in partnership with the National Sailing Academy and Sailability Antigua attracted racers from 10 countries and featured a fleet of the RS Venture Connect, an adaptable, two-person keelboat that allows disabled and non-disabled sailors to compete on a level playing field. The event in Antigua marks a significant milestone in expanding access to sailing across the region and creating new opportunities for sailors with disabilities.*

Hey Readers, Get Caribbean Compass By Email!
Visit our website at caribbeancompass.com or just scan the QR code and enter your email address — it's as easy as that!

Caribbean Compass

Caribbean Compass is published by Compass Publishing LLC of Connecticut, USA. www.caribbeancompass.com

Publisher | Dan Merton
dan@caribbeancompass.com

Editor | Elaine Lembo
elaine@caribbeancompass.com

Advertising & Administration
Shellese Craigg
shellese@caribbeancompass.com

Executive Editor | Tad Richards
tad@caribbeancompass.com

Publisher Emeritus | Tom Hopman

Art, Design & Production
Berry Creative
abby@berrycreativellc.com

Editor Emeritus | Sally Erdle

Caribbean Compass *welcomes submission of articles, news items and letters to the editor. See Writers' Guidelines at www.caribbeancompass.com/guidelines.htm. Send submissions to editor@caribbeancompass.com*

We support free speech! But the content of advertisements and articles are the sole responsibility of the advertiser or writer and Compass Publishing LLC accepts no responsibility for statements made therein. Articles and letters June be edited for length and clarity. We do not accept individual consumer complaints.

©2023 Compass Publishing LLC. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, can be made without written permission of Compass Publishing LLC.

ISSN 1605 - 1998

CARIBBEAN COMPASS

Your Inbox's Passport to Paradise

Stay up-to-date! Sign up now and never miss out on updates on blue water cruising, regattas, charter yachts, great destinations and much more on Caribbean lifestyle.



We'll email you a copy of our monthly magazine, as well as other timely updates!



Scan the QR code or visit caribbeancompass.com/register

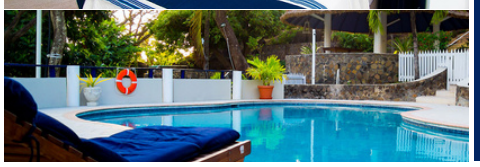
CALL +1 784 458 4308 | **MARINA:** VHF 16 OR 68 | **EMAIL:** INFO@BLUELAGOONSVG.COM

BLUE LAGOON HOTEL & MARINA









- Fuel Dock
- 24 Security
- Port of Entry
- Customs & Immigration office - 9am to 6pm
- Marina Office - 8am to 5pm
- Electricity 110V/220v & Water
- Complimentary WI-FI
- Laundry Services
- Lagoon Marketplace
- The Loft Restaurant & Bar
- Dockside Cafe
- Coconut Grove Beach Club
- Café Soleil & Flowt Beach Bar
- Serenity Dive
- Blue Lagoon Charter Boats
- Swimming Pool
- 30 Designed Hotel Rooms

Simple Things Perfectly.

Experience the ultimate in service and lifestyle at Crown Bay Marina

99 SLIPS | BERTHS UP T0 200' | MOTORYACHTS, SAIL BOATS & CATAMARANS

CROWN BAY MARINA
St. Thomas • U.S. Virgin Islands

8168 Crown Bay Marina, Suite 528
St. Thomas, U.S. Virgin Islands 00802
Tel: 340.774.2255 | info@crownbay.com | www.crownbay.com



SINCE 1981 BVI YACHT SALES

TRUSTED BROKERS THROUGHOUT THE CARIBBEAN

ANTIGUA • BARBADOS • BVI • GRENADA • LUPERON, D.R.
PUERTO RICO • ST. MAARTEN • TRINIDAD • USVI



The Informative Brokers

Resident agents across the Caribbean offering local insight, ensuring a smooth, informed buying and selling experience.



2000 CT 56
$295,000 USD
St. Thomas, USVI



1993 Beneteau Oceanis 400
$65,000 USD
Luperon, DR



2001 Leopard 38
$179,000 USD
Virgin Gorda, BVI



2006 Hampton 558
$565,000 USD
Grenada



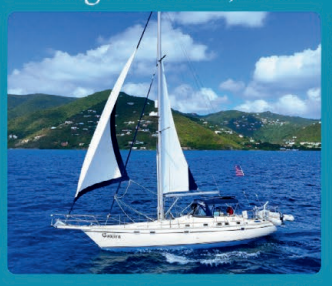
2023 Hanse 510
$699,000 USD
Tortola, BVI



2020 Fountaine Pajot Astrea 42
$499,000 USD
Antigua & Barbuda



2022 Bali Catspace
$459,000 USD
Tortola, BVI



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



2016 Lagoon 560 S2
$899,000 USD
Nanny Cay, BVI



2017 Beneteau Oceanis
$159,000 USD
Sint-Maarten



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



2016 Leopard 58
$899,000 USD
Tortola, BVI



1995 Catalina 42 Mark I
$119,000 USD
Luperon, DR



2016 Hanse 575
$359,000 USD
Trinidad & Tobago



2007 Lagoon 500
$549,000 USD
St. Thomas, USVI

CALL US: 941.900.4510
FOLLOW US: @BVIYACHTSALES
VISIT US: BVIYACHTSALES.COM
SCAN FOR A LINK TO OVER 100 LISTINGS!

34th Anniversary

Dear Friends at *Caribbean Compass*:

In May 2026, our Hemingway International Yacht Club of Cuba celebrated its 34th Anniversary amidst the worst economic and social crisis our country has ever faced.

These have been 34 years of hard struggle to defend the existence of our nautical institution, the only one of its kind in Cuba.

If we exist today, it is thanks to the support and recognition of more than a thousand nautical institutions from over 50 countries that offer us their friendship and encourage us to continue fighting. So that despite the many difficulties and misunderstandings we face today, the flame that symbolizes the Cuban people's love for the sea and recreational nautical activities will not be extinguished.

Thirty-four years ago, a group of men and women from ten countries, convinced that Cuba had the potential to become one of the leading yachting and nautical tourism destinations in the Caribbean, met with the goal of establishing the only yacht club in Cuba. This followed the disappearance of dozens of yacht clubs that had existed in the country since October 1886, beginning with the first, the Havana Yacht Club.

On behalf of the Hemingway International Yacht Club of Cuba, and myself, please allow me to extend my sincere gratitude to the members of the international nautical community and to the members of our institution who have supported us throughout these years. I also extend my thanks to all our friends, whose friendship and love have enriched this Cuban institution, a true "Sanctuary of Love and Friendship."

Commodore Escrich

Hemingway International Yacht Club of Cuba





Channel 16



SHERARD LITTLE

Last year's photo contest participant Sherard Little submitted this image of a catamaran off Negril, Jamaica, with furled sails against the setting sun.

Caribbean Compass and EPIC Team Up Again for 2026 Photo Contest

Caribbean Compass magazine and Environmental Protection in the Caribbean (EPIC) are excited to announce the second annual Seas & Scenes: Love the Caribbean Photo Contest, building on the success of last year's contest, which attracted hundreds of photo submissions from across the Caribbean.

The contest officially opens on August 1, 2026, but now is the perfect time to start gathering the photos and stories you may want to submit. Whether you're sorting through past adventures or planning new ones, keep an eye out for moments that fit this year's three categories: Caribbean Life and Nature; Sailing, Yachting, and Life on the Water; and Environmental Impact and Stewardship in the Caribbean.

With more than $1,000 in prizes available, the contest will once again showcase the beauty, culture, wildlife, coastlines, and conservation stories of the Caribbean while providing photographers an opportunity to share the moments that make the region unique.

More details, including entry instructions, voting information, and prizes, will be announced soon at epicislands.org/photo-contest-2026/

Dominica Presented as Growing Tourism Destination



COURTESY DISCOVER DOMINICA AUTHORITY

Marva Williams reports on Dominica's tourism growth

In a presentation at Caribbean and Hotel Tourism Association's CHTA Marketplace 2026, Marva Williams, director of tourism, outlined Dominica's continued tourism growth, expanding air access, transformative infrastructure projects and sustainable tourism agenda, positioning the Nature Island for long-term growth within the regional tourism industry.

Williams reported that total visitor arrivals increased by an average of 15 percent in 2025, rising from 432,989 in 2024 to 496,635, driven by continued growth in both stayover and cruise arrivals.

Williams highlighted Dominica's expanded destination marketing efforts, as well as several transformative projects reshaping Dominica's tourism landscape, including the construction of the international airport, the geothermal energy plant and the Dominica Cable Car, which is expected to become the world's longest mono cable car system upon completion in October 2026.

U.S. Virgin Islands Student Wins Top Honors in Essay Competition

Charlotte Amalie High School student Ta'Mya Davis won first place in the senior division of the 2025 Florida-Caribbean Cruise Association (FCCA) Foundation for the Caribbean Children's Essay Competition, chosen from student entries throughout the islands, including runners up from Antigua & Barbuda and Belize.



COURTESY USVI DEPT OF TOURISM

Winning essayist Ta'Mya Davis

The competition theme invited students to reflect on the following prompt: "If I were a cruise passenger, what would I like to see or do in my country." Ta'Mya's winning essay impressed judges with its creativity, storytelling, and representation of the unique culture and experiences of the U.S. Virgin Islands.



COURTESY ECSC

Her Ladyship the Honourable Madam Margaret Price Findlay, newly appointed Chief Justice of the Eastern Caribbean Supreme Court

Supreme Court Chief Justice Chosen

Her Ladyship the Honourable Madam Margaret Price Findlay has been appointed chief justice of the Eastern Caribbean Supreme Court (ECSC).

As Chief Justice, she will provide judicial leadership and administrative oversight for the ECSC, which serves six independent member states and three British overseas territories within the Organisation of Eastern Caribbean States. She is the first Trinidadian woman, and only the second woman, to serve as chief justice of the ECSC.

COURTESY DDA

Wendy Lake, new Dominican Destination Marketing Manager

New Caribbean Appointments

The Discover Dominica Authority (DDA) has announced the appointment of Wendy Lake as destination marketing manager, overseeing strategic marketing systems designed to elevate the island's global presence and drive sustainable visitor growth.

Lake will lead the DDA's core marketing team. Her role will center on maximizing Dominica's unique market appeal and streamlining international and regional promotional strategies.



COURTESY ABTA

Charmaine Spencer, new Chief Marketing Officer, ABTA

In other tourism news, Charmaine Spencer has been appointed chief marketing officer of the Antigua and Barbuda Tourism Authority, following her successful tenure as ABTA Director of Tourism for the Caribbean and Latin America.

BUSINESS BRIEF

Horizon Yachts Grenada Expands Dealer Offering

Horizon Yachts Grenada, as an official dealer for Rainman Watermakers, now offers the latest fully automated Rainman control panel. They also supply CTM Marine air-conditioning systems and Dometic blind systems, with the goal of being a one-stop source for upgrades that improve comfort, livability and onboard independence. Horizon Yachts Grenada is based in Clarkes Court Boatyard, Grenada.

For more, visit www.horizonyachtsgrenada.com



COURTESY OECS

Breaking the ground in Soufrière

Eco News from Dominica

Danny Moonie, communications/knowledge management specialist for OECS, reports: Work has begun in Soufrière, Dominica, on the construction of small instream wetlands and the installation of septic tanks under the EU funded BioSPACE Project. The EC$2.23 million initiative aims to improve wastewater management, reduce environmental contamination, and protect the coastal and marine ecosystems that support livelihoods, fisheries, and tourism in the Soufrière community.

The work, executed by EnviroPlus Consulting Inc. with supervision from Alpha Engineering & Design, draws heavily on local labor and includes filter bed systems and plant based treatment processes



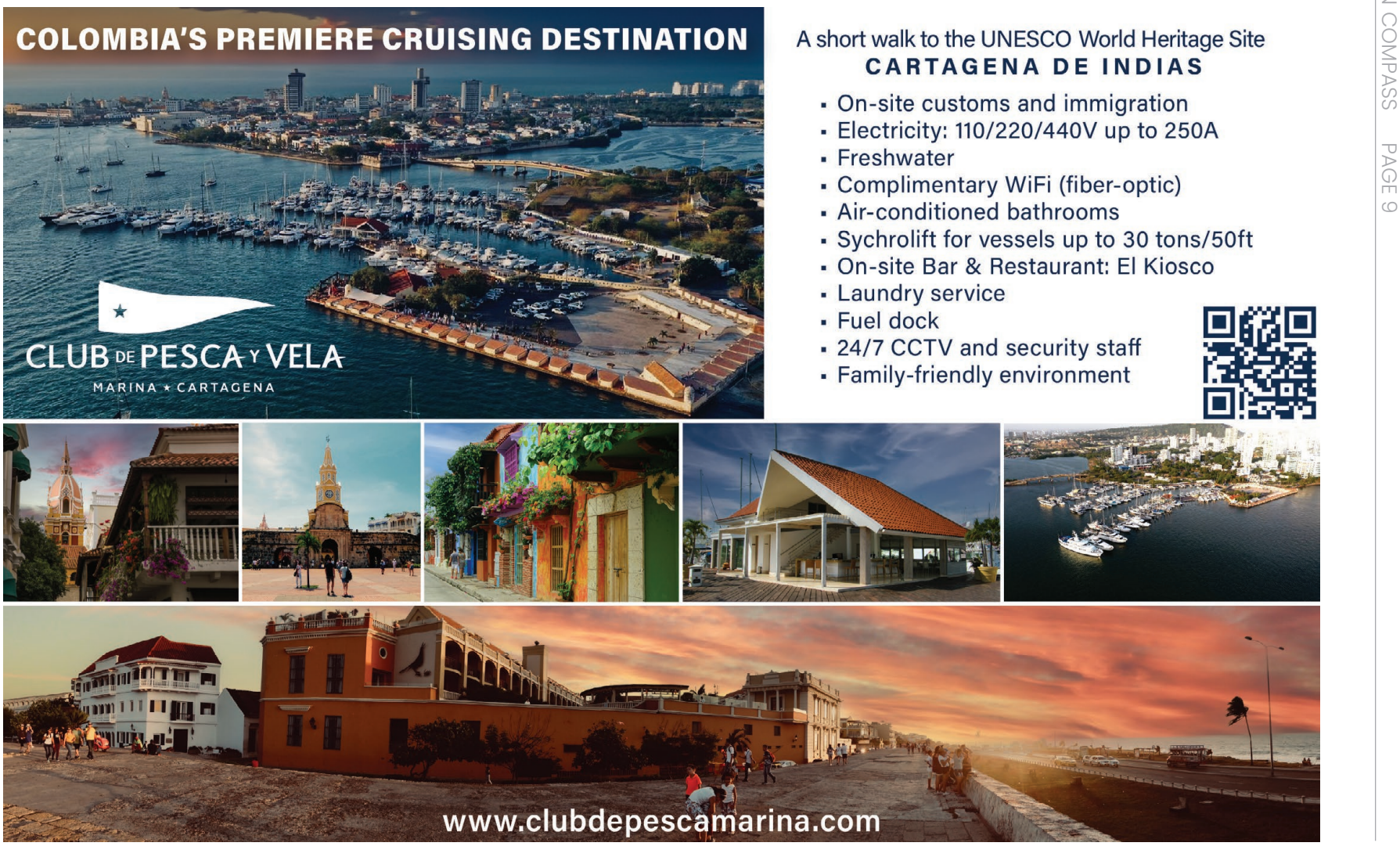
COURTESY OECS

Representatives of the Layou Women's Farmers and Fishers Group unloading the new coolers

to naturally treat gray and black water before it reaches coastal areas. The Dominica Solid Waste Management Corporation, the Soufrière Scott's Head Marine Reserve, the Department of Fisheries, and community partners are supporting the project.

Moonie also reported the handover of insulated ice coolers to fishers in Mahaut and Layou, part of BioSPACE's wider effort to strengthen sustainable livelihoods while promoting biodiversity conservation across small island developing states. Representatives from Mahaut and the Layou Women Farmers and Fishers Group welcomed the coolers as a boost to fish handling and storage — particularly for products such as titiwi — and the Ministry of Agriculture, Fisheries, Blue and Green Economy encouraged proper maintenance to ensure longterm community benefit.

—Continued on the next page



—Continued from the previous page



COURTESY OECS

The Hon. Julian DeFoe, minister of state in the Ministry of Agriculture. Dominica is shifting from "planning" to "purposeful delivery," ensuring that farmers treat sea moss production as a sustainable business.

Also, the Organisation of Eastern Caribbean States (OECS) Commission and the Caribbean Biodiversity Fund (CBF) have concluded a three-day workshop aimed at transforming Dominica's sea moss industry into a cornerstone of the regional blue economy. Held in spring 2026, the training focused on elevating local production to international food safety and business standards. This initiative is part of the Caribbean Regional Architecture for Biodiversity Project.

The training program provided a comprehensive deep dive into the value chain. On the first day, participants mastered post-harvest food safety and quality assurance, focusing on hazard analysis, critical control point principles and sanitation standard operating procedures — both of which are non-negotiable for accessing high-value foreign markets. The second day transitioned to business management and cost of production analysis, equipping farmers with the financial tools needed for long-term sustainability.

Finally, regional decision-makers and stakeholders convened in Dominica on May 26, 2026, for a SARSEA Project workshop focused on strengthening technical collaboration and advancing coordinated regional responses to the increasing impacts of sargassum across the Caribbean.

The workshop highlighted the growing environmental, social, and economic impacts of recurring sargassum events across the Caribbean, particularly on fisheries, tourism, public health, marine biodiversity, and coastal communities.

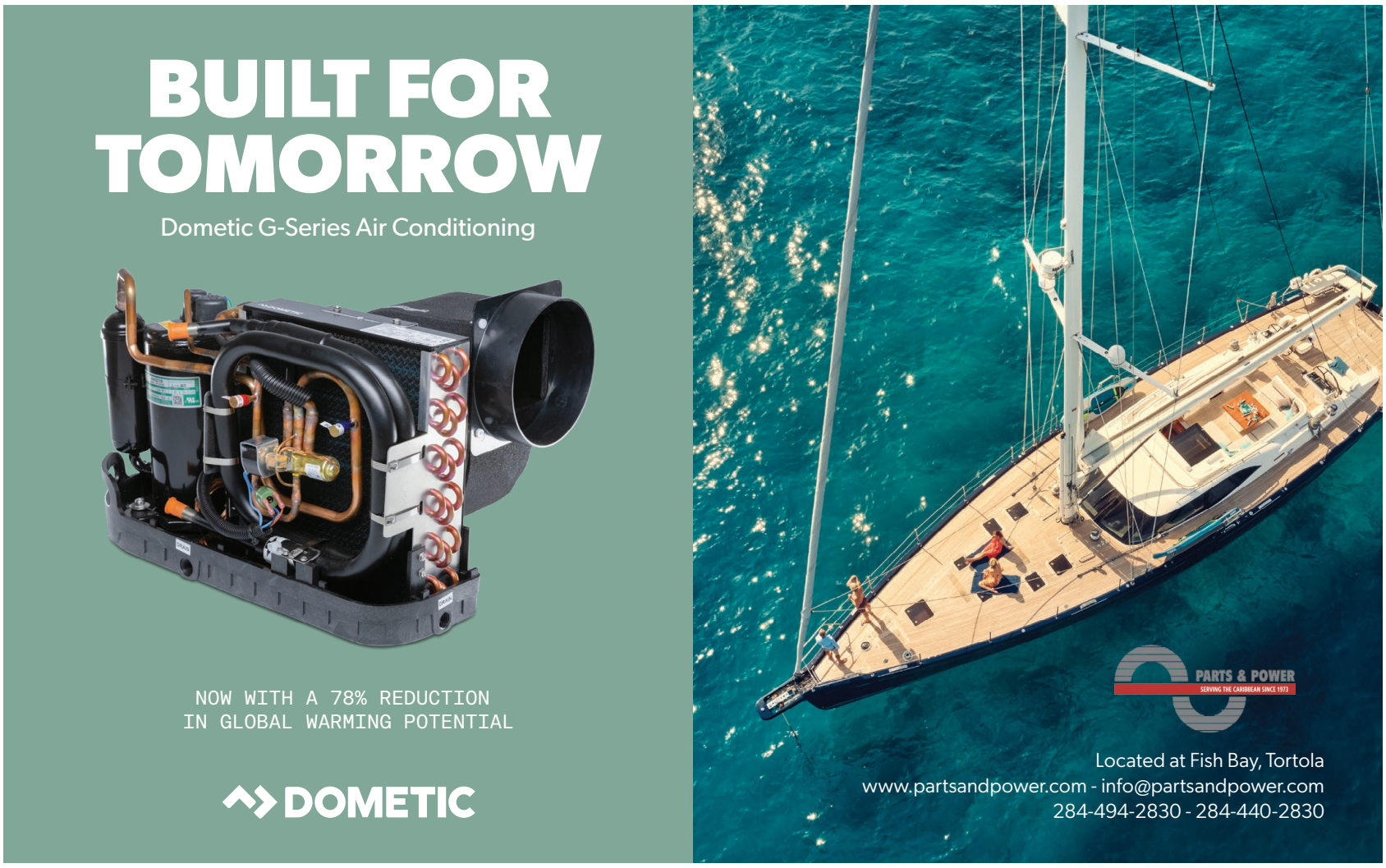
IGY Simpson Bay Marina Awarded Prestigious Blue Flag Certification

Island Global Yachting (IGY) Simpson Bay Marina and IGY Yacht Club Isle de Sol Marina of St. Maarten have been awarded the Blue Flag, given for meeting a checklist of measurable environmental, educational, safety, and accessibility standards. The program, begun in Europe in 1987 and run globally by the Foundation for Environmental Education (FEE), is locally operated by Environmental Protection in the Caribbean (EPIC).

"Receiving the Blue Flag is a tremendous honor for our team," said Andy Caballero, general manager at Simpson Bay Marina & Yacht Club Isle de Sol. "This achievement reflects our commitment to sustainability, responsible marine operations, and protecting the natural environment. We're proud to uphold these world-class standards and continue improving the guest experience for everyone who visits our marina."

Fleur Hermanides, president of EPIC St. Maarten's Board, added, "We're delighted to have both IGY marinas now accredited by Blue Flag. Back in 2008, IGY Isle de Sol was our first Blue Flag site on St. Maarten. Sadly hurricane Irma in 2017 put a halt to all local eco-labels while the island rebuilt, and overcame the pandemic impact shortly thereafter. This is therefore quite a milestone, overcoming all setbacks, especially considering that accreditation criteria have become more stringent over the years."

—Continued on the next page



—Continued from the previous page



COURTESY OECS

A mangrove restoration project represents a major investment in climate resilience, biodiversity conservation, and sustainable livelihoods across the Eastern Caribbean.

REMAR Project Launched to Restore OECS Mangroves

The Organization of Eastern Caribbean States (OECS) Commission, in partnership with the Agence Française de Développement (AFD) and the French Facility for Global Environment (FFEM), officially launched the Resilient Ecosystems through Mangrove Restoration (REMAR) Project during a virtual ceremony held in April 2026.

Valued at €5.5 million, the five-year initiative represents a major investment in climate resilience, biodiversity conservation, and sustainable livelihoods across the Eastern Caribbean. The project will support mangrove restoration and long-term ecosystem management in five OECS territories: Grenada, St. Lucia, St. Vincent and the Grenadines, Martinique, and Guadeloupe.

The REMAR project is built around three strategic pillars: Community-based restoration of degraded mangrove sites; improved scientific knowledge and data-sharing on mangrove ecosystems; and strengthened institutional capacity for ecosystem management and conservation. The project is expected to generate long-term environmental, social, and economic benefits, including healthier coastal ecosystems, enhanced livelihoods, stronger community stewardship, and improved regional policy coordination for mangrove protection.

Arboretum Becomes Part of St. Kitts and Nevis Program



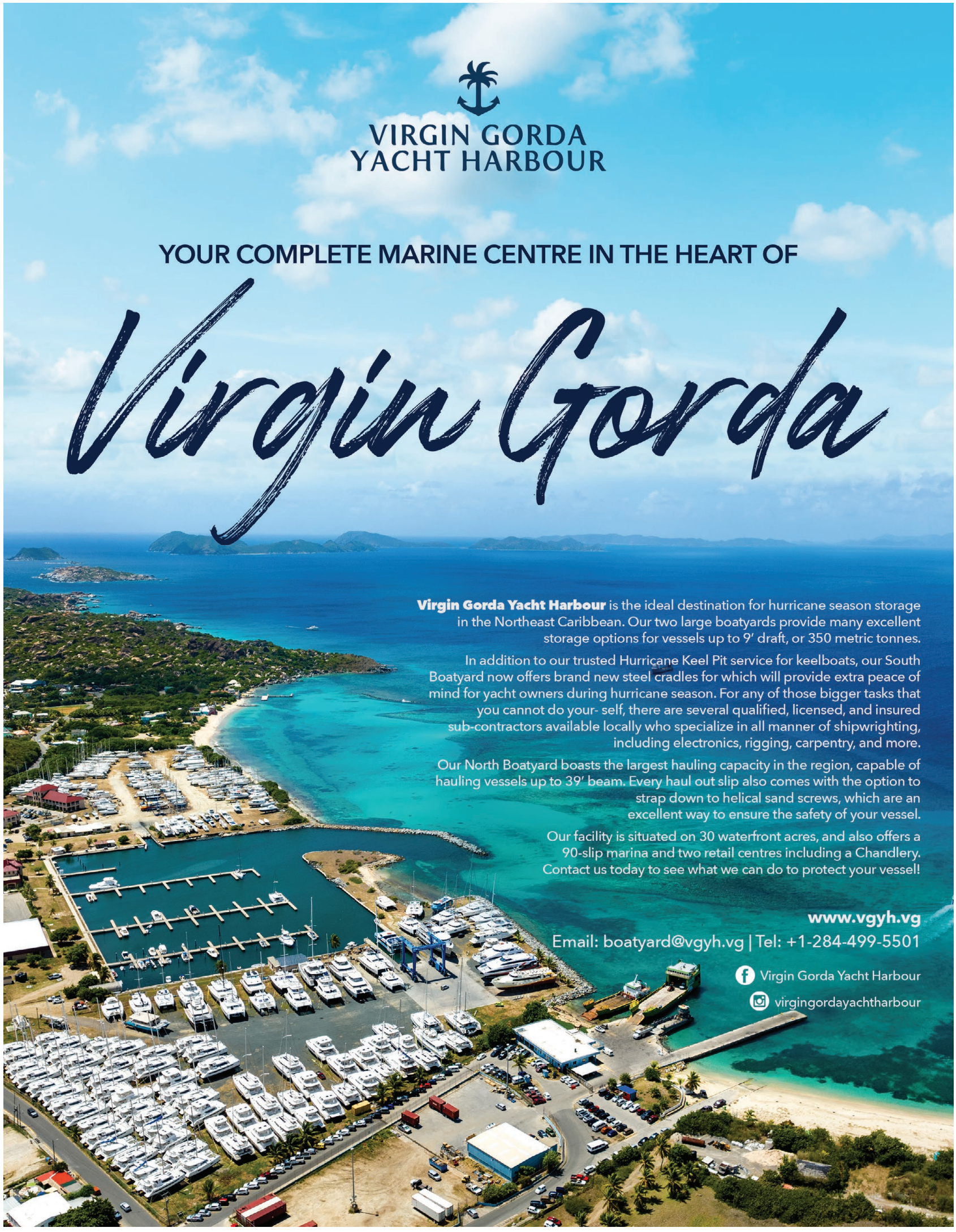
COURTESY SKN DEPT OF ENVIRONMENT

The Arboretum marks the conclusion of a five-year environmental project.

As part of a continuing initiative by the Organisation of Eastern Caribbean States (OECS) to protect vital ecosystems and water resources, the Royal Basseterre Valley National Park Arboretum was officially handed over to the St. Kitts and Nevis Department of Environment in spring 2026. The ceremony marked the completion of a five-year integrated landscape management project funded by the European Union.

The project focused on sustainable land management through perimeter fencing and afforestation within the national park, which sits in a critical aquifer area supplying fresh water to approximately 40 percent of the St. Kitts population. It will also enhance the ecological, recreational, educational, and cultural value of the protected site through the planting of fruit and ornamental trees.




VIRGIN GORDA
YACHT HARBOUR
YOUR COMPLETE MARINE CENTRE IN THE HEART OF
Virgin Gorda
Virgin Gorda Yacht Harbour is the ideal destination for hurricane season storage in the Northeast Caribbean. Our two large boatyards provide many excellent storage options for vessels up to 9′ draft, or 350 metric tonnes.
In addition to our trusted Hurricane Keel Pit service for keelboats, our South Boatyard now offers brand new steel cradles for which will provide extra peace of mind for yacht owners during hurricane season. For any of those bigger tasks that you cannot do your- self, there are several qualified, licensed, and insured sub-contractors available locally who specialize in all manner of shipwrighting, including electronics, rigging, carpentry, and more.
Our North Boatyard boasts the largest hauling capacity in the region, capable of hauling vessels up to 39′ beam. Every haul out slip also comes with the option to strap down to helical sand screws, which are an excellent way to ensure the safety of your vessel.
Our facility is situated on 30 waterfront acres, and also offers a 90-slip marina and two retail centres including a Chandlery. Contact us today to see what we can do to protect your vessel!
www.vgyh.vg
Email: boatyard@vgyh.vg | Tel: +1-284-499-5501
Virgin Gorda Yacht Harbour
virgingordayachtharbour

With a Tuktuk Here, and a Tuktuk There...

Story and photos by Ian Stalker



Elroy Emanuel pours drinks from a cooler in his tuktuk for some of his guests.

Antigua's Elroy Emanuel serves as something of a historian, botanist, tour guide and operator of a type of transportation that would seemingly be more at home on the streets of a major city half a world away.

The transport is a tuktuk, a three-wheeled vehicle designed to maneuver through the notorious traffic of Bangkok, Thailand. Emanuel is with the tour company Rock Adventures Antigua, which includes among its offerings tutktuk tours that showcase both urban and rural Antigua.

Rock Adventures Antigua's fleet of brightly colored tuktuks — imported from Bangkok — have cushioned seating and plastic sheeting that's rolled up on sunny days and lowered on rainy ones, keeping passengers dry.

"It's more open than a van. You feel like you're closer to nature," Emanuel says.

Rock Adventures Antigua's tuktuk operators are given a lengthy course on operating the vehicles before being cleared to take people on tour.

Although tuktuks can top 60 miles per hour, Rock Adventures Antigua clients will travel at a much slower pace, enabling them to take in the scenic island's sights, among them historical structures, including a longstanding prison that Emanuel reports has at times had to deal with overcrowding. ("You sleep standing up.")



The smallish tuktuks easily weave through traffic while taking tourists on tours of the island.

The affable Emanuel — who frequently waves at island residents he knows during his tours — also likes to point out different plants, including Antiguan pineapples.

He also points out the homes of people who have reached the age of 100 or more and is happy to share wise counsel on living long: "Eat from the ground," with those who grow their own food, avoiding unhealthy preservatives.

Antigua is also home to 365 beaches, prompting locals to declare they have a beach for each day of the year and Emanuel to tell his clients before they set off that he's "going to show you a little bit of paradise."

Emanuel says he and his colleagues frequently park their tuktuks at a cruise ship port when a ship is docking. The Asian transportation quickly attracts a crowd when passengers disembark.

And Emanuel's colleague Ray Pile says if he ever visits the Thai capital he'll be certain to hop into a tuktuk.

"That would be my first mode of transportation," he says of riding a tuktuk in Bangkok. "I would be really excited to do that."



TURBULENCE LTD
SAIL MAKING RIGGING ELECTRONICS

Clarke's Court Boatyard & Marina
Spice Island Marine — Grenada Marine

SERVICES OFFERED

New Sails Repairs Alterations Custom Canvas
Rigging - Cable / Rod / Textile / Rope
Navtec & Harken Hydraulic repair station
Electronics installation and repairs

+1473 439 4495
+1473 404 4495
www.turbulenceltd.com
info@turbulenceltd.com

NORTH SAILS LOFT 1
DOYLE LOFT 2
HARKEN
GOTTIFREDI MAFFIOLI
antal MARINE EQUIPMENT
NAVTEC Performance Rigging
ProFurl
DEALERS FOR
victron energy
B&G
Raymarine
F-one CULTURE

B+G MARINE SERVICES



Shipwright and woodshop | Metal machining, fabrication and welding | Mechanical | Electrical
NEW! Rigging

www.bgbvi.com

Call: 284 345 2656



RONALD RAOUL

World ARC sailors arrive at IGY Rodney Bay Marina after the parade of sail.

World ARC 2025-26 Comes Home to St. Lucia

World ARC 2025-26 reached the conclusion of its 15-month global circumnavigation sailing voyage, which covered 26,000 miles and included over 25 stopovers in 18 different countries. In total, 35 boats took part in World ARC, with 20 boats sailing the full distance to St. Lucia.

The finish of World ARC is a time for celebration, and participants enjoyed St. Lucian hospitality, as well as a final World Cruising Club social program.

In mid-April, boats came together at Marigot Bay in a rendezvous event. They gathered onshore for a rum punch hosted by Marigot Bay Yacht Haven. The fleet then departed Marigot Bay on a parade of sail through Castries harbor to IGY Rodney Bay Marina, on the northern end of St. Lucia.

To learn more about upcoming World Cruising Club shoreside events and rallies, go to worldcruising.com.

SVG Sailing Week Signals Strong Future for Sports Tourism

SVG Sailing Week 2026, at St. Vincent and the Grenadines, recorded a significant increase in participation across multiple classes, attracting regional and international competitors from the junior championships on mainland St. Vincent to the finale in Bequia.

The Government of St. Vincent and the Grenadines, through the Ministry of Tourism, Civil Aviation, and Sustainable Development, views the event as a clear indicator of the country's expanding sports tourism sector.

SVG Sailing Week 2026 reflects the renewed focus and strategic direction of the government in revitalizing key national events and unlocking new avenues for economic growth. The administration has reaffirmed its commitment to building on this momentum by enhancing partnerships and expanding the scale and impact of future editions.

The next SVG Sailing Week is March 21 – 29, 2027.



COURTESY SVG SAILING WEEK)

The Hon. Dr. Kishore Shallow (6th from right), tourism minister, with sailors during prize-giving ceremony

Comparable Statistics Between 2025 and 2026

Metric	2025	2026	Growth
Yachts Registration	11	24	+118%
Total Social Views	1.2 m	6.2 m	+417%
Total Reach (Viewers)	308k	780k	+153%
Unique Website Visitors	6,892	27,889	+305%
Website Page Views	10,588	39,862	+277%

Young Sailor Completes 70-Mile Solo Voyage

Fifteen-year-old Vincentian sailor Kai Marks Dasent successfully completed an extraordinary 70-mile solo sail from St. Vincent to Grenada in an ILCA dinghy measuring less than 14 feet.



COURTESY SVGSA

Kai Marks Dasent, halfway to Grenada

In late April 2026, Kai departed from Blue Lagoon at 5:41 a.m. and arrived at the northern tip of Grenada at 4:06 p.m., completing the challenging open-water journey in 10 hours and 25 minutes. Throughout the voyage, he was supported by a safety boat provided by Horizon Yacht Charters.

"The hardest part was dealing with seaweed getting stuck in my rudder and centerboard, so I had to keep stopping to clear it," Kai said. "I listened to music to help pass the time and not think about how far I still had to go. My music ran out of battery after about eight hours, so the last couple of hours were tough but I could see Grenada in the distance, which kept me going. I had drinks from Island Sipz on board to stay hydrated and food and granola bars in my bag to keep my energy up."

This achievement marks the culmination of three years of disciplined preparation through progressively longer offshore sails. At age 13, Kai completed a 10-mile sail from St. Vincent to Bequia. At 14, he undertook an 18-mile sail from St. Vincent to Mustique, followed by a 42-mile journey from St. Vincent to Union Island. These experiences built the confidence and skills needed for his biggest challenge yet — the 70-mile voyage to Grenada.

The sponsored sail's purpose was to raise funds for his club, Vincy Sailing, to support competition opportunities and expand access to the sport. Funds raised will help launch a Learn to Sail program, with the first initiative giving children from the fishing village in Lowmans Leeward the opportunity to experience sailing for the first time and develop new skills both on and off the water.

"Kai's achievement is a huge inspiration for young sailors in St. Vincent and the Grenadines," said Jennifer Deane from Vincy Sailing. "This initiative is not just about one sail, it's about creating opportunities for more young people, especially from coastal communities, to get involved in sailing and develop lifelong skills."

—Continued on page 16

MARINA Santa Marta

an IGY destination

A HURRICANE-FREE HARBOR FOR THE SEASON

SANTA MARTA, COLOMBIA
A naturally protected bay
outside the hurricane belt.



OUTSIDE THE HURRICANE BELT

Your vessel. Your peace of mind.

NATURALLY PROTECTED
Sheltered bay outside the hurricane zone.

ON-SITE SHIPYARD SERVICES
On-site nautical workshop & technical support.

AC Marriott Santa Marta.
Hotel benefits at AC Hotel by Marriott Santa Marta.

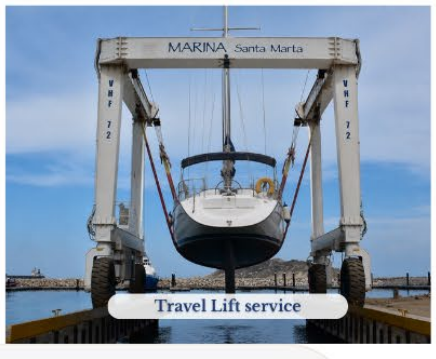
SUPPORT YOU CAN TRUST
A professional team dedicated to your peace of mind.

STAY AS LONG AS YOUR PLANS REQUIRE

Serious cruisers choose Marina Santa Marta for one reason: security without compromise.
Enjoy the comfort of calm waters, the confidence of full-service support, and the freedom to focus on what matters most—your journey.

Our team is ready to support your arrival





DESIGNED FOR EXTENDED STAYS

- Luxury Dockage
- Berthing Assistance
- Water & Power Supply
- Nautical Workshop
- Budget Marine Store
- Premium Mini Market
- Fuel Station

- Vessel Concierge
- Maritime Agency
- Showers
- Laundry Service
- Captain's Room
- Commercial Premises
- High-Speed Wi-Fi

Contact
operaciones@marinasantamarta.com.co
+57 316 7418905 · VHF 72 ·

CHOOSE SAFETY. CHOOSE SANTA MARTA. SECURE YOUR LONG-TERM BERTH TODAY.

—*Continued from page 14*

Building on his achievements, the growth of youth sailing in St Vincent and the Grenadines is driven by a clear vision from the SVG Sailing Association, centered around three key aims: fun, racing and vocation. Young sailors are introduced to the sport in a supportive environment, given opportunities to compete and shown that sailing can open doors to future careers and lifelong opportunities. Kai's journey reflects this progress inspiring the next generation and showing what is possible through commitment.

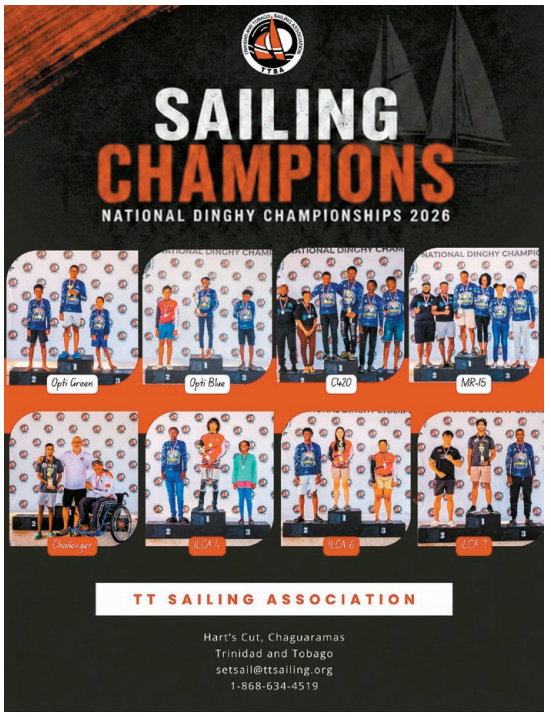
To support this initiative, contact vincysailing@gmail.com for more information on how to donate.

National Dinghy Championships 2026 Showcase Growth of Sailing in Trinidad and Tobago

The Trinidad and Tobago Sailing Association (TTSA) successfully concluded its National Dinghy Championships 2026 following two competitive race weekends held in March and April in Chaguaramas. The Championships served as the official national qualifier for sailors seeking selection to represent Trinidad and Tobago at upcoming regional and international regattas.

A total of 55 athletes across 44 boats competed in the series, reflecting continued growth in the local sailing community and an increase in participation over the previous year. The Championships also introduced the MR15 and Challenger (para-inclusive) classes, further expanding opportunities for athlete development and inclusion within the sport.

Competition across all fleets showcased the depth of local talent, with standout performances from Amare John (Optimist Green), Mariah Stoute (Optimist Blue), Keston Regis Munroe and Isaiah Alexis (420), Triston Regis Munroe and Ruby Moraine (MR15), Justin Bridgemohan (Challenger), Stefan Stüven (ILCA 7), Abigail Affoo (ILCA 6) and Zev Bowman (ILCA 4).



The event also marked a milestone for inclusive sailing, with Justin Bridgemohan and Gerard Asyn becoming the first para sailors to compete within the national championship structure through the Challenger class.

Following the Championships, TTSA confirmed national selections for major international events in 2026. Mariah Stoute and Dhruv Rambhajan will represent Trinidad and Tobago at the International Optimist Regatta in St. Thomas this June. Justin Bridgemohan and Gerard Asyn will represent at the World Sailing Inclusive Development Program (IDP) in Antigua in June. Stefan Stüven, Abigail Affoo and Kelly-Ann Arrindell will compete at the Central American and Caribbean Games in the Dominican Republic in July/August. TTSA is also preparing a national team for the Caribbean Dinghy Championships later this year.





When Lord Jim Won the Schooner Cup ... ... and the Time Scully Went Missing

A reminiscence with original paintings by Chris Doyle



Things were quieter at the Grenada Yacht Club back in the 1970s.

Author's note: *I made up the names Matthew, Ken, and Scully. This is not to protect the innocent. I cannot remember their real names, though I remember the events vividly.*

These small histories are set in the Grenada Yacht Club in the early 1970s. Things were quieter then. The much smaller Grenada Yacht Services stood where Port Louis is today, and the lagoon was the most popular anchorage for passing yachts and liveaboards. The port docks were still at some distance from the Lagoon and the yacht club stood on a headland called "The Spout."

The Time *Lord Jim* Won the Schooner Cup

One of the liveaboards was an American called Banana Bill. It was said that if plywood was not available, he could build a small pram out of hardboard for EC$100 that would last a month or two. He lived on a small black schooner, maybe 30-35 foot long. He did not normally sail, but one year he loaded up with rum and entered the Round Grenada Race. This major event attracted some notable entrants, including the famous Antigua yachtsman Joel Byerly, who entered his magnificent classic 78-foot Alden-designed schooner *Lord Jim*. There were roughly 30 entries, and it was a great race.

One of those missing from the prize giving was Banana Bill, who had been seen somewhere in the north of the island at sunset and eventually made it back the next day. The prize giving was of course in the yacht club and well attended, as prizes in those days tended to be very generous. I was sitting with my friend John Hazlehurst, owner of *Paisano*, one of the Grenada charter yachts. There were lots of prizes and lots of clapping. The prestigious Schooner Cup went to *Lord Jim*. Joel Byerly strode up and gracefully accepted this magnificent cup amid much cheering and applause. It was then John leaned over to me and said: "You know he just won that cup for beating Banana Bill."

I realized he was right: there were only two schooners in the race.

The Time Scully Went Missing

In those days I often hung out with my friend Peter Stransky, a visiting Australian who sailed in on his 35-foot steel yacht *Yanda*. He was living ashore and working as the government dentist. We both had a third share in a proa, *Freedom's Child* (See October 2025 issue of *Caribbean Compass*). I added *Yanda* to my bareboat fleet of one (*Rustler of Arne*), to make it a little more like a business. Peter and I were in the club and another member, Peter Poland, was at the bar. Peter was trim, blond, with a precise, somewhat military bearing and a crisp British accent. If the yacht club phone rang, he would normally be the one to pick it up. Into this quiet scene came a stranger who clearly wanted to talk to someone, so Peter and I invited him to sit with us.

His name was Matthew and he was English. He was medium build, and told us, in his quiet manner, that he had come to Grenada to have a local sloop built. We asked him how it was going. "Well, it has started," he said. "It was a little strange. I did not know how to begin, but I managed to meet one of the government ministers (This was in Eric Gairy's day). He told me he was a boatbuilder and offered me his card, which said Government Minister, and included real estate agent, taxi tours and other things, but had nothing about boat building. Anyway, he took me to Grenville to meet a guy who was going to build the boat, and they have started." Peter and I exchanged glances. Both Carriacou and Petite Martinique were well-known boat building areas, Grenville, not so much.

For most of the next year we saw Matthew from time to time. He was married and sometimes his wife came to visit for a week or two and sometimes he went back to England for a while.

Eventually it was finished. Matthew came to the club. "You know the builder told me that they were ready to launch and I would need to buy the launch party 50 gallons of white rum. I said 'no way' and bought five gallons. They had a great party, got the boat on the rollers, and moving towards the sea, but they got so drunk they rolled her into a wreck on the beach and put a hole in her. She is being fixed now. It should not be long."

—Continued on the next page



"He just won that cup for beating Banana Bill."

—Continued from the previous page

A few days later she was at anchor, a couple of hundred feet off the yacht club dock. She was a little boxy-looking and painted white, but something was amiss at the bow. The forestay was hanging loose, and the cap rail was splintered. Not too long after, Matthew came ashore in its tender, a substantial local rowing boat. When he sat down, we congratulated him on his success and asked about the forestay. "Well," he said, "the builder told me to go to Ross (an ironworking shop in the lagoon) and get him to build a massive iron ring, as the forestay took a lot of strain. So I took it back to them and noticed they installed it by cutting a slot in the bulwarks close to the bow, dropping the ring in and then nailing the cap rail down on top. There was good breeze, we motored out of the channel with the main up, and when we got clear we hoisted the jib. Almost immediately the forward part of the cap rail lifted and cracked, releasing the forestay with this heavy ring attached which was flying around. We managed to tie it down and we motor-sailed the rest of the way."

The boat certainly gave Matthew problems, mainly the badly leaking decks. Eventually he decided he had patched it up enough that it was time to invite his wife to live on board with him. She flew in and braved it for a fortnight, whereupon she left and told him she was never coming back. I idly speculated that perhaps the whole boat episode was a devious way of getting his wife to leave. In any case, not long after, he also left, never to return. But he left Ken, a pleasant, quiet, athletic looking guy who was hanging out in Grenada, to keep an eye on it and pump the bilges. I occasionally lent Ken a hand pulling the heavy dinghy up or down the beach. At some point he flew back to England for a couple of weeks, and when I next met him near the yacht club dock, he looked bemused.

—Continued on the next page



—*Continued from the previous page*

"Hi Ken," I said. "Happy to see you back!"

He turned and replied, "You won't believe what happened this morning."

"Try me," I said.

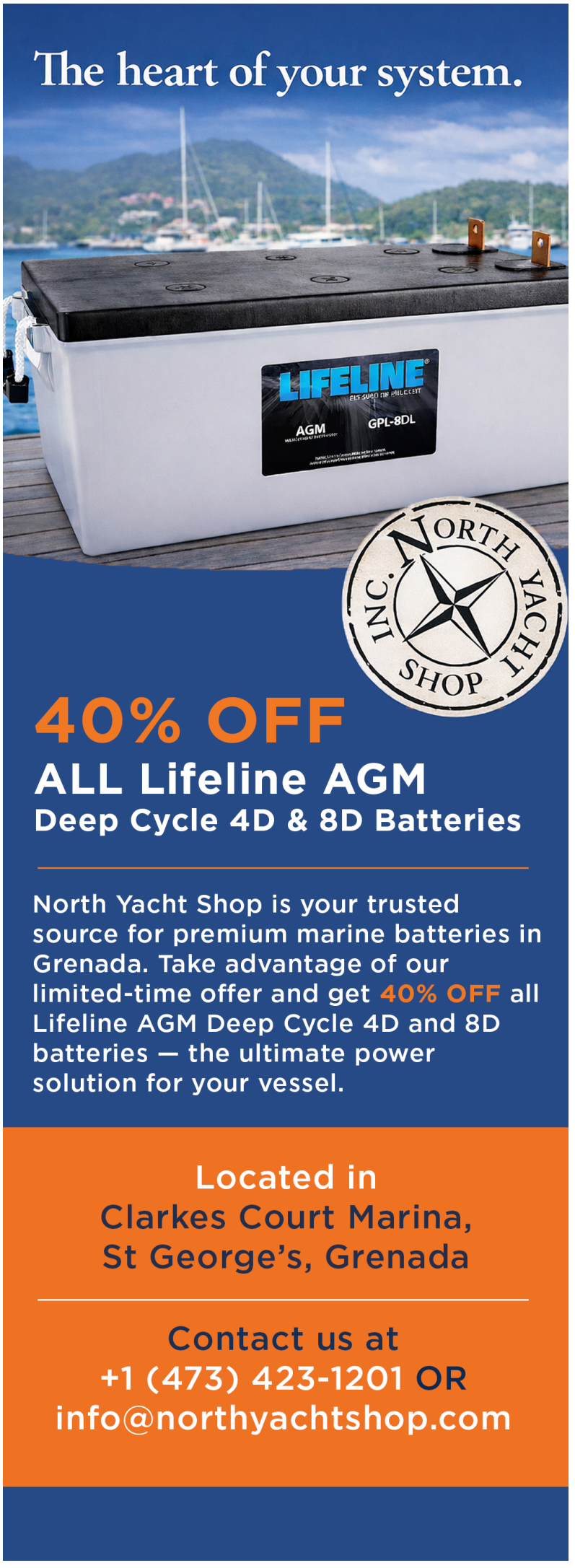
"Well, I came down to check on Matthew's boat, and I found this stranger with a big hand saw cutting the dinghy in two. I was so shocked I had to sit down and watch for a while. Eventually I gathered myself and asked: 'Why are you doing that?' He replied: 'Because it is too big.' "



"I saw a stranger with a big hand saw cutting the dinghy in two."

After a little more discussion, Ken ascertained that while he was away, Matthew had given this fellow Scully permission to live on board and keep an eye on the boat, though he had failed to tell Ken, maybe because he did not know his whereabouts. This was not surprising — it was years before the internet and cell phones. After that, Ken no longer came to the yacht club, and Scully settled in on board with the reduced dinghy. My memory of Scully was that he was old, medium build and usually dressed in black. He shuffled around and his most beloved companion appeared to be a bottle of rum. He spent most of his time alone and did not seem to have many friends. I understood why he wanted a lighter dinghy. There were no cheap rum shops in the lagoon so that meant rowing over to town daily. Banana Bill also rowed over there. I don't think anyone round the yacht club got to know Scully very well, even though he was living on board for many months. But one day he went missing. The boat was there, but there was no dinghy and no Scully. Someone duly reported it to the authorities, and we speculated that he had fallen asleep rowing back from town and was blown out to sea and unable to row back against the prevailing winds. There was no organized coast guard and communication was much more restricted, so little was done.

I was in the yacht club with Peter Stransky, a week or so after Scully went missing. It was quiet and the yacht club phone rang. Peter Poland picked it up and we listened. What we heard was very emphatic: "No ... Absolutely not ... Don't consider it ... No way ... England." Then he put the phone down. We looked at him quizzically. "That," he said, "was the police in Venezuela. Scully was found drifting at sea and asked to be repatriated to Grenada. I told them no, repatriate him to England from whence he came."



The Dream That Created the *Charles L. Brown* Wreck in Statia

Story by Ronald Mettraux, photos courtesy of Ronald Mettraux

Sometimes great projects begin with nothing more than a dream.

In 1996, I founded the dive center Scubaqua on the Caribbean island of Sint Eustatius, often called Statia. The island had spectacular marine life and beautiful reefs but was still relatively unknown to the international diving community. I believed Statia had enormous potential as a diving destination, but it needed something special to attract divers.



One night I had a vivid dream about a shipwreck lying on the seabed near the island. At the time it was simply a dream, and like most dreams I soon forgot about it. But a few months later something extraordinary happened. I received an email from AT&T. The company had an old cable-laying ship that had reached the end of its service life. Instead of scrapping it, they were offering it for the symbolic price of one dollar to anyone interested in turning it into an artificial reef.

The ship was the *Charles L. Brown*.

Only then did I remember the dream.

Bringing a 100-meter cable ship to a small Caribbean island was obviously not a simple project. My first step was to speak with the harbor master of Statia, Mr. Gittens. By incredible coincidence, he had previously been captain of a cable-laying ship. He immediately understood both the opportunity and the technical challenges.

Together we approached the island's governor at the time, Eugene R. Abdul. When we explained the potential benefits for the island, he asked one simple question: "Do you really believe this will be good for Statia?"

I answered that it could be something extraordinary for the island and for diving.

His answer was equally simple: "Then let's do it."

At that time my wife and I were running Scubaqua. It was a small operation, but over the years we had built strong relationships with the local community. The people of Statia had welcomed us warmly, and their support helped give credibility to this ambitious project.

Soon after, we travelled to Curaçao to inspect the vessel. At the dock the *Charles L. Brown* was tied up next to AT&T's new cable ship. The crew was removing equipment from the old vessel and transferring everything that could still be used to the new one, including specialized cable-laying gear and even a small submarine used for underwater operations.

Most of the technical equipment had been removed, but the ship was far from empty. In the refrigerators we still found cans of Coca-Cola and beer, as if the crew had just stepped away.

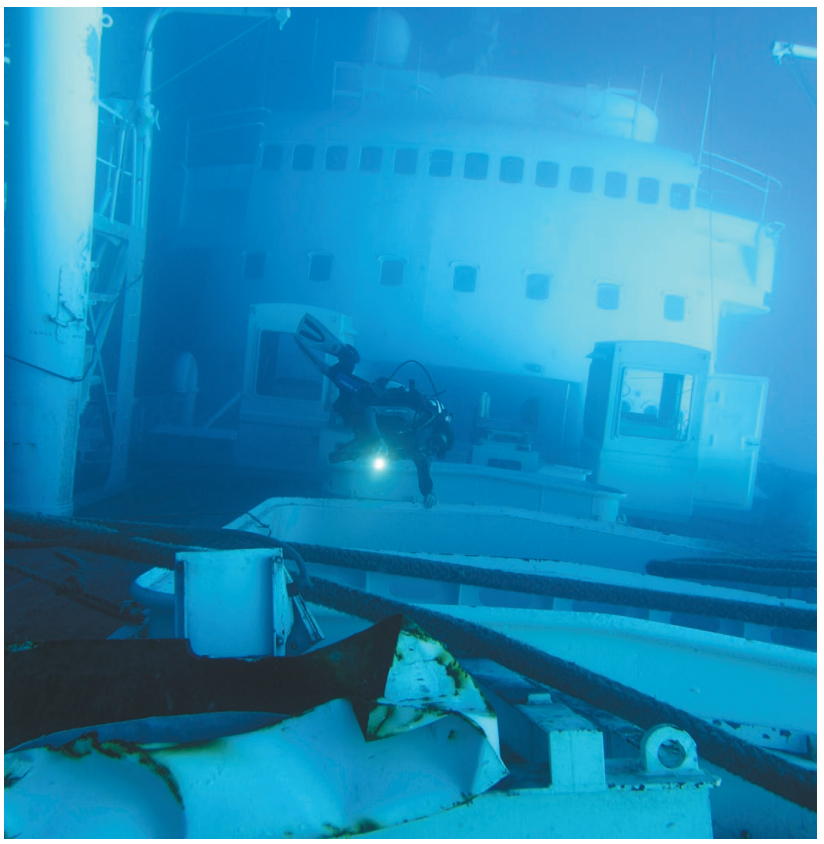
There were also two special areas on board: the captain's quarters and the owner's suite. The owner's suite was impressive, with a beautiful salon, elegant furniture, tables and comfortable beds, clearly designed for visiting executives from AT&T. As a gesture of appreciation for the project, I was allowed to keep the furniture from the owner's salon, which remained on Statia for some time after the ship was sunk.

The ship still had to make one final journey, and there was one major problem: there was no crew left to sail it.

The vessel still had its original Fiat engines dating from 1954, and no one on site knew how to start them. Thanks to Mr. Gittens and his maritime contacts, we assembled a small team to bring the ship to Statia. They were extremely motivated, even if not all were specialists on that type of vessel. Against the odds, the engines were started and the *Charles L. Brown* began its final voyage across the Caribbean.

The trip from Curaçao to Statia took about a week.

Once the ship arrived off Sint Eustatius, the real work began. Before it could be sunk, the vessel had to be carefully cleaned to avoid environmental damage. One of the biggest tasks was removing the 28 tons of fuel oil the ship still had in its tanks. Fortunately, we found operators willing to take it for their own vessels, and the ship was finally ready to meet its final resting place.



After a couple of hours, the Charles L. Brown finally disappeared beneath the surface.

—Continued on the next page

—Continued from the previous page



The author (in younger days) made the first dive after the ship had been sunk. It had settled on its side — but it was magnificent.

Engineers from the global logistics and shipping company Stolt-Nielsen, experienced in offshore operations, vessel behavior, and marine engineering, kindly helped calculate how the vessel would behave during the sinking. Their analysis showed that the ship would almost certainly not settle upright unless large amounts of ballast were added — something our small project could not afford.

In the end we accepted that the ship would probably lie on its side. Having a wreck was far more important than its exact position.

We chose a safe sandy area at about 35 meters depth, away from natural reefs.

The day the *Charles L. Brown* was sunk was unforgettable. Boats gathered around to watch as the great vessel slowly began to take on water. At first the change was barely noticeable, but gradually the ship sank deeper and deeper.

After about one to two hours, the *Charles L. Brown* finally disappeared beneath the surface.

The next day I made the first dive. Exactly as predicted, the ship had settled on its side — but it was magnificent. Within just one week, fish were already gathering around the structure. Life in the ocean wastes no time.

Statia was famous for its healthy reefs and extraordinary marine life, but the *Charles L. Brown* added an entirely new dimension to diving around the island.

The sinking of the *Charles L. Brown* and the growth of wreck diving on Statia got quite a bit of media attention at the time. Several French diving magazines covered the story between 2003 and 2006, including *Plongée Magazine, Plongeurs International*, and *Océans*, along with a number of other international diving magazines and publications.

As for Scubaqua, the dive center is still operating on St. Eustatius today. I founded Scubaqua in 1997 and owned and managed the business until I sold it in 2006. Since then, I have had no involvement in its ownership or management. I live thousands of kilometers away in Switzerland, and from time to time, I watch videos on YouTube of divers exploring the wreck.

Horizon
YOUR YACHT Your Way
YACHT SALES GRENADA
MORE YACHTS LISTED, MORE YACHTS SOLD
LIST WITH HORIZON FOR A QUICK SALE!
HORIZON YACHTS INTERNATIONAL URGENTLY NEED MORE YACHTS TO SELL ON MAINLAND GRENADA AND THE ISLAND OF CARRIACOU AS YACHTS ARE SELLING SO QUICKLY AND WE HAVE A LONG LIST OF BUYERS WAITING. WHY ARE THEY SELLING QUICKLY? ONE REASON IS THAT PEOPLE ARE ACTIVELY LOOKING TO BUY IN GRENADA, BUT ALSO BECAUSE BUYERS VALUE OUR BROKERS HONEST, FRIENDLY AND PROFESSIONAL APPROACH. CONTACT US!
Gary Haynes
Yacht Sales Manager
(Grenada)
+1 473 415 0431
gary@horizongrenada.com
Stephen Ellyatt
Yacht Sales Broker
(Carriacou)
+1 473 536 2414
steve@horizongrenada.com
www.horizonyachtsgrenada.com
Horizon
HORIZON YACHTS
GRENADA
MARINE ENGINEERING
GUARDIANAGE BOAT WATCH
PROJECT MANAGEMENT
PLUS STORAGE, PARTS FOR SALE, AND MUCH MORE
James Pascall leads our friendly ABYC trained professionals who are here to assist with every marine and mechanical engineering need. No job is too big or too small. We are also dealers for Rainman Watermakers , have Volvo and Yanmar ABYC trained engineers with over 15 years experience, and are experts with Cummins and Onan Generators.
JAMES@HORIZONGRENADA.COM - 1 (473) 439 1000
WWW.HORIZONYACHTSGRENADA.COM

PURE GRENADA

The Spice of the Caribbean

Pure Grenada A Sustainable Adventure Awaits







visit www.puregrenada.com

CALENDAR

July 2026

1	Emancipation Day, Suriname
1	International Reggae Day
1-22	St. Lucia Carnival, peak days 16-22. socaislands.com
2	Flag Day – public holiday, Curaçao
2-5	Nevis Mango Festival. nevismangofest.com
3-5	John T. Memorial Cycling Race, Anguilla. Trisportsxm.com
4	Independence Day – public holiday, Puerto Rico & USVI
4	33rd Annual Firecracker 500 Regatta – BVI. westendyachtclubbvi.com
6	Virgin Islands Day – public holiday, BVI
6	Constitution Day, Cayman Islands
6	CARICOM Day – public holiday
10-12	Piña Colada Day & Festival, Puerto Rico. pinacoladafestival.org
10-12	Aruba International Regatta. aruba-regatta.org
14	Bastille Day – Public Holiday, French territories
14	Banana Festival, Martinique. azmartinique.com/fr/evenements/fete-de-la-banane
15-20	BVI Summer Sizzle, Tortola. summersizzlebvi.com
16-19	Grand Caribe Deep Sea Fishing Tournament, Ambergris Caye, Belize grandcaribebelize.com/all-inclusive-resorts-belize/deep-sea-classic-fishing-tournament
18	Reggae Sumfest, Plantation Cove, St. Ann, Jamaica. reggaesumfest.com
18-26	Calabash Festival, Montserrat. discovermni.com
21-26	Carnival of Santiago de Cuba. cubagrouptour.com/us/information/events-in-cuba/santiago-carnival
23-4	Aug Dominican Merengue Festival. visitdominicanrepublic.com/festivals-events/festival-de-merengue/
23-4	Aug Nevis Culturama. carnivalvibez.com/nevis-culturama-festival/
24-9 Aug	Anguilla Summer Festival. anguillasummerfestival.com/
25-4 Aug	Antigua Carnival
25-11 Aug	BVI Emancipation Festival, British Virgin Islands
26	International Mangrove Conservation Day
29	Buck Moon (full moon)
30-2 Aug	Turks and Caicos International Music Festival. turksandcaicosmusicfestival.com
30-3 Aug	Smirnoff Dream Weekend – Montego Bay, Jamaica. dreamwknd.com
31-3 Aug	Bike Festival, Dominica

Throughout July: Tobago Heritage Festival

Get your photos ready for the **Seas & Scenes: Love the Caribbean Photo Contest** launching August 1. Cash prizes! epicislands.org/photocontest-2026

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



COURTESY SUMMER SIZZLE

Fashion takes center stage at BVI Summer Sizzle



- Mercury Dealership
- Full Chandlery
- Dockage – 22 fixed slips
- 9 Available Moorings
- Maximum vessel size: 125 Feet
- 40 Ton, 17.5' Max Beam Travelift
- Marine Store and Yard Services
- Haul and Launch
- Fuel Dock – Gasoline and Diesel
- WIFI
- Washrooms and Showers
- Ice and Beverages

St. Croix Marine

17° 44' 54.0" N. 64° 41' 52.5" W.

5063 Gallows Bay, Christiansted, VI 00820
Tel: 340-773-0289 | Hail VHF 16
info@stcroixmarinecenter.com
www.StCroixMarineCenter.com

Dolphin Bay: A Harbour of Flavours and Warmth for Cruisers

By Margarita Askolskaya

The Caribbean Sea for cruisers is about more than just trade winds, chart lines, and beautiful anchorages. At its core, it's about people and those unofficial gathering spots where salty tales are swapped along with the aromas of island cuisine. Places like the brewery near Prickly Bay in Grenada, Princess Margaret Beach in Bequia, or St. Anne in Martinique with its famous weekly beach barbecue are essential threads in the tapestry of cruising culture.



This is how an orchard starts.

Lately, however, a new, wonderfully warm and delicious address has appeared on the chart: Dolphin Bay in the Bocas del Toro archipelago, Panama. It's a place that welcomes guests not only with a pod of dolphins but with an atmosphere you won't find anywhere else.

A Dream that Found its Anchor

We first met Ryan and Andrea in Grenada in June 2023, at a craft brewery where sailors gather to cool off after a hot day and catch up on the latest news. They had been cruising the Caribbean for several years on their catamaran with their two kids and were well-known to many sailing families. If you cruise with children, you know the type: open, vibrant, generous with help and laughter.

One day, Ryan mentioned almost in passing, "We bought a small island in Bocas del Toro. We want to create a place where cruisers can come, relax, meet, and share experiences."

It sounded like a fairy tale back then. Today, that dream is a reality. Ryan and Andrea have created not just a home, but a self-sufficient homestead and a true culinary paradise that cruisers return to again and again.

At Dolphin Bay, food isn't just sustenance; it's part of the place and its story. The entire island's kitchen is built on a perfect balance.



The yolks from eggs of chickens at Andrea's are a deep, sun-amber gold.

The heart of the island is Andrea's garden and farm that feeds the household. Her homestead is a masterclass in thoughtful cycles: raised beds of herbs, lime trees, seasonal vegetables, papaya, mango, and various pepper varieties. You'll find all the classic Caribbean staples, plus other plants Andrea experiments with in the local climate. Here, the tomatoes are sweet, the herbs are fragrant, and the yolks from their own chickens' eggs are a deep, sun-amber gold.

She greets guests with warm, aromatic, homemade bread straight from the oven. Bread that crackles when you break it. Warm. Alive. It's baked with local water and the very breath of the tropics, and is often served with her signature preserves and chutneys, which you can enjoy on the spot or take home in a jar.

If the garden is the island's calm heart, then the fire belongs to Ryan. The soul of the home is Ryan's grill and smoker, a testament to time, fire, and mastery. Ryan slow smokes meats using spices and techniques gathered from their travels through Mexico, Guatemala, Colombia, and the Caribbean islands. This isn't just barbecue; it's the taste of sea voyages. Juicy, smoky meat, homemade sausages, and marinades that strike a perfect balance of tropical sweetness, smoke, and island freshness. The silence that falls over the table as guests eat his meat is the highest compliment.

And their cocktails, made with Andrea's homemade syrups and Ryan's fiery blends? These secrets I'd better leave for you to discover when you drop anchor. A story, unfortunately, cannot convey taste!



A tradition to bring people together — "bring your own," and share.

The "Bring Your Own Dish" Tradition

The ultimate goal of any meal is connection. Food is meant to be a conversation starter, a reason to gather, and a memory in the making.

The culmination of every evening at Dolphin Bay is the communal dinner, uniting sailors from all over the world. Ryan and Andrea have embraced a tradition familiar to those who've visited Martinique: the "bring a plate" potluck. Around the large table, crews from across the globe gather, and every dish brought from a boat has its own story. Strangers become friends, exchanging recipes, news, and simple laughter. At Dolphin Bay, friendship begins with the simple phrase: "Try this."

—Continued on the next page

—Continued from the previous page



Andrea and Ryan complement each other in the kitchen.

Ryan and Andrea have created more than a destination; they've crafted a gastronomic philosophy. It's a duet between the earthy abundance of the garden and the transformative power of the fire. The couple constantly invents new and unforgettable flavor combinations. You can



Cruisers stop here for more than just a secure anchorage.

taste and even take some home with you if you make it to the island.

We watched this empty piece of land transform into a home. We've seen this family plant palm trees with their own hands, build decks, and create a kitchen with a large table meant for shared dinners. Boats from across the Caribbean don't just stop here for a secure anchorage. They come for the meeting. For the conversation. For the flavor.

Dolphin Bay is a reminder of the importance of dreaming boldly. And a testament to the fact that the Caribbean is not just bays and wind. It's about people. And the moments that stay with you forever. It's a perfect example of a truth we've learned over a decade of sailing the world: The most precious souvenirs aren't things, but the tastes and recipes we collect along the way.

If your route takes you through Bocas del Toro, be sure to call in at Dolphin Bay. You'll find not only unforgettable flavors but also warm, open friends. The dolphins will be there to greet you, too.

And now, with their permission, I share a few signature recipes that capture the spirit of the island:

Spicy Mango Hibiscus Jam

A tropical explosion of flavor with a fiery twist: sweet sun-ripened mango, citrusy brightness from orange juice, floral notes of hibiscus, and a daring kiss of ghost pepper heat.

1000g fresh mango, peeled and chopped

600g cane sugar

200ml fresh-squeezed orange juice

1 ghost pepper (or similar hot pepper), finely chopped

1 small handful dried hibiscus petals (flor de Jamaica) or 1 cup fresh hibiscus if available (in season, fresh blooms are absolutely magical)

1. In a blender or food processor, pulse mango and ghost pepper to your desired consistency. We prefer a rustic, chunky texture that shows off the fruit.

2. In a heavy-bottomed saucepan over low heat, combine the mango mixture with orange juice and sugar. Stir gently to dissolve the sugar.

3. Place dried hibiscus petals in a reusable tea bag or mesh spice pouch. Submerge into the pan with the mango mixture. (If you're lucky enough to have fresh hibiscus, just toss the petals straight in — they'll soften and melt into the jam.)

4. Bring the mixture to a gentle boil. Stir occasionally and press the hibiscus bag against the side of the pot to release its deep ruby color and tangy floral flavor.

5. Simmer for about 20-25 minutes, or until the jam thickens to your liking. Remove the hibiscus pouch and allow the jam to cool slightly before jarring.



Andrea's bread is often served with her signature preserves and chutneys.

Tips: Add a pinch of sea salt to enhance all the flavors. For an even wilder kick, steep two ghost peppers, just taste as you go! Pair with creamy cheeses, roasted meats, or spread over warm sourdough bread.

—Continued on page 27

ST THOMAS, USVI

EXPERIENCE THE EXCEPTIONAL



AMERICAN YACHT HARBOR
ST. THOMAS, USVI



AYH@IGYMarinas.com
+1 340-775-6454

American Yacht Harbor is a dynamic Red Hook community for everyday boating life.

ANCHORING THE ST. THOMAS EXPERIENCE ARE TWO IGY MARINAS

YACHT HAVEN GRANDE
ST. THOMAS, USVI



YHG@IGYMarinas.com
+1-340-774-9500

Yacht Haven Grande is a top-tier superyacht destination and social hub.



RESERVE A BERTH

WWW.IGYMARINAS.COM

IGY MARINAS | IGY TRIDENT



Ready to make banana and rum chutney

—*Continued from page 25*

Banana & Rum Chutney

A taste of the Caribbean in a jar, a soft, sweet-spicy, unctuous condiment with a subtly daring finish. Perfect with meat, cheese, fish, or simply slathered on bread in the morning.

3 ripe bananas

2-3 tbsp raw cane sugar

Juice and zest of 1 lime

2 tbsp dark rum

1. Slice the bananas and place them in a small saucepan over low heat.
2. Add the cane sugar and gently stir until it melts and starts to caramelize with the fruit.
3. Add the lime juice and zest, and keep cooking slowly, stirring occasionally, until the mixture thickens and becomes glossy, about 8-10 minutes.
4. Remove from the heat and stir in the rum. Let it cool slightly so the flavors settle.

Serve with grilled chicken, roast pork, aged cheese — or simply by the spoonful. Because really ... who's going to stop us?

Pickled Habanero Pepper

It doesn't assault with heat, it awakens the palate. Add just a drop, and the world becomes brighter.

15 habanero peppers (fresh)

1 tbsp garlic (minced or thinly sliced)

1 tsp mustard seeds

1 tbsp coarse salt

1/2 cup sugar

1 cup white vinegar

5. Wearing gloves, slice the habaneros into very thin rings (or leave whole and pierce each with a toothpick for a milder infusion). Add them to a clean heatproof jar along with the garlic.
6. In a small saucepan, combine vinegar, sugar, coarse salt, and mustard seeds.

   Heat over medium, stirring until the sugar and salt dissolve. Bring to a gentle simmer (do not boil hard).
7. Carefully pour the hot brine over the peppers and garlic, making sure everything is fully submerged. Seal the jar and let it cool to room temperature.
8. Refrigerate at least 24 hours before using; flavor deepens over 2–5 days.



A dream takes its first steps toward reality.

How to use: Spoon into tacos, burgers, grilled fish or roasted veggies. Mix into marinades or salsas for serious heat. Or just add one slice to anything when you want instant Caribbean fire.

—*Continued on the next page*

—Continued from the previous page



Andrea greets guests with warm, aromatic, homemade bread straight from the oven.

Follow the Wolfe family on Instagram (instagram.com/sailingwithlowexpectations; instagram.com/the_islandpantry).

Margarita is the author of Culinary Treasures of the Seas: 11 Years of Sailing in One Cookbook!

The work, some of which is excerpted in previous issues of Caribbean Compass, *is more than a collection of recipes, it's a culinary diary of an 11-year sailing voyage around the world.*

Volume 1 of Margarita's Sail, Spice and Savoury Seas *is available from Amazon. Volume 2 is underway, and it promises to be even deeper, saltier, and warmer from the fire. amazon.com/SAILS-SPICES-SAVORY-SEAS-Explore/dp/B0CQD61QV8*



The dream becomes a reality. Ryan and Andrea have created not just a home, but a self-sufficient homestead and a true culinary paradise that cruisers return to again and again. Andrea's garden is a masterclass in thoughtful cycles: raised beds of herbs, lime trees, seasonal vegetables, papaya, mango, and various pepper varieties.





THE INTRICATE RELATIONSHIPS OF CARIBBEAN TUBE WORMS

Story and photos by Darelle Snyman

Life on a reef is built on relationships, and tube worms are no exception. These highly specialized segmented marine worms (polychaetes) have traded a life of crawling around for a sessile (immobile) one, tucked away within the intricate tubes they construct for themselves. Hidden away, showing only their beautiful crowns, they nonetheless cultivate valuable relationships. Each feathery plume forms part of a vast, unseen system of cooperation, competition, and survival. Let's dive in and meet the tube dwellers, tiny organisms that reveal just how interconnected reef life really is.



A red horseshoe worm among Milliporas

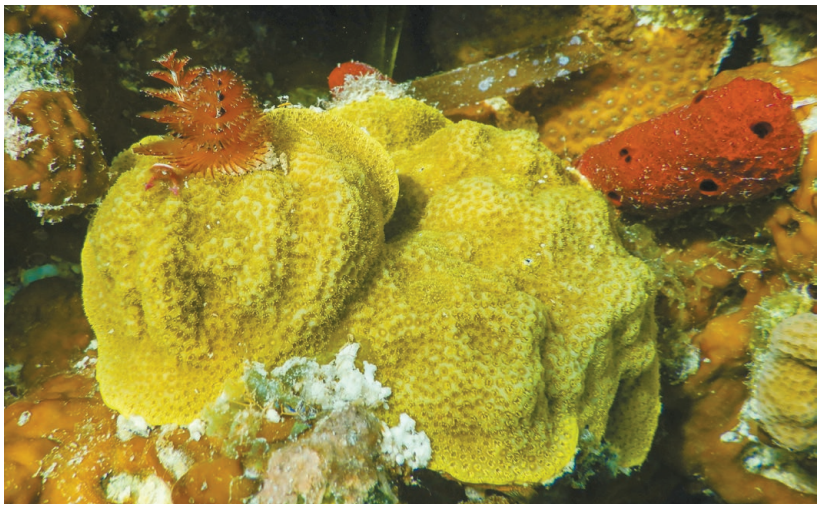
Anyone who has spent some time finning their way across a Caribbean reef will have been attracted to the fan-like crowns of these tiny worms. However, closer inspection of these creatures can be difficult, as it only takes them milliseconds to vanish in a flash of color. The slightest movement or shadow sends them retreating into their protective tubes — a survival tactic for them, but a headache for an underwater photographer. It truly becomes a game of stealth, patience, and quick reactions to get a photo of their crowning glory, their feathery radioles, which they spread out to capture plankton and organic particles drifting by, thereby helping to clarify the water, allowing life-giving light to reach photosynthetic corals and algae.

The striking magnificent feather duster (*Sabellastarte magnifica*), with its large crown, is not only photogenic but an especially efficient filter feeder. Their beautiful crowns can grow up to four to six inches (10-15 cm), allowing them to filter a substantial volume of water relative to their size. This ability, however, also has a darker side. Unfortunately, they are also able to filter microplastics from the water. This creates an ecological paradox — organisms that help clean the water and contribute to nutrient cycling may also help spread pollutant through the reef ecosystem. After they have digested their food, the waste they release becomes part of the water column and reef sediments, where it is available for deposit feeders and a web of other organisms.



Colony of social feather dusters showing their long tubes

Studies have shown that similar filter-feeding invertebrates also capture and ingest microplastic particles. As a result, an array of species may now be harmed by a facilitative relationship they would normally benefit from. The effects can range from blocked feeding structures and lower energy intake to internal stress and damage, especially if particles accumulate over time. The presence of microplastics in the marine ecosystem is of great concern and has become a research priority. One such area of study is to determine if the numerous microbial communities which feather duster worms host may assist in processing microplastics and other pollutants.



Christmas tree worm embedded in mustard-hill coral

Some tube worms, like the magnificent feather duster, prefer to anchor on substrates such as dead coral, rocky crevices, or sandy rubble, while others embed themselves in living coral. When a showstopper like the Christmas tree worm, *Spirobranchus giganteus*, embeds itself in living coral, it becomes a permanent tenant as the coral grows around it, sealing it into the reef structure. These festive worms are star attractions on Caribbean reefs and a delight to photograph — if you are fast enough. The worm gains shelter, and its filtering activities benefit the coral. The boring activities of Christmas tree worms, when in low numbers, are seldom harmful to their coral hosts. The injuries they cause are small. Another low-impact commensal species that is closely integrated with coral hosts is the uniquely beautiful star horseshoe worm (*Pomatostegus stellatus*).

—Continued on the next page

—Continued from the previous page

Too many worms, however, can crowd their coral polyp neighbors, taking up the space they need to grow and reproduce. A species that has been shown not to be so benign in its associations with living coral is the split-crown feather duster (*Anamobaea orstedii*). A biodiversity survey conducted between 2021 and 2022 on the coral reefs surrounding the Dutch Caribbean island of Curaçao found that these worms associated with as many as 27 stony coral species and caused distinct injuries in most. Damages around the worm tubes were visible as dead lesions. Some dead patches were colonized by algae and sponges. The study revealed that these worms are more common and harmful to corals than previously known, and have the potential to become a pest species. The habitat preferences of these worms, with their distinctive two semi-circular fans, extend beyond the reef. They thrive in seagrass beds with their high-water flow and sediment richness. Divers exploring seagrass beds in Bocas del Toro report that their vivid, feathery crowns are a common sight and, naturally, a photography challenge.



A game of stealth, patience, and quick reactions resulted in this photo of a magnificent feather duster.

Not all tube worms choose the solitary life. The gorgeous social feather duster (*Bispira brunnea*) forms dense clusters, turning ordinary reef surfaces into microhabitats where a diverse array of organisms find shelter and thrive, from tiny crustaceans to algae and a host of other juvenile creatures. Thanks to their constant filtering, food is always drifting by, making it the ideal spot for the smallest of reef creatures to hang out.

If you have the patience, you might see *Periclimenes* shrimp species darting among the radioles and tubes, using them as a physical shield. They often host one of their own kind, spirorbid worms, tiny tube worms that appear as white spirals, often mistaken for snails. These pin-sized hitchhikers settle on the parchment-like tubes of their social family members, placing them in an elevated position for better feeding. Tiny gall crabs, in turn, hide from their predators, such as wrasses, in the spaces between the tubes. Juvenile gobies and blennies can often be found hovering around the feathery crowns.

—Continued on the next page

PARTNER CONTENT

Caribbean Yacht Survey

After more than 17 years operating within the Caribbean marine industry, Guadeloupe Yacht Concierge recently launched Caribbean Yacht Surveys & Technical Support in response to the growing demand for practical, independent marine surveying and technical support services throughout the region.

Led by Lloyd's Maritime Academy qualified marine surveyor and MCA Master 200GT Jean Groenewald, the service combines formal marine survey training with more than 20 years of hands-on offshore and professional maritime experience aboard sailing yachts, motor yachts and commercial vessels operating internationally and throughout the Caribbean.

"Over the years, I saw a growing need for practical, independent technical support and marine surveying services that genuinely understand the realities of operating yachts in the Caribbean," explains Jean. "Owners and captains are often dealing with insurance requirements, offshore passages, technical failures and unexpected problems while trying to keep schedules moving between islands."

Caribbean Yacht Surveys provides pre-purchase surveys, insurance renewals, rig inspections, damage assessments and technical reporting for monohulls, catamarans and motor yachts, with a focus on clear, honest reporting and practical operational understanding tailored to Caribbean cruising and offshore passagemaking.

Whether preparing for an Atlantic crossing, renewing insurance, assessing storm damage or making an informed purchase decision, the goal is to provide independent information that helps owners move forward with confidence while reducing operational downtime and uncertainty.

Caribbean Yacht Surveys is affiliated with IAMCS and SCMS, with SCMS recognised as an MCA-approved certifying authority and member of FEMAS, reinforcing the company's commitment to recognised international marine surveying standards and professional development.





With strong regional knowledge and established relationships with local yards, technicians and marine service providers, Caribbean Yacht Surveys also assists owners and captains in coordinating technical support efficiently when issues arise.

Independent. Detailed. Trusted.

Contact Info

expert@guadeloupeyachtconcierge.com
+590 690 628 928
guadeloupeyachtconcierge.com/technical-support-marine-survey/
@caribbean_yacht_surveys



A split-crown feather duster on sediment-rich substrate

—Continued from the previous page

The cast of reef organisms that hang around social feather dusters and many of their family members capitalize on the lightning-fast retraction reflex of these creatures for their own safety. Tube worms provide the ultimate early warning system — when one disappears, it sets off a wave of retractions, signaling nearby organisms that danger may lurk and they should seek shelter. The speed of this reflex is considered to be one of the fastest recorded movements in the animal kingdom and shows how even the smallest defensive action of one organism can cause a ripple effect of protection.

When it comes to reef health, tube worms are considered the reef version of the canary in the coal mine. Healthy reefs typically have abundant, active tube worms, while declines in their populations or changes in their behavior, which can be caused by multiple stressors, can signal early signs of ecosystem imbalances. This is why scientists use them as indicators for monitoring reef health. Factors such as pollution, sedimentation, and coral stress cause them to retract, reduce feeding, or disappear altogether. Their condition often reflects the overall state of the reef. A boom in tube worm numbers is also a bad sign. This can signal a nutrient overload in the water or a decline in coral, providing the tube worms with more exposed space to settle and grow.

It is clear that these tube dwellers form an integral part of reef life, creating a network of interactions that range from beneficial to harmful. They build homes for others, compete and cooperate with corals, recycle nutrients, and even signal danger to nearby organisms. But their relationships also illustrate how the impact of a single organism can shift with changes in environmental conditions and population density. Understanding these relationships is not only fascinating, but also essential for interpreting reef health and managing fragile coral reef ecosystems.



PARTS & POWER
SERVING THE CARIBBEAN SINCE 1973

Kubota

Parts & Power
Kubota Engine and Generator Parts & Service
Caribbean Distributor • Fish Bay, Tortola
(284) 494-2830 • info@partsandpower.com

Import Supply
Sub Base, St. Thomas
mark@importsupply.com
340-774-1679

AM Electrical Solutions
Christ Church, Barbados
parts@amesolutions.net
246-418-0325

Caraibes Diesel Services
Marigot, St. Martin
info@caraibesdiesel.com
590-690-76-96-52

Palm Tree Marine
Clarkes Court Boatyard, Grenada
mike@palmtreemarine.com
473-443-7256

Marine Power Service
Falmouth Harbour, Antigua
info@mpsantigua.com
268-460-1851

MRC Curacao
Industriepark, Curacao
kristy@mrc-carib.com
5999-738-1700



Tobago

Story and photos by Lexi Fisher and Chris Doyle

Pigeon Point, on Tobago's southwestern tip, is the island's most celebrated beach.

Tobago is a little out of the mainstream of the other Caribbean Islands. Too far to sail in a day and too often a struggle against wind and current, it is less popular than the islands to the north. However, for the adventurous sailor, the extra effort required is amply rewarded by a visit to one of the least commercialized islands in the region.

This small (116 square miles) mountainous island has lovely beaches and green hills. With a population of only 60,000, it has a relaxed, unhurried pace. Long used as a holiday destination for Trinidadians, Tobago has a low-key but growing tourism industry. Fishing is important, and much of the catch comes from seine netting. When anchoring in Tobago, you need to consider the needs of the fishermen.



Mount Irvine Beach, near Scarborough, is a surfing Mecca, with a range of conditions to satisfy all, from beginners to experienced surfers.

Tobago has changed hands more times than any other Caribbean island, between Dutch, English, Courlanders, and French; the count is sometimes 24 times, sometimes as high as 31 times. This figure is vague because, for many years, no country had a firm grip on Tobago, and changes in administration were hardly noticeable. The island had long been home to the Kalinago people, who successfully resisted permanent colonial settlement for over 150 years after Columbus sighted the island

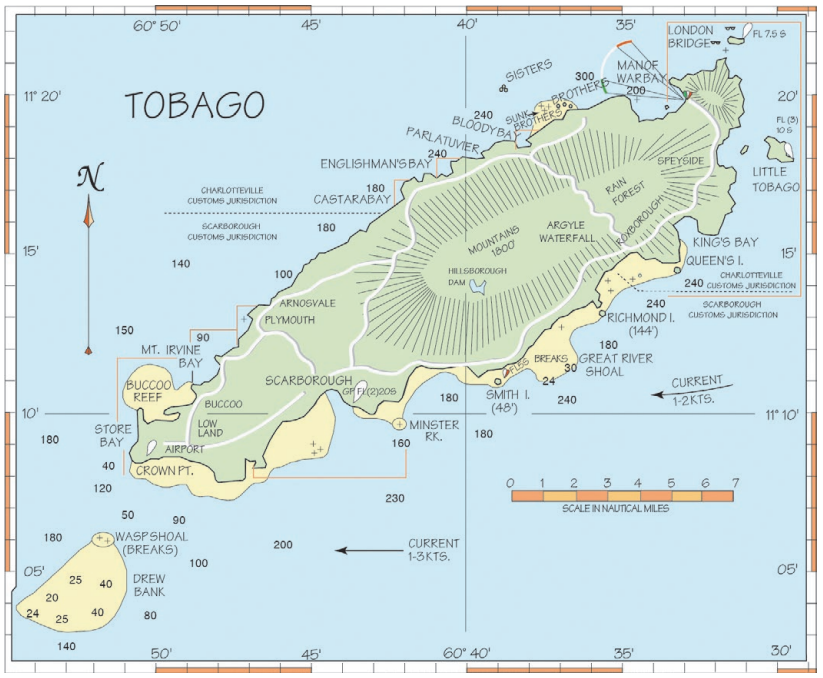


Seine net fishing in Charlottesville

in 1498. A Dutch attempt to establish a settlement in 1628 ended through a combination of Kalinago resistance and disease. Later, colonists of various nationalities periodically laid waste to each other's settlements, which disrupted the pirates operating in the area. The Duke of Courland (now part of Latvia) was very persistent in trying to exercise sovereignty over the island, which had been given to him as a birthday present by King Charles I of England, throughout the 1640s.

By the early 1700s, plantation culture had begun, and English colonists were using enslaved people to grow and harvest various crops, including sugar cane, cotton, and indigo. In 1781, the French took the island over for 12 years and made serious attempts to develop Tobago's economy, continuing to rely on the labor of enslaved people to grow sugar and cotton. After the British regained control in 1793, Tobago was incorporated into the colony of Trinidad in 1899, following a severe hurricane and the collapse of the plantation economy. The British remained in power with only a slight interruption until Trinidad and Tobago became an independent country in 1962.

—Continued on the next page



Doyle Guide chart of Tobago. Note Charlotteville to th e north and Scarborough to the south, both on the east side of the island.

—Continued from the previous page

Today, tourism is an important industry, but even so, Tobago is not what you would call a touristy island. There are not many international chain stores, and with the exception of a couple of major hotels, even the businesses that cater to visitors tend to be independent and individualistic, and are part of what makes Tobago feel distinct from more heavily touristed islands.

What the island lacks in commercial development, it makes up for in bureaucracy. Customs in Tobago are different from other islands inasmuch as they need to know your movements while there, and the two ports of entry, Charlotteville to the north and Scarborough to the south, each have jurisdiction over their half of the island. You must inform the relevant office if you would like to visit any bays other than the port of clearance, and they will issue you a "Bay Hopping" permit. You must also inform the relevant office before moving between jurisdictions, and then visit the next port of entry before visiting any other bays within their jurisdiction.



Ruins of the water wheel at the Speyside sugar factory, on Tobago's northeastern tip

Additionally, while Trinidad and Tobago are one country, if you are going from one to the other, you must visit customs and immigration both before you leave and when you arrive.

Trinidad and Tobago are currently trialing SailClear, which was scheduled to go live in June 2026. It is unclear whether it will be accepted in Tobago, or how it will affect the current procedures (hopefully, it will ease some of the bureaucracy rather than add to it).

There are no fuel docks or convenient ways to fill your water tanks in Tobago. Both will require lugging jerry jugs from wherever the closest gas station or standpipe is. Dinghy docks are scarce, as most of the docks on the island are high concrete ones designed for fishing pirogues. But, with a little effort, Tobago is a charming place to settle for a few days or weeks before your annual haulout in Trinidad. Some even skip the haulout and spend the whole hurricane season here.

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

Trinidad & Tobago Entry and Exit Procedures

Ports of Entry (POE)

While Trinidad only has the one port of entry - Chaguaramas – Tobago has two: **Scarborough** (www.noonsite.com/place/trinidad-tobago/tobago/trinidad-tobago-scarborough) in the south and **Charlotteville** (www.noonsite.com/place/trinidad-tobago/tobago/charlotteville) in the north. .

Advance Paperwork

If sailing from Trinidad to Tobago, be sure to check out with the authorities in Chaguaramas for authorization to sail to Tobago. Yachts arriving from an international destination can file a float plan to notify authorities of their pending arrival.

Advance visas are not generally necessary as most crew will be granted a 3-month visa-waiver on arrival.

An import permit needs to be arranged in advance for any pets on board.

Entry Process

All crew clear in with Port Health, Customs & Immigration upon arrival. Expect more paperwork than in other Caribbean islands, though Trinidad & Tobago are moving toward using SailClear. Checking in and out of each port is necessary when cruising domestically. Within Tobago, "Bay Hopping" permission must be granted.

Exit Process

Clear-out with Customs, Immigration and the Port Authority. When sailing to Trinidad from Tobago, special authorization is needed from the authorities. If departing for Grenada, it is recommended to file a passage plan with the Coast Guard.

Rates

Arrival fees include Immigration and Port Authority charges. Departure fees include a departure tax (if more than 2 crew on board) and navigation fees (based on time spent in country). Overtime fees are payable outside of normal operating hours.

Approximate clearance costs for a double-handed yacht staying up to 30 days (excluding overtime charges) is TT$900 (US$133). All fees are paid in cash (local TT$)

noonsite.com

*Check **Trinidad & Tobago on Noonsite** (www.noonsite.com/place/trinidad-tobago) for more detailed information and updates (free log-in required). This information is provided by Noonsite.com, specialists in worldwide formalities for yachts, and was accurate at press time.*

CARIBBEAN COMPASS MARKETPLACE

Azores

MID ATLANTIC YACHT SERVICES
PT-9900-144 HORTA / FAIAL, AZORES
Providing all vital services to Trans-Atlantic Yachts!
Incl. Chandlery, Charts, Pilots, Rigging
EU-VAT (16%) importation
TEL +351 292 391616
Junes@mail.telepac.pt
www.midatlanticyachtservices.com

Caribbean-wide



Grenada

NEILPRYDE Sails Grenada

Check out our website or contact us directly for a competitive quote on rugged and well-built sails that are well suited to the harsh environment of the charter trade and blue water cruising.

Jeff Fisher – Grenada (473) 407 6355
www.neilprydesails.com

ART FAB RIK
seldom seen
arty boutique
backstage ART gallery
locally made
wearable art
handpainted batik
workshop
shop on famous Youngstreet
www.artfabrikgrenada.com 473 440 0568

THIS COULD BE
YOUR MARKET PLACE AD
shellese@caribbeancompass.com

Grenada

TURBULENCE Ltd.
(473) 439 4495
info@turbulenceltd.com
www.turbulenceltd.com
DOYLE SAILMAKERS
PROVEN QUALITY
FIVE YEARS /50,000 MILES GUARANTEED
Good for the economy
Made right here in the Caribbean
Minimal Co2 Print No International Air Freight

Saint Kitts & Nevis



SVG

Formal Marine Litter System
Mayreau .Tobago Cays Marine Park. Union Island
Mon - Fri from 9:00 am - 3:00pm

The Southern Grenadines Water Taxi Association through grant from the Global Environment Facility-Small Grants Program has put in place a formal marine garbage collection and disposal system in the marine park to protect the marine environment from the amount of garbage entering the sea.

Use the sytem and be a part of promoting a clean & healthy environment for all!
On Call – 532-3822 for more info: https://www.facebook.com/sgwta

SVG



WWW.HAPPYKITEGRENADINES.COM
+1 784 495 8695
KITESURF
KITEFOIL
WINGFOIL
KITEBOARDING LESSONS
Happy Kite
UNION ISLAND
SAINT VINCENT & THE GRENADINES
LESSONS
RENTAL
SHOP

Trinidad

www.powerboats.co.tt
- 60 Ton Hoist
- Fuel Dock
- Yacht Storage
- Apartments
- Stern-to Docking
- Dockside Food Mart
- Boaters shop

Power Boats
"the Place for Yachts"
Power Boats Mutual Facilities Ltd. | Tel 868.634.4303 | Fax 868.634.4327
PO Box 3163, Carenage, Trinidad, WI | Email pbmfl@powerboats.co.tt

CONTINUE ON THE NEXT PAGE →

CARIBBEAN COMPASS
A Passport to Paradise in Your Inbox



COMPASS CARTOON



McINTYRE BROS. LTD.
True Blue, St George's Grenada
Call 1 (473) 444 3944 macford@spiceisle.com



YAMAHA GRENADA
Revs Your Heart
We service what we sell!
2 & 4-Stroke Engines Genuine Parts & Service
Yamaha Certified Technicians
Duty free deliveries & reliable service for Yachts
Honda, Mazda and Ford Dealership
Vehicle Sales & Service
Book your Car rentals & Island Tours with us
Discover Grenada with
Caribbean Horizons Tours & Services
info@caribbeanhorizons.com
www.caribbeanhorizons.com



Gwen Robic
Catamaran Brokerage Sales
Lagoon Marina, Cole Bay, Sint-Maarten Caribbean
gwen@catamaranbrokerage.com
Cell: +590.690.842.500 / Call / Text / WhatsApp
https://catamaranbrokerage.com
View Our Current Listings

Saradise Beach Club
Carriacou



It's Not Just a Destination, It's An Experience



• Restaurant • Bar • Yacht Provisions •
Daily Hours 11 am - 9 pm
VHF channel 16
Whatsapp +1 (473)404-0415
TikTok @paradisecarriacou
IG @paradisebeachcarriacou

ADVERTISER INDEX

ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
Art Fabrik	Grenada	MP	Club De Pesca Marina	Colombia	9	IGY Marinas	C/W	26	Norvos Insurance	C/W	7
B+G Marine Services	Tortola	13	Crown Bay Marina	St. Thomas	5	Island Water World	St. Maarten	36	Paradise Beach Club	Grenada	35
Blue Lagoon Hotel & Marina	SVG	5	Doyle's Guides	USA	16	Mac's Pizzeria	SVG	MP	Parts & Power	Tortola	10/31
Budget Marine	St. Maarten	2	Ezone	C/W	28	Marina Santa Marta	Colombia	15	Power Boats	Trinidad	MP
Budget Marine St. Kitts	St. Kitts	MP	Grenada Tourism	Grenada	22	McIntyre Bros	Grenada	35	Sailors for the Sea	C/W	16
BVI Yacht Sales	Tortola	6	Happy Kite	SVG	MP	Mid Atlantic Yacht Services	Azores	MP	St. Croix Marine Center	St. Croix	23
Caribbean Yacht Survey	Guadeloupe	30	Hartman Cove Marine Services	Grenada	18	Neil Pryde Sails	Grenada	MP	Tobago Cays	SVG	MP
Catamaran Brokerage	St. Maarten	35	Horizon Yacht Charters	Grenada	21	North Yacht Shop	Grenada	19	Turbulence Sails	Grenada	13/MP
Clarkes Court Boatyard & Marina	Grenada	28	Hydrovane International Marine	C/W	MP	Northern Lights- Parts & Power	Tortola	11	Virgin Gorda Yacht Harbour	Virgin Gorda	12

MP = Market Place pages 38
C/W = Caribbean-wide
SVG = St. Vincent & the Grenadines

Island Water World

keeps you sailing!

FOR SUN, SEA & SERIOUS FUN!

TOWABLES

Priced from $197.75

AIRHEAD

PADDLEBOARDS

Priced from $572.85

SPINERA

KAYAKS

Priced from $1,036.00

perception

SCAN ME & CHECK OUR ONLINE CATALOG

St Maarten, Cole Bay +1 721 544 5310, VHF 74 • Bobby's Marina +1 721 543 7119 • St Martin, Marigot + 590 590 51 32 06

St Lucia + 758 452 1222 • Grenada, St Georges + 473 435 2150 • St David's Harbour + 473 443 1028

www. ISLANDWATERWORLD.COM

Published by Compass Publishing LLC, Connecticut, USA