

A CRUISING GUIDE TO THE LESSER ANTILLES

VOL. III: THE WINDWARD ISLANDS

Edition 1.0, July 2012

by

Frank Virgintino

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Dedicated to

All the cruising sailors who have a desire to sail far and wide. May this guide provide you with insights that will make your voyage through the Windward Islands, and perhaps parts of the Caribbean beyond as well, an unforgettable experience.



Figure 1. THE WINDWARD ISLANDS OF THE CARIBBEAN

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**A CRUISING GUIDE
TO
THE LESSER ANTILLES,**

Volume III

THE WINDWARD ISLANDS

INTRODUCTION



Figure 2. THE WINDWARD ISLANDS COMPLETE

The Windward Islands are the southern islands of the Lesser Antilles chain. They are situated where the Caribbean Sea meets the western Atlantic Ocean. These islands are referred to as "windward" because the prevailing winds in the area blow from the east (Trade Winds). These islands are "upwind" from the Leeward Islands. The Windward Islands are the group of islands that first meet the trade winds in the Lesser Antilles chain.

SPECIAL SECURITY NOTE

Due to many factors, both apparent as well as hidden, the Islands of the Lesser Antilles have seen an increase in crime over the years against cruising boats. The crimes range from petty theft at anchorage through assault and robbery. The incidents of crime are not spread evenly across the islands. Those islands with less unemployment and more infrastructure have experienced less crime. Where authorities are quick to take action after an incident and invest in local patrols, there has also been less incidence of crime.

When you plan your trip, research current crime as well as crime during the year at good websites. The Caribbean Safety and Security Net has an excellent compilation and can be located at: <http://www.safetyandsecuritynet.com>. In addition, the Piracy pages at www.Noonsite.com are a great help. Lastly, for each island, www.freecruisingguide.com provides a free Caribbean Security Index (CSI) which rates the **probability** of crime at each country in the entire Caribbean.

ISLANDS OF THE WINDWARD CHAIN

The Windward Islands are called such because they were more windward to sailing ships arriving in the New World than the Leeward Islands, given that the prevailing trade winds in the West Indies blow east to west. The trans-Atlantic currents and winds that provided the fastest route across the ocean brought these ships to the rough dividing line between the Windward and Leeward islands. Vessels in the Atlantic slave trade departing from the African Gold Coast and Gulf of Guinea would first encounter the southeastern most islands of the Lesser Antilles in their west-northwesterly heading to final destinations in the Caribbean and North and Central America. The chain of islands forms a part of the eastern most boundary of the Caribbean Sea.

The Windward Islands are:

- * Martinique (an overseas department of France)
- * Saint Lucia
- * Saint Vincent
- * Grenadines
- * Grenada

Some people include Trinidad and Tobago but technically speaking they are not part of the Windward Islands. They are not included in this guide. Those interested in Trinidad should refer to: www.freecruisingguide.com and download the guide to Trinidad.

SPECIAL NOTE ON NETHERLAND ANTILLES

The Netherland Antilles was dissolved in October of 2010. Curacao and Sint Maarten became autonomous countries and Saba, St. Eustatia, Aruba & Bonaire became “special municipalities of the Netherlands.”

SINT MAARTEN, SABA & ST. EUSTATIA are physically located in the LEEWARD ISLANDS OF THE LESSER ANTILLES.

ARUBA, BONAIRE AND CURACAO, often referred to as the ABC Islands, are located off the Venezuelan coast and are sometimes referred to as the LEEWARD ANTILLES. This is because when the 6 islands were all part of the Netherlands, they were to Leeward.

NAVIGATION NOTES

From Martinique south, the islands begin to turn to the west. Whereas the Leeward Islands are inclined south and east coming from the north, the Windward Islands are inclined south and west.

The Trade Winds blow from the east with varying intensity. Early in the Trade Wind season the winds tend towards the northeast whereas late in the Trade Wind season they tend from the southeast.

As you cruise up and down the chain, the time of year will determine both the specific direction of the wind as well as its velocity and consistency. Early in the season, the winds can be above normal or below normal. There will be times when the winds will blow “like stink” for weeks at a time and then not blow at all for weeks at a time. Later in the Trade Wind season, the wind becomes steadier as to velocity and blows more consistently.

Between the islands and at the tips of the various islands, you will encounter stronger winds, weaker winds and even winds that backwind you. The current between the islands is also a factor and the general westward set of 1 knot will no longer hold true. Currents can run in many different directions and can attain speeds well over 1 knot; at times above 3 knots.

SPECIAL NOTE ON MAKING LANDFALL

As you sail inter island, you will normally find that the wind and the current will push your vessel to westward. If you fall off too far, as you approach the next island, you will not be able to take advantage of the lee side of the island and will spend the late afternoon with the strongest winds on your nose trying to motor sail to your destination. As you leave an island, leave early and tack early or use your motor to “keep high” on your rhumb line so as to not fall into this trap.

HURRICANES

As you approach closer to July you should plan to be south of Latitude 12 degrees where the probability of encountering a hurricane is significantly reduced. If you are north of 12 degrees latitude finding a “hurricane hole” is nearly impossible.

If you are lucky enough to find a hole, most are fair at best depending on the intensity of the hurricane. **In the Lesser Antilles chain, Grenada is the best bet and the only location better would be Trinidad which has not been hit by a hurricane in over 100 years.**

Keep in mind that while the hurricane season is officially listed as July 1 to October 30 by most insurance companies, that a hurricane can occur in almost any month. **KEEP ABREAST OF THE WEATHER AT ALL TIMES.**



Bays like this one that afford protection become very crowded and are usually not large enough to accommodate everyone! During “Hurricane Season” when the probability of a storm increases, it is best to be “south of 12.”

WINDWARD ISLANDS (NORTH TO SOUTH)

MARTINIQUE

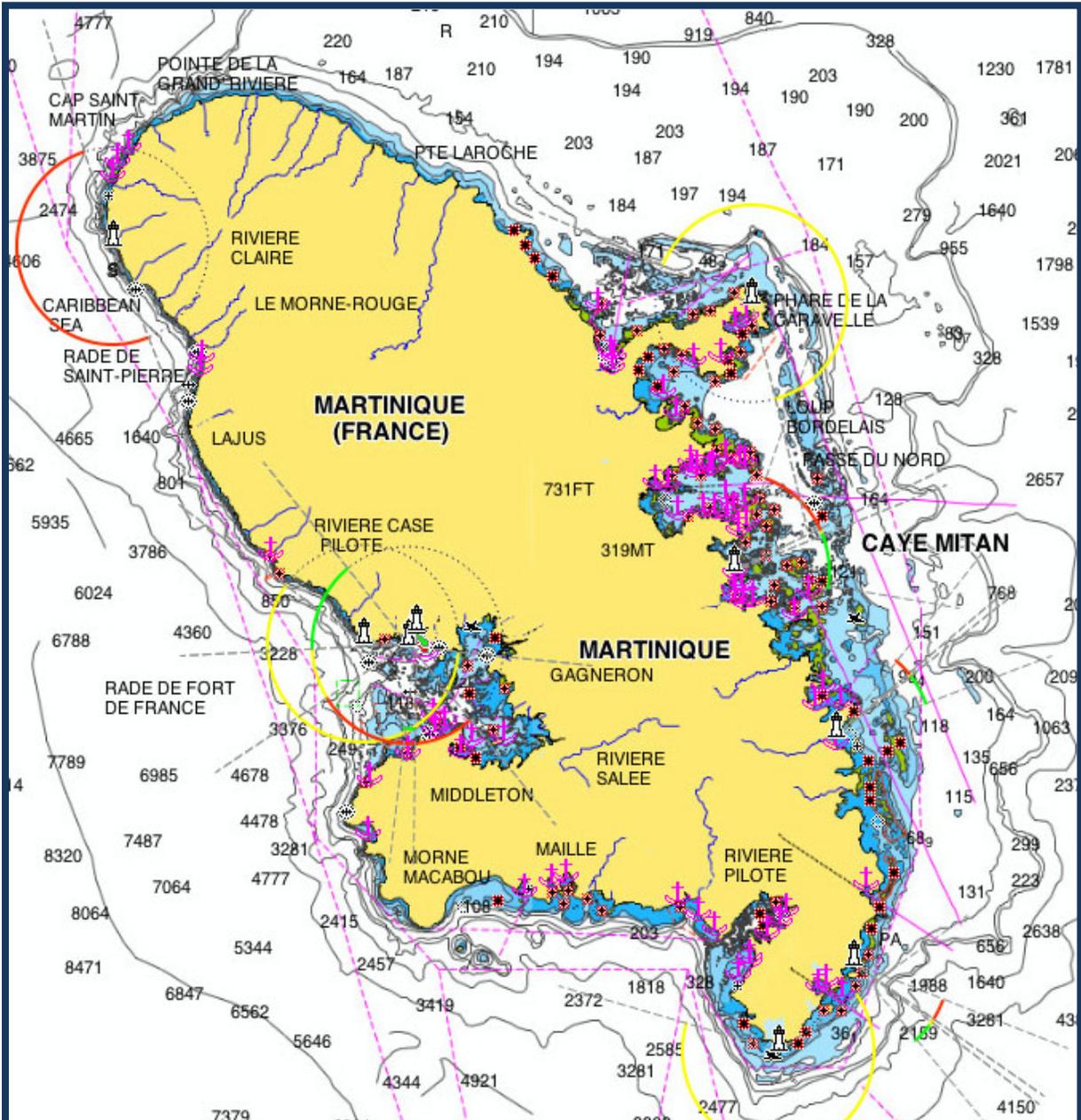


Figure 3. MARTINIQUE

WEST COAST, MARTINIQUE (North to South)

ST. PIERRE

14° 44.45N 61° 10.67W at general anchorage area

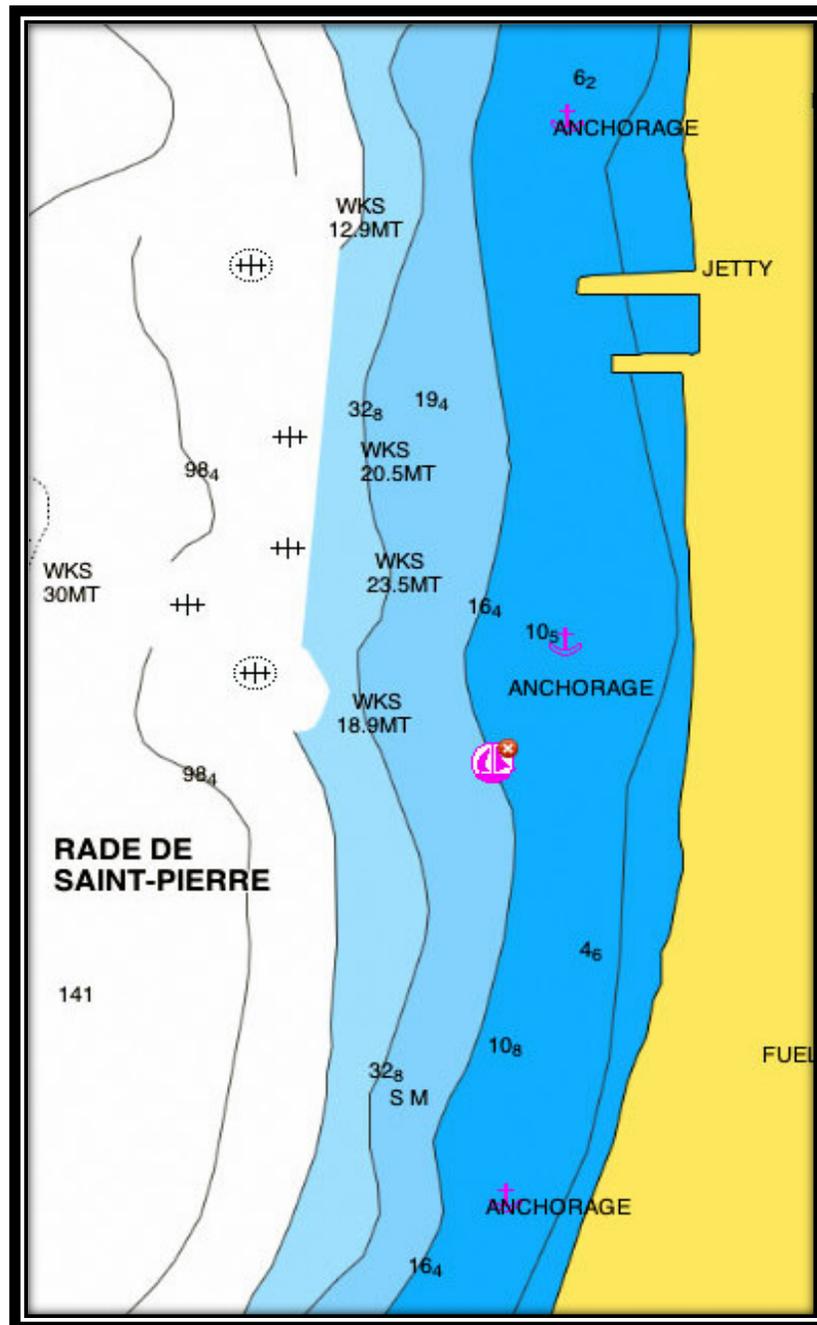


Figure 4. ST. PIERRE ANCHORAGE

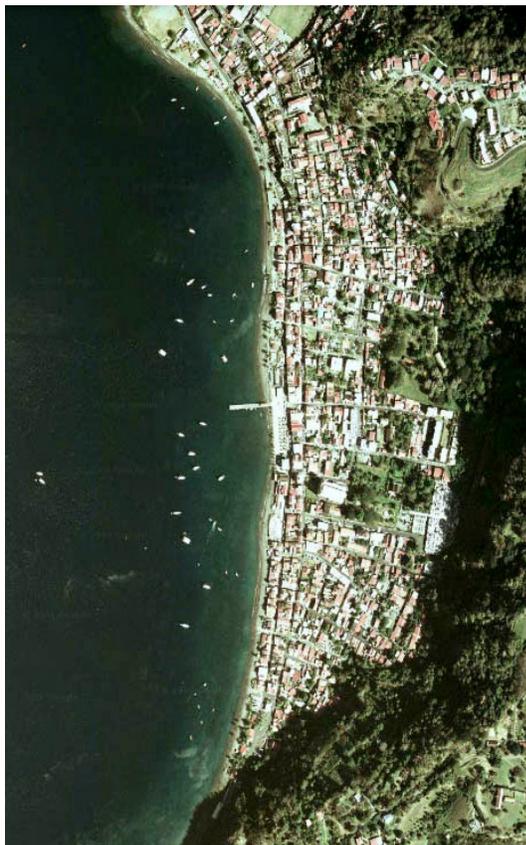


ST. PIERRE WATERFRONT





ST. PIERRE



St. Pierre is an easy stop with an easy entrance. Anchoring can be complicated by the depths along the shoreline which do not shoal until you are quite close to shore. Additionally if there is a wind out of the north or a northeasterly swell, it will enter the anchorage area and cause the boat to roll. In normal conditions, however, it is a more than reasonable anchorage.

The town of St. Pierre itself is a bit “down at the heels.” Not ugly or dangerous, but somewhat neglected and not well maintained. Mt. Pelee erupted in 1902 and destroyed the town along with 30,000 residents. The town is small with just a few streets. There is a museum where you can see some relics of the eruption. There is also an old theatre dating back to the late 1700s whose ruins you can visit.



CYPARIS EXPRESS~ FOR TOURING ST. PIERRE



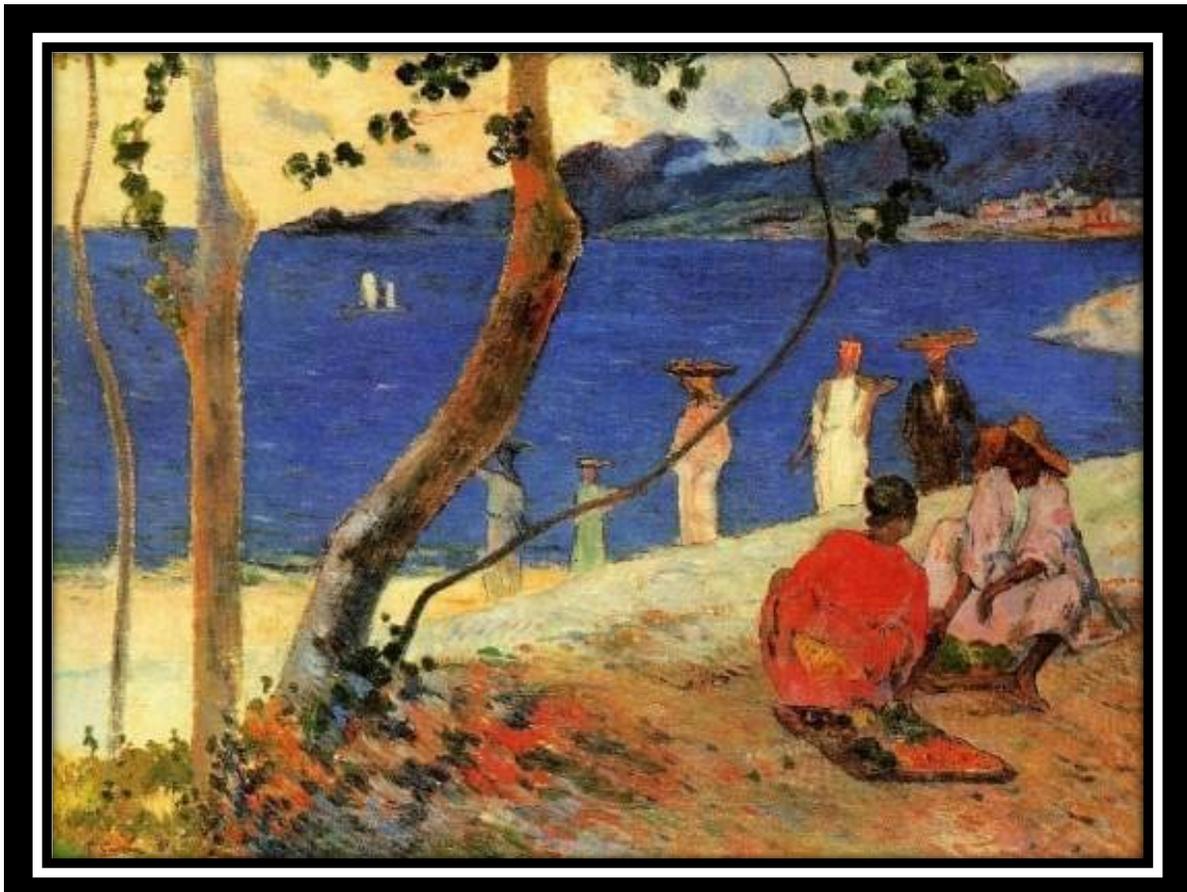
LOVINGLY AND BEAUTIFULLY MAINTAINED

You can take a tour on the mini-train, the Cyparis Express, which will take you all around St. Pierre. Tickets are available at the Place des Ruines which you will have no trouble finding.

There are ample restaurants if you want to dine out. Most offer fresh fish as well as a varied menu but the emphasis is clearly on seafood.

If you have a moment, stop into the local cemetery. It is so very well cared for; it is clear that remembering members of your family who have passed on is very important. Each plot is cleaned and fresh flowers are everywhere.

You might want to travel a few miles south to visit the town of Le Carbet. It is a pleasant town made more pleasant by the fact that there is a small museum dedicated to Paul Gauguin and his time in 1887 that he spent on Martinique.



PAUL GAUGUIN~SEASHORE MARTINIQUE

If you like rum you can also visit the Distillerie Neisson that gives free tasting tours. Martinique rum is considered by many to be outstanding amongst rums.

CASE PILOTE

14° 38.47N 61° 08.36W

At entrance to harbor

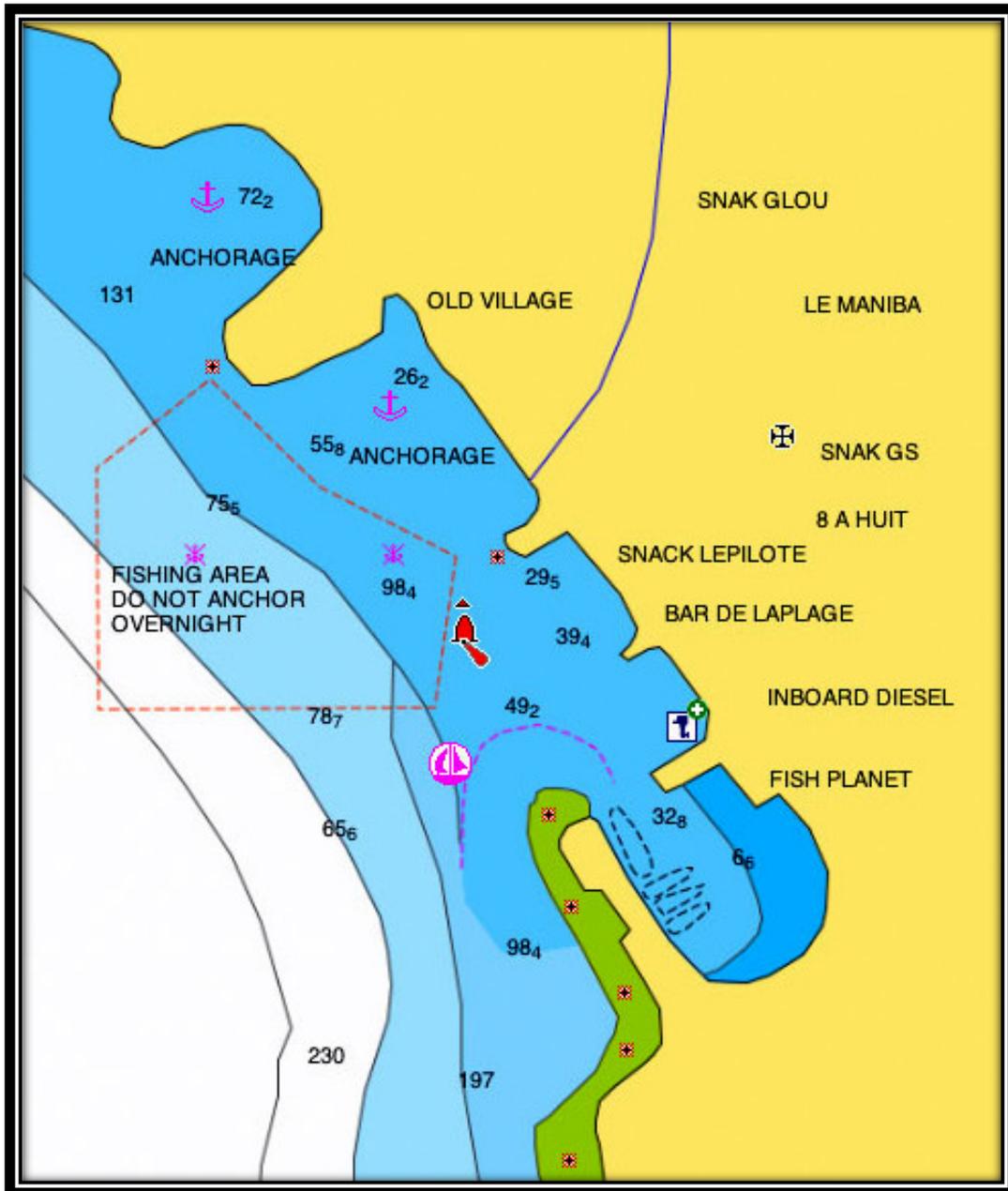


Figure 5. CASE PILOTE

Case Pilote is a small fishing village.



CASE PILOTE WATERFRONT

You can anchor in the area marked anchorage but the inside, behind the breakwater, is usually full. If you need a good diesel mechanic, one can be found here. The Notre Dame de l'Assomption was built in 1776 and is one of the oldest churches on Martinique.

Make sure if you anchor here that the wind is not out of the southeast.

SCHOELCHER (pronounced “shel-schare)

14° 36.89N 61° 06.23W

At anchorage

This is a small fishing village which is really a suburb of Fort de France. The anchorage is to starboard of the river. There is a small dock where you can land your dinghy.



The town is named after Victor Schoelcher whose statue is located at the town square. He was a French abolitionist writer in the 19th century and the main spokesman for a group in Paris that worked for the abolition of slavery, forming an abolition society in 1834. He worked especially hard for the abolition of slavery on the Caribbean islands.

Should you decide to provision, the town has most of what one normally needs as well as a few nice restaurants.

FORT de FRANCE

14° 36.03N 61° 04.14W

At anchorage area

Baie des Flamands

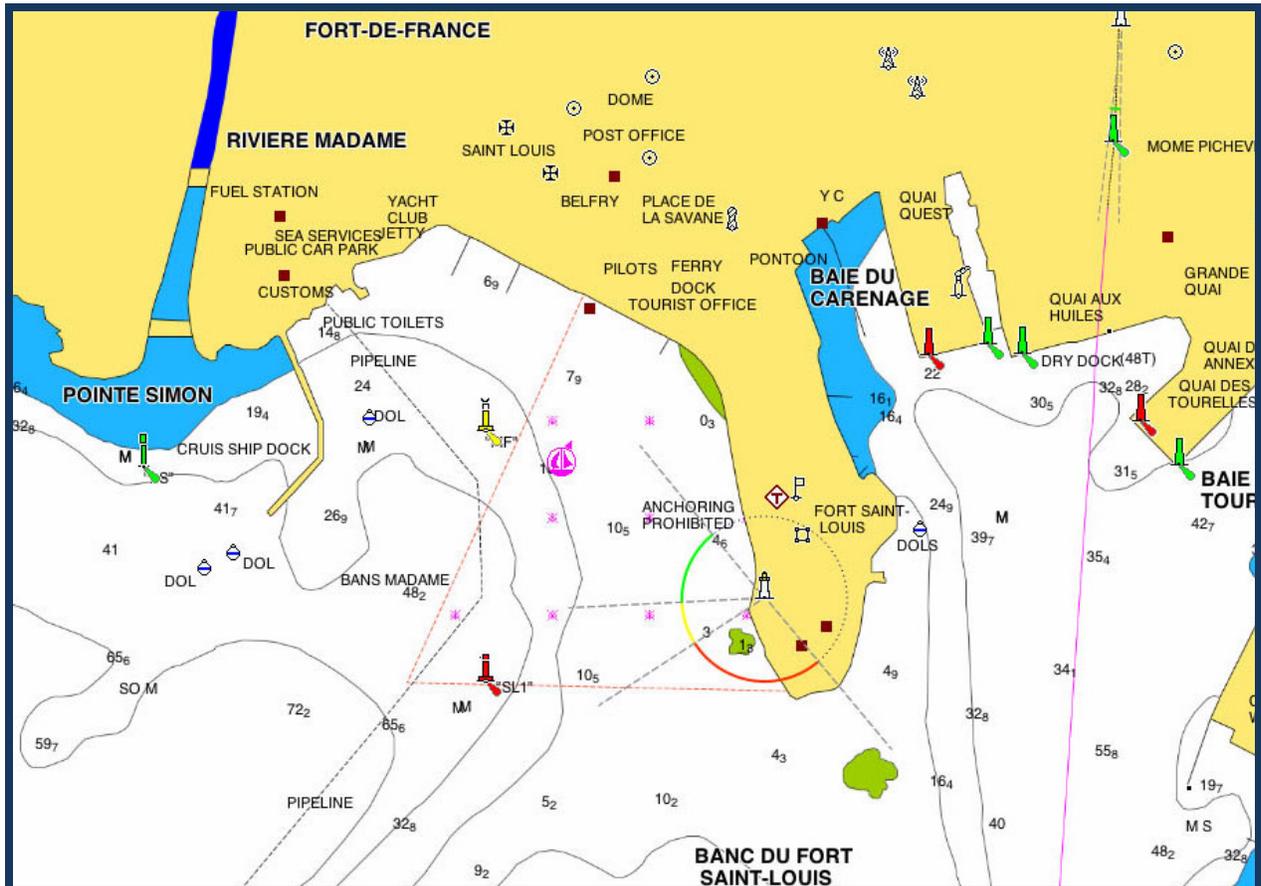


Figure 6. FORT DE FRANCE

You can anchor facing the main boulevard (Alfassa) although the anchorage area is limited. There are a few moorings which I have used and no one has ever complained. From what I was told, these are for visiting yachts. You cannot anchor too far to the northwest as the cruise ship dock is located there. Also there is a prohibited anchoring area in front of the southern tip of the Fort St. Louis peninsula. There are ferry docks that can be used to land a dinghy. If there is a strong southern component to the wind or you find the area too crowded, there are other areas of this large bay that you can use to anchor as well. Fort de France is connected by ferry service from most other parts of the bay and there are bus services as well.

Clearing in or out here for Customs and Immigration is at the cruise ship dock.

Fort de France is a stop that should not be missed. There was a time when the town was a major yachting center but most of the activity and associated artisans have now moved south to Le Marin. However, the town itself is an excellent provisioning stop as well as lovely to walk around. It should not be missed.

Fort de France distinguishes itself from other cities around the Caribbean primarily in its intense French influence; you can feel it pressing down over the city. The cars you see are cute little European compact cars; bakeries are constantly turning out fresh baguettes; the architecture of the older buildings is reminiscent of French colonialism; the nonchalant joie-de-vivre personality for which French culture is so famous echoes throughout the city in Fort de France~no one seems to really mind the city's edginess.



FORT DE FRANCE STREETS ARE LIVELY AND VIBRANT

The shopping district is probably the most intense area of the city with its mosaic-stone streets *sans* cars, but with every kind of store imaginable. It's no wonder everyone around is dressed so fashionably. You'll find some stores to be moderately priced, but do not be surprised to see high-end clothing stores.

In the shopping district, there are also street vendors lined up throughout selling fresh fruit and sweets. Cafes with outdoor seating are also very prominent within both the shopping district as well as the entire city.



LOTS OF SHOPS AND LOTS OF SHOPPING

There is a large supermarket, plenty of pharmacies, a beautiful library (with overwhelmingly intricate, pleasing architecture), stocked bookstores, internet cafes, and just about anything you might think to need.



SCHOELCHER LIBRARY

The Schoelcher Library houses over 20,000 books of which Victor Schoelcher donated more than 10,000. The façade and unique architectural construction makes a visit worthwhile.

Designed by the architect Henry Pick, this library was built in Paris for the Exposition of 1889, then dismantled and brought from France, brick by brick, and completed in 1893.



VICTOR SCHOELCHER

On 3 March 1848, Victor Schoelcher was appointed Under-Secretary of the French Navy, and caused a decree to be issued by the provisional government which acknowledged the principle of the enfranchisement of slaves throughout the French possessions. As president of a commission, Schoelcher prepared and wrote the decree of 27 April 1848 in which the French government decreed that slavery was abolished in all of its colonies.



SCHOELCHER TOWN SQUARE

There is a large cultural center closer to the waterfront with beautiful open squares filled with tall trees and a sculpture in both the back and front of the large building. Inside, there are art exhibitions and large portraits of famous leaders (such as Ghandi) and quotes of theirs in reference to a world culture.

The theater of the city, inward of the city closer to the shopping area, is gated, with a large square in the front containing large palm trees and two big fountains. Inside, they play French movies, show a few changing exhibitions (when I visited, there was a photography exhibit about the island), and present the occasional piano concert.



**FORT DE FRANCE
CATHEDRAL**

UNUSUAL SECULAR STAINED GLASS

The Cathedral is not, architecturally speaking, a run of the mill church. It is actually a Cathedral and was designed by the same fellow, Henry Pick, who designed the Schoelcher Library.

Roman Catholic and a national monument of France, built in 1895; this cathedral has a Roman-style bell tower.



Many of Martinique's former governors are buried in the chancel, but without a doubt the cathedral's huge pipe organ attracts the most visitors. They say that when you hear the organ pipes you will be carried away but they did not say where to!

There are also a number of markets in Fort de France that are worth visiting.



FRUIT AND VEGETABLE MARKET

In the heart of downtown, there is the Big Market also called the Spice Market. Here you will find just about anything including a variety of bric-a-brac if you need some small souvenirs.

Daily there are also a Fruits and Vegetables Market and a Fresh Fish Market (Riviere Madame at Parc Sermac). They are next to each other and very colorful. Many of the fruits and vegetables are grown on Martinique. Prices to tourists tend higher and you need to look for the freshest merchandise. Don't let their beguiling smile put you into a trance... this is a place to SHOP and do not be afraid to bargain (reasonably).

Restaurants are not hard to find. They range from fast food, to cheap take out, to expensive French cuisine, and surprisingly, lots and lots of Chinese food. To find whatever you're looking for, just roam around the city and you'll be sure to find something to fit your desire as well as your budget.



SIDEWALK CAFES FOR PEOPLE WATCHING

The atmosphere is very continental if not entirely French, and you can decide whether you want to people watch at a sidewalk café or sit down to something elegant with a price tag to match!



**GOURMET RESTAURANTS \$\$\$
BAIE DU CARENAGE**

BAIE DES TOURELLES

14° 35.91N 61° 03.78W

At entrance to bays

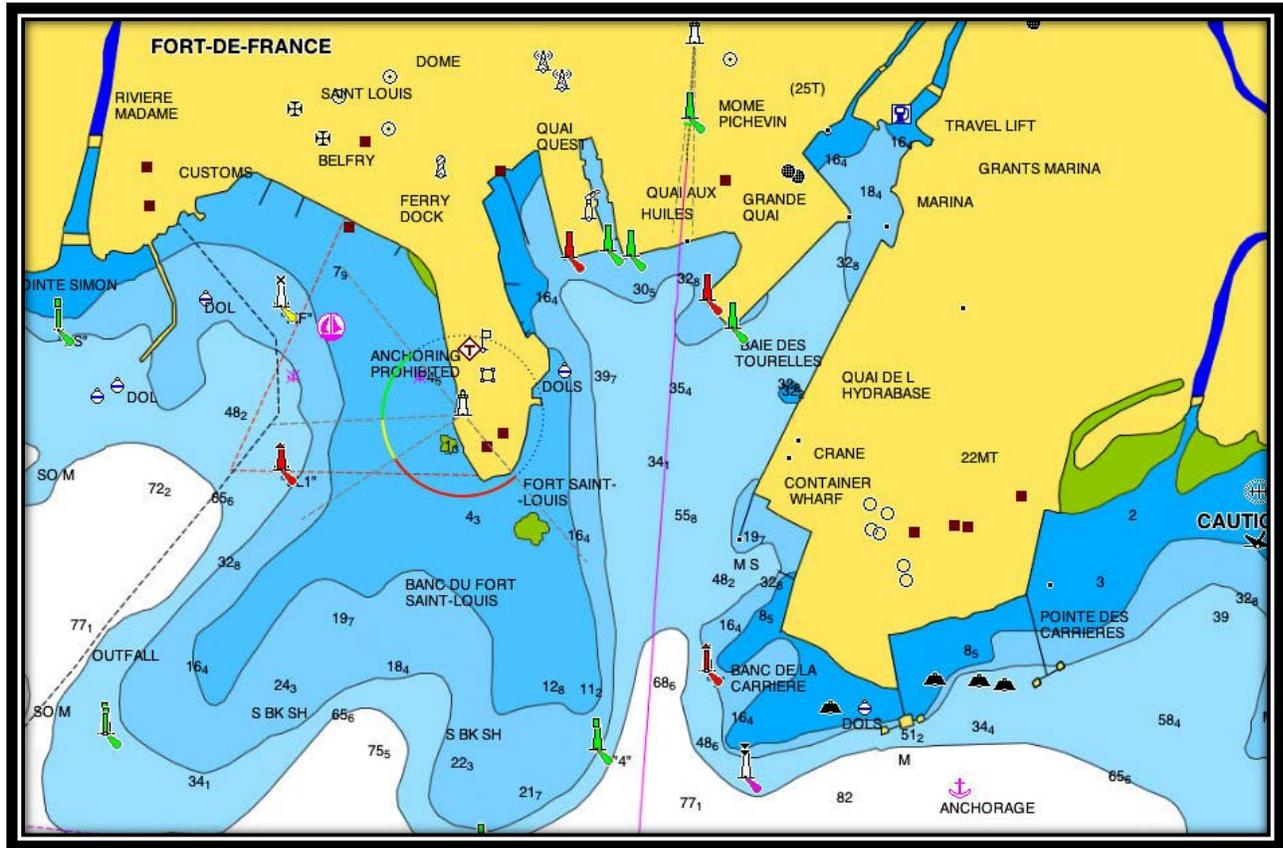


Figure 7. BAIE DES TOURELLES

As you pass into this bay give the shoals at the point a wide berth; it is easy to run aground if you are not watching. The bay to the port side is the Carenage Bay where the yacht club is located. Tourelles Bay is to starboard and there you can find haulage and repairs should you be in need.

COHE DU LAMENTIN

14° 35.32N 61° 02.01W

At green marker~entrance to channel

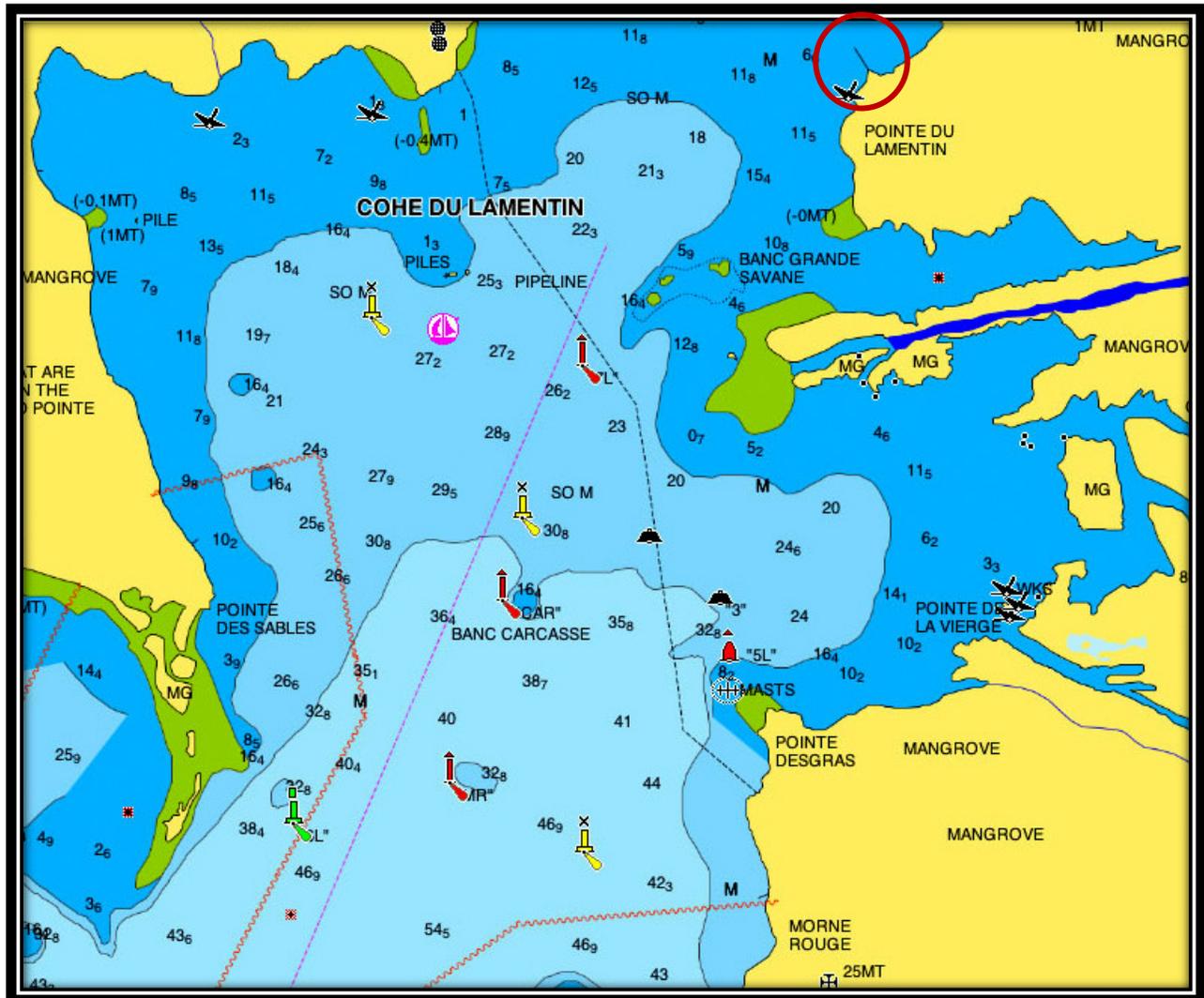


Figure 8. COHE DU LAMENTIN

This area is good if you want to get really close to the airport to drop someone off or pick someone up. There is a dock where you can land your dinghy at the northeast corner of the marina. The area is very sheltered. And buggy.

Do not go east of the last island as the shoals are extensive and one sailboat was stuck solid here in the mud. He drew 5' and cut the southeast edge too close. It took him hours to get off and when he did he had a hard time recovering his kedge anchor.

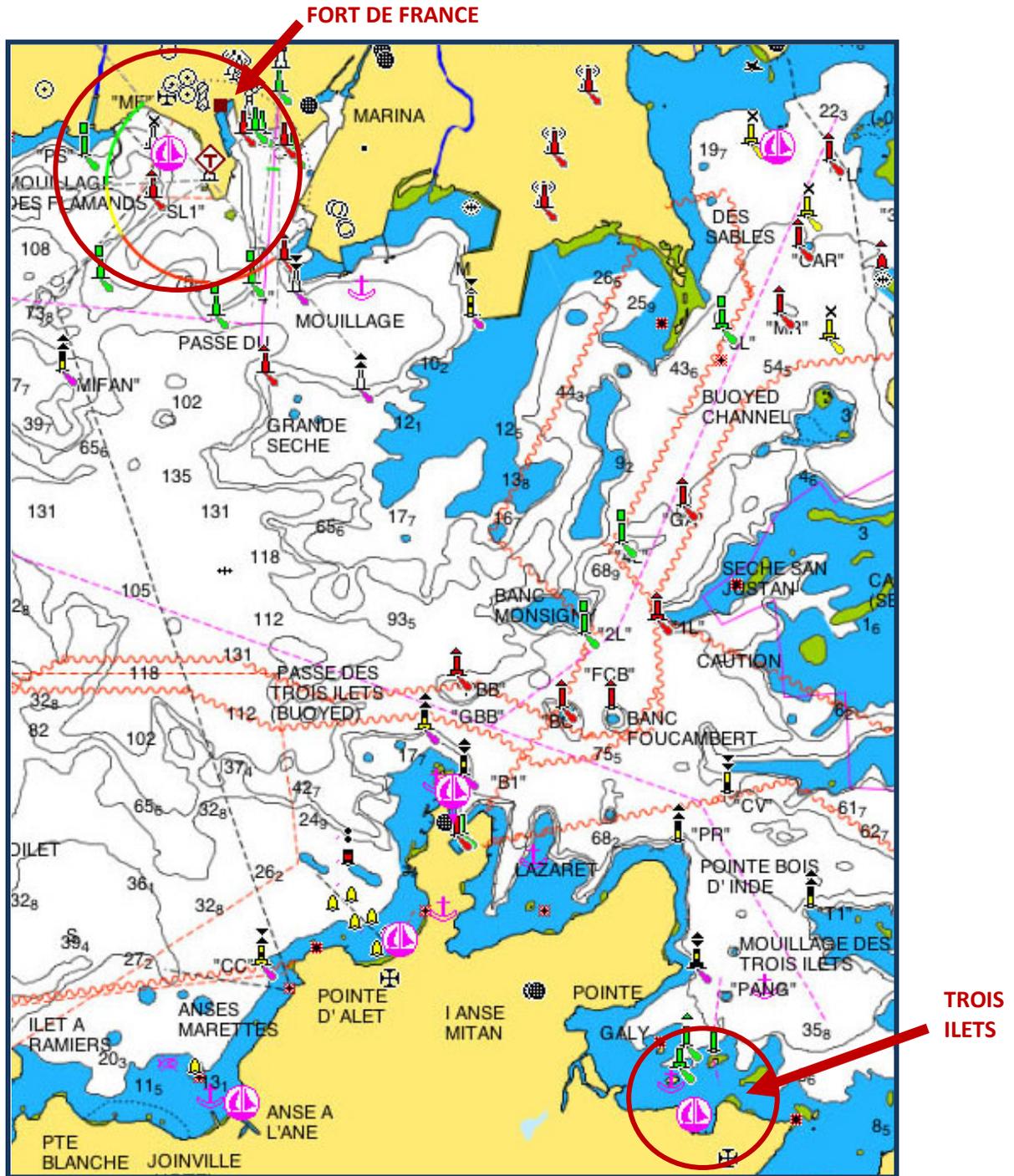


Figure 11. TROIS ILETS: ACROSS THE BAY FROM FORT DE FRANCE

If you choose to come into the small cove off the town, come into the pass between the two islands to the east. Be very careful as there is little water to spare here and if you draw more than 7' it is best to stay anchored in the western anchorage field and visit by dinghy. If you do want to come into the cove, send a dinghy in first to see how much room there is as it is usually crowded and may not be worth the effort to make an attempt.



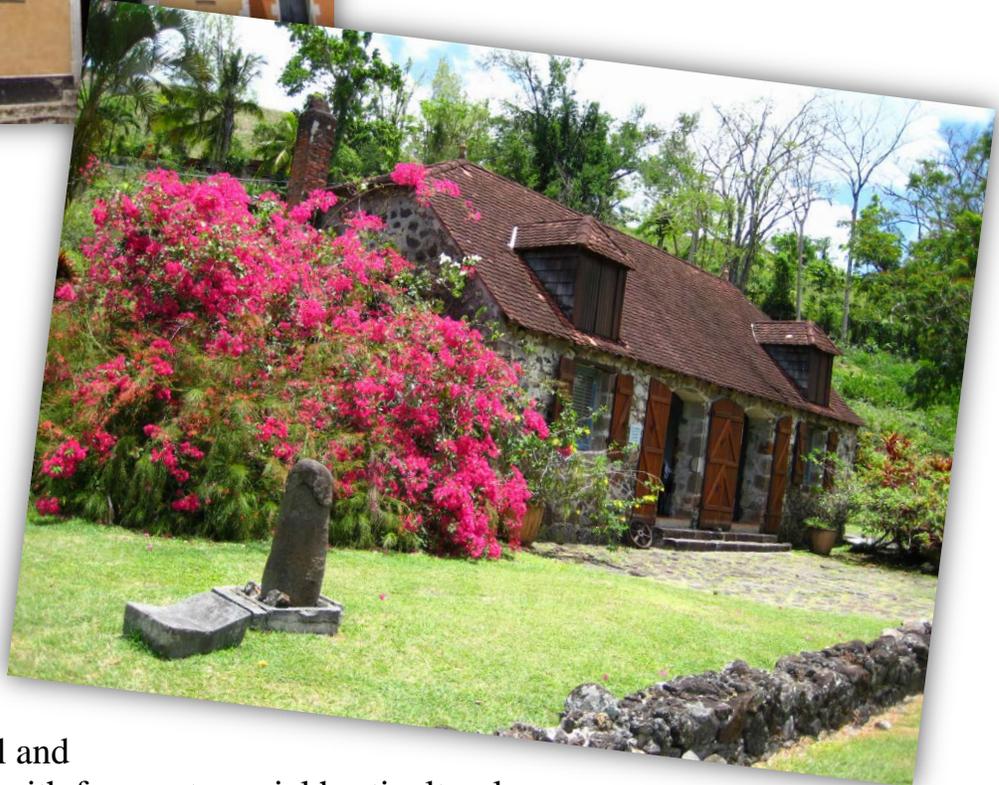
ANCHORAGE AREA HAS A VERY PRETTY BACKDROP (LOOKING WEST)

The town of Trois Ilets is famous among tourists for a number of reasons; the birthplace and baptism of Empress Josephine not the least. It also has a superb beach. The town has an open air market at the square where you can also locate the “Church of Our Lady of Deliverance.”



The Empress Josephine was baptized here. She was born on Martinique on an estate close to Trois Ilets called Domaine de la Pagerie.

You can visit the small museum if you are interested in the Empress's life.



Martinique is called the "Isle of Flowers."

Very close to the town of Trois Ilets is the Parc des Floralies, six acres of peaceful and pretty park land with frequent special horticultural exhibits. It is a worthwhile visit if you like flowers and it is well organized.



TROU ETIENNE

14° 33.59N 61° 02.85 W

Just north of entrance to bay

This anchorage has significant shoals on both the east and west side and is also used by many local boats. I find the anchorage at Les Trois Ilets nicer in every way. If you do decide to try this one, be very careful entering and stay closer to starboard; much closer!

POINTE DU BOUT

14° 33.70N 61° 02.99W

At entrance

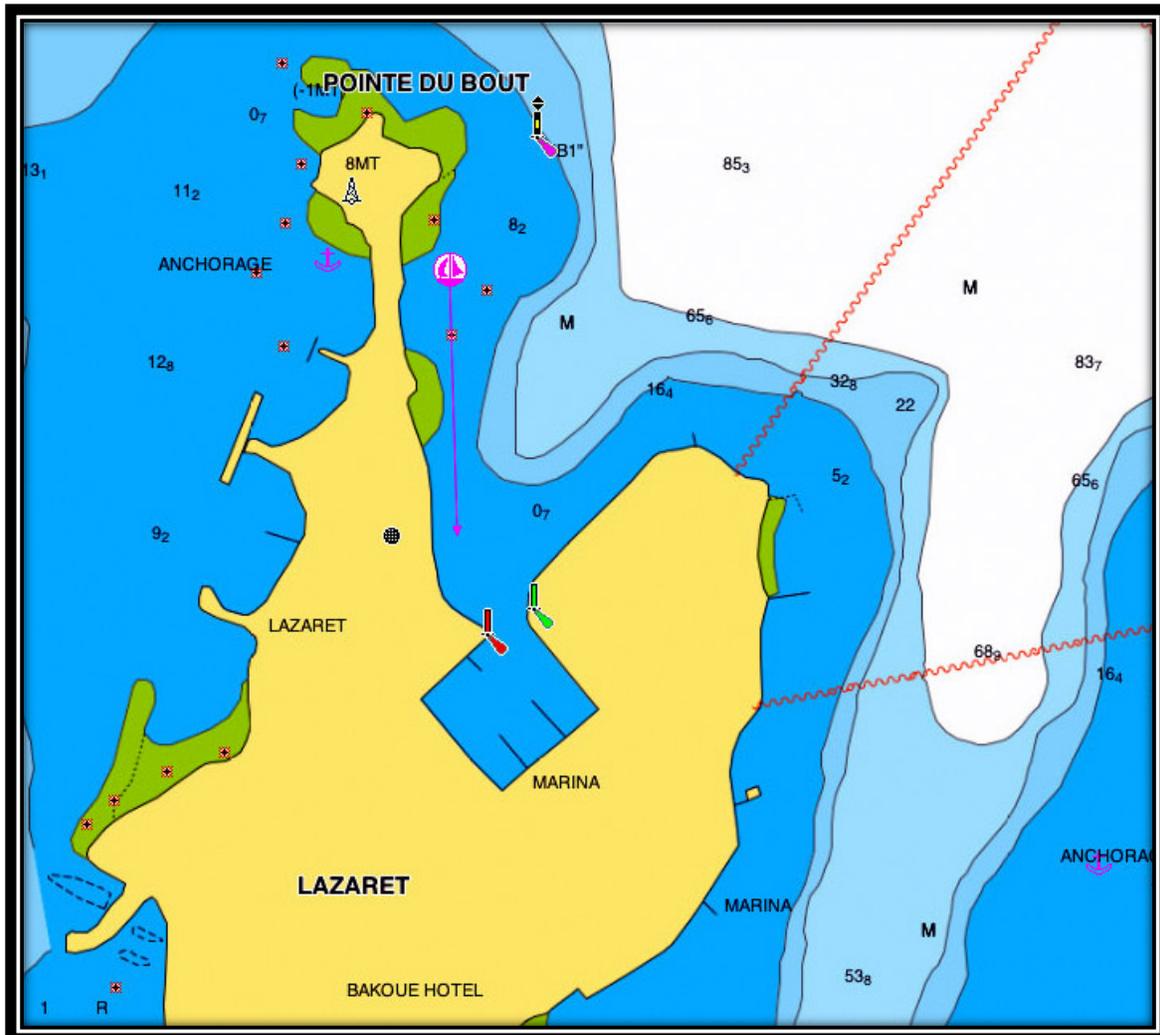


Figure 12. POINTE DU BOUT

This is a small local marina used by locals. It has a very narrow channel to go in and the water is shoal. Since water depth is shoal, if you draw more than 6' some of the docks may not be navigable. They do offer marine services for those in need. Call on Channel 9VHF if you plan to enter.



POINT DU BOUT BY DAY AND EVENING



ANSE MITAN

14° 33.37N 61° 03.60W

At entrance to bay

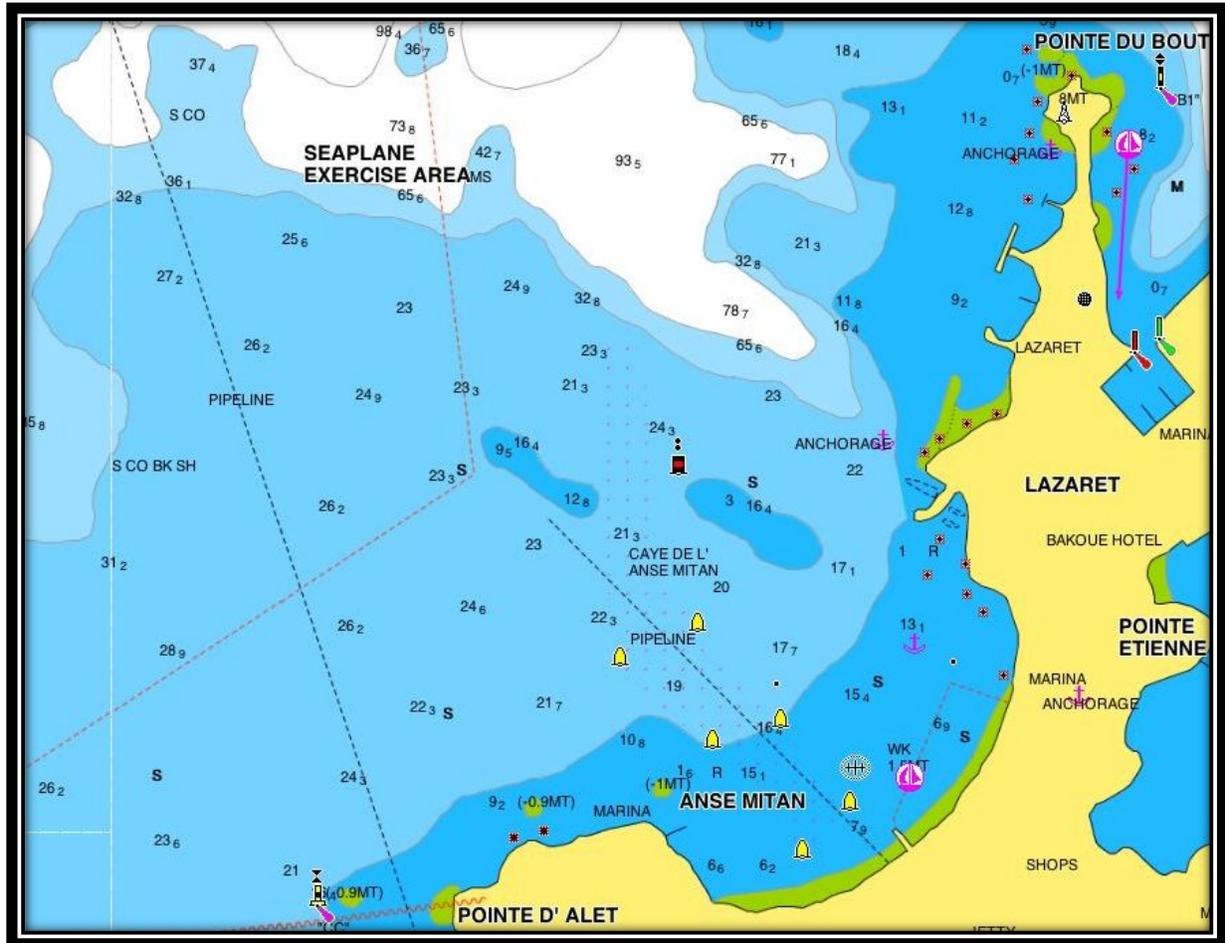


Figure 13. ANSE MITAN

This is an easy in, but the area is crowded by local boats. On weekends it may not even be possible to find a good anchoring spot. Because the anchorage is so open, and due to all the traffic, this anchorage is not often what you would call tranquil. Because the area is so well known to tourists there are many restaurants and shops here.

If you happen along on a weekday and have the time, it is a pleasant stop. There is an excellent beach here.



A DAY AT THE BEACH ~ C'EST MAGNIFIQUE!

Close by at the Bokoua complex is Le Village Creole. This is a small French village that was built for tourist traffic in the late 1990s. It is cute and almost has a Disney World quality. I was waiting for Monsieur Mickey to walk on by!



LE VILLAGE CREOLE

ILET a RAMIERS

This is a small island just to the west of Anse a l' Ane. (See [Figure 15](#)) You may not go ashore but you can anchor if you choose on its lee side close to the dock.

ANSE NOIRE AND ANSE DUFOUR

14° 31.75N 61° 05.45W

Just off point between the two bays

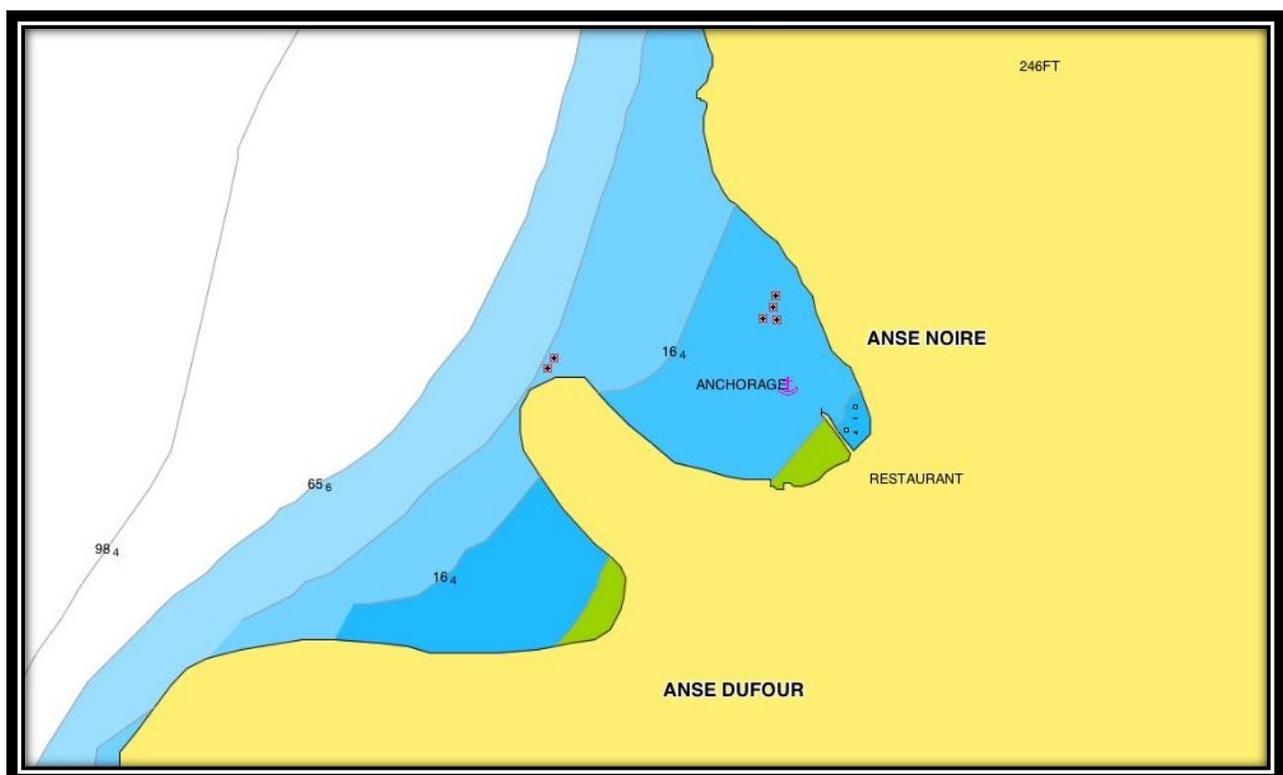


Figure 16. LES ANSES NOIR ET DUFOUR

The two bays are side by side. Anse Noir, true to its name, has a black sand beach. Anse Dufour has a white sand beach. There are a few small restaurants where fresh fish is the main course and the anchorages are pleasant. Avoid them in winds that have a northerly component and always if the wind is from the west.

GRAND ANSE d'ARLET

14° 30.09N 61° 05.50W

At entrance to bay



Figure 17. GRAND ANSE d'ARLET



The village is quaint and picturesque. The water in the bay is pristine and clear. The only problem is that on the weekend it gets very crowded.



GRANDE ANSE d'ARLET BEACH

You may anchor in the southeastern end of the bay. Be careful of the small shoal that is not marked located close in near shore. Many cruisers coming into an anchorage have a tendency to enter and turn around to head back out. If you go in too close to shore, the shoal will be waiting for you.

There is also a reef just north of the dock.

You may anchor on the north side of the bay as well. However, it is forbidden to anchor in the middle of the bay and if you do, a fisherman will come out and chase you; notwithstanding that the water is also a bit deep to anchor in.

Annie from the Orphan Annie story says when she gets to Daddy Warbucks' mansion, "I think I'm gonna like it here!" and that is the sense you will get when you anchor in this bay.

SOUTH COAST, MARTINIQUE



DIAMOND ROCK

If you are heading south you will come to Diamond Rock at Pointe Du Diamant. If it is your first time, the rock has a overbearing quality that is somewhat unnerving. You can pass on either side, depending on the wind and your preference.

NAVIGATION NOTE

There are strong currents in this area that you may be in opposition to. The wind also wraps the point and will head you consistently. In the late afternoon, between the wind on your nose and any adverse current you encounter, you will make very slow progress.

To port as you pass the “rock” are many harbors on the south shore. I do not recommend any of them and cannot think of a reason to anchor in any of them.

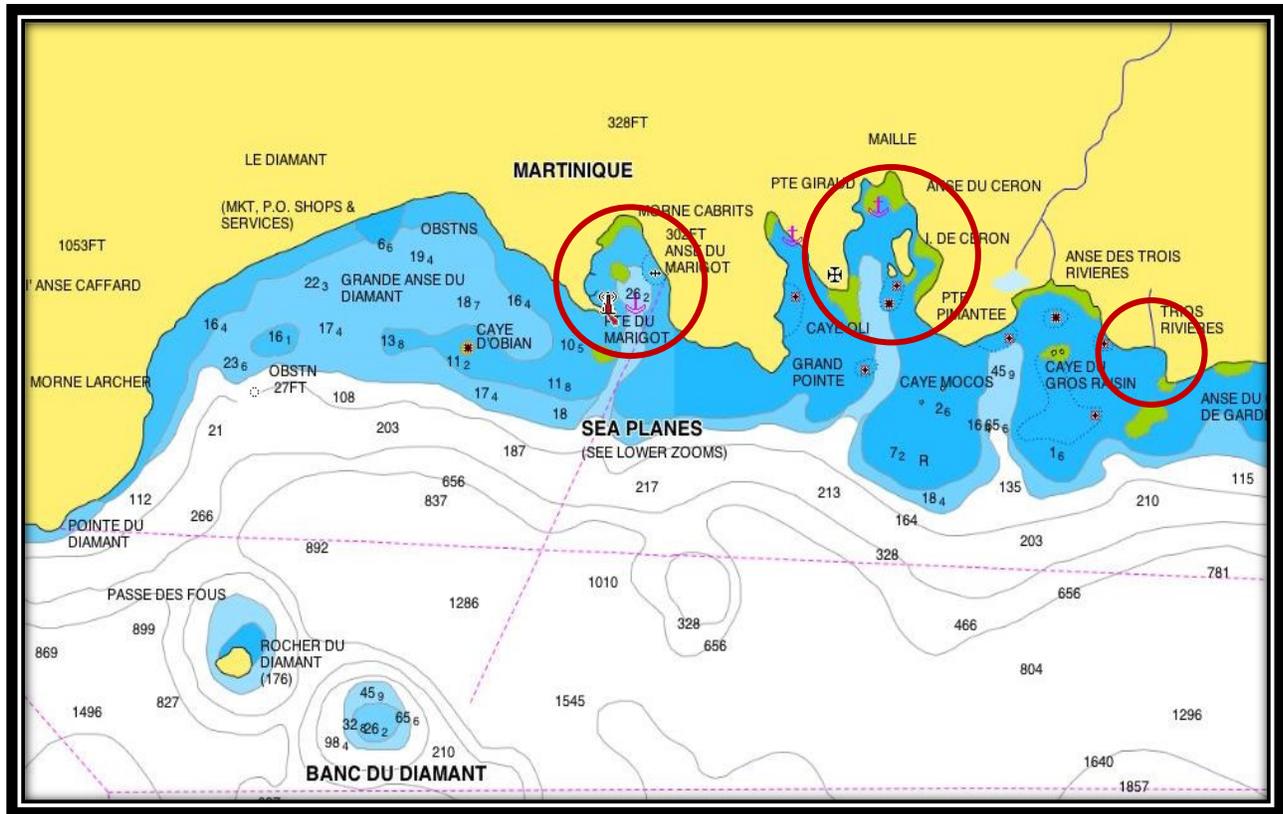


Figure 18. DIAMOND ROCK TO TROIS RIVIERES

The anchorages are all difficult to enter, and open to wind and sea for the most part. Anse du Marigot, Anse Du Ceron and Anse de Trois Rivières have shoal water in many areas. They are reef strewn which pretty much sums it up. It's good for local boats that want to be near their home. **HEAD FOR SAINTE ANNE!**

SAINTE ANNE

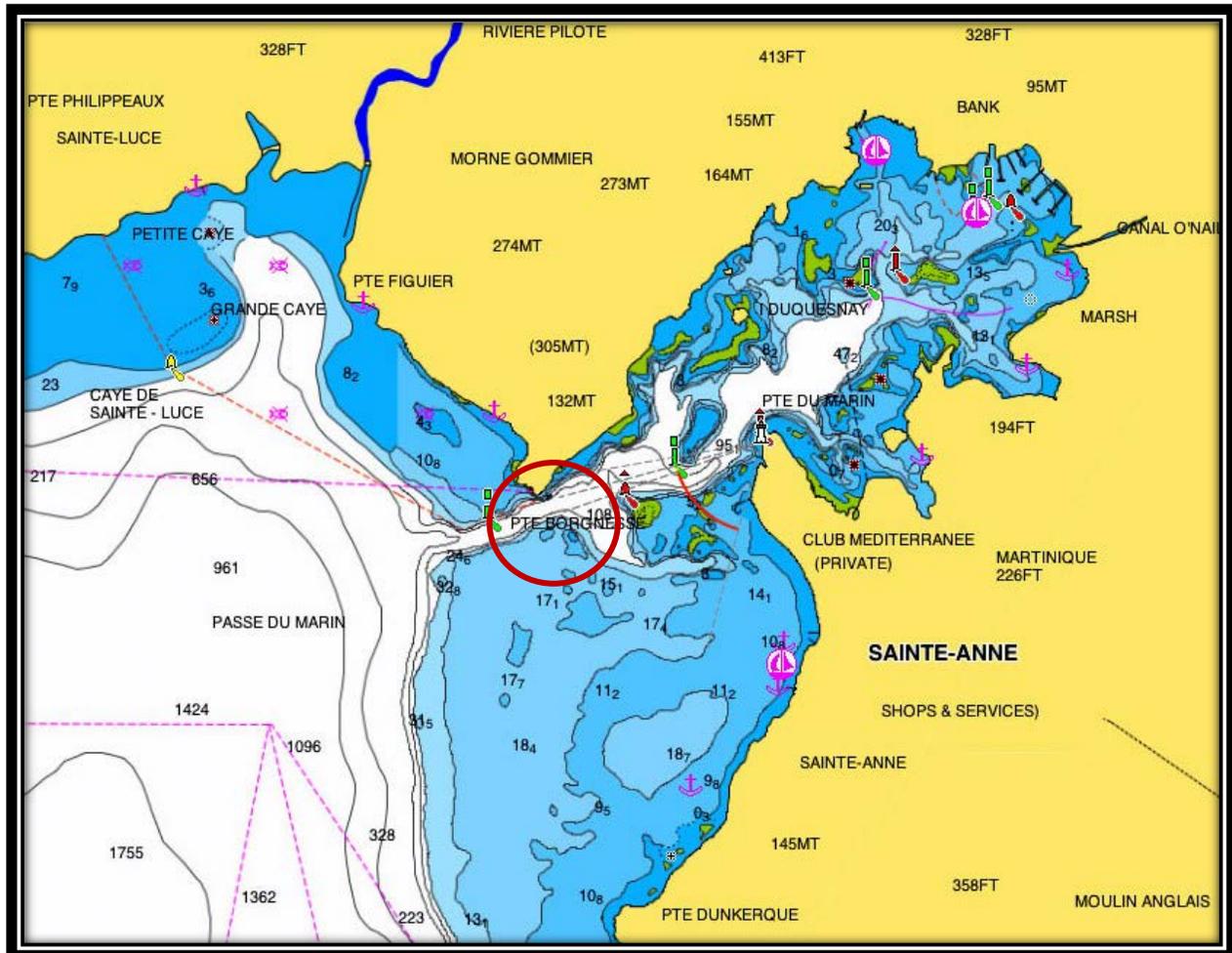


Figure 19. SAINTE-ANNE and LE MARIN, OVERVIEW

The anchorage at the southeast end (Sainte-Anne) is where you should head. There is no reason to really head up into the bay to Le Marin unless you are in need of repairs or want to clear in or out. The Customs officer is located on the waterfront at the Marin Yacht Harbor. I usually go up from Sainte-Anne's by dinghy. The channel into the marina is well marked but unless you want a slip or there are stormy conditions that you want to escape, stay at the St. Anne's anchorage.

If you do decide to enter to Le Marin, be very careful as there are a number of shoals; all well marked all the way to the northeast point of the harbor. The entrance is on the west side of the bay at Pointe Borgnesse.

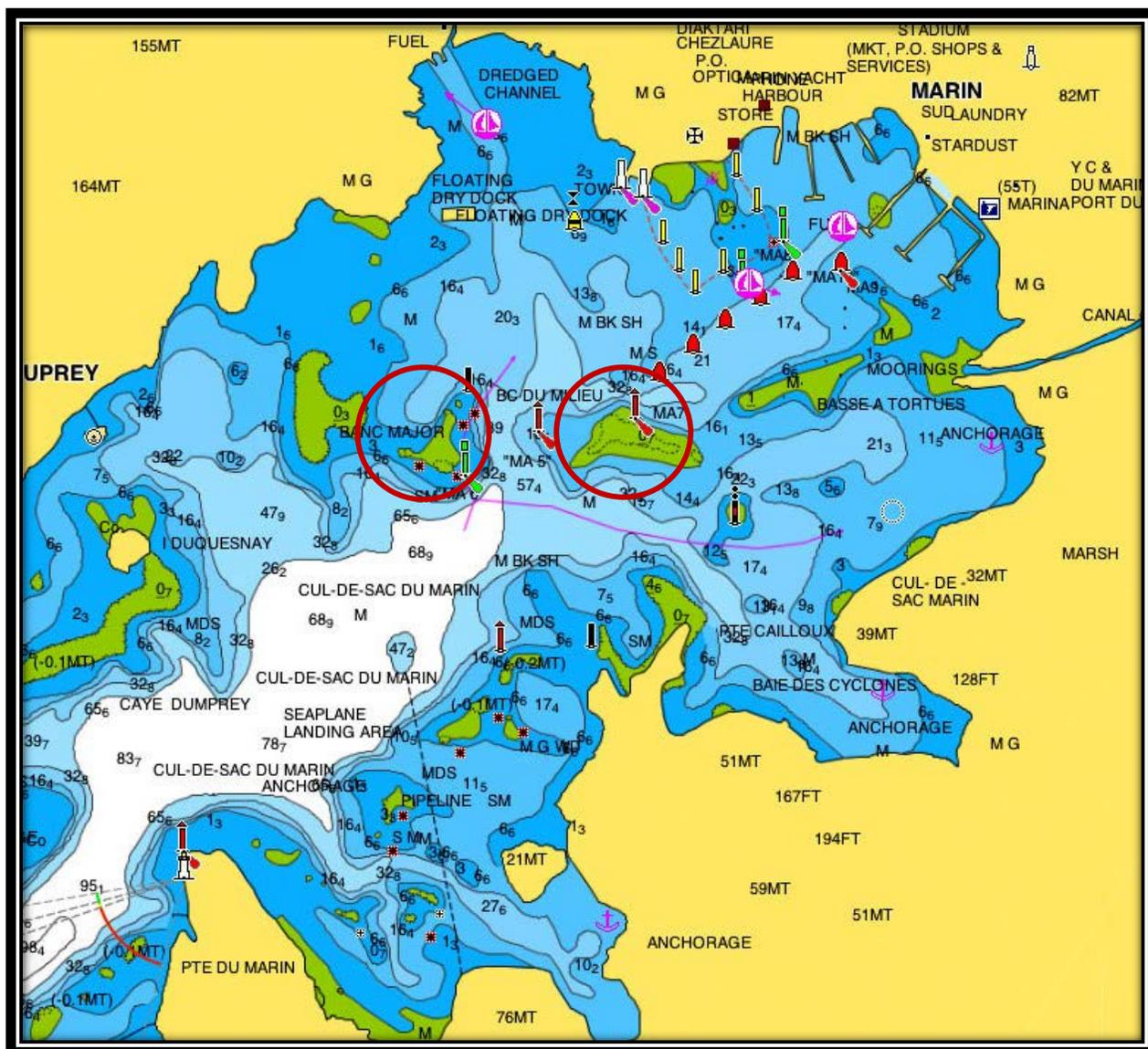


Figure 20. GETTING TO LE MARIN

Follow it in, being careful to go around Banc du Singe, the first shoal you will come to. Leave the green marker at its southern end to port. That will bring you into Cul-de Sac Du Marin. From here you continue northeast and go between Banc Major and Banc Du Mileu. As you pass the red marker at the west side of Banc Du Mileu be sure to leave the red marker to starboard and DO NOT turn too abruptly as the shoal extends out. From here you turn to starboard and follow the channel markers into the marina, or if you want the boatyard/haulage facility, you continue north into the dredged channel that carries about 8 to 9' of water.



**NICE PARK AT THE SQUARE TO SIT IN AND PEOPLE
WATCH WHILE YOU EAT YOUR BAGUETTE
AND PERHAPS DRINK SOME WINE.**



**THERE ARE MANY RESTAURANTS TO SUIT YOUR TASTE,
SOME OF WHICH OFFER CREOLE BUFFETS
ON SUNDAY AFTERNOON.**



NAVIGATION NOTE

Going south, Martinique is at the “top of the hill” and during the early and main part of Trade Wind season, you will be sailing with greater ease. Late in the Trade Wind season as the wind tends towards the southeast, it will be a close reach but even so, not a beat.

From Sainte-Anne most cruisers heading south plot a course to Saint Lucia, just a bit over 20 nm miles south (Rodney Bay).

During the latter part of the Trade Wind season, should you want to explore the windward coast, this is the time to do it. Early in the season, the windward coast is rougher due to a northeasterly swell that can make conditions somewhat difficult. However, even late in the season, the windward coast is off the beaten track and requires good eyeball navigation. The coast is strewn with reef and not suitable for a novice. You must know when to move and when to stay put and you must be able to use the sun to your advantage. Closing a small cove with the afternoon sun in your eyes will leave you with a rapidly beating heart, if not an insurance claim.

WINDWARD COAST

The windward coast is beautiful and uncrowded. It is an area dominated by small villages and fishermen. Some fluency in French is an advantage. If you have any doubt as to your ability to cruise this coast and still want to see it, leave the boat in the marina at Marin and take the very available bus service to see all the sights.

If you choose to take your boat, be sure the weather is settled and study the charts BEFORE you set out; study them carefully!

This coast is relatively unexplored and off the beaten track. Most often you will not see another cruising boat. There is a real sense of remoteness.

It is not a coast that should be explored when a strong northeaster is blowing. Normally it is best left for late in the trade wind season. Look for days that are calm and set out early in the morning when the winds are down. Keep the sun

behind you at all times so you can “read the water.” There are numerous charted and uncharted reefs along this coast.

Watch your depth finder carefully and whatever you do, **DO NOT NAVIGATE SOLELY BY YOUR CHARTPLOTTER.** If you do not understand what you see, do not enter it. Stand off and send the dinghy in first.

There are many “nooks and crannies” you can anchor in and gunk hole around.

From North to South (Atlantic Coast) some of the major ones are as follows:

- *HAVE LA TRINITE
- *BAIE DU TRESOR
- *BAIE DU GALION
- *HAVRE DU ROBERT
- *BAIE DU FRANCOIS
- *BAIE ANGLAIS

The above are some of the main anchorage areas. There are many more that you can seek out and find. The above are suitable for vessels drawing 2 meters and sometimes a little more.

There are many more anchorages for shoal draft vessels drawing less than 2 meters.

HAVRE DE LA TRINITE

14° 46.35N 60° 57.14W

Just north of entrance

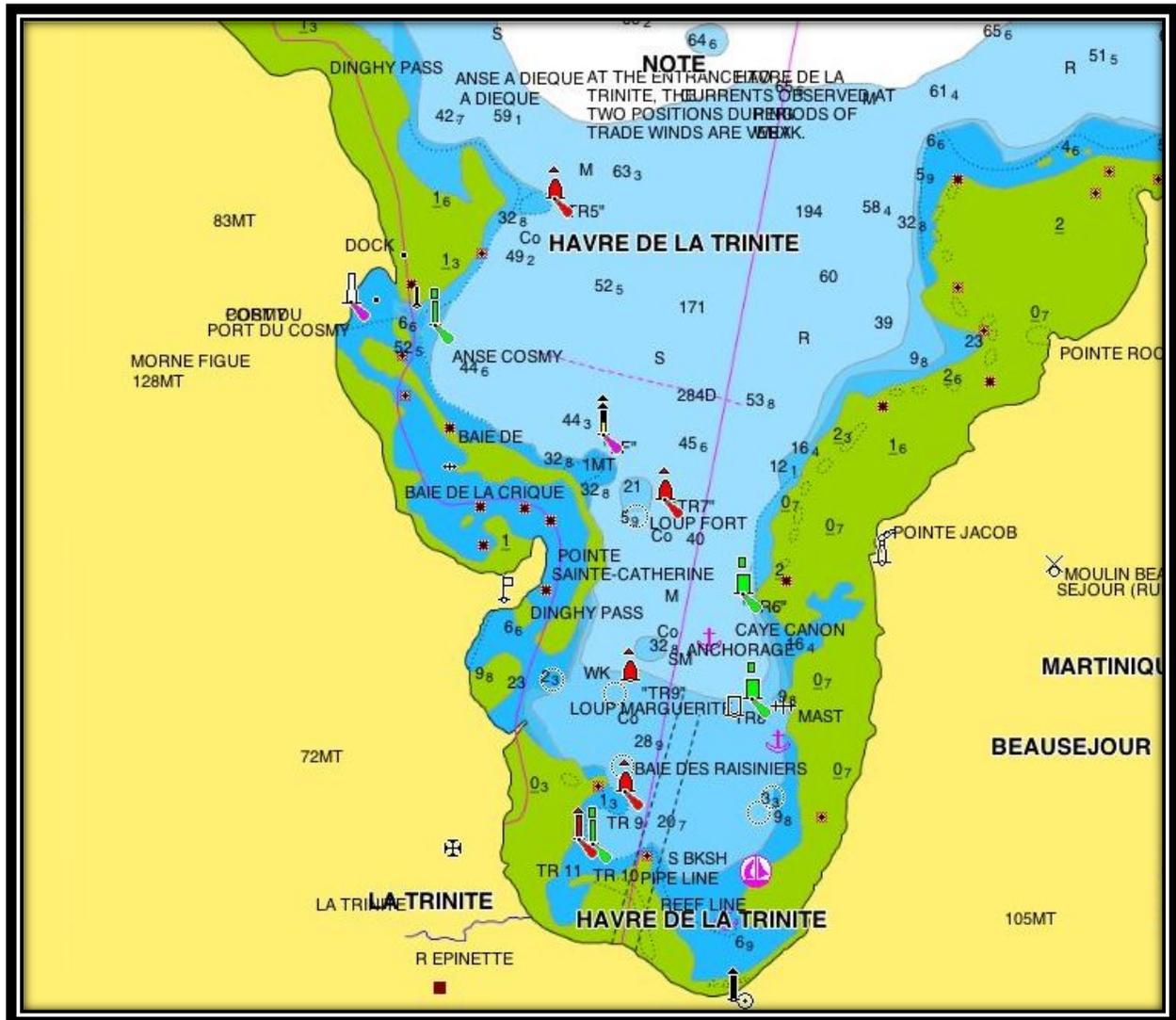


Figure 23. HAVRE DE LA TRINITE

This harbor is not much visited. You must avoid Loup Ministere northeast of the entrance which breaks in heavy northeast wind. The shores of this harbor are very shallow; you must stay towards the center.

There is a Customs office at the town which can be used if you want to clear out and are heading north.

BAIE DU TRESOR

14° 45.19N 50° 62.93 W

Just south of entrance to bay

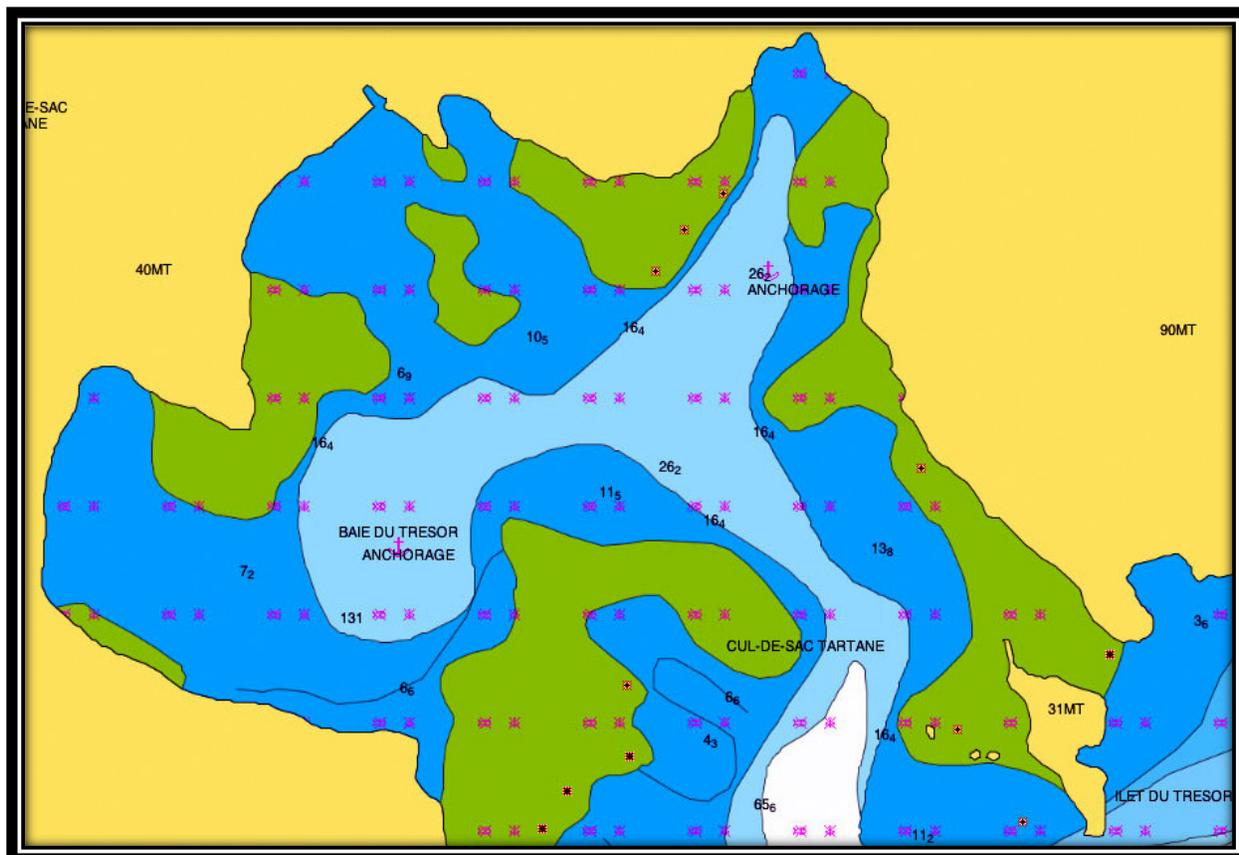


Figure 24. LA BAIE DU TRESOR

This bay is somewhat open to the south and in southerly trade winds the sea rolls in. This area is a national park and it is said that only day anchoring is permitted. I have never seen a park ranger but the area is part of the Presquile de la Caravelle reserve.

Do not turn to port abruptly as you enter via the channel; it is reef strewn.



BAIE DU TRESOR

There are old plantation ruins you can explore close by as well as an unmanned lighthouse at the top of the cliff. There is no town or village to be found other than by a long walk; this place is remote!

BAIE DU GALION

14° 43.41N 60° 54.22W

at entrance to bay

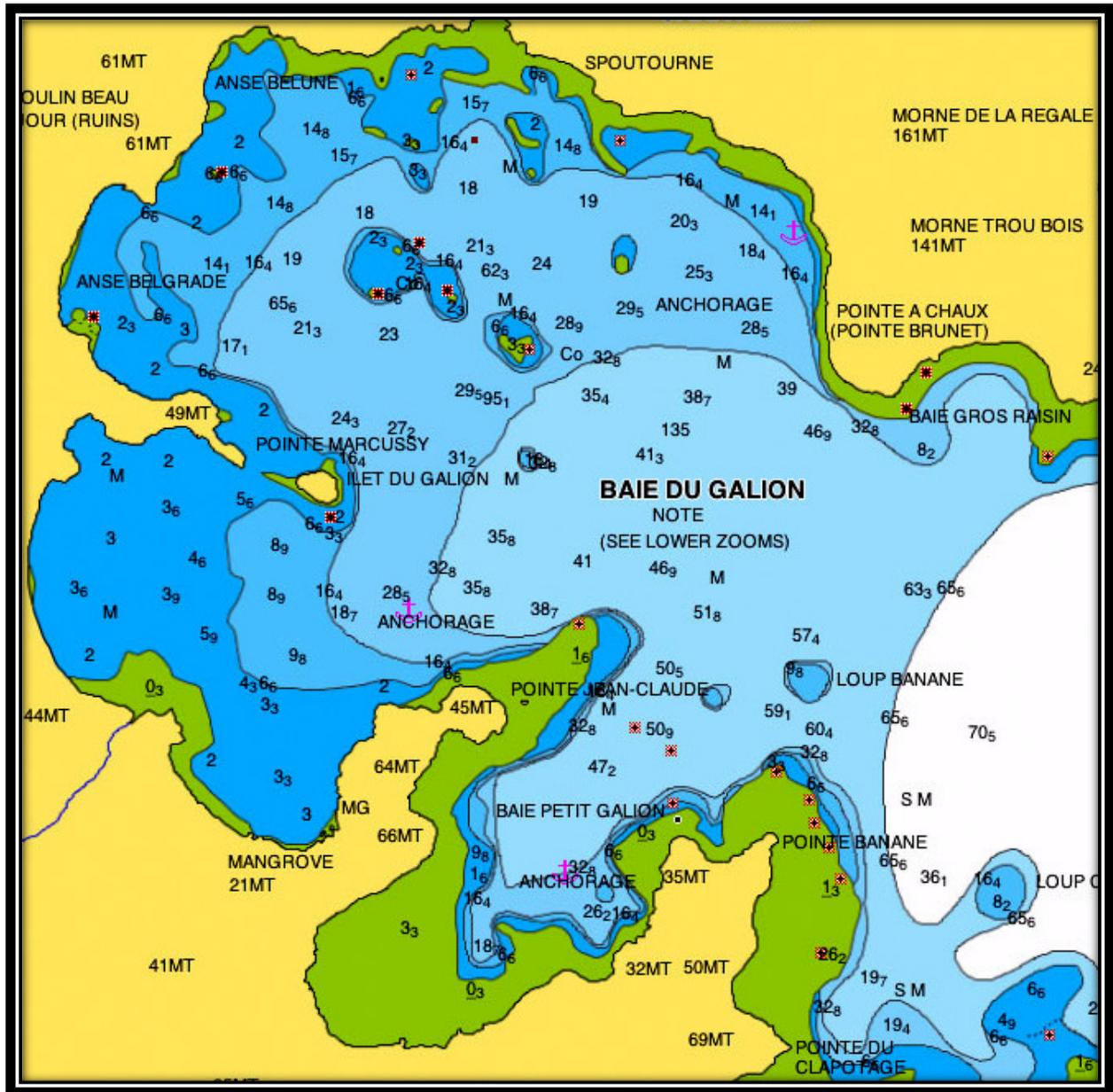


Figure 25. BAIE DU GALION

This is a big and beautiful bay and it can be easily entered. However, the anchorages are open to the east and can only be used in very settled weather.

HAVRE DU ROBERT

14° 40.83N 60° 52.32W Just east of entrance

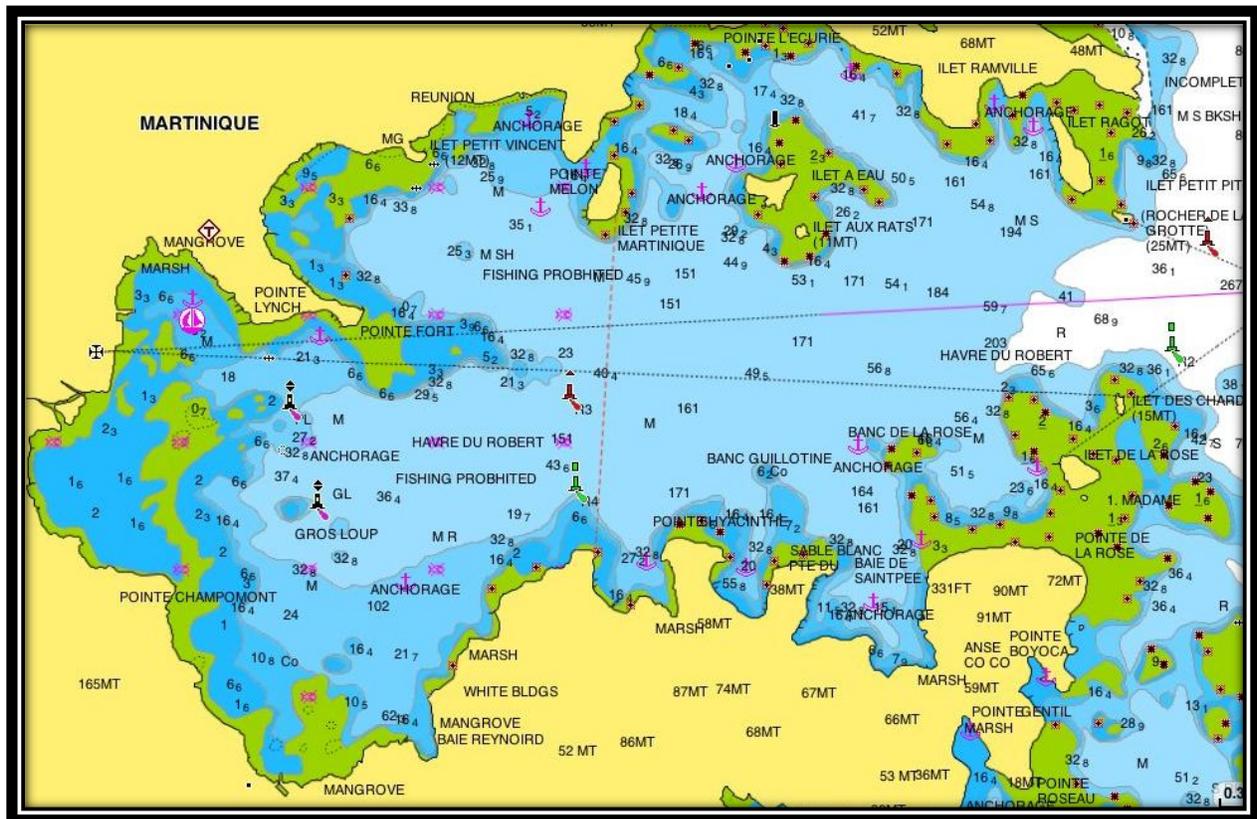


Figure 26. HAVRE DU ROBERT

This bay is a natural harbor and is quite secure with regard to the weather. If you like beauty and tranquility you have come to the right place.

The entrance is buoyed and not very complicated. There are many anchorages inside and they offer reasonable protection. The inner part of the harbor has a great deal of coral and it is best explored by dinghy. I like the anchorages on the northeast side around Ilet Eau. The town of Le Robert has a local market and you can do some provisioning here.

There is a little marina in the southwest corner that caters to local fishermen if you need some type of help with your boat. You can get fuel for your dinghy there if you need it or fill some jerry cans for your boat.



PICTURE PERFECT TOWN OF LE ROBERT



HAVRE DU ROBERT (UPPER RIGHT) AND BAIE DU FRANCOIS (CENTER)

BAIE DU FRANCOIS

14° 38.63N 60° 52.07W

Just northeast of entrance channel, “Passe du Francois”

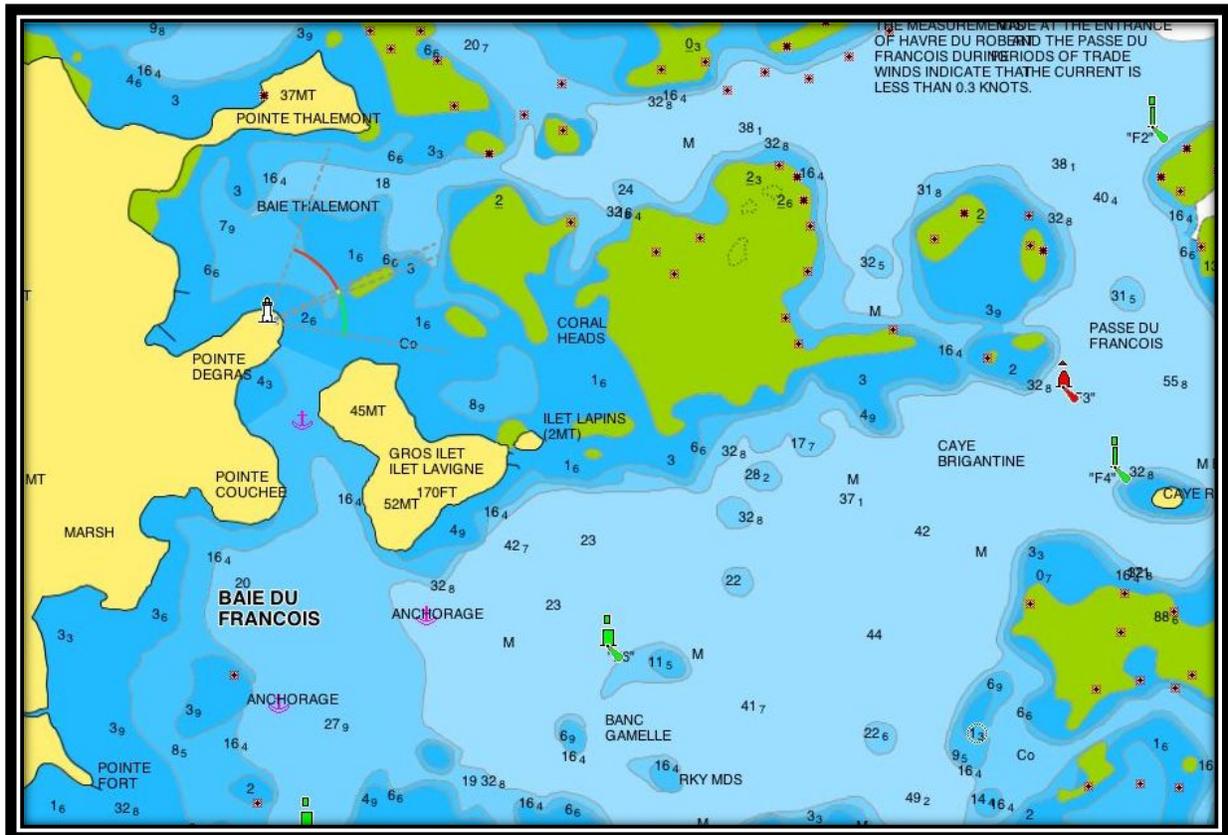


Figure 27. BAIE DU FRANCOIS

This bay provides good protection in virtually all weather conditions. There are a number of anchorages to choose from depending on what strikes your fancy. The town itself is nothing remarkable but there are a few good restaurants to choose from. Additionally, the snorkeling on the outlying reefs is quite good in very clear water. The entrance is from the north end of the bay and it is well marked albeit somewhat narrow.

To arrive at the entrance, if you are coming from the south you must decide on the “offshore route” or the “inshore route.” The inshore route eliminates ocean swells but takes more work in regard to navigation. If you take the inshore route you will pass behind the barrier reef at Passe Sud du Vauclin. (See [Figure 28](#))

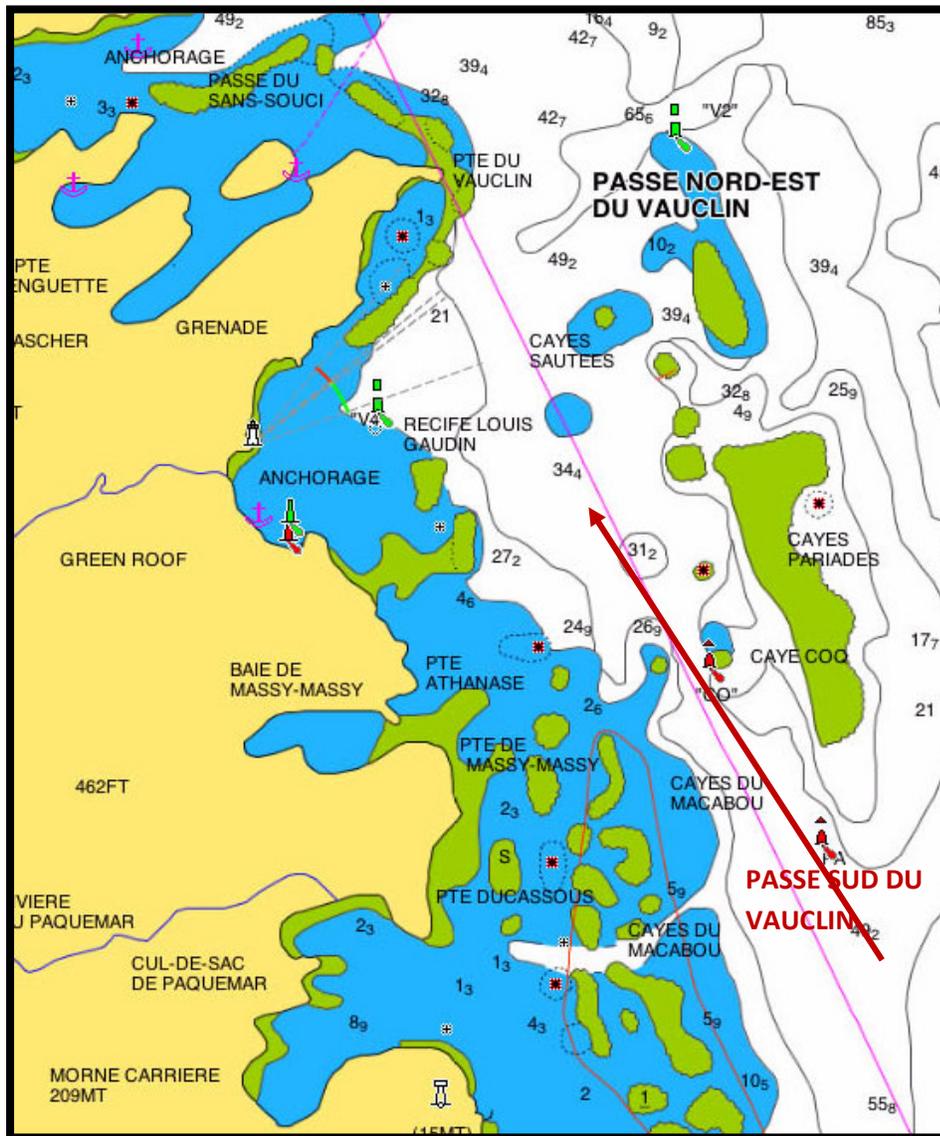


Figure 29. PASSE SUD DU VAUCLIN

Coming from the south you can pick up the inshore route just south of Cayes Paradis or Cayes Pariades at: **14° 31.11N 60 47.79W**. This will place you at the first marker. The second marker is about a mile up and marks Caye Coq which is left to starboard proceeding northbound. The balance of the passage is unmarked and you must use eyeball navigation and your depth sounder.

Be sure the sun is not in your eyes. *DO NOT RELY SOLELY ON YOUR CHARTPLOTTER.*

The area is beautiful and the gunkholing opportunities are endless.



The east coast (Atlantic Coast) of Martinique can be rugged. It is lined with reefs and many cays as well. It is not the place to be in a strong easterly.



BAIE ANGLAIS

14° 24.83N 60° 49.73W just southeast of Ilet Hardy

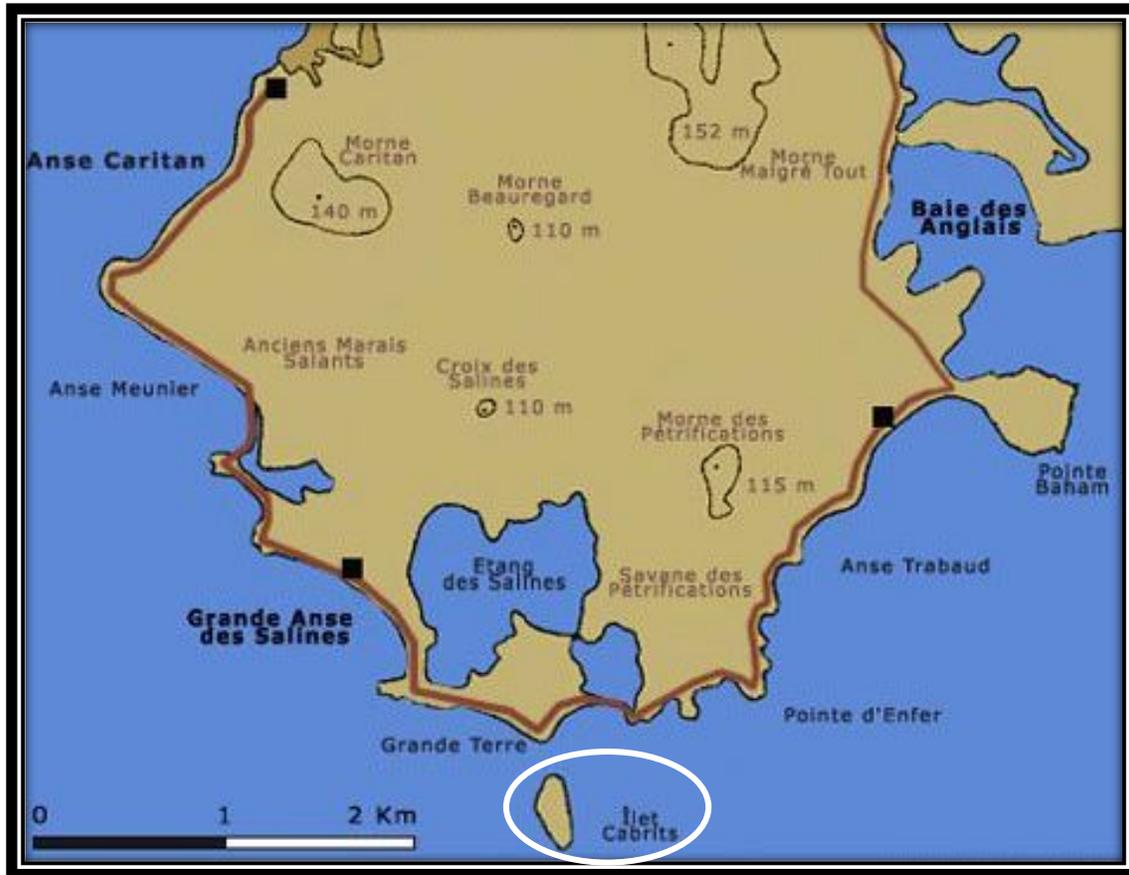


Figure 30. MARTINIQUE SOUTH

When going “around the corner” on Martinique’s south side, give Ilet Cabrits a wide berth as there is a shoal off its southwest side.

If heading east, as you turn the coast and enter the Atlantic side, you will begin to feel the ocean swells.

Baie Anglais is either the last stop coming south on the east side of Martinique or the first stop going north.

The anchorage is remote and isolated. If you are a nature lover, you will love this anchorage. In heavy swells or any heavy weather **DO NOT ATTEMPT THIS ANCHORAGE.**

The small islands on either side of the entrance to the anchorage, such as Ilet Hardy, are bird sanctuaries and no landing is permitted.



Figure 31. BAIE ANGLAIS CLOSE UP

As you approach the Baie des Anglais anchorage you should have Ilet Hardy to starboard and it should be just northeast of you. If you keep it to starboard you should be able to carry about 15' of water until you enter the entrance to the “inner harbor” where the water depth will drop to just over 12'. There is a sandbar that should be kept to starboard on approach and an unmarked reef to port. The entrance width at this point is about 30'. If you have any doubt, anchor behind Ilet Hardy on the lee side and dinghy in to be sure. The entrance to the inner harbor continues narrow and the water depth on either side is less than 6'.

What you will find inside the anchorage is peace. No noise, no jet skis, no loud music; just nature in all its glory.

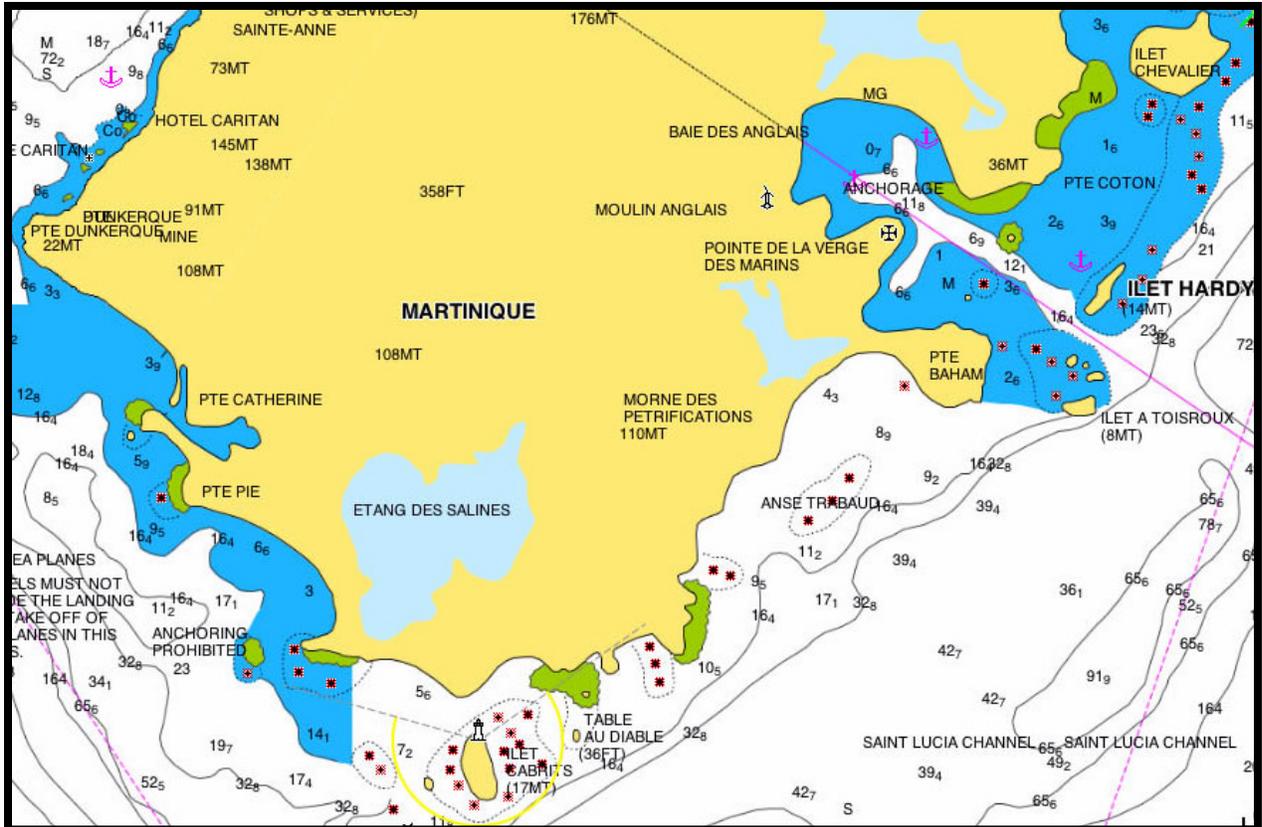


Figure 32. MARTINIQUE SOUTH IN DETAIL

NOTE

This is the type of coast where a reliable motor and depth sounder pay off. Go slow. Be sure the sun is not in your eyes and that the wind is down. In any type of blustery weather, you should not be on this coast and if you are, and are anchored, stay put. If you are offshore and the conditions are rough, or it is dark, it is best to stand off; do not close the coast.

ST. LUCIA

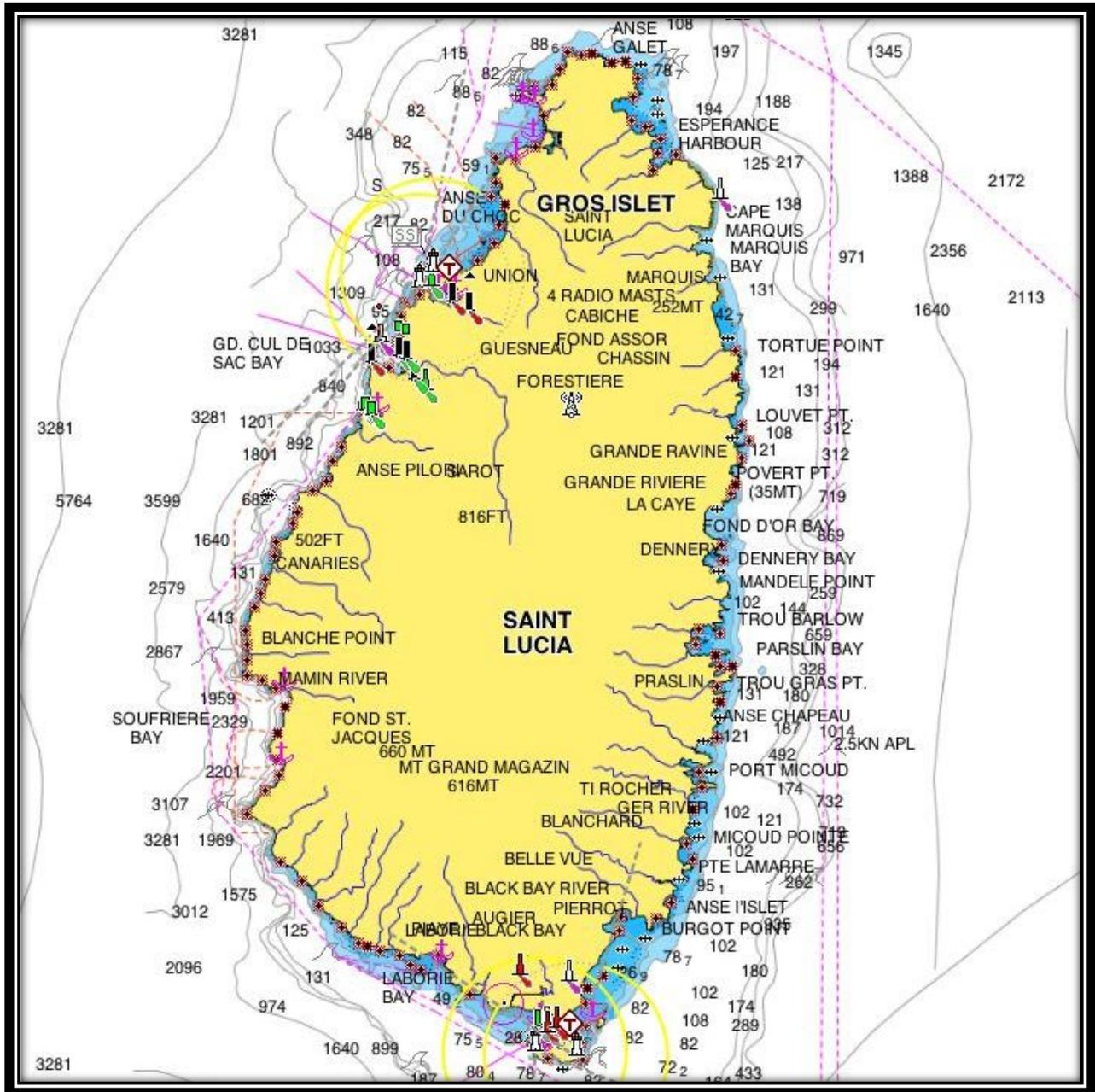


Figure 33. ST. LUCIA

RODNEY BAY

14° 04.70N 60° 57.41W

Just outside entrance to marina channel

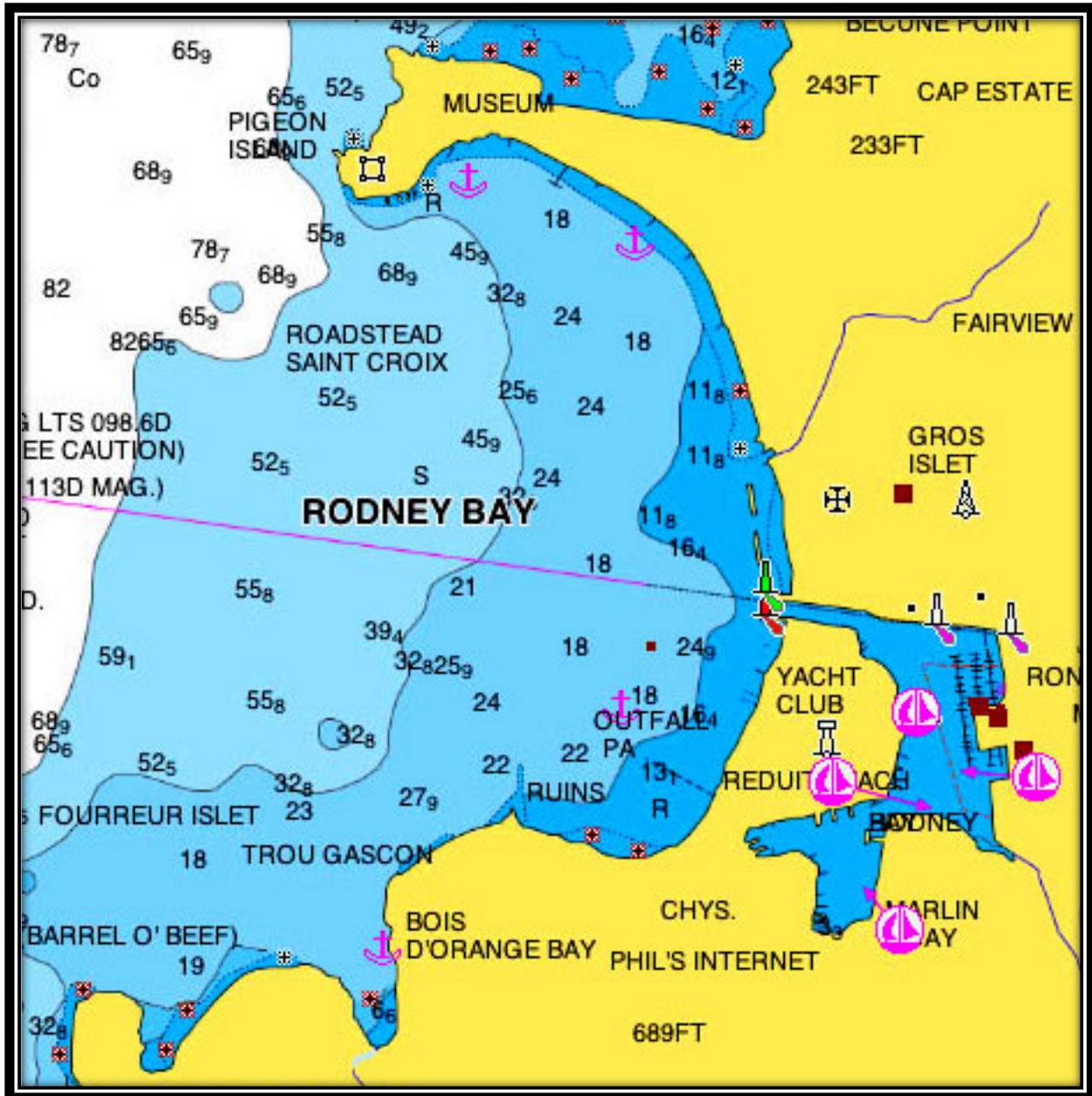


Figure 34. RODNEY BAY

Years back, more than I would like to admit to, when one approached Rodney Bay coming from the north, your heart skipped a beat. No matter what the weather, no matter day or night, Rodney Bay was easy to enter and always provided a secure

anchorage. Today I am sorry to say that it is safer to enter the harbor and get a slip at the marina. While this is not to say that Rodney Bay is the only area that has been plagued by crime, it has had more than its fair share of boardings at night against anchored boats and in some cases violence as well. Additionally the local authorities have not always been responsive. The marina is a safer bet.

The marina entrance is through a narrow channel with depths in the 10' range. (See [Figure 35](#))



RODNEY BAY MARINA STAFF

I found the staff friendly and helpful. The marina has all the normal offerings; water, electric, etc. Usually you will be able to find space and you will find the docks easy to get in and out of.

You can clear in and clear out at the marina where you will find Immigration and Customs officials in the main building.

There are mini markets in the marina for small restocking and plenty of taxis should you choose to head for the larger markets in the direction of Castries. The boatyard next to the marina has a marine lift if you need to be hauled out and local repairmen are available should you need assistance.

PORT CASTRIES

14° 01.20N 61° 00.52W at outer marker

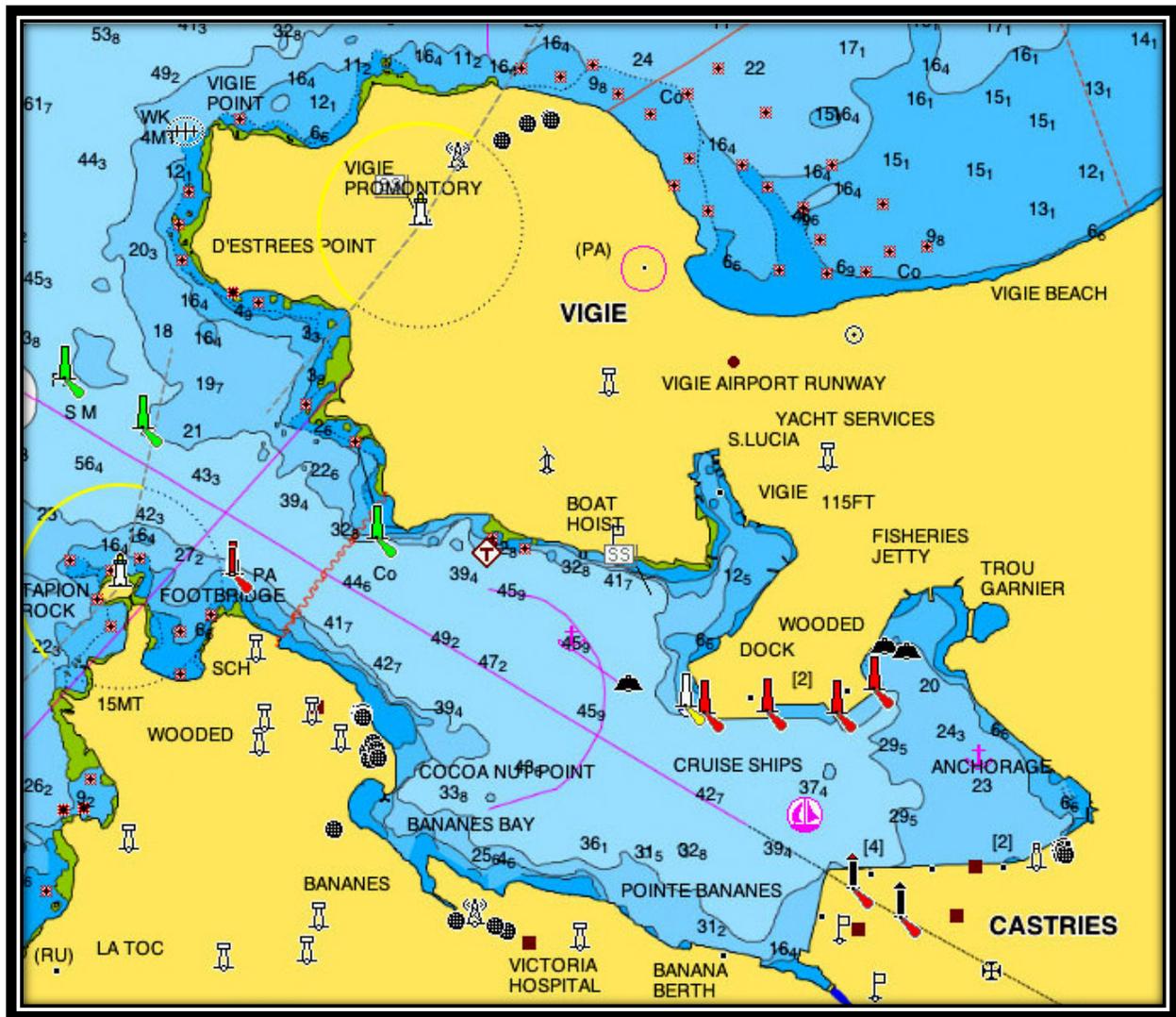


Figure 38. CASTRIES

The Port of Castries is a port for cruise ships. You can clear in and out here but the authorities are really there for the cruise ships and if you arrive when one is clearing in, you can have a long wait on your hands.

The anchorages are straight forward and can be found towards the north side; stay away from the cruise ship area.

The town is sufficient in size for reprovisioning but is otherwise unremarkable.

GRAND CUL DE SAC BAY

13° 59.47N 61° 01.34W

At entrance to bay

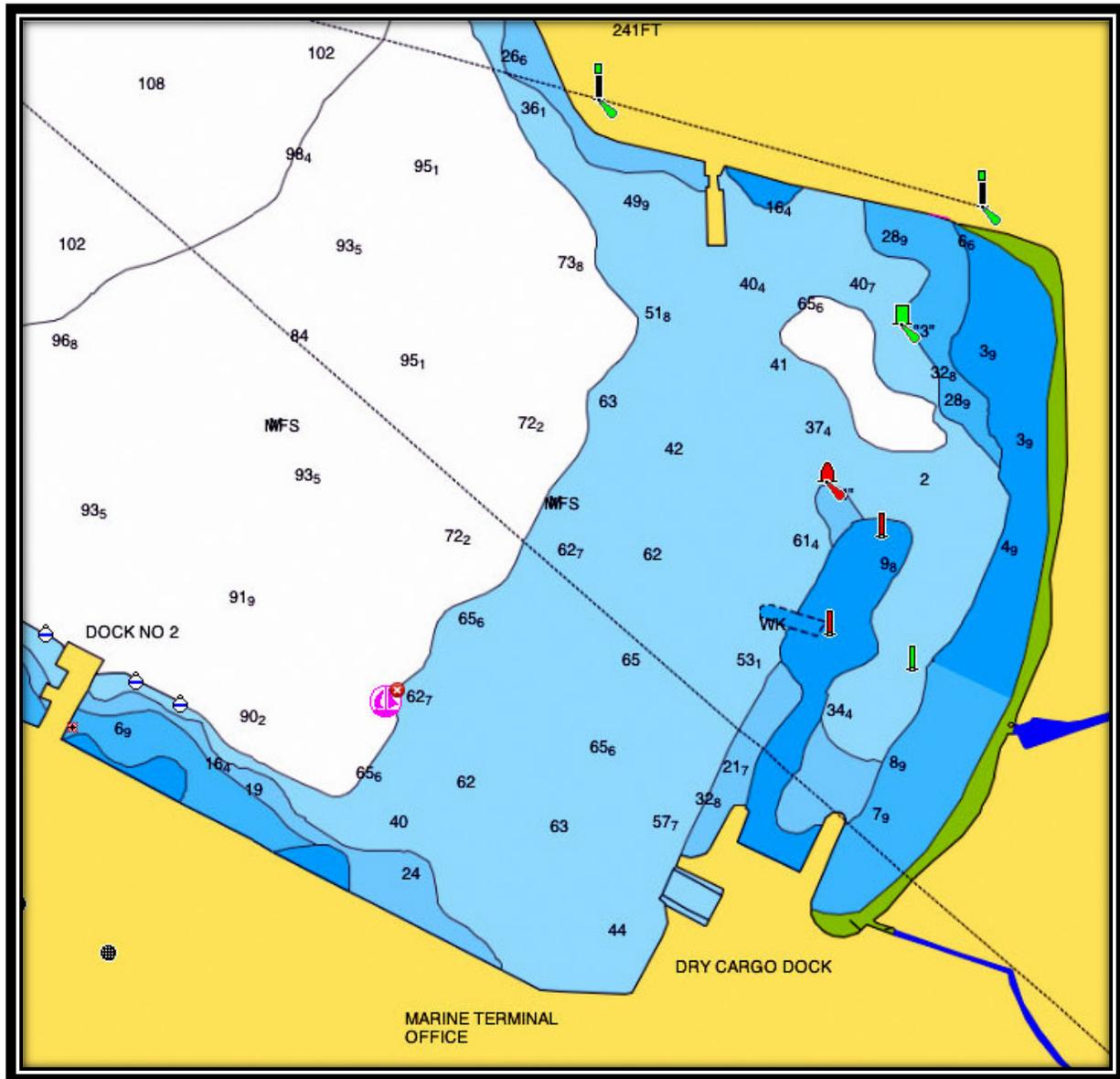


Figure 39. GRAND CUL DE SAC BAY

This bay is a commercial area with oil tank storage. There is nothing of interest for the cruising boat here and it is not recommended as anchorage.

MARIGOT BAY

13° 58.07 61° 01.81W at entrance to harbor

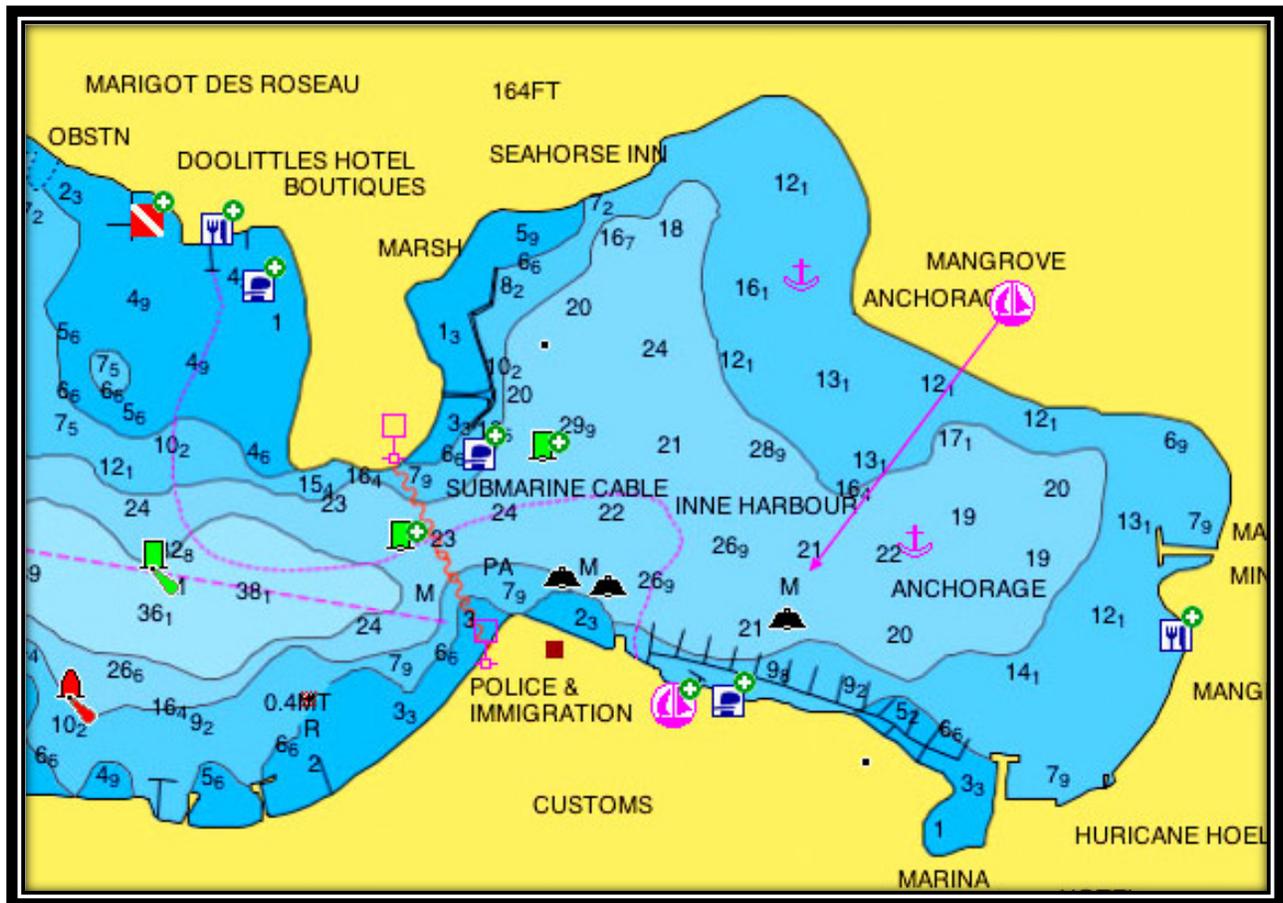


Figure 40. MARIGOT BAY

Marigot Bay is one of those places that God made for cruising boats. Everything about it is good. It affords excellent protection and is beautiful as well.

Years ago, one would enter and find a place to anchor; not too difficult. As time went by, the better anchorages were replaced by mooring balls which one rents. That is what happens when a place becomes popular. It does help the local economy and is acceptable if the prices remain reasonable and the condition maintained. The redevelopment of the marina resulted in a top flight facility that can cater to even mega yachts.

Given the rather modest size of the harbor, if you do not want a slip and do not want a mooring you are relegated to finding a spot on the perimeter of the outer harbor.



BOATS ON MOORINGS ON STARBOARD SIDE (ON ENTERING) OF THE BAY (FOREGROUND) WITH BOAT ANCHORED (BACKGROUND)

The marina is a beautiful facility with a very welcoming staff.



MARINA STAFF AT MARIGOT BAY MARINA



THE FACILITY IS ATTRACTIVE ~ NEAT AND CLEAN



There are a few restaurants on the property and one restaurant has an adjacent pool that you can use.



I have always said that all boats are beautiful; just some more so than others; especially if you like classic boats. This one caught my eye as, I am sure, it caught the eyes of many other dreamers as well!



A small “peninsula” comes off the mainland about 2/3 of the way into the harbor. It is blessed with white sand, palm trees and just about everything else you could ask for.

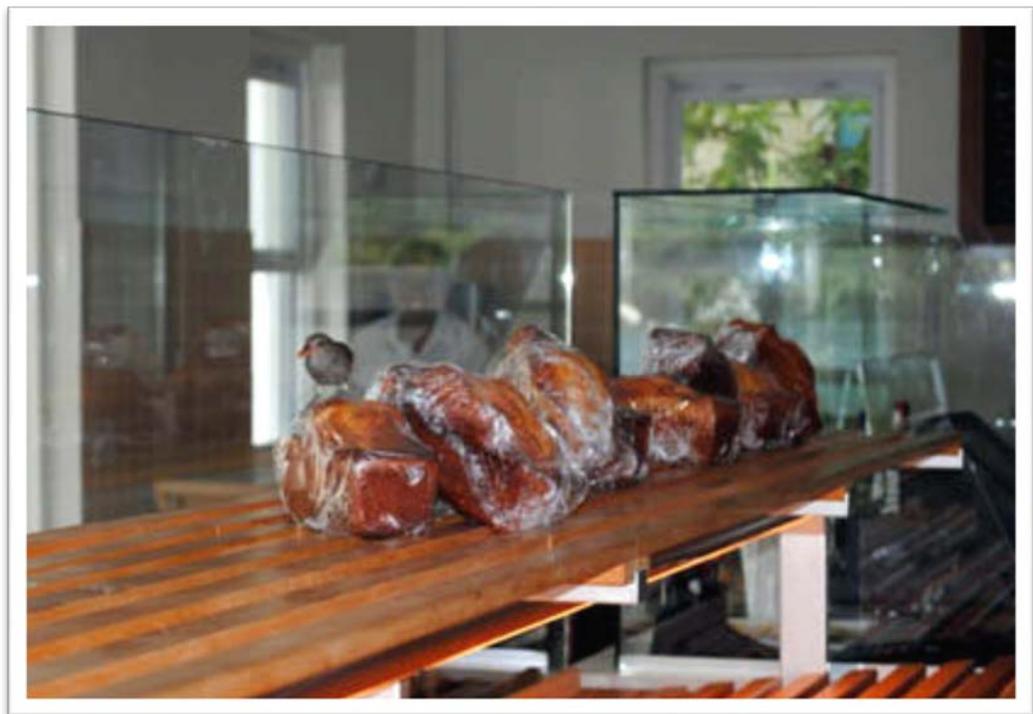
I have spent many a day just lollygagging at this beach, listening to music, swimming and dreaming Caribbean dreams!

Marigot Bay has not had the incidents of robbery that some of its neighboring harbors have sustained.

There is an informal restaurant on the south end of the marina property as well as a more formal restaurant at the pool near the condo homes.



A fruit and vegetable fellow will come by boat to sell his wares. You do need to bargain; but just a little. There is also a small coffee shop that sells fresh bread and other goodies -- you might say “a little birdie told me!”



There are a number of “stops” one can make between Marigot Bay and the Pitons; however, they are not really suited for overnight anchorage. You will find them often roilly. They include Anse La Raye, Anse Cochon, Anse Canaries and Anse Chastanet.

The nicest in my opinion is “Anse La Raye.”

ANSE LA RAYE

13° 56.45N 61° 02.73W

Entrance to harbor

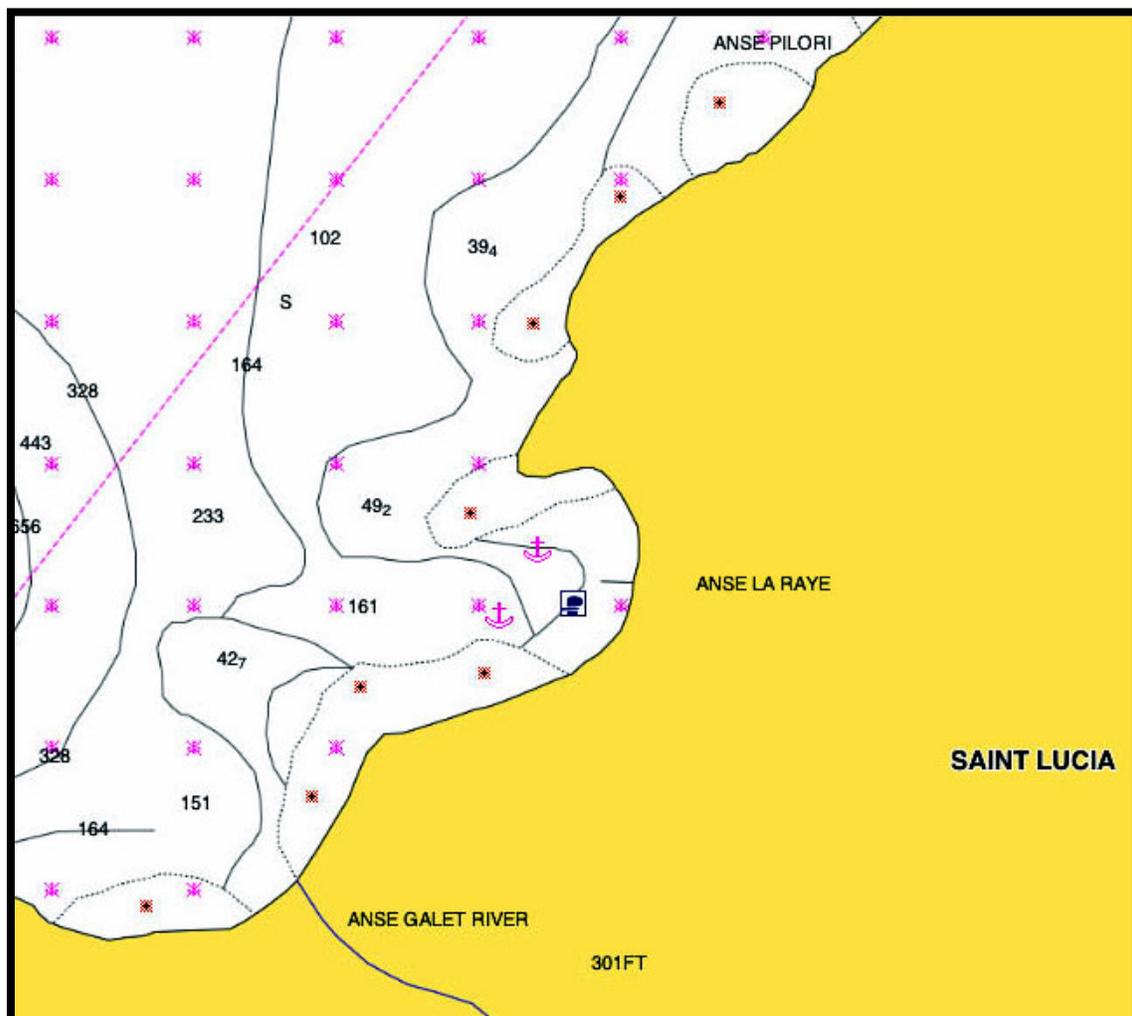


Figure 41. ANSE LA RAYE

It is a typical fishing village which is wonderful to walk through. You can stop with your boat for the day or you can take local transport from Marigot Bay. Friday night is the big “jump up” (dancing in the streets) and fish fry.





FRIDAY NIGHTS ~ JUMP UP AND FISH FRY



The town is quaint and will take you back in time to when local life revolved around fishing, and, as the locals say, “de talk was bout de fishing and de weather.”

SOUFRIERE BAY AND THE PITONS

13° 51.22N 61° 03.95W

At entrance to bay and anchorage at La Soufriere Town

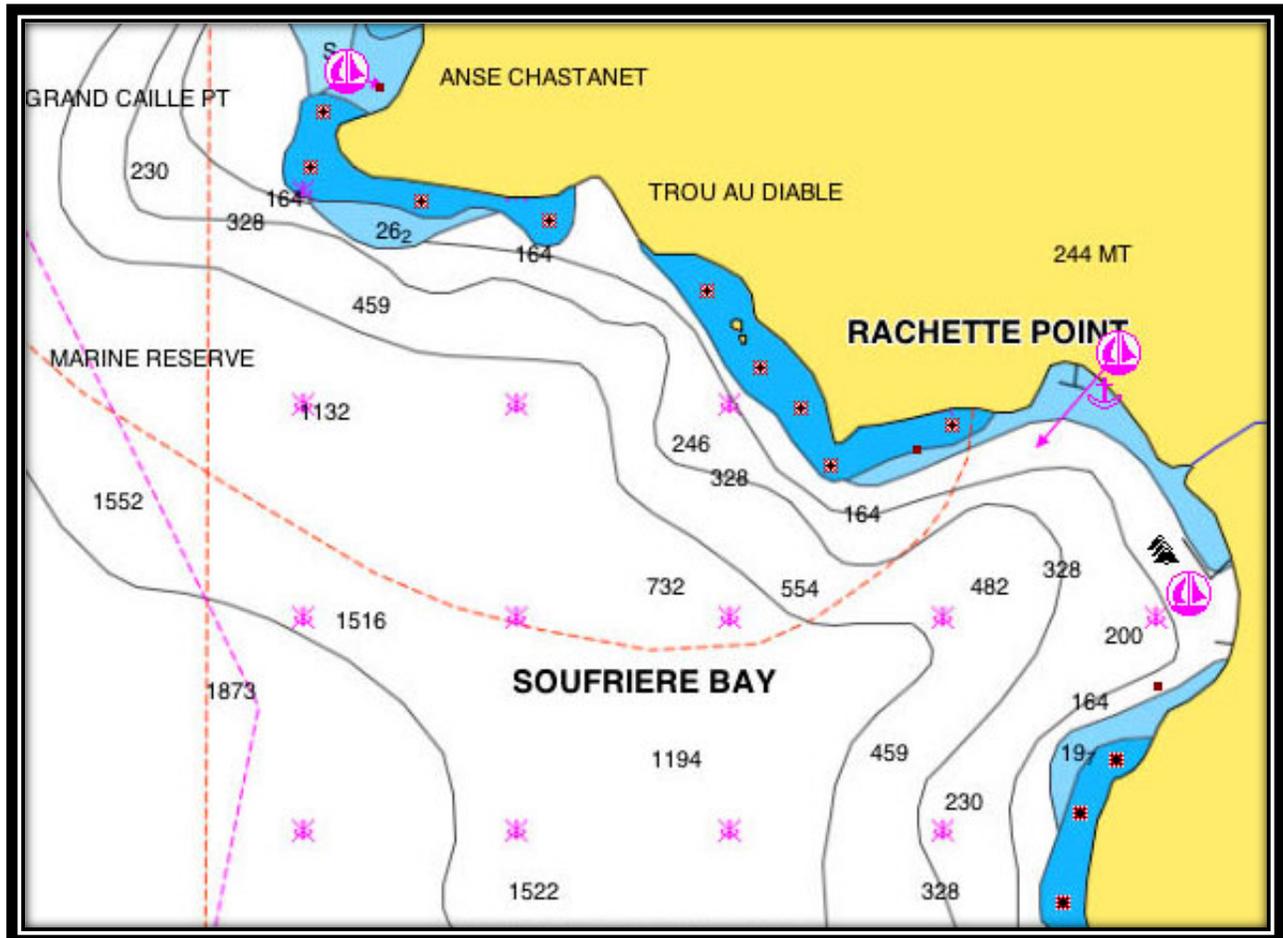


Figure 42. SOUFRIERE BAY

A great deal of this area is a marine reserve that is administered by the SMMA. You can find their office and the tourist office close to the dock at La Soufriere. The town is active and there is a local market for provisioning. A number of small restaurants are also available. Water and fuel are available.



There are a number of nature trails in the area, some an easy walk and others a more challenging climb. They afford views and experiences that are a “slice of heaven on earth.” The local tourist office can give you detailed information.

At the south end of the Soufriere Bay is the Malgretoute anchorage. You will see a few SMMA mooring balls that you can use. This is at the foot of Petit Piton. Sometimes this area can get somewhat bouncy.

As you make your way south the Pitons will come into view. If it is your first time cruising this area, and even if you have done it a number of times, your heart will skip a beat. One’s mind is swept away by the grandeur and your sense of the exotic will be heightened. You will see other boats anchored in the area ahead and that will only serve to whet your appetite.

THE PITONS

13° 49.58N 61° 04.12W

At entrance to mooring field

Anchoring is not permitted here and you must take a marine reserve mooring ball.



NO MATTER HOW YOU VIEW THEM, THEY ARE MAGNIFICENT FROM ANY ANGLE.

When you go ashore there is a variety of ways to occupy your time. Local guides can arrange for you to climb the Pitons and see the waterfalls. There is a beach and a number of eateries; some on the pricey side. You can also arrange a guide if you would like to scuba dive at a number of sites in the area.



THE PITONS -- AN “ESSENTIAL STOP” FOR CRUISING BOATS.



THE PITONS ARE A “PICTURE PAINTED BY THE HAND OF GOD”

LABORIE BAY

13° 44.48N 61° 00.00W

At entrance to bay

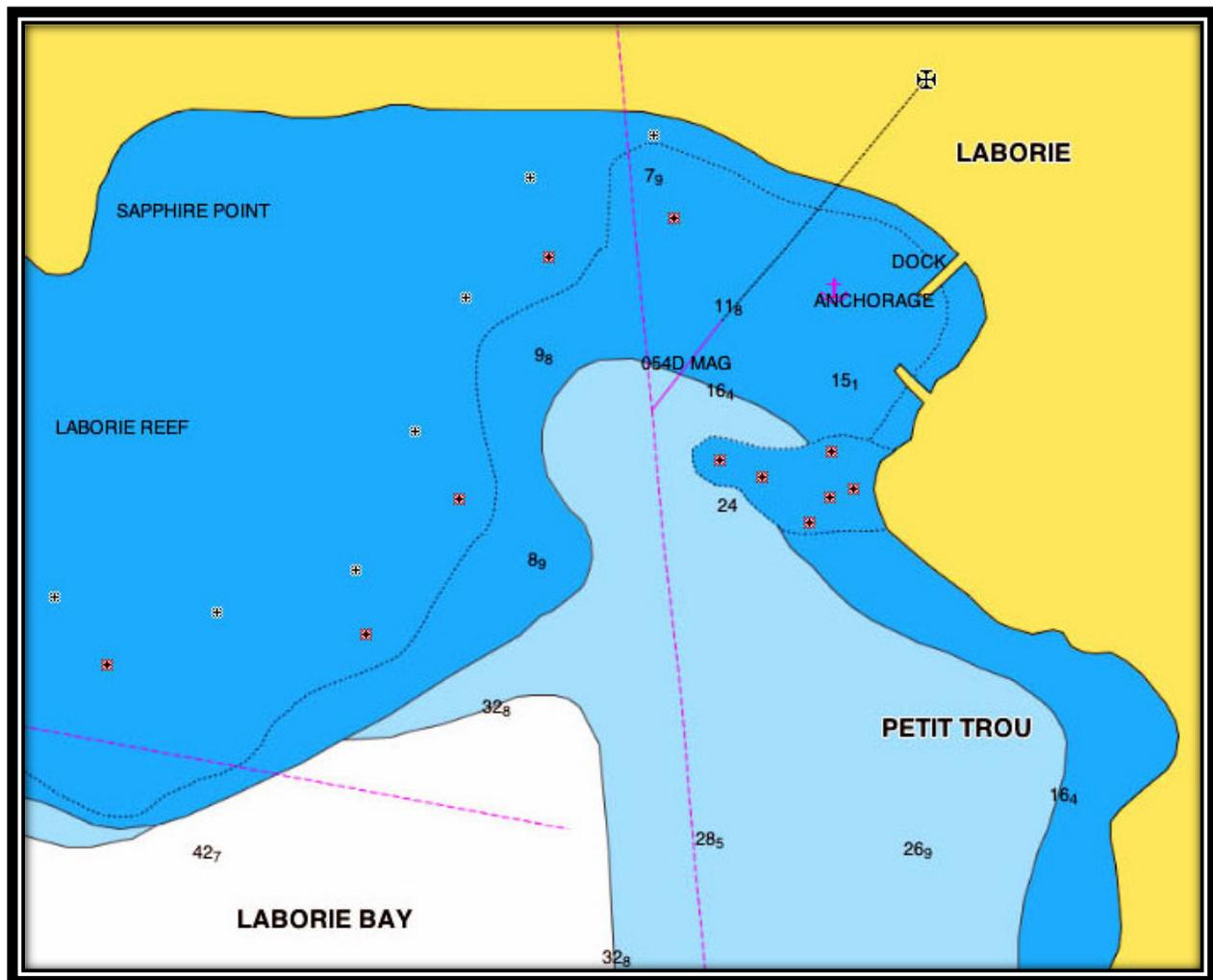


Figure 43. LABORIE BAY

If you are heading south from the Pitons, stand offshore more than ½ mile as Balambouche Rocks will be in your way. Leave them to port. Laborie Bay is little visited and in “fresh conditions” should not be attempted. It is protected by a barrier reef which is arrived at from the south east side of the harbor. Be careful just north of Petit Trou as the starboard side reef extends well west. Once in you can anchor in 10’ of water. The village itself is a quaint fishing village. There are a few small restaurants in this area that are worth the time to visit.



GINGERBREAD HOMES EVIDENCE A VICTORIAN HISTORY.



FLOWERS AND TEA; AT 4PM, OF COURSE!

VIEUX FORT

13° 43.39N 60° 57.46W at anchorage

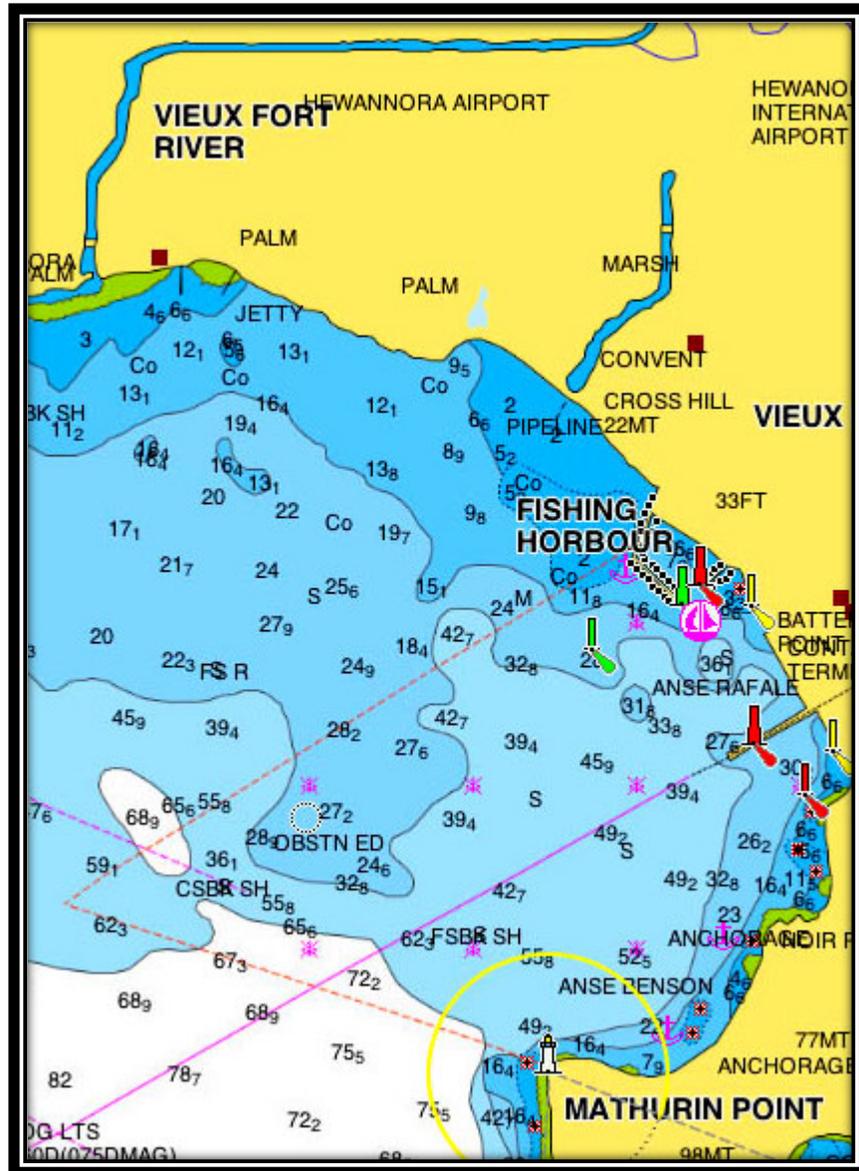


Figure 44. VIEUX FORT

Vieux Fort is most often overlooked by cruising boats. It is located at the south western end of the island. It affords a good anchorage and is a great jumping off point to St. Vincent which is just 25nm to the south.

You will find an abundance of fresh fish here as well as fresh fruits and vegetables, priced quite reasonably.

You can also clear in and out here. Customs is at the main dock but Immigration is found at the airport which is within walking distance.

On the other side of the Moule a Chique peninsula that is the southernmost part of St. Lucia are the Maria Islands. In settled weather you can day anchor on their lee side and enjoy the beach and the surf.



In heavy weather there are breaking seas and the area should be avoided. There are also a few coral heads that you need to pass between to arrive at the anchorage. Enter from the south side of Maria Island being careful to leave the reef to starboard and the coral heads to port.

As you pass the southeast tip of St. Lucia and turn north, you may encounter some tide rips. As you proceed north it will flatten out.

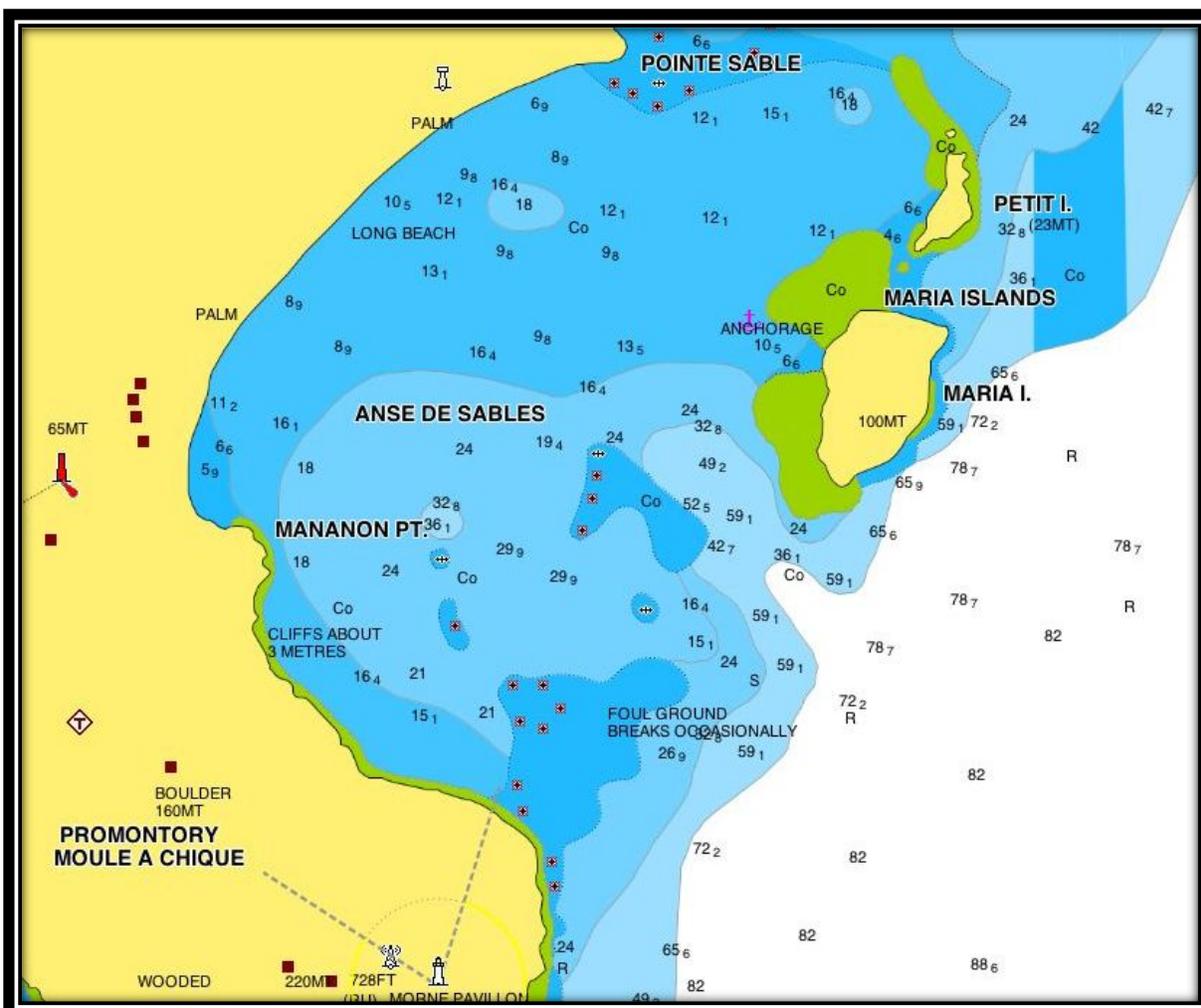


Figure 45. ANSE DE SABLES and the MARIA ISLANDS

The islands are not often visited by cruising boats. They are a nature reserve and for those inclined they present a pristine opportunity in an area that is definitely not crowded.



The area is a nature reserve and there are great snorkeling opportunities. If the weather forecast is good you can stay put for the night.



ST. VINCENT

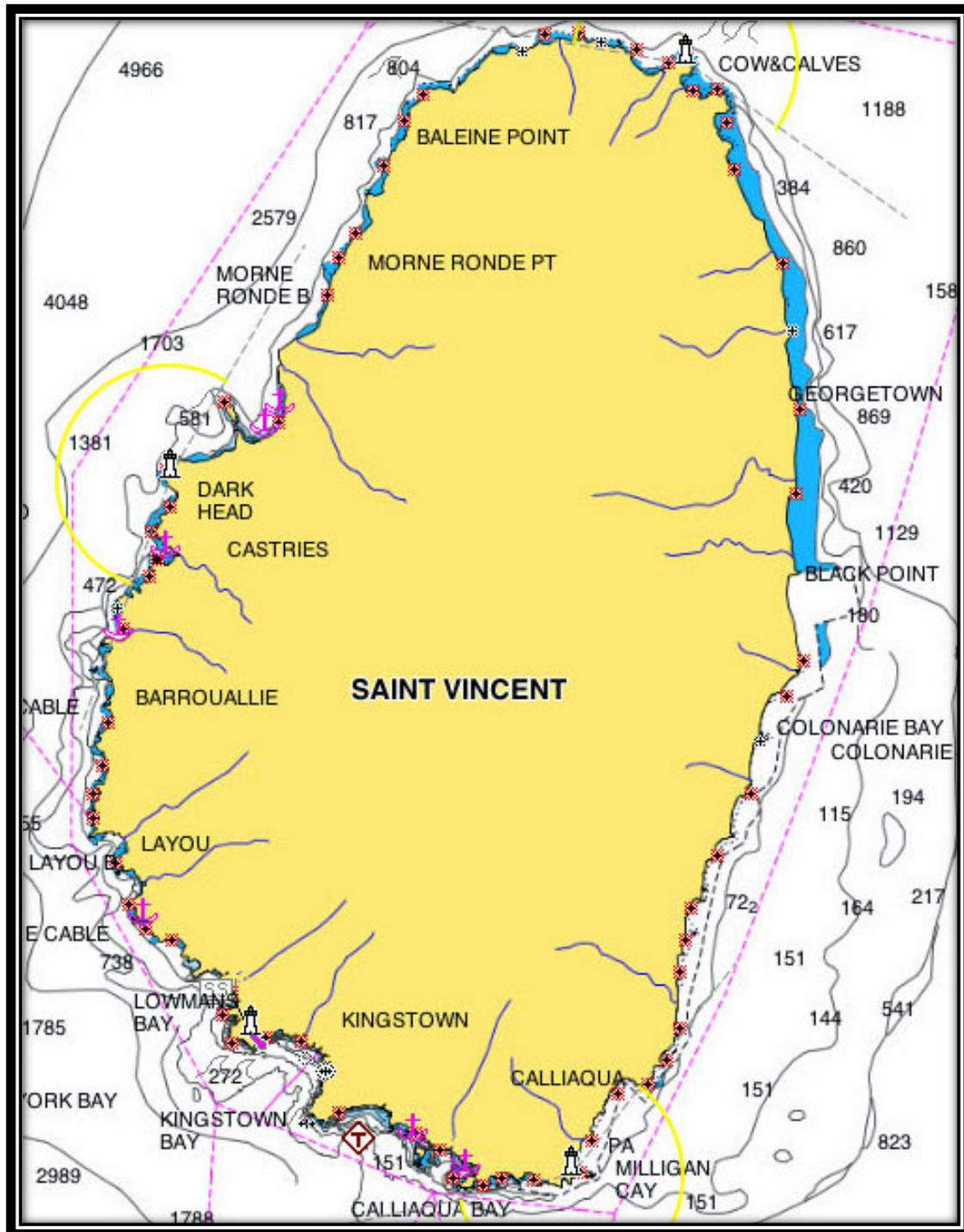


Figure 46. SAINT VINCENT

St. Vincent is very often overlooked by cruising boats. There are many reasons for this. Rushing to get south and then rushing to get north. Rushing to get to the Grenadines and rushing to get to Grenada. As a result the island gets a smaller share of transient cruising boats than many of the others in the chain.

There is not a great deal of development on St. Vincent and tourism is not a significant part of their economy although in recent years they have made strides to



improve it. The island has always supported itself with fishing and agriculture. **It is noteworthy that after the mutiny on the Bounty, Captain Bligh sailed the Providence to St. Vincent with a large cargo of breadfruit trees. All of the breadfruit that you find in the Antilles today originated from that cargo; thank you, Captain Bligh!**

The “Banana Wars” have wreaked havoc with St. Vincent’s growers. As much as 60% of the economy was once tied to banana farming. The politics of the Banana Wars are many and complex and assigning blame is an ethnocentric exercise. Crime on St. Vincent and the overall infrastructure of the island has been, in many ways, directly proportional to the health of the St. Vincent banana industry.

It is said that when President Reagan of the USA complained to then Prime Minister of St. Vincent, that he needed to curb marijuana production on the island and exports of it to the USA, the Prime Minister replied that “if you purchase our bananas” we will not need to plant marijuana.

The building of the cruise ship terminal at Kingstown Bay has brought tourism dollars into St. Vincent and is making a difference to the local economy. Beginning in 1999 the cruise ships docked but tourists were badly handled. It was not until 2006 that the changes that were necessary really began to attract cruise ships and their boatloads of tourists. However hard they try, St. Vincent is not a popular port of call when ranked with some of the other islands in the Caribbean.

NAVIGATION

If you are coming from St. Lucia south, you will encounter tidal currents as you cross over to St. Vincent which many times make the passage rougher than the wind and sea conditions would warrant.

If a strong northeast wind is blowing early in the Trade Wind season it further complicates matters, making conditions ever rougher. The best route if going south in such conditions is to head high after leaving St. Lucia's southern point and stay high until you find wind that is true and unaffected by the Pitons. In the opposite direction going northbound, watch the current as it will set you to leeward. If you have a strong enough wind, lay a course directly to the Pitons to avoid the set.

When you reach the northwest coast of St. Vincent there are no protected ports of call. The entire coast offers acceptable but not great protection for anchorage. Those that stop usually do so because of a need to rest or because they want to explore the interior of St. Vincent which has a great deal to offer in the way of nature paths, waterfalls etc.

Due to the height of the mountains on St. Vincent, when you are on the west coast, you will most often find yourself in a wind shadow and as a result will have to motor along.

OTHER FACTORS

Much of the Lesser Antilles chain and in particular the southern Lesser Antilles has developed a history of theft against cruising boats over recent years. Dinghy outboards are the prime target but there have been other robberies as well, some of which have involved violence.

Choose the safest anchorages; consult the **Caribbean Safety and Security Net as well as Noonsite and also the CSI index at Free Cruising Guides to find out which anchorages are the safest.**

It is customary at some of the anchorages for boats from St. Vincent to come out and lead you in. Be polite but do not accept any service whatsoever as you will later be asked to pay for it. This has led to arguments in the past over who owes what to whom and for what service; agreed or otherwise.

IMMIGRATION AND CUSTOMS

You can clear in or out on St. Vincent in Wallilabou, Kingstown, or in the St. Vincent Grenadines, at Bequia (Port Elizabeth/Admiralty Bay) and Union Island (Clifton).

Coming from the south this is not a problem; however, coming from the north, **in order to clear in you must bypass any anchorage such as Chateaubelair Bay and Cumberland Bay until you have cleared in at Wallilabou Bay.**

No fishing is allowed in St. Vincent or their Grenadine islands without a license. There are also protected areas where absolutely no fishing is allowed. You can contact the St. Vincent Department of Fisheries for details if you have an interest in catching your dinner.



EXEMPT FISHING

CHATEAUBELAIR

13° 18.07 61° 14.46W at entrance to bay

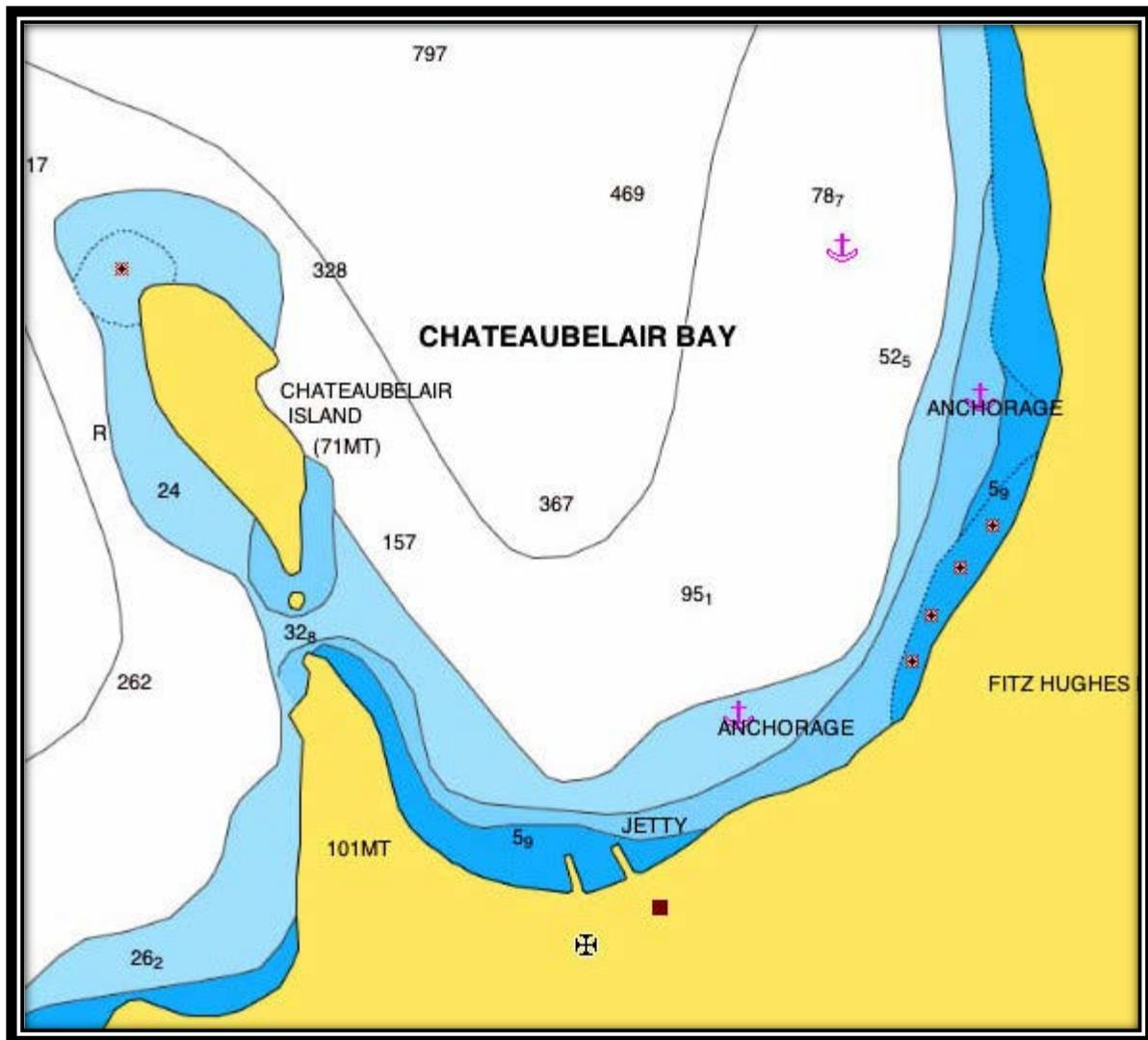


Figure 47. CHATEAUBELAIR BAY

The best anchorage is in the northeast portion of the bay. If there is a north swell running this bay is not comfortable and can even be untenable.

There is great snorkeling here off Chateaubelair Island and the town is a good starting point for those that want to walk to La Soufriere and see the waterfalls.

The passage between Chateaubelair Island and the tip of the mainland (Petit Bordel) is navigable, if somewhat narrow.

CUMBERLAND BAY

13° 15.97N 61° 15.82W at entrance to bay

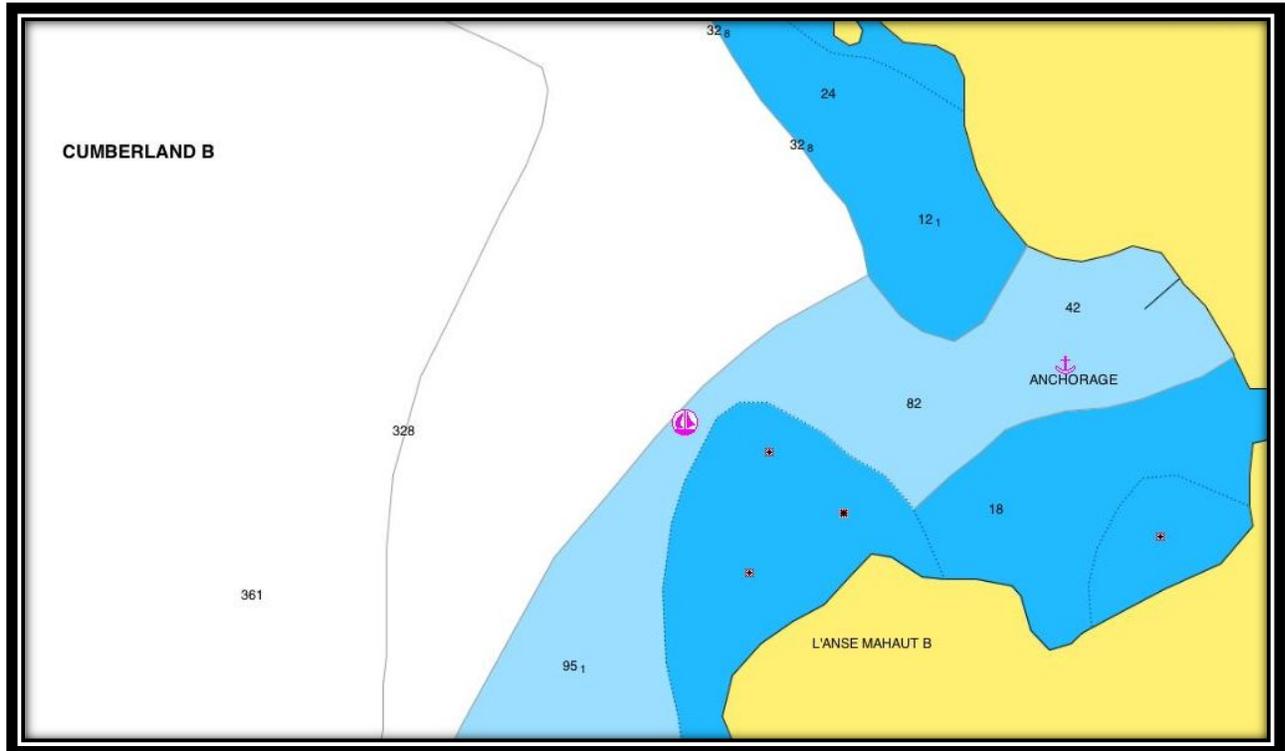


Figure 48. CUMBERLAND BAY

The bay is fairly well protected. There is a reef at the southwest point of the entrance which should be given a wide berth on entering. You have to get close in to anchor as the bottom drops off quickly.

Because there is not much here and also given the proximity of Wallilabou Bay where clearance is possible, this stop is most often skipped by cruisers.

WALLILABOU BAY

13° 14.93N 61° 16.45W at entrance to bay

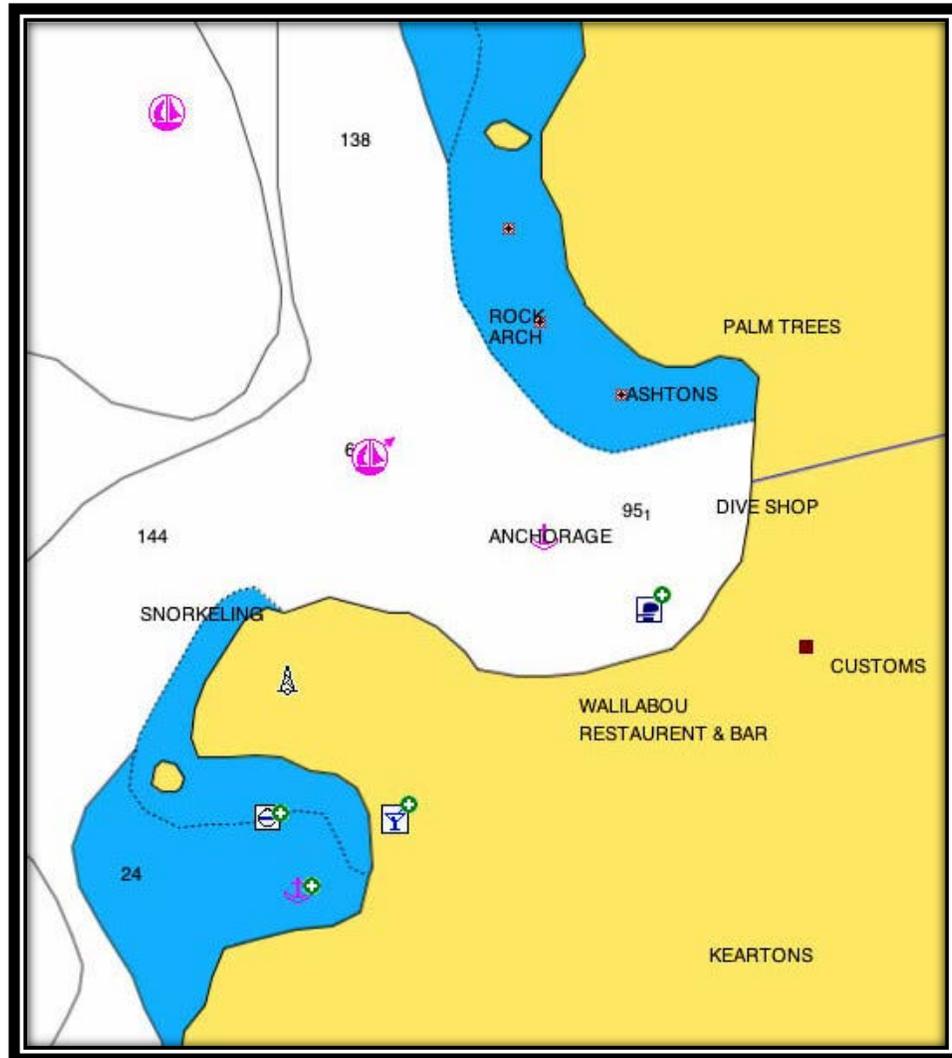


Figure 49. WALLILABOU BAY

Because this bay was used by Disney to do Pirates of the Caribbean, the buildings behind the beach have a “Pirates Lair” look to them.

Many of the islands of the southern Antilles have “boat boys” who can many times be useful and at other times plain awful in that they will not let you be. Whatever you do, do not be rude as it can result in problems for you later. Be polite but firm. Say “perhaps later” if you do not want their services at this moment.

St. Vincent seems to specialize in boat boys and of the more aggressive variety. In Wallilabou they have even formed an association to give them legitimacy. The Wallilabou Line Handlers Association wears a badge indicating that they have a “license” to target you and that they are trustworthy. The restaurant is a port of entry for Customs but Immigration is done at the Police station in Barrouallie (This station is as often closed as it is open and is not reliable as to which), which you can visit from land. The Customs office is open from 1400 to 1600 daily.

The restaurant offers water, ice, showers, internet, and garbage service; and monitors VHF 68.

There is a wonderful waterfall that “guides”, which you do not need, will offer to take you to. It is a short walk; just a bit more than ½ mile.

NOTE

On the way south to Kingstown or coming north from Kingstown, if you need haulage and service work, you can stop at OTTLEY HALL BAY (**13° 9.54N 61° 14.82W**).

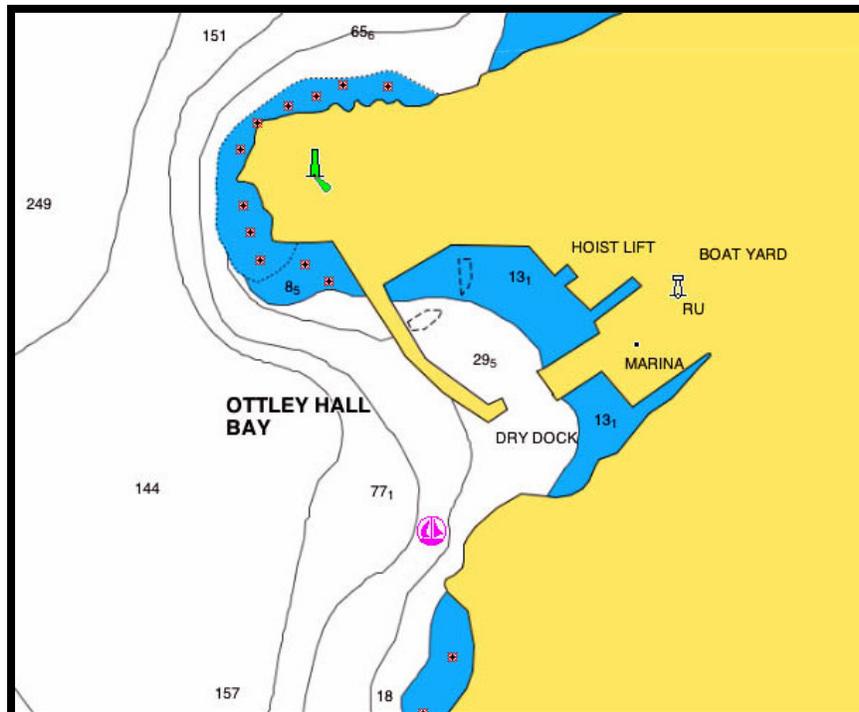


Figure 50. OTTLEY HALL BAY PARTICULARS



Figure 51. OTTLEY HALL MARINA

The Ottley Hall Marina is a serious yard with excellent haulage facilities for virtually any size vessel as well as all types of service from painting to welding to refrigeration and much more. Some cruisers leave their boat on the hard here for a break when they return home midway through their cruise.

KINGSTOWN BAY

13° 08.95N 61° 14.12W at entrance to bay

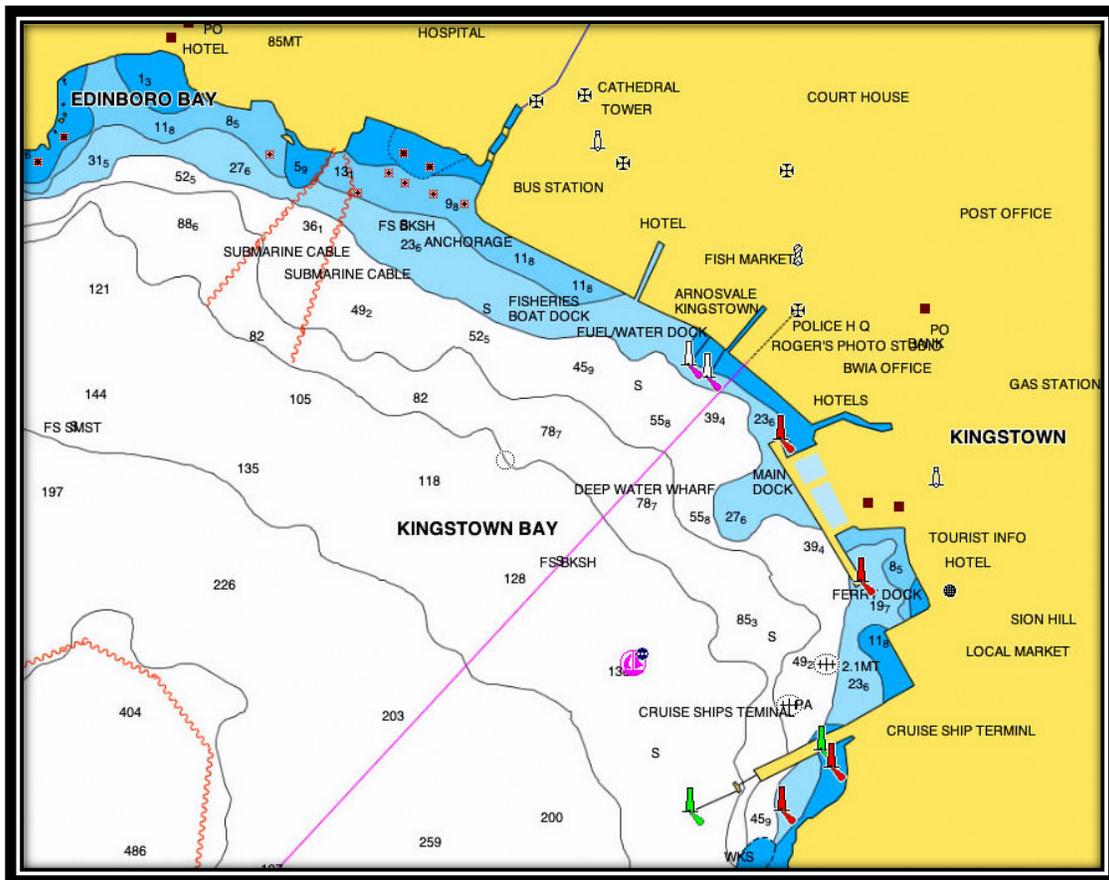


Figure 52. KINGSTOWN BAY

Most cruising boats do not stop here. You can clear in here and clear out as both Customs and Immigration can be found here. You can also take on fuel and water here. While the anchorage area is ample, the harbor is not particularly inviting and security can pose a problem. Do not leave your boat unattended at anchorage here. Many who choose to visit the town of Kingstown, go to Young Island, where most cruising boats anchor and take a cab back.

However, there are some good reasons to visit Kingstown. The supermarkets are good and provisioning for foodstuffs as well as hardware is excellent. There is a Saturday Market in Kingstown where fresh fruits and vegetables as well as other wares including souvenirs are available.

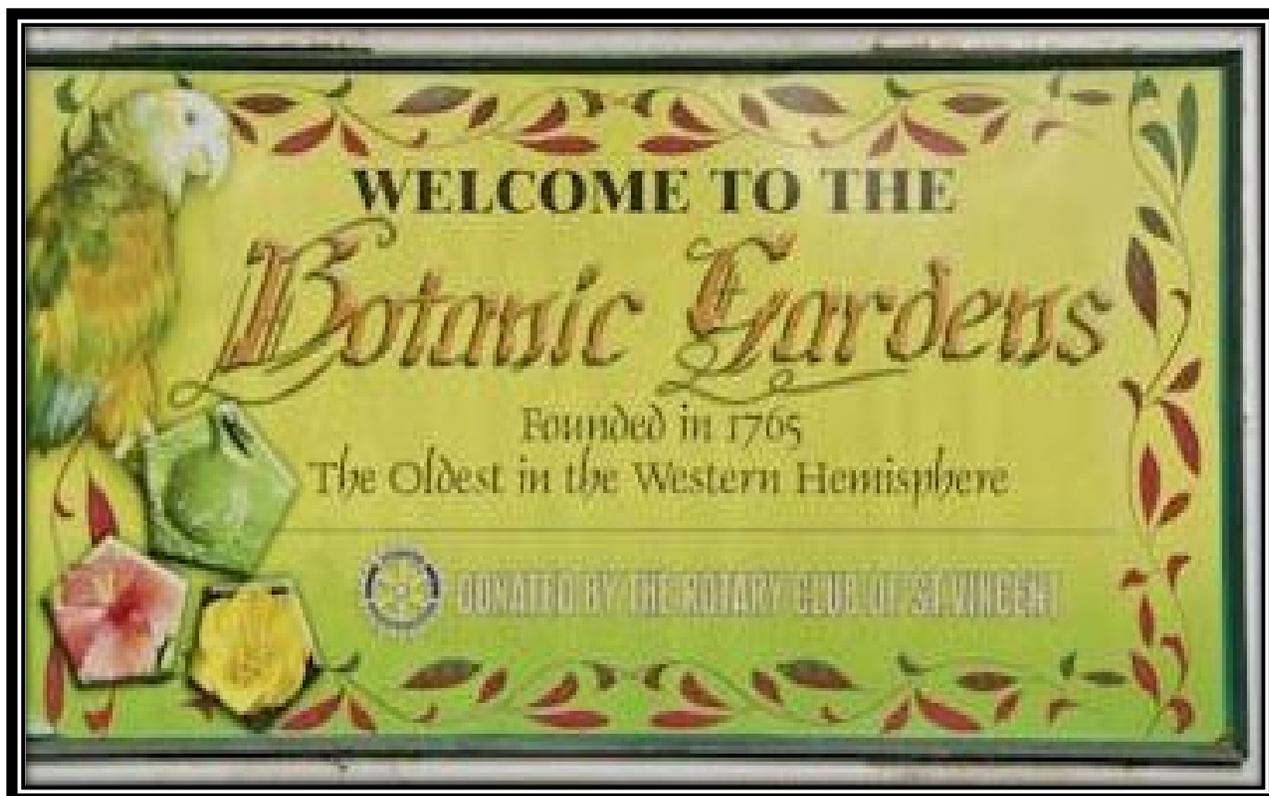
There are many restaurants to choose from; most offering local fare and fresh fish.



SATURDAY PRODUCE MARKET AT KINGSTOWN

Do not go to town in bathing suits or skimpy clothing; it is not looked upon favorably. Keep your wallet well secured and do not flash cash. Have your cash segregated, large bills from small bills and only take out about what you need.

Another good reason to visit Kingstown are the Botanical Gardens, said to be the “oldest in the western Hemisphere” founded in the 1700s.



The grounds are extensive and lush, and the admission and guides inexpensive. There is an aviary as well and the birds are as colorful as you might expect. Even if you are not a gardener, the trip and the tour are well worth it.





IT IS A BEAUTIFUL AND ROMANTIC SPOT



YOUNG ISLAND

13° 07.81N 61° 12.321W at anchorage

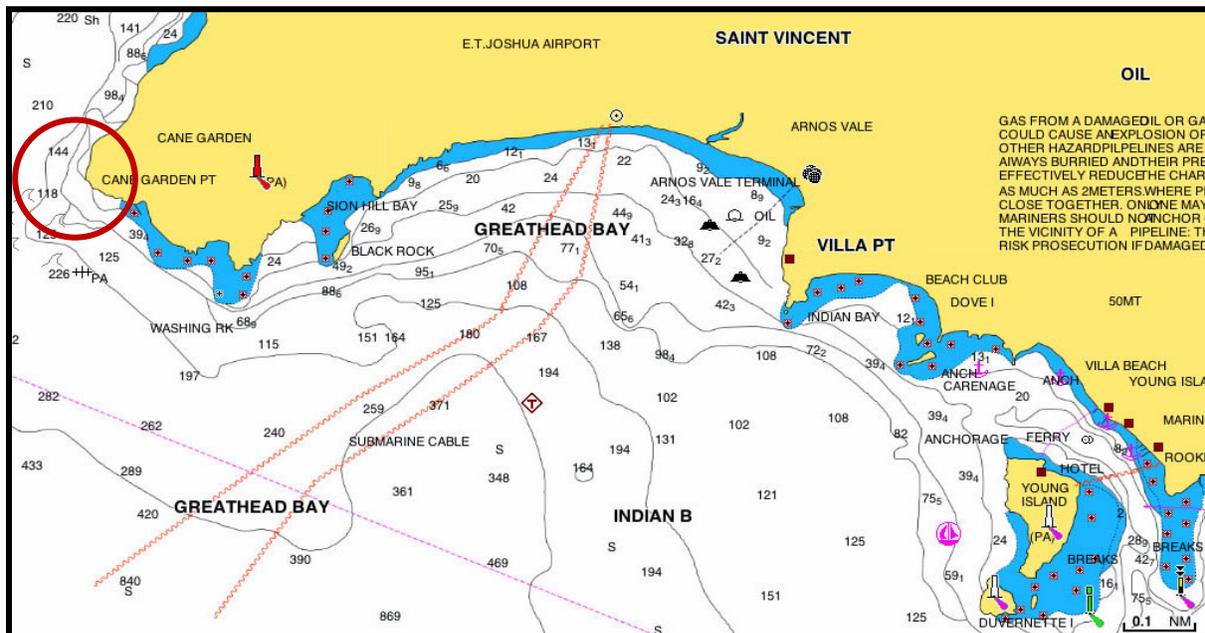


Figure 53. CANE GARDEN POINT TO YOUNG ISLAND

If you are approaching from the north, be sure to give Cane Garden Point a wide berth as there is a reef as well as rocks awash.

Once you round the point you will find yourself just over a mile west of the anchorage. The anchorage area is crowded with cruising boats and while not totally secure, it has one of the best safety records for the island of St. Vincent.

I would still recommend that you leave someone aboard even if you have to hire a local to stay on the boat. Be sure if you have someone boatsit that you find a recommendation ashore from a land based vendor. You can try the dive center and the hotels ashore.

Keep in mind as you approach Young Island that the area is crowded with anchored boats and the current can run swift. The middle area has many mooring balls and to anchor you will use the perimeter. Allow for the current which can put the boat opposite the wind if the wind speed is down.

You can call on channel 68 and inquire about the use of a mooring ball for which you will pay the going rate which seems to vary depending on availability.

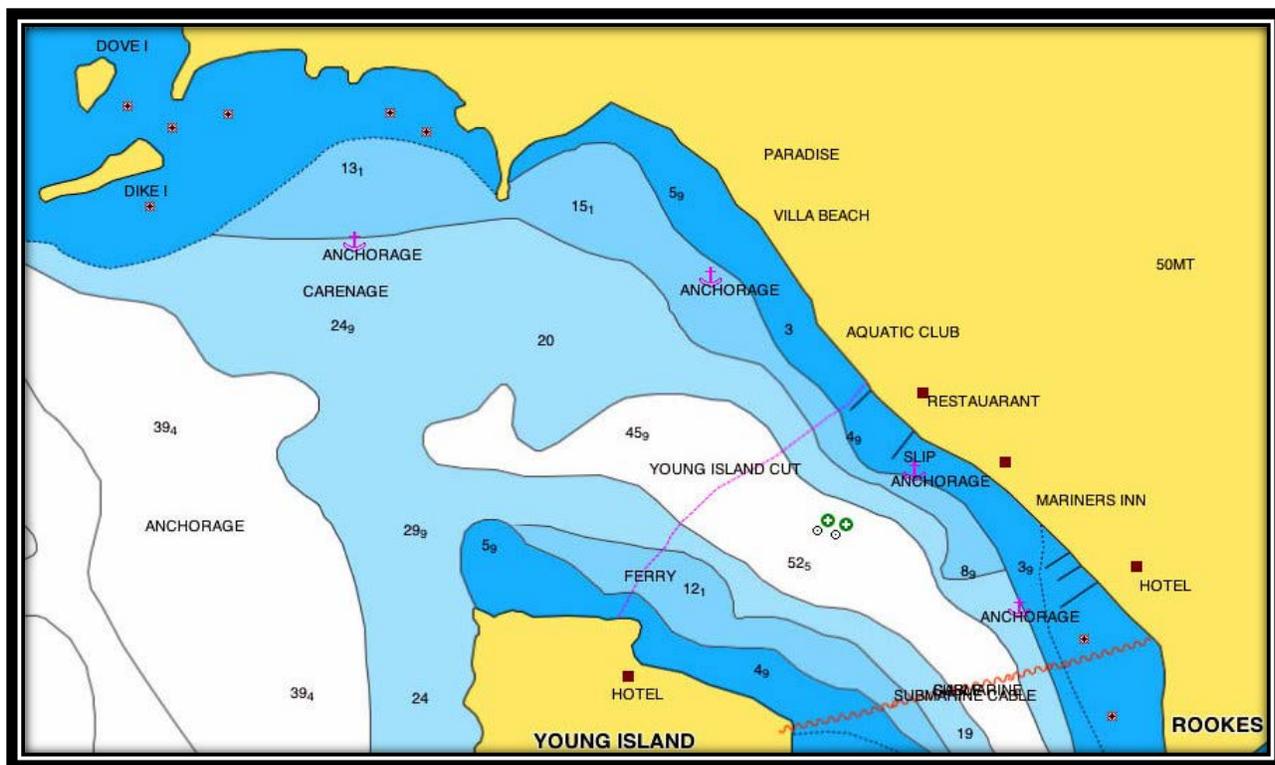


Figure 54. YOUNG ISLAND CUT BY THE NUMBERS



YOUNG ISLAND CUT

There are also hauling facilities and some craftsmen in the area for those in need. If you use a taxi be sure to negotiate the rate before you start out to whatever your destination may be.

Just to the south of Young Island is Duvernette Island. You can visit by dinghy. Once there, you climb the steps and will find yourself with a wonderful view.

Blue Lagoon is the most secure anchorage in St. Vincent and also one of the most crowded. There is no reason to anchor here unless the weather is acting up. Getting through the cut at the east side of the Lagoon is limited to boats drawing 6' or less; check the tide.

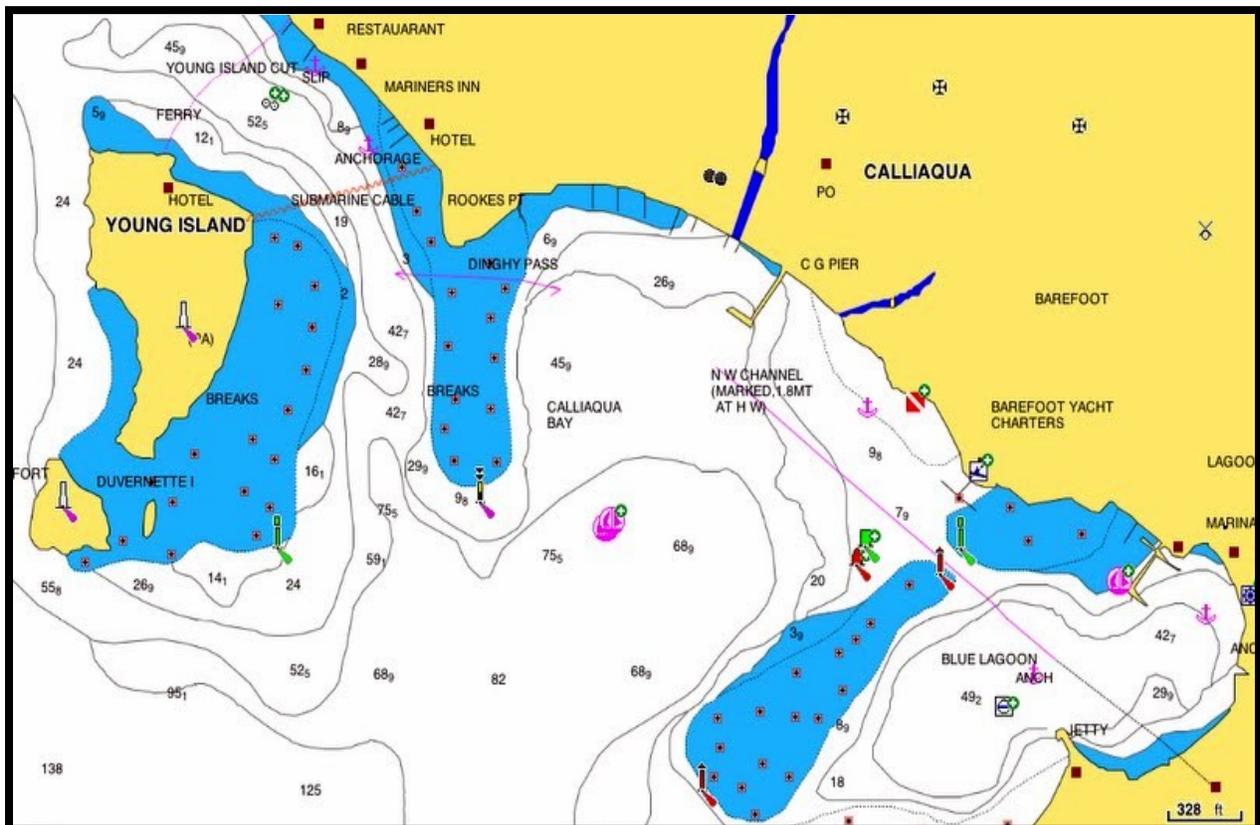


Figure 55. YOUNG ISLAND TO BLUE LAGOON



DUVERNETTE ISLAND

BLUE LAGOON

13° 07.66N 61° 11.62W at entrance west side of lagoon

13° 07.44N 61° 11.76W at entrance south side of lagoon

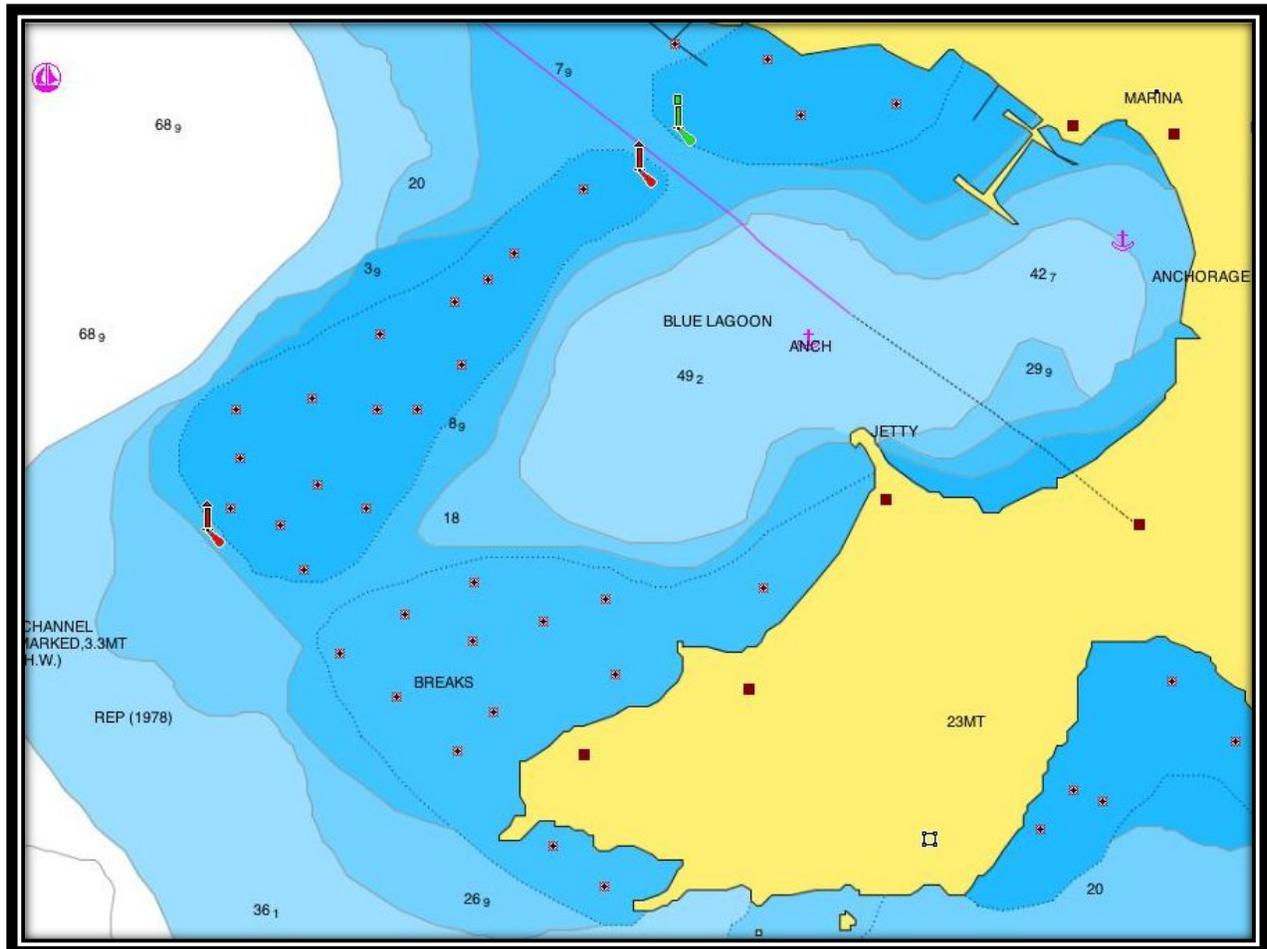


Figure 56. BLUE LAGOON, ST VINCENT

If you take the cut on the north side of Young Island on your way to Blue Lagoon, you must head for the marker at the south end of Rookes Point. (See [Figure 57](#)) Rookes Point has a dinghy pass which is not suitable for keel craft. Stay in the channel and do not turn to port until you are sure you have left Rookes Point to your port side.

The south entrance into the Lagoon is deeper but requires excellent visibility and cannot be done with the sun in your face or in rough conditions. You can get a slip in the marina if they have a vacancy which is rare, as the charter boats take up most of the space. You can get fuel and water.

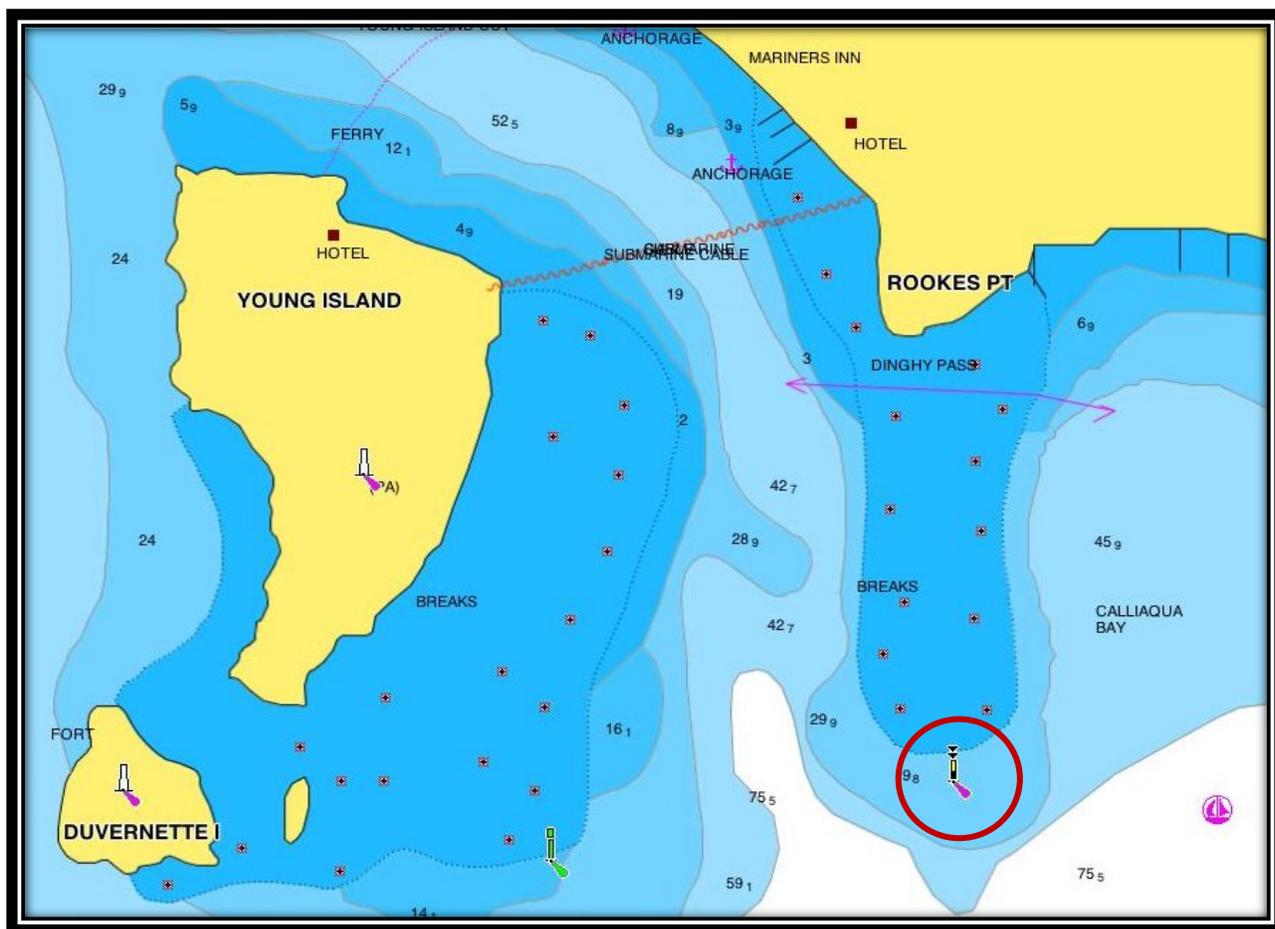
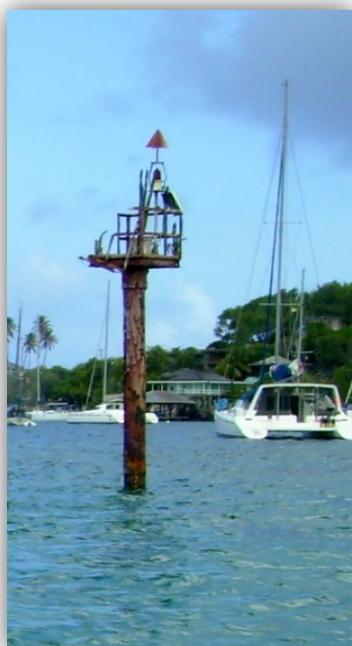


Figure 58. ROOKES POINT MARKER



Be sure to watch the markers as well as the current as you come south and east from Young Island.

Blue Lagoon is most often crowded because it offers excellent protection and because of its pretty setting. The east cut is not as deep as the south cut but easier to negotiate.



Figure 59. BLUE LAGOON, AERIAL VIEW

NOTES ON ST. VINCENT

Inland exploring of St. Vincent for those that like nature trails, waterfalls and botanical gardens is excellent and is the primary reason many cruising boats stop. Otherwise, many simply by pass the island, stopping only to anchor and rest at Young Island.

Robbery against cruising boats, sometimes involving violence, has occurred in certain anchorages of St. Vincent during recent years and one needs to take extra care.

The “boat boys” of St. Vincent have an earned reputation for being extremely aggressive in their approach to doing business. Never be rude or raise your voice. Be polite but firm and be sure what you are agreeing to in advance.

St. Vincent is the gateway to the northern side of the Grenadines which is the cruising destination of most boats venturing south of the island.

NOTES ON THE GRENADINES

The Grenadines are a group of islands over 40 nautical miles long. Individually there are over 600 islands in the chain. We will focus here on 10 major islands. Eight of them are under the jurisdiction of St. Vincent and two of them under the jurisdiction of Grenada.

While they are all popular, the single most popular area is the Tobago Cays. For first time cruisers cruising the Windward Islands of the Lesser Antilles, arriving at the Tobago Cays is a major event in so many ways.

Finding an anchorage amongst all the other boats anchored there is like being admitted to a club or group. You have made it and made it on your own boat. Many come on charter boats. However you get there, the sun, blue skies, sound of birds, colorful island boats and so many other factors, make a simple night's barbeque an event that lives in our memories for the rest of our lives.



Figure 60. TOBAGO CAYS: YOU HAVE ARRIVED!

Because the Grenadines are so popular, they have become crowded. This results in variety of factors that need to be noted. Some of these are:

Increased Crime-There has been a significant increase in crime over the last decade. Theft and even boardings involving violence have occurred. In some cases island barbecues sponsored by locals have resulted in theft from the boats while they were left unattended. You are not the first cruising boat to arrive in the Grenadines and you must not let your enthusiasm overtake your sense of precaution. Leave no valuables on the boat when you go ashore and if you must leave valuables, then find someone to watch the boat.

Increased Prices-Come prepared with the provisions that you need for what you buy locally you will most often pay dearly for. Everyone has to make a living but there have been cases where arguments have broken out when a price was not agreed upon in advance. Do NOT accept anything or order anything without asking the price.

Increased Regulation-There are more moorings and less anchoring area. Some areas have become marine preserves or parks. Do **not assume** you can fish; some areas require a fishing license. Sometimes clearing in or out has been complicated by overly officious authorities. Never raise your voice and never lose your temper. If you meet an uncooperative individual, remain patient and polite and be thankful that you do not have to deal with this person every day.

The Grenadines are an extraordinary place. Enjoy the area and always treat all that you come into contact with respectfully. Dismiss no one out of hand and avoid being overbearing. If you feel that someone has tried to cheat you, play down the event and try to distance yourself from the situation for it will not matter in the final analysis if you were right or not.

ST. VINCENT GRENADINES

BEQUIA
MUSTIQUE/PETIT MUSTIQUE
CANOUAN
MAYREAU
TOBAGO CAYS
UNION
PALM ISLAND
PETIT ST. VINCENT

GRENADA GRENADINES

PETIT MARTINIQUE
CARRIACOU



Figure 61. THE GRENADINES

ST. VINCENT GRENADINES



Figure 62. ST. VINCENT GRENADINES

BEQUIA

13° 00.46N 61° 15.36W at entrance to Admiralty Bay

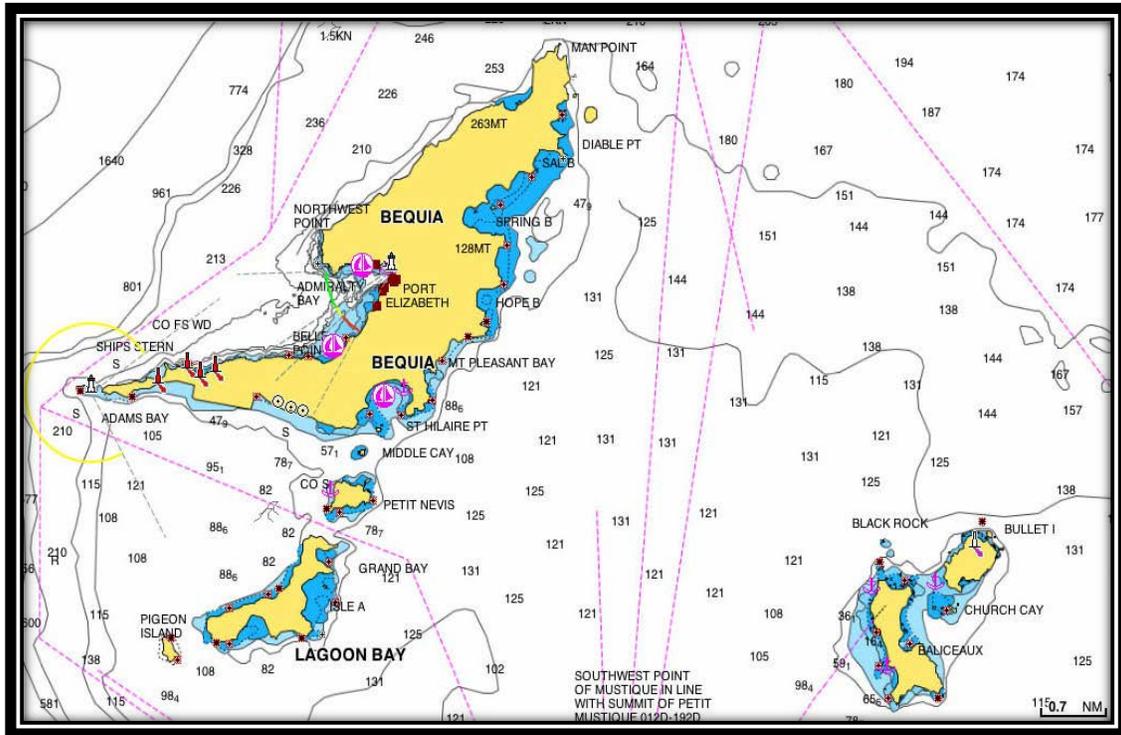


Figure 63. BEQUIA

Be careful coming into the bay from the north; you must give the shoals called Devil's Table a wide berth. It is marked by a buoy.

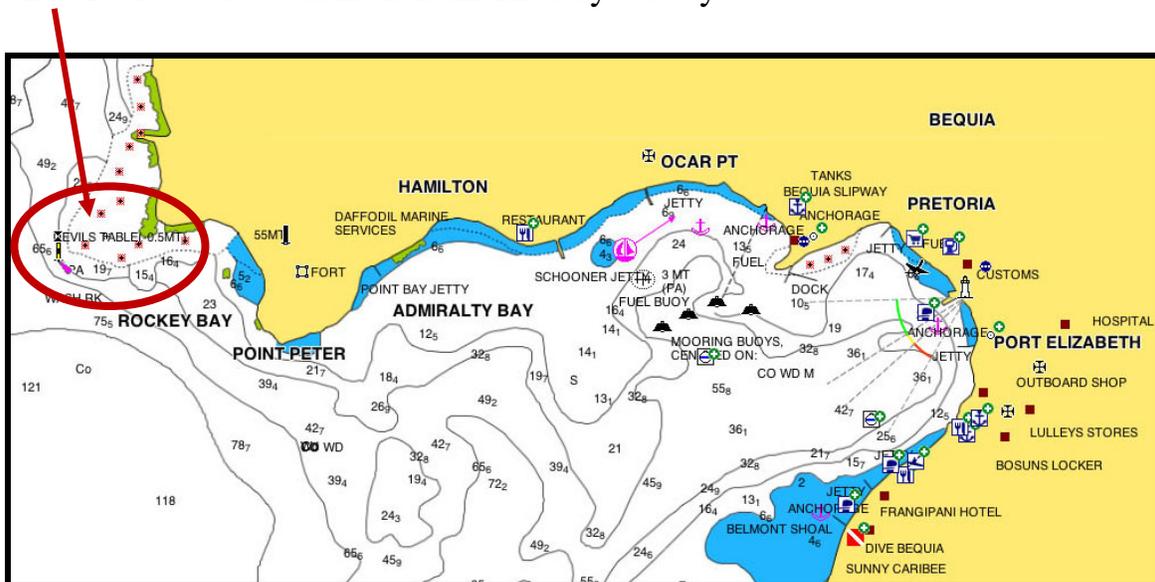
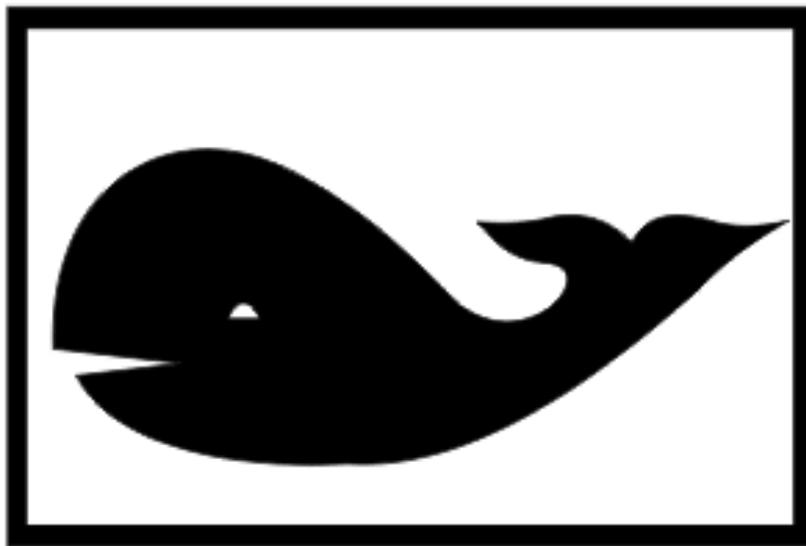


Figure 64. ADMIRALTY BAY

I never recommend night entry, but I have entered this bay many times at night as the entrance is wide and the biggest obstacles are other boats, anchored and moored.

Coming from St. Vincent south to Bequia the current runs very strong in the channel. When strong Trade Winds blow against the current, conditions can get rough. Before you make Admiralty Bay you need to watch how much sail you carry as wind gusts can be quite strong.

There is something about Bequia that is special; alluring in a way that I cannot quite describe. Perhaps it is the fact that I would tell the kids to raise the Bequia flag from the yardarm. The Island has its own flag.



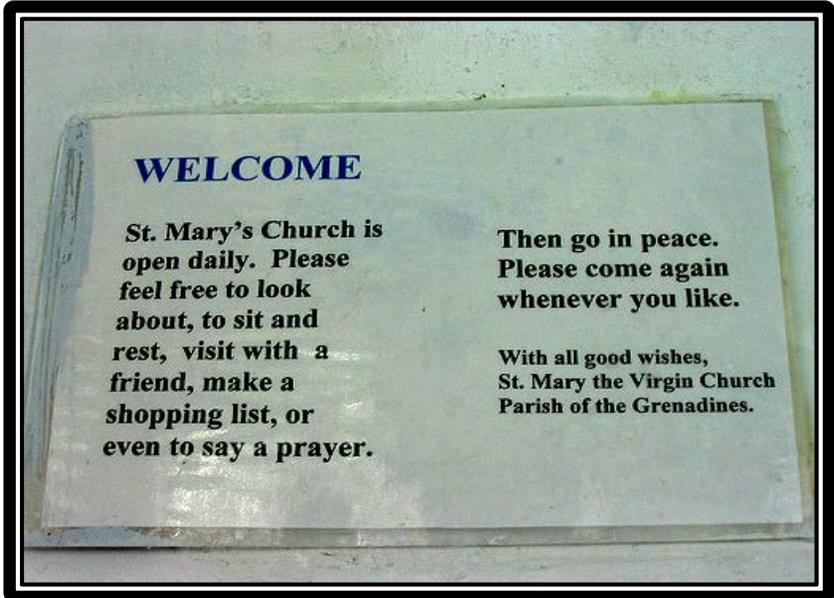
The flag has a whale on it because “New Bedford” whalers, amongst others, settled on the island and went whaling. As a result Bequians and those from the general area became, of necessity, great boatbuilders -- a craft that continues on through today. The whaling has pretty much come to an end.



The small restaurants with their folk singers and guitarists make you want to stay in the harbor and never move again.

Or maybe it is the Anglican Church which was erected in 1829 and has such a wonderful sense of history and serenity.

Or the ever so quaint Bequia Bookshop where I have spent so much time browsing; especially on rainy days.



MUCH MORE THAN A BOOKSTORE!



It is always fun to drop in on Sally and Tom, the owners of the Caribbean Compass to get to meet the two who are responsible for that wonderful newspaper that all Caribbean cruisers wait for every month. They have just celebrated their 200th edition, May 2012.



No matter where you look you will find something colorful or interesting or something that will take you back in time.

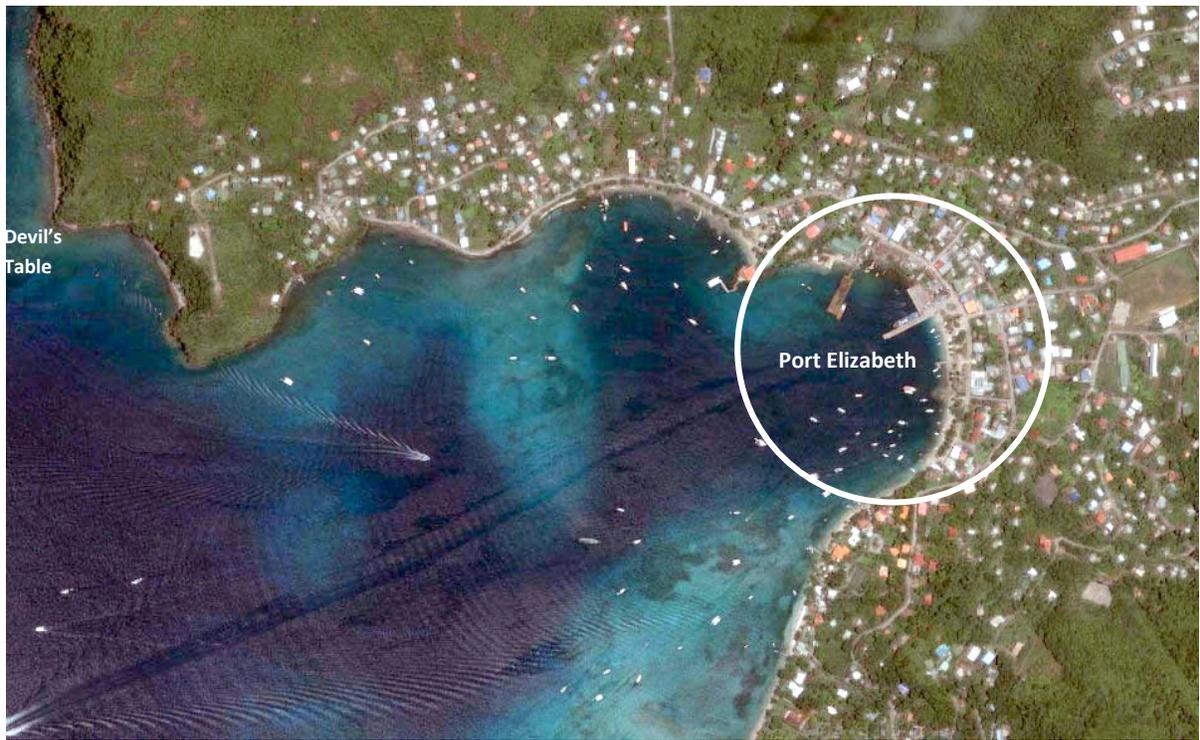


Figure 65. ADMIRALTY BAY WITH PORT ELIZABETH



Admiralty Bay is beautiful, perhaps one of the most beautiful spots in the Lesser Antilles. Due to the increase in traffic, today you will find that most of the best anchorages are taken up by moorings. If you pick one up, you can be sure someone will come out asking to be paid and they are not timid when it comes to price. If you are going to stay for more than a few days, try to get a multiple day price. There are lots of moorings and you should not accept the first price you are given. If the harbor is crowded, however, do not look for a big break. You can anchor but it will be towards the outer part of the harbor.

In either case, of late there has been an increase in crime against cruising boats. Locking the boat and closing all of the hatches are not enough; it is best you leave someone aboard or find someone who will watch the boat.

PORT ELIZABETH

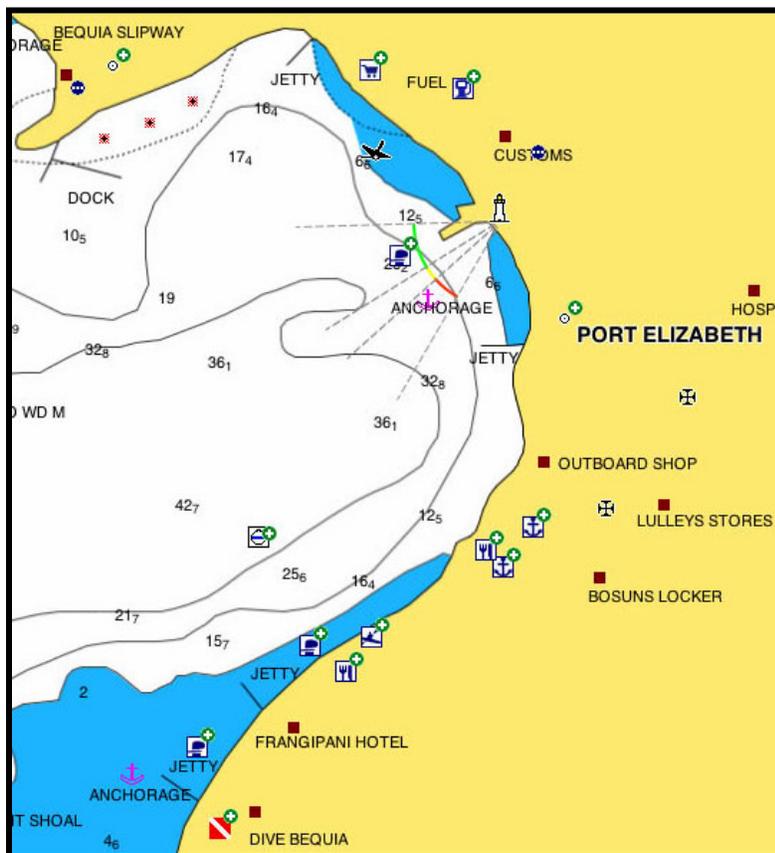


Figure 66. PORT ELIZABETH

You must keep the Ferry Dock entrance clear and to do so you can only anchor on one side or the other. Do not anchor in the channel. If you anchor to the southeast you will be close to the village. Or you can anchor off the fuel dock.

You can clear in or out easily here as the customs and immigration office is in its own building opposite the ferry dock. While I have never found the officials here to be overly welcoming, I also never found them to be difficult to deal with as well.



IMMIGRATION AND CUSTOMS ARE IN THE “REVENUE OFFICE”

Just to the left of the building (facing the building) is the fresh produce market should you find yourself in need.

For fuel and water there is a “barge” that can come out to fill you up; you will find the prices higher than in the larger ports.



Islands, and particularly small islands, have a problem with garbage disposal. Please do not leave your garbage along the road in plastic bags; take it to the designated area.



THE CATCH OF THE DAY

SOUTH COAST

FRIENDSHIP BAY

12° 59.08N 61° 14.00W

At southeast entrance to bay

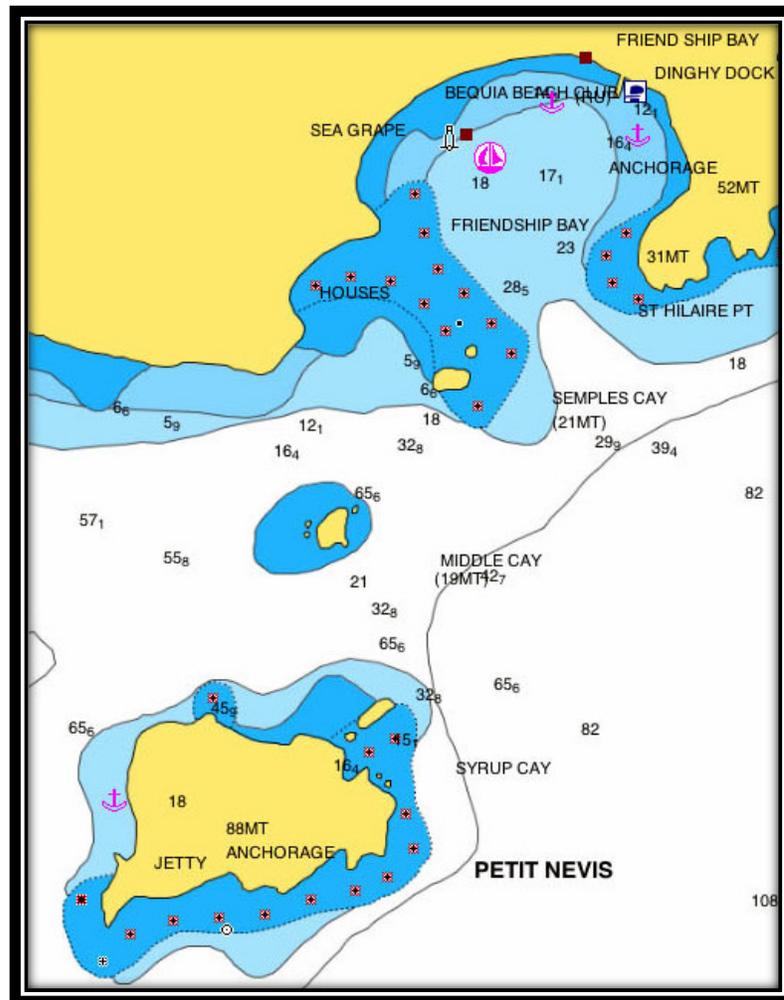


Figure 67. FRIENDSHIP BAY

From West Cay at the southwest corner of Bequia (see [Figure 68](#)) to Friendship Bay is just a little over 3 nautical miles. However, with the Trade Winds in your face, and perhaps the current against you, you will feel like you will never reach it.

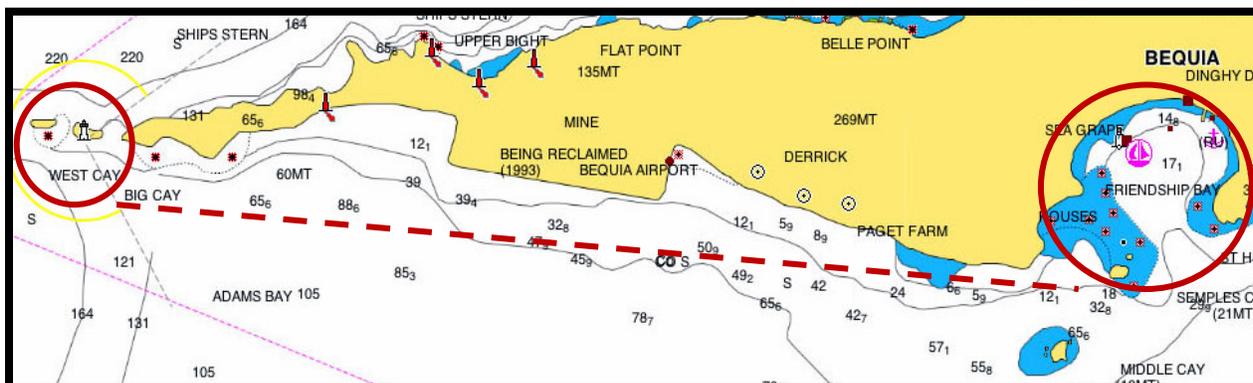


Figure 69. WEST CAY TO FRIENDSHIP BAY

The anchorage is normally deserted and while it looks secure, many times there is a swell that works its way in. If you decide to enter the bay, enter from the south east giving the cay to port a wide berth to avoid the reef as you enter. The anchorage is towards the northeast end of the bay.

A miles south southwest of Friendship Bay is the small island, Petit Nevis (see [Figure 62](#)). There is a nice anchorage on the lee side. This is the island where the whalers would flense (strip the skin or blubber from) their catch. The hill affords a nice view if you are willing to make the climb and there is a nice beach on the windward side of the island. The island is uninhabited.

Isle Quatre lies just to the south of Petit Nevis and does not provide for a protected anchorage. Day stop at best.

From Friendship Bay, it is 6 nautical miles to the islands of Baliceaux and Battowia. The islands are uninhabited and do not provide for a protected anchorage. From Bequia they are against wind and current and unless you are looking for absolute solitude, there is no reason to go there. If you do go, the anchorages are at the south western ends of the islands. If the wind is from the southeast, the anchorages are untenable.

MUSTIQUE

12° 53.02N 61° 11.66W

At north entrance to Britannia Bay

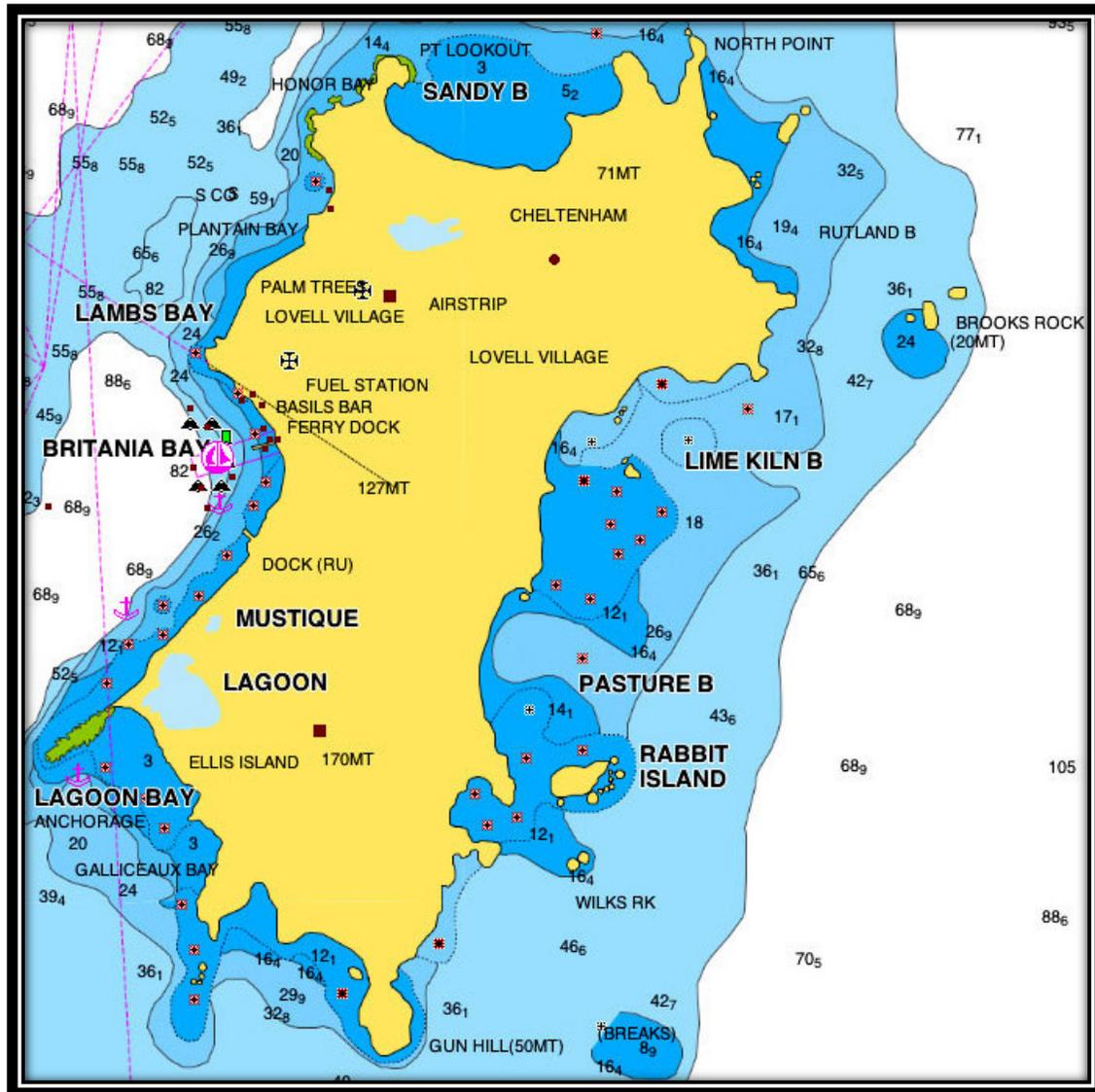


Figure 70. MUSTIQUE

NOTE

A half mile to the west of Britannia Bay is Montezuma Shoal, which is a coral reef of some size. It is marked by a beacon but coming from any direction it is not easy to see. Be sure to avoid it and give it a wide berth.

The island is owned by the Mustique Company which represents the 100 private homeowners. The island has a ferry dock as well as an airstrip. The hotel, Cotton House, is known for its high level of service as well as their pricing which follows suit.

Once you enter Britannia Bay you can pick up a mooring. The moorings are administered by The Mustique Company to whom you make payment for their use.



Anchoring is not permitted unless all of the moorings are taken. If you do need to anchor it will be at the outside part of the bay in considerable depth. No other anchoring is permitted for the island of Mustique. If the Trade Wind season is young and the wind is strong out of the NE, you will find the bay roly.

Many do not realize that Mustique is about 10 nautical miles east of most of the islands in the Grenadine chain. As a result it takes some extra effort, even motor sailing, to make landfall. It is like a mini version of sailing to Barbados.

There is no question but that the island is quaint and well kept. One of the big attractions is Basil's Bar where all kind of events, including a Blues festival, take place.



BASIL'S BAR

Basil's Bar has become much more than a bar; it is an institution unto itself. Kind of like a Foxy's of the Windward Islands. To find out what is going on there at any particular time, you can visit their site: (www.basilsbar.com)

To the north of Britannia Bay, accessible only by dinghy is Endeavour Bay which is where the Cotton House Resort is located for those that like to rub shoulders with the rich and perhaps even famous.

To the south is Lagoon Bay where anchoring is also not permitted but where you can take your dinghy to enjoy the snorkeling.

There are additional snorkeling opportunities to the south of Mustique at Petit Mustique and Savan Islands. However, the weather must be settled and the wind down to take advantage of them.

CANOUAN

12° 42.59N 61° 20.08W

At entrance to bay

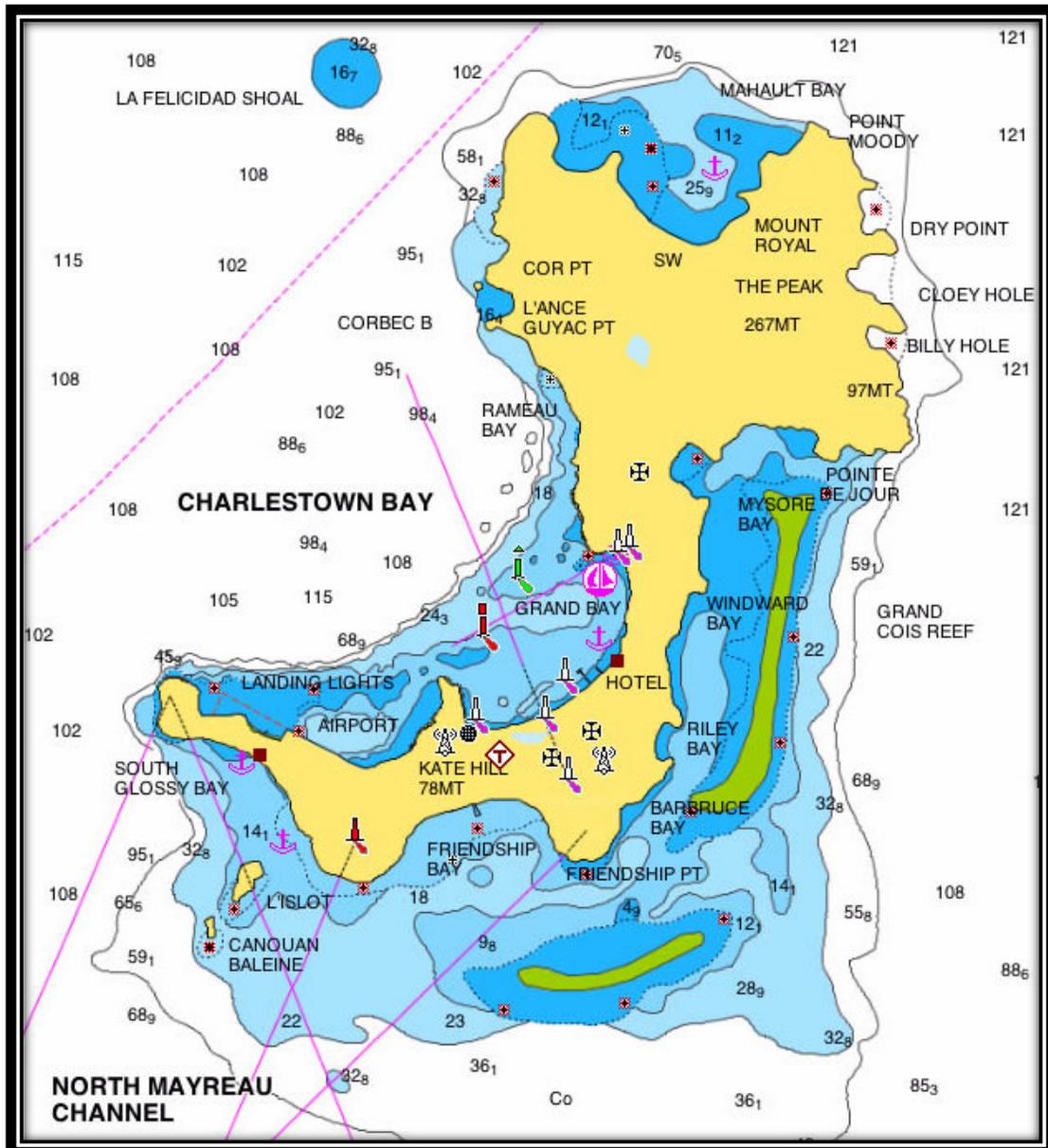


Figure 71. CANOUAN

Charlestown Bay and the inner part of the bay, referred to on some charts as Grand Bay, is the only really tenable anchorage on this island.

Perhaps due to its indented shoreline with all of its nooks and crevices as well as its beautiful vistas, Canouan has moved from remote to luxury tourism. The resorts and “cottages” are upscale in every way. I almost expect to see “James Bond” in his tuxedo at the casino; that kind of a setting.

The inner bay is fringed with reef as is the entry which is clearly marked by two buoys. The best anchorage is to the northeast side. There are moorings available as well.



Figure 72. CHARLESTOWN BAY

Enter between the buoys and turn to port to the anchorage area.

There are other anchorages you can visit on Canouan but the weather must be settled. On the north shore is **Maho Bay** which anchorage is not usable early in the Trade Wind season when the wind and sea are from the northeast. There is good snorkeling in the bay. Be careful coming in from the west as you must give the reef a wide berth to the north.



TAMARIND BEACH HOTEL & YACHT CLUB, CHARLESTOWN



Figure 73. CANOUAN REAL TIME

Remeau Bay is just north of Charlestown Bay and is in the lee of the island. However, it does not afford protection from northerly swells.

New Bay on the north side of the southwestern tip of Canouan is an interesting dinghy gunkholing destination. It is adjacent to the airstrip.

On the opposite side, the south side of the Glossy Hill peninsula, is **South Glossy Bay**. Here you will find a wonderful beach. This should be considered a day anchorage only unless the weather is very settled and should not be considered if the wind is southeast.

Friendship Bay, just a mile east of South Glossy Bay, is in fact the south part of Canouan. The bay is fringed with a great deal of reef and has no particular attraction to entice you.

The Pool is on the windward side of the southernmost portion of Canouan. To navigate to the Pool, you must have settled weather and the sun behind you. There is a large reef off of Friendship Point which you must leave well to port. Once you pass it you turn to port and access Riley Bay where you anchor in 8 to 12' of water behind the Grand Cois Reef. Because of the Raffles Resort it no longer feels remote but it is an interesting place if you want to make the effort. Good snorkeling!

Note: Keep in mind that if you stay just for the day and leave in the late afternoon, you will have the sun in your eyes. *Be sure to make a note of where the “gap” in the reef is. Mark it on your chart plotter on the way in.*

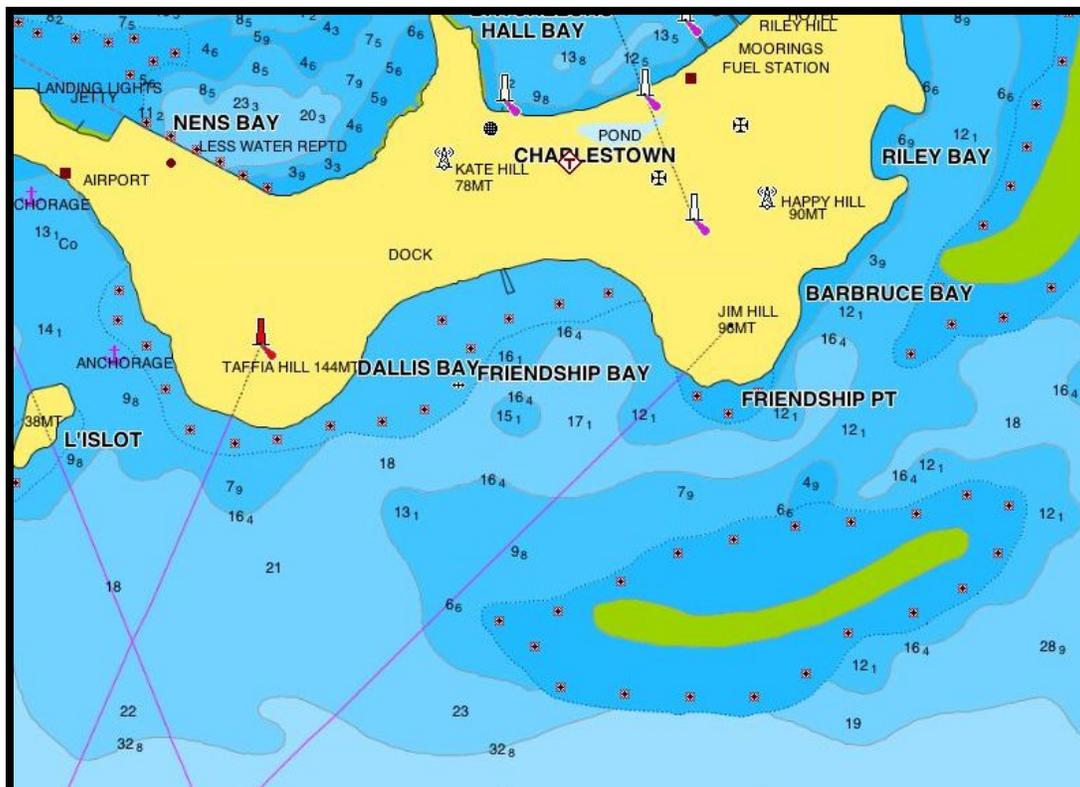


Figure 74. CANOUAN SOUTH



Figure 75. THE POOL-seen at upper left

MAYREAU & THE TOBAGO CAYS

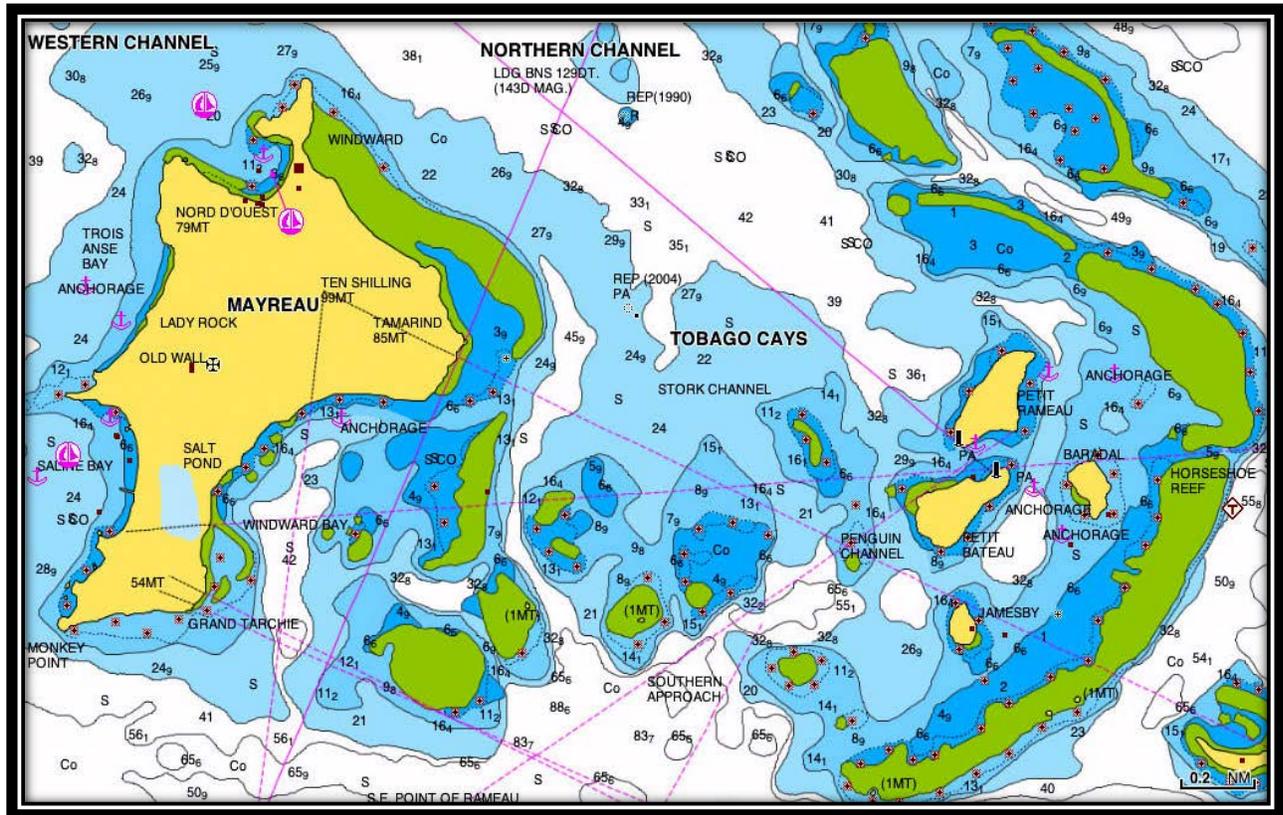


Figure 76. MAYREAU AND THE TOBAGO CAYS

One of the best things about Mayreau is that you can climb the hill and get a view of the Tobago Cays that is unforgettable. Coming south from Canouan, Mayreau is a pleasant 4 mile sail.

If you are headed to Mayreau, you will continue southwest. However, when you are abeam of Dry Shingle Cay, you can change course to the southeast and make for the Tobago Cays via their “northern” entrance.



Figure 77. Looking north towards Mayreau (upper left); Tobago Cays in foreground.



MAYREAU

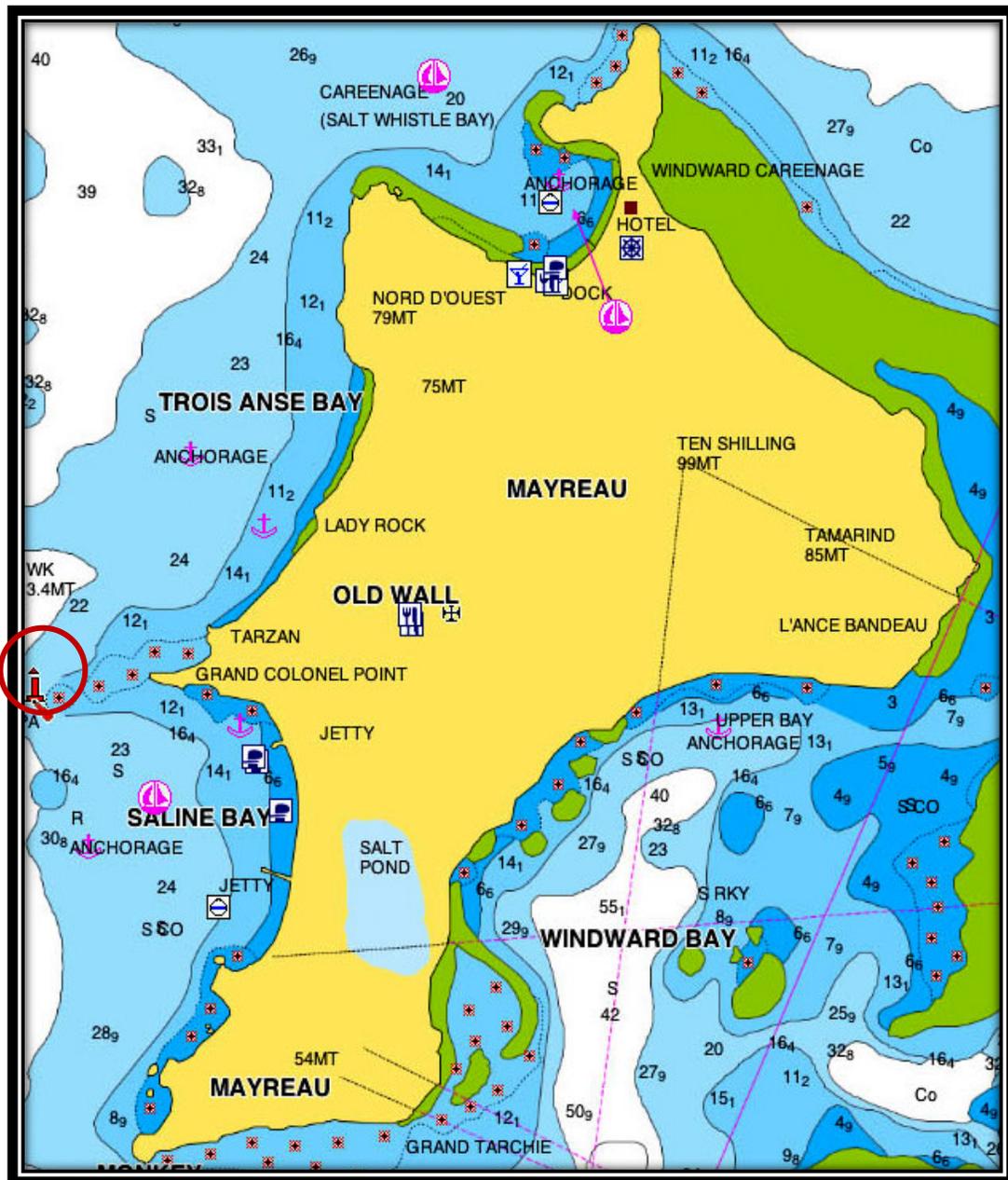


Figure 78. MAYREAU

SALINE BAY

12° 38.13N 61° 23.94W

At entrance to Saline Bay

Saline Bay is the main anchorage for Mayreau. If you are arriving from the north you must look for the marker at Grand Colonel Point and give the reefs at that point a wide berth to port. Cruise ships sometimes call at this bay to arrange for beach picnics. If you see a cruise ship in the bay and do not like crowds, you can head up to Salt Whistle Bay. The anchorage is to the northeast part of the bay. There are more than sufficient numbers of bars and restaurants to choose from. Seafood is the specialty of the area as the residents are avid fishermen and have been for many generations.

SALT WHISTLE BAY

12° 38.93N 61° 23.58W

At entrance to bay

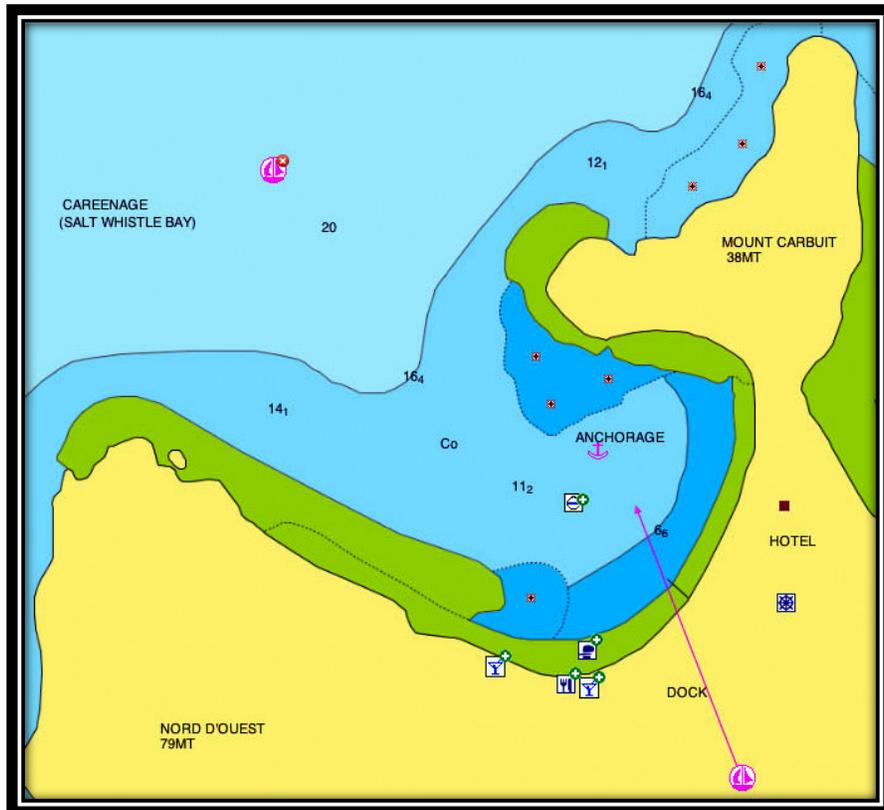


Figure 79. SALT WHISTLE BAY

This bay tends to become crowded at times. Because it is open to the northeast, when the wind is from that direction, swells enter which make for a roly anchorage. The northeast side of the bay is shoal and you should enter on a southeast heading. The south part of the bay is fringed with coral.



Figure 80. SALT WHISTLE BAY ANCHORAGE

The highpoint of the anchorage is the beach which is about as good as a beach can be. If this anchorage is crowded you should avoid it as the never ending “you anchored on top of my anchor” and “you anchored too close to me; I was here first” disputes are the norm here.

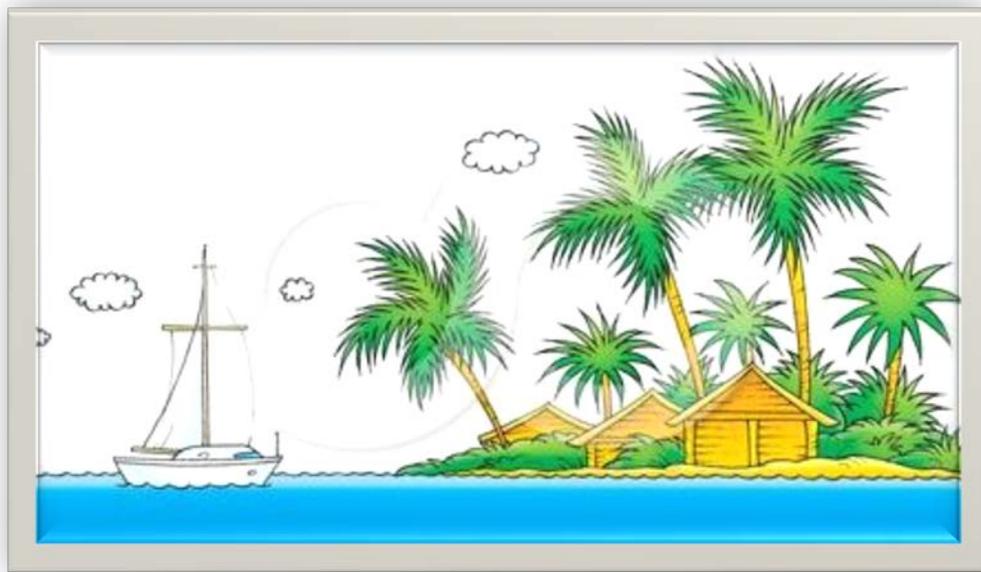
I did not even have an intention of anchoring and I had “bow watchers” waving me off!

There is an anchorage on the Windward Coast, appropriately called Windward Bay. You need good visibility to navigate through the coral, but once in it is reasonably well protected and highly ventilated. Most often you will find yourself alone here.

TOBAGO CAYS



PICTURE PERFECT SCENE



APPROACHES TO THE CAYS

FROM THE NORTH

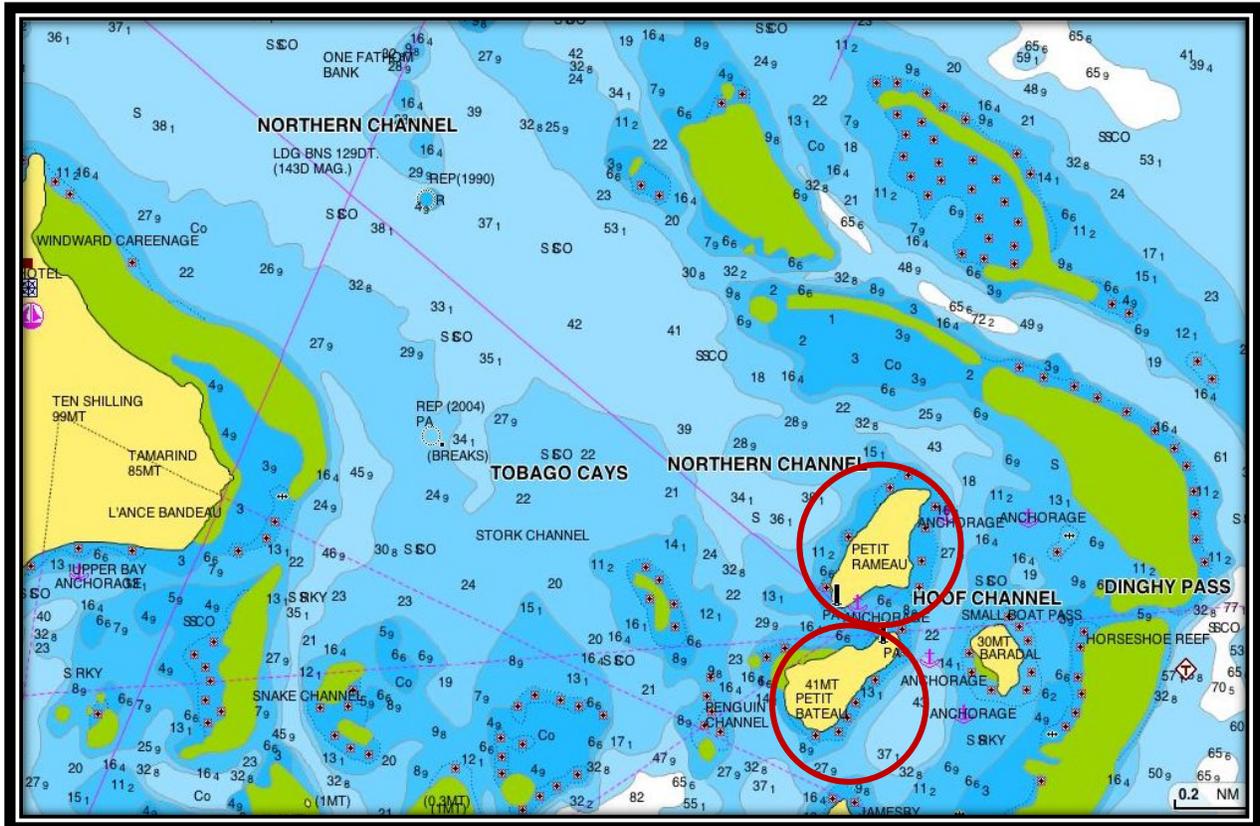


Figure 81. TO THE TOBAGO CAYS FROM NORTH

Coming from the north the channel is between Mayreau to starboard and Baline Rocks to port. The point you want to make is at $12^{\circ} 8.20N$, $61^{\circ} 21.75W$, which point is between Petit Rameau and Petit Bateau.



They come every day. They smile and they have all kinds of things to sell. Be sure you know the price, before you say yes!



Please remember that I was here first. Don't try to catch me and please do not litter!

FROM THE SOUTH

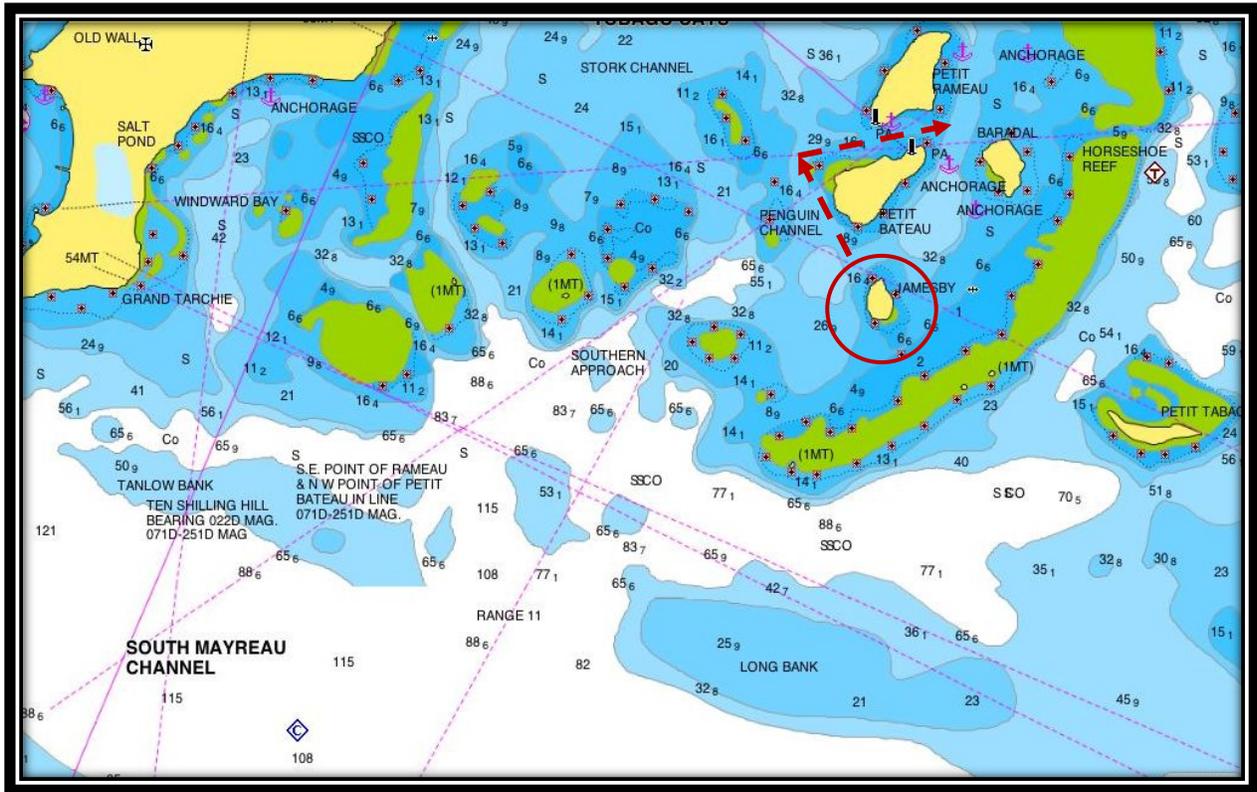


Figure 82. TO THE TOBAGO CAYS FROM SOUTH

From the south work your way in through one of the ample cuts to the west side of **Jamesby**. Pass over the north side of Jamesby and the anchorage is directly ahead, leaving **Baradal** to starboard.

From Jamesby you can also head northwest to Penguin Channel and enter between Petit Bateau and Petit Rameau. For me, the entrance over the north side of Jamesby is the most direct.

ANCHORAGES

There seems to be an anchorage for every different type of boat and different personal preference.

The anchorage between **Petit Rameau** and **Petit Bateau** is highly prized and if you find space there, consider yourself a lottery winner.

West of Baradal and south of Baradal. These anchorages afford a good view of the sea and plenty of breeze, and normally a space is easier to find.

East of Petit Rameau. From the southeast corner up through Hoof Channel, this is an extremely popular anchorage. Seems like everyone wants the southeast corner of Petit Rameau. This is probably due to the fact that one can go ashore in a short dinghy ride and yet still get the full breeze behind Horseshoe Reef.

NOTE

If you go to the reef in your dinghy, please be sure to use one of the floating tie up balls and do not anchor. It is illegal to anchor on a reef. More than one boat can tie up to a ball at one time.



LOOK BUT DO NOT TOUCH!!!



UNINVITED GUEST!



EVERYONE gets to face EAST!



TIME TO GET BACK TO THE BOAT AND TAKE A NAP

WORLD'S END REEF

12° 37.16N 61° 20.30W

Just south of Egg Reef at entrance to anchorage

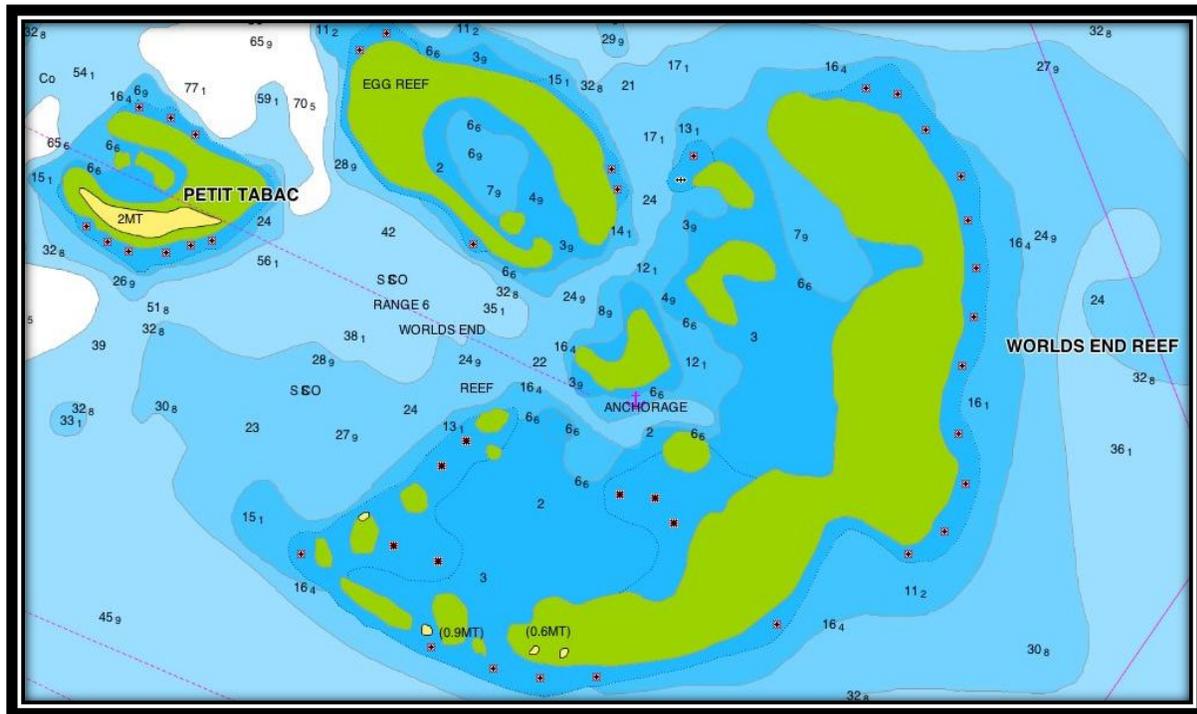


Figure 83. WORLD'S END REEF

There is another anchoring opportunity in the Tobago Cays at World's End Reef. It lies southeast of Horseshoe Reef; about 2.5 miles as the crow flies. The anchorage is just southeast of Egg Reef in the lee of the barrier reef. It has a sense of being very remote and should not be used as an overnight anchorage except in *very* settled weather that you are *very* sure of, and even then it can be iffy!



Figure 84. WORLD'S END FROM NORTHWEST

In the foreground is the perimeter of Horseshoe Reef. Middle right side is Petit Tabac Cay and in the background (farthest out) looking south is World's End Reef.

Note: If you happen to be **sailing from the east** to the Tobago Cays, there is an unmarked rock in the middle of nowhere, 3.5 miles east of World's End Reef, called Sail Rock. Just so you know! ☹

UNION ISLAND

12° 35.42N 61° 24.81W

At southern entrance to Clifton Harbor



Figure 85. UNION ISLAND

Union Island is either the last Grenadine you will visit that is part of St. Vincent, or the first, depending on which way you are going. You can clear in or out easily at the “airport,” just east of Clifton Harbor.

Keep in mind that Union Island is pretty much surrounded by reef and you must take care to navigate around them and through them. If you become disoriented, stop and check your charts. Do not navigate with the sun in your eyes or during the night in this area.

Clifton Harbor is protected by a big barrier reef. As a result entering and exiting needs to be undertaken with great care.

The reef in the middle of the harbor is called Roundabout Reef and its name is no mistake. You can go all the way around it and as a result there are two “entrances and exits.” If you use the “west” entrance/exit, be sure to enter between the markers as the channel is somewhat narrow. With all the boats in the area and the wind blowing it is easy to lose one’s concentration and when you hear a big crunching sound; that would be your keel being torn away by the reef. The harbor

is always crowded and the holding is generally poor. If you can find an open mooring, it is best that you take it. You can reprovision here and also get help with basic services. Water is available at the pontoons. If you leave the boat to go onshore, it is best to leave someone aboard or in the alternative lock up tight.

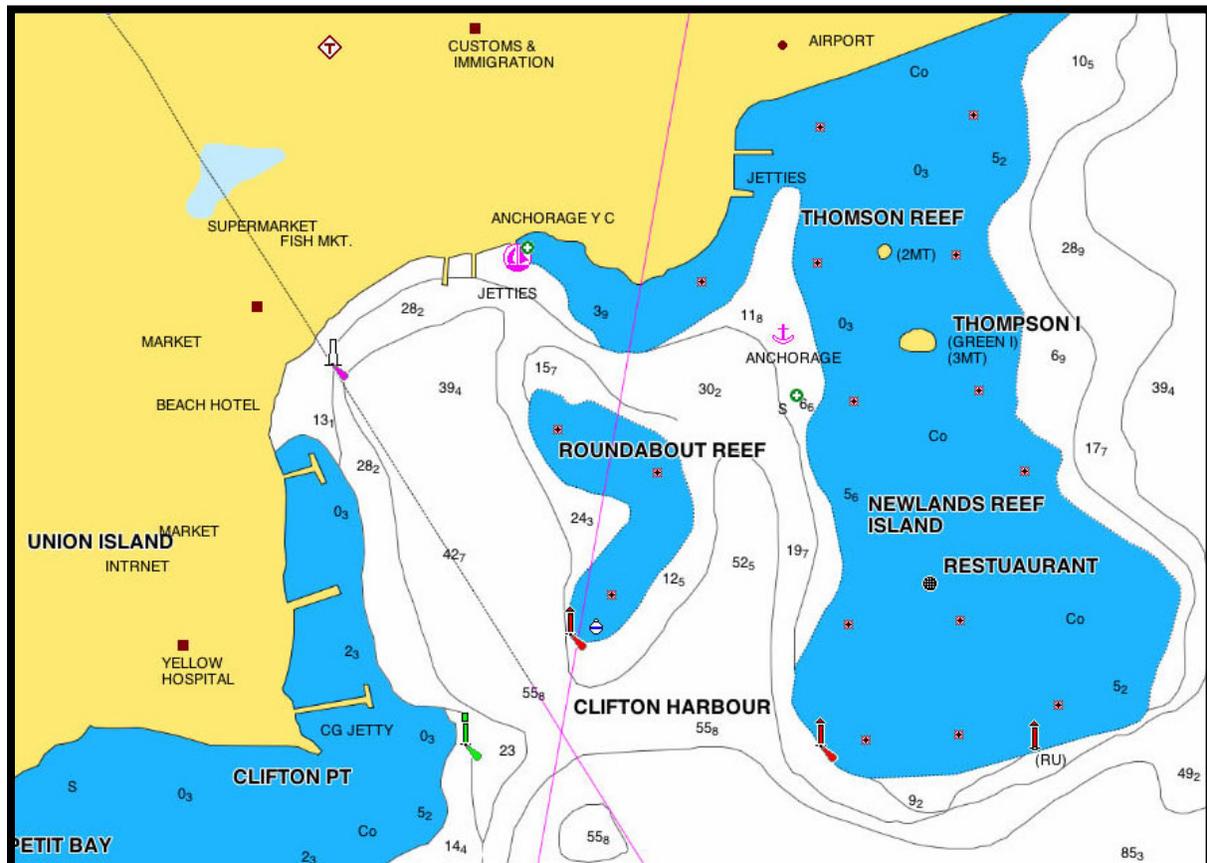


Figure 86. THE INS AND OUTS OF CLIFTON HARBOR

The bars and restaurants in the village are worth visiting and you will not go lacking for merriment.

About a mile west of Clifton, past Petit Bay, is **Frigate Island** and you can anchor on its lee side. The windward side is all reef; be careful.

Chatham Bay is on the lee side of Union Island (see [Figure 79](#)). There is a good anchorage to the center of the bay where you can anchor in 10 to 15' of water. There is a small shoal towards the northeast corner where the water level drops to 6'. Snorkelling is good in the bay but most often you will find you have the entire bay to yourself.



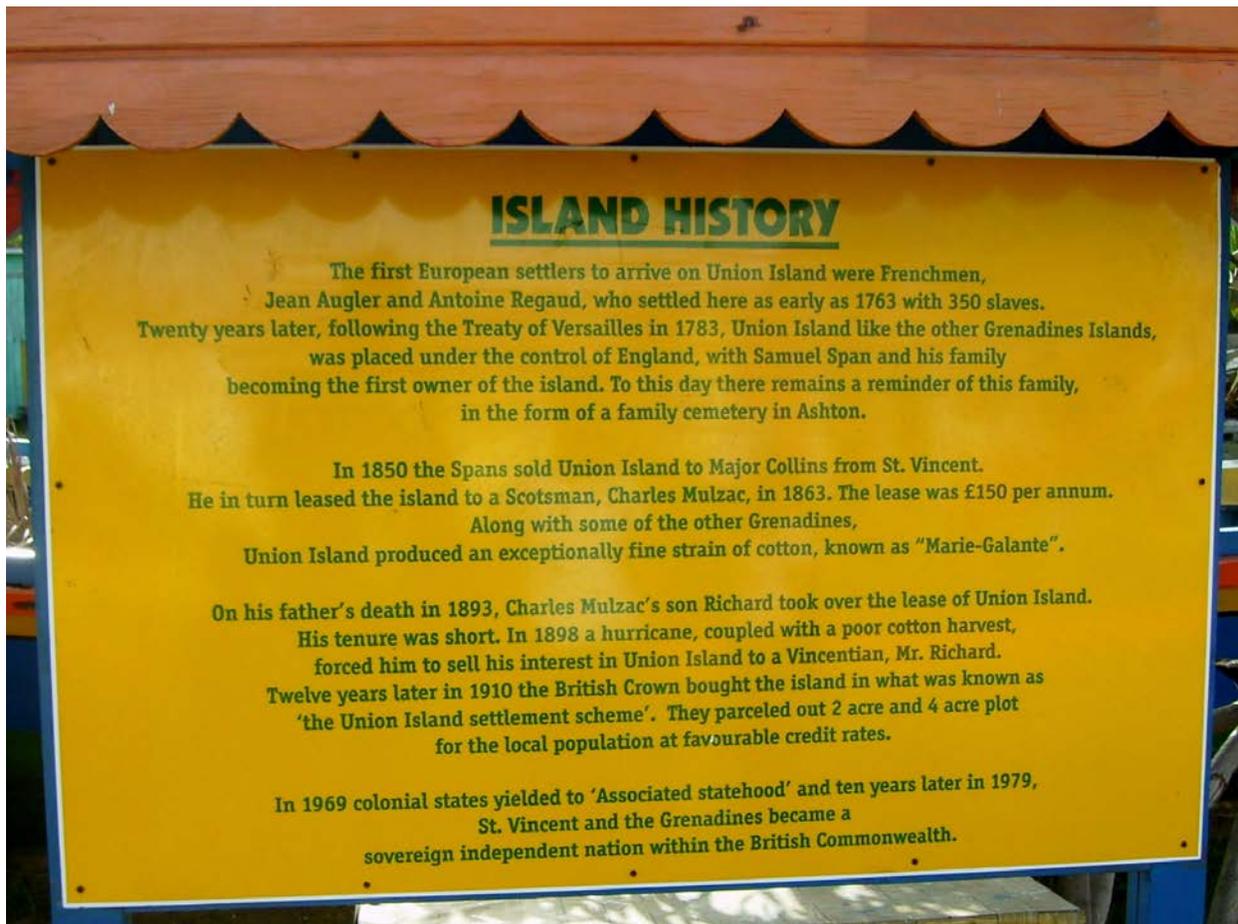
Figure 87. CLIFTON HARBOR

PALM ISLAND

Palm is about a mile east of Union Island. Aside from a very nice hotel development that has a resident artist who paints wonderful undersea scenes, there is not much to lure you here. Part of the island is restricted to only hotel guests as well. The “anchorage” is tenuous at best.

JENNY’S SAUCES ARE HOT STUFF





MAKING HISTORY ON UNION ISLAND

The history of European settlement on Union Island is 250 years old, with some of the early names present still.

Mulzac, an old name of Scottish origin, has been on Union Island for at least 150 years, with twentieth century ties back to Britain and the US. Captain Hugh Mulzac was the first black captain of a World War II Liberty Ship, having had to wait twenty years for that assignment.



PETIT ST. VINCENT

This is the last of the St. Vincent Grenadines going south/the first coming north. (See [Figure 88](#)) There is a small anchorage at the southwest corner of the island. It is usually crowded as it is quite popular. The anchorage is to the north end of the “bay.” Worth the visit if you have the time.



Figure 89. PETIT ST. VINCENT -- GRENADAN GRENADINE



Figure 90. GRENADA AND ITS NEIGHBORS

PETITE MARTINIQUE

12° 31.59N 61° 23.32W

At anchorage-Albert Bay

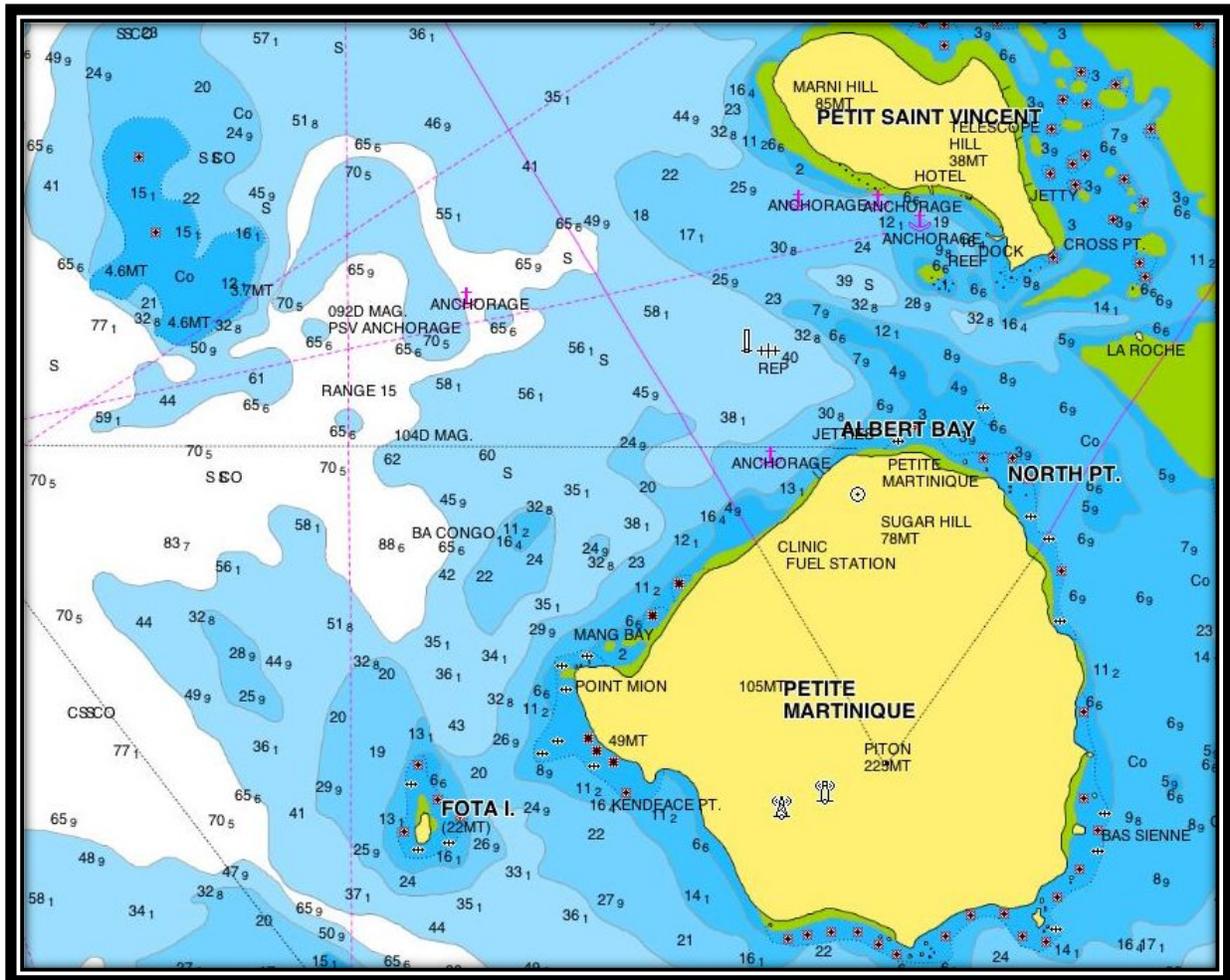


Figure 91. LES PETITS – PETITE MARTINIQUE AND PETIT ST. VINCENT

Petite Martinique and Petit St. Vincent are a “Jack & Jill” affair; you get one, you have the other. They are less than ½ mile apart between the lee anchorage of PSV and the northwest anchorage of PM.

However, one is part of St. Vincent and the other part of Grenada. As a result, technically speaking, you must not anchor off one or the other without clearance. Many boats pass back and forth without following procedure with no apparent problem. How you should proceed is a matter of personal choice and depends also on your routing.

One route you must not follow is the channel to the east between PSV and PM. Unless you have a very shoal draft boat and are looking for excitement, it should not be considered navigable.

Petite Martinique is, in many ways, very much like Petit St. Vincent. The people have a history of boatbuilding and fishing. You will find them to be friendly and very welcoming. They are really nice to begin with and they are very aware that if you spend your money on their island it is a great help to the local economy.



When you visit islands such as these, please keep in mind that disposal of your trash is a problem. It is best that you hold onto it, until you reach a larger island where facilities are available. Also, keep in mind that island time is “island time” and that the pace of life is slow. Be patient and never raise your voice in anger.

Petite Martinique is one of the legendary Caribbean Spice Islands. It is walkable as it is less than one square mile in area, and from the high points you can find wonderful vistas, made more so by extraordinary sunsets.

Water and fuel can be taken on at the big jetty through the local fuel supply company. Just a bit to the east of the fuel and water jetty is the ferry jetty.



If you land at the fuel and water dock, be sure to have your fenders out as the docks are made of concrete and with the wind blowing, it is not always easy to make the best of landings.

You can obtain more information about the island at: www.petitemartinique.com

CARRIACOU

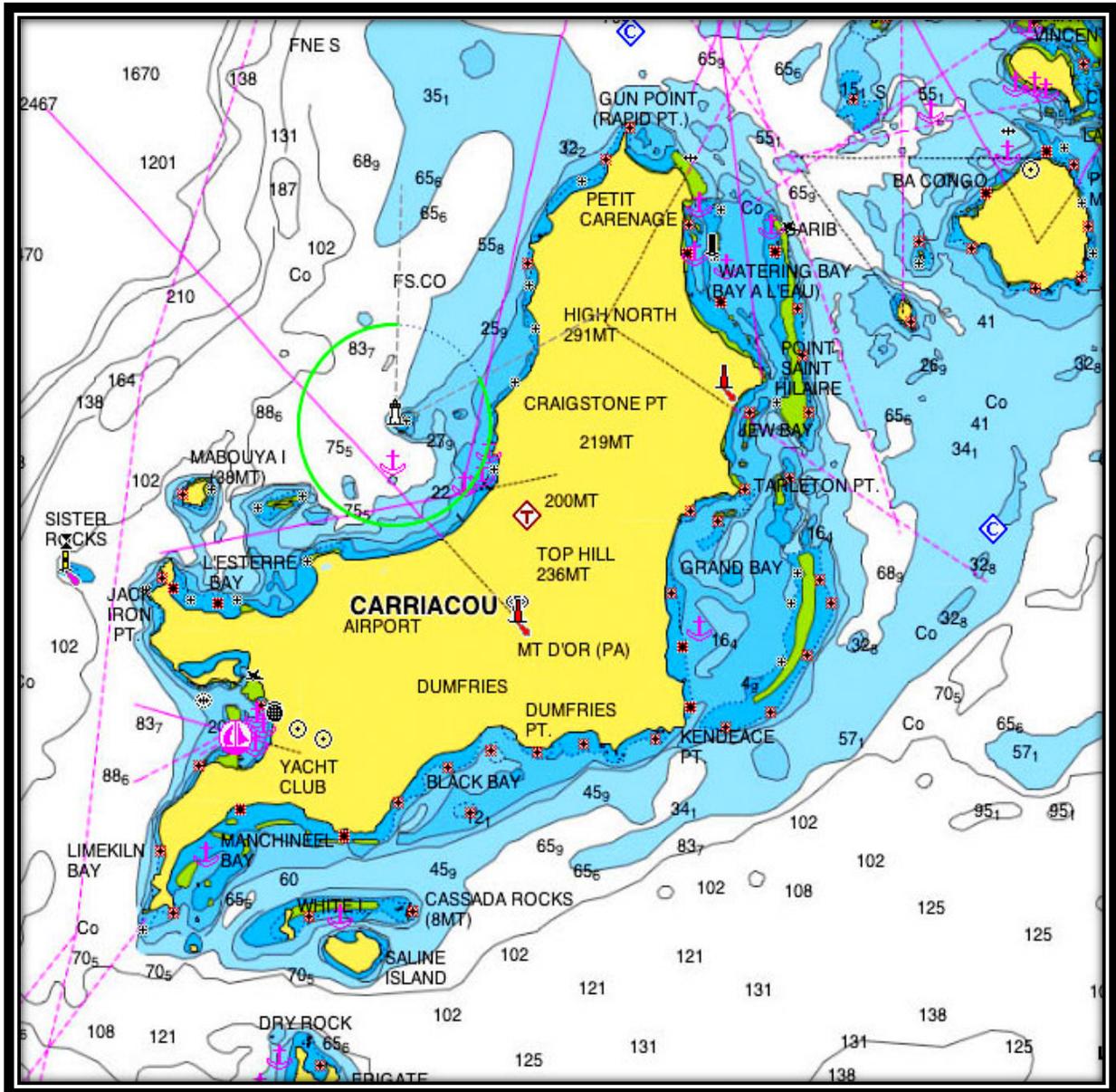


Figure 92. CARRIACOU

WEST COAST, CARRIACOU

HILLSBOROUGH BAY

12° 29.45N 61° 28.24W

At entrance to anchorage

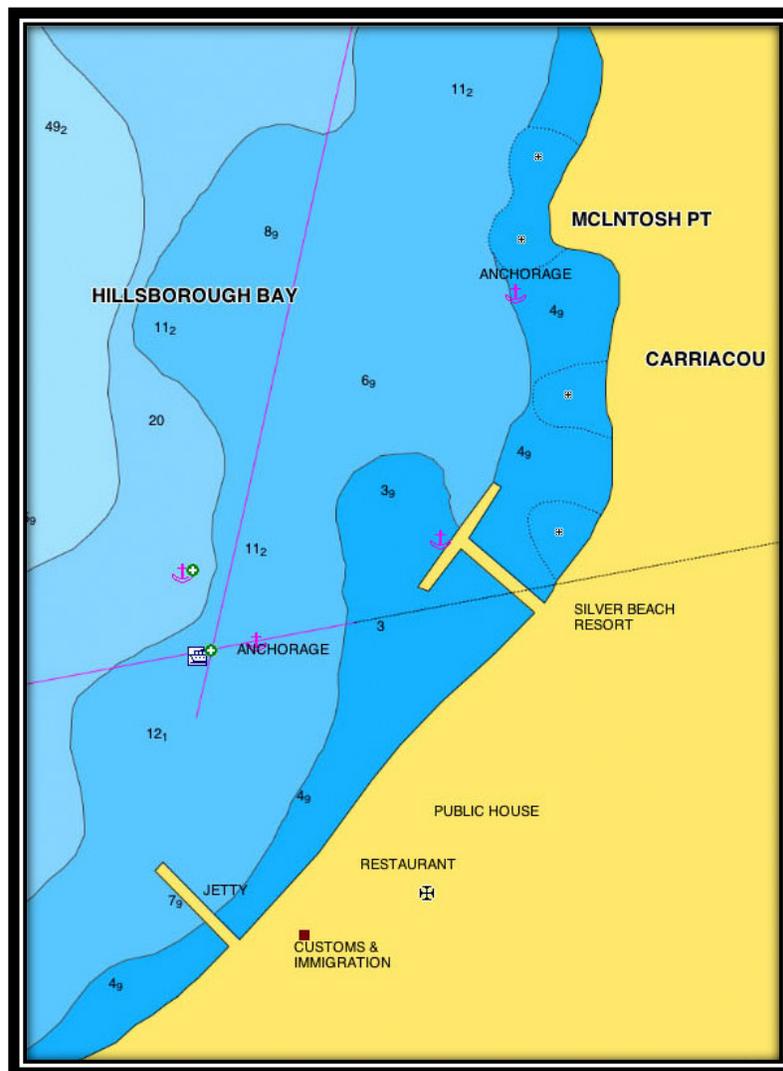


Figure 93. DETAILS OF HILLSBOROUGH BAY

This is a large bay and the first tenable anchorage you will reach coming from the north. It is also where you will find Customs and Immigration, clearing in or out.



Figure 94. HILLSBOROUGH BAY

Coming south, you must decide whether to leave Jack Adan Island (**12 29.78N, 61 27.99W**—north side of island), to port or to starboard. There is good water on either side; however, on the east side of the island about .4 of a mile is an unmarked shoal that has 3 feet of water. As a result, if you are not familiar with the area or do not want to navigate it, go west of the island to enter Hillsborough.

Anchoring in Hillsborough is fairly easy and there is always space. However, the anchorage can be roly if there is a northern swell and I always move after I have cleared in south to Tyrrel Bay. You can provision in Hillsborough and there is a local market for fresh produce.

Sandy Island is a small cay just to the south side of Hillsborough Bay. Sometimes you will see boats anchored here for the day to use the sandy beach. Watch out for the reef at the southwest corner.



Figure 95. DELIGHTFUL SANDY ISLAND

NOTE

On the way to Tyrell Bay from Hillsborough Bay you can use the “inside passage” and leave Sandy Island, Maybouya Island and Sister Rocks to your starboard side heading south, or to your port side heading north.

TYRELL BAY

12° 27.46N 61° 29.31W

At entrance to Bay

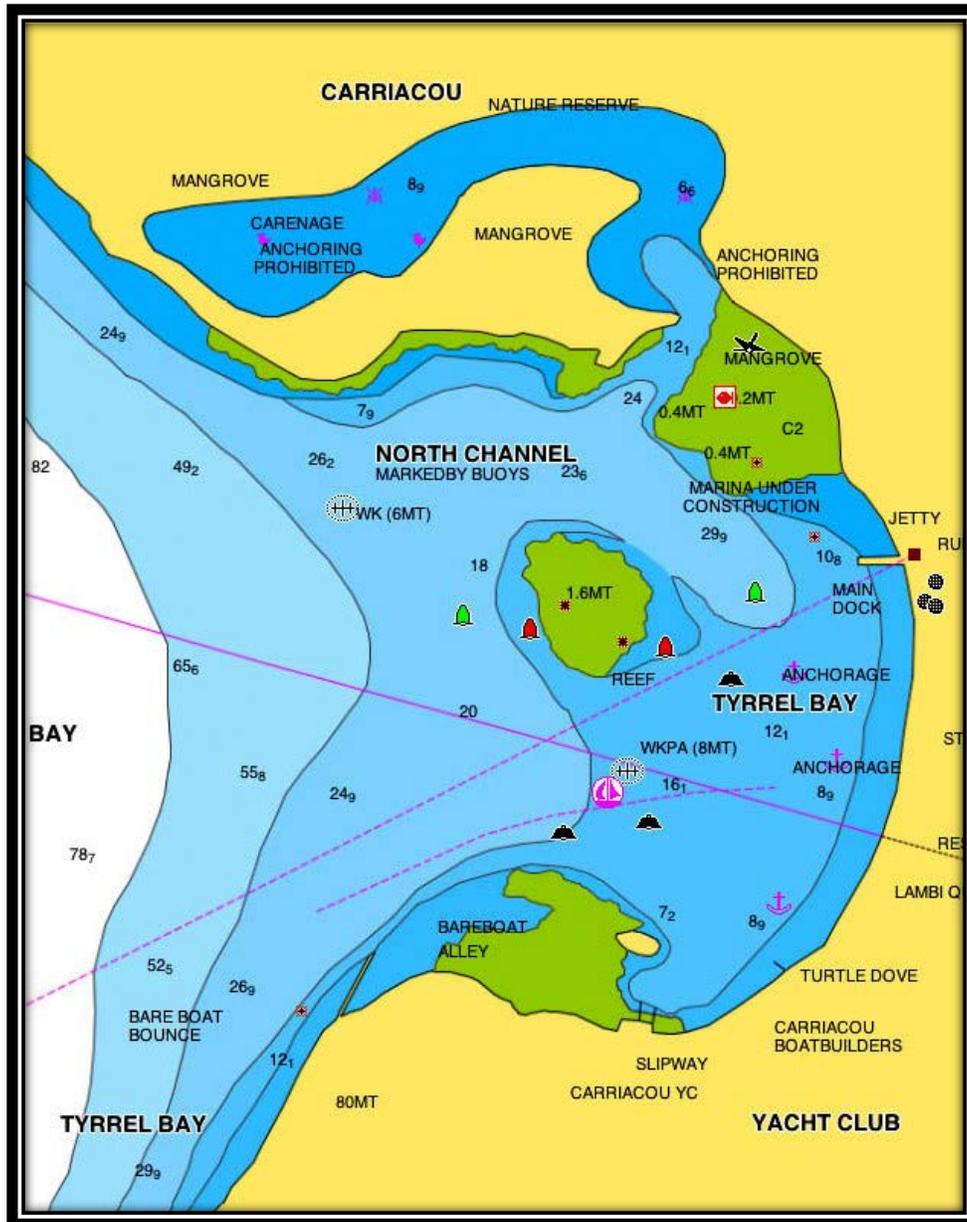


Figure 96. TYRELL BAY AND ENVIRONS

I have always liked Tyrell Bay. It is easy to enter and a secure anchorage. It is large and there is plenty of room to swing. The reef to the north side of the harbor is marked. There is another reef towards the southwest corner that you must take

note of. You can provision at any of the minimarkets onshore. Restaurants, bars and internet are also available.

At the north end of the harbor is a mangrove backwater area that is off limits to anchoring except during storms when you will find it extremely well protected and very crowded.

There are haulout facilities located here as well as craftsmen that can make mechanical repairs, weld, do electrical work etc.

The Carriacou Yacht Club at the south end of the bay welcomes yachtsmen and offers a variety of services.

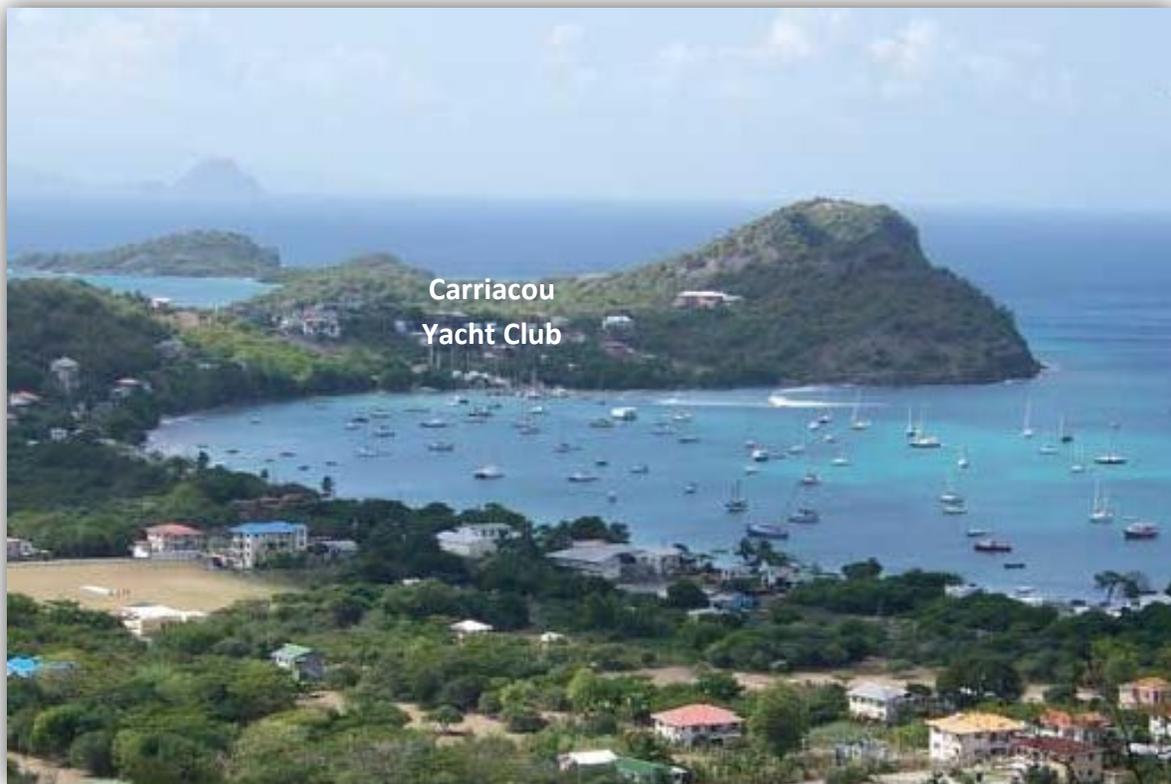


Figure 97. TYRELL BAY

Tyrell Bay anchorage is large and ample, as well as well protected. In the background above you can see the reef at the southwest corner of the bay breaking.

SOUTH COAST, CARRIACOU

SALINE ISLAND

12° 25.82N 61° 28.79W

At entrance to anchorage

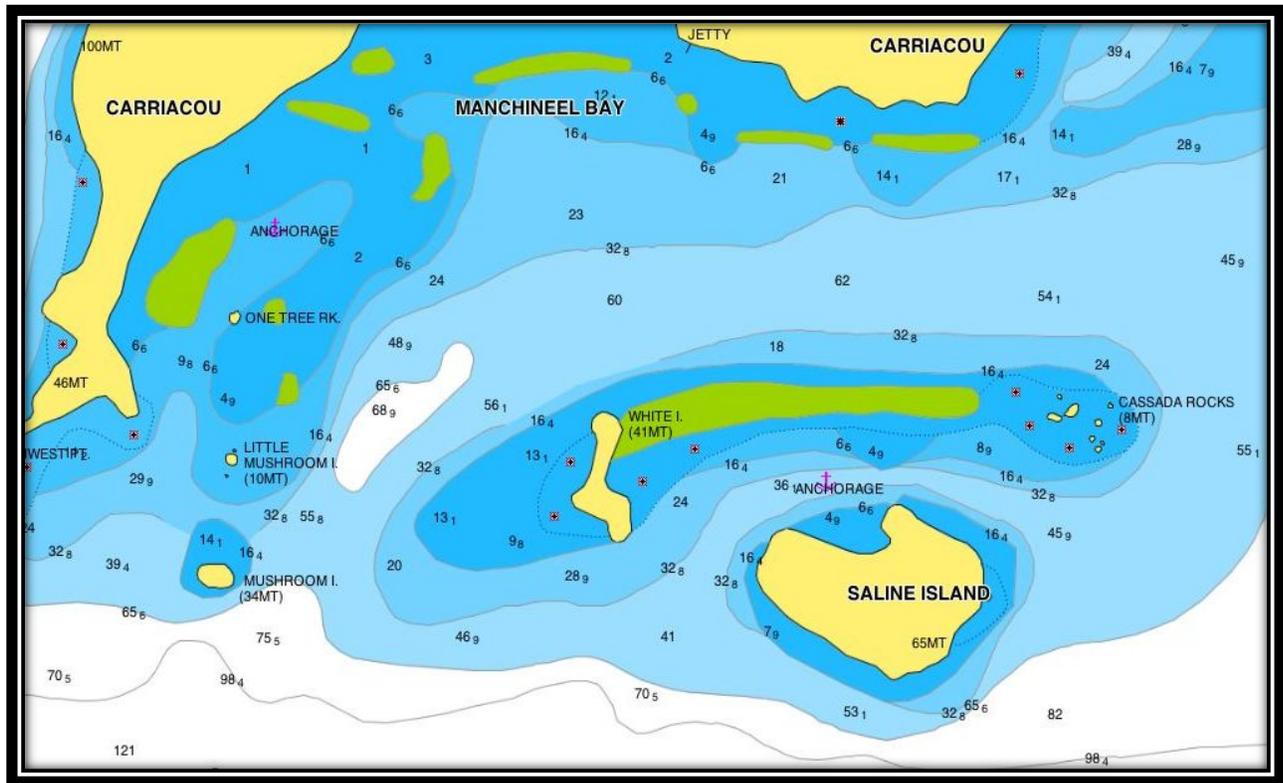


Figure 98. APPROACH TO ANCHORAGE NORTH OF SALINE ISLAND

As you come around the southwest tip of Carriacou, turn east leaving Mushroom Island to your port side. A little more than 1 mile east of the point, you will arrive to the entrance to the anchorage. To enter you leave White Island to your port side and anchor just north of Saline Island.

White Island is just north and west of Saline Island. It anchors the west side of the reef that terminates at Cassada Rocks to the east (about $\frac{3}{4}$ of a mile long).



Figure 99. WHITE ISLAND, FROM THE NORTHWEST

Do not drive too far north as the water shoals rapidly. In settled weather you can overnight here provided that you like to be isolated as there most often are no other



boats in the area other than a few fishermen. The reef to the north of the anchorage is excellent for snorkeling. Keep in mind when you anchor that the current races through this “cut” at speeds of 3 knots at times. The bottom is sandy and you should be sure that your anchor is well set. I have been told that the island is private property. This area is a nature reserve and there is absolutely no fishing permitted.

LOOK BUT DO NOT TOUCH!

EAST COAST, CARRIACOU

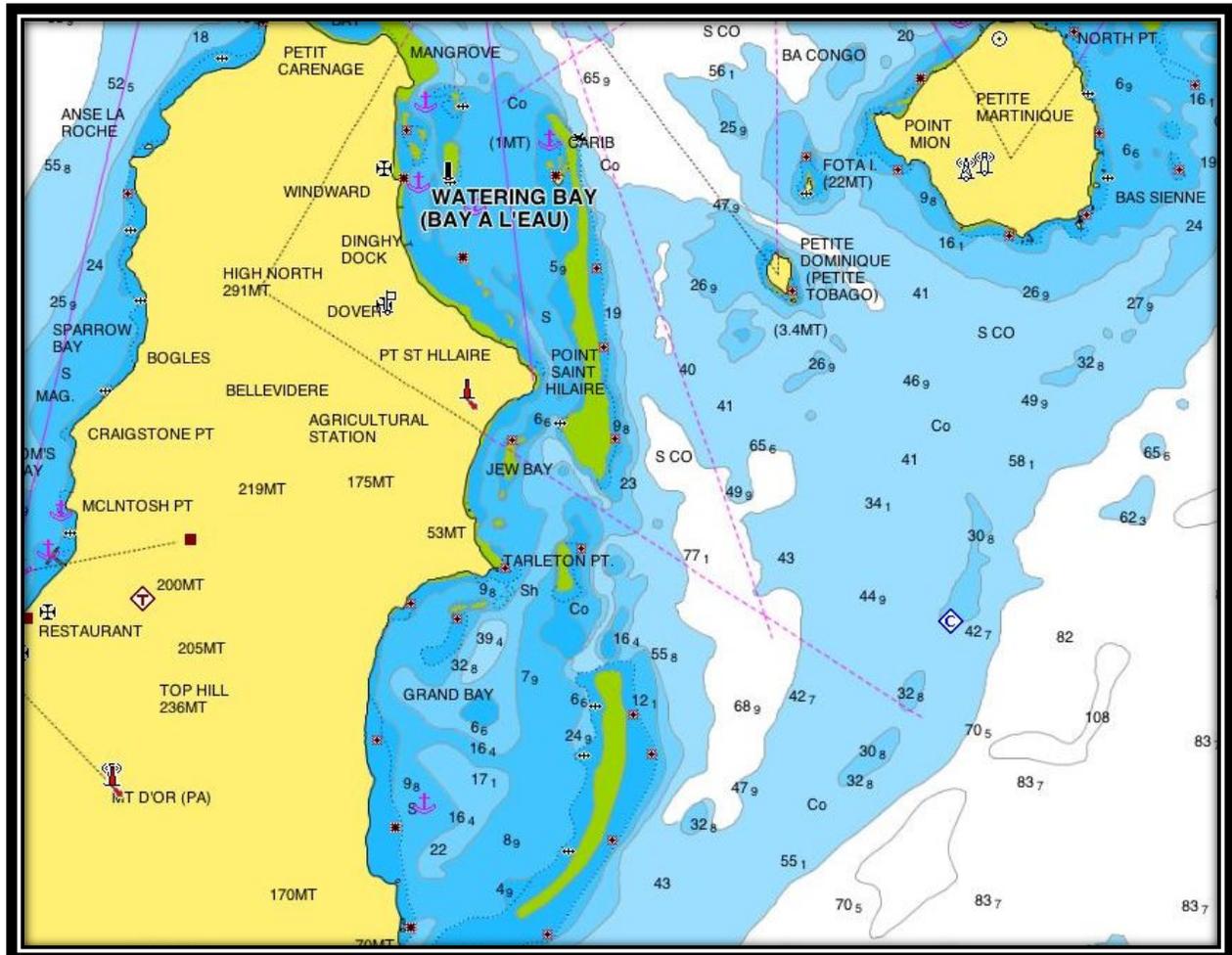


Figure 100. CARRIACOU: WATERING, JEW, AND PETITE MARTINIQUE BAYS

On the east side of Carriacou there are two larger bays, each protected by reefs. The northernmost bay, Watering Bay (Bay a L'Eau) is only 1.5 miles west of the Petite Martinique anchorage. Most often, the draw more than 6', it is not advisable that you enter here.

Otherwise, at the south end of the sand bank if you stay close you will be able to round to the backside of the bank, anchoring in front of Windward Village. The village is a quaint fishing village, not often visited by cruising boats.

The other two bays going south, Jew Bay and Grand Bay have some anchoring opportunities if you are so inclined. I used them for gunkholing in the dinghy and we had a great time exploring. The distance from the south end of Grand Bay to the north end of Watering Bay is about 3.5 nm.

The entire east coast of Carriacou is remote and unexplored. This is an area of pristine beauty and quick moving currents.

If you are heading south to Grenada from Carriacou, you will pass **Diamond Rock (Kick ‘em Jenny), Ile de Ronde, Caille Island, Les Tantes and The Sisters.** Kick ‘em Jenny is an active submarine volcano. From time to time an exclusion zone is announced so that mariners give the area a wide berth.



KICK ‘EM JENNY

With the wind blowing hard from the east and strong currents moving through this area, it is good not to get too close in any event.

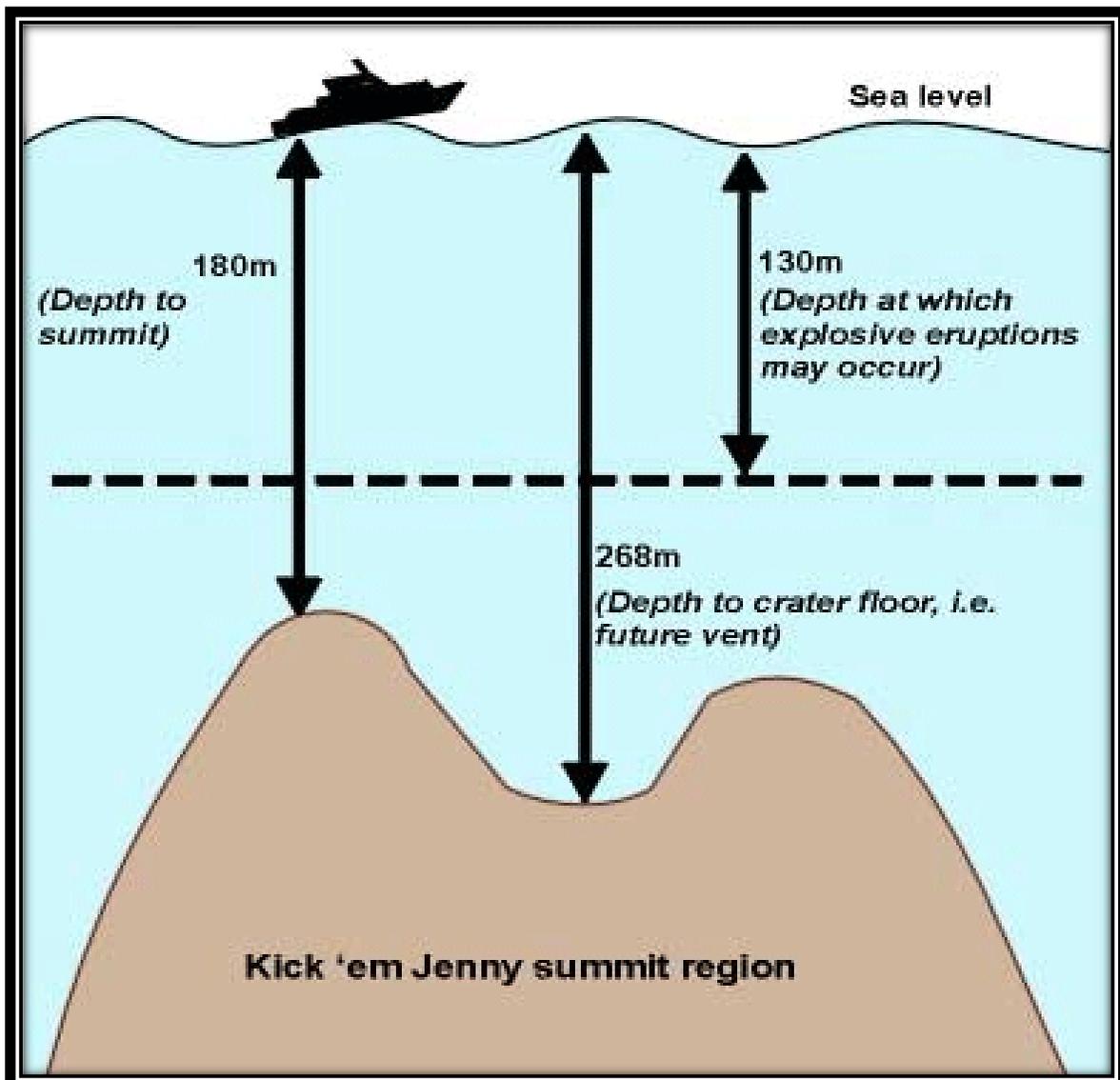


Figure 101. KICK 'EM JENNY – WHAT LIES BENEATH

Kick 'em Jenny, the active submarine volcano on the Caribbean Sea floor is located 8 km (5 mi) north of the island of Grenada and about 8 km (5 mi) west of Ronde Island in the Grenadines. Kick 'em Jenny rises 1,300 m (4,265 ft) above the sea *floor* on the western slope of the Lesser Antilles ridge.



**Figure 103. RONDE ISLAND IN FOREGROUND; KICK ‘EM JENNY
AT UPPER LEFT IN BACKGROUND.**

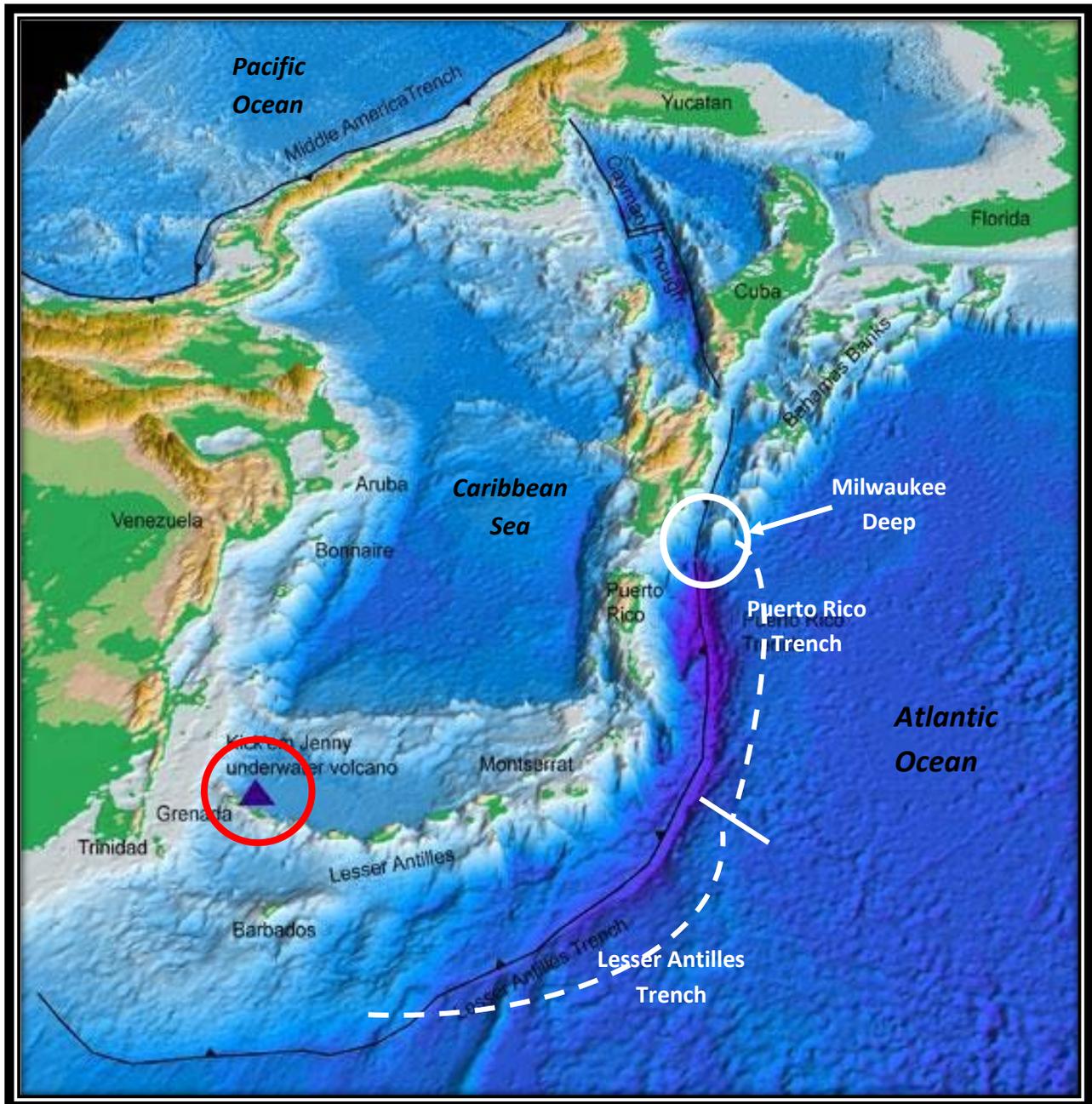


Figure 104. THE CARIBBEAN BASIN, LOOKING WEST

From this map you can see the size of the Caribbean Sea and its relationship to the Lesser Antilles as well as the location of Kick ‘em Jenny relative to both.

The Puerto Rico Trench, which begins at the northwest corner of Puerto Rico and runs east, is 497 miles (800 km) long. The Milwaukee Deep at the northern part of the Puerto Rico Trench is 28,373' (6,648 meters) deep which is the deepest part of the Atlantic Ocean. As the Puerto Rico Trench ends, the Lesser Antilles Trench, which is in fact a continuation, runs southward following the curvature of the Lesser Antilles.

The Caribbean Sea is a wonderful place to sail. However, many times cruising sailors get lulled into a sense of ease thinking that sailing in the tropics is easy due to the constancy of the Trade Winds. In fact the Caribbean Sea is over 1,000,000 square miles. The Lesser Antilles stretch 500 miles as the crow flies and sailboats do not “fly in a straight line like crows.”

The Puerto Rico Trench is seismically active as is Kick ‘em Jenny, which introduces another layer of challenges to your Caribbean cruise.



KICK ‘EM JENNY IN FOREGROUND – GRENADA IN BACKGROUND.

GRENADA~the Spice Island



THEY HAVE SUGAR AND SPICE AND EVERYTHING NICE!



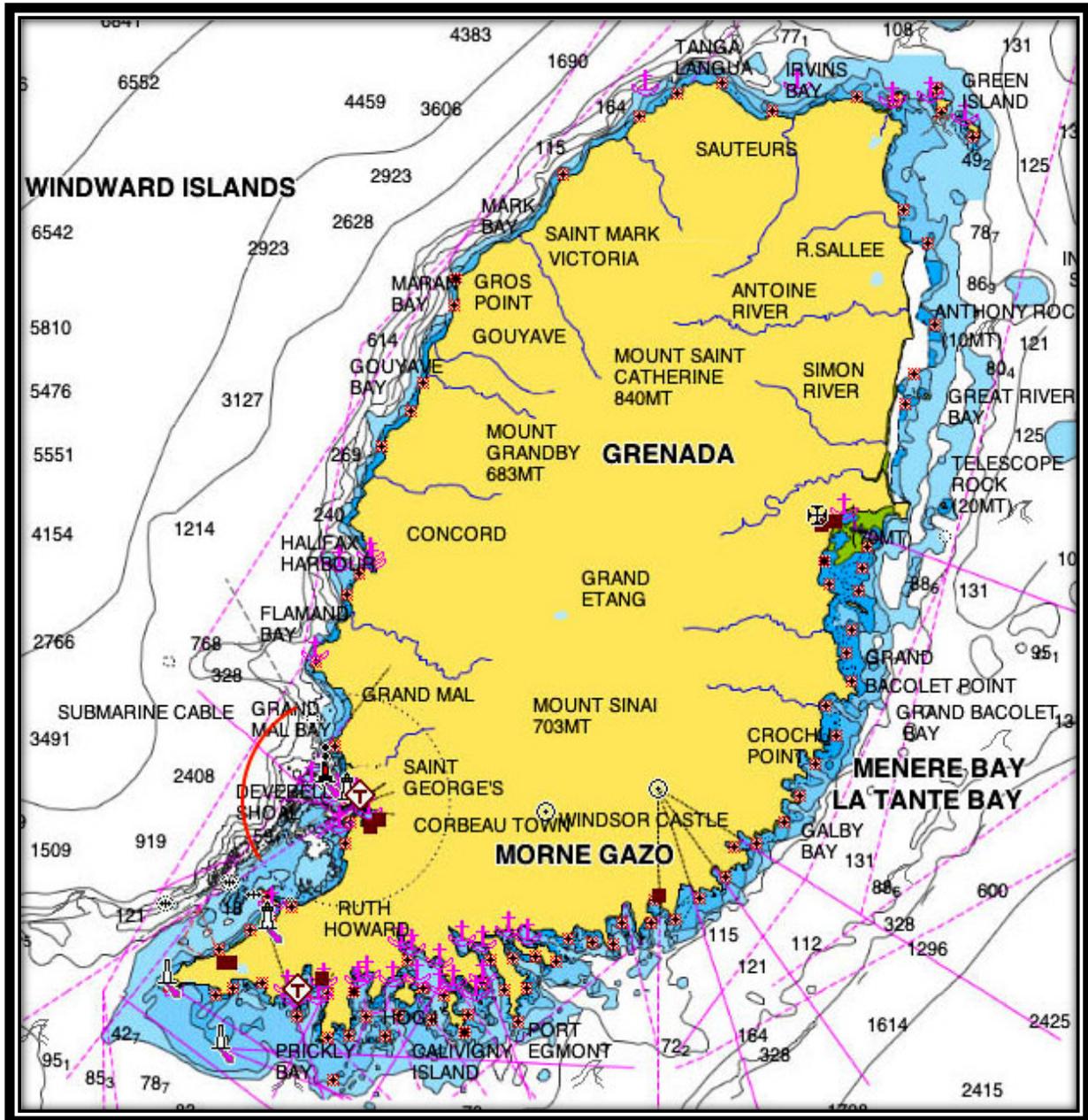
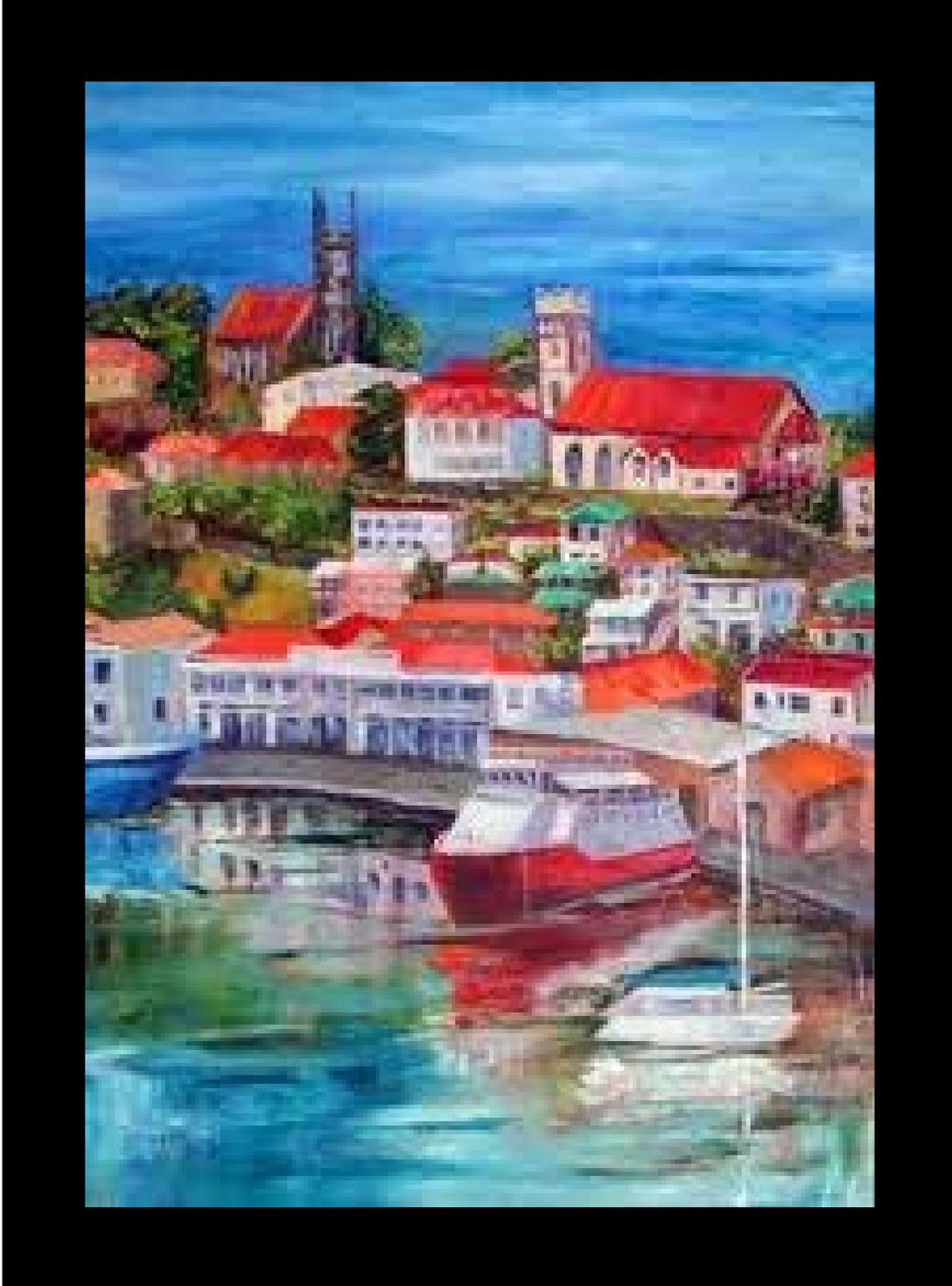


Figure 105. GRENADA, THE SPICE ISLAND

Grenada is the “Spice Island.” Nutmeg and Mace are the main spice crops that make Grenada so exotic. There are other factors that make Grenada extraordinary. The beaches, the roads; the Carenage at St. George which will sweep you away as you walk around the old quays and look at the old stone and brick buildings.



“LOVELY CARENAGE”

The above piece of art entitled “Lovely Carenage” is by Susan Mains. I think the title says it all. The following piece is entitled “Carenage Evening” and imparts the dreamy sense you experience when the sun is setting in the harbor. You can see all of Susan’s artwork at her gallery located at the Spiceland Mall in Grand Anse. She has also published a book entitled “For the Love of Grenada” which is truly outstanding for the pictures which are beyond description as well as the content.



“CARENAGE EVENING”



THE CARENAGE

Aside from the beauty and culture of the “Spice Island,” there are other benefits as well. Grenada is south of 12 degrees north latitude and thus “out of the hurricane zone.” Actually nowhere is out of the hurricane zone but the probability of being hit by a hurricane is significantly reduced.

As you can see on this next chart ([Figure 99](#)) the further south you are in the Lesser Antilles the less probable it is that you will be hit by a hurricane. Grenada took a hit from Flora in 1963 and in 2004 a direct hit from Ivan which was an extremely strong hurricane and did a great deal of damage. Many boats stay in Grenada for Hurricane season; both on the hard as well as in the water, because the island is south of latitude 12 north. There are good facilities to haul your boat and many excellent craftsmen as well.

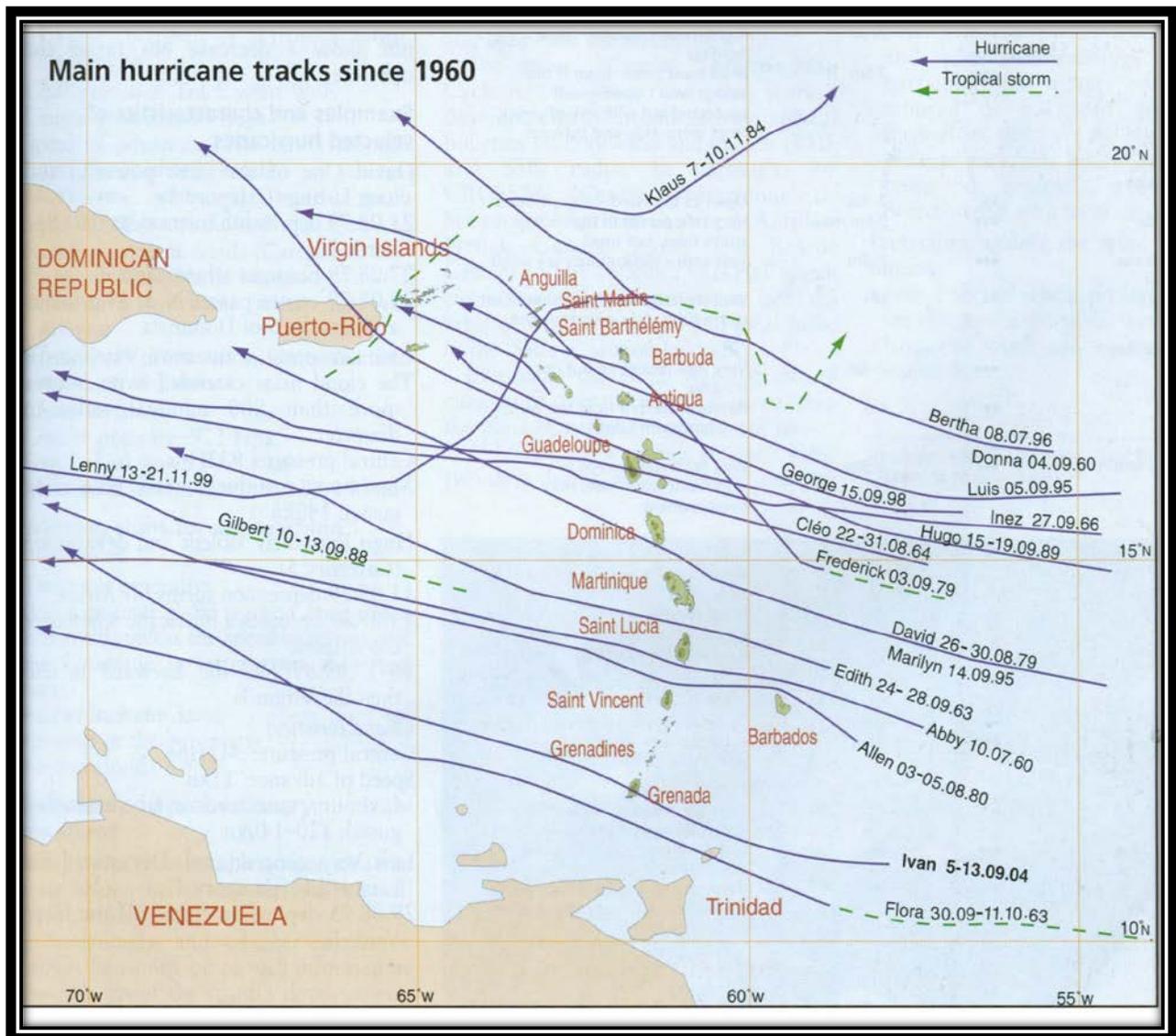


Figure 106. FRAMING THE HURRICANE ZONE

Anchorage on the south side of the island is favored by cruising boats and you will not be short of the opportunity to socialize. There are also marinas on the south coast as well as a new marina at St. Georges.

If you add provisioning opportunities and the airport to come and go, Grenada is a highly favored cruiser destination.

WEST COAST, GRENADA

PORT HALIFAX

12° 06.67N 61° 44.96W

At entrance to harbor

The south side of the harbor has a power line at 60' as well as a garbage dump. Best to anchor on the north side. This anchorage is used principally by those, who coming from the south on their way to Carriacou and points north, want to make a late afternoon stop and early morning departure.

There are no clearance facilities here.

DRAGON BAY

12° 05.19N 61° 45.84W

At entrance to harbor

Not the most sheltered anchorage. Anchor in the middle and watch for the shoals on either side. This anchorage is used chiefly by those coming from the south who want to stop before proceeding north.

GRAND MAL BAY

12° 04.42N 61° 45.49W

At entrance to bay

A bit further south of Dragon Bay, this bay is really a commercial depot facility and not recommended for cruising boats, albeit that it is useable.

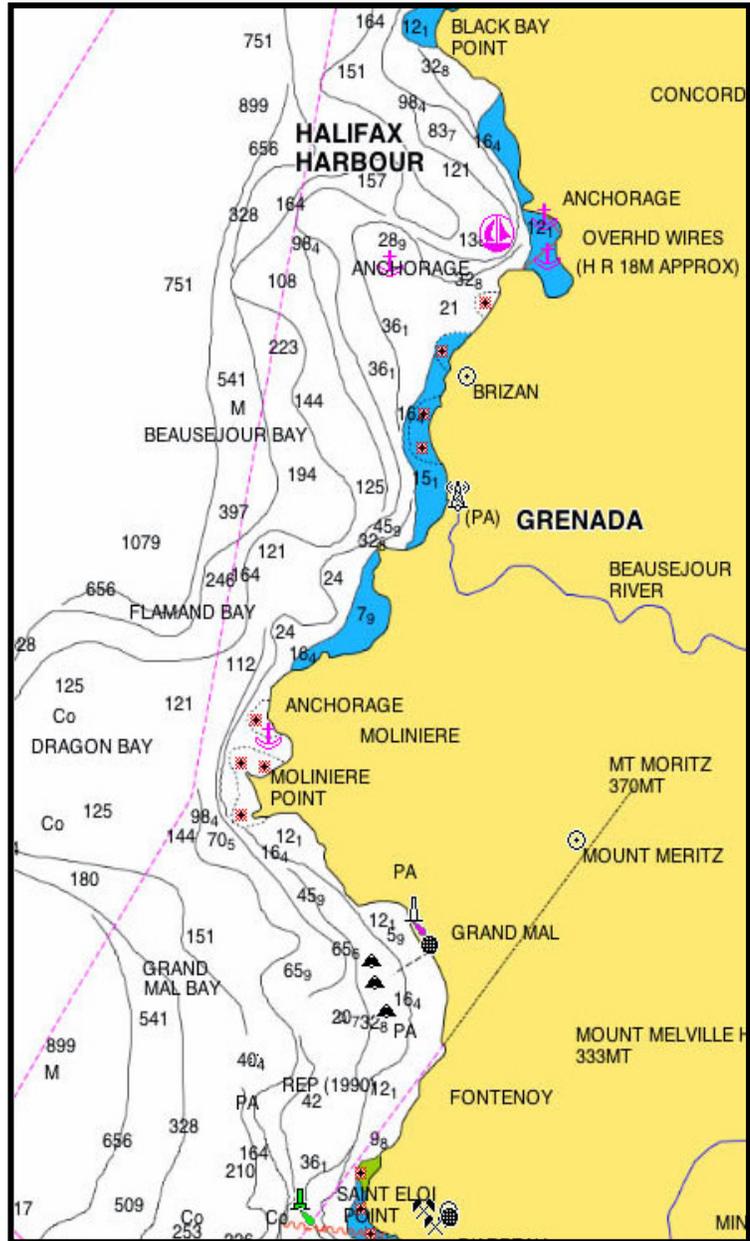


Figure 107. WEST COAST, GRENADA

ST. GEORGE'S HARBOR

12° 02.88N 61° 45.56W

At outer markers/channel entrance

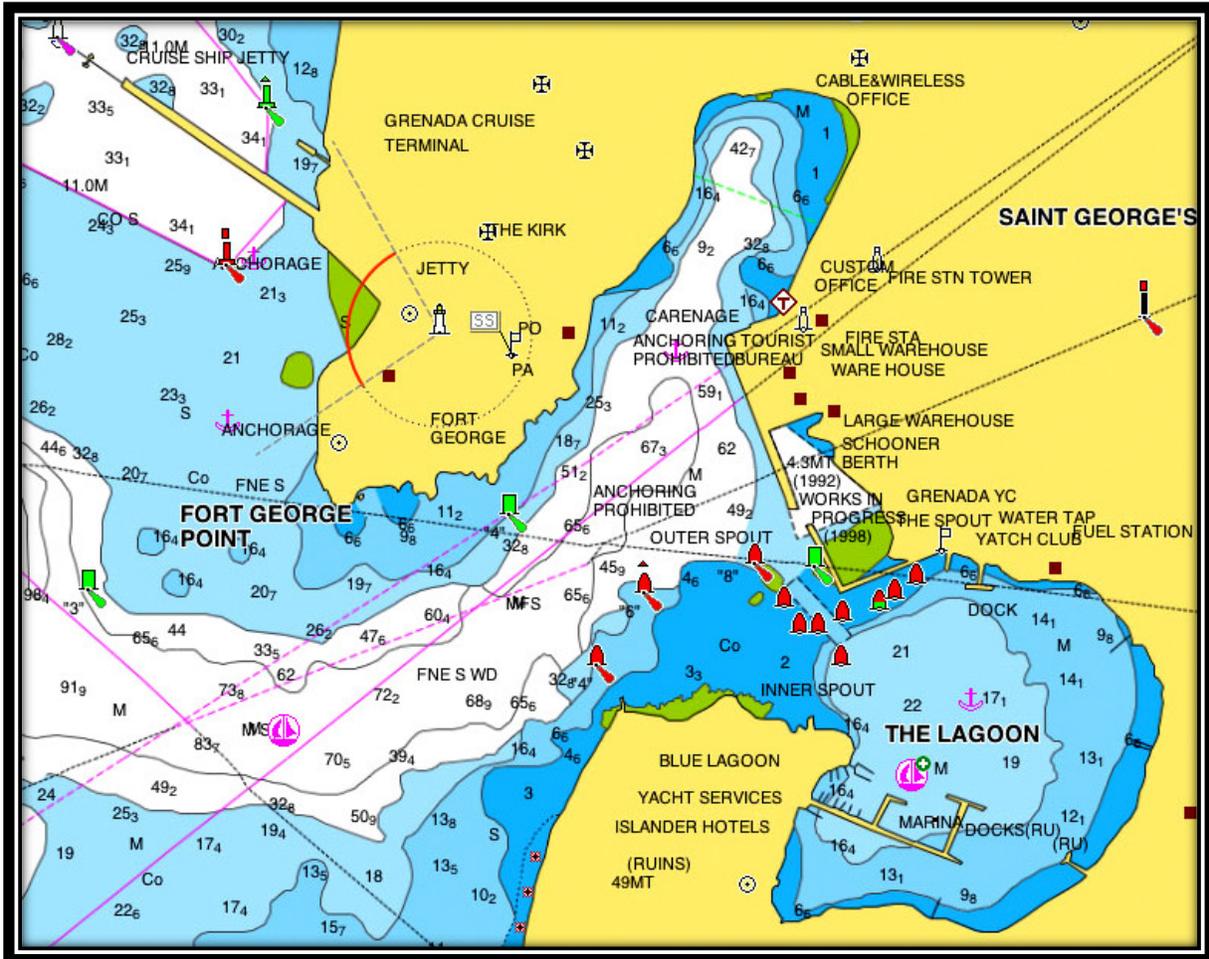


Figure 108. ST. GEORGE'S HARBOR

This harbor is home to the Carenage and you can find clearance facilities here. The Carenage is to port as you enter and is not a permitted anchorage area for pleasure craft. The Lagoon is to starboard and has limited anchoring facilities as well the new Port Louis Marina.

The marina has all the services that a first class marina can offer. Additionally, to port as you enter the Lagoon, you will find the very welcoming Yacht Club which has facilities to offer as well.

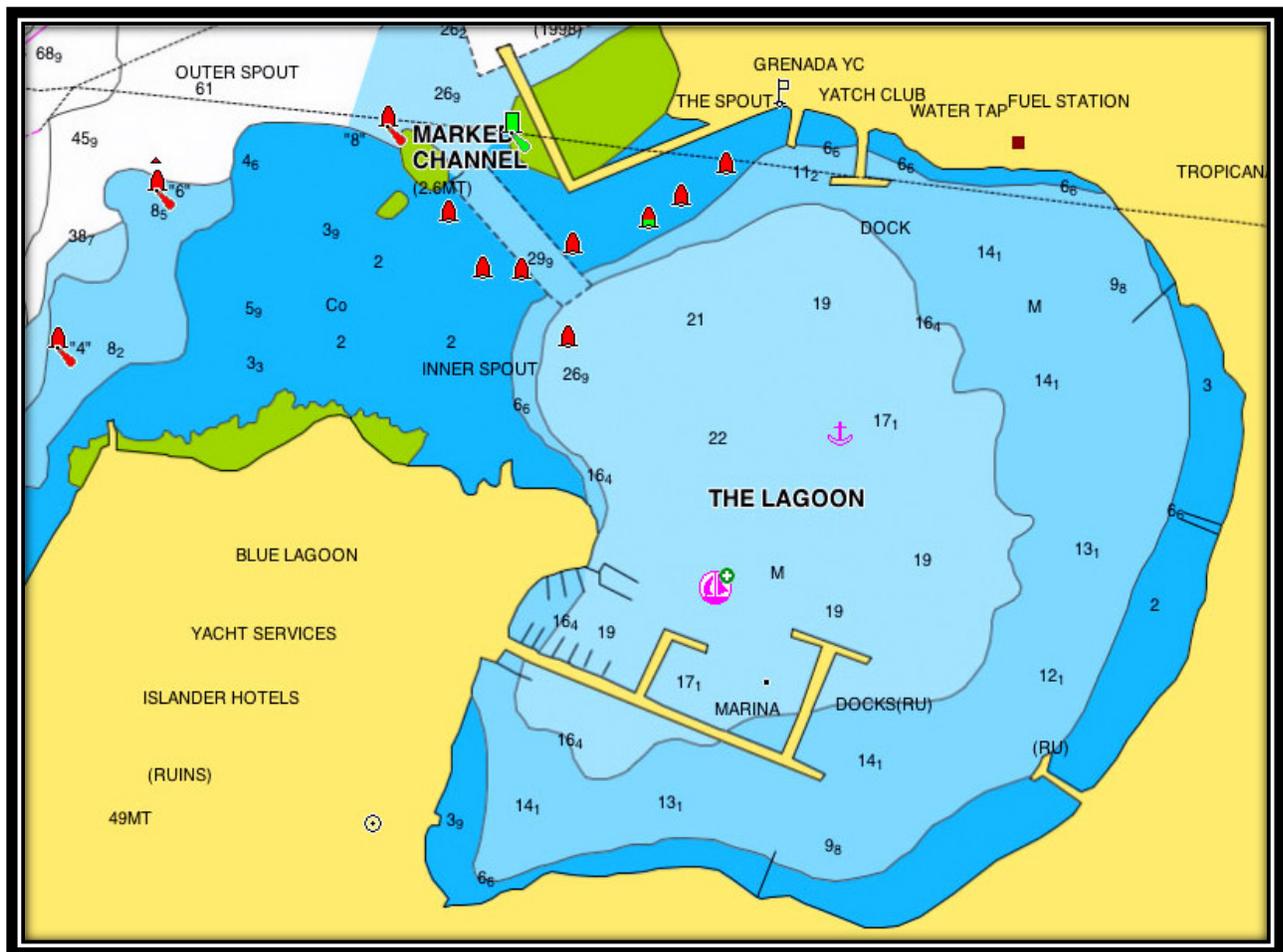


Figure 109. THE LAGOON IN ST. GEORGE'S HARBOR

Customs and Immigration are located inside the Port Louis marina behind the marina office. Otherwise you can go to the ship dock at the Carenage, St. George's, southeast side.

The anchorage in the Lagoon is quite good although it is reduced by the marina on one side and the yacht club on the other. Holding is good but swing room is often limited.

For those boats that want to anchor outside the Lagoon, or that could not find space in the Lagoon, additional anchorage is located just before you enter the Lagoon at Martin's Bay (Pandy Beach). This is a reasonably well protected anchorage and you will have plenty of company.

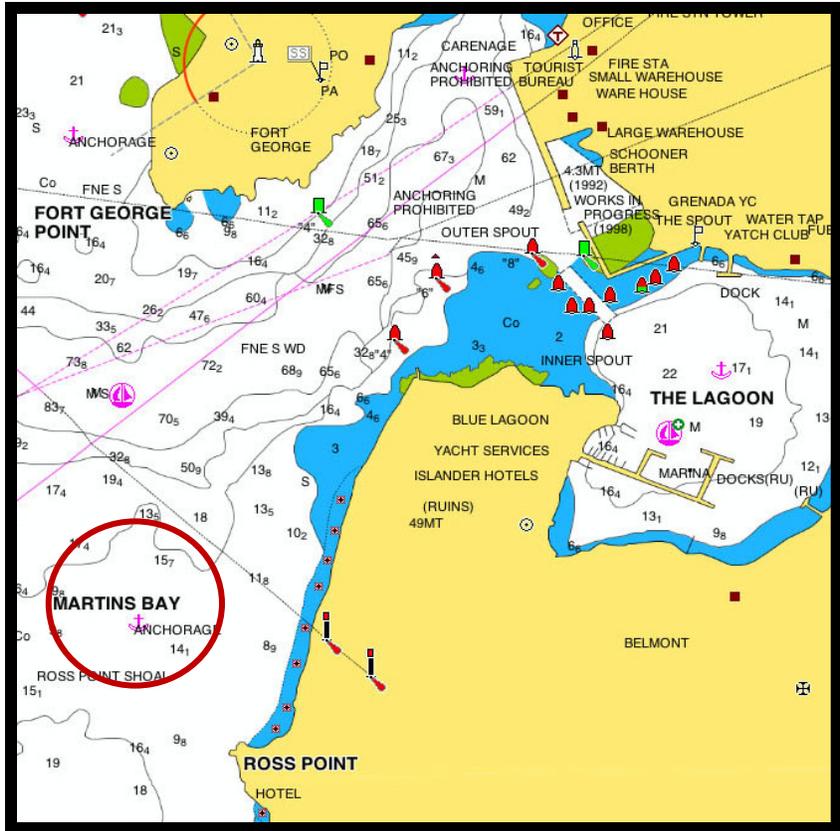


Figure 110. MARTIN'S BAY ALTERNATIVE



PORT LOUIS MARINA LOOKING ACROSS AT THE CARENAGE



**THE LAGOON (LOOKING TO THE NORTHWEST):
MARINA IN FOREGROUND, YACHT CLUB IN BACKGROUND**

GRAND ANSE BAY

12° 01.97N 61° 45.71W

At entrance to bay

Southwest of Ross Point are some shoals that you need to give a wide berth to and stand off. After you swing around them you can enter directly into the bay.

Grand Anse is an enormous beach and a beautiful one as well. There is no anchoring in the middle of the bay permitted. You *can* anchor at either extreme of the bay.

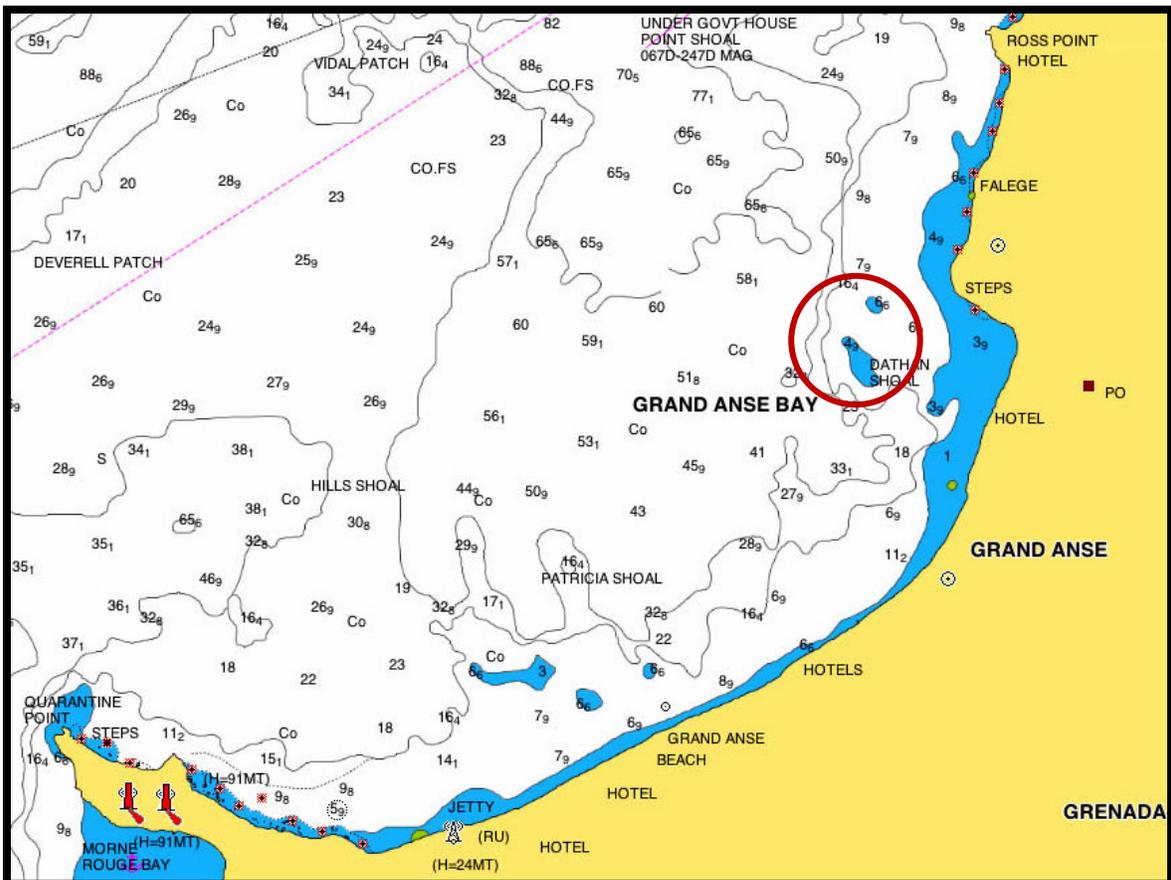


Figure 111. GRAND ANSE BAY

There is a shoal, called Dathan Shoal, at the northwest corner of the bay that is unmarked.



GRAND ANSE BEACH -- A GREAT DEAL OF MERRIMENT!

NOTE

On the way south of Grand Anse Bay, off Long Point (also called Quarantine Point), there is Long Point Shoal which is not marked. It is just south of the point.

MORENE ROUGE BAY

This small bay is just below Long Point (see [Figure 112](#), lower left). However, it does not have enough water in it for keel boats and can only be used by Catamarans and very small boats. The beach is very nice if you are so inclined.

SOUTH COAST, GRENADA

This is a well protected coast with many bays and other anchorages, including some anchorages that can be used in heavy weather. I am reluctant to call them hurricane holes because when Hurricane Ivan went by, there was no protection to be found anywhere.

The shoreline is somewhat complicated and one needs to stay alert as to navigation. The further east you go along the coast, the more robust the sea, due to the easterly Trade Winds.

As you come around the southwest tip of Grenada, at Salines Point, you must decide whether to leave Glover Island to port or starboard. If you go between it and the mainland, because water depth averages 15', in strong swells the seas will break. In cases like that it is best to navigate on the south side of the island.

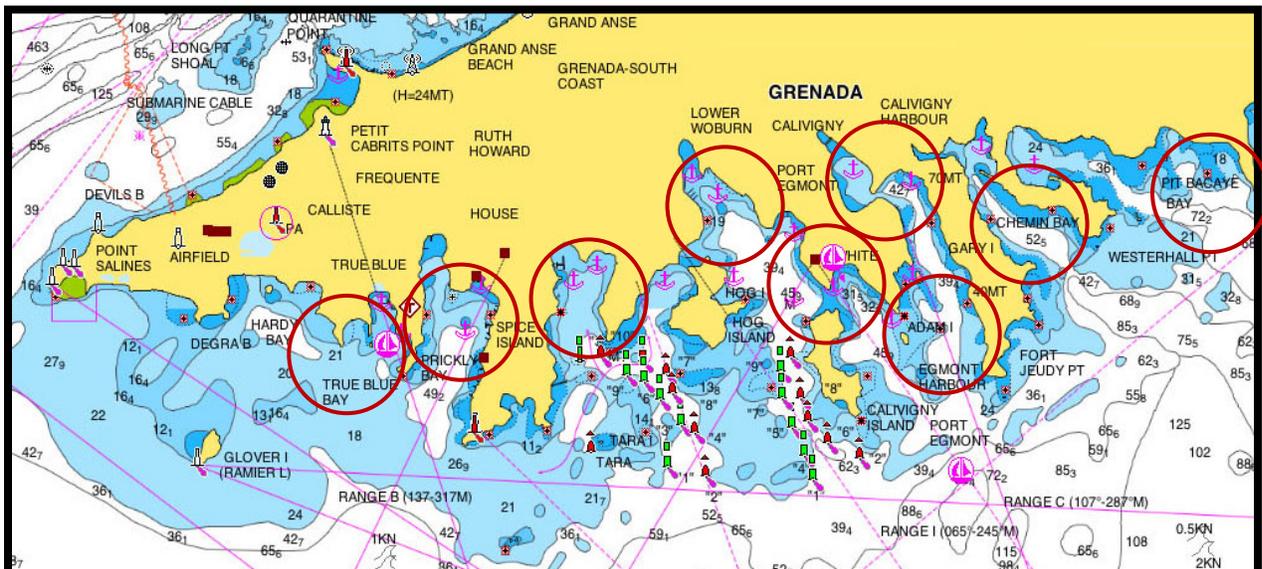


Figure 113. THE MANY SOUTH COAST BAYS OF GRENADA

TRUE BLUE BAY

11° 59.72N 61° 46.16W

Entrance to Bay



You can anchor in 10' to 15' of water after an easy entrance. There are some moorings available as well as a small marina that offers basic services. It is a pleasant bay but late in the Trade Wind season when the wind goes to the southeast it can become roilly.

PRICKLY BAY (L'Anse aux Epines)

(Locally you may hear this said as “lance a pin”)

14° 59.54N 61° 45.84W

At entrance to harbor

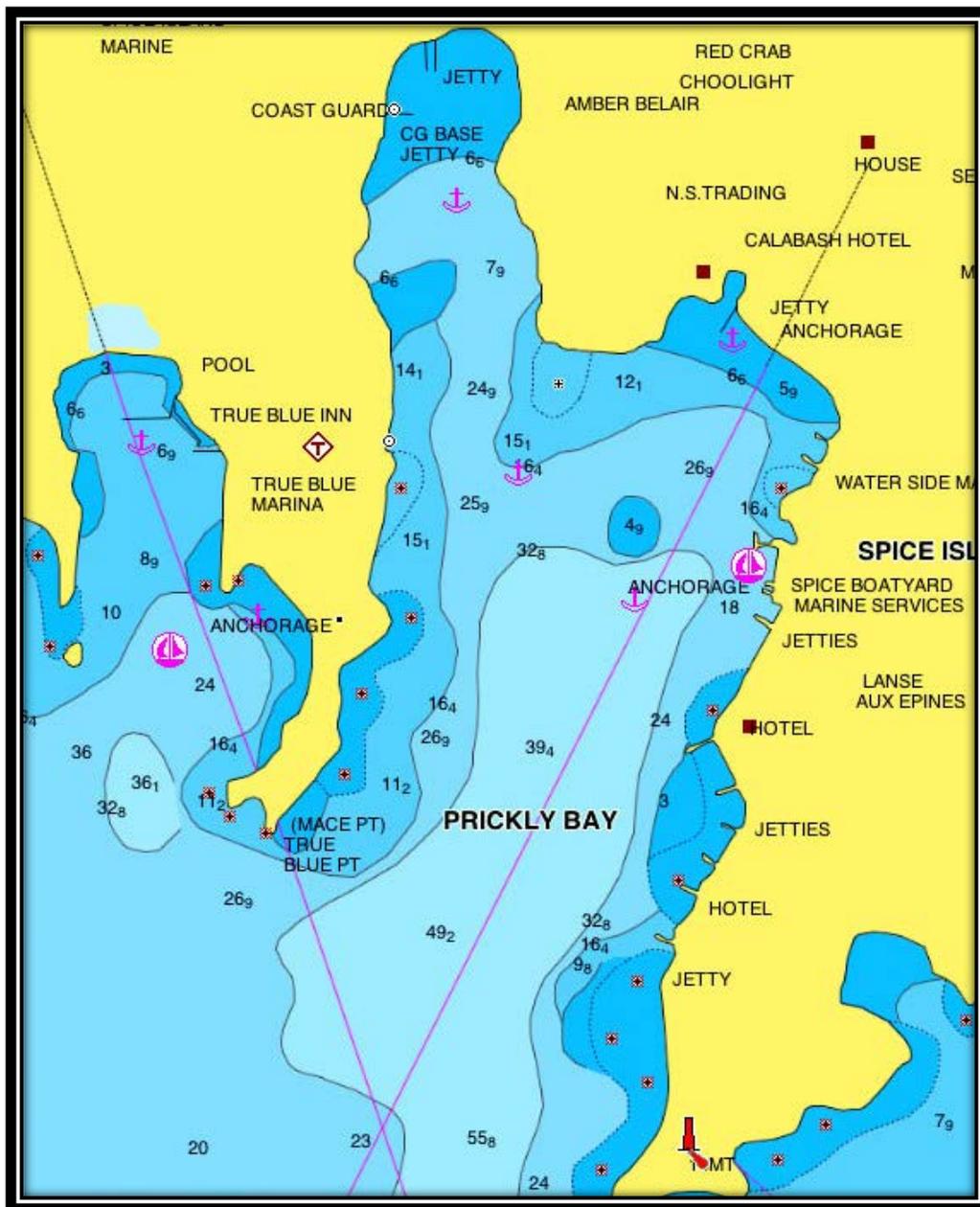


Figure 114. PRICKLY BAY

This bay is a port of entry and a very popular stop for cruising boats. You can clear Immigration and Customs here located in their own facility shoreside.

Be careful on entry to stay towards the center. At the northeast part of the harbor, just west of the marina there is a 5' shoal you need to be careful of.

At the far north end of the bay there is a boatyard that offers a full array of services and repairs as well as storage on the hard. There is also a Budget Marine chandlery that is well stocked as well as a sail maker.

There are many restaurants and bars to socialize in and even more of the cruising fraternity to socialize with.



MUSIC MAKES THE WORLD GO AROUND

When the wind is southeast, the anchorage can become roilly.

NOTE: As you proceed east or west between Prickly Bay and Mt. Hartman Bay, you must decide whether to leave The Porpoises (a group of rocks) to the south or north. It is perfectly OK to pass north of them provided you have good visibility. Sometimes going east with the sun in your eyes and a chop, they are not obvious. (11° 58.68N, 61° 45.40W) This Lat/Long is “ON THE ROCKS”!

MT. HARTMAN BAY

11° 59.22N 61° 45.07W

At Tara Point-southwest of entrance to bay

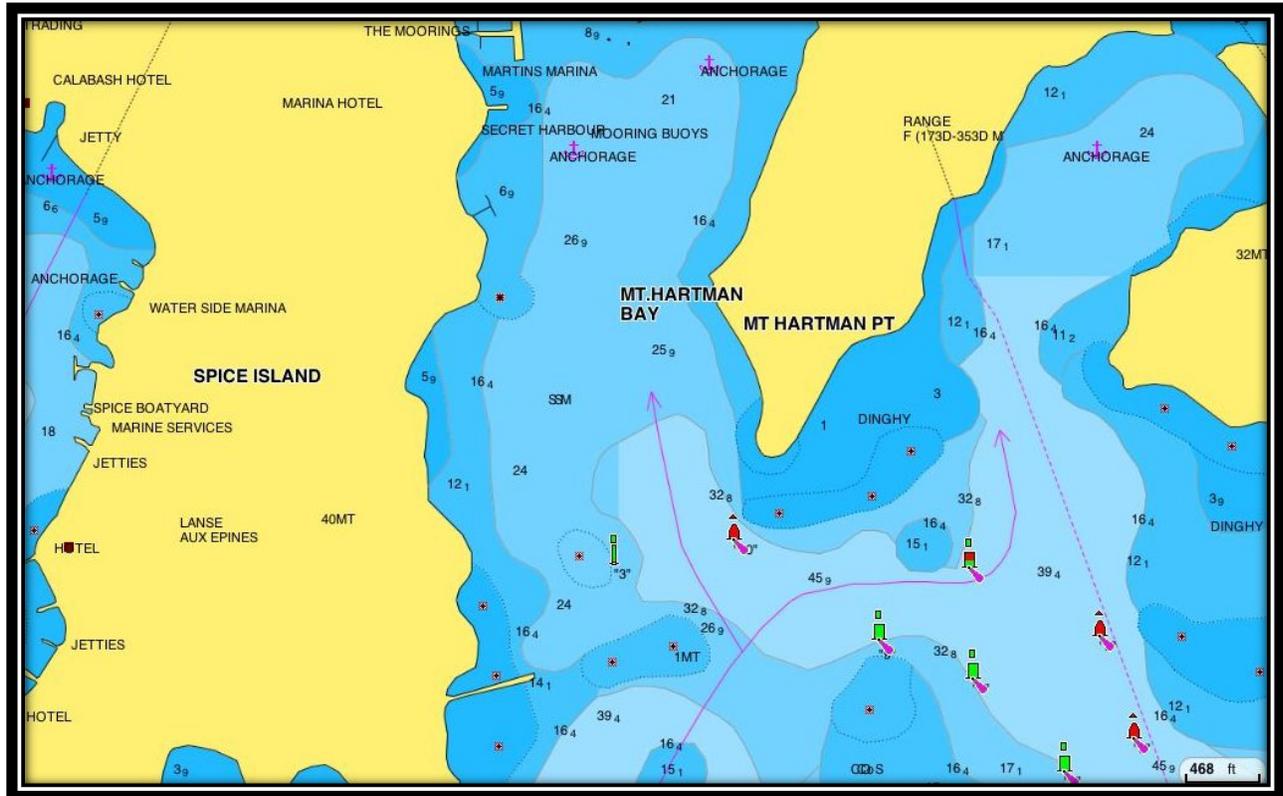


Figure 115. MT. HARTMAN BAY

If you are headed east, leave Tara Island to starboard at the marker and turn to port. As you continue you should be heading northeast to avoid the reef that guards the entrance to the bay. Keep to the east as you enter the bay and leave the red marker to starboard as you enter. The bay is quite large and in the northwest corner there is a marina that is under redevelopment but currently mostly vacant. There was once a yacht charter base here and the place used to be alive with activity. It is hard to say what the future holds for this bay; in the meantime there is plenty of room to anchor here.

HOG ISLAND



Between Mt. Hartman Bay and Woburn Bay aka Clarke's Court Bay is Hog Island. It is a very popular anchoring spot for cruising boats and is beautiful as well. The best way into it is to make your way up the channel that winds to the northwest into Mt. Hartman Bay and avoiding the coral at the south tip of Mt. Hartman Point. The anchorage is generous but there are always a great number of boats including a few that seem to be permanent fixtures. The island itself is deserted except on the weekends when parties are organized.

To access the east side of Hog Island you must enter Woburn Bay via its channel until you reach Saga Cove. A few boats anchor here but the west anchorage is the one that is more subscribed to.

WOBURN BAY (CLARKE'S COURT BAY)

11° 59.08N 61° 43.48W

At first entrance channel markers

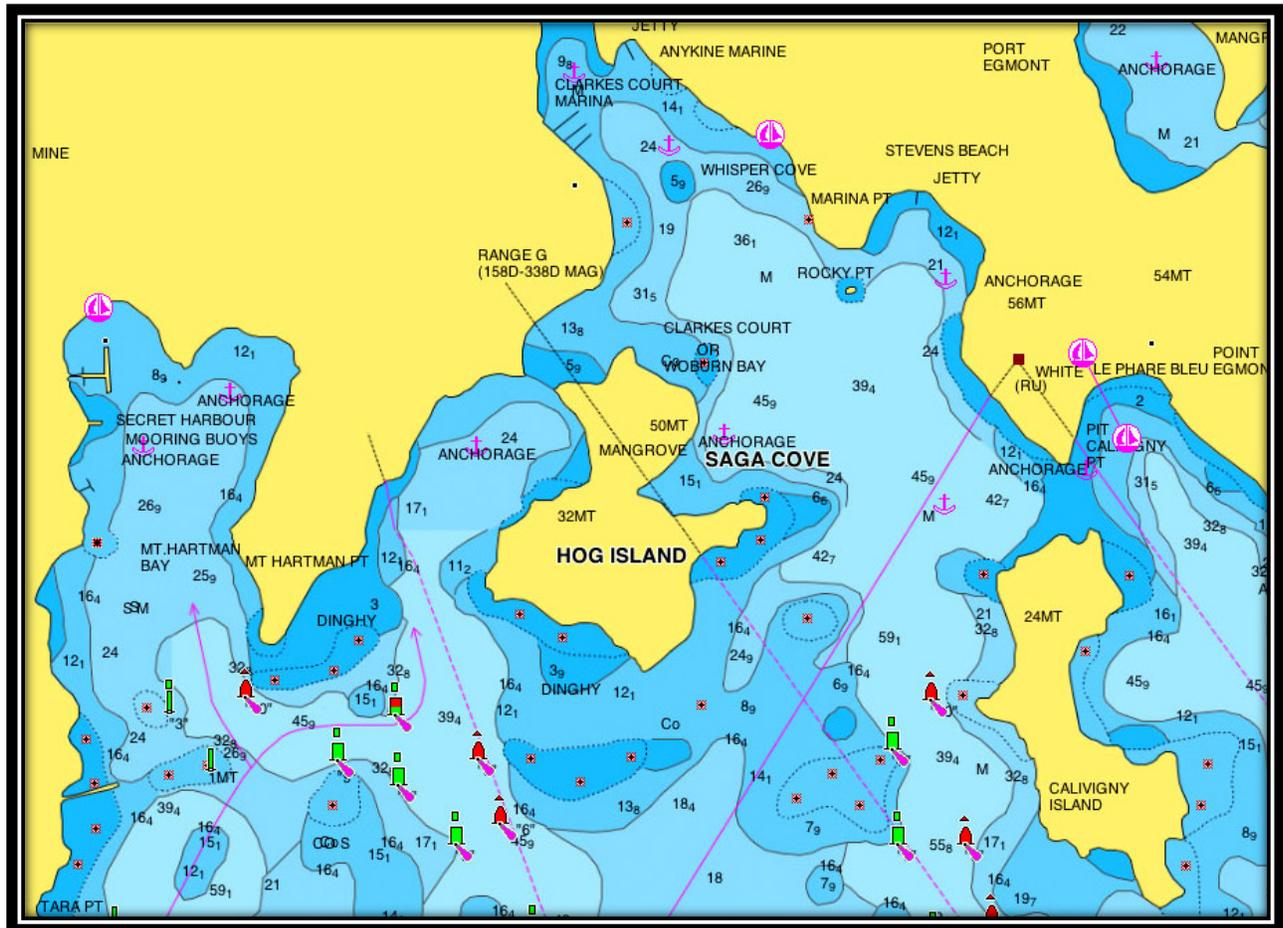


Figure 116. MT. HARTMAN AND WOBURN BAYS WITH HOG ISLAND BETWEEN

Follow the channel north leaving Calivigny Island to starboard. Once past the island you enter this large bay and can anchor in a number of locations. There is an anchorage on the starboard side as you enter just below Marina Point. Be careful of the shoal off that same point.

Further north is another anchorage close by the marina. There is an unmarked shoal with less than 6' of water just before the anchorage area which you need leave to port.

There is also the marina on the northwest part of the bay which is ample and has all the normal services available.

If there is a drawback to this bay, it is the runoff from the Rum factory that leaves the northern part of the harbor somewhat odiferous.

Also located in Woburn Bay is a small local restaurant called the Little Dipper. It is run by Rock Charles and his family. Rock has been a taxi driver for many years in Grenada. I met him many years ago when I would leave my boat in Grenada and he would look after it. He had been a crew member on the famous sailing charter boat “Ring Andersen.”

Rock still will care for your boat or get up at 3AM to take you to the airport. He and his wife and daughter run the Little Dipper Restaurant and if you yearn for authentic Grenadian food, his family will make it for you.

Insofar as taking care of your boat, I have always found him to be honest and very attentive.



CALIVIGNY ISLAND

This island just south of the entrance to Woburn Bay is privately owned. You may not go on the island; it is off limits! Also it is not favored as an anchorage by cruising boats.

PT. CALIVIGNY

12° 00.05N 61° 43.36W

At entrance to bay



This is a very small bay (see [Figure 117](#) and [Figure 118](#)) that is dominated by a very nice marina which offers all the services that good marinas are known for. Sometimes a few boats will anchor off the point at the west side of the bay.

You may also see boats anchored at the east side of the bay just north of Adam Island.

EGMONT HARBOR

11° 59.45N 61° 42.71W

At entrance to harbor

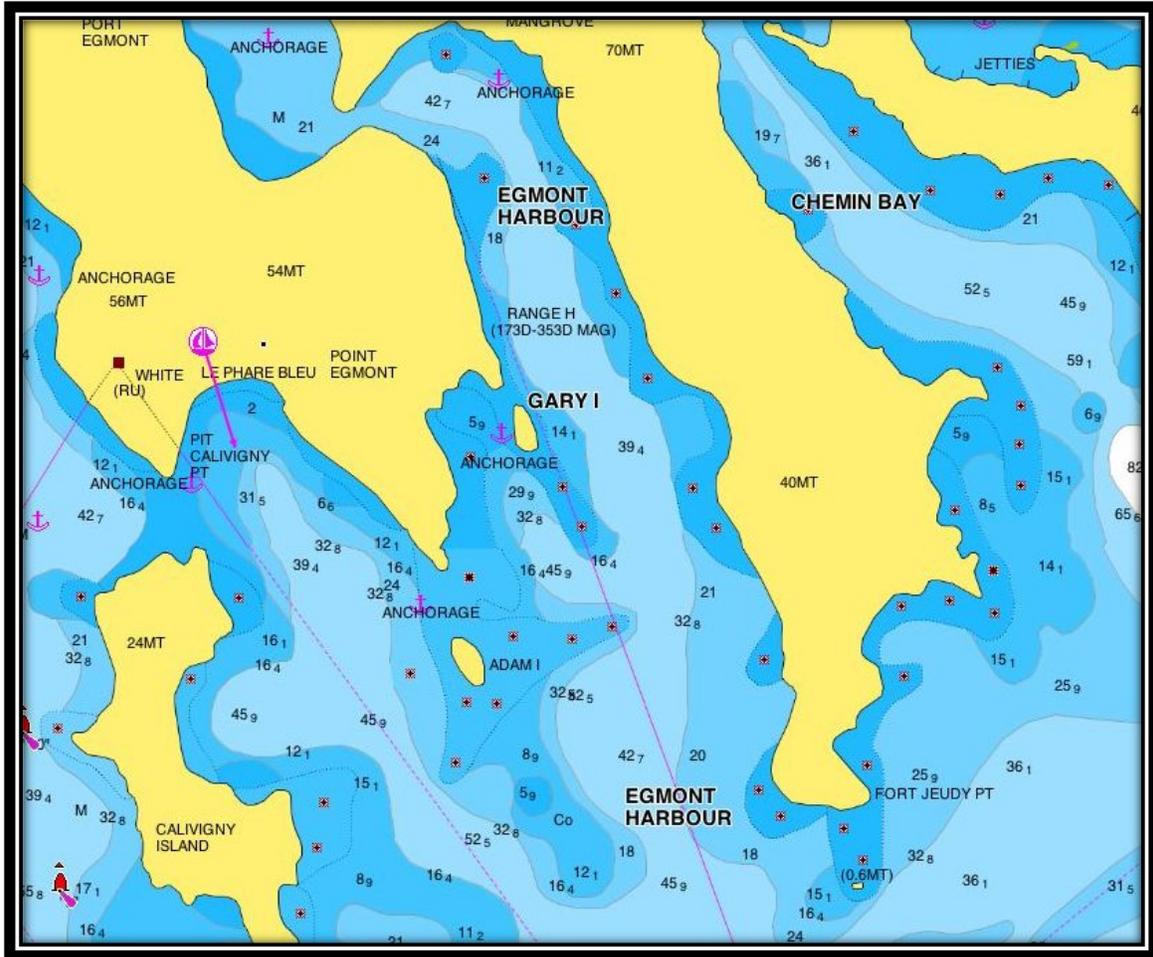


Figure 119. EGMONT HARBOR

Stay in the center on entering at Fort Jeudy Point where you will leave some coral to your starboard side. Proceed north to Gary Island watching for the coral that is off its southeastern tip. Once past Gary Island stay to starboard to avoid coral to port just before the anchorage.

You can anchor here or go into the inner part of the bay by following a westerly heading before turning north once again. This harbor is considered a good hurricane hole, although in Ivan it did not fare too well as that was a direct hit. The inner harbor is surrounded by steep hills and you will feel remote and off the beaten track.

CHEMIN BAY (Calivigny Harbor)

12° 01.19N 61° 42.01W

At entrance to bay

Should you choose this bay it can be difficult to enter in heavy weather from the southeast. The bay is fringed with coral and that makes the navigable channel quite narrow. The anchorage is in the northeast corner. Like Egmont Harbor you will find the anchorage remote and most often not see many, if any, other boats.

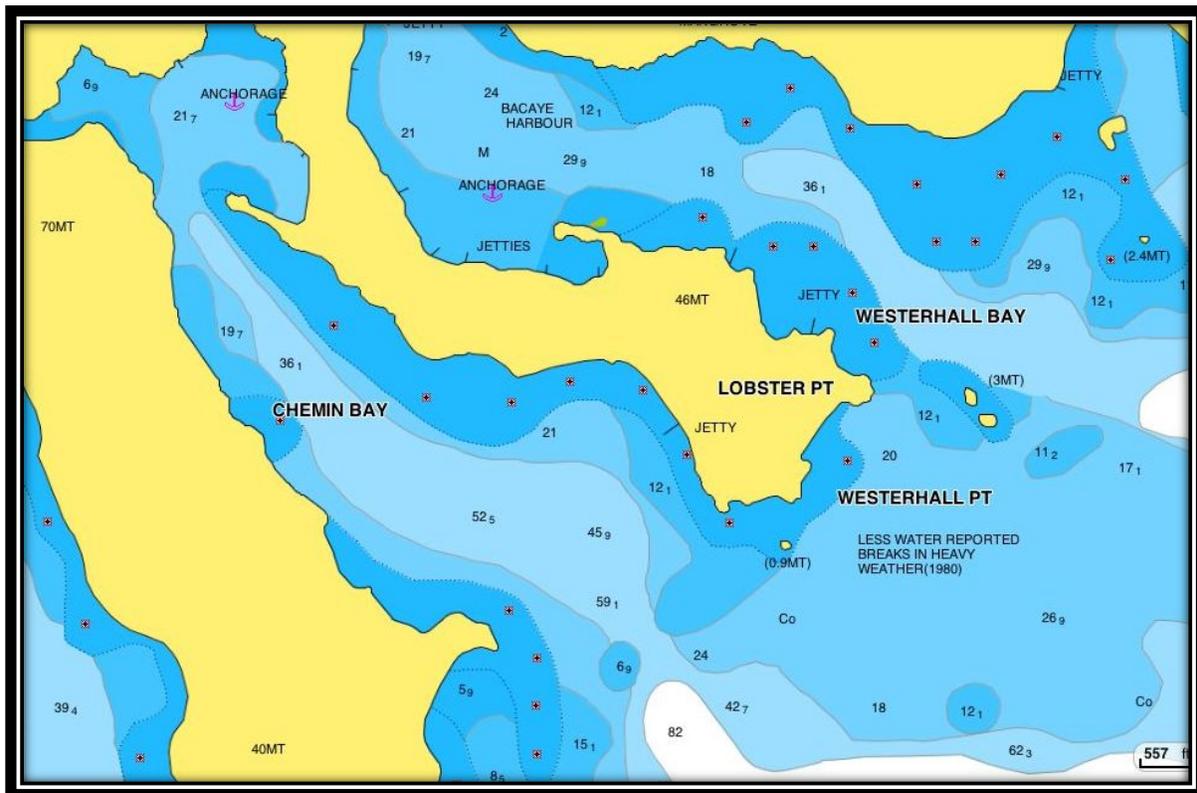


Figure 120. CHEMIN BAY

WESTERHALL BAY

12° 00.51N 61° 41.49W

Just southeast of entrance to bay

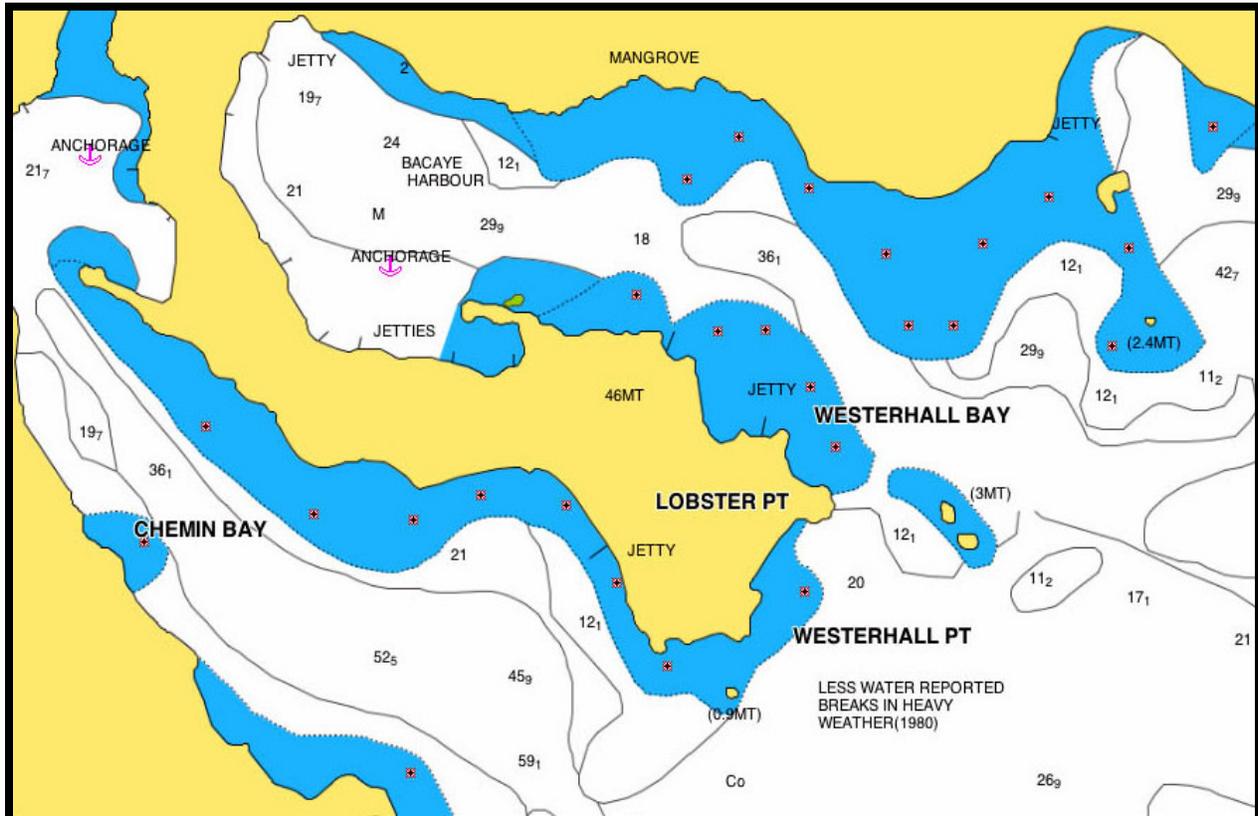


Figure 121. WESTERHALL BAY

Like Chemin Bay, Westerhall Bay is not easy to enter and is made harder when conditions are strong out of the southeast.

The entrance is very narrow. Enter on a westerly heading with the sun behind you and someone on the bow to keep a lookout. The anchorage is in the southwest corner of the bay. You will find it secluded and very sheltered.

ST. DAVIDS HARBOR

12° 00.70N 61° 40.57W

At entrance to harbor

There is a boatyard at the head of the harbor as well as a well stocked marine supply store. The anchorage is good except in a strong southeast wind, when it can become roly. Leave the little island to starboard and proceed on a northerly course through the marked channel. Watch out for the reef to your port side on entering that extends southerly from Little Bacolet Bay.

This harbor is a port of entry and there are clearance facilities available.

The boatyard can haul you and store you and undertake most of the work that you may need. They offer moorings as well as internet service.



ALL SMILES AT THE ANNUAL GRENADA CARNIVAL/SPICE MAS HELD EVERY AUGUST (2ND. MONDAY AND TUESDAY).

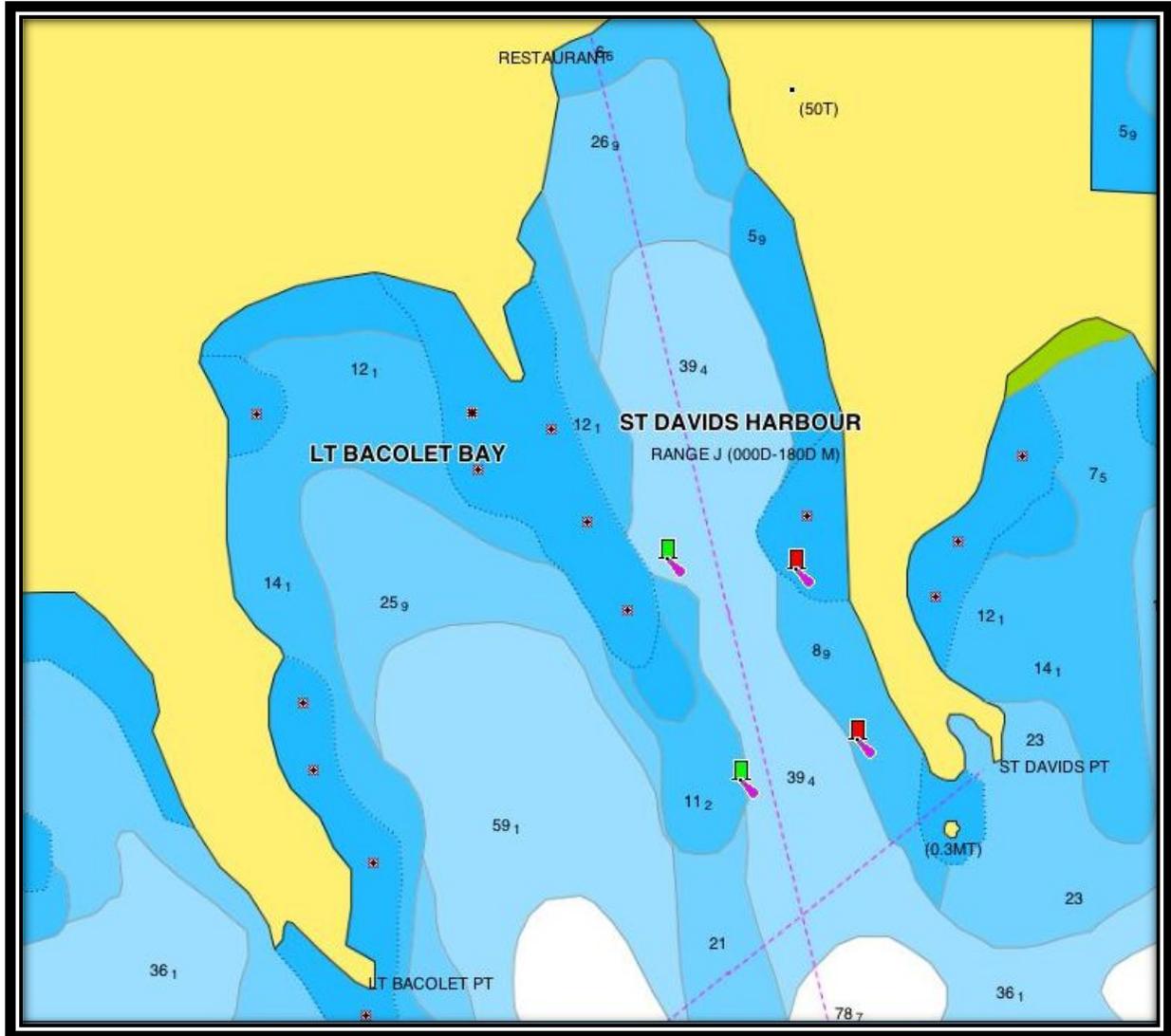
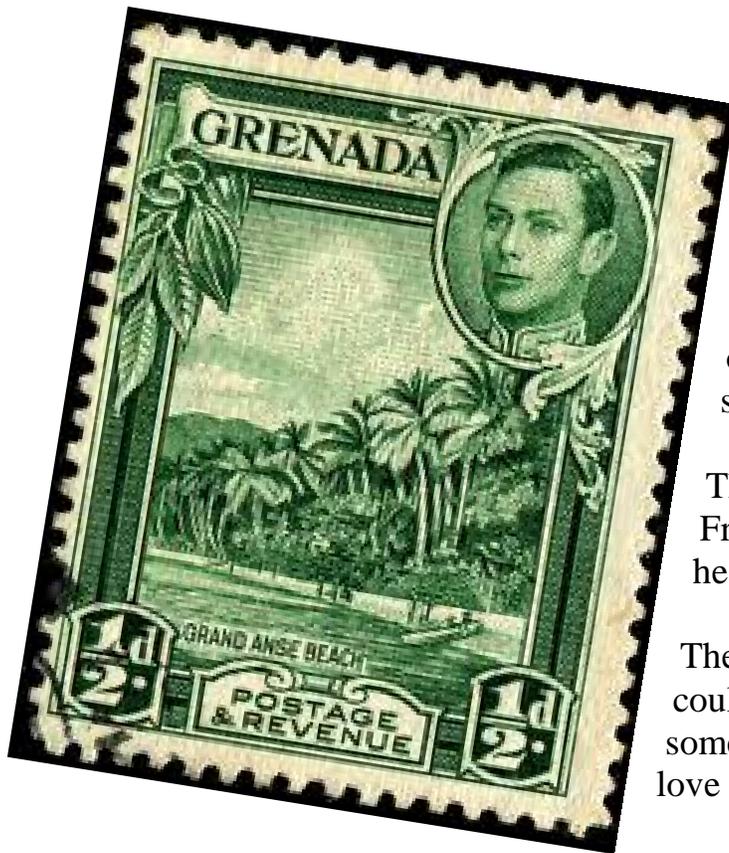


Figure 122. ST. DAVIDS HARBOR

EAST COAST, GRENADA

GRENVILLE

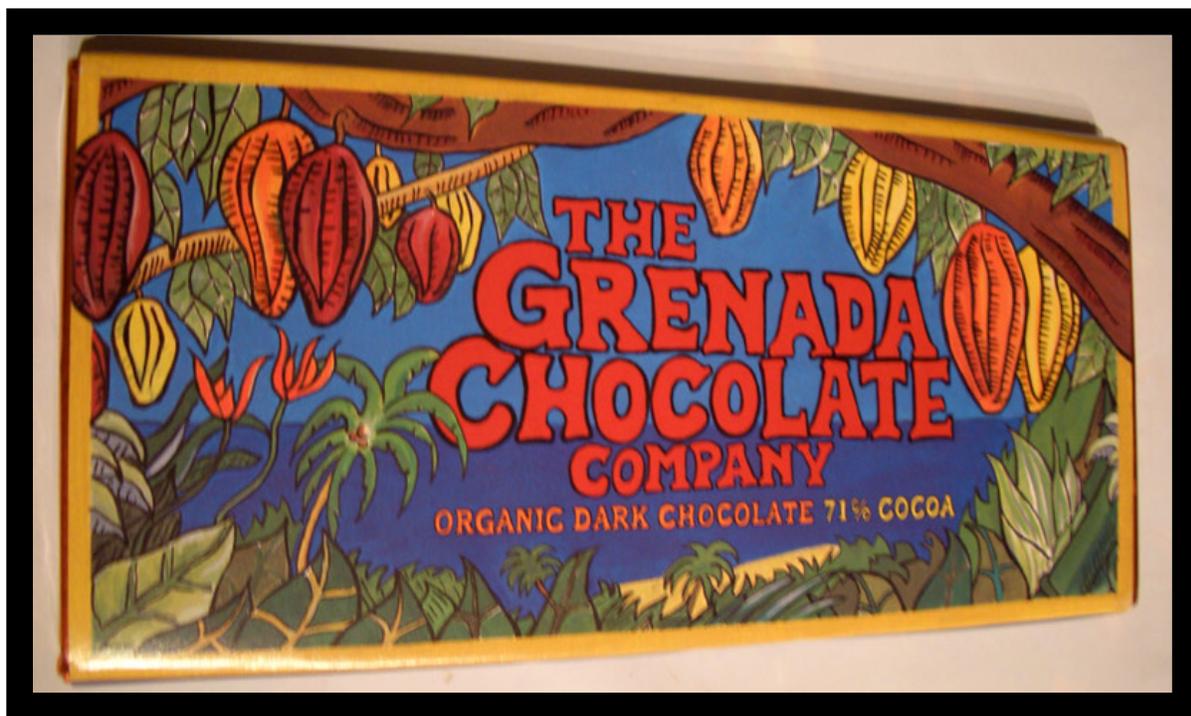
Many times people ask if it is worth going up to Grenville. There is a channel going in that is well marked but this harbor is best left to the local fishermen. While the inner harbor is protected by the reef from easterly seas, the east coast is anything but protected and unless you have nothing else to do, this is best left undone.



Grenada is a type of wonderland for cruising boats. It has it all, from wonderful anchorages to a blend of cultures. You will hear the steel bands and eat Callaloo soup of which the main ingredient is callaloo leaves, originally brought from Africa in the seventeenth century.

There is also a patina of English and French culture and you can see it and hear it (Creole) everywhere you go.

There is much, much more in a list that could go on endlessly. However, there is something else and it is for those of us that love chocolate.



The Grenada Chocolate Company is a cocoa-growing and chocolate-making cooperative producing chocolate from tree to bar right on Grenada. Chocolate deliveries to Europe can even be on a traditional sailing ship with no engine as befits a “green” enterprise. You will find it sold most everywhere on the island and you can visit their web site at: www.grenadachocolate.com

Grenada-sweet in every way!



**CACAO PODS FROM THE THREE MAIN
COCAO TREE SPECIES IN GRENADA**

ADDITIONAL NOTES

I have chosen *not* to include Barbados in the guide for the Lesser Antilles because it is really an island unto itself beyond the Lesser Antilles geological formation. Even more so, I have not covered it because it is about 80 nm from the south tip of Saint Lucia and those 80 miles into the easterlies are a bashing that few boats are willing or wanting to undertake.

Also not included is Tobago as Trinidad and Tobago are also not part of the Lesser Antilles being too far south and east. (Also, Trinidad is covered in *A Yachtsman's Guide to Trinidad*, available free as a PDF download at www.freecruisingguides.com.) or as an ePub.

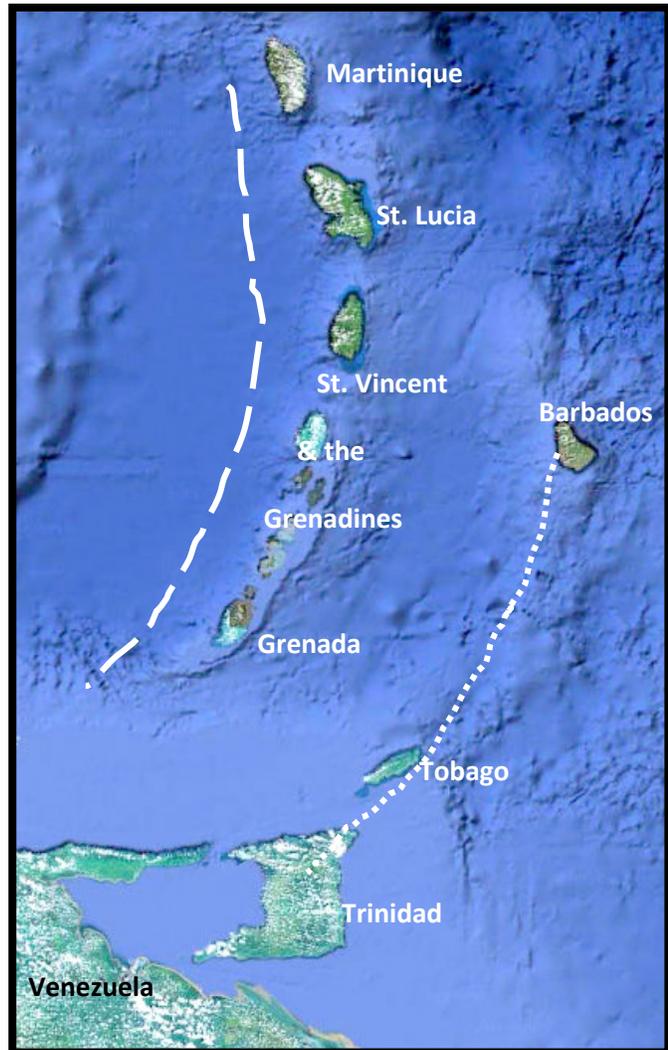


Figure 123. THE ARC OF THE WINDWARDS AND THE OUTLIERS: BARBADOS, TOBAGO, AND TRINIDAD

ACKNOWLEDGEMENTS

Great thanks is given to **Rafael Baez**, president and owner of Marina ZarPar in Boca Chica, Dominican Republic for his unending support to the development of these guides.

Special thanks to my daughter **Nathalie Virgintino** for generously investing her time in editing this guide and for all of her work and effort in preparing the guides for E-publication. Without her help the Kindle and other E-book editions would not have been possible.

I would like to express my sincere gratitude for the time and talent **Catherine Hebson** brought to the formatting of this guide to make its presentation first rate.

ABOUT THE AUTHOR



Frank Virgintino is a native New Yorker. His sailing background of over forty years covers the Canadian Maritimes, all of the eastern seaboard of the United States and the entire Caribbean, many times over. Aside from cruising he has spent the better part of his career building and administering marinas.

In the process of writing this guide all of the harbors listed were personally researched as was all of the information about, and knowledge of, the Windward Islands of the Lesser Antilles contained in the guide. It is hoped that this guide will make the eastern part of the Caribbean easier to access and understand.

The author believes that this guide should serve as an excellent source of information for this vast and beautiful island chain although it should not be used for navigation at any time. *All charts, latitude and longitude positions given, and inserts exhibited should be used as a frame of reference only. Navigation should only be undertaken with appropriate charts of the area.*

Anchorage, harbors and facilities are dynamic and thus in a state of constant change. This cruising guide should be a tool that provides for insight and basis for your research, but it is a “guide” only.

You can make comments, ask questions or suggest changes right here on the site or by writing to fvirgintino@gmail.com

FAIR WINDS & GREAT CRUISING!

SPECIAL NOTE: It bears repeating: *Please keep in mind that cruising guides are not meant to be used for navigation.* They are **GUIDES** to assist and enhance cruising and should be used for *reference only*.

All of the Latitudes and Longitudes herein are given to the best of the author's ability. However, they should never be relied on. The skipper of the boat must remember that he/she is solely responsible for proper navigation.

Additionally, facts and circumstances related to statements made in the guide can change; sometimes facilities and services that existed during the writing of the guide may no longer be available.

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