

Imray-Iolaire

CHARTS FOR THE EASTERN CARIBBEAN

Compiled by DM Street Jnr

IMPORTANT

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B30 Saint Vincent to Mustique

ABOUT THIS CHART

This chart has been compiled by DM Street Jr using official sources and additional information acquired during more than 50 years of cruising, racing, exploring, chartering and charting the eastern Caribbean on his 46' engineless yawl *Iolaire*, built in 1905. He is the author of many yachting books and articles, first of which was 'Going South' Yachting, 1964. His *Cruising Guide to the Lesser Antilles* is regarded as 'the book that opened the Caribbean to the cruising yachtsman and made bareboat chartering possible'. It is worth reading for its nostalgic view of the Caribbean in the 1950s and '60s. Over the years it has been expanded to cover the entire eastern Caribbean, from the western end of Puerto Rico east and south through the islands to Trinidad, then westwards along the Venezuelan coast and offshore islands to Aruba. Use *Street's Guides* for interisland sailing directions, harbour piloting directions and interesting anecdotes about people, places and history. They are the only guides that cover all the anchorages in the eastern Caribbean. Patience Wales, editor of *Sail*, once said, 'Circle in red all the anchorages that Street describes that are not in the other guides and you will have a quiet anchorage'.

Shoreside information dates but pilotage information in *Street's Guide* is timeless. Where harbours have changed or been dredged, the latest information is shown on Imray-Iolaire charts, which are constantly referred to in *Street's* pilots.

Street has also been in the marine insurance business, placing insurance for yachts of all sizes and ages sailing in all parts of the world with Lloyds, since 1966. Visit www.street-iolaire.com. Email streetiolaire@hotmail.com.

The author and publishers believe that this chart is the most accurate and up to date available of the area it covers. It can, however, only remain so if mariners notify the publishers of any inaccuracy or need for correction of which they may be aware.

The pilotage information on this chart is taken from *Street's Guide: Martinique to Trinidad* to which page numbers refer. It may be ordered from Imray Laurie Norie & Wilson Ltd www.imray.com

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Five popular sailing videos made in the late 1980s/early 1990s featuring DM Street Jr, including *Transatlantic with Street*, the story of *Iolaire's* 1985 transatlantic via Vigo, Madeira, Canaries, Cape Verdes which has been highly recommended by Herb McCormick and Tom Cunliffe are available at: TheSailingChannel.TV which offers all five videos in one digital package, *The Complete Street*. The five segments may be ordered individually.

<https://vimeo.com/ondemand/thecompletestreet>

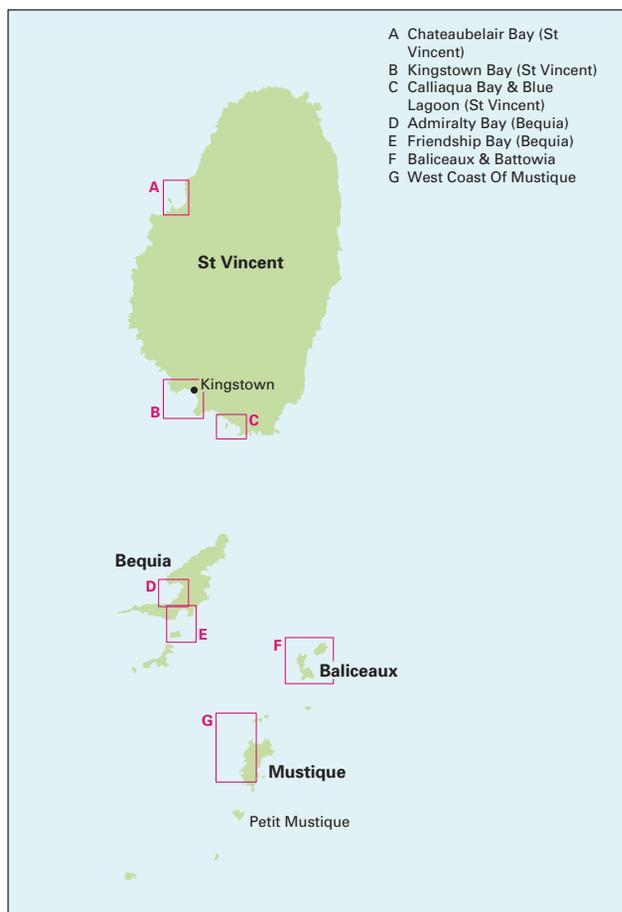
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Pilotage notes by DM Street, Jnr

B30 Saint Vincent to Mustique

GENERAL CAUTIONS

Yachtsmen navigating this area are reminded that whilst most of the region has been resurveyed in the last 50 years much of the data is of 19th-century origin. Since then, topography above and below the water may well have been altered by natural causes such as volcanic eruptions, movement of sandbanks, the growth of coral etc. This chart must therefore be used with caution. Inshore navigation should only be undertaken in good light when the sun is high. Navigational aids (buoys, beacons and lights) are notable for their absence and/or unreliability.

It is important to read the sailing and pilot directions for the area concerned the night before, in order to plan the next day's run, and to calculate your departure in time to guarantee arrival at the next anchorage while the sun is still high.

It is also important on interisland passages to allow for the set of the current. Stay to windward of the rhumb line. Take back bearings until you can see the island ahead. Take GPS readings every half hour and plot them on the chart, make sure you stay to windward of the rhumb line between your starting point and your anchorage. All courses given in the text are rhumb lines.

Do not enter strange harbours at night. Many lights are unreliable.

Norie and Wilson *Sailing Directions to the Caribbean* (1817) state, 'When passing to leeward of the high islands stay within two pistol shots distance of shore or seven leagues (21 miles) off.' Still as true today as it was in 1817.

Tides and Currents

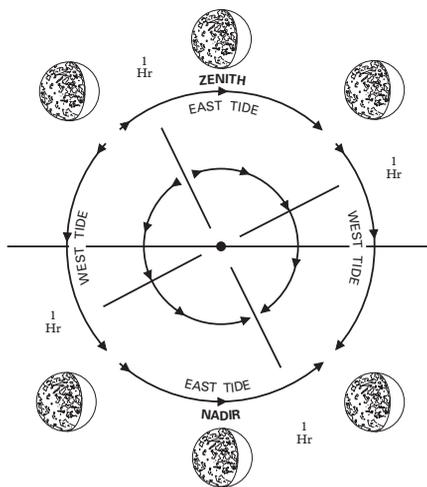
(see also *Street's Transatlantic Crossing Guide*)

Heading north or south, the current is on the beam, setting you off your rhumb line course an appreciable amount. When heading north or south, the Equatorial current is setting you to the west. It is negated (and occasionally, with spring tides, eliminated) by the tidal current. You must remember that the flood tide sets to the east, the ebb tide sets to the west.

Boat Speed (knots)	Current (knots)			
	1.5	1.2	1.0	0.8
2	37°	31°	27°	22°
3	27°	22°	18°	15°
4	21°	17°	14°	11°
5	17°	13°	11°	9°
6	14°	11°	9°	8°
7	12°	10°	8°	7°
8	11°	9°	7°	6°
9	9°	8°	6°	5°
10	9°	7°	6°	5°

Degrees of set leeway

It is extremely important to allow for the set of the current which is made up of the easterly wind blown Equatorial current, reinforced by the ebb tide or partially (and



occasionally completely) negated by the flood tide. Taking advantage of a weather-going current can change a passage from being a real hard slog, to a glorious reach. With tide and current setting you to leeward, you will have to sail 010° to 015° above the rhumb line, but if it is setting you to windward you will be able to sail a course 010° to 015° to leeward of the rhumb line. This makes a difference of 020° to 030° often changing a dead beat to an easy close reach. This often makes the difference between slamming into it, or an eased sheet reach, really flying. This is particularly true from St Vincent to St Lucia, Martinique to Dominica, Deshaies (Guadeloupe) to English Harbour (Antigua).

If you plan your passages so that you have the flood tide helping you it can make a large difference to your sailing time. The difference from setting off on a lee-going tide to a weather-going tide is generally 020°, often as much as 030°. There is a brief rule of thumb method. The tide starts running to the east soon after moonrise, continues to run east until about an hour after the moon reaches its zenith (overhead) then it runs westward, reinforcing the westerly current. Then as the moon sets, the tide starts running again to the east, turning westwards again about an hour after the moon passes its nadir (directly underneath), see sketch.

In the Eastern Caribbean during the winter months, the wind will vary from east-southeast to east-northeast, occasionally going all the way around to north. The current sets generally west at a knot or more. Thus the greatest problem encountered by the yachtsman new to the area is that of allowing his boat to sag below the rhumb line course. At the end of the day, he suddenly realises that the anchorage is well to windward – a hard slog against wind and tide. To avoid this situation keep a hand-bearing compass handy and take continual bearings or GPS fixes; if you cannot see the island ahead, take stern bearings or GPS fixes.

The tides from Antigua south are semi-diurnal, (twice a day) but from Antigua north, the tides are diurnal, one tide a day. However, if you check very accurate tidal gauges you will discover two tides, one major, a second one so small to be barely noticeable, thus the tide tables refer to it as diurnal.

Puerto Rico and the Virgin Islands area is further complicated by the fact that on the south side of Puerto Rico and St Thomas, there is one tide a day, while on the north

side of both islands there are two tides a day; east coast of Puerto Rico, Vieques and Culebra have two tides a day.

At one part of the year, the highest tide is during the day, at other times of the year the highest tide is during the night. Schomberg, the Danish naturalist, explained that during the equinox, September and October, March and April, the evening tide is the highest, the rest of the year the daytime tide is the highest.

In periods of spring tides especially if the trades have not been blowing hard, the flood tide will overcome the Equatorial current and give an easterly set. In normal circumstances in the passages the tide runs eight hours west, four east. However within the Virgin Islands in Pillsbury Sound and Drakes Passage which are largely sheltered from the Equatorial current, the tide ebb and flood is six hours each direction.

Warning

The Caribbean is 0.4m to 0.6m lower in May, June, July and early August than it is in winter this was noted in the 1867 Norie and Wilson *Sailing Directions* in these months shoal channels into various harbours should be used with caution. Nanny Cay - Tortola, Manuel Reef marina, Wickhams Cay, Fat Hog/East End Bay, Jolly Harbour Antigua Rodney Bay Marina, Blue Lagoon - St Vincent, do not have tide gauges and require particular care. Yachts are increasing in size whilst shoal channels can be used safely in winter, in summer, at low water springs; there have been incidents when large yachts have grounded completely blocking the channel for others. The author has campaigned for many years for gauges to be introduced to prevent these incidents.

HIGH WATER FULL AND CHANGE

The time of High Water at each location during full and new moons (full & change) occurs at a set time after the meridian passage of the moon for each location.

The time of the meridian passage for each day can be found in *Nautical Almanac*, and in *Compass* magazine.

eg Location X – HW F & C 2h30m (from the table on the chart)

Meridian passage at X for Y date is, say, 0200hrs (from *Nautical Almanac* or *Compass* magazine)

Thus HW on Y date will be at 0430hrs. HW will be approximately 50mins later each following day.

WIND

In the eastern Caribbean during the winter months, the wind will vary from east-southeast to east-northeast, occasionally going all the way around to north when a big winter cold front from the states works its way eastwards to Puerto Rico.

It generally blows 15 to 18kn, but at times it will drop off to 8 to 12kn for days at a time. It can also pipe up to a steady 20 to 25kn with higher gust and stay this way for a week or ten days. Be prepared for heavy weather.

METEOROLOGICAL INFORMATION

The National Oceanic and Atmospheric Administration's National Data Buoy Center operate a variety of stations throughout the world. Eight such stations exist in the Eastern Caribbean recording a wide variety of meteorological information. Much of this data is available to the yachtsman via the NOBC website. Go to

www.ndbc.noaa.gov/Maps/Caribbean and click on the station you wish to access.

Wind velocities from shore stations in the Eastern Caribbean give little indication of winds expected offshore. The weather buoys to the east of the islands will give a good indication of weather and sea conditions to be expected in the islands 24 hours later.

Buoys to the north will give you indications of the approach of a ground swell condition but remember that the ground swell will approach at 25 to 30kn per hour, so lock on to buoys well north of the islands.

Every year *Caribbean Compass* puts out an updated version of their list of radio stations that give weather information of interest to the sailor.

Ground swells

When ground swells are expected on the north coast of Puerto Rico, they are predicted quite accurately on El Oso San Juan, Virgin Island news. Add roughly twenty-four hours for the ground swell predicted to reach the southern end of the Caribbean.

On any beach open to the northwest as far south as Antigua, there is the danger of the ground swell, especially if the beach ashore is quite steep and the sand really soft. I strongly advise either a Bahamian moor or moor bow-and-stern when anchoring off it.

If the ground swell comes in during the night when on a single anchor it will pivot the boat around in the surf and within a few minutes the boat is driven on shore.

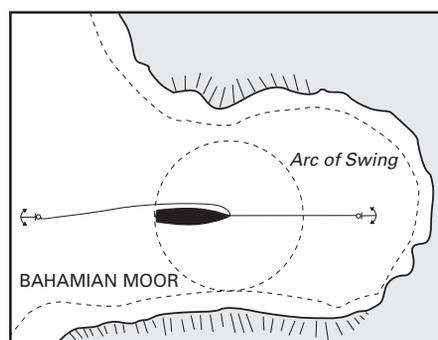
Ground swells are completely independent of the Caribbean weather systems; they are generated by storms in the north Atlantic. The season is mid-October to the end of March though very occasionally ground swells will appear in April.

For cruising therefore, May is fine: no hurricanes; no ground swell. June the same, though there is a risk of hurricanes. July is good but watch out for hurricanes.

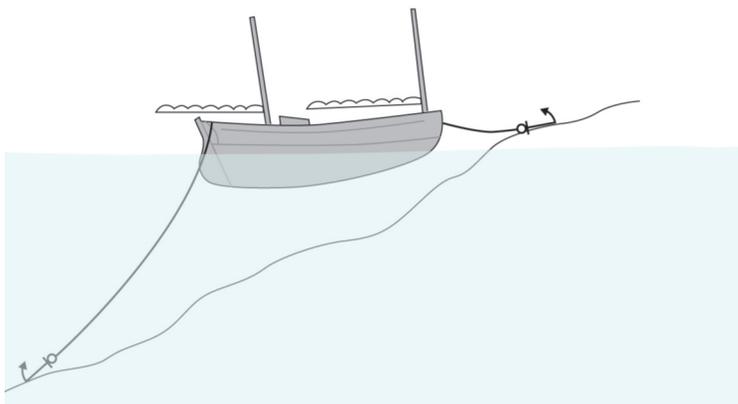
BAHAMIAN MOOR

Bahamian moor is useful if you are anchored where there is a reversing tide that will overcome the wind when the tide is running eastwards, or anchored off a beach that is exposed to the ground swell. If you are on a Bahamian moor you will swing in a circle that is equal to the length of the boat.

Once anchored, back down with the engine, slacking the anchor line or chain until you have veered (eased) plenty of scope (line) then take a second anchor, carry it back to the stern, drop it, shorten up on bow anchor until you have the correct amount of scope, then take a strain on the anchor you have dropped off the stern (but lead the rode through the bow chock), and secure. Now that you have moored between two anchors there is no danger of swinging ashore when the wind dies out at night.



BOW AND STERN MOORING



When the shore is steep-to, an anchor off the stern will be pulling uphill and will hold well. The bow can be secured by an anchor ashore or in shoal water. This type of anchoring is essential to all anchorages that are open to the northwest ground swell.

RIG FOR DOWNWIND

Take a spare line (spare sheet or dock line) at least the length of the boat, secure it to the end of the main boom, pull it tight and secure the line to the goose neck, coil and hang up the excess. Once underway and running downwind, brood off, free it from the goose neck, take it forward outside all the rigging through a bow chock and secure it to mooring cleat or anchor windlass. It is then almost impossible to jibe. Rig the headsail to a spinnaker pole of the opposite side, sail down wind wing and wing. If you do not have a spinnaker pole take the windward headsail sheet out of the normal lead, and lead it aft as far as possible outside of life lines and line stanchions thence through a block to a winch. If the preventer is rigged really tight, a good helmsman can sail slightly by the lee and keep the headsail filled. A useful rig when heading westward in the Virgins, Puerto Rico westwards from Antigua.

The above is a jury rig that can be done with the material found on a bare boat. If you own your own boat do a proper job as described below.

If heading westwards from the eastern Caribbean to Columbia or Panama rig a proper easily rigged and unrigged main boom preventer.

Main-boom preventer/foreguy

Every year, numerous sailors are injured, and some are killed, as the result of inadvertant jibes. These accidents can be avoided with the use of a preventer/foreguy on the main boom.

For downwind sailing, the first and most essential piece of gear is a strong preventer on the main boom that can be easily rigged and unrigged.

To set up an effective preventer, you need a strong bail on the end of the main boom, preferably angled forward at about 45°.

If you don't have a suitable bail, you can use a loop of line to make a strop. Make the loop long enough that you can wrap it twice around the boom, tuck one end of the loop through the other, and work it tight. (The two wraps will ensure the strop doesn't slip along the boom.) To make the loop, take a piece of line of the appropriate length, tie the ends together with a sheet bend, and mouse the tails of the knot with electrical tape.

Secure a wire (or a length of high-tech line like Spectra or Dyneema) to the bail or strop. This is the permanent part of the boom preventer. It should be about a foot shorter than the distance from the bail to the gooseneck and have a thimble spliced into its gooseneck end. A lashing line tied into the thimble will allow you to snug the preventer up to the gooseneck and tight under the boom when it's not in use.

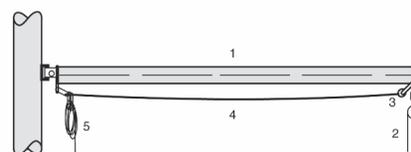
Lead two spinnaker-pole foreguys, one each side of the boat, through blocks at the stemhead or the end of the bowsprit. Clip the snap shackles to lifeline stanchions abreast of the mast and run the other ends aft to the cockpit.

To set up the preventer when you're sailing, all you have to do is untie the line under the boom from the gooseneck and clip the snap shackle of the leeward foreguy into the thimble eye. Make the lashing line long enough that you can tie it loosely to the lifeline and use it as a retrieval line when it's time for a jibe.

Once the wind gets on the quarter and the boom is well eased, connect the preventer and set it up tight using a winch. If no winch is available, over-ease the mainsheet, take up on the foreguy, then re-trim the main to make the foreguy tight. A jibe is now all but impossible.

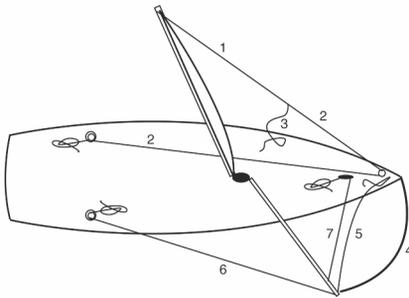
Key to the diagram

1. Main boom
2. Mainsheet
3. Bail or strop
4. Wire preventer
5. Light line



Downwind rig with jib and main

This rig is for normal downwind sailing with the mainsail secured to leeward with a preventer on the boom and the jib poled out to windward.



Key to the diagram

1. Main boom preventer
2. Lee spinnaker pole foreguy
3. Light line
4. Headsail
5. Lazy sheet for headsail
6. Working headsail sheet
7. Foreguy

The working sheet (#6) is run through the end of the spinnaker pole. If the wind goes too far forward for the headsail to be poled to windward, this sheet is eased and the sail trimmed to leeward with the lazy sheet (#5).

ST VINCENT (page 66-77)

Kingstown Bay (see Plan) If at all possible, avoid Kingstown Bay, as dinghy and outboard pilfering is rife and the authorities have, so far, not been able to do much about it. If you do have to stop there, you should anchor in the northeast corner, on a Bahamian moor or bow and stern, take care of your business and get out.

Young Island Anchorage The Carenage is the best anchorage as the reversing tide is not as strong as in Young Island Cut, the only disadvantage is the longer dinghy ride.

Anchoring in Young Island Cut is all but impossible. It is deep, a reversing current can run up to 2kn (Bahamian moor with both anchors well set is essential) and the holding is poor. The current has scoured out all the sand leaving nothing but loose rock.

There are permanent moorings in the Cut available for rent for the night. I advise picking up a permanent mooring and paying the fee. Before leaving the boat be sure to dive and inspect the mooring. Some are not too reliable. Moorings are almost always available. There is sometimes confusion as to who owns the mooring with the result you may end up paying twice for the same mooring.

Calliaqua Bay (see Plan) A good, comfortable anchorage can be found on the eastern corner of Calliaqua Bay, northwest of the light beacons marking the entrance to Blue Lagoon. Work your way inshore to a suitable depth, set your anchor and give plenty of scope as the bottom drops off steeply and you are anchoring on a steeply shelving shore.

Barefoot have established heavy moorings off their bareboat operation. If any are free they are available for rent. These are reliable. Barefoot (Ch 68) overlooks Calliaqua Bay and operates a bareboat fleet, with the infrastructure to support it; engineering, sail and awning repair services are available seven days a week and there is an air conditioned bar and restaurant. Seth the manager is a font of information on St Vincent, he has been in the bareboat

business for more than 30 years and can organize the repair of any broken equipment.

Blue Lagoon (see Plan) This anchorage has two entrances. The northwestern entrance has a channel of 1.8m marked by two light beacons at the outer end. The axis of the channel is 143° mag. Anchoring within the lagoon is difficult as holding is poor and the lagoon deep - 15-18m.

The southwest entrance should not be used if you draw more than 2.4m. Keep the channel marker to port on entry. If you haven't used the channel before, call Barefoot on Ch 68 and they will send out a free pilot to guide you in. Do not accept help from any pilot except the one sent out by Barefoot.

Several charter companies operate in Blue Lagoon, including Horizon, which has recently set up a base. The marina has been taken over and completely upgraded as have the hotel and restaurant. Customs and immigration are now available here.

Camden Park Bay and Lowmans Bay Work has been in progress in these bays just north of Kingstown since 1994 and is ongoing. A jetty has been built in the centre of the bays and a dock in Camden Park Bay. This is a commercial port. Avoid.

Anchorage on the west coast of St Vincent (page 72)

There have been problems with boat boys on the west coast of St Vincent. For the last 50 years the area has been plagued by crime. Mariners are advised not to stop on the west coast of St Vincent until they have checked with bareboat managers and cruising sailors via www.safetyandsecuritynet.com.

To avoid the west coast of St Vincent heading south, consult the sailing directions on the reverse of Chart B. Going north, take off from either Blue Lagoon (St Vincent) or Admiralty Bay (Bequia) on the first of the weather-going tide. Work your way eastwards until you have a straight shot north to Vieux Fort (or, once clear of the northeast corner of Bequia, go to the uninhabited island of Baliceaux to spend the night, and take off the next day on a straight shot to Vieux Fort). This is an easy trip if the wind is south of east, a tight reach if the wind is east. If the wind is north of east, forget about going up the east coast of St Vincent.

West coast of St Vincent boat boy situation

Keartons Excellent. Boys have yellow sash saying Rock Side. **Wallilabou** Some good, some bad, a bit of a jungle. **Cumberland** 90% good. **Chateaubelair** All bad.

Anchorage

Keartons Just south of Indian Gallows Point. Good boat boys, good moorings, free if you go ashore for dinner at Rock Side café which has developed a reputation for excellent meals and friendly staff.

Wallilabou Customs, immigration, bar, restaurant, showers, dive shop, moorings (not always reliable). Dive to double check all mooring before going ashore. **Pirates of the Caribbean** was filmed here but unfortunately the set has not been maintained. Bus service to town. Within walking distance of small river with waterfall and a good pool for swimming.

Cumberland Bay Plenty of restaurants ashore; walk along the beach and have drinks at a few different ones before making a decision for dinner. Boat boys generally good. Mooring good but check by diving.

River good place to bathe and wash clothes.

Chateaubelair Bay (see Plan) It is now a port of entry but check with bareboat managers. Customs and immigration, but everyone advises to move on once you have entered or cleared out, rather than spending the night. The northernmost stopping place in St Vincent if heading north. Very steep-to, bow onto beach and stern anchor out. There is a deep water channel between Chateaubelair Island and St Vincent but the author advises not to use this passage.

ST VINCENT TO BEQUIA

From the lee coast of St Vincent to Bequia it is frequently a hard slog. Try to do it on a weather-going tide and if the tide is setting to leeward allow for the current. Remember, if both tide and current are setting to the west, you will be set 020° or more. Take continual bearings and do not sag below the rhumb line. If you cannot lay Admiralty Bay, continue south on port tack until Admiralty Bay bears due east, then tack up into the bay on short tacks, staying in smooth water.

If coming from Kingstown, Young Island or Blue Lagoon, it is usually an easy reach but allow for the current.

BEQUIA TO MUSTIQUE

Sail downwind from the anchorage in Admiralty Bay to West Cay, then beat to windward obtaining shelter from Isle à Quatre and Petit Nevis. Tack between Petit Nevis and Bequia, or Petit Nevis and Isle à Quatre. Once clear of Petit Nevis ease sheets for a glorious reach to Mustique.

Do not beat to windward through these passages unless you are absolutely certain that the tide is running to windward. If the tide is running to leeward motor sail through these passages.

ST VINCENT DIRECT TO MUSTIQUE

Go over the top of Bequia heading for WP9. If the tide is running to the west and you are being set down on Bequia, tack in Bequia Channel, give the northwest corner of Bequia a good berth, then continue on to Baliceaux or Mustique. (See chart B3). Give yourself plenty of sea room when passing the northeast corner of Bequia as a schooner was wrecked on Bullet Cay some years ago with loss of life.

MUSTIQUE (pages 97-98)

During daylight hours customs and immigration clearance is available at the airport.

The anchorage in Britannia Bay is popular and to preserve the coral it is now forbidden to anchor; you must pick up a mooring. Montezuma Shoal used to nail a number of boats but the shoal is now marked by an isolated danger beacon (Fl(2)15s).

Anchoring is not permitted and you must pick up moorings if they are free. It is best to arrive around noon, when boats that have been there overnight have left. If the moorings are full you will have to anchor in 20m of water in a reversing tide which is hard work and uncomfortable. If the wind is east or north of east anchorage room for one boat can be found south of Britannia Bay, south of Ellis Island. Make sure your anchor is in sand and do not damage the coral which is poor holding in any case.

BEQUIA TO ST VINCENT (page 14)

Bequia Channel has the well-deserved reputation of being exceedingly rough at times. This brief eight-mile passage has

damaged any number of small boats and dinghies over the years. The water is smoothest during a leeward tide. A windward tide will offset your leeway, but it will also manage to churn up a nasty, steep sea. I have seen the waves making up into almost boxlike shapes 2m high and 2m between each crest - a great place to lose a dinghy under tow.

From Admiralty Bay, leaving the west cardinal beacon (VQ(9)10s) off Wash Rock to starboard. Play the wind shifts close to the Bequia shore and keep inshore, short tacking up the coast, until you feel you can comfortably lay Duvernette Island or Blue Lagoon. The choice depends on your final destination. Allow 200° for set of the current and check bearing carefully before tacking. This may seem illogical but the 14m gaff-rigged schooner *Stella Maris* twice beat *Iolaire* - 14m marconi-rigged yawl - between Bequia and Duvernette Island in just this way, tacking northeast along the Bequia shore before setting out.

Continue northeastwards tacking up the Bequia shore until you are sure that you can lay Blue Lagoon. Remember the tide is very strong in Bequia Channel, if it is ebbing westwards it will be running a solid 2 knots which means you will be set on starboard tack a good 20° or more. Remember Blue Lagoon is east of Duvernette, and the current the last mile before you reach Blue Lagoon is extremely strong. It is advisable to continue up the coast of Bequia until Anse de Chemin. Then head for Blue Lagoon. If this is done you are guaranteed (unless you are very unlucky) to lay Blue Lagoon on one tack.

BEQUIA (pages 88-96)

Admiralty Bay (see *Plan*) The main anchorage and town on Bequia. Ashore one finds bars, restaurants, an open air market for fresh fruit and vegetable, a number of un-super supermarkets, and the various businesses that are needed to support the large fleet of transient yachts and other cruising boats that stay so long they are aground in their own coffee grounds. Good shelter in all normal conditions but a veritable death trap if a hurricane comes anywhere near as it is open to the west and a ground swell pours in. The S side, Princess Margaret Bay, is untenable in a N swell.

For yachts of normal draught (2.5m or less) there are no dangers. Coming from the north, pass to the west of the west cardinal beacon (VQ(9)10s) off Wash Rock, then tack up into the harbour staying clear of Belmont Shoal. This nabs a tremendous number of bareboats as they do not realise that the boats moored on Belmont Shoal are either shoal draught multihulls or centerboarders! It is reported that this shoal now carries considerably more water. Some deeper draught boats are tucked inside the reef, and if you head for them you will come to a sudden stop.

The anchorage is likely to be very crowded. Find a spot clear of the ferry channel which is roughly due west of the main dock. Check your fathometer before anchoring as a sand dredger is operating, gathering sand for construction and the harbour may be considerably deeper than the chart shows. Make sure you are securely anchored before you go ashore.

If you pick up a rental mooring, be sure to dive and verify that it is suitable for the size of boat. The quality of moorings in Admiralty Bay varies drastically. Also the ownership of moorings for rent seems to be subject to debate. You pick up a mooring, a launch comes by, the driver states you are on

his mooring, he collects his fee and departs. Shortly afterwards another launch arrives alongside, driver says you are on his mooring and wants his fee. Sorting this problem out can vary from being difficult to impossible. There is a good anchorage on the north side of the harbour, west of *Bequia Slipway*. There may be more water than the charts show, so use eyeball navigation and the fathometer to feel your way in.

L'Anse de Chemin This cove on the west side of the northwest point of Bequia is seldom visited by yachtsmen. With the wind south of east, the anchorage is calm and you'll find 5.5m close to shore. There is good snorkelling and ashore are the ruins of an old sugar plantation. No road, no people - an old-style, practically undisturbed West Indian anchorage.

Friendship Bay (see *Plan*) The home of the last whaleboats in the western hemisphere still hunting whales. In the late 1950s they were launching six boats a day during the season. Now there are two. To reach Friendship Bay, tack up the south coast of Bequia, pass between Middle Cay and Semples Cay, stand eastwards until you can easily lay Semples Cay on starboard tack (remember the current may be setting you to leeward at 1 to 2 knots), enter Friendship Bay midway between Semples Cay and St Hilaire Pt and anchor in the northeast corner to obtain the quietest anchorage.

ISLE A QUATRE (page 96)

Pretty to look at, but one must be something of a mountain goat to appreciate it. The anchorage is below the house on the northwestern shore in three fathoms of water. The house is perched on a ridge 120m above the sea and facing directly into the trades. It must have one of the best views in the entire Caribbean.

The southwestern cove of Isle à Quatre (Lagoon Bay) can be entered by boats drawing 2m or less. There is a maximum of 3m in the cove. The cove is completely reef-encumbered and should be attempted only by an experienced reef navigator under ideal conditions. It is impossible to give detailed sailing directions: Just enter on the eastern side of the cove and feel your way in, *but only under ideal circumstances, with good light and a crew member on the spreaders. Standing on the pulpit is not high enough.*

PETIT NEVIS (page 96)

This is where the whales caught by the Bequians are brought to be butchered, so whale bones are strewn along the shore. Most of the time, you will find the island deserted, except during weekends and holidays when the people of Bequia come across to let the good times roll.

There is a good anchorage off the western shore of Petit Nevis, but the bottom falls off so steeply here that you must nearly set your bow ashore before dropping anchor. When the anchor is down, feed out plenty of scope. It is always calm here when it's windy. You can walk over to the windward side, where the beach varies from white sand to loose gravel, depending on the storms that year. This is an excellent picnic spot and regardless of the condition of the beach it is always cool, with the trades blowing through the palm trees.

BALICEAUX (page 99) (see *Plan*)

1½M long and a ¼M wide, NNE of Mustique, this high, rugged, seldom-visited island is inhabited by transients - fishermen who camp on the beach for weeks or months at a time. In Landing Bay, at the southwestern

corner of the island, is a nice little part-time anchorage. When the ground swell is running, however, this anchorage is impossible; the surf breaks so heavily onshore that even the fishermen cannot launch their boats. But during the spring and summer, it can be a great spot.

As you approach from the south, feel your way up, favouring the eastern shore. The reef to the west is extremely difficult to spot. There is only room for one or two boats. If it is crowded here when you arrive, other anchorages can be found all along the western side of the island, after you have skirted the reef. Once anchored, go ashore and enjoy the view from the top of the hill.

BATTOWIA (page 99) (see *Plan*)

As far as I know, Battowia is another island seldom visited by yachtsmen. There is no harbour. If the trades are not blowing too hard, an anchorage can be had west of the reefs extending to the west of Church Cay. A Bahamian moor will be required here, since the current runs strongly through the break between Battowia and Baliceaux. I am told by the fishermen that a dinghy landing can be made in the cove on the southeast corner of the island. Here, in the past, small boats would land to drop off and pick up supplies. The island was a sugar island, the only reminder of which is a ruined smokestack at the head of the cove. Now Battowia is uninhabited, but it remains a delightful place to visit when the weather permits.

Thousands of Caribs were imprisoned here after surrendering to the British. Many died and the survivors were shipped off to British Honduras and the Bay of Islands.

PETIT MUSTIQUE (page 100)

A small, steep island south of Mustique with no anchorages and little of interest. As far as I know, it is not visited by yachtsmen.

SAVAN ISLAND (page 100)

Well to windward of Petit Canouan. If you are heading south from Mustique, this is a possible overnight anchorage in settled conditions. One can anchor in the lee of this island, or between the islands with one anchor on the windward of the two and a second anchor on the reef to leeward. The current runs strongly there, which no doubt accounts for the excellent fishing. No one would suspect that anyone could live on this little pile of rocks, but someone does, and charges visitors for the right to camp or fish. If it is not blowing hard, a north-to-south passage between the islands makes for a spectacular sail. Be sure to have your camera ready on the starboard side as you emerge from the channel. You will see an impressively massive stone arch created by the tides on the west end of the island.

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