CARIBBEAN
COMPASS
AUGUST 2026 NO. 362
The Caribbean's Look at Sea & Shore



PHOTO CONTEST 2026

— TURN TO PAGE 5

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DAVID POLAKOFF

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At the 2026 Our Ocean Conference in Mombasa, Kenya, the Women Ocean Guardians coalition announced its expansion into Africa, as 26 women from 11 African nations were joined by women leaders from Latin America and the Caribbean — the founding hub of the Guardians — all standing in solidarity. For the story, turn to page 16.

KANG-CHUN CHENG

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

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

On the Cover *"Playing and Spraying" by David Polakoff won the debut Cover Worthy Award from* Caribbean Compass *editors, who launched the "Seas and Scenes: Love the Caribbean" photo contest in 2025 in partnership with Environmental Protection in the Caribbean (EPIC). Polakoff used a Nikon D7100 to capture the image, which vividly conveys the story of a rejuvenating upwind sail in Sir Frances Drake Channel in the British Virgin Islands. The photo contest is live again in 2026; turn to page 5 for details. To see all 2025 contest winners, visit epicislands.org/photo-contest-winners-2025*

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Caribbean Compass

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READERS FORUM



COLLECTION OF BILL WOODROFFE

Rum punch and a beer – a toast from Maureen and Bill

How about a nice rum punch?

Dear *Compass*:

I appreciated David H. Lyman's article on Caribbean rum (caribbeancompass.com/my-love-affair-with-caribbean-rum), as the various islands serve up some mighty fine rums. From the distinctive agricole rums of the French islands to "extra strong" white lightning and 150 proof fuel rums, there is no end to the mix and match possibilities. I only add my favorite mix: the "old fashioned" rum punch. It is very much like a t-punch but drinkable! It consists of your favorite mixing gold rum — ours is Fernandes Black Label from Trinidad — lime juice, cane syrup, ice, and a splash of Angostura bitters. Try it with different rums at your next sundowners gathering, waiting for the Green Flash.

Best wishes,
Bill & Maureen Woodroffe
s/v *Kalunamoo*
Read our blog at: http://kalunamoo.com.

Bill and Maureen -
Skoal!!!
The editors

BUSINESS BRIEFS



COURTESY BUDGET MARINE

English Harbour Budget Marine

Budget Marine Expands English Harbour Location

Budget Marine has expanded its English Harbour, Antigua, store to double its retail space in preparation for the 2026/2027 yachting season. The additional space, located on the second floor of the existing building, will accommodate expanded inventories across several key product categories: boatbuilding materials, anchor chain, and marine hoses. There will also be substantial additions to the fastener, plumbing, and electrical departments. The enlarged facility will allow Budget Marine to stock products that were previously unavailable due to space limitations.

The expansion underscores Budget Marine's confidence in the continued growth and importance of Antigua's yachting sector and reinforces the company's dedication to providing exceptional products and service to customers throughout the region.

budgetmarine.com/locations

BlueMagic Car Rental and Opulent Luxury Transportation

BlueMagic Car Rental and Opulent Luxury Transportation offer a wide range of transportation options. BlueMagic Car Rental offers choices from economy vehicles and SUVs to off-road UTVs. Opulent Luxury Transportation provides professional drivers and premium vehicles for airport transfers, corporate transportation, wedding services, island tours, private chauffeur services, or luxury event transportation.

bluemagiccarrental.com

Shelter Bay Marina: New Service Center for Lagoon



COURTESY SHELTER BAY MARINA

Shelter Bay Marina

Shelter Bay Marina has been appointed an authorized service center for Lagoon Catamarans, expanding the technical support and maintenance services available to Lagoon owners in the Caribbean region.

Located in Colón, Panama, at the Caribbean entrance to the Panama Canal, Shelter Bay Marina serves vessels transiting between the Atlantic and Pacific Oceans, as well as yachts cruising throughout the Caribbean.

Shelter Bay Marina works with a network of qualified marine professionals and service providers to support visiting and resident vessels with a wide range of maintenance and repair needs.

Shelterbaymarina.com

Executive Chef Dino Khanna Joins Scrub Island Kitchen



COURTESY SCRUB ISLAND

Internationally acclaimed chef Dino Khanna

Scrub Island Resort, Spa & Marina of the British Virgin Islands has recently welcomed award-winning chef Dino Khanna as its new executive chef.

Khanna will oversee the full scope of culinary experiences at Scrub Island, including Cardamom & Co., the resort's signature waterfront restaurant; Donovan's Reef Marina Bar & Grill; and One Shoe Beach Bar. Chef Khanna will also oversee the bespoke catering for weddings, meetings, and private events.

www.scrubisland.com/dining



Channel 16

Seas & Scenes Photo Contest Returns

A turtle gliding through blue water. A quiet fishing village at first light. A crowded regatta, or a freshly planted shoreline restored by people who care for it. Across the Caribbean, extraordinary moments are unfolding every day, and the Seas & Scenes: Love the Caribbean Photo Contest, following a successful inaugural year, returns for 2026. Enter to win, August 1 through August 31 at www.epicislands.org/photo-contest-2026/.

Hosted by *Caribbean Compass* magazine and the non-profit Environmental Protection in the Caribbean (EPIC), the first Seas & Scenes Photo Contest in August 2025 brought together a vibrant community united by a shared love for the Caribbean and a desire to capture breathtaking images and personal stories that spoke to the heart of the region.

The contest received more than 300 photo entries from 31 nations and territories, showcasing an extraordinary range of landscapes, marine environments, wildlife, and cultural experiences. More than 2,800 votes for photos were also cast, demonstrating that these images and stories resonated deeply with audiences. A total of nine winners in four categories received a total of $1,200 in cash prizes, a certificate, and recognition. An additional 16 standout photographs were awarded by the judges with Caribbean Choice Awards certificates and recognition. See the 2025 winners gallery at www.epicislands.org/photo-contest-winners-2025/.

KINGSLEY ROBERTS



Pot fishing at Campden Park Bay, St. Vincent, in 2010. Photographer Kingsley Roberts entered this image he captured of a time-honored technique to the first Seas & Scenes photo contest.

"For me, launching the photo contest was a no-brainer," said Elaine Lembo, editor in chief of *Caribbean Compass*. "It gave us an opportunity to engage our audience in a new way while continuing to highlight the environmental issues, people, and places that make the Caribbean so remarkable. Through photography and storytelling, readers became part of the conversation, a conversation that will continue in 2026."

More than simply a photography competition, Seas & Scenes reflects the shared goals of *Caribbean Compass* and EPIC: to celebrate the Caribbean while inspiring appreciation, stewardship, and hope for the future. "We wanted this to be a mission-driven contest that celebrates the beauty, diversity, and cultures of the Caribbean," said Tabitha Stadler, EPIC executive director. "What excited me most about the contest last year were the meaningful stories of connections to nature, people, and places that were shared with the photos. It's exciting to offer it again, because it feels like we are knitting together a community of people who care about conserving these places for future generations."

—Continued on page 7

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$92,500 USD
Sint Maarten



2021 Bali 4.2
$415,000 USD
Tortola, BVI



2013 Jeanneau Sun Odyssey 409
$149,000 USD
Grenada



2023 Hanse 510
$699,000 USD
Tortola, BVI



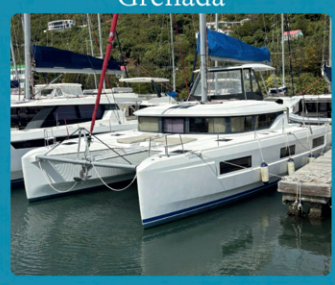
2020 Fountaine Pajot Astrea 42
$499,000 USD
Antigua & Barbuda



2022 Bali Catspace
$459,000 USD
Tortola, BVI



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



2020 Lagoon 464
$499,000 USD
St. Vincent & the Grenadines



2009 Leopard 37 PC
$269,900 USD
St. Croix, USVI



2020 Lagoon 42
$299,000 USD
Tortola, BVI



2023 Excess 14
$569,000 USD
Grenada



1995 Catalina 42 Mark I
$109,000 USD
Luperon, DR



2016 Hanse 575
$359,000 USD
Trinidad & Tobago



2007 Lagoon 500
$525,000 USD
St. Thomas, USVI

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—*Continued from page 5*

This year's contest features three judged categories: Caribbean Life & Nature; Environmental Impact & Stewardship; and Sailing, Yachting & Life on the Water. Photographers may submit up to five photographs, each paired with a short but meaningful story that brings the image, place, or experience to life. Anyone can participate by casting up to five votes each day for their favorite images. Photos with the most votes will win the Audience Choice Award. Participants compete for a prize pool valued at more than $3,000, including cash awards, Caribbean travel experiences, marine products, and Caribbean food and gifts contributed by sponsors and supporters. Select images will also be featured in *Caribbean Compass* magazine and on EPIC's website and social media platforms.

Participants must be 18 years or older and submit their original work using a legal name. Minor editing, such as exposure adjustments or cropping, is allowed, but heavily altered or AI-generated images are not accepted. Photos need to be high-resolution, with a maximum file size of 10MB as a JPEG or PNG. Images may not include watermarks or text overlays. Both portraits and landscapes are permitted. By submitting a photo and email, participants grant EPIC, *Caribbean Compass*, and sponsors the right to use the photos for our purposes and to subscribe them to our email lists. Full terms and conditions can be found on the contest website. Send questions to photocontest@epicislands.org.

Photos will be judged on creativity, technical quality, and overall impact and will be chosen by a distinguished judging panel: Makil Bedminster, founder and CEO of Viable Productions; Irtha Daniel, manager of House of Vetiver; Dr. Ancilleno Davis, owner and CEO of Science and Perspective; Keone Drew, creative director at Keone Drew Photography; Lexi Fisher, CEO of Chris Doyle Publishing; Gabriela Massip Figueredo, founder of Fig Tree Films; and Lucy Tulloch, owner of THELUCY Photography.

For returning contest judge Irtha Daniel, reviewing the entries was both inspiring and eye-opening. "What truly amazed me was the vastness of the Caribbean," Daniel said. "Through this contest, I was reminded of how expansive and diverse our region really is, even as someone who is from and lives in the Caribbean. It made me stop and pay closer attention to the beauty of my own environment, and I hope the contest inspires others to do the same."

As the Seas & Scenes Photo Contest opens the lens again, the contest's success rests with the community that makes it happen. Help celebrate the extraordinary people, places, and experiences that make the Caribbean special by entering, voting, and sharing your photos and stories. To learn more, view prizes, enter today, or cast your vote, visit www.epicislands.org/photo-contest-2026.

Marine Trades Industry Charts Progress, Challenges



COURTESY SMMTA

An interactive workshop was held at the annual meeting of the Sint Maarten marine trades industry.

The Sint Maarten Marine Trades Association (SMMTA) annual general meeting in May 2026 featured an interactive workshop allowing members to explore opportunities, challenges, and priorities essential to developing and sustaining a successful marine industry.

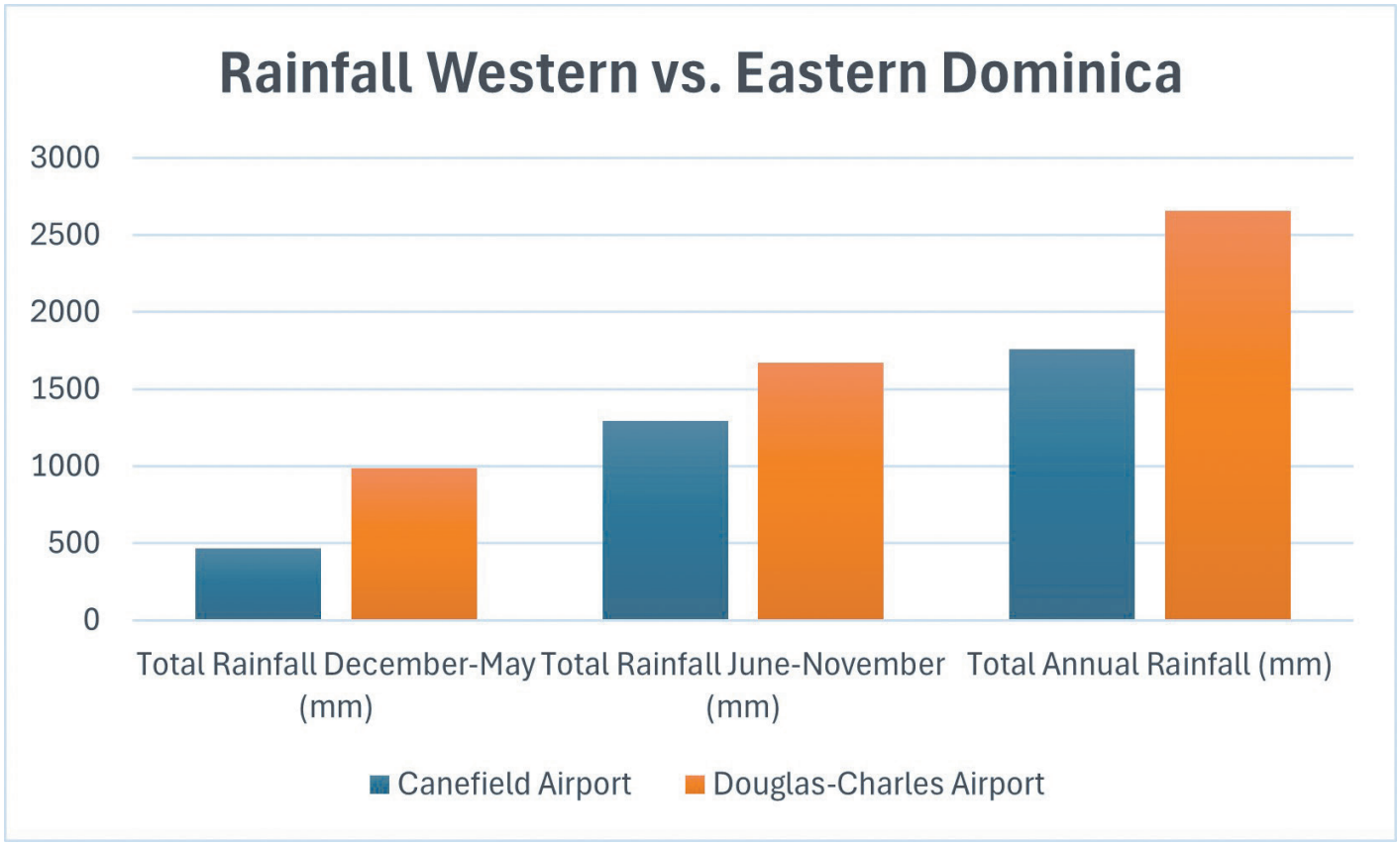
After election of officers (the existing board of directors was voted in for another term), SMMTA president Jesse Peterson expressed gratitude for the continued support and engagement shown by the membership.

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Caribbean Seasonal Rainfall: Its Causes and Effects

By Amanda Delaney



DOMINICAN METEOROLOGICAL SERVICE

The graph shows the difference in rainfall amounts in Canefield Airport (western Dominica) and Douglas-Charles Airport (eastern Dominica). The data is from the Dominican Meteorological Service of rainfall from 1982-2011).

The Caribbean Sea typically has two seasons, a dry season that lasts from December through May, then a wet season that starts in June and ends in November. It is not coincidental that the wet season falls during the hurricane season in the Atlantic Ocean. Periodic tropical waves that move offshore western Africa and progress west to the Caribbean Sea usually deliver much of the rain that the islands experience. These tropical waves become more frequent during late summer through early autumn before diminishing later in autumn.

What drives these seasonal shifts and why are some areas in the Caribbean Sea more susceptible to rain than others? What are signs to watch for ahead of tropical waves? Finally, how do El Niño and La Niña affect the amount of rainfall during certain times of the year?

The main weather feature that determines the onset of the wet season is the location of the Intertropical Convergence Zone (ITCZ). The ITCZ is typically located to the north of the Equator where the sun produces the maximum amount of heating. Here is where the northeast and southeast trade winds converge and produce lift, and therefore cloud cover/rainfall. On satellite imagery, the ITCZ can be located as a band of clouds that stretches from western Africa to northern South America or the southern Caribbean Sea.

During the winter, the ITCZ is located between 03 N and 10 N and the heaviest rain remains south of the Caribbean Sea. Any moisture comes from isolated showers and thunderstorms delivered by the trade winds. However, the air is drier this time of year and any moisture that does occur is typically brief. Sea surface temperatures usually reach their lowest at 26 C-27 C in the Caribbean Sea during this time of year.

As the sun angle shifts to the north, the ITCZ moves northward as well, and reaches its northern apex between approximately 08 N and 15 N during the summer. The monsoon rains shift farther north over Africa, allowing for tropical waves to develop and moves west as early as late May through June across the Atlantic Ocean. The tropical waves become more frequent later in the summer and autumn due to increasing sea surface temperatures that further strengthen the showers and thunderstorms to the east and over the Caribbean Sea (averaging between 28 C — 29 C). It is no surprise that the peak of tropical cyclone season occurs in mid-September due to the favorable sea surface temperatures. As we progress through autumn, the ITCZ will shift back to the south and drier conditions will resume by early winter.

Terrain plays a large role in how much rain falls over the islands. If there's a similar elevation across the island, the rainfall is typically even across the region. If the terrain drastically changes (such as large hills or mountains), then as the moist air mass encounters the higher terrain, this air mass is forced to lift above the mountain and moves into cooler temperatures. The moisture condenses in the cooler temperatures, creating clouds and rain. This process is called orographic lift. By the time the air mass makes it over the mountain, usually the moisture has dried up and the west side (or lee side) of the mountain remains dry. Typically, the east side (or windward side) of the island has more lush vegetation because of the abundant rainfall while the lee side of the island is generally dry due to the mountain's influence, or what is called a rain shadow.

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A prime example can be found in Dominica, as shown in the table of rainfall reported at two airports. The first is Canefield Airport on the western side of Dominica, and the other is Douglas-Charles Airport on the eastern side. These airports are separated by a mountain range where elevations range between 300 and 1,400 meters. The table below shows a rainfall difference during the dry season (December through May), the wet season (June through November, and the total annual rainfall. As you can see, the rainfall is highest at Douglas-Charles Airport where it is exposed to the weather to the east. However, some of this rainfall is blocked from moving over the mountains; therefore, Canefield Airport reported lower amounts.

There are signs several days in advance to watch for ahead of tropical waves. Depending on the strength of a tropical wave, a long-period building swell may develop two to three days ahead of the arrival of the tropical wave, as well as wispy high cirrus clouds. Approximately one to two days in advance, the barometric pressure will start to drop, the cloud deck will lower with more frequent showers and the humidity will increase. The wind will also increase and shift more out of the northeast.

When the tropical wave moves through, the winds will usually peak (ranging between 25 and 35 knots outside of heavier thunderstorms) and shift from northeast to southeast. There will be abundant showers and thunderstorms which will diminish after the tropical wave has moved through the area. After the tropical wave, temperatures will increase briefly for approximately 24 hours. These warmer temperatures are from sinking warm, dry air behind the tropical wave.

Finally, La Niña and El Niño can impact the amount of rainfall over the Caribbean Sea. If La Niña develops during the wet season, this generally allows for more tropical waves and tropical cyclones to develop, as well as overall greater rainfall over much of the eastern and northern Caribbean Sea. If La Niña occurs during the dry season, rainfall will increase over the western Caribbean Sea, particularly Costa Rica, Panama and Colombia. This occurs because the subtropical jet shifts farther south, drawing Pacific moisture over these areas.

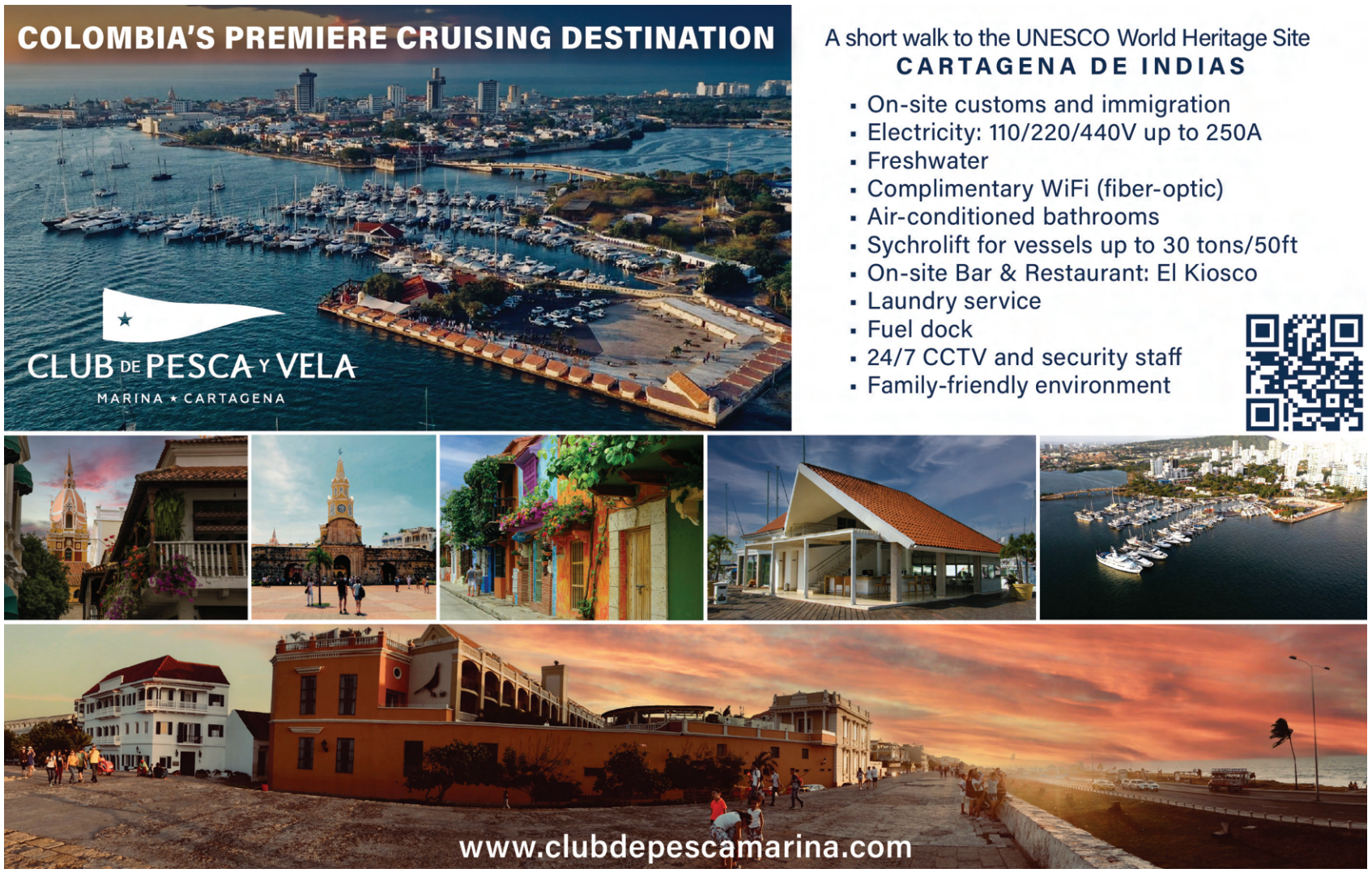
During El Niño, the opposite regions experience higher rainfall than La Niña. During the normal dry season, higher rainfall can be found over the eastern Caribbean Sea while drought conditions typically develop over the western Caribbean Sea and Central America. During the wet season, a drier-than-normal summer/autumn usually occurs over the eastern Caribbean Sea due to a below- normal number of tropical waves and tropical cyclones that develop and move west across the tropical Atlantic Ocean toward the Caribbean Sea.

Although the amount of rainfall that reaches the Caribbean Sea generally dictates the season, terrain can greatly impact the amount of rainfall even on one island. Tropical waves and tropical cyclones usually provide the most rainfall during the rainy season. However, El Niño and La Niña can alter these typical seasons in certain regions of the Caribbean Sea depending on what time of year they occur.

Last February, heavy rainfall created floods and landslides across Colombia which was likely caused by La Niña at that time. La Niña weakened back in March, and we are now in ENSO-neutral conditions (neither La Niña nor El Niño).

However, a moderate El Niño is forecast to develop late this summer or early autumn. There is about a 25 percent chance this El Niño could become strong toward the end of the year. This has already affected the upcoming hurricane season forecast across the Atlantic Ocean where a below-average season for tropical development is predicted.

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



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The SMMTA hosted Marine Industry Immersion Day in June. A series of tours was followed by panel discussions that focused on the three strategic pillars currently prioritized by the SMMTA: human capital, economic development & competitiveness, and marine infrastructure. The event concluded with an invitation for marine businesses and employers to participate in the upcoming NESC Job Fair in September 2026.

Grenada Openings and Closings

Chris Doyle and Lexi Fisher, in their invaluable Doyle Guides newsletter, give a joyful hello and a sad goodbye to a couple of Grenada landmarks:



COURTESY DJ'S

Daniel John of DJ's Bar

A familiar gathering spot has returned to Tyrell Bay. DJ's Bar officially reopened in May 2026 after Hurricane Beryl destroyed the original structure in 2024. The grand reopening drew a large crowd of locals and visitors, and cruisers will once again find a popular happy-hour destination along the Tyrell Bay waterfront.

Cruisers visiting Grenada should note that Le Boucher, in Prickly Bay, closed its doors at the end of May after 11 years in business.

Clean Wake: Small Boats, Real Help

For the Seven Seas Cruising Association, Clean Wake begins with a simple idea: cruisers should leave a place better than they found it. It's not about large formal programs — a single boat carrying school supplies, eyeglasses, or medical supplies can make a real difference when matched to genuine local needs.

SSCA collaborates with HopeFleet, born from hurricane-response work, to connect boats, donations, and communities. The annual Bahamas gathering at Black Point each March brings cruisers and locals together through beach cleanup, school support, and community donations. The Rio Dulce seasonal cruising community maintains similar deep local ties.

Clean Wake is many quiet acts of help becoming part of a visible SSCA culture. The SSCA Foundation supports the work through small grants and project recognition. Learn more at ssca.org/cleanwake or visit SSCA at the Annapolis U.S. Sailboat Show in October 2026.

Caribbean Debt Fund Supported

The International Finance Corporation, a member of the World Bank Group, will invest up to US$15 million in the Caribbean Community Resilience Fund Debt Sub-Fund. The investment — IFC's first debt fund transaction in the Caribbean — will provide long-term loans to medium-sized businesses across 13 Caribbean nations, focusing on sustainability and recovery from climate-related shocks. Priority will be given to energy, water, agriculture, housing, transportation, financial services, and information and communications technology.

The fund addresses a chronic regional financing gap — domestic credit in Caribbean small states stands at just 32.8 percent of GDP, while the estimated financing shortfall exceeds US$22 billion.

The initiative takes on added urgency in the wake of Hurricane Melissa, the Category 5 storm that caused significant damage across Jamaica, Bahamas, and Dominica in 2025. The fund aligns with the World Bank Group's Small States Strategy, which focuses on strengthening resilience and mobilizing private capital in small and vulnerable economies.

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Construction starts at BVI Marina

Nanny Cay Resort & Marina in the British Virgin Islands has reached the halfway mark on the construction of its breakwater for the new 112-slip south marina designed to accommodate the latest generation of and catamarans and megayachts. To date, 34,209 tons of rock has been used in the construction to reach the first 715 feet of the 1,430-foot (435m) breakwater.

COURTESY NANNY CAY



715 feet of a proposed 1,430-foot breakwater have been completed at Nanny Cay in Tortola, British Virgin Islands.

Key features of the expansion are a new south marina with 112 slips including eight 125-foot and two 180-foot slips dedicated for megayacht use; increased-capacity boatyard and marine travelift for boats with a maximum beam of 44 feet; new landside facilities.

Also planned are a concierge facility, including shower and bathroom facilities; a marine hub including the Royal BVI Yacht Club and the H. Lavity Stoutt Community College Marine Centre; a regatta and event village; food and retail outlets; a beach including a beach bar and facilities; new parking facilities, service roads, and boardwalks; landscape gardens; and a sea view flagship restaurant.

COURTESY WICO



WICO dock in St. Thomas, United States Virgin Islands

WICO Announces 2027 Cruise Call Schedule

The West Indian Company Limited (WICO) President and CEO Joseph Boschulte has announced the company's FY2027 cruise call schedule. The projected arrivals include 359 vessel calls and approximately 1.25 million passengers between October 2026 and September 2027. The schedule includes calls from several of the cruise industry's leading operators.

Click the link for the full FY2027 cruise call schedule: FY-2027-SHIP-SCHEDULE.pdf.

—Continued on page 13



VIRGIN GORDA
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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.

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Virgin Gorda Yacht Harbour

virgingordayachtharbour


COURTESY BVI TOURISM

An image from BVIs award-winning virtual reality presentation

—Continued from page 11

BVI Virtual Reality Wins International Award

The British Virgin Islands Virtual Reality Aquatics Experience has been honored with a 2026 International Telly Award, recognizing excellence in immersive and mixed-reality storytelling. The award was presented in the *Craft – Use of 360 Video* category, which celebrates innovative approaches to digital storytelling and audience engagement through immersive technology. The award comes on the heels of the recent opening of the Virtual Reality Interactive Guest Experience Museum at Crafts Alive Village in Road Town, Tortola.

France: A Reaffirmation of Commitment to the Islands


COURTESY OECS

Ambassador Marie-Noëlle Duris and Didacus Jules, director general of the Organisation of Eastern Caribbean States

Her Excellency Marie-Noëlle Duris, ambassador of the French Republic to the Organisation of Eastern Caribbean States, formally presented her Letters of Credence to Dr. Didacus Jules, OECS director general, reaffirming France's commitment to regional cooperation.

"The challenges we face, climate change, organized crime, and demographic change, require collective responses," Duris said. "The OECS is a key partner in regional cooperation."

St. Lucian Woman Earns Medical Degree

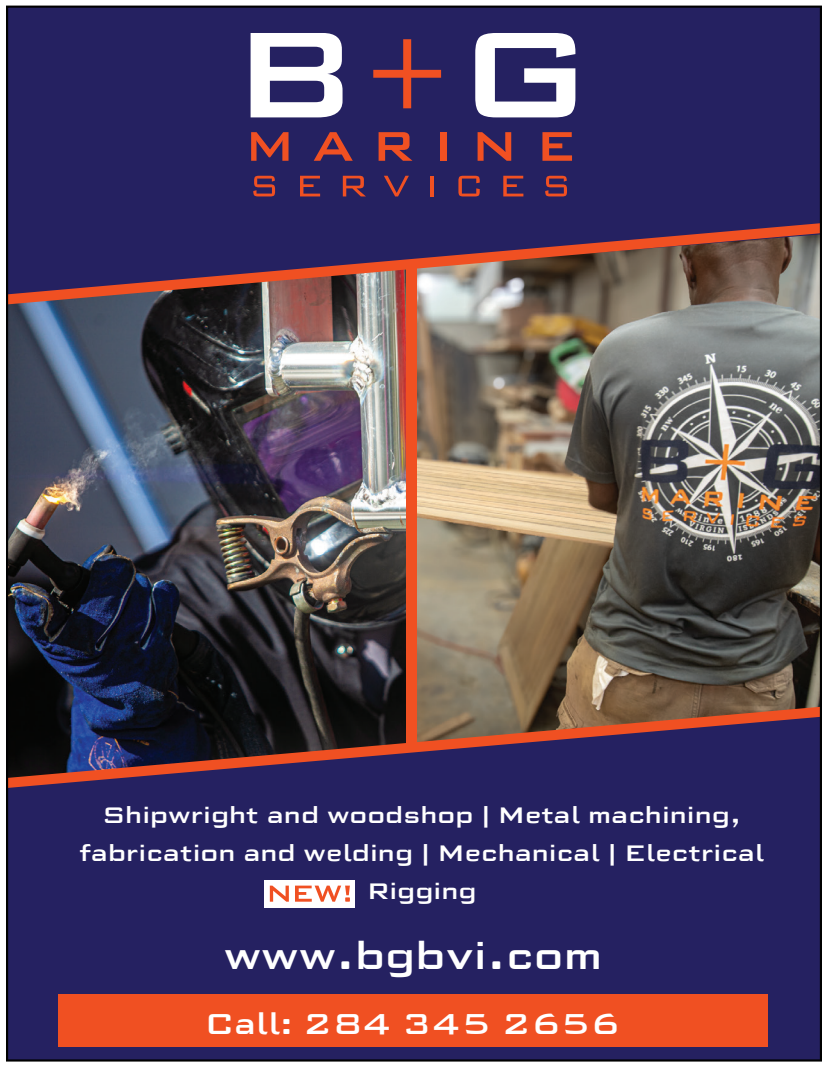

COURTESY ANDREW FAMILY

Dr. Camille Andrew

Camille Andrew of St. Lucia has successfully earned her Doctor of Medicine (MD) degree in the Kingdom of Morocco, earning highest honors for her thesis. She is the first OECS female to earn a medical degree in Morocco.

The event marked a significant milestone in the growing academic partnership between the OECS and the Kingdom of Morocco.





Alarms Sounded over Water Quality in Bonaire's Coastal Waters

A new assessment of water quality in the Caribbean Netherlands identifies significant concerns related to nutrient pollution and chemical contaminants in Bonaire's coastal waters. The Bonaire Nature Platform (BNP) agrees with the findings of the report and calls for urgent action to address the sources of pollution threatening the island's communities and marine ecosystems.



Healthy coral reefs are not only important for nature, but also for Bonaire's economy.

The study, conducted by Wageningen Marine Research in collaboration with STINAPA Bonaire, Reef Renewal Foundation Bonaire (RRFB), and other local partners, is the most comprehensive water quality assessment undertaken in the Caribbean Netherlands to date.

The findings show that many of the pressures affecting Bonaire's marine environment originate on land, including wastewater, stormwater runoff, erosion, and other forms of pollution that are entering the sea and negatively affecting water quality.

"Water quality is closely linked to many of Bonaire's environmental challenges," the Nature Platform states. "Addressing pollution will also support efforts related to erosion control, wastewater management, habitat restoration, climate resilience, and sustainable development."

The report found that nutrient levels in Bonaire's coastal waters frequently exceed levels considered healthy for coral reefs. Excess nutrients stimulate algal growth, reducing the ability of corals to survive and recover. Excess nutrients and chemical pollution combined with increasing ocean temperatures and recurring bleaching events further reduce reef resilience.

Healthy coral reefs are not only important for nature, but also for Bonaire's economy. They support fisheries, attract visitors from around the world, and help protect Bonaire's coastline.



The most comprehensive water quality assessment undertaken in the Caribbean Netherlands to date

Scientists conclude that reducing local sources of pollution is one of the most effective actions available to improve the long-term health of Bonaire's reefs.

The report also identified elevated levels of several harmful chemical contaminants in marine sediments. These pollutants can accumulate in marine organisms and potentially enter the food chain, highlighting the need for further research into possible impacts on human health and marine life.

The Bonaire Nature Platform also calls for stronger action to address pollution at its source, including improvements to wastewater and waste management infrastructure, enforcement against illegal dumping, compliance with environmental legislation, and action against globally banned harmful chemicals. On Bonaire, priority should be given to addressing contamination associated with the BOPEC site and the areas around Lagun.

Excess nutrients in the water stimulate algal growth, reducing the ability of corals to survive and recover.

The BNP would like to see a structurally funded water quality monitoring and assessment program for the Caribbean Netherlands, including clear standards, binding thresholds, compliance assessments, and predefined management responses. It also calls for continuation and expansion of additional biological monitoring to determine whether contaminants are accumulating in marine organisms and seafood species, allowing environmental and human health risks to be assessed more regularly.

"The science is clear," the Nature Platform states. "Improving water quality is essential for healthy ecosystems, sustainable tourism, fisheries, and the wellbeing of our community. The findings

should serve as a call to action and an opportunity to invest in Bonaire's future."

For more information, please contact info@bonairenatureplatform.org

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ECO NEWS BRIEFS

Caribbean Joins African Groups for Environmental Action

At the 11th Our Ocean Conference in Mombasa, Kenya, five new governments, including the Dominican Republic and Mexico, signed the High-Level Climate-Resilient Coral Reef Commitment, the first global pledge to protect the world's climate-resilient coral reefs — reefs with the greatest potential to survive climate change and serve as the foundation for future reef recovery. Altogether, 20 countries have signed the commitment.

Coral reefs are among the most threatened ecosystems on Earth. They cover less than 0.1 percent of the ocean floor yet support around 25 percent of all marine life, generate up to $2.7 trillion each year in ecosystem services, and underpin the food security, livelihoods, and coastal protection of nearly one billion people. Despite their importance, only 28 percent of identified climate-resilient reefs currently fall within protected or conserved areas — underscoring the urgency of the growing coalition.



Women join hands across the sea for inclusive ocean governance.

By signing, governments commit to identifying and prioritizing climate-resilient coral reefs in national policies and 30x30 planning, integrating reef protection into national biodiversity and climate frameworks, reducing local pressures like water pollution and destructive fishing, implementing national reef monitoring and action plans, and ensuring community leadership and local knowledge underpin their action for corals.

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MATT CURNOCK / THE OCEAN AGENCY

Despite their importance, only 28 percent of identified climate-resilient reefs like this one currently fall within protected or conserved areas — underscoring the urgency of the growing coalition.

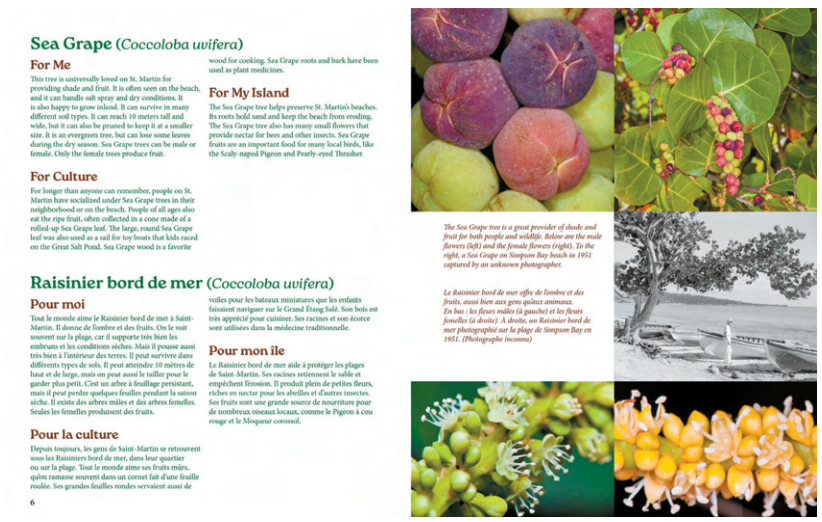
At the same conference in Mombasa, the Women Ocean Guardians coalition announced its expansion into Africa, as 26 women from 11 African nations were joined by women leaders from Latin America and the Caribbean, the founding hub of the Women Ocean Guardians, standing in solidarity.

"Women Ocean Guardians is about recognizing that inclusive ocean governance is not an option — it is a necessity," said Pamela Castillo, director of the Marine 30x30 program at Wildlife Conservation Society. "It is about understanding that the knowledge, leadership, resilience, and innovation of women are among the most powerful yet underutilized forces for ocean conservation. And it is about ensuring that the women who have protected these ecosystems for generations are no longer seen as beneficiaries of change, but as architects of it."

womenoceanguardians.org

Bilingual Book on Native Trees Published in St. Martin

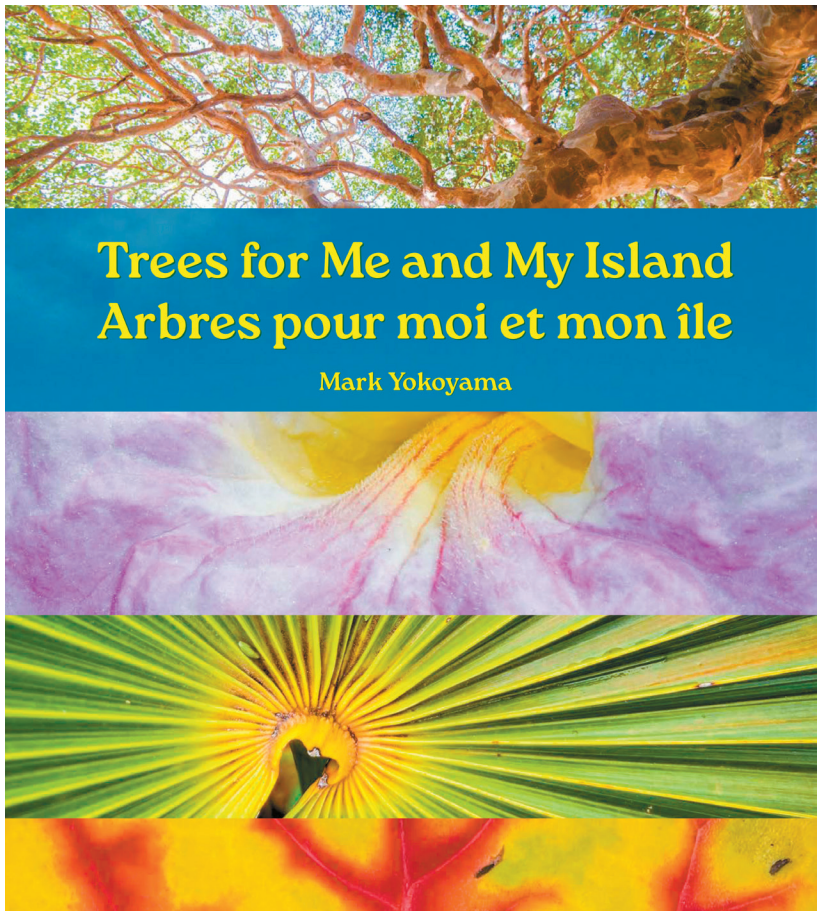
Trees for Me and My Island, a new bilingual (English/French) book from Les Fruits de Mer, showcases native trees, which are trees originally from St. Martin. A book launch in June 2026 at Amuseum Naturalis at The Old House in the island's French Quarter included free copies of the book, and seedlings of native and heritage plants.



COURTESY FRUITS DE MER

Sample page from Trees for Me and My Island

"This book is about trees that are great for people, providing delicious fruits and beautiful flowers," said author Mark Yokoyama. "Every tree in the book has traditional uses in local culture." For each tree in the book, readers learn where and why to plant it, its cultural connections, and how it helps local wildlife. The book is full of color photographs.



COURTESY FRUITS DE MER

"Many of our native trees really benefit people, and they have for centuries," said Jenn Yerkes, Les Fruits de Mer president. "This book can help you find the right tree for any spot: One that doesn't get too big, or can handle salty sea spray, or gives shade even during the dry season!"

The book is available as a free download from lesfruitsdemer.com, and for purchase on amazon.com worldwide. Teachers and youth group leaders interested in copies, or organizations interested in sponsoring copies for schools, are encouraged to contact Les Fruits de Mer at info@lesfruitsdemer.com.



COURTESY OECS

Planting a tree at Point Vierge, Micoud, St. Lucia

St. Lucia Replants at Fire-Prone Land at Point Vierge, Micoud

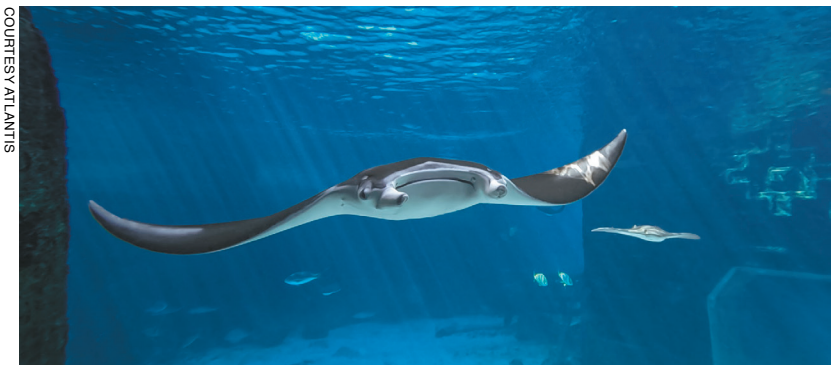
Staff members of the Organization of Eastern Caribbean States (OECS) and others undertook a tree-planting exercise at Point Vierge, Micoud, St. Lucia, in June 2026, restoring an area repeatedly scarred by wildfires. The Commission staff wanted to celebrate the 45th OECS anniversary by signifying life and growth.

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Point Vierge stands exposed to the elements, battered by harsh wind and sun, and is prone to recurring wildfires that strip the land bare year after year. To break that cycle, the plant species deliberately selected are hardy and fire-resilient: fat poke, aloes, and sea grapes, planted alongside almond and white cedar to provide shade and food. Every tree placed in that soil is intended as a frontline defense against the advance of degraded, lifeless land.

COURTESY ATLANTIS



Kronos is the first new manta ray at Atlantis in four years.

Atlantis Paradise Island Marks Conservation Milestones

In honor of World Ocean Month, Atlantis Paradise Island in the Bahamas is highlighting recent achievements from the Atlantis Blue Project Foundation (ABPF). Over 20 years, Atlantis and ABPF have rescued and released more than 7,500 sea turtles, invested over $5 million in coral reef research and restoration, and helped protect more than 1.4 million acres of marine habitat. Recent milestones include the ongoing curation of The Bahamas' first Coral Gene Bank, and the establishment of the country's first Sea Urchin Nursery.

Recent efforts by Atlantis Marine Mammal Stranding Response



COURTESY ATLANTIS

Lucky, rehabilitated and released

Facility include the rehabilitation of Lucky, a critically endangered Kemp's ridley sea turtle transported 2,700 miles after being cold-stunned in Nova Scotia. Kronos, a young Atlantic manta ray, became the first manta ray at Atlantis ocean-fed Ruins Lagoon facility in more than four years — continuing a research program that has cared for 15 individuals.

Atlantis also supports coastal ecosystems through its mangrove propagation program, donating more than 8,000 young trees to nonprofit partners since 2010. Guests can engage directly with conservation efforts through Flippers, Fins and Feathers, a new guided experience at Dolphin Cay offering behind-the-scenes access to the resort's veterinary and animal care operations. Atlantis is accredited by the Association of Zoos and Aquariums and holds Global Humane Certified™ status, reflecting its standards for the care of more than 250 species.

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Feeding the Crew

Necessity is the mother of invention

Story and photos by David H. Lyman

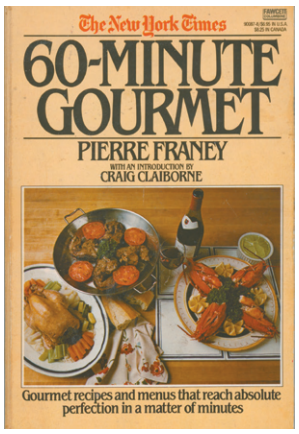
Sailing from Maine down to the Caribbean each November, my sole companion was the renowned French chef Pierre Franey. During these two-week voyages through the Bermuda Triangle, Pierre became my mentor in the galley — rather, I should say, it was his cookbook: *The New York Times 60-Minute Gourmet*. This book is more a storybook than a mere collection of recipes. He gets to talking about trips to the market, skills learned, disasters overcome, and people he's met. It's an education in French traditions in the kitchen, and each meal of which he writes takes no more than 60 minutes to prepare, complete with a lesson or two.



The conch sales force will come to you.

Pierre arrived in New York City in the 1930s, a young French-trained chef, and ended up as executive chef at Le Pavillon. Soon after, he began writing a weekly column for the *Times*, which led to a collaboration with food critic Craig Claiborne on ten cookbooks.

The *60-Minute Gourmet* was, and still is, a joy to read. It would occupy a good part of an afternoon watch as I read about his life as a young chef, while I scoured the pages for something to make for my solo dinner. What did I have aboard that could be adapted to one of his recipes?



Pierre helped me become more creative in the galley — and more resourceful. If I didn't have cognac aboard, maybe a splash of rum would do. His chicken breasts Veronique with curried rice might become white fish Veronique with garlic mashed potatoes. Out there in the middle of the Atlantic, thousands of miles from the nearest market, I was forced to use what was at hand. This forced me to adapt and experiment. This led to great discoveries — and a few disasters — but since I was alone, no one complained. I was building creativity and expanding my repertoire.

Meal preparation, I realized, can be as creative and rewarding as writing, painting, or composing. You combine ingredients — or ideas — to create something whole. And if you do it well, your audience devours what you've made.

Few joys in life are better.

Another sailor/chef I've sailed with also imparted valuable lessons. Larry Tyler is a storyteller, yacht skipper, and hotel-trained chef. He's been chartering *The Dove*, his 54-foot Crealock-designed sloop, in the Caribbean for more than 30 seasons, with side trips to Antarctica (twice) and Greenland (twice). He serves dinners aboard that rival any four-star restaurant ashore.

"Don't scrape the chopped vegetables off the board with the sharp side of your knife," he once reprimanded me, slapping the back of my head. "That'll teach you. Same lesson my instructor gave me in hotel school. Use the back side of the knife. The knife is your best friend in the kitchen. Treat it with respect."

That advice replays in my head every time I scrape chopped onions into a skillet.

I learned bread-making from Larry. When I asked him for a recipe:

"It's simple. Flour, salt, sugar, yeast, and water."

"But what's the kneading sequence?"

"I don't know. It just comes naturally. It's how the dough feels."

Another of Larry's lessons: use real charcoal in the grill, not briquettes. It makes a difference — whether you're cooking leg of lamb, mahi-mahi, or burgers. Finding real charcoal in the islands isn't hard; most locals use the real stuff.

Julia Child's *Mastering the Art of French Cooking* is a good read, but her recipes are all-day affairs, and not well suited to the cramped confines of a boat's galley.

I do keep a copy of Lin and Larry Pardey's 400-plus-page book, *The Care and Feeding of the Sailing Crew*. It's not just another cookbook — it's a complete guide to how food fits into every voyage, from provisioning and meal planning to food storage, told with authority. The Pardeys circumnavigated the globe twice on small, engineless boats they built themselves, and authored many books along the way.

Recently I was sailing through the Caribbean with a fellow Mainer, Richard Thompson, on *Strider*, his 44-foot Reliant sloop. Meal prep is hard enough in a small boat, especially in someone else's galley, but it's provisioning ashore that tests the cook's creativity.

"What's in there?" I asked Richard, who was half buried, upside down, inside the freezer chest at Knight's Market in Port Elizabeth on Bequia.

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"Frozen pork chops and some chicken legs," he mumbled.

"No hamburger?"

He didn't answer, but emerged with two packets of frozen chicken and two of pork chops.

"These'll have to do," he said. "That'll give us dinner for four nights."

Richard and I were provisioning for a sail down to Tobago Cays and Carriacou. He'd been sailing *Strider* south through the islands most of the 2024 season, solo. I'd flown down to help him sail back north to Antigua for the classic yacht regatta in late April.

Another point: Provisioning a yacht in the Caribbean can be frustrating and expensive. In some places, you might visit three or four small markets and still only find half of what you want. The rule here: forget the shopping list. Go ashore, see what's available, then decide what's for dinner once you're back aboard.

These islands are the last stop in a long supply chain. Islanders make do with what's available, and it's not much. Most West Indian meals are little more than rice and black beans.

Thankfully, there's no shortage of fresh fruits and vegetables. Much of it is locally grown, and the rest arrives daily from larger islands. You'll find a dozen fruit and vegetable stands on the streets of Port Elizabeth, Bequia, some little more than a card table with pineapple, coconut, papaya, mango (in season), and pumpkin.

You can drag a line, hoping to land a mahi, tuna, or wahoo, if not a pile of sargasso weed. Fish is usually available at island fish markets or from a local fisherman. I'd buy only deep-sea-caught fish caught well offshore, as ciguatera, a toxin in reef-dwelling fish, is a nasty affair.

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"That large cast-iron skillet would be perfect for chicken cacciatore" ... with pineapple!



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Ten years ago in Bequia, the covered market near the fish dock was bustling. More recently, vendors have decreased. The others must have realized they could skip the rental fees and set up on the street instead.

Yet the island deserves its reputation as a provisioning hub for racing sailors, liveaboard cruisers, charter boats and superyachts in the region. Markets stock a range of high-end goods and can easily cater to tastes of on-island expats and visitors as well as superyachts.



Forget the shopping list ... see what's available.

At Knight's Market, we bought the basics: rum, tonic water, fruit juice (for rum punch), rice, canned tomatoes and beans, cereal, eggs, and whatever frozen meat we could find. They took my credit card. The fruit stand vendors, though, needed cash. We filled canvas bags with pineapple, bananas, nutmeg (for the rum punch), garlic, onions, peppers, potatoes, and mangoes. That would hold us for the week.

It took the better part of a day to sail south from Bequia to the Tobago Cays. By 4 p.m., we picked up a mooring in Clifton Harbour on Union Island. We'd leave the Grenadines tomorrow, bound for Carriacou, but first we'd clear out in the morning.

Late afternoon, time for a rum punch. Reclined on cockpit cushions, we sipped and watched the harbor unwind.

"What do you think we should do with those chicken legs?" Richard asked. He'd had enough of his own cooking and wanted fresh input.

"That large cast-iron skillet down there would be perfect for chicken cacciatore," I said.

Richard and I are both one-pot sailors. Anything that can be cooked in a single pot or skillet is on the menu.

"Take that cast-iron skillet and cook the chicken. While that's on the stove, sizzling, chop up an onion, two peppers, and some garlic. When the chicken's done, take it out and sauté the vegetables in the very same skillet. Then, boil up at least two cups of chicken bouillon. When the veggies are done, throw in two cups of that whole pineapple we bought this morning. It'll give it a Caribbean twist. Add the chicken back in, pour in the broth, and let the whole thing simmer."

No need for specifics. Richard knew how to cook. He just needed the idea.

"A splash of rum?" he asked.

"Can't hurt."

Getting back to Pierre's book — it's his poulet poché sauce suprême that has become a tradition on board my own boats and at home. It's easy to prepare and takes less than an hour from start to finish. Only one large pot for the chicken and veggies and a small one for the rice, and when done, you have leftover chicken for a few days of sandwiches and a pot of broth for soup. And Pierre's story that accompanies this pot of boiled chicken is an insightful look into this chef's roots.

It's all about attitude, this galley stuff. If you stick to printed recipes, you'll never discover anything new. Being aboard a small boat with limited storage and resources forces us to improvise, and from our perceived mistakes come gifts, lessons, and discoveries. Along with a more creative mindset, we develop awareness and build skills. It's a lot like anchoring.

Practice teaches us what works and what doesn't.

And if all fails, there's always rice and a can of black beans.

Bon Appétit!



Having orchestrated countless memorable meals, Captain Larry Tyler takes pleasure in capturing the visual finale to a perfect evening afloat in the tropics.

Some practical advice:

Sailing and provisioning in the islands are both adventures, so some prep may make your time in the galley more enjoyable.

The French islands are best for provisioning. These French take their dining seriously — so wine, cheese, leg of lamb, pâté, coffee, and crème fraîche are available and reasonable.

Tyrrel Bay on Carriacou has two large air-conditioned supermarkets that rival those on larger islands. Stock up on staples when you can.

Refrigeration and a freezer aboard make life more enjoyable, and ice keeps the rum punch cool, but I've spent more than a season or two with neither. Cube ice is usually available ashore at the dock or store. Midafternoon, I'd give my young son EC$5 and tell him to take the dinghy to the dock and fetch me a bag of ice — but do his exploring on the way in and come straight back, or there'll be precious little ice left.

This story originally appeared in Cruising World *magazine.*

CALENDAR

August 2026

1-31 **Enter today or vote for your favorite photo!** Seas and Scenes Love the Caribbean Photo Contest. More than $3,000 in prizes. epicislands.org/photo-contest-2026

26 Jul-2 Aug Tour de Martinique des Yoles Rondes. tourdesyolesofficiel.com

31 Jul-2 Aug Carriacou Regatta. facebook.com/CarriacouRegattaFestival

1 Emancipation Day – public holiday in many territories

1-2 Cudjoe Head Festival, Montserrat. visitmontserrat.com/festivals-events

3 Sandy Ground Festival, Anguilla. anguillasummerfestival.com

5-12 Grenada Carnival "SpiceMas." socaislands.com/grenada-carnival-2026

6-8 San Pedro Classic Flyfishing Tournament, Belize. sanpedroclassicflyfishingtournament.com

7-9 Baccha Music Festival, Martinique

7-20 Sep Caribbean Premier League Cricket Tournament — grand finale in Barbados. CaribbeanCricket.com

11 World Steelpan Day

14-17 Voces del Jazz y del Caribe Festival, Cartagena de Indias, Colombia. vocesdeljazz.com

15 Feast of the Assumption – Public Holiday

28 Sturgeon Moon (full moon)

22-31 Carifesta, Barbados. Carifesta.net

30 La Rose Flower Festival, St. Lucia. cdfstlucia.org

31 Independence Day – Public Holiday in Trinidad & Tobago

Throughout August: Keegan's Seafood Fest, Bequia. insandoutsofsvg.com/events/seafood-fest

(weekends) North Leeward Breadfruit Festival, St. Vincent. discoversvg.com/events/north-leeward-breadfruit-festival/

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



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Kadash *in Anse à la Barque with Point Batterie in background*

Anse à La Barque, Guadeloupe, and the Struggle for the West Indies

Story and photos by Paul Weston

Anse à la Barque is a small bay on the western coast of Guadeloupe, about twelve miles north of the Island's southern tip. From the sea it is almost invisible, and is not much frequented by cruising yachtsmen, who tend to crowd into the roadstead of Deshaies in the north of the island.

The few yachtsmen and women who do venture into Anse à la Barque are rewarded by the experience of a sheltered, though tight, anchorage, whose peace is only disturbed by traffic on the fringing main road.

The presence of a pair of lighthouses, however, hints at a more important past, as does the name of the northern headland, Pointe Batterie, but boat crews sipping their sundowners, or tourists who stop their rental cars at the viewpoint overlooking the Anse, probably have little inkling that the bay has been the scene of almost unimaginable violence, as it was on December 17-18, 1809.

My interest in Anse à la Barque's past started when we anchored our 40-foot sailboat, *Kadash*, there recently. Despite the absence of other cruisers, there were several moored local boats, and it took us three or four tries before we found a spot with reasonable depth and sufficient swinging room. We tied the dinghy to what seemed to be the remains of a substantial wharf at the head of the bay and walked to the lighthouse on Pointe Batterie. Near the lighthouse we saw a memorial, a poignant reminder that on November 17, 1972, a bus travelling between Pointe-à-Pitre and Basse Terre left the road at Pointe Batterie and plunged over the cliff, killing all 19 people aboard.

Further seaward, we noticed the remains of a rampart on which rested the muzzles of cannons, clearly French. In the undergrowth nearby were several more guns, and to my astonishment, some of these were broken, the castings ruptured near the trunnions.

Broken cannons? I had never seen such a thing before, and I could only guess at what had happened. Perhaps an unseen weakness in the castings had disastrously revealed itself when the guns were fired in anger, or possibly they had been struck by enemy cannonballs. Though some of them were spiked, perhaps a victorious force had thought that this had insufficiently disabled them and had deliberately destroyed them by stopping their bores and firing them with a heavy charge.

It seemed to me that a battle had been fought in this unlikely place, but over what, and why?

The answer seemed to be that it was part of what was, until about 1914, known as the Great War, between France and Britain and her allies, for mastery of Europe, and that Anse à la Barque had been the location of a battle which decided the possession of Guadeloupe.

In 1809 the French island, under the governorship of Jean Augustin Ernouf, was in a desperate position. Years of brutal struggle between former slaves and the French had left it impoverished. Martinique had been taken by the British in the previous year, and Guadeloupe was surrounded by the Royal Navy. French ships bringing flour from France were cut off from "The Hayes," as the British called Deshaies, or captured at sea. Supplies were running out, and French morale was low.

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A squadron of four frigates was sent from France under Dominique Roquebert, two fully armed, and two armed *en flûte* — carrying cargo with reduced armament. On December 13, 1805, about 300 miles east of Guadeloupe, these ships were discovered by *Junon*, a British frigate, which later in the day was defeated by the coordinated efforts of the four French ships. The presence of the French ships was reported to Captain Volant Vashon Ballard of HMS *Blonde,* who was watching Basse Terre, the main French base in the south of Guadeloupe, by *Junon's* companion ship, a brig aptly named *Observateur*. The fully armed French frigates returned to Brest, leaving the two flûtes, *Seine* and *Loire*, to continue unescorted.



A view of Anse à la Barque today, from the anchorage.

Blonde, with a squadron of ships including another frigate, *Thetis*, and smaller vessels *Hazard*, *Cygnet*, *Scorpion* and *Ringdove*, kept watch and on December 17 spotted *Seine* and *Loire*. Blocked from entering Basse Terre, and with the British in pursuit, the two flûtes entered Anse à la Barque at 10 a.m. I do not believe that the wharf was there in 1809. I



Anse à la Barque from seaward

suspect it was built subsequently to berth steamers, and the two flûtes were moored fore and aft with their broadsides facing the entrance to the Anse.

How Seine and Loire's commanders, *lieutenants de vaisseau* Joseph Normand-Kergre and Bernard Vincent, managed to work their more than 150-foot-long ships, under sail in the often light and flukey winds of the lee side of Guadeloupe, into the narrow confines of Anse à la Barque is frankly a mystery to me. We found it difficult enough to anchor there in our 40-footer, equipped with a powerful iron topsail.

I can only imagine how the commanders felt. Let down by the departure of their escorting frigates and demoralized by the blockade of Basse Terre and their pursuit by the British squadron? Perhaps they were relieved to get into Anse à la Barque, and felt safely protected by the guns emplaced at its low headlands, and the knowledge that their flûtes were not defenseless — they had fought effectively in the action with *Junon*. *Loire* had closely engaged the British ship, running her bowsprit over the frigate's quarter and clearing her decks with murderous small arms fire.

—Continued on page 27

PARTNER CONTENT

E Zone Helps Cruisers Navigate Yacht in Transit Shipments

With offices throughout the English-speaking Caribbean, E Zone has developed specialized logistics services for the yachting community, helping cruisers receive everything from personal packages to critical boat parts while navigating each island's customs requirements.

Although many Caribbean countries have similar customs laws, the way those regulations are interpreted can vary significantly from one island to the next. Understanding those differences—and providing the right information before a shipment arrives—is key to avoiding unnecessary delays.

For shipments intended to qualify as Yacht in Transit (YIT), E Zone requires several important details in advance. These include the vessel's name and registration, the captain's name and a copy of identification, along with an accurate description and declared value of the items being shipped. This information is submitted through E Zone's EZ Elite pre-alert process, where the shipment must also be identified as a Yacht in Transit.

Not every shipment destined for a yacht automatically qualifies for YIT treatment. Without the required documentation and advance notification, customs authorities may process the shipment as a standard import, potentially affecting clearance times and any duty concessions that may otherwise apply.

An E Zone account can be used to receive everyday personal purchases such as clothing, shoes, and other non-perishable items. However, when ordering boat parts, equipment, or other ship spares, completing the EZ Elite pre-alert is an essential step. By providing the required information before the shipment arrives, E Zone can prepare the documentation needed to help facilitate customs clearance under applicable Yacht in Transit procedures.

For cruisers moving between Caribbean destinations, taking a few extra minutes to complete the pre-alert process can help ensure that important parts and supplies arrive as smoothly and efficiently as possible.



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—Continued from page 25



Perhaps a victorious force had deliberately destroyed the cannons.

They had not long to wait, and could not have discharged much of their cargo before Vashon Ballard's squadron arrived in the afternoon, bringing death and destruction to Anse à la Barque. HMS *Ringdove*, becalmed close inshore, was bombarded and damaged by the shore battery on the southern headland. At three o'clock her commander, Captain Dowers, responded in an unexpected fashion. He took a landing party ashore, which captured the battery, spiked its guns and destroyed the works. Without suffering any casualties, he was back aboard *Ringdove* by four.

In the evening, the schooner *Elizabeth* was sent into the Anse to sound for an anchorage, followed by *Blonde*, which provided cover, exchanging fire with the remaining battery. The British were joined by another frigate, *Freija*, and in the morning of December 18, 1809, by the 74-gun *Sceptre*, whose commander, Samuel Ballard, took command of the force.

In the afternoon Blonde, followed by Thetis, worked her way into the Anse, probably relying on the sea breeze which sometimes develops there in the afternoon. The intention was that these two ships would lay themselves alongside the flûtes, while *Sceptre* and *Freija* engaged the batteries and the smaller ships towed boats inshore ready for landing. The winds were light, however, and *Blonde* was becalmed at the entrance to the Anse, about 400 yards from the flûtes, and anchored "within half a pistol shot" of the battery, according to the account in Volume 5 of William James's *The Naval History of Great Britain*. This seems hardly credible to me, as half a pistol shot — say between 25 and 50 yards — would put the ship firmly on the rocks, and probably unable to elevate her guns sufficiently to bear on the fort. At about 3:35 one flûte was dismasted and surrendered, and at 4:20 the other French ship struck her colours. *Blonde* and *Thetis* left the Anse, escaping from the heavy fire of the fort. One flûte exploded — possibly as a result of having one of her own cannons fired through the bottom of the ship — and the other one, hit by burning debris, also caught fire and later exploded.



On November 17, 1972, a bus left the road at Pointe Batterie and plunged over the cliff, killing all nineteen people aboard.



We noticed the remains of a rampart on which rested the muzzles of cannons, clearly French.

The northern battery, its evocative remains with broken guns visible today, was stormed by a party which was landed from the boats, and captured after fierce fighting.

In all, the British had lost nine men killed and 22 wounded. They had destroyed two flûtes laden with important supplies, further lowering French morale. Several other attempts to resupply the island failed, and when General George Beckwith landed with 7,000 men a few weeks later, the French garrison deserted en masse, and Governor Enouf surrendered Guadeloupe on January 6, 1810.

Was it worth it? The British gained Guadeloupe, but they did not seem to value their possession very highly. It was handed to the Swedish in 1813, and in 1814 the Island returned to French rule. It seems to me that fighting between the French and British in the West Indies was not really about the islands themselves, but was part of the larger struggle for Europe. The West Indies were really only a stage on which part of this war took place. Already British commanders were questioning the demands of planters to defend colonies whose economic benefits were declining, and over their protests, formed the West Indian regiments so that British troops could be spared for more important duties in healthier climates.

I set my novels in places I have visited by sea, and I used Anse à la Barque as a backdrop for some of the action in my upcoming book, *Diamond Rock*.

Paul Weston is the author of four books of naval historical fiction. Informed by his experience as a merchant seaman and yachtsman, Weston's books are historically and geographically accurate, with fast moving, plausible plots. His fifth book, Diamond Rock, was made available in September 2025. www.paulwestonauthor.com

Recycling Carnival

Story and photos by Danii Mcletchie

Carnival is one of the Caribbean's most important cultural traditions. Every year, hundreds of thousands of people participate in parades and celebrations wearing elaborate costumes made from feathers, beads, wire, and fabric. While these costumes are central to the Carnival experience, many are worn for only a single day before being put into storage or thrown away. This creates a significant but often overlooked waste challenge. Or ... an opportunity?



A huge storage bin overflowing with once and future finery. This project has challenged assumptions about what waste actually is.

While developing a business plan for a sustainability-focused venture with my co-founder, Luke Harris, I found my thoughts drifting to Carnival. I describe the idea as one I believe was placed in my heart by Jesus. As I reflected on my own years of participation, I wondered: Where did all of my costumes go?

The answer surprised me. Despite years of playing mas, I did not have a single costume left. That realization sparked a larger question. If I no longer had any of my costumes, what was happening to the thousands of others worn each year across the Caribbean? As I began exploring the issue, I saw an opportunity to address a growing waste challenge while creating value from materials that were often discarded after a single use.

—Continued on the next page





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That moment — in a small house in Tobago, not in a corporate boardroom — became the foundation for what would eventually become Carnicycle.

Founded by myself and Harris, Carnicycle is a Caribbean social enterprise focused on making Carnival sustainable. The organization works to recover, reuse, and redistribute materials that might otherwise become waste.



Dazzling carnival plumage can be repurposed and reused by others.

What started as a small idea has since grown into a regional effort. Over the past several years, Carnicycle has recovered more than 10,000 pieces from Carnival costumes across Trinidad and Tobago, Jamaica, Bermuda, Grenada, Barbados, Miami, and other Carnival destinations. The process begins after the music stops. Costumes that would normally be discarded are collected and sorted. Feathers, decorative pieces, and structural components are separated and assessed for reuse. Some materials are sold back into the Carnival industry, while others find their way into community projects, workshops, and creative reuse initiatives.

The work has challenged assumptions about what waste actually is.

Many people view a used Carnival costume as something that has reached the end of its life. Carnicycle sees it differently. A feather can be reused in another costume. Decorative elements can be incorporated into fashion pieces or art projects. Each individual costume component can often be given a second life when placed in the hands of the right creator.

Education has become a major part of that effort. Through workshops and community events, participants learn how to deconstruct costumes and identify materials that can be reused. The goal is not simply to keep items out of landfill, but to help people rethink how they view resources. A costume that appears to have no value may still contain materials with economic or creative potential.

Our organization has also worked with hotels, event organizers, mas bands, and cultural institutions to make costume recovery more accessible. Collection points placed at strategic locations help intercept costumes before they enter the waste stream, allowing more materials to remain in circulation.

As the organization evolved, it became clear that sustainability alone would not be enough. Any long-term solution would also need to make economic sense.



Carnival finery sorted into bins to await recycling

This led Carnicycle to explore additional circular business models, including a backpack rental program that lets visitors rent rather than purchase the elaborate feathered and beaded frameworks worn by carnival masqueraders. The program provides a lower cost option for travelers while extending the useful life of costumes that might otherwise be used only once.

Recovered materials are also sold through Carnicycle's resale marketplace, creating an affordable source of supplies for designers and makers. In a region where many creative businesses face high material costs, keeping resources in circulation offers both environmental and economic benefits.



Volunteers help make Carnival sustainable.

Today, Carnicycle's work extends beyond material recovery. The organization advises businesses, event organizers, and cultural stakeholders on sustainable event practices, waste reduction, and circular economy strategies. It has become part of a broader conversation about how cultural industries can reduce waste without losing the creativity and identity that make them unique.

Looking ahead, Carnicycle hopes to expand its network of recovery partners across the Caribbean and throughout the Carnival diaspora. The long-term vision is not simply to collect more costumes. It is to help build a system where materials remain in use, waste is reduced, and sustainability becomes a natural part of the Carnival experience.

Carnival has always been built on creativity. Carnicycle is showing that the same creativity used to design a costume can also be used to rethink what happens after the celebration ends.

For more details visit the Carnicycle website at www.carnicycle.com

Blue Haven Marina, an IGY destination in Turks & Caicos: Setting New Standards for Luxury



When it comes to luxury cruising and relaxation in a tropical paradise, Blue Haven Marina, part of the IGY Marina network, has established itself as one of the premier luxury marinas in Turks & Caicos, combining world-class yachting infrastructure, boutique resort luxury, waterfront dining, and effortless access to the best of Turks & Caicos.



The location is fabulous – The Superyacht marina sits on the eastern tip of Providenciales, just 575 miles southeast of Miami, offering a protected harbor in the heart of Turks & Caicos.

The first thing you'll notice on arrival is the welcoming atmosphere at Blue Haven, which has recently been transformed into a sleek new yachting hub for owners, charterers, captains, guests and crew. The enhanced facilities and amenities include 43 new slips, a new Marina Office, The Market Café and access to a collection of resort amenities including an infinity pool, gym, spa, pickleball court, and a variety of dining experiences.

The marina is also home to Anchorage Restaurant & Bar, a vibrant waterfront destination where Mediterranean-inspired cuisine meets Caribbean flavours. Fresh local seafood, handcrafted cocktails, and marina views create an inviting setting for lunch, dinner and sunset drinks, making it a favourite gathering place for both marina guests and locals alike.

Blue Haven Marina now offers 135 slips, including five Megayacht and 30 Superyacht berths, accommodating vessels up to 67+ metres with no beam restrictions. Additional services include in-slip fueling, on-site Customs & Immigration, 24-hour gated security, and an experienced marina team dedicated to delivering exceptional service.

The epitome of luxury and exclusivity



One of Blue Haven Marina's greatest advantages is complimentary access to the adjacent Blue Haven Resort—a benefit rarely found at Caribbean marinas. Guests can enjoy multiple restaurants and bars, an infinity pool, spa, gym, watersports, excursions, and the relaxed luxury of a boutique beachfront resort just steps from their yacht.

The wonderful thing about a stopover at Blue Haven Marina is visitors have exclusive and complementary access to the on-site Blue Haven Resort. This boutique resort features extensive water sports, a full-service spa, a tours desk, lively bars, and superb choices for dining just steps from the marina. Philip Knaggs, Blue Haven Marina's General Manager, says, "I have been around the world visiting marinas and Blue Haven is the most beautiful Superyacht marina I have ever seen. It is really unlike any other Caribbean island destination. Everything is elegant and extremely high end, think "luxury". Complementary access to our on-site resort is a very unique feature; our guests are always stunned when they realize that berthing with us allows them free access to the Blue Haven Resort"

Exceptional service continues to set Blue Haven Marina apart. The marina consistently earns outstanding guest satisfaction scores, with owners, captains and charter guests regularly praising the professionalism of the team, immaculate facilities and personalized service that keeps them returning season after season.

Easy to Reach



Luxury and service are only part of the attraction of Blue Haven Marina. Turks & Caicos is a tax-free country, with no VAT or charter fees. This means charterers can make significant savings here compared to the Bahamas and many other Caribbean destinations.

Providenciales, or Provo as the locals calls it, is also highly accessible, with Direct international airlift makes crew changes, owner arrivals and provisioning exceptionally convenient, while the marina's strategic location places guests within easy cruising distance of the Bahamas, Dominican Republic and the wider Caribbean.

Philip Knaggs says, "New travelers are often surprised at how well-appointed the marina is and how much there is to do here."



A thrill-seeker's paradise

Through the Turks & Caicos Collection's exclusive Stay at 1, Play at 2 program, marina guests can also enjoy the award-winning Grace Bay Beach and the restaurants, pools and amenities at Alexandra Resort, expanding their experience beyond the marina while remaining just minutes away.

Beyond the marina, guests can enjoy catamaran cruises, snorkeling and diving along one of the world's largest barrier reef systems, paddleboarding, parasailing, horseback riding and unforgettable sunset cruises.

Blue Haven Marina offers far more than a place to dock, it delivers a complete destination experience. From exceptional marina services and boutique resort luxury to waterfront dining at Anchorage Restaurant & Bar and effortless access to the renowned beaches and adventures of Turks & Caicos, every stay is designed to exceed expectations. It's a destination that invites you to linger a little longer—and one you'll look forward to returning to long after you've set sail.


COURTESY IDP

Sailors with a wide range of physical, sensory and intellectual impairments competed on equal terms alongside able-bodied sailors.

Building More Than Sailors in Antigua

The first ever Caribbean Inclusive Development Program (IDP), at the National Sailing Academy, Antigua, brought together coaches, sailors and program leaders from across the region from June 21-27, 2026.

The program combined four days of intensive development with the inaugural Caribbean Inclusive Sailing Championship (June 24-27), sailed in RS Venture Connect boats.

Representatives from 10 countries across the Caribbean and South America came together, including Jamaica, Trinidad & Tobago, Barbados, Chile, St. Vincent & the Grenadines, St. Kitts & Nevis, the British Virgin Islands and Antigua & Barbuda. In total, 23 sailors, coaches and programme leaders spent the week sharing knowledge, developing coaching expertise and expanding opportunities for para and inclusive sailing throughout the region.

At the heart of the program was the RS Venture Connect. Designed specifically for inclusive racing, the stable, self-righting keelboat, combined with its innovative Seated Control System, enables sailors with a wide range of physical, sensory and intellectual impairments to navigate using learned tactical thinking, teamwork and sailing skill. This in turn allows them to compete on equal terms alongside able-bodied sailors.


COURTESY IDP

Coaches, sailors and program leaders came together to make the first Caribbean Inclusive Development Program a success

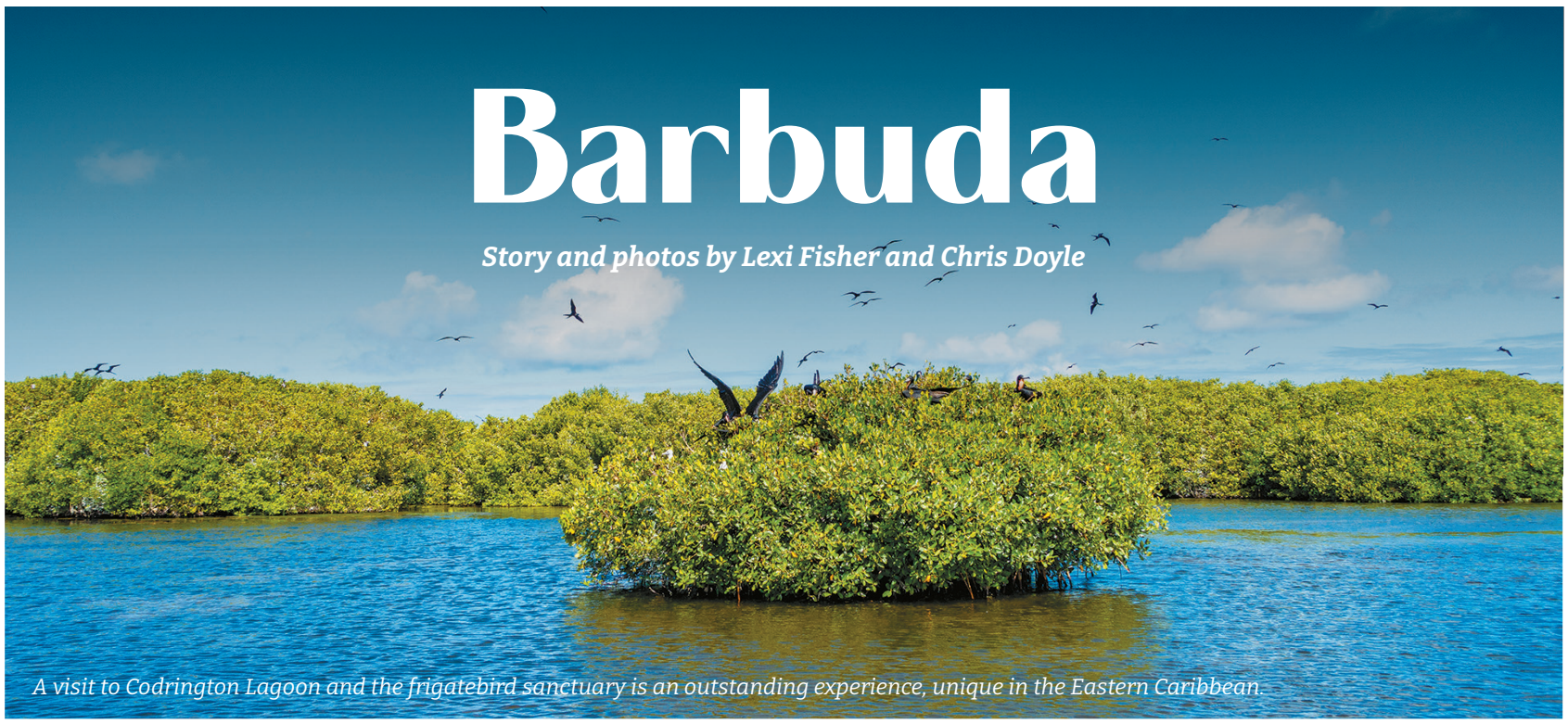
Leading the program was Hannah Stodel, para world sailing manager at World Sailing, who worked with coaches from across the Caribbean. During the week, every session on the water was matched by discussions ashore. Coaches learned from each other, sailors gained skills and independence, while volunteers, organizers and supporters all played an essential role in creating an environment where everyone could succeed.


COURTESY IDP

Sailors gained skills and independence.

The program was originally created by Dan Jaspers, RS Venture Connect international class manager, with the vision of growing para sailing through education, mentorship and community. Stodel has helped shape and expand the initiative internationally.





Barbuda

Story and photos by Lexi Fisher and Chris Doyle

A visit to Codrington Lagoon and the frigatebird sanctuary is an outstanding experience, unique in the Eastern Caribbean.

Barbuda, part of the dual-island nation of Antigua and Barbuda, lies about 22 nautical miles north of its sister island. It is large, nearly half the size of Antigua, with a mere 2,000 inhabitants who almost all live around the village of Codrington. Its highest point is only 125 feet above the sea, and it has so many miles of brilliant turquoise shoal water that, as you sail toward it, you can sometimes see a blue-green reflection in the clouds long before you see the land itself.

The area is dotted with coral, teeming with every kind of fish, and is excellent for snorkeling. You have a good chance of spotting decorative eagle rays, often swimming in pairs, or gently moving stingrays. There are endless pale pink beaches with nary a soul on them. The longest is over 16 miles long, broken only by the small boat harbor and the occasional barrier breach.



Approaching Palmetto Point

Ashore, donkeys, horses, and deer roam wild, and best of all is the giant frigatebird rookery, the largest in the Western Hemisphere and bigger than any in the Galápagos. Frigatebirds are masters of the air. At two to three pounds, they have the greatest wing area in proportion to their weight of any bird.

They begin mating in late summer, and the female lays just one egg; the chicks spend almost six months in the nest and are dependent on their parents for food for almost a year. Frigatebirds return to their nesting sites, and Polynesians used them as homing pigeons. The



Donkeys, horses, and deer roam wild over Barbuda.

Barbuda colony has been featured in National Geographic magazine, and a visit to this colony is an outstanding experience, unique in the Eastern Caribbean.

The colony is an unearthly spectacle. The frigates' strange cries and the noise of their clicking beaks come from all around, and the air is alive with dark, wheeling birds. As far as the eye can see, clumpy mangrove bushes are full of nests with little heads sticking out, looking like intelligent fruits from an alien planet.

Barbudans are descended from enslaved people brought to the island by the Codrington family, who leased the island from England beginning in 1685, for one fat sheep per year. Unlike most Caribbean islands, Barbuda was never developed as a sugar plantation. The Codringtons used enslaved people primarily to raise livestock, grow provisions for their Antiguan estates, and maintain the island as a private hunting ground. With less direct oversight than on the sugar islands, enslaved people on Barbuda developed greater autonomy, which shaped lasting patterns of self-sufficiency and communal independence. They built lives around the island's resources through cooperative fishing, subsistence farming, and hunting. When emancipation came, they stayed on the island, living cooperatively. Land was held communally, and there was so much that no one fought over it. This had been the key to the Barbudans keeping control over their own island. Since there was no individual land ownership, land could not be sold to outsiders.

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When Antigua and Barbuda became independent in 1981, Barbuda was incorporated into the new nation despite significant opposition from many Barbudans, who had sought a different political arrangement. Since then, there have been several ambitious projects to develop the island and "bring it into the 21st century," an idea strongly resisted by many Barbudans, who have long argued that large-scale tourism development would disrupt their communal land system, damage the environment, and deliver few meaningful economic benefits to the local community.

Barbudans often fought schemes dreamed up without their approval. Once, the Antigua government approved a large hotel project on Spanish Point. Mobile construction offices were erected. The Barbudan people wanted to keep this land as a park. They went en masse to the site and shoved the offices over the cliff. It will remain a park. Defending communal land from outside development has shaped a strong tradition of environmental protection on the island.

Unfortunately, Hurricane Irma in 2017 changed all this. The short story is that the government has basically passed a law that takes their land, which they are leasing to well-funded companies for millionaire homes. The lease of the old Coco Point Lodge was bought by Peace Love and Happiness, an international corporation whose aim was to develop the area into a millionaire's playground. The houses they have put in, about three stories high, look more suitable to Miami than Barbuda. They are also working on Palmetto Point, in part of a valued wetland area, where they have been filling in and ponding vital wetlands to create a golf course and a large residential area. The loss of biodiversity will be significant, and while it may end up looking green and pleasant, it will require constant, environmentally damaging maintenance, further reduce biodiversity, and likely make Barbuda more vulnerable to natural disasters.



Two Foot Bay National Park supports rich biodiversity, including several species endemic to Barbuda.

At the same time, another millionaire development group, run by Robert De Niro and James Packer, acquired the defunct K-Club to turn it into another playground for the super-rich. To date, their visible footprint has been limited to the Nobu Barbuda beach restaurant and clearing some land for residential development.

After Irma, while residents were forcibly evacuated, the government prioritized building an executive jet airport, and rebuilding the community has been very slow and is still incomplete.

Many Barbudans have strongly objected, but the courts have not often sided with them.



Pink Sand Beach, between Spanish Point and Palmetto Point, is typical of Barbuda's long stretches of pale pink beaches.

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)

For more reporting by Chris Doyle about the island, read "Barbuda: Is It the Most Threatened Island in the Eastern Caribbean?" (caribbeancompass.com/barbuda-is-it-the-most-threatened-island-in-the-eastern-caribbean).

Antigua & Barbuda Entry and Exit Procedures

Ports of Entry

Codrington is the single port of entry in Barbuda. It is necessary to get advanced approval from customs to arrive directly to Barbuda. Antigua has two ports of entry: English/Falmouth Harbour and Jolly Harbour.

Advance Paperwork

All visiting yachts should pre-register with eSeaClear or SailClear prior to arrival. For visitors from many countries, a visa is not required. Stays of up to 90 days are granted on arrival

Entry Process

All vessels must clear in with customs and immigration upon arrival with their eSeaClear or SailClear notification ID number, crew passports and boat paperwork. A cruising permit is granted on check-in.

Exit Process

Same as the entry process. It is possible to check out of Antigua & Barbuda from Codrington. It is best to confirm customs & immigration will be at the office in advance as the authorities also service the airport..

Rates

Barbuda does not typically collect fees. Cruisers should expect to settle outstanding fees in Antigua. Approximate clearance costs for a double-handed 40-foot yacht with two crew are US$40. Children are deemed passengers and incur an additional charge when clearing out.

noonsite.com

Check Antigua & Barbuda on Noonsite (www.noonsite.com/place/antigua-barbuda) for full details, 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.

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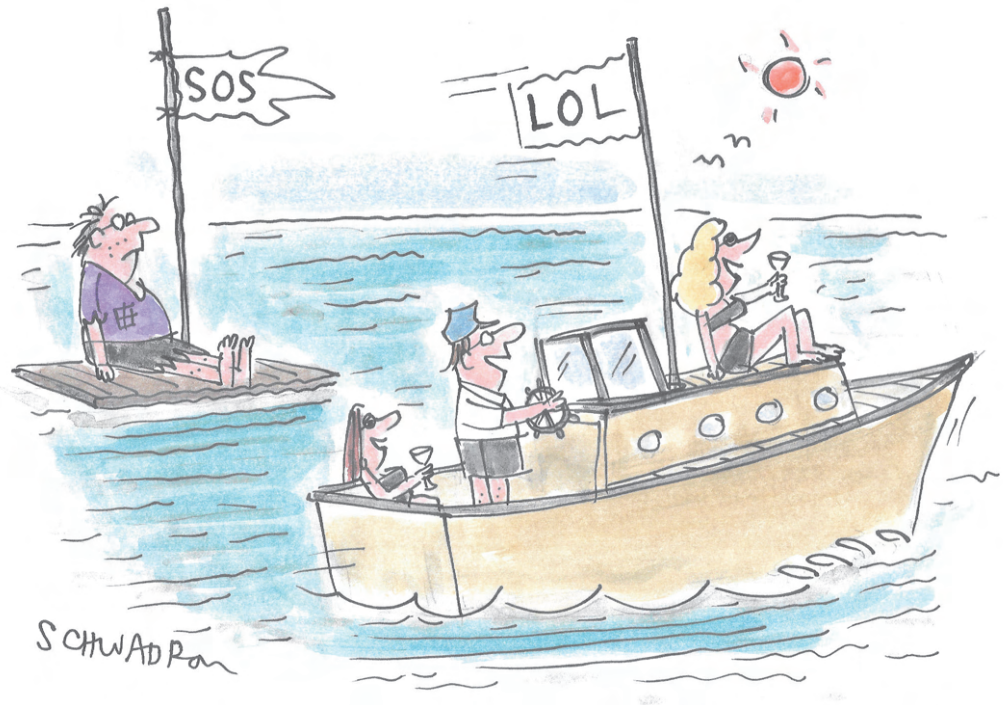
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MP = Market Place pages 38
C/W = Caribbean-wide
SVG = St. Vincent & the Grenadines

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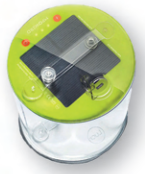


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