

A CRUISING GUIDE TO THE LESSER ANTILLES 2.0

Volume II: THE LEEWARD ISLANDS

by

Frank Virgintino

A CRUSING GUIDE TO THE LESSER ANTILLES. Volume II The Leeward Islands. Ed. 1.0

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A CRUSING GUIDE TO THE LESSER ANTILLES 2.0. Volume II ~ The Leeward Islands. (December 2015)

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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 Leeward Islands, and perhaps parts of the Caribbean beyond as well, an unforgettable experience.

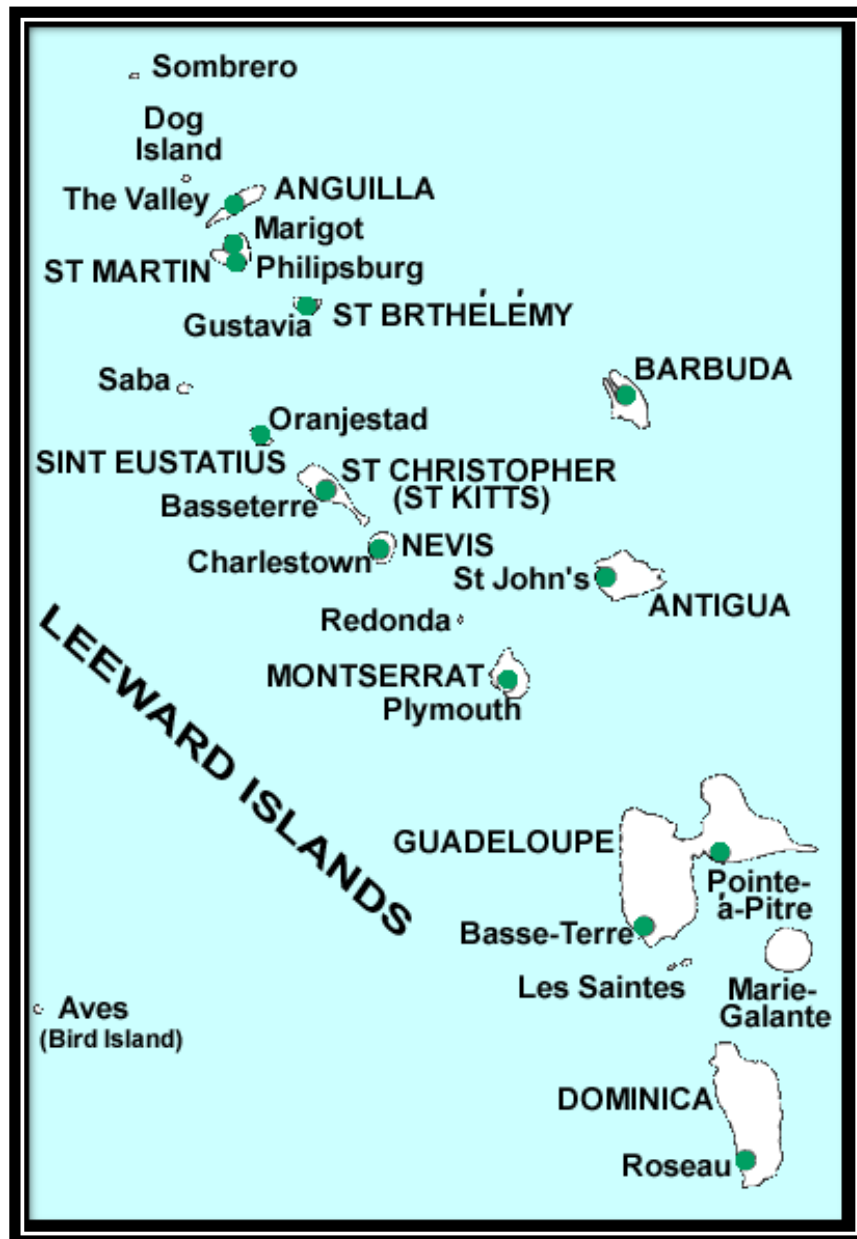


Figure 1. THE LEEWARD ISLANDS OF THE CARIBBEAN

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A Cruising Guide to the Lesser
Antilles 2.0
Vol. II: The Leeward Islands

by

Frank Virgintino

THE LEEWARD ISLANDS

The Leeward Islands are the northern islands (not including the Virgin Islands) of the Lesser Antilles chain of islands. They are situated where the Caribbean Sea meets the western Atlantic Ocean. These islands are referred to as "leeward" because the prevailing winds in the area blow from the east (Trade Winds). The islands are downwind from, or leeward of, the southeastern-most Windward Islands, the group of islands that first meet the trade winds.

SPECIAL SECURITY NOTE:

Due to many factors that include those apparent as well as those hidden, the islands of the Lesser Antilles, including the Leeward Islands and the Windward islands as well as the Virgin Islands, have seen an increase in crime over the years against cruising boats. The crime is not one type, but many types ranging from petty theft at anchorage through assault and robbery. The incidences of crime are not spread evenly across the islands. The 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 accountable websites. The Caribbean Safety and Security Net has an excellent compilation and can be found 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 which rates the probability of crime at each country in the entire Caribbean.

ISLANDS OF THE LEEWARD CHAIN

- * Anguilla (UK)
- * Saint Martin/Sint Maarten (Fr./Neth.)
- * Saint-Barthélemy (Fr.)
- * Saba (Neth.)
- * Sint Eustatius (Neth.)
- * Saint Kitts
- * Nevis
- * Barbuda
- * Antigua
- * Redonda
- * Montserrat (UK)
- * Guadeloupe (Fr.)
- * Aves ~(NOTE)

NOTE:

Aves is a small island located at 15° 39.826 N 63° 36.742 W

It is remote, small, uninhabited, and the property of Venezuela. It can be a **hazard** to navigation as it is not lit. Aves is located 210 nm from the southeast corner of Guadeloupe. **BE CAREFUL OF THIS ISLAND AS IT DOES NOT SHOW UP ON MOST CHARTPLOTTERS IN THE LARGER SCALE VIEWS.** If you are heading north or south along the Lesser Antilles and are offshore, you can run into it, especially at night.

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 sometimes referred to as the LEEWARD ANTILLES. This is because when the six islands were all part of the Netherlands, they were to leeward.

Anguilla

Just NW of harbor entrance at Road Bay



Actually, clearing into Anguilla is simple and the use of the anchorages is no more complicated than following basic regulations.

Note that Anguilla is a low island that is not easily seen. Making landfall here at night is not recommended unless you are very familiar with the surrounding waters. There are shoals, reefs and cays surrounding the island. For those that like their cup of tea au natural, Anguilla is your island as it is anything but developed.

Noteworthy is that on Anguilla there are 6 grammar schools and 2 secondary (high) schools and everyone is required to go to school without exception. The literacy rate is above average for the Caribbean and the crime rate is way below average.

FERRY SERVICE

A ferry boat to and from St. Maarten runs all day long between Blowing Point and Marigot Bay.

PASSAGE

If you are coming from St. Maarten, the distance is between 5 and 10 miles depending on where you depart. Anguillita Island is to the immediate SW of Anguilla. You can cut in between the two islands but I like to fall off of the Trade Wind and sail to the west of Blowing Rock and then leave Anguillita Island to my starboard. Unless a norther is blowing, in prevailing conditions it makes for a really nice sail. Of course when you turn the island to approach Road Bay, the Trade Wind will be on your bow. But the distance to Road Bay is only 5 nm.

If you are coming from the Virgin Islands, most cruisers depart from North Sound, Virgin Gorda. To cross to Anguilla from the British Virgin Islands (BVI) requires a crossing of the Anegada Passage. For the “first timer” and many seasoned skippers as well, this is not a simple matter. The Anegada Passage’s biggest challenge is that it is unpredictable. In normal Trade Wind conditions, the 70 nm southeasterly sail will be a close reach at the beginning of the Trade Wind season and a beat at the end of the season. Keep in mind that you CAN BEAR OFF to make your sail comfortable. This is not the place to draw a rhumb line and try to sail it. Sail what is comfortable and end up where you end up. You can always sail back up on a starboard tack.

If there is a strong “norther” blowing, be very careful as, due to currents and shoal, seas in this passage can become quite steep. Northeast of the passage, the Atlantic Ocean is a great deal deeper than the Anegada Passage. With a current that most often sets NW or W, what happens as a strong sea moves southwest is anyone’s guess.

If you do not mind nighttime sailing, look for a night when the winds are predicted to be mild and set your pace for a morning landfall.

ANGUILLA MARINE PARK SYSTEM

In 1993 Anguilla established a system of five marine parks to protect the fragile coral and other marine resources that underpin its thriving tourism industry.

ANGUILLA MARINE PARK SYSTEM REGULATIONS

- All Marine Park moorings are for day use only
- No vessel over 55ft in length may use the mooring buoys
- The discharge of any bilge or sewage or dumping of any form of litter or pollutant into the water is strictly prohibited.
- A Marine Park Permit is required for the use of Anguilla's Marine Parks and Mooring Buoys.
- All vessels must legally meet Anguilla's customs and immigration requirements
- Visitors are not permitted to fish in Anguilla's marine parks
- No flora, fauna or artifacts of any type may be damaged or removed from any of the marine parks.
- Activities that may lead to the damage of any flora, fauna or artifact found within any of the marine parks is prohibited.
- Water skiing is not allowed within marine park boundaries.
- Jet skiing is not allowed in Anguilla's waters
- Do not build any fires on any of Anguilla's beaches.



CRUISING PERMIT

The chart in Figure 3 summarizes the prices for a “cruising permit” that must be paid to cruise Anguillan waters. The prices have not changed in a very long time, and they are expressed in “EC” dollars; Eastern Caribbean. The rate of exchange to the USA dollar is about \$2.70 EC to \$1.00 USA dollar.

There is also an entry fee for port clearance which is nominal; boats between 20 and 50 tons are \$50 EC. Under 20 tons there is no Port Entry Charge.



THE BEACHES ON ANGUILLA ARE “BEACH PERFECT!”



DON'T MISS "AUNTIE B" WHOSE DOLLS ARE HAND MADE.
I DO NOT KNOW WHICH WAS SWEETER; HER OR THE DOLL!

Cruising Permit Regulations 1990 Fees for Cruising Permits			
	Up to 5 tons registered tonnage	5 tons to 20 tons registered tonnage	Over 20 tons registered tonnage
<u>Period</u>	<u>\$EC</u>	<u>\$EC</u>	<u>\$EC</u>
One Day	\$25.00	\$100.00	\$150.00
One Week	\$150.00	\$600.00	\$900.00
One Month	\$500.00	\$1,900.00	\$2,850.00
Three Months	\$1,250.00	\$5,400.00	\$8,100.00

Figure 3. ANGUILLA CRUISING PERMIT FEE STRUCTURE

WEST COAST

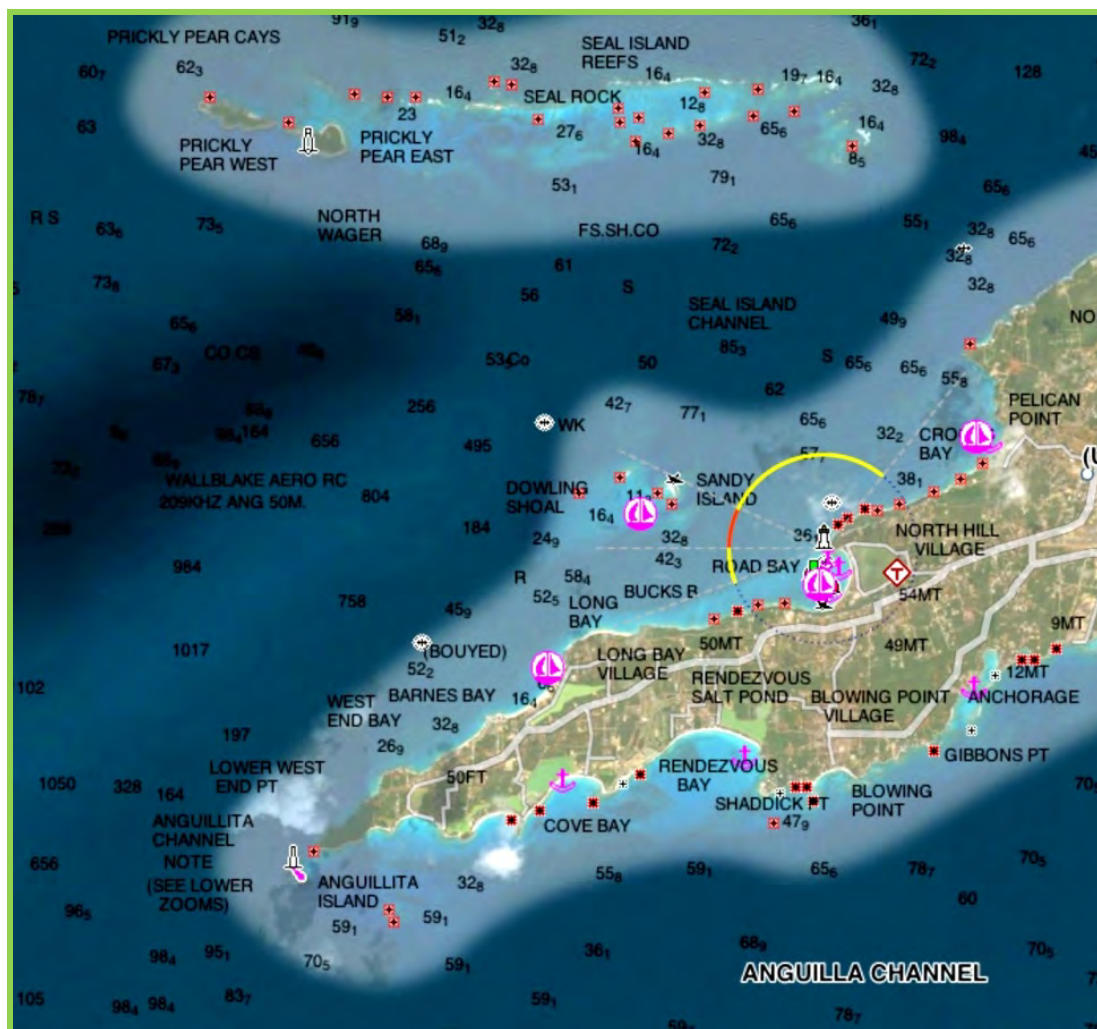
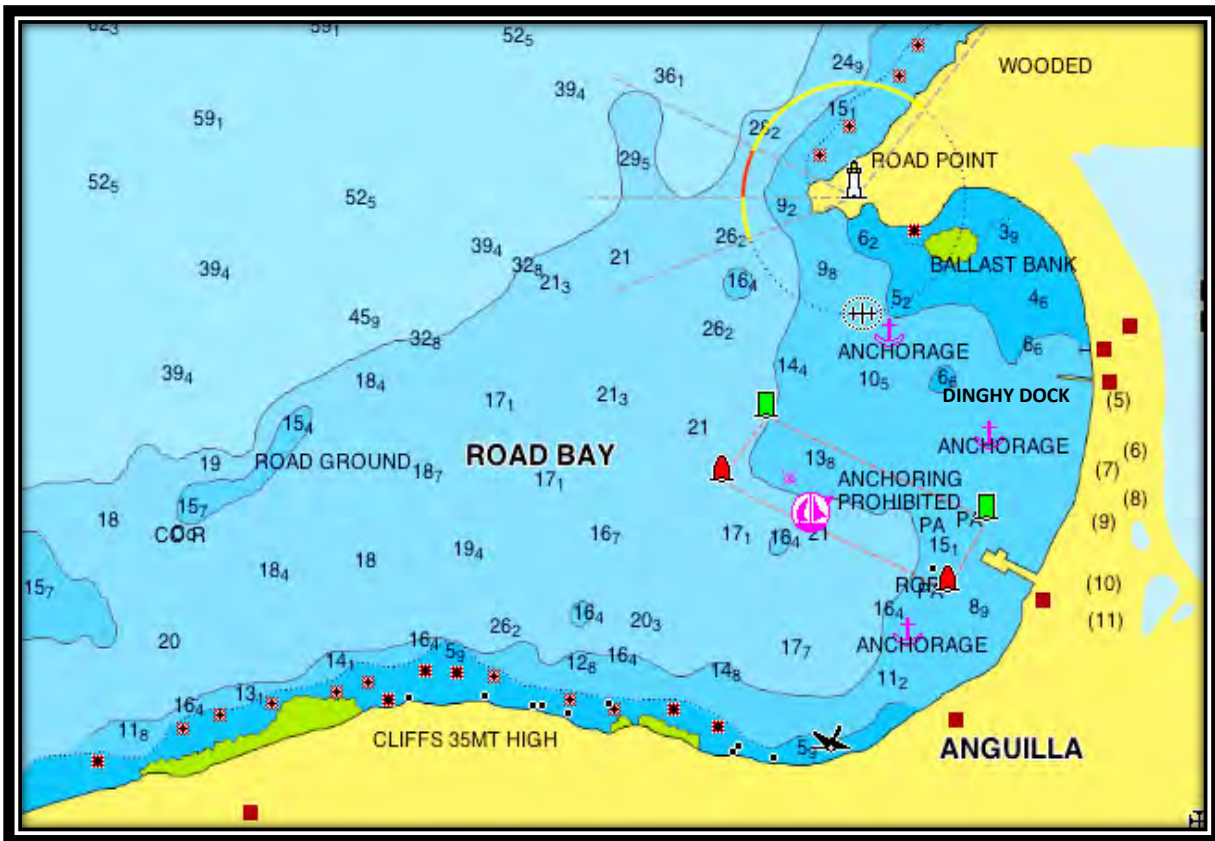


Figure 4. WEST ANGUILLA

ROAD BAY

Road Bay is on the west side of the island. It is the main anchorage for cruising boats. You can clear in here easily. Anchoring throughout the bay is simple; however, be careful in the northeast corner as there are shoals in that area. Also, do not anchor in the entrance channel as it is prohibited; allow for swing room. At the northern end of the bay you will find the dinghy dock where the Customs and Immigration building is located. The name of the town is Sandy Ground.



Road Bay is well situated for restaurants, marine supplies and supermarket reprovision. It is also convenient to the other anchorages on the west side of the island, both to the northeast and the southwest. The islands of Anguilla lie to the northwest.

If you look at the way Anguilla lies in reference to the Trade Wind, Road Bay can develop a roll especially when the wind is strong and goes to the northeast. Late in the season when the wind is from the southeast the bay is more protected.



THIS BUILDING SPEAKS FOR ITSELF.



LOOKING OUT INTO THE ANCHORAGE AREA FROM TOWN DOCK

MEAD'S BAY

SW end of Anguilla

Mead's Bay, west of Road Bay, is an easy entry but it is open to north and northeast winds which are frequent during the early part of the Trade Wind Season. It is home to the Malliouhana Hotel, which is beautiful and very upscale. If you want to really splurge you can arrange to have dinner here; but be sure to dress appropriately.



MALLIOUHANA HOTEL, MEAD'S BAY

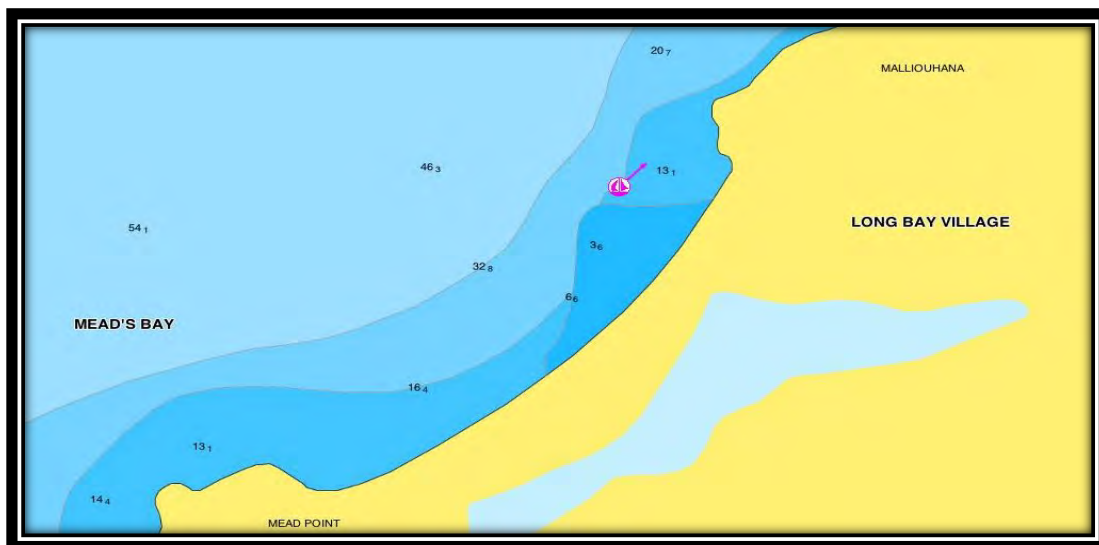


Figure 6. MEAD'S BAY

CROCUS BAY

Crocus Bay is “one up” to the east from Road Bay and only a stone’s throw away. For most of the Trade Wind season a swell works into this anchorage.



LITTLE BAY



ROY’S PLACE – LITTLE BAY OF CROCUS BAY

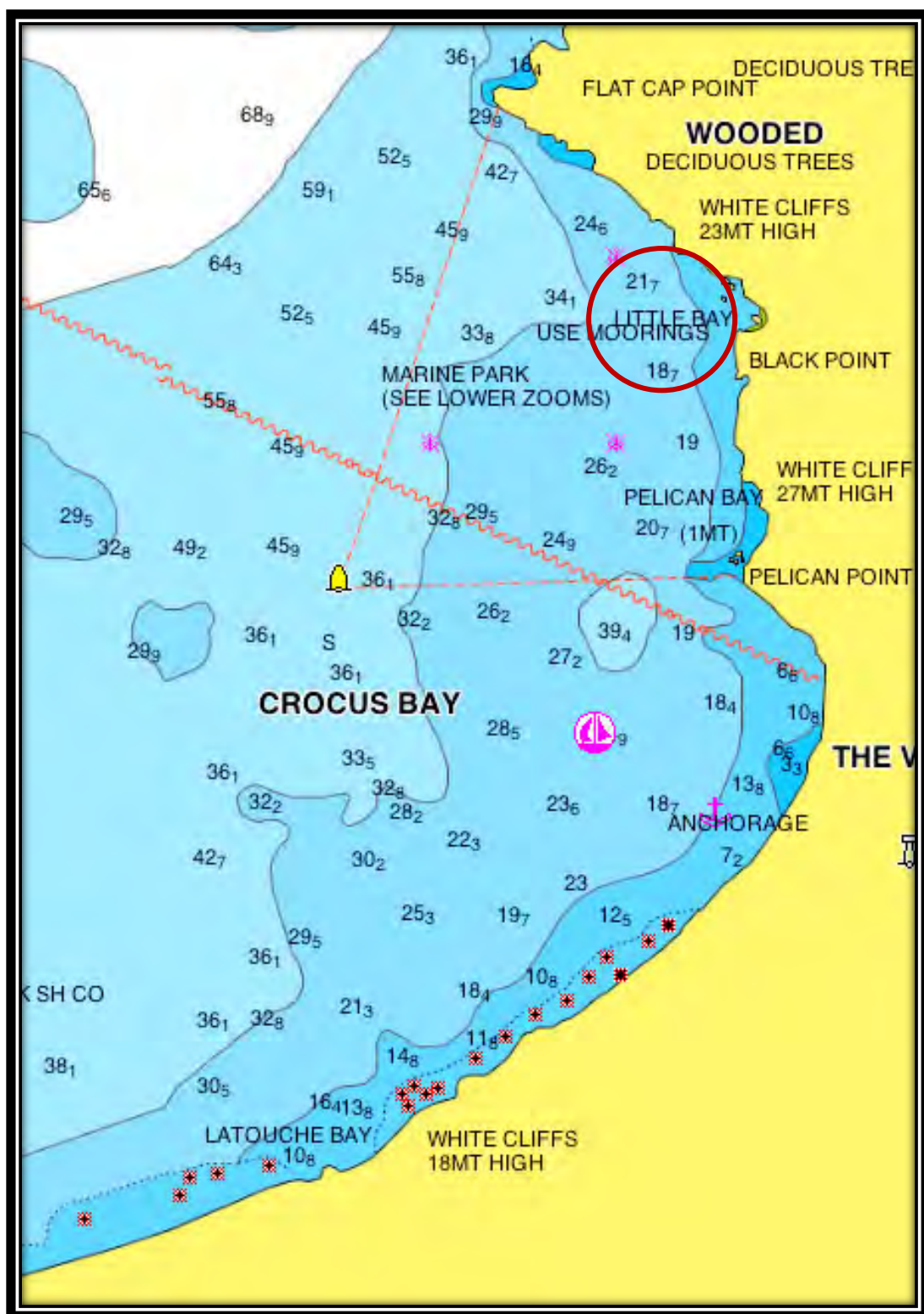


Figure 7. CROCUS BAY

The northeast corner is referred to as Little Bay (circled above) and is a bit more protected, but *no anchoring is permitted*; there are moorings that you can pick up. It has a wonderful little beach that many cruisers come to by dinghy.

Cruising boats like to visit this bay for Sunday dinner at Roy's Place, which is the quintessential English pub with food to match.

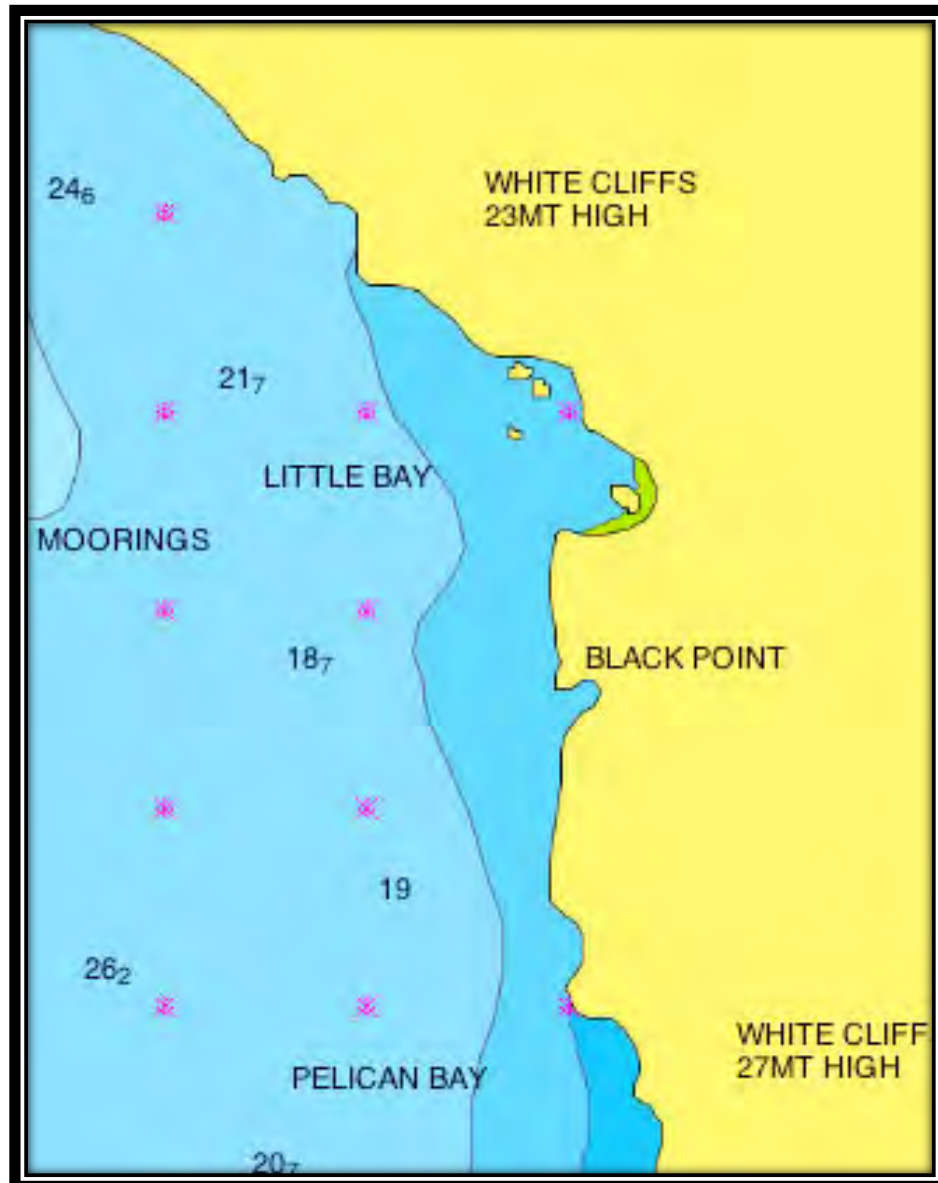


Figure 8. LITTLE BAY (ABOVE BLACK POINT)

UPPER SHOAL BAY AND ISLAND HARBOR

These two small bays are at the northeastern end of the island. They are remote and unexplored. To get to them you must use eyeball navigation to pass between the off lying reefs and the entrance to the anchorages. Moreover, both anchorages carry depths of less than 2 meters or about 5ft. When the wind blows from the northeast the reefs in this area break heavily and if your draft does not allow you to anchor here, you will be at the mercy of breaking seas. If you happen to own a “Herreshoff Meadowlark”, which draws less than 2ft of water (leeboards up), then perhaps this is the place for you.

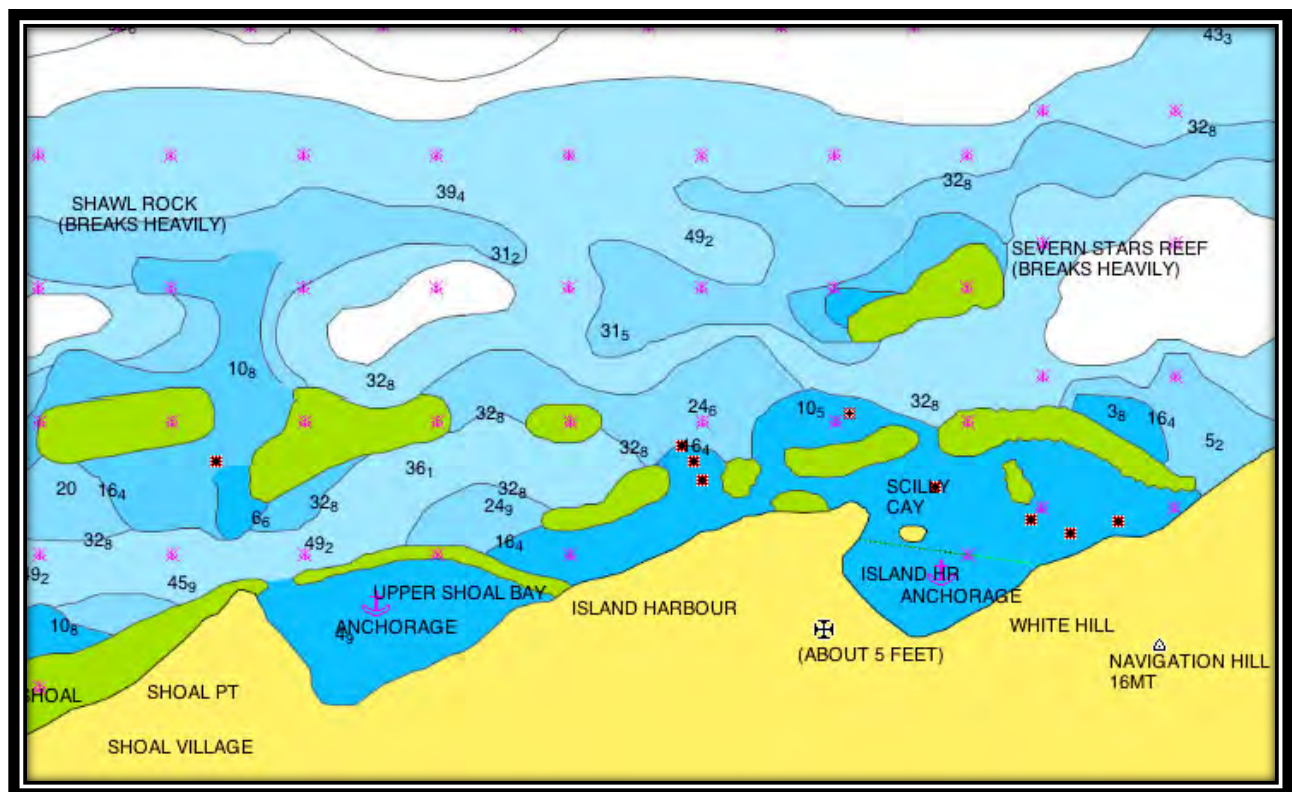


Figure 9. UPPER SHOAL BAY AND ISLAND HARBOR

The east end of Anguilla is not called Windward Point by accident. When the Trade Wind is fresh, as you make your way up to the point, “you can hear it howl.” However, once you turn the corner, you are going to have a great sail whether the wind is east, northeast or southeast, on your way to St. Maarten. You can cut between Windward Point and Scrub Island; stay in the center of the channel.

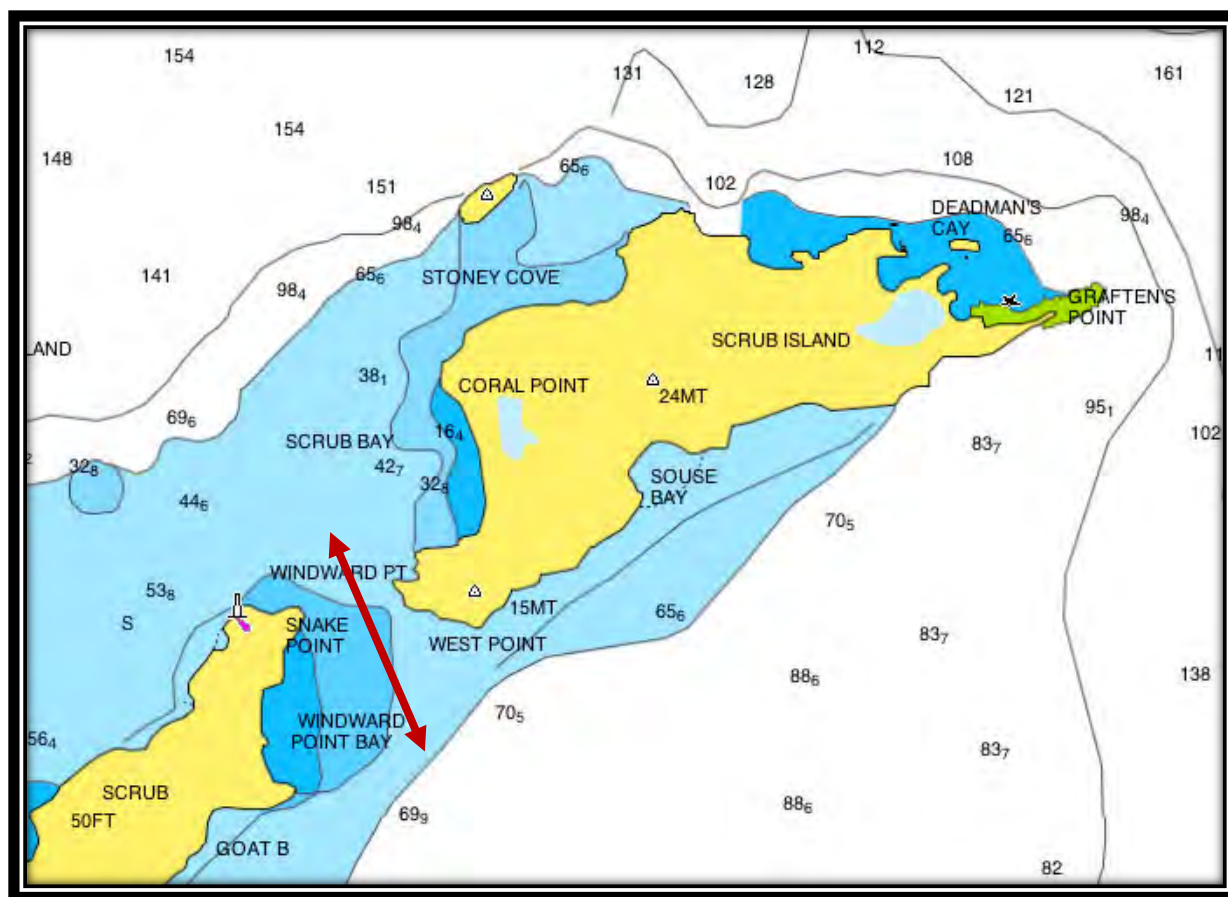


Figure 10. EAST END OF ANGUILLA ~ WINDWARD POINT

ISLANDS OF ANGUILLA

SANDY ISLAND

Sandy Island is the closest island to Road Bay and a favorite of all boaters. There is a designated anchoring area to the southwest of the island and you will not have any trouble finding it as it is clearly marked on the chart. There are a few moorings here for your use and if they are open, it is preferred that you use them as opposed to anchoring. Sandy Island is a spot that was created in cruiser's heaven and you can spend a very long day out at the island doing nothing except all the things you had in mind to do when you took up cruising. This is a daytime

anchorage and when the sun starts to slip below the western horizon you can make a quick 1 nm return to Road Bay to spend the night.

It is best to arrive at Sandy Island from the southwest, even with the sun coming up from the east in the morning, in order to avoid the reefs as well as the coral heads around Coral Island. To reach the beach, dinghy in through the break in the reef; it is straightforward and clearly marked on the chart.

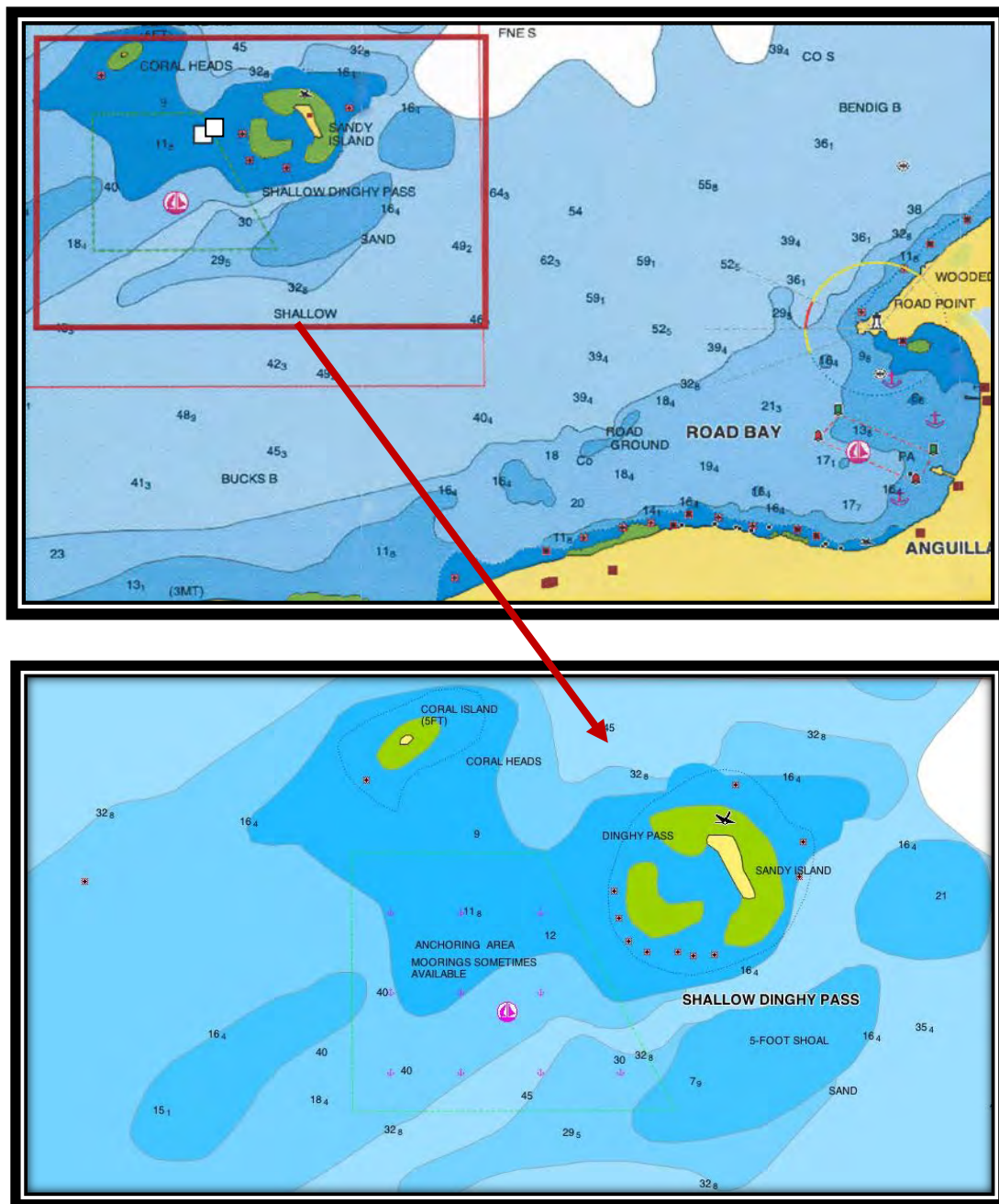


Figure 11. SANDY ISLAND

PRICKLY PEAR CAYS

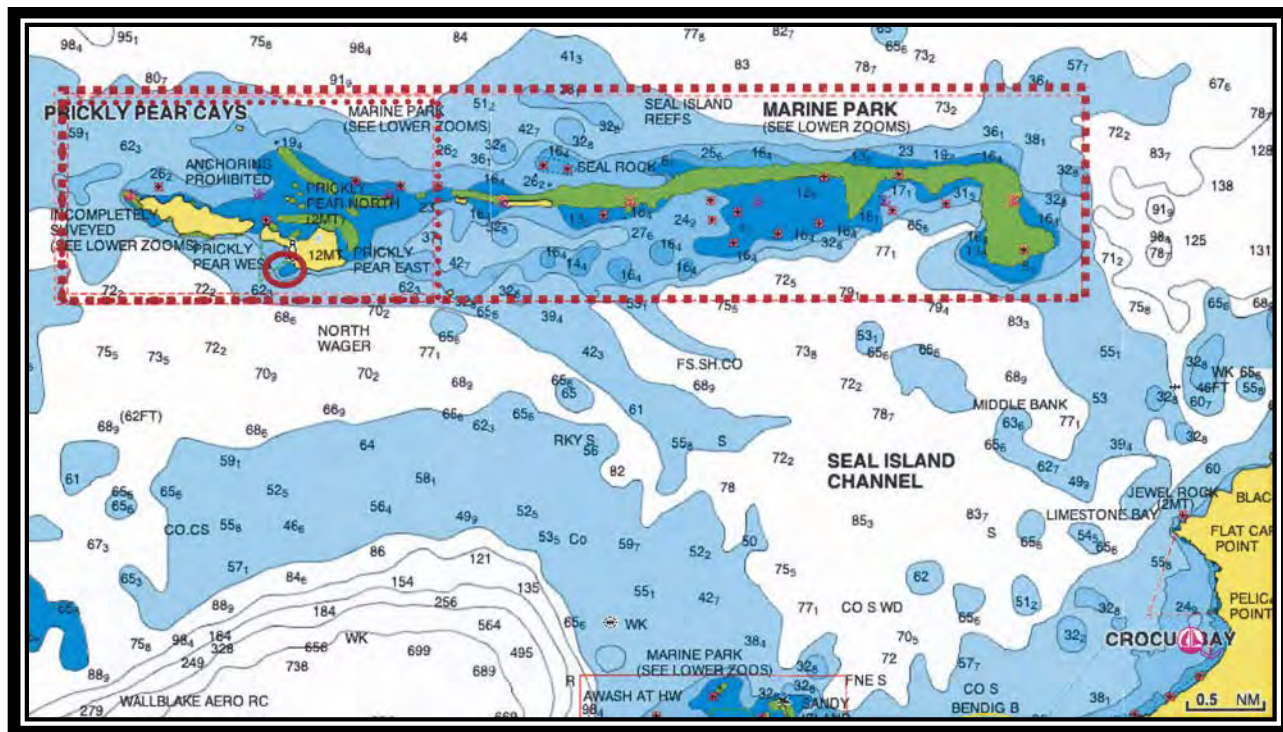


Figure 12. PRICKLY PEAR CAYS AND SEAL ISLAND CHANNEL

The Prickly Pear Cays lie northwest of Sandy Island and thus of Crocus Bay. The only place you are allowed to anchor at these cays, including Seal Island Reef which is a marine park in its entirety, is at the SW corner of Prickly Pear East. Snorkeling throughout the area is excellent with my favorite spot being at Prickly Pear North. The beach is fantastic. To get there take your dinghy around the NW corner of Prickly Pear East and follow the shoreline along the north side of the cay between the coral heads to the beach area.

Like Sandy Cay, Prickly Pear Cay is a great day anchorage but can become unsettled in a strong NE wind as well as a wind from the SE. Enjoy the day out here and head back at the end of the day so you can sleep without having to worry; only 6 nm as the crow flies.

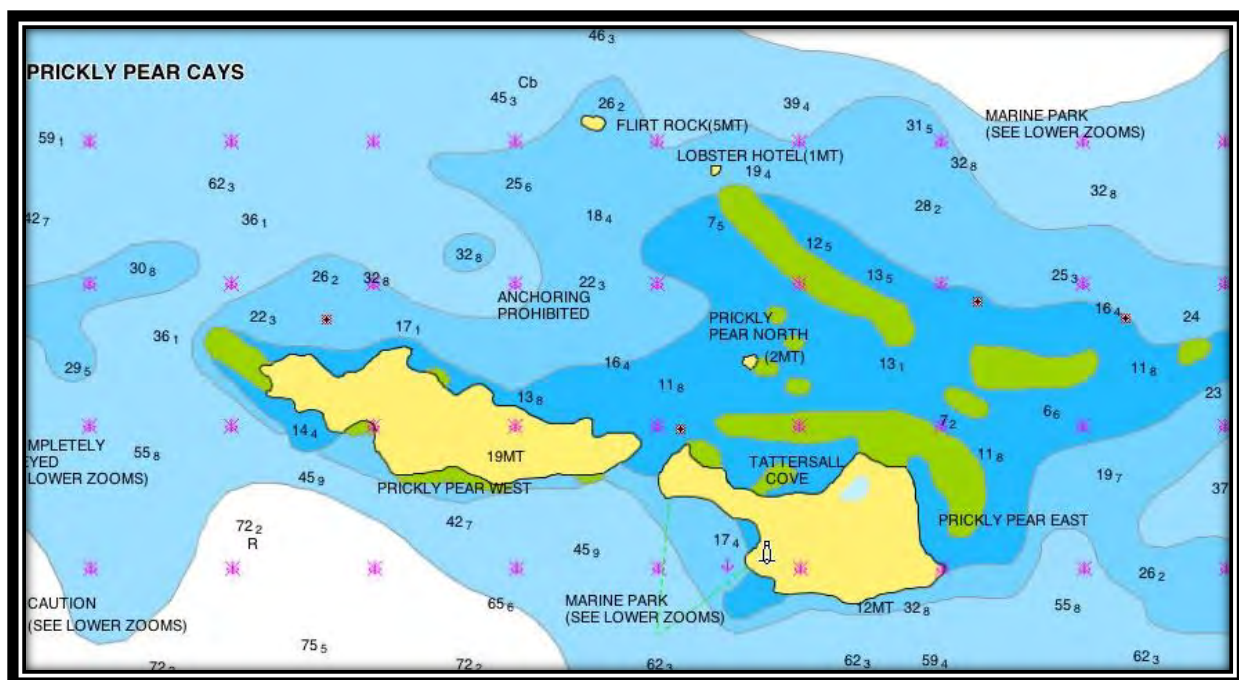


Figure 13. PRICKLY PEAR CAYS



BEACH AT PRICKLY PEAR EAST

DOG ISLAND



Figure 14. CROCUS BAY REEF, DOG ISLAND, AND-PRICKLY PEAR CAYS

Dog Island is about 10 nm northwest of Road Cay. This may be an interesting stop for a day in settled weather if you want to explore an island that is rarely visited. There are no good anchorages at this island and *you should not consider overnighting under any conditions.*

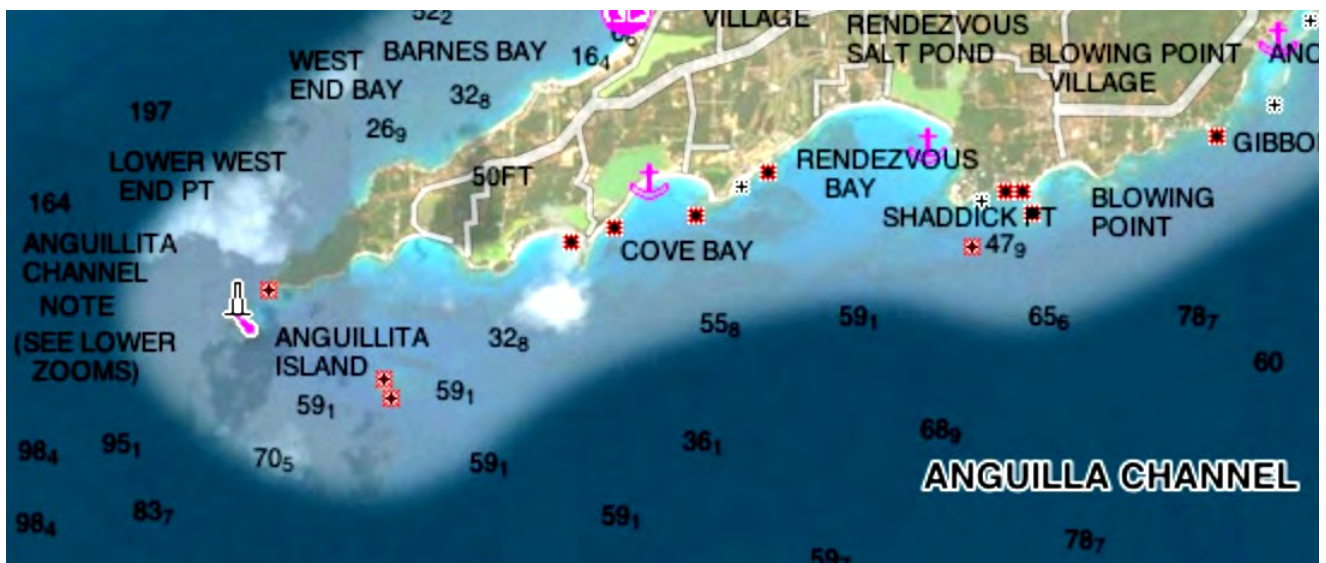


Figure 15. SOUTH SIDE BAYS, THE WEST OF ANGUILLA

ANGUILLA~EAST SIDE

MAUNDAY, COVE, RENDEVOUS, AND BLOWING POINT BAYS

Rendezvous Bay is the largest and best protected bay on this side of the island. However, anchoring is not allowed in this bay. You can anchor just to the west of Rendezvous Bay at Cove Bay but there is no reason one would want to do so short of an emergency.

Blowing Point Harbor is the port of entry on the east side of the island for ferry boats from St. Maarten. It is a small and difficult harbor between the ferries and the local boats. You can clear in here but I cannot figure a good reason why anyone would want to do so.

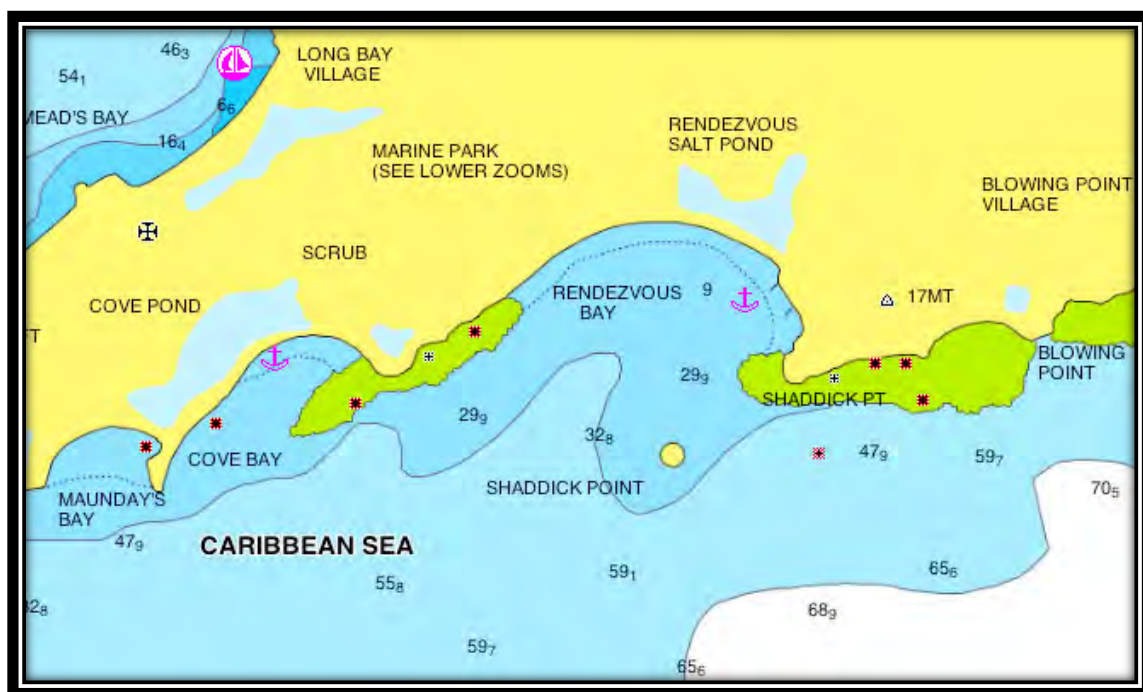


Figure 16. MAUNDAY, COVE, RENDEVOUS, AND BLOWING POINT BAYS

Maunday's Bay just west of Cove Bay and nearing Anguillita Pass offers reasonable protection and a nice beach. If you want to anchor on the west side of Anguilla, perhaps this is your best bet.

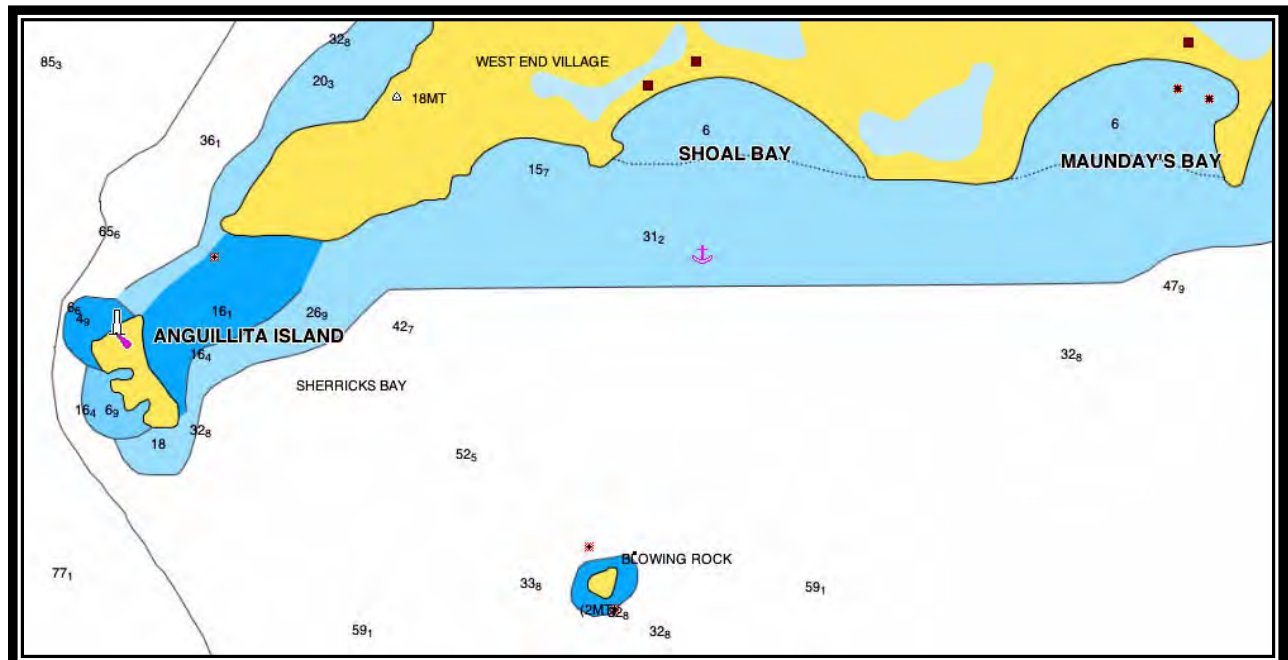


Figure 17. WEST END ANGUILLA: MAUNDAY'S BAY TO ANGUILLITA ISLAND PASS

SAINT MARTIN AND SINT MAARTEN

SAINT MARTIN & SINT MAARTEN

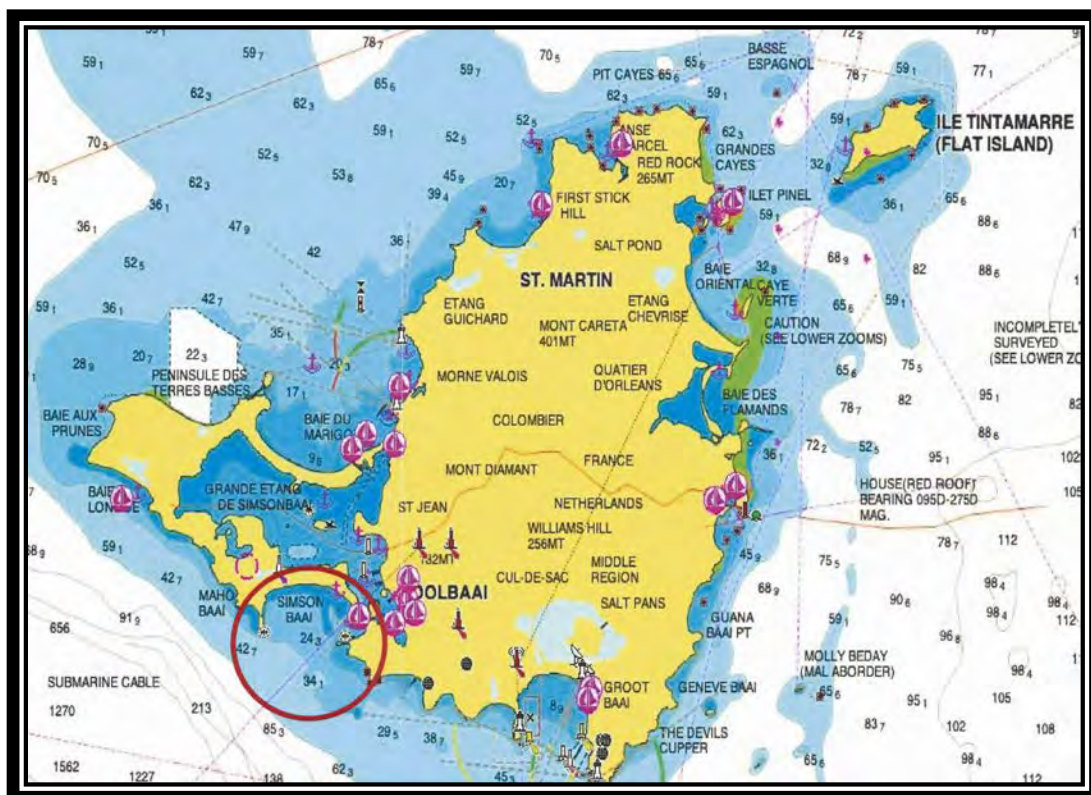


Figure 18. SAINT MARTIN/SINT MAARTEN

There are many interesting anchorages around the island; however, the most popular by far is Simpson Bay.



SAINT MARTIN, the French side of the island, uses the French flag (L) or the local flag (R) displayed above. From your spreader, either is acceptable.



The SINT MAARTEN FLAG represents the Dutch side of the island.

St. Martin/Sint Maarten is thirty seven (37) square miles. While it is not considered a very large island, it packs a tremendous amount into the space it has. Its two sides represent entirely separate countries; French Saint Martin and Dutch

Sint Maarten. There are numerous beaches and anchorages on all sides of the island as well as the lagoon (Simpson Bay) at the southwest corner which is a major Caribbean center for yachting activity.

The island is a free port and its claim to fame is that it is the **MOST TAX FREE**. **THIS IS A SHOP TILL YOU DROP ISLAND**, if that is why you cruise.



There are so many things to do and so many places to go, that it is wise to figure in advance how long you plan to stay so that you can organize your trip. There are facilities on the island that can repair virtually anything on any boat. In fact, due to

the concentration of mega yachts in Simpson Bay, you will find highly trained technicians here that can tackle and carry out any work you may need. There are also a number of marine supply stores including the mega stores, Budget Marine and Island Water World. In addition there are many dealers for all the popular franchises. If you need parts you will be able to source them while you are here.

In general, I have found the work done in St. Martin/Sint Maarten to be far above average for the Caribbean overall and the price follows suit. If you are looking for a bargain, this is not Venezuela or even Trinidad, pricewise. However, if you need something done that requires expertise, you will find it here.

If you need to be hauled out there are opportunities to do so as well. Bobby's Marina in Great Bay at Phillipsburg, which has been in business for a long time, can accommodate your haulage needs as well as provide for storage in water and on land.

It does not take much to realize that if you have repair facilities, parts availability, excellent beaches, quiet and protected anchorages, duty free shopping, and enough restaurants and bars to keep you entertained for the rest of it, why this island is such a popular stop for cruising boats.

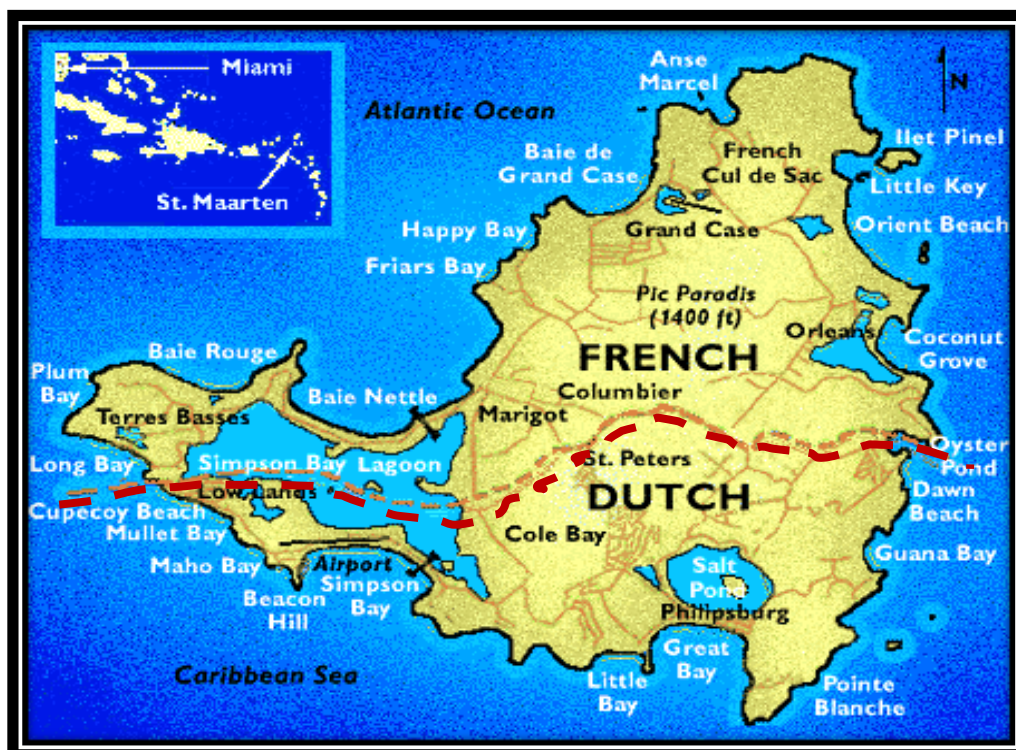


Figure 19. SAINT MARTIN/SINT MAARTEN, INTERNATIONAL BOUNDARY NOTED

The French side is slightly larger than the Dutch side but when it comes to size, this is a case where it does not matter. Both sides have so much to offer. You could spend an entire cruising season around St. Martin and never get tired. The airport is large and modern, with regular daily flights to most popular locations. If you do get burned out and need a break from the pace, Anguilla is never more than 10 nm away. You can sail there and decompress.

This Dutch/French island refers to itself as “the Friendly Island” and they are so friendly they even split Simpson Lagoon half each.

There are many anchorages all around the island; some of them quite worth your time and effort to visit. However, early in the Trade Wind Season, northers affect the bays at the northwest side of the island leaving them *tenable but less than tranquil*. Watch the weather carefully and if a norther is forecasted look for something more secure or enter the lagoon.

The south side and east side anchorages are affected by the Trade Wind and that can sometimes make for a rolly situation. Most cruisers at one point or another enter Simpson Bay/Grand Etang De Simson Baai.



Figure 20. FROM SIMPSON BAY: SIMPSON BAY LAGOON, CENTER FOREGROUND; TOWN OF MARIGOT ON THE FRENCH SIDE, TOP RIGHT (under cloud).

If you plan to enter Simpson Bay Lagoon/Grand Etang De Simson Baai, there are two ways into the Lagoon. The first is through the bridge on the French side at Baie Du Marigot and the other is on the Dutch side located at Simpson Bay.

It seems that most choose their entrance based on draft and/or language. The French side is limited as to draft. The channel through the bridge is officially 8ft deep. However, it most often silts to about 7ft. Additionally, once inside, if you head to port toward Port Royale, 5ft is the norm. If you turn to starboard the channel that will lead you to the Dutch side carries 6-8ft and you must be careful to follow the channel markers which are not always easy to see and sometimes no longer even in place. The good news is that if you touch bottom it is usually mud or soft sand. On the Dutch side draft is not an issue. Opening times for the bridges vary depending on time of year.



**SIMPSON BAY BRIDGE~DUTCH SIDE
SEAWALL DOCK FOR CUSTOMS AND IMMIGRATION (L)**

NOTE: Many “first timers” get the shakes with the idea of passing through the bridge. As you approach it, many have commented that it seems to grow narrower.



**THE SIMPSON BAY BRIDGE IS OVER 50ft WIDE...
WHAT IS YOUR BEAM?**

Also, many have said that they keep calling the bridge tender to ask if it is their turn and do not get an answer.

If you are in Simpson Bay waiting to enter, watch the light on the bridge. If it is **RED, DO NOT GO IN**. If it is **GREEN you may enter**. However, you must follow the line. Most (but not all) boaters are gentlemen (and women) and can see who is waiting and whose turn is next. A “Nervous Nelly” will always speed up and cut the line out of fear the bridge tender will close the bridge.

The bridge tenders are good at their work and will not close the bridge on you. They are at least as much concerned that you will damage the bridge as they are that you may damage your boat. Take your time and do not be anxious. Be ready when your turn comes and monitor VHF channel 12 with the volume up just in case the attendant wants to communicate with you; highly unlikely!



**SANDY GROUND BRIDGE~FRENCH SIDE:
THE OPENING IS 32ft WIDE BUT THE DEPTH IS LIMITED**

WHICH SIDE DO I CHOOSE?

There are more marina facilities on the Dutch side and it appears that those that anchor out also have a preference for the Dutch side. Aside from the facilities on the Dutch side, anchoring further east in the bay cuts down the fetch, especially if the wind is exceptionally strong. The holding is good in mud and sand but the water clarity is poor throughout the Lagoon. Most of the bay averages about 10ft except the extreme west side and the northwest corner.

Do not anchor near the airport runway or line up with it. You will know the area as you will see it largely empty of boats; it is also marked on the chart. There is an anchorage area in the extreme southeast corner of the bay but it is limited to boats with a draft of about 5ft. This area of the bay can get a little “buggy” when the wind speed is down.

There is one point that many overlook. **ANOTHER OPTION.** If you anchor outside the Simpson Bay Bridge (Dutch side), it is most often rolly and uncomfortable. Most cruisers want to be **INSIDE** Simpson Bay.

HOWEVER, if you head for the French side, there is both a beautiful marina as well as enough anchoring space to hold the Navy of most countries. The anchorage is on the WEST SIDE of the island in the lee of the wind. You will be right in front of the capitol of the French side, Marigot. The water is clear and the bottom sandy. Those that do not to use the marina, instead anchor and leave their dinghies in the marina (go to the office and let them know; very nice people... more so if you speak French).

When I am visiting St. Maarten, that is where you will find me... it is an absolutely wonderful anchorage. Just a bit south of the anchorage is the bridge that will allow you to enter Simpson Bay from the French side.

BRIDGE OPENING TIMES

The Bridge Tender monitors VHF channel 12. They do not like to “chat” unless you have something really important to say. Announce your intention once clearly and let it go at that. “This is vessel XYZ requesting permission to enter (depart)”. On the French side, be prepared to speak French if you have something to say other than “I would like to enter or depart. Keep your announcement of your intention simple.

NOTE: Keep in mind that OUTGOING TRAFFIC ALWAYS GOES FIRST. YOU MAY NOT ENTER UNLESS THE LAST OUTBOUND VESSEL HAS EXITED.

Figure 21. BRIDGE OPENING SCHEDULE, ST. MAARTEN/SINT MARTIN

<i>Bridge Opening Times for 2016:</i>	
Simpson Bay Bridge:	
8.30 hrs	Outbound traffic
9.30 hrs	Inbound traffic
10.30 hrs	Outbound traffic
11.30 hr	Inbound traffic
15.00 hrs	Inbound traffic
16.00 hrs	Outbound traffic
17.00 hrs	Inbound traffic
Simpson Bay Causeway Bridge:	
8.15 hrs	In & Outbound traffic
9.45 hrs	In & Outbound traffic
10.15 hrs	In & Outbound traffic
11.45 hrs	In & Outbound traffic
15.15 hrs	On Call -- In & Outbound traffic
15.45 hrs	In & Outbound traffic
17.15 hrs	In & Outbound traffic
For information call Bridge Operator on VHF Ch 12	
Tel: +1 721 – 545 5230 / +1 721 545	
Email: info@slacsxm.com	
The Sandy Ground Bridge (French side):	
9.00 hrs	Everyday: In & Outbound traffic
14.30	Monday – Saturday (excl. holidays): In & Outbound traffic
17.30	Everyday: In & Outbound traffic

*Times are subject to change.

*Additional bridge openings can occur randomly.

*Expect additional bridge openings during holiday weeks and Heineken Regatta.

CLEARING IN

No matter where you plan to anchor or berth you must clear in. There are a number of locations where you can clear in. On the Dutch side you can clear in at Grand Bay, Philipsburg, at the Commercial Port where the cruise ships clear in. Or you can clear in at the Police Station at the entrance channel to the Simpson Bay Bridge, just **before** you enter the Lagoon. There is a seawall where you can tie your dinghy and the office is just behind it. Or at Island Water World.

On the French side you can clear in near the Ferry Dock in Marigot which is accessible if you dinghy into Fort Louis Marina. There is also a clearance facility at Anse Marcel.

SIMPSON BAY~WHICH SIDE IS BETTER/CHEAPER TO CLEAR INTO?

Aside from issues of draft and perhaps language, neither side is better. And the costs are more or less the same although not exact.

DO I HAVE TO CLEAR IN AND CLEAR OUT IF I MOVE FROM ONE SIDE TO THE OTHER?

Depends on what you mean by “I”. If you plan to move your boat from the Dutch side to the French side or vice versa, officially the answer is YES. If you plan to go by car, or by foot or by dinghy from one side to the other, the answer is NO. What goes on in reality is anyone’s guess and it seems to follow a “Don’t ask~Don’t tell” format.



FEES

There are HARBOR FEES, CUSTOM FEES, and BRIDGE FEES that must be paid regardless of where you enter.

- Simpson Bay Lagoon fees are assessed based on size and how long you stay.
- The bridge fee is based on size.

If you have an average size boat and stay for 1-2 weeks, figure a range of between \$100.00 and \$200.00 US.

There is an ongoing discussion about fees. The authorities give a long list of good reasons why the fees are reasonable and perhaps should even be raised. The businesses that cater to pleasure boats also have a long list of reasons why the charges are too high and need to be lowered.

OFFICE HOURS

Immigration offices at Marigot and Simpson Bay are open daily from 0800-1800 and on weekends from 0800 to 1500.



NOTE:
**ALWAYS BE SURE TO FLY YOUR
YELLOW QUARANTINE FLAG FROM
YOUR STARBOARD YARDARM UNTIL
SUCH TIME AS YOU HAVE CLEARED
IN. A courtesy flag, in addition, is always
good etiquette!**

SIMPSON LAGOON FACILITIES

Inside the Lagoon on the French side, just below the bridge on the west shore, there are a number of boatyards that have repair facilities. They are extremely good with aluminum and seem to understand catamarans as thoroughly as anyone and better than most. As I walked through this area it was apparent that they are well equipped for most jobs.

The southeast end of the Lagoon has the majority of facilities. Budget Marine and Island Water World are located practically next door to each other at the extremity of the anchorage. There are a number of marinas here as well, which range in both price and size. The IGY marina (formerly Simpson Bay Marina) is at the southwest corner of the inner harbor just south of Snoopy Island.

Across from the IGY Simpson Bay Marina to the west are a few of the smaller marinas. You will be able to see the Red Building of Lagoon Marina. These marinas have fewer slips and are not in the center of the tourist area, but their prices are less expensive and they are central to all the technical businesses and supply stores. Depths are limited to about 7ft.

The anchorage area shown on the chart is more than ample except in high season when it can get a bit crowded.

There are many excellent artisans located here for anything you may need to get done. Some of them have been here a long time. If you have a specific need such as rigging, refrigeration, hydraulics etc., stop by and discuss it with them. They have the ability to get the work done.

There are many restaurants, bars, and other entertainments, including casinos, much too numerous to list here.



LOOKING WEST ACROSS THE IGY SIMPSON BAY MARINA



**IF YOU ARE ANCHORED AND NEED WATER, CALL THE WATER BOAT
ON VHF CHANNEL 14.**

HARBORS, BAYS, AND ANCHORAGES -- FRENCH SIDE



MARIGOT

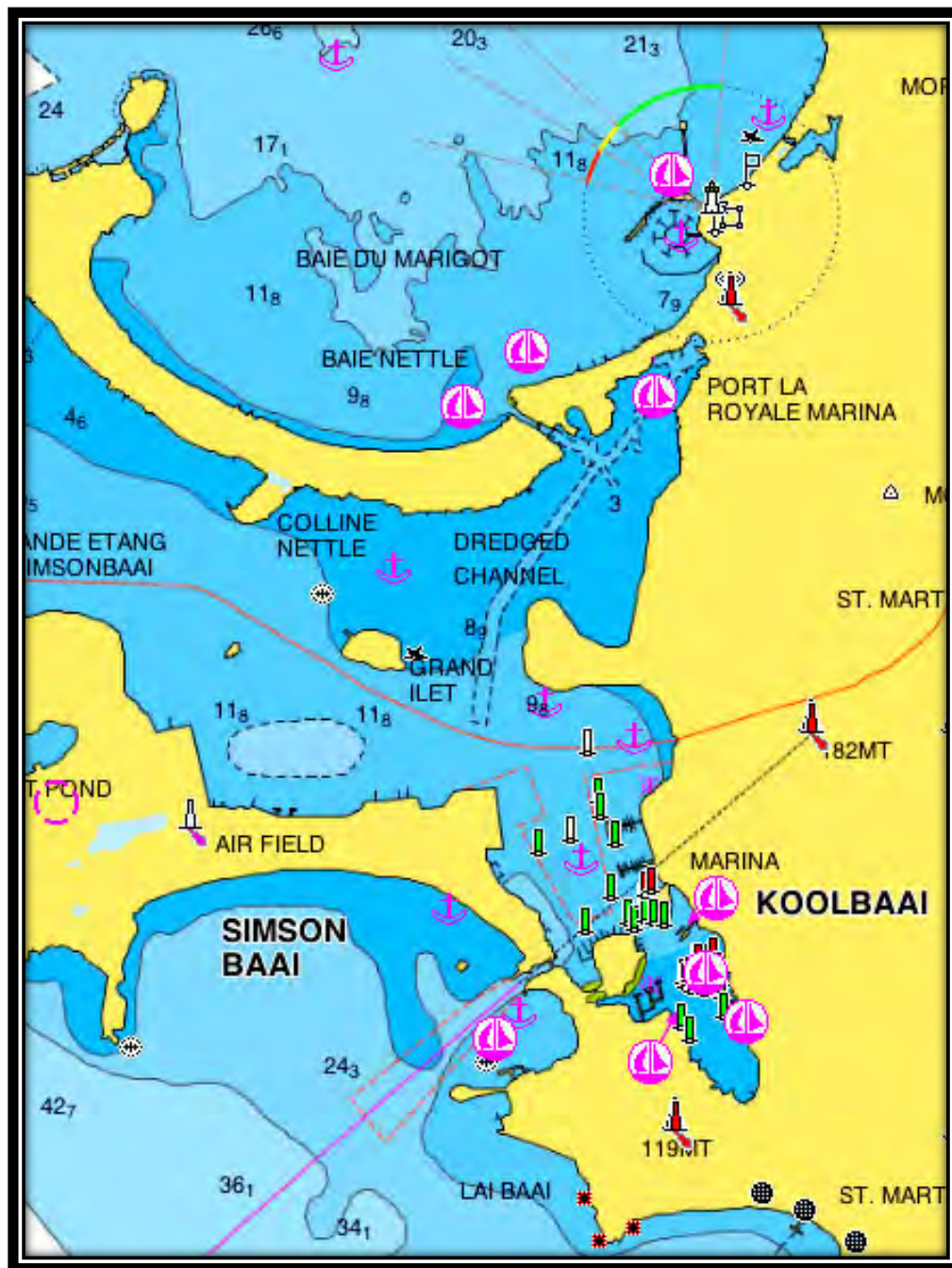


Figure 22. BAIE DU MARIGOT AND SIMPSON BAAI

Marigot is a nice bay and a wonderful town. It cannot be called quaint because it has developed a fair amount of shops that cater to cruise ship traffic. However,

compared to Phillipsburg, it retains its small town status. Additionally it has a wonderful quay that is centered on Port la Royale. The quay has slips for small boats that have shallow draft and is surrounded with open air restaurants that give the place a very continental feel. While a glass of wine and a dish of mussels with French bread is no bargain, if you consider that you have a ringside seat on the scene, perhaps the price value equation is not so bad after all.



MARIGOT BAY WITH SIMPSON BAY IN BACKGROUND

If Marigot Bay has a shortcoming, it is that when a norther comes through, the anchorage becomes roly. However, with the development of the Fort Louis Marina (VHF channels 14 & 16), some protection is afforded by the massive breakwater that shelters the marina. If the blow is really strong the sea can still work its way in but the anchorage is better protected. The marina is a first class facility in every way. It has all of the features that a good marina should have and then some, including a very nice dinghy dock. One of the big advantages to the marina is if you choose to berth at it, you do not have to pass under any bridge.

The slips behind the breakwater are well protected and you will get a good night's sleep no matter how hard it blows.

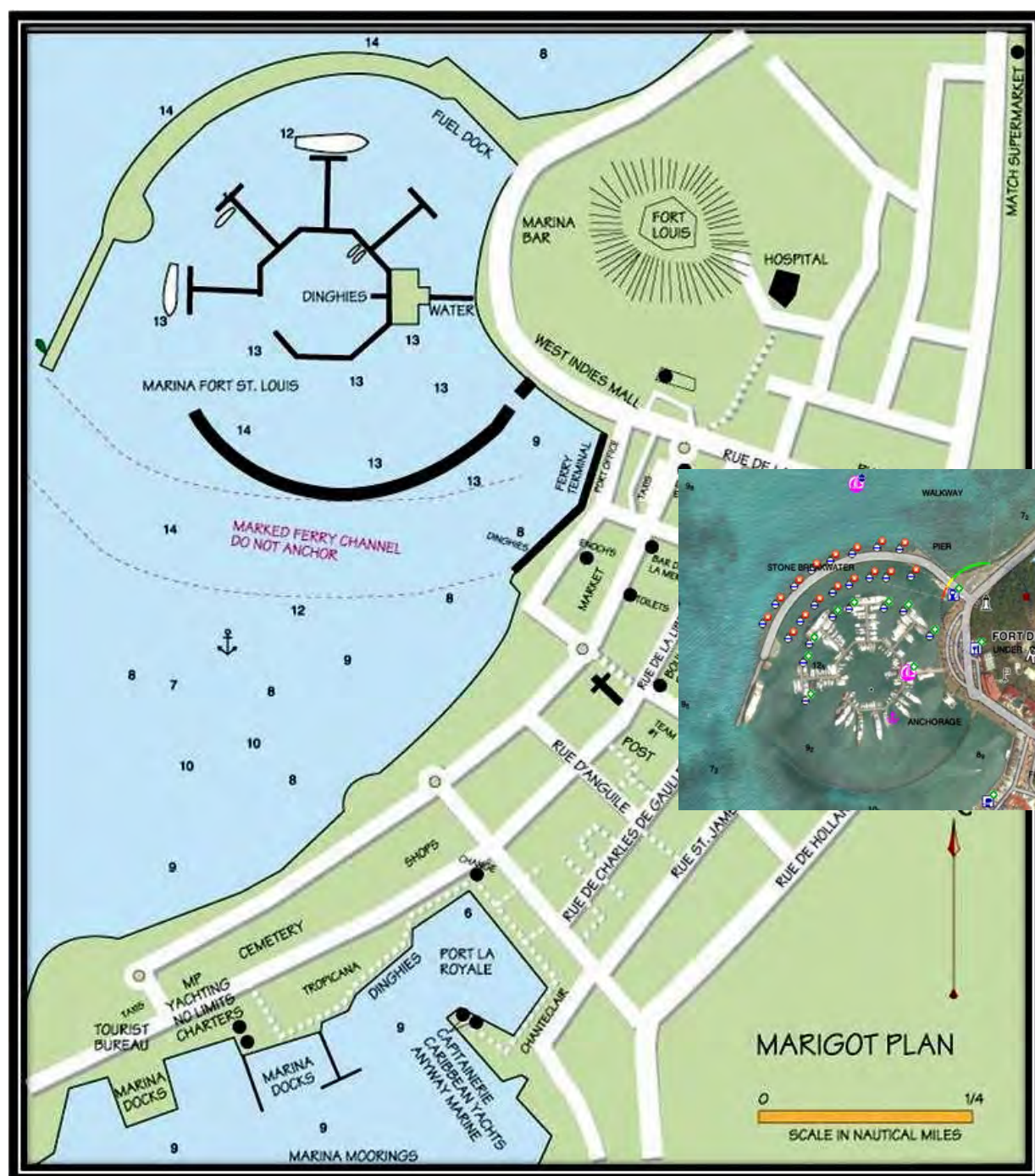


Figure 23. MARIGOT SEAFRONT (INSET: MARINA AND FORT IN REAL TIME)



Figure 24. PORT ROYALE



The town of Marigot is right behind the marina and you can walk to it and buy all the French bread you have ever dreamed of; don't forget the wine as well.

Every Wednesday and Saturday there is a farmers' and fishermen's market in town as well.



Figure 25. MARINA PORT LOUIS (upper R); MARINA ROYALE QUAY (lower L)

After you and the crew have walked around town any number of times, taken in the sights and checked every clothing and jewelry store looking for that once-in-a-lifetime purchase, you can head for Port Royale to sit and relax. Day or night, the area around Port Royale is fascinating.



Many times there is music, laughter, a symphony of voices and conversations. People are just plain happy- It just does not get any better than this!

BAIE DE GRAND CASE

18° 06.59N 63° 03.74W

1/2 nm northwest of anchorage

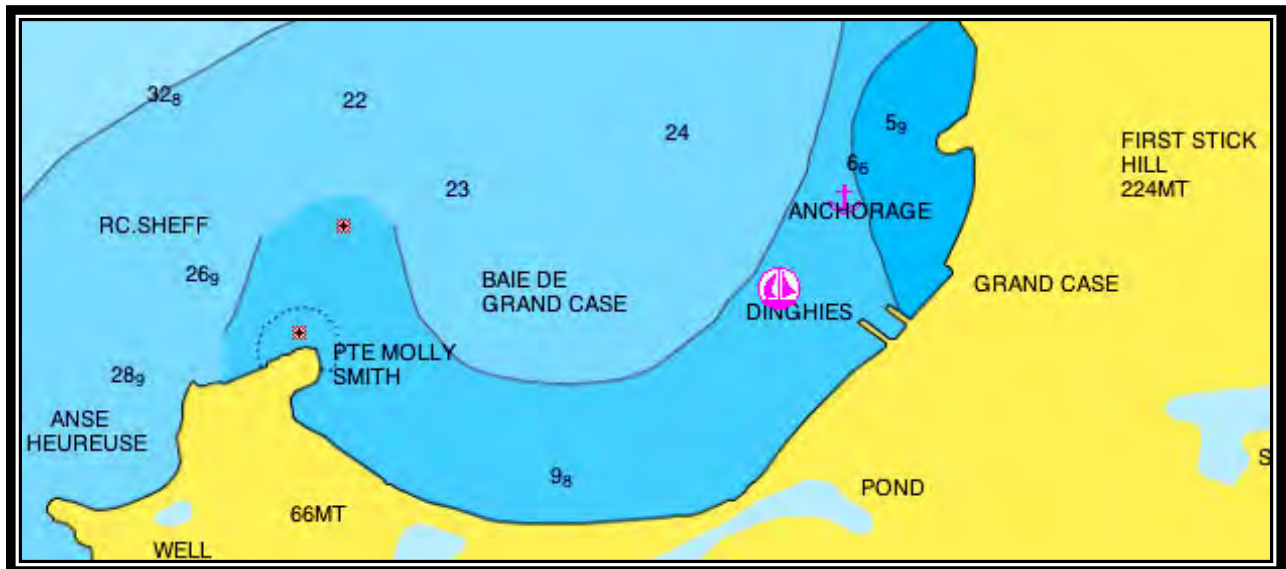


Figure 26. BAIE DE GRAND CASE

BE VERY CAREFUL EVEN COMING UP TO THIS BAY FROM THE SOUTH. THE SHOAL GROUND OFF MOLLY SMITH POINT EXTENDS TO THE NORTH BY 1/5 NM. GIVE IT PLENTY OF CLEARANCE.



GRAND CASE FROM THE ANCHORAGE

This anchorage is really early in the Trade Wind season. The beach is nice and there is a small dock you can use for your dinghy. This is a very pretty cottage town that you will fall in love with. Some refer to it as the restaurant capital of the island because there are so many good restaurants. The prices vary from modest to upscale so be sure to look at the menu before you go in.



GRAND CASE -- GRAND, INDEED!

There are small shops in the town as well as some provisioning opportunities. If this is your first stop or your last one on Saint Martin, you can clear in or out here. In addition, in season, on certain nights you can visit the street festival, **Les Mardis de Grand Case (Harmony Night)**. You are going to have a wonderful time,,, food, music, dancing in the streets!

ANSE MARCEL

16° 07.33 N 63° 02.56W

1/2 nm northwest of anchorage

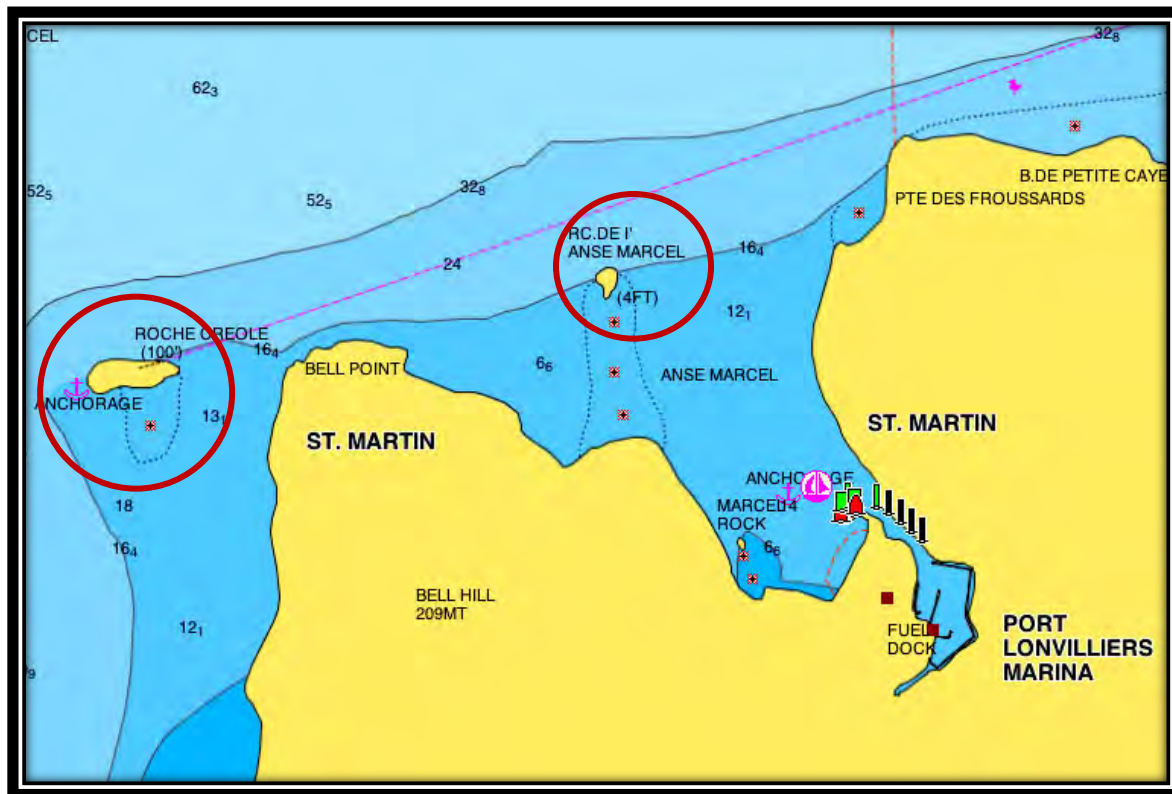


Figure 27. ANSE MARCEL

NOTE: COMING FROM THE SOUTH LEAVE ROCHER CREOLE TO STARBOARD. *DO NOT CUT BETWEEN IT AND THE MAINLAND.* AS YOU PASS BELL POINT ON THE SOUTH SIDE OF ANSE MARCEL, LEAVE ROCHE DE L'ANSE MARCEL ALSO TO STARBOARD AND *DO NOT PASS BETWEEN IT AND THE MAINLAND.* YOU MAY HAVE TO TAKE A STARBOARD TACK TO DO THIS OR HAVE YOUR ENGINE RUNNING AS WHEN THE WIND COMES AROUND FROUSSARDS POINT, IT BENDS IN AND WILL HEAD YOU.

This anchorage suffers from seas that work their way in during the early part of the Trade Wind season, otherwise it is snug. The marina is accessed through a narrow channel where only one boat can pass at a time. Call the marina before entering to let them know your needs; they monitor VHF channel 16. There are a few restaurants at the marina and they have fuel, ice and water as well.



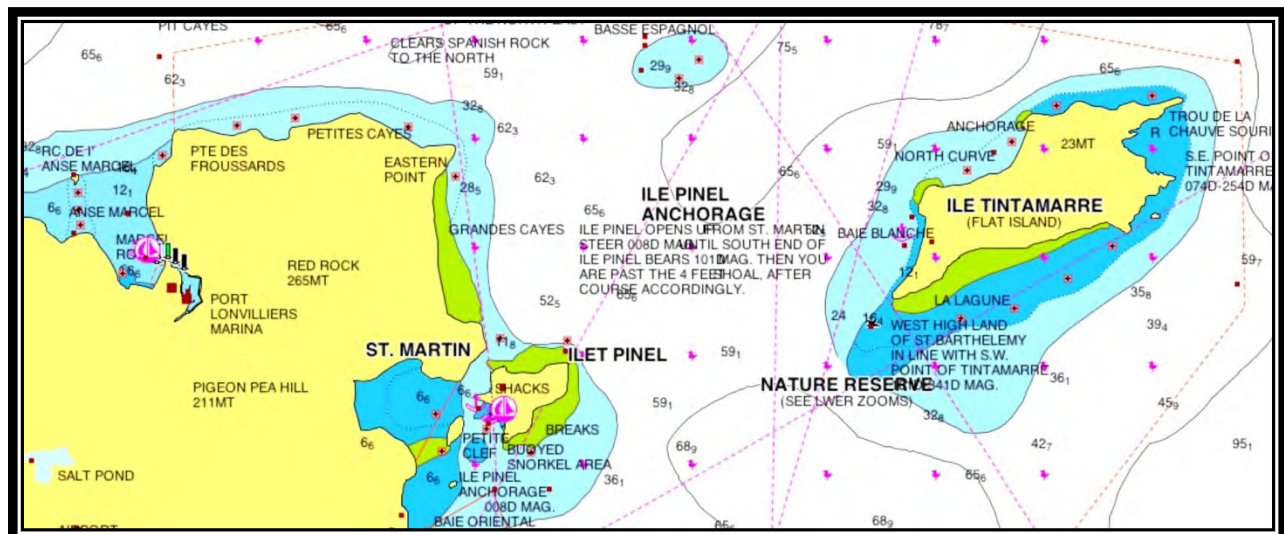
PORT LONVILLIERS MARINA~ANSE MARCEL; ROCHE DE L'ANSE MARCEL AT BACK

It goes without saying that if it is blowing like stink outside and you are berthed in this marina, you will be secure.

The bay has a very nice beach which is very popular.

NOTE: OFF THE NORTHEAST COAST OF SAINT MARTIN, THERE IS A DANGEROUS SHOAL CALLED “BASSE ESPAGNOL”. YOU CAN NAVIGATE BETWEEN IT AND THE MAINLAND, BUT BE SURE THAT YOUR BOW IS SET FOR THE SOUTHERN TIP OF ILE TINTAMARRE IN A SOUTHEASTERLY DIRECTION.

**COORDINATES TO CLEAR AT SOUTH TIP OF SHOAL:
18° 07.46N 63° 00.27W**



ILE TINTAMARRE

18° 06.94 N 62° 59.37 W

At anchorage southwest corner

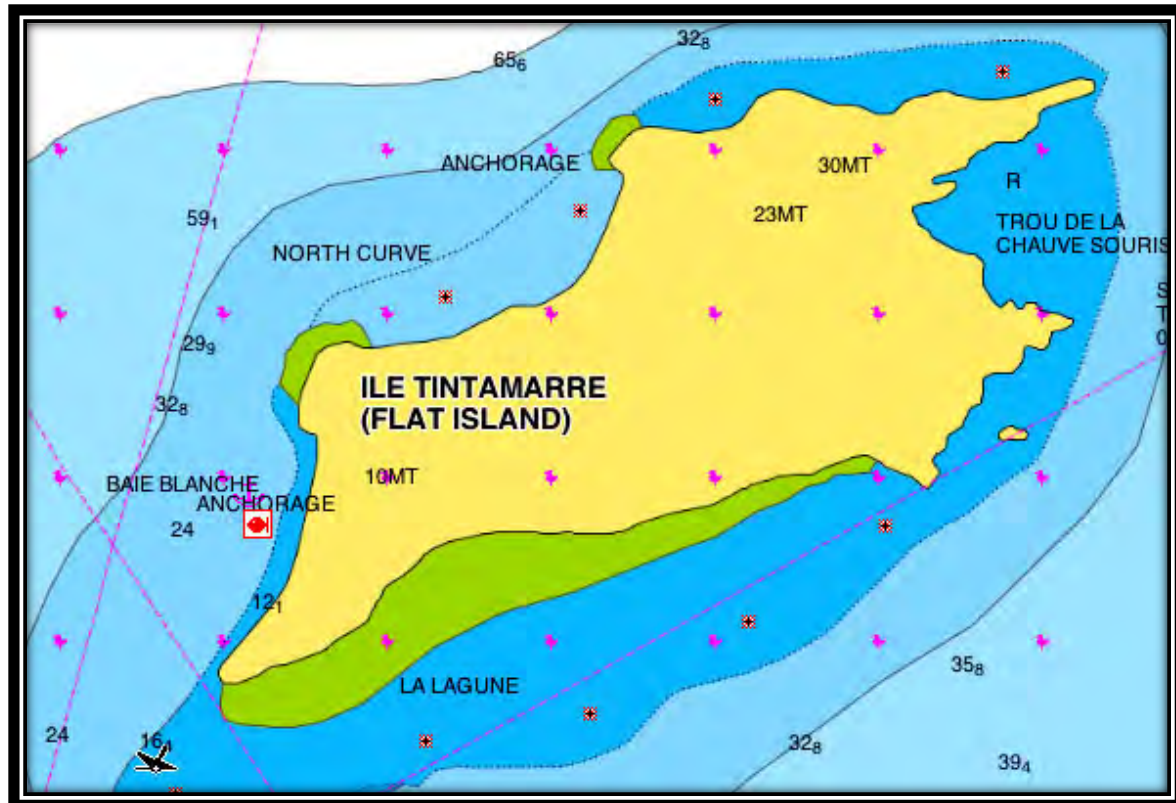


Figure 30. ILE TINTAMARRE (FLAT ISLAND)

The island is privately owned and the anchorage in Baie Blanche is rocky as it is open to seas from the NE as well as the SE which work their way in.

$\frac{1}{4}$ nm northwest of entrance to bay at center



What makes this anchorage somewhat difficult is that there is a shoal in the center of it. You must navigate your way in very carefully and perhaps even send your dinghy in first to see it firsthand. The anchorage is in 9-10ft of water but if you go too far north it shallows out rapidly. This area is quite nice and you will definitely not have it to yourself as it is normally heavily populated by tourists.



Figure 32. NORTH ANCHORAGE IN BAIE ORIENTAL

NOTE: DO NOT ANCHOR HERE IF THE FORECAST IS FOR A STRONG TRADE WIND FROM THE NORTHEAST. If such a wind were to come up at night you would have a hard time getting out.

There is good snorkeling here and a marked snorkeling trail is located at the SW tip of the island. The waters around Ilet Pinel are part of Réserve Sous-Marine Régionale, the underwater nature preserve that protects a varied snorkeling environment, including what is referred to as Extreme Shallow Snorkeling (ESS) grounds – the shallower the water, the better.



Figure 33. ANCHORED IN THE LEE OF ILET PINEL

The beach at Orient Bay is truly beautiful and as a result quite **crowded in season**. **HOWEVER**, be aware that it is also a **BEACH WHERE NUDITY IS PERMITTED**.





When you get into the dinghy with your husband, if he tells you that he must bring his binoculars or telephoto lens, it is not the buoys that he will be looking at!

BAIE DES FLAMMANDS

This small bay is just 2nm south of Ilet Pinel. To enter you must navigate between two reefs, and additionally, it is not for boats that draw more than 6ft.

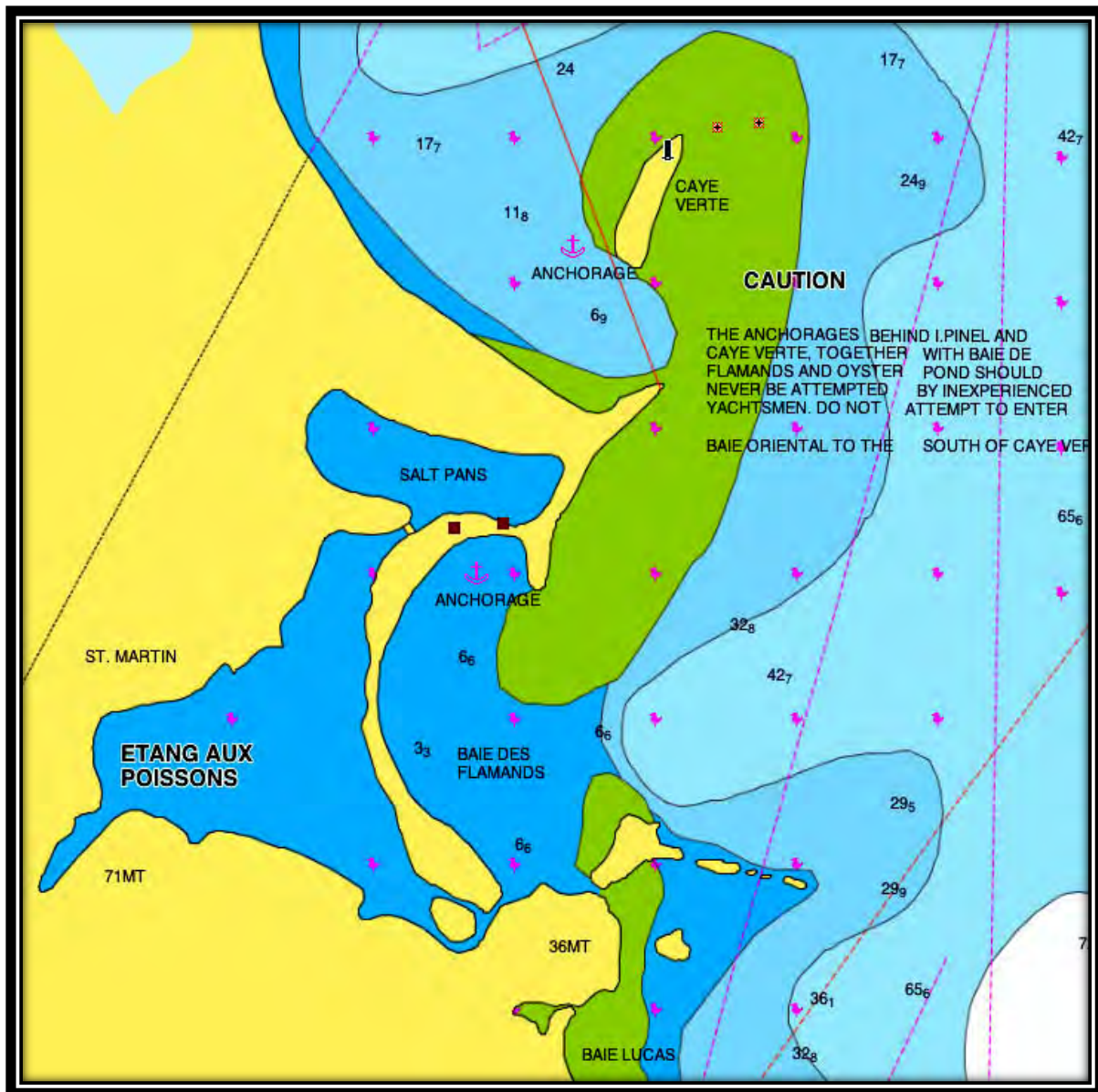


Figure 34. BAIE DES FLAMMANDS

OYSTER POND

18° 3.02 N 63° 0.36 W

½ nm east of entrance to pond

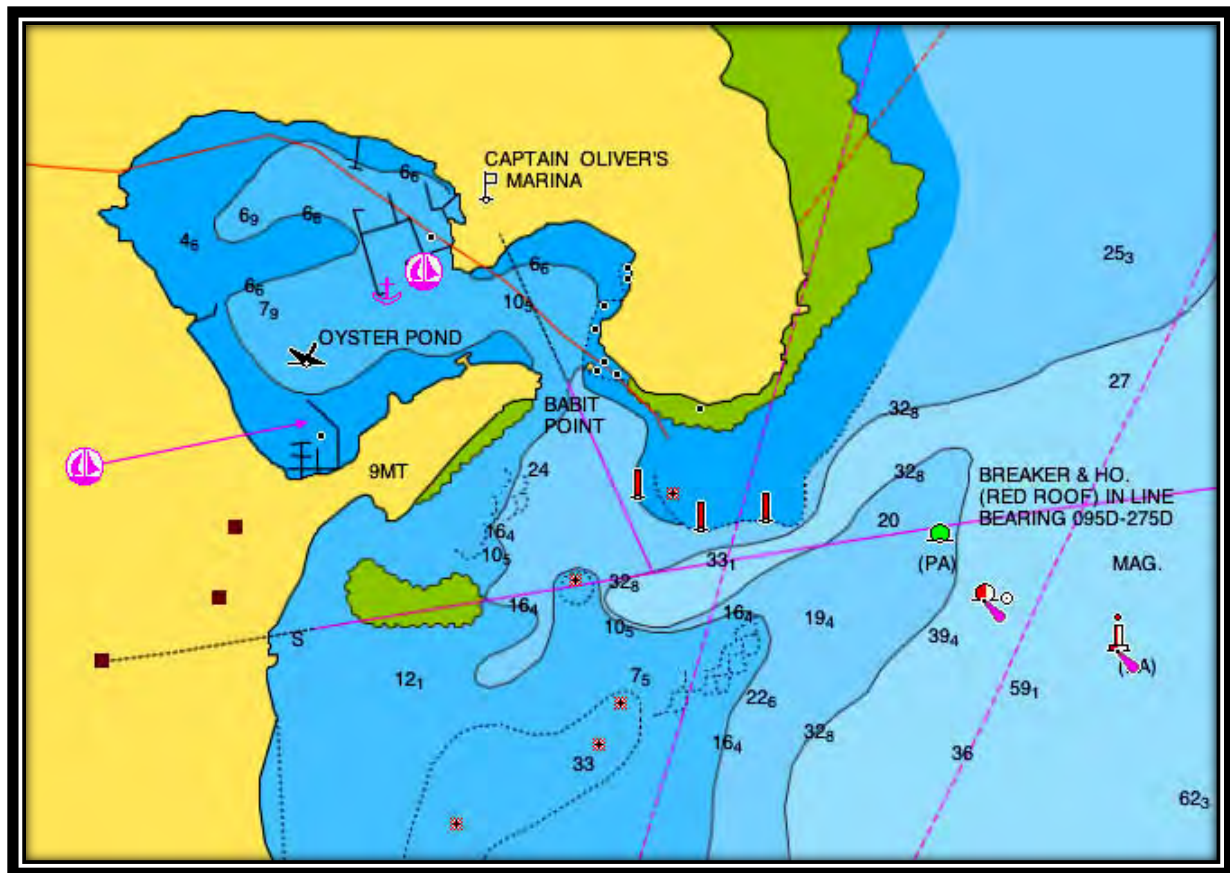


Figure 35. OYSTER POND

Do not attempt this entrance when a swell is running or in any type of heavy seas. When you enter, follow the buoys and leave them to starboard. The area behind the buoys often breaks. As you follow the markers in, you must turn abruptly to starboard to enter the anchorage.

This is the home of the very accommodating Captain Oliver's Marina. You can take a berth or anchor in this very well protected pond. The marina has what you may need and then some.



Figure 36. OYSTER BAY

The reef on entry runs south of Fief Hill; DO NOT CUT IT SHORT. The land part of the marina is on French soil and the water part is largely on the Dutch side. If you have a split personality, this is the right place for you!



ENTRANCE TO OYSTER POND

DUTCH SIDE



PHILIPSBURG/GROOT BAAI

18° 0.52N 63° 3.27W

Just south of entrance to the bay

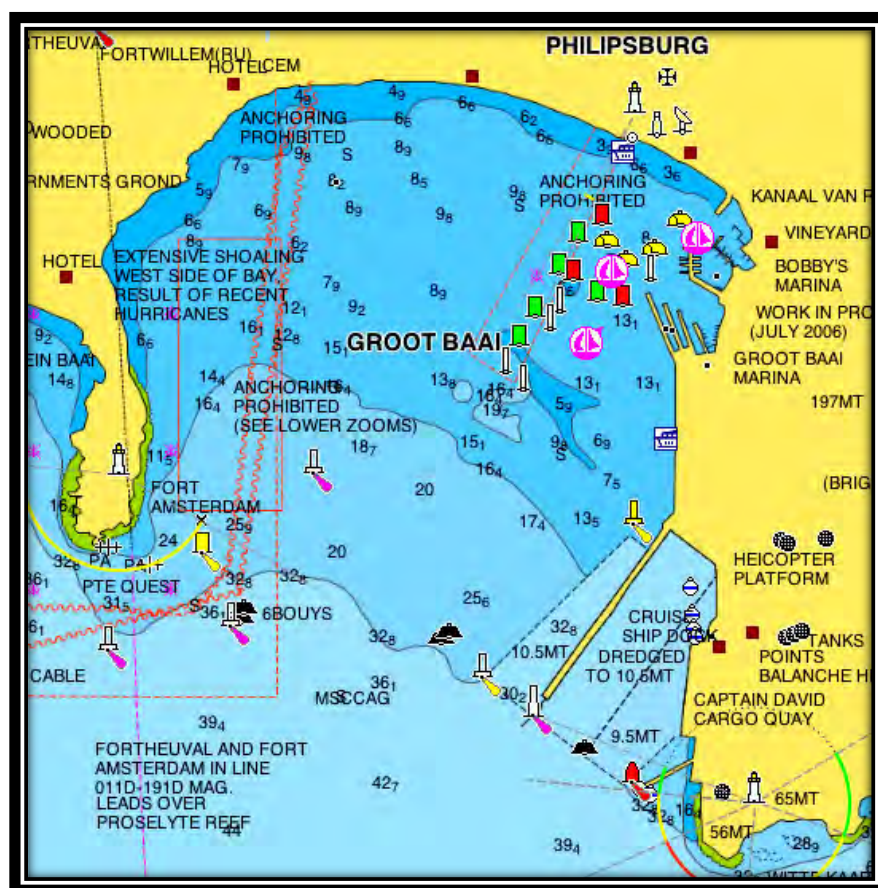


Figure 37. GROOT BAAI

Philipsburg is the capital of Dutch Sint Maarten and it is a vibrant town that is full of action all day. The harbor, Great Bay (Groot Baai), is the landing area for cruise ships which bring in thousands of tourists. Bobby's Marina is located here in case you need work, haulage, fuel, water, etc. There is an Island Water World at Bobby's Marina if you need marine supplies. The marina is often full with local boats and getting a space here can be difficult.

Anchoring in the bay is not difficult; however there is a great deal of boat traffic. The anchorage is secure except late in the Trade Wind season when the wind shifts to the southeast at which time it can become roly.

You can clear in and clear out at Philipsburg; however do not attempt it if a large cruise ship has just arrived.



ISLAND WATER WORLD

There is much discussion as to which town people like more -- Philipsburg or Marigot. In some respects they are similar; both have areas where you can shop although Philipsburg has a much larger shopping area. Truth is, you have to visit both to see which one you prefer. The streets of Philipsburg are quaint and extremely vibrant.



STREETS OF PHILIPSBURG



SIMPSON BAAI



Figure 38. SIMPSON BAAI

The preferred anchorage is in the east corner; although you can anchor anywhere you please EXCEPT IN THE APPROACH CHANNEL TO THE BRIDGE (see chart above). This stop is mandatory if you plan to enter the Lagoon and the bridge is not open. The bay is an easy entry even at night because it is wide and unobstructed. If you choose not to enter the Lagoon, you can still access everything you need by dinghy. Often times, however, this anchorage can get rolly.

ST BARTS

ST. BARTHELEMY/ST. BARTS

FRENCH

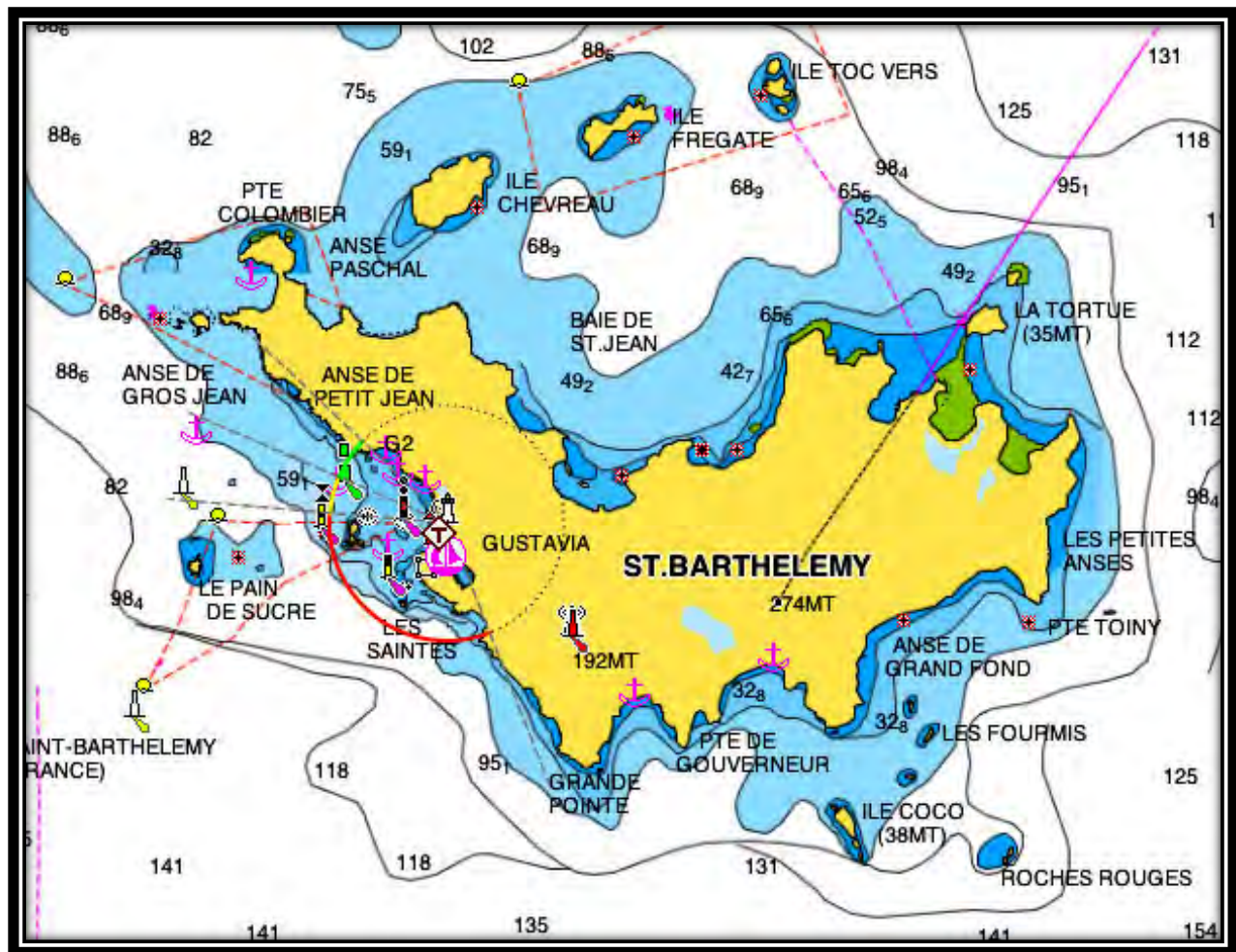


Figure 39. THE ISLAND OF ST. BARTHELEMY

This island can best be described as a Jewel of France whose strong but invisible police presence discourages so much as a criminal thought.

There is no question that this is one of the most upscale islands in the Caribbean. Infrastructure, zoning requirements for development, marketing and so many other factors keep this place as neat and well run as any you will ever visit. The mecca

for cruising sailors and the absolute “gotta be there for New Year’s Eve” is the harbor of Gustavia.

It is a scene right out of a movie. While the island is clearly French with an overtone of rich, there is a very strong sense of its Swedish origin. If you look carefully you will see traces here and there.



Sweden sold St. Barts to the French in 1878.



CANADIAN TALL SHIP ANCHORED AT FORT GUSTAVIA



**COLOMBIER BAY ANCHORAGE, NW ST. BARTS
(ST. MARTIN BEHIND ILE FOURCHUE)**



Figure 40. ANSE COLOMBIER



Figure 41. ST BARTS IN REAL TIME

ENROUTE TO ST. BARTS FROM POINTS NW

ILE FOURCHUE

NOTE: If you are proceeding southeasterly along the Lesser Antilles, you will be sailing down from St. Martin or points north. As a result, in Trade Wind conditions, you will find the wind heading you. The later it is in the day, the stronger the wind will be. The distance from Simpson Bay to Gustavia is about 16 nm but if it is blowing hard, you will find it a long 16 miles. Best to leave at day break before the wind picks up than to leave late morning if your destination is St. Barts and you are departing Anguilla or St. Martin. You can cut 4 nm off the trip if you stop at the small island of Ile Fourchue, which is a nature reserve in its entirety and part of St. Barts.

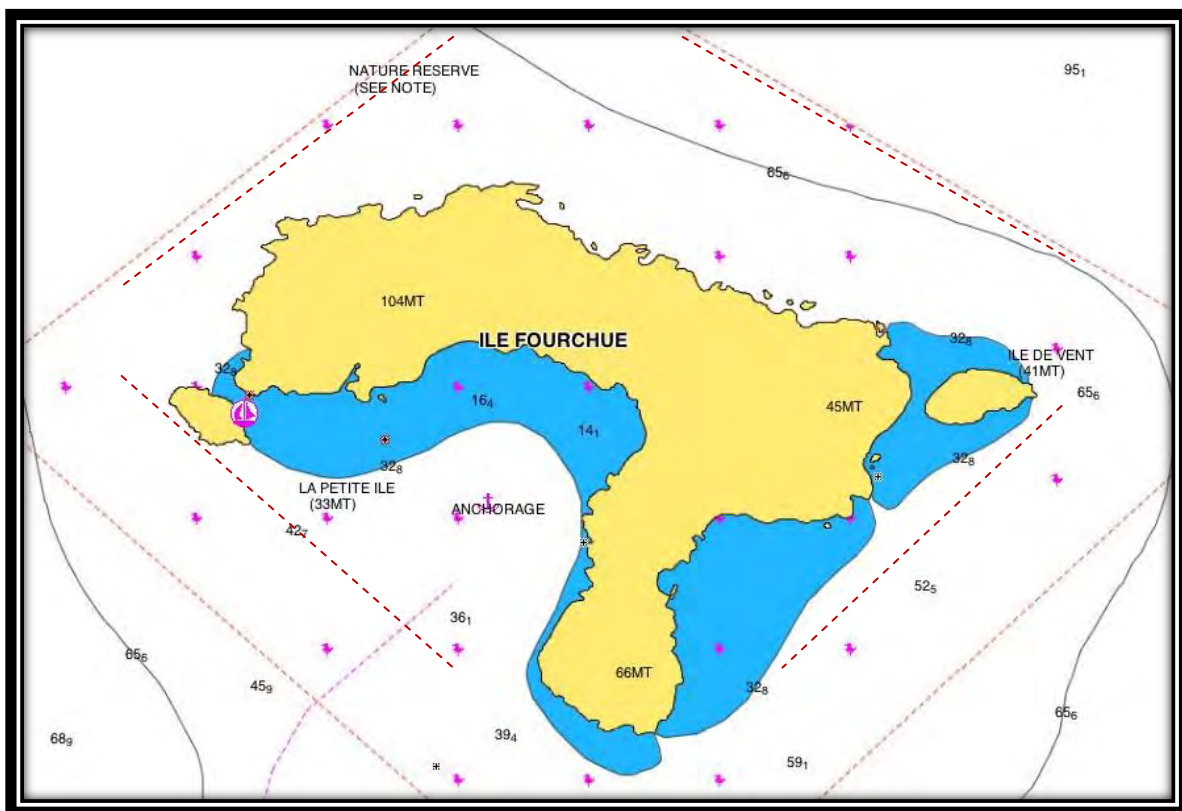


Figure 42. ILE FOURCHUE



ILE FOURCHUE ANCHORAGE

This island is privately owned. You may anchor here, but not in the mooring field. If you see a mooring empty you may use it. Charter boats come out for the day from St. Martin and you can snorkel here with good results.

The island itself is not particularly attractive and I cannot understand why anyone would really stop here. **More often than not there is a roll in the anchorage which makes it uncomfortable.** It is just about 3 nm further to get to St. Barts and well worth the effort to continue unless you feel you absolutely must stop.

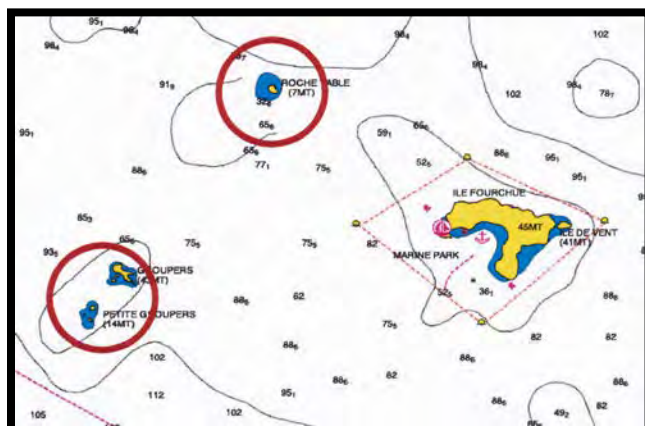


Figure 43. ISLETS TO AVOID NEAR ISLE FOURCHUE

Just off the north corner, 1.5 nm from the anchorage, is **Roche Plate** rock which you should be careful to avoid. Off the southwest corner just over 2 nm are a few more islets which should also be avoided. On a dark night with some sea conditions they are not easy to spot.

ST BARTS SOUTHWEST COAST

There are a number of anchorages around the island. However, the mecca for most cruising boats is Gustavia.

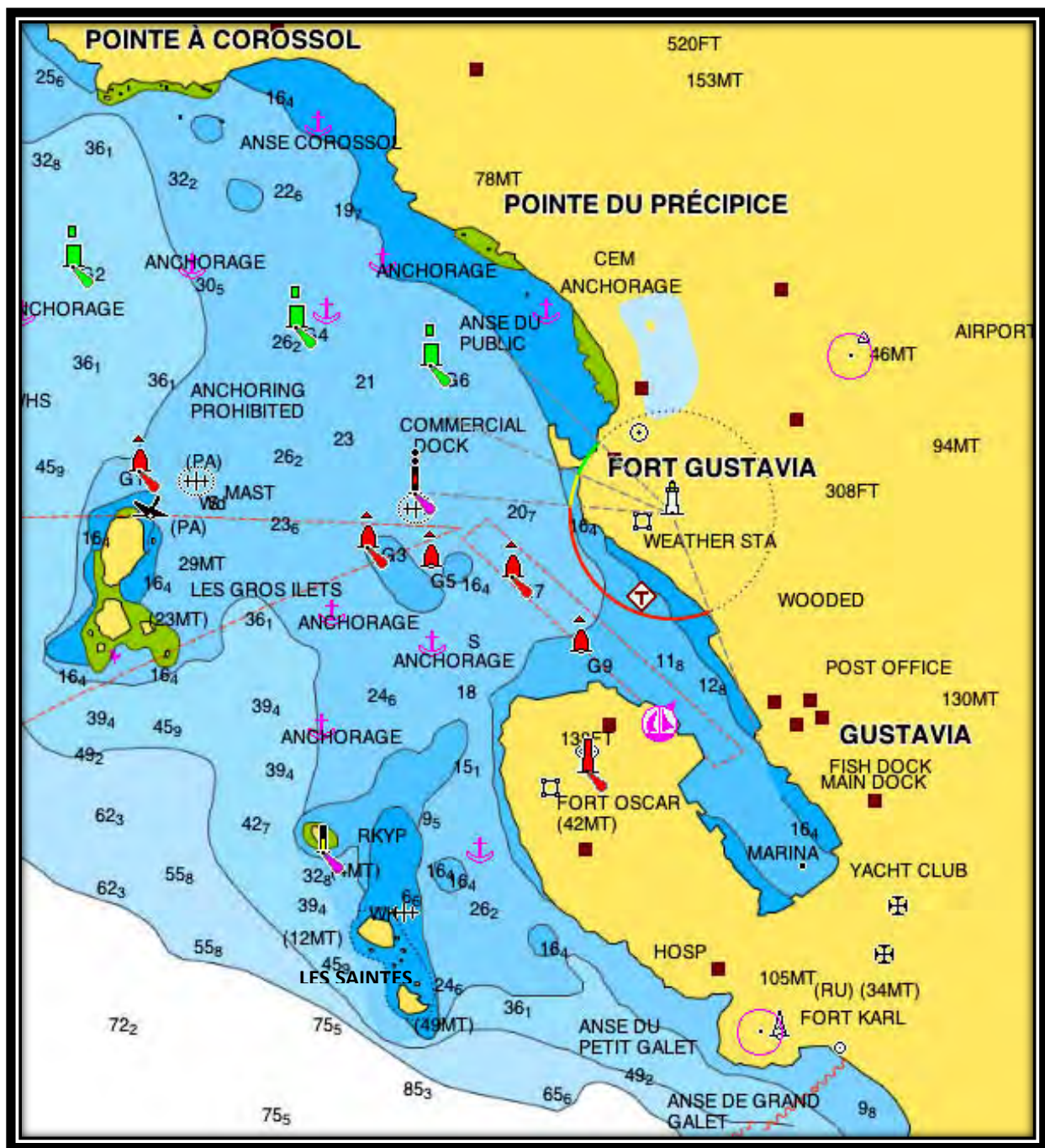
GUSTAVIA

17° 540.6N 62° 51.40W

Just north of red nun north of Les Gros Ilets



ARRIVING GUSTAVIA ANCHORAGE



When visiting Gustavia, you can anchor out or you can go into the harbor and take a stern moor or mooring. There is NO ANCHORING INSIDE GUSTAVIA HARBOR.

ANCHORING OUT

For Gustavia there is anchoring out and there is anchoring farther out! The farthest anchorage is ½ nm to the north at Anse Corossol. The next anchorage is at Anse du Public.

This anchorage is close to the commercial wharf and you must be careful not to block the entry to it. There is another anchorage, and by far the most popular, which is between the point of Fort Oscar and Les Gros Ilets and also between Fort Oscar and the small islands of Les Saintes just to the west of the point. The Les Saintes anchorage can be backwinded by the mainland and you must keep that in mind *vis à vis* other anchored vessels. You will see some of the boats here anchored with two anchors to reduce swing room.

NOTE: All of the above anchorages are susceptible to northers early in the Trade Wind season. When a norther comes through, a roll will work its way in and it will be “rock a bye baby” as far as a night’s sleep is concerned!

In a prevailing Trade Wind you will find the anchorages secure.

Before you ask which of the anchorages is preferable, understand that St. Barts is a popular destination and finding a spot to anchor in is never easy. Tempers flare quickly as a late arrival tries to squeeze his way into a “tight parking space”. **The best anchorage for visiting Gustavia is probably the one that is least populated when you arrive regardless of the extra few minutes of dinghy ride necessary to get to the harbor.** Even at night, going back and forth to the boat at anchor is simple and straightforward.

ALL OF THE ANCHORAGES ARE REGULATED AND COME UNDER THE JURISDICTION OF THE PORT. WHEN YOU GO IN TO CLEAR YOU WILL BE REQUIRED TO PAY A SMALL DAILY FEE.





**GUSTAVIA HARBOR AND ANCHORAGES TO THE NORTH TO ANSE COROSSOL.
(ANCHORAGES TO WEST OF FORT OSCAR AND BETWEEN FORT OSCAR AND
LES GROS ILETS ARE NOT FULLY SEEN.)**

NOTE: Never anchor such that you block the entrance channel going into Gustavia. It is clearly marked and if you anchor there you will be asked to move. The anchorage areas are clearly marked on the chart; be sure you are clearly inside the limit.

In the photo above, the anchorages between Fort Oscar and Les Gros Ilets as well as those to the west can be seen. Take note that they are crowded and in season that is the condition you will most often find them in.

The inner harbor of Gustavia has four rows of moorings. The innermost row is for small boats no larger than 30ft; each row after that accommodates larger vessels up to a maximum of 60ft. The rows are tightly packed so if your boat is 40ft with 6ft of overhang at each end, go to the mooring field that will accommodate you. You can call on VHF channel 16 to inquire about availability with Gustavia Port Authority.

Further out in the harbor there are stern-to quays on both sides. If you have never anchored this way before and it is windy, best to wait for the wind to drop before you try it as it is something of an art and takes some doing even for experienced yachtsmen. When there are northerly swells in the harbor they will create a surge that will make your boat move back and forth. Be sure you have enough clearance aft that you do not have the stern of your boat hit the seawall.



**THE CAPITAINERIE(Port Office) MONITORS VHF CHANNEL 12.
IT IS CIRCLED BELOW THE LARGE WHITE YACHT.**

Vessels tied to the quays can access water and electric and WiFi.



Figure 45. FAVORED ANCHORAGE AT FORT OSCAR POINT



INNER HARBOR AND QUAY AT STARBOARD ENTRANCE

Gustavia is a small quaint town that is nicely kept. No matter where you walk you will find something interesting to see. The entire town has a certain French, if not European, feel.



There are as many locals who are not local as there are “true locals,” if not more. The restaurants, on the average, are not inexpensive but most give you your money’s worth in quality and service.



Figure 46. GUSTAVIA TOWN LAYOUT AROUND QUAY

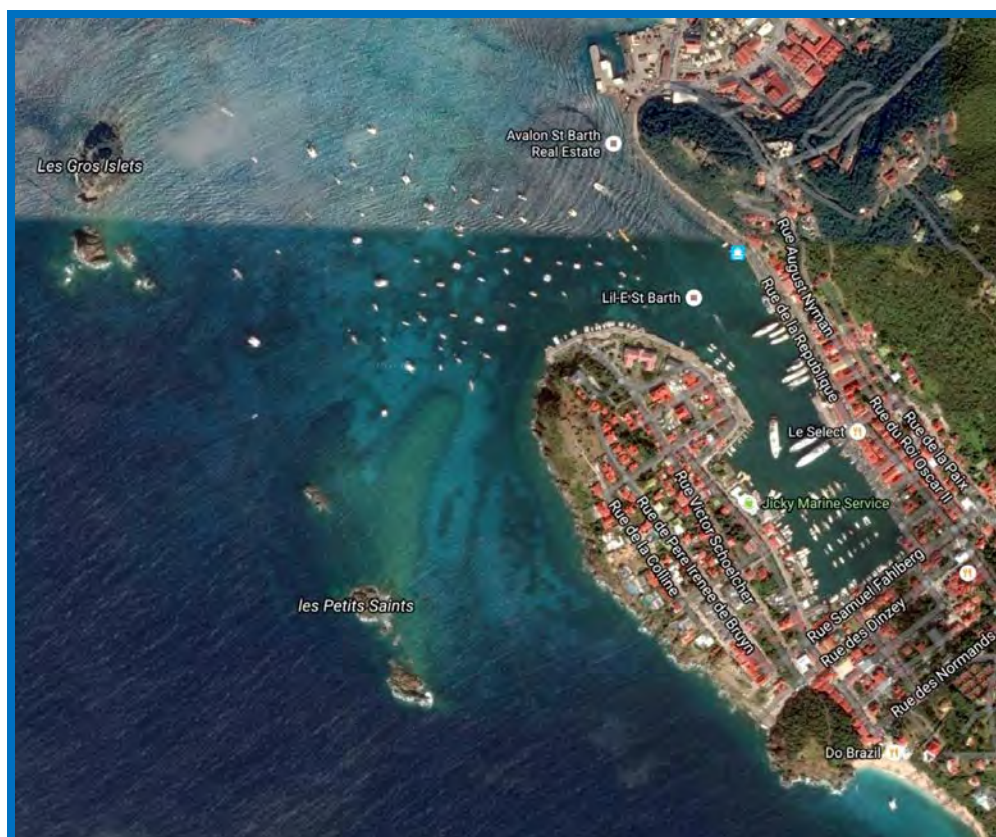


Figure 47. GUSTAVIA HARBOR IN ACTION



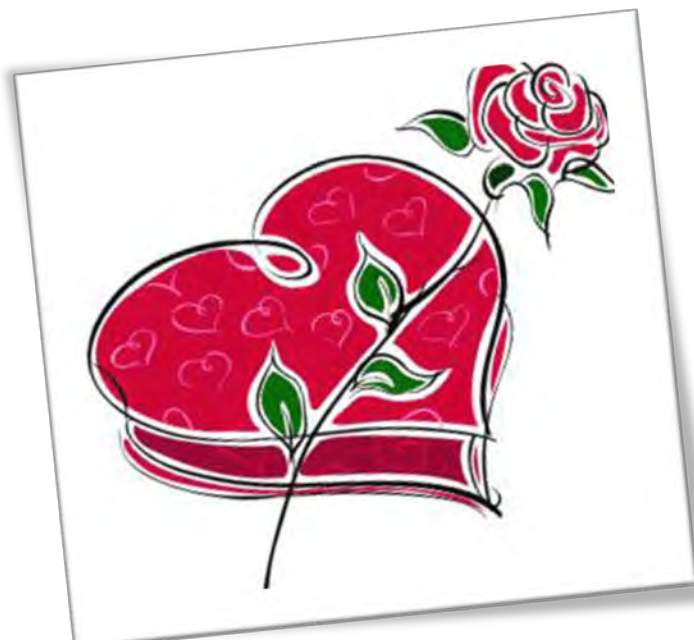
THERE ARE NOOKS AND CRANNIES EVERYWHERE TO ADMIRE



EXOTIC RESTAURANTS WITH FRENCH-ORIENTAL INFLUENCE



**SMALL DELIGHTFUL SPOTS WHERE YOU CAN WHISPER "SWEET NOTHINGS"
TO HER ON A LOLLYGAG AFTERNOON.**





**WHEN YOU HEAR HIM SPEAK TO YOU, YOU KNOW YOU HAVE
HAD ENOUGH AND IT IS TIME TO GO BACK TO THE BOAT.**

ST BARTS NORTHWEST TO NORTHEAST COAST

ANSE DU COLOMBIER

17° 55.47N 62° 52.41W

Just west of anchorage

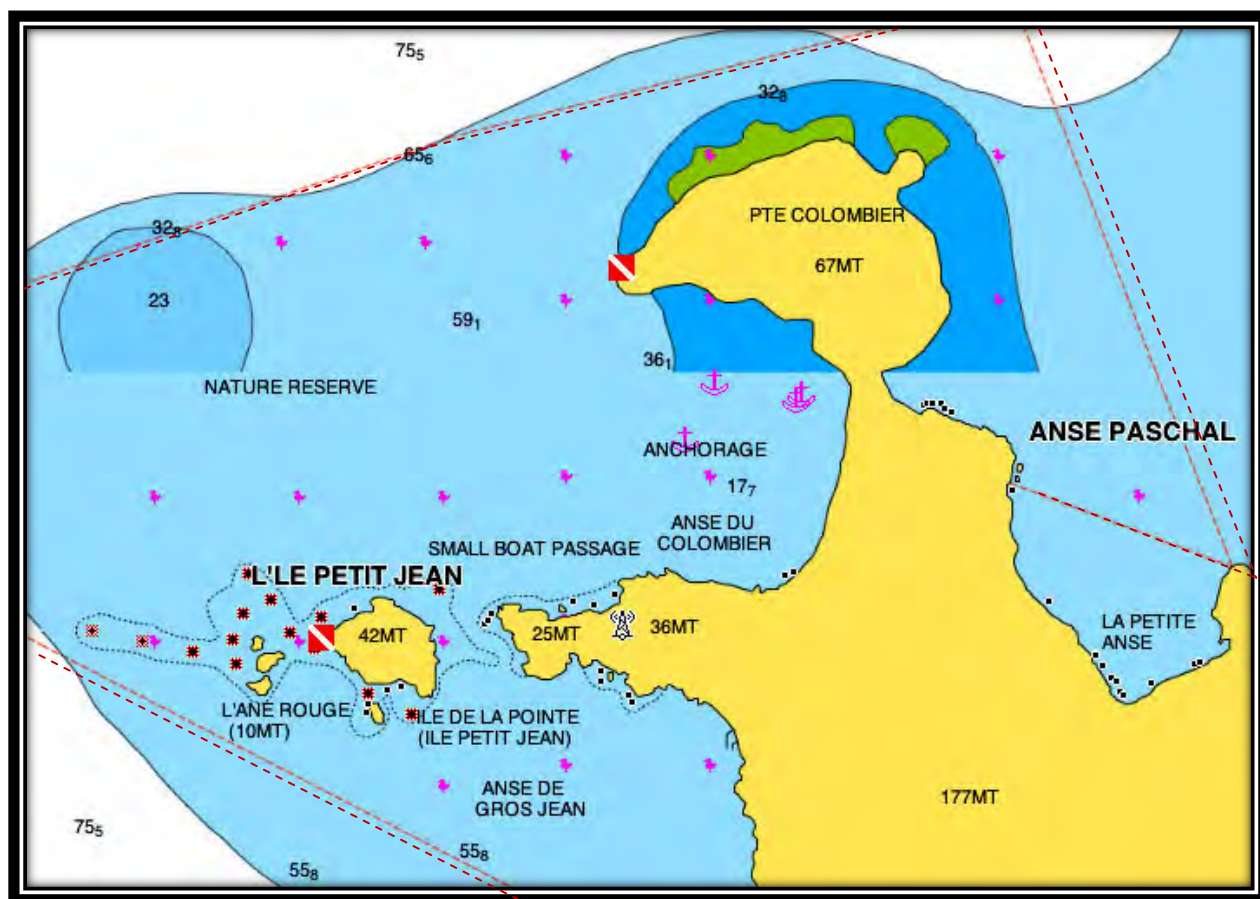


Figure 48. ANSE DU COLOMBIER

This anchorage is part of the St. Bart's Marine Reserve. There is no water-skiing or jet-skiing permitted.

This is a nice anchorage in easterly winds, but if the wind moves to the north, it is not going to be possible. The entire area is a nature reserve and anchoring is not permitted in the mooring ball field.

Coming from the south do not attempt to pass between Ile de la Point, Ile Petit Jean and the mainland. At best the cut is suitable for a dinghy and then only in calm seas. There is good snorkeling on the south side of this anchorage at the reefs.



ANSE DU COLOMBIER ANCHORAGE



IF YOU ARE LOOKING FOR A QUIET ANCHORAGE, THIS IS IT

BAIE DE ST. JEAN

17° 54.51N 62° 50.10W

Just north of entrance to anchorage

Because this anchorage faces north, it is not a great place to anchor during the Trade Wind season when the wind has a northern component in it. Additionally you may not anchor within 1000 yards of the beach. The beach is beautiful but it is best left to the hotels in this area, which is why anchoring is prohibited.

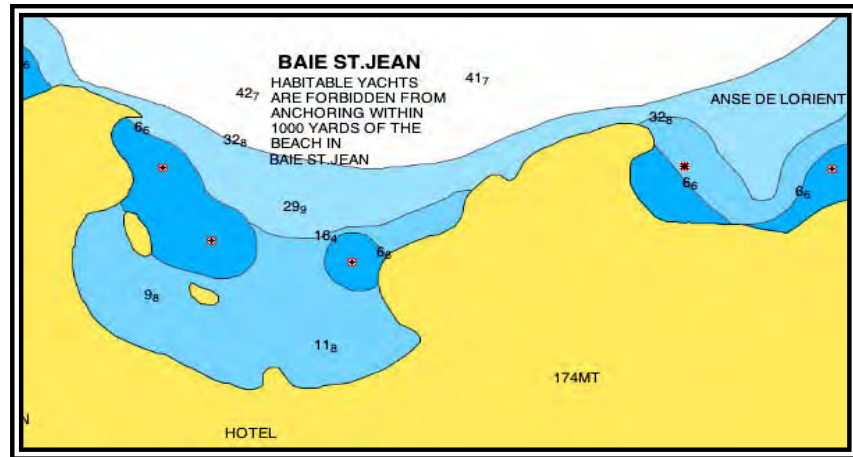


Figure 49. BAIE DE ST. JEAN, ST. BARTHS



Figure 50. BAIE ST JEAN

ANSE DE MARIGOT

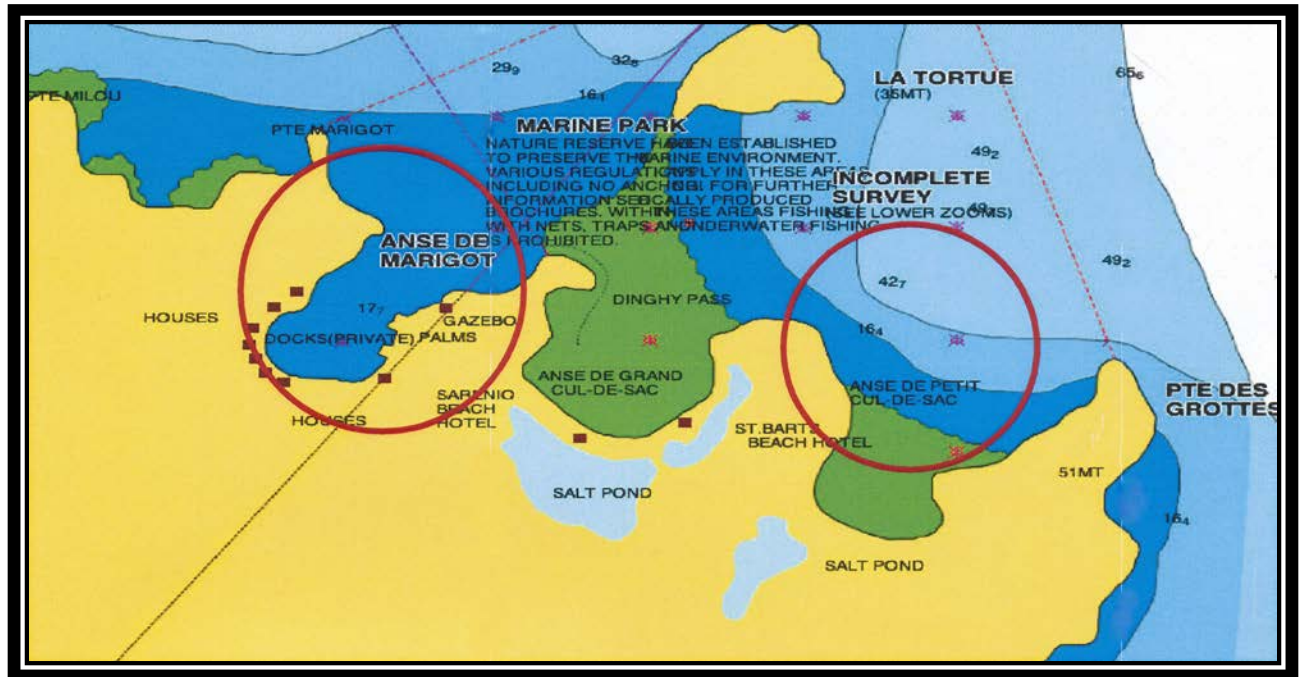


Figure 51. ANSE DE MARIGOT AND ANSE DE PETIT CUL-DE-SAC

Just to the east of Baie de St. Jean, this inlet and small bay is a protected marine reserve. **YACHTS PROHIBITED! STAY OUT.**

The same is true for the adjacent bay of Anse de Petit.

DO NOT ENTER.



TRAIL FROM COLOMBIER TO ST. JEAN



ST BARTS SOUTH COAST

ANSE DU GOUVERNEUR and ANSE DES GRANDE SALINE

17° 52.77N 62° 49.50W

Just south of point between the two bays

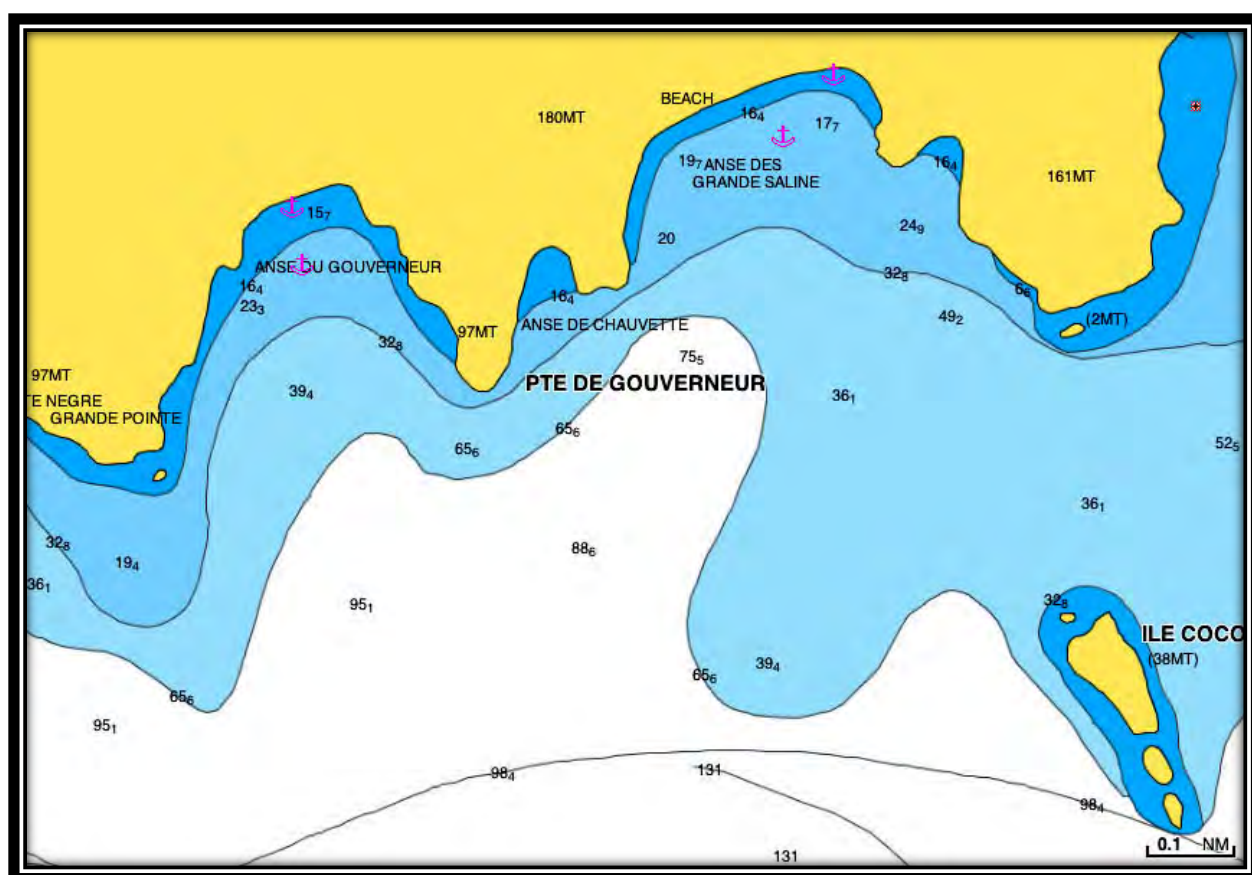


Figure 52. ANSE DU GOUVERNEUR AND ANSE DES GRAND SALINE ANCHORAGES

These two bays each host very nice beaches with the beach at Grand Saline probably being the prettiest girl at the dance. Most often you will have these anchorages to yourself as they are not often used. Never use them late in the Trade Wind season when the wind goes to the southeast. When the wind is north of east these are good anchorages. In a normal Trade Wind these two bays will not offer enough protection to allow for a calm anchorage.



BEACH AT ANSE DU GOUVERNEUR BAY



CACTUS IN THE CARIBBEAN – ST. BART'S

ANTIGUA AND BARBUDA

ANTIGUA & BARBUDA

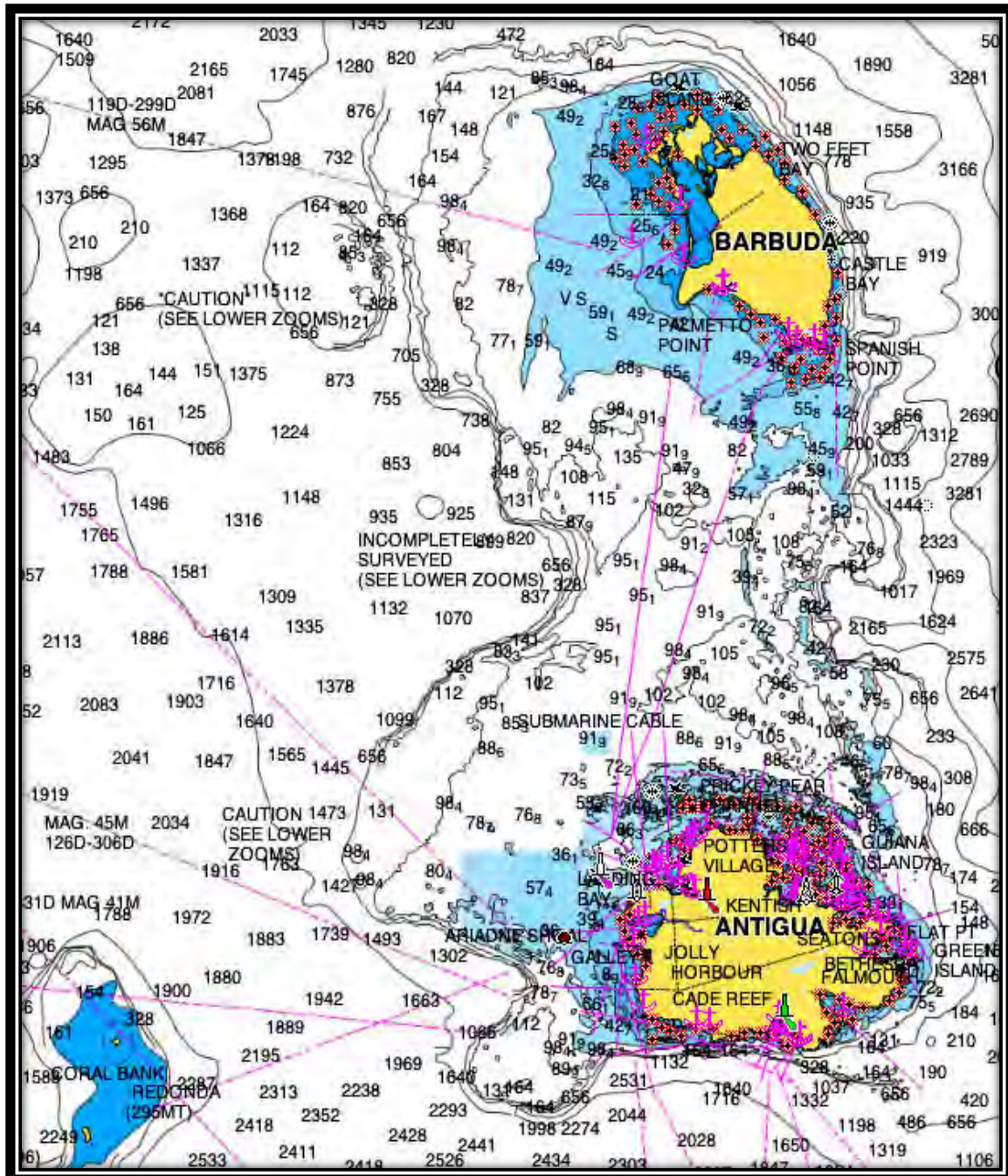


Figure 53. ANCHORAGE RICH ANTIGUA AND BARBUDA



Figure 54. ANTIGUA AND BARBUDA SIMPLIFIED

NOTE:

The distance between Palmetto Point, Barbuda and St. John's Harbor, Antigua is about 25 nm. Barbuda is less often visited by cruising boats as it is farther east than Antigua. While it may sound strange, sometimes it is easier to sail to Antigua first and then sail to Barbuda. The same can be said for Antigua; in certain conditions it is easier to sail to Guadeloupe first and then head north to Antigua.

The Trade Wind is the key and whether it has a northerly or southerly component in it will make all the difference.

Also keep in mind that the *average* current in the Caribbean is 1 knot to the west. It must be taken into account.

ANTIGUA

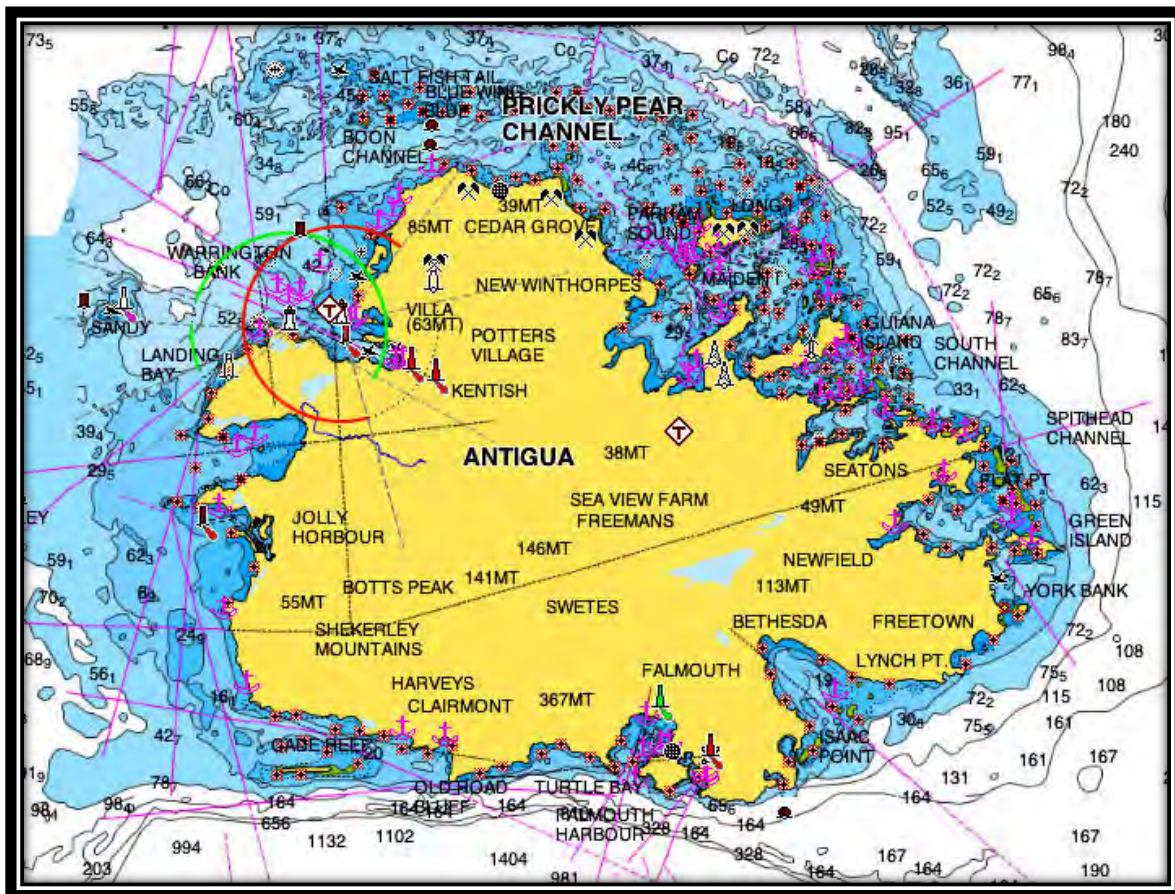


Figure 55. ANTIGUA CLOSER UP

Antigua is a very special place for cruising yachtsmen. While each island in the Caribbean has something special, Antigua is a right of passage for cruising boats. When you come to Antigua on a cruising boat and clear in, it is like walking through a dream.

The island is full of inlets that have sheltered bays and wonderful beaches. It was Admiral Nelson's base and the home of a variety of pirates.



Figure 56. ANTIGUA IN LIVING COLOR

There is something here that affects cruising sailors like Christmas affects children. A certain energy that you feel as you look around and see all the different kinds of boats with all the people who work on them, own them, use them and otherwise spend their time and their money on them. It is a shared experience for those of us that cruise at a very deep level that is difficult to articulate.



Perhaps it is what
cruising sailors always
imagined in their
dreams

Antigua Sailing Week is
internationally known.
Here, the Classic
Sailboat Rally.



The flavor is Caribbean but seen through a
distinctly English lens.



CUSTOMS AND IMMIGRATION AND PORT AUTHORITY

You can clear in at English Harbor, Jolly Harbor and St. John's. Once you have cleared in and obtained a cruising permit, you will be able to cruise to any harbor in Antigua as well as Barbuda.

There are fees that you will be asked to pay. There is an entry charge, plus the cost of a cruising permit. Neither of these fees is very high. There are also modest harbor fees in English Harbor and Falmouth Harbor.

PROVISIONING AND REPAIRS

Throughout Antigua, there is abundance; there is an opportunity to purchase supplies as well as shop in general. Boat storage, boat repairs and haul out facilities are available. The workmanship, on average, in Antigua is above average for the Caribbean and the pricing follows suit.

The most heavily trafficked and most often visited harbors in Antigua for cruising boats are English Harbor and Falmouth Harbor. There are many other places to drop the hook, but these are the main attractions.



ANTIGUA~SOUTH COAST

ENGLISH HARBOR

16° 59.70N 61° 46.03W

South ¼ nm -- south of entrance to harbor

If you are approaching Antigua from the south, the island is relatively flat and it will be hard to spot. The entrance is not particularly wide and because it is somewhat offset, not easy to see. It is, however, impressive with the Pillars of Hercules to starboard and Fort Berkeley to port as you enter.

Stay center channel on your approach as if heading in a northeasterly direction until you see the Fort off your port bow. Be sure to leave the reef at Charlotte point, which extends to the northwest, plenty of clearance. Once you have the Fort off your port beam you can begin your turn to port unless you choose to anchor in the southern part of Freeman Bay. Sometimes during high season this may be the only place where you will find a spot and even then it may not be easy. This anchorage has better breeze and the water is cleaner than the inner harbor as well.

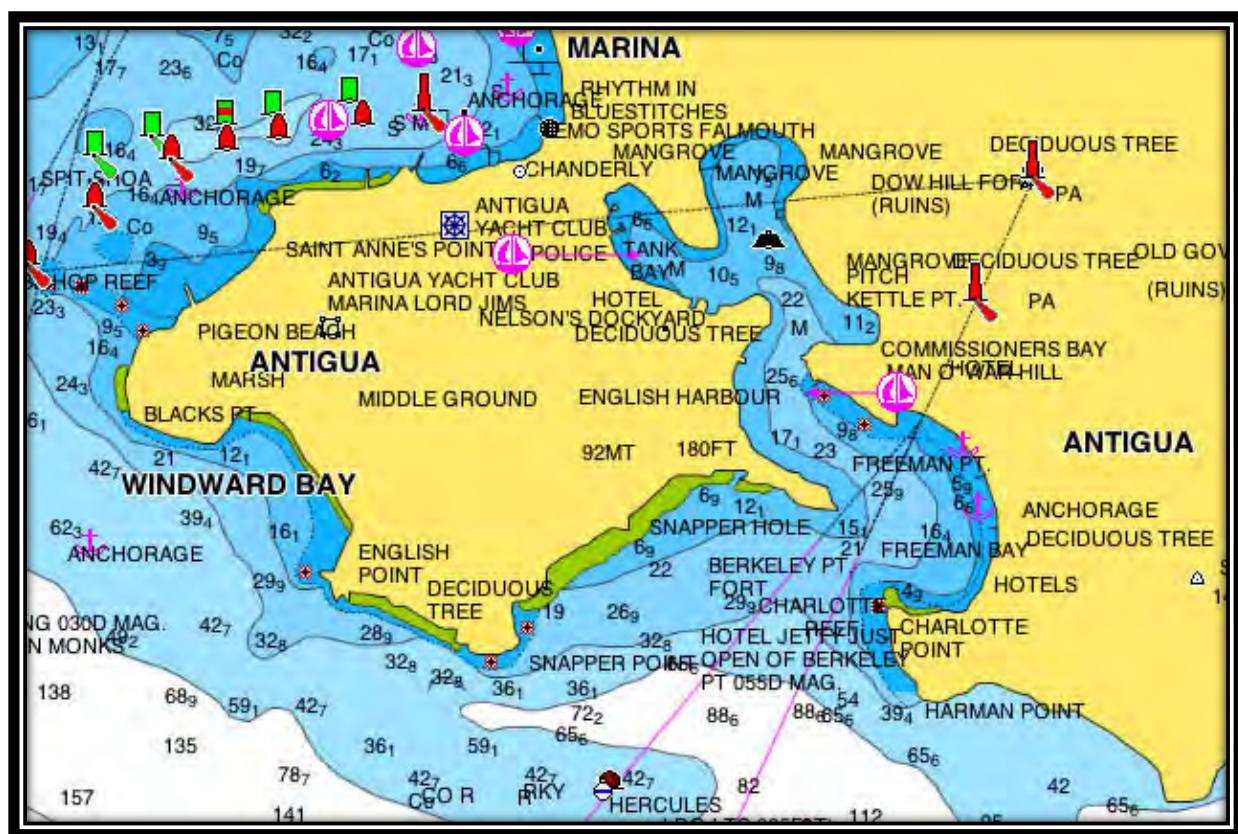


Figure 57. ENGLISH HARBOR AND FREEMAN BAY



FORT BERKELEY WITH BOATS
ANCHORED OPPOSITE IN
FREEMAN BAY



PILLARS OF HERCULES

As you proceed further into the harbor you can anchor anywhere you can find space, except in the channel; albeit that many do. The bottom is principally mud with litter. Holding is not good and when the wind pipes up, more often than not, there will be a live show. Watch your scope and watch your neighbor's boat as well. Anchors get fouled from time to time and boats also drag when the wind pipes as the bottom holding is poor.

There are remnants of chains in parts of the harbor which were put down by the British to be used in hurricanes. The locations of the chains are not exact but approximate: There is one from Berkeley Point that runs east, one from the Antigua Slipway that runs west, and one at the mouth of Ordinance Bay.

Antigua Slipway is located here and you can get hauled if you so desire. Nelson's Dockyard is the center of attention. It has a long and proud history. Customs, Immigration, and Port Authority are all located here. If there is space, you can dock here as well.

The Nelson Dockyard facilities are wonderful to walk through. The yachting scene is fully found and you will be at no loss to find the company of other cruisers. There are numerous bars and restaurants all around the area as far as Falmouth Harbor and beyond.



ANCHORING AREAS NORTH AND SOUTH OF NELSON'S DOCKYARD





FALMOUTH HARBOR

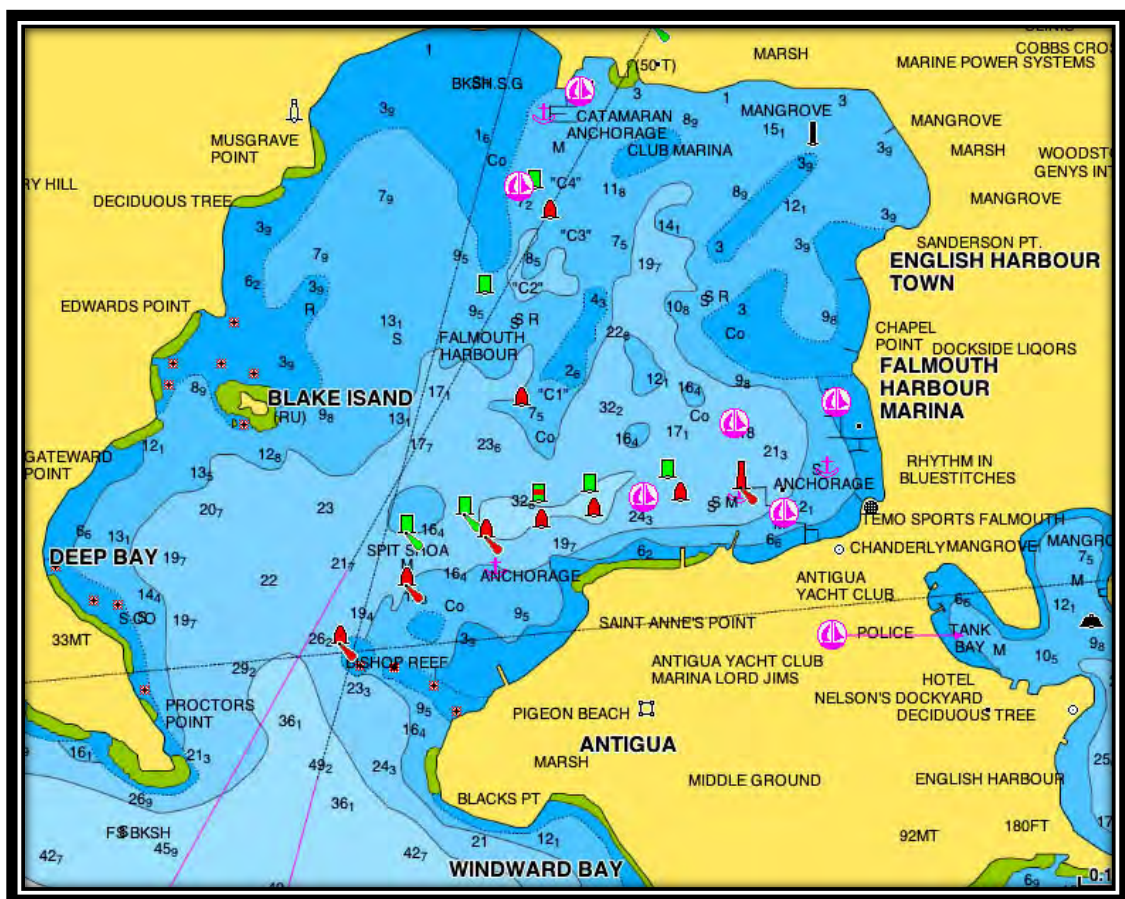


Figure 58. FALMOUTH HARBOR

Falmouth Harbor is a mile west of the waypoint above for English Harbor. There is one major hazard going in and that is Bishop Reef which is usually visible as you can see the water breaking on the windward side. There is a marina as well as a yacht club here and you can obtain fuel and water as well as other services.

Falmouth Harbor is a good alternative to English Harbor. It is considerably larger although it lacks some of the cache of English Harbor. However, the land that connects the two harbors is so narrow that you can cross by foot from one harbor to the other in just a few minutes.

The main anchoring areas in front of either the Falmouth Harbor Marina or the Antigua Yacht Club on the east shore after you enter the harbor. There is another anchorage area at the north end of the harbor which is less favored.



Figure 59. FALMOUTH HARBOR IN FOREGROUND WITH ENGLISH HARBOR IN BACKGROUND, SEPARATED BY ONLY A NARROW LAND BRIDGE.

BALANCE OF SOUTH SIDE OF ANTIGUA - WEST TO EAST

GOAT HEAD CHANNEL

If you are coming south along Antigua's west coast and want to head east to Falmouth Harbor and English Harbor, you can take this passage between the mainland and Middle Reef. Transiting in either direction in good clear weather without the sun in your eyes should not present a problem. However, do not trust the "little red boat" on your chartplotter to take you through. This is eyeball navigation ONLY! Coming in from the any heading with south in it makes it hard to see the reef at times. DO NOT RUN UP ON TOP OF IT. DO NOT CONFUSE MIDDLE REEF WITH CADE REEF JUST TO THE SOUTH OF IT. Middle Reef is about 2nm long west to east.

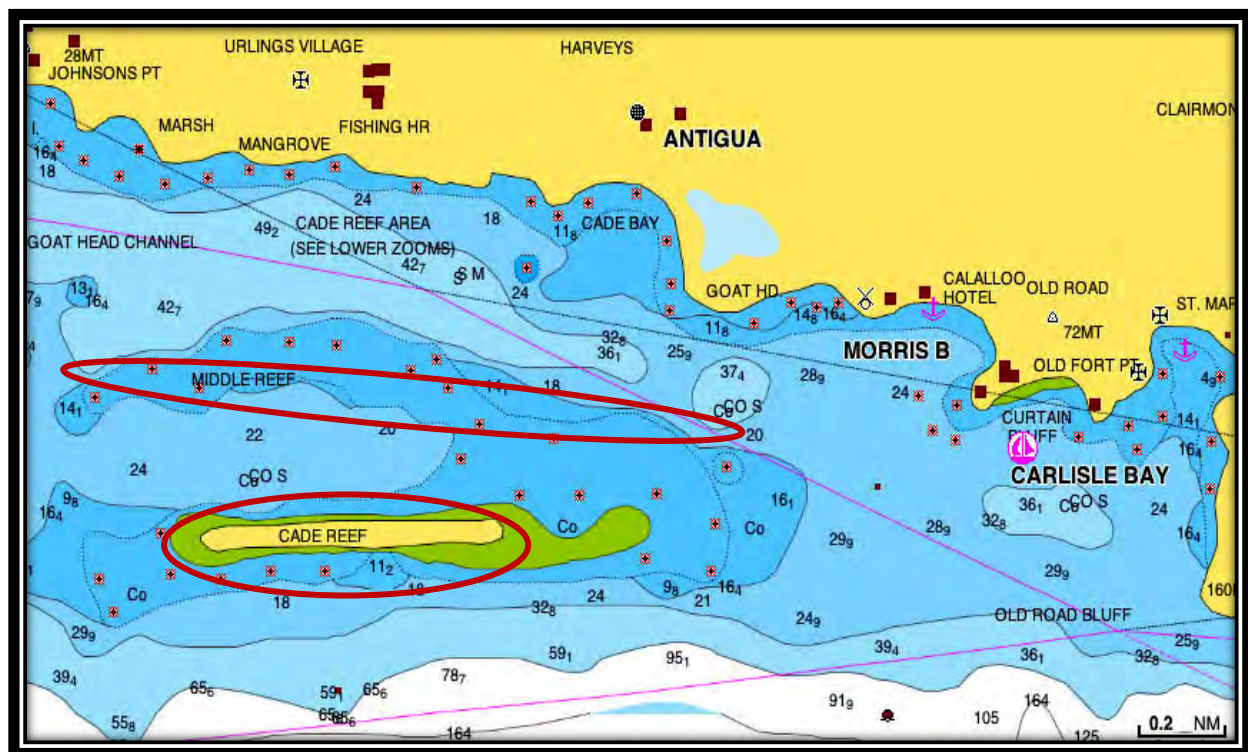


Figure 6o. GOAT HEAD CHANNEL AND THE REEFS

CARLISLE BAY AND MORRIS BAY

These two bays are just to the east of Middle Reef. They are not often visited and are not good anchorages in the late part of the Trade Wind season when the wind has a southerly component in it. If Carlisle Bay and Morris Bay were two girls at a dance, you would pick Carlisle without hesitation as she is the prettier; however beware she has coral all around the shores of the harbor.

ANTIGUA~WEST COAST

If you are heading north or south along the southwest part of the west coast of Antigua, you must consider that, for the nearly 5 nm from Five Island Harbor down to Johnson Point, there are many shoals. You must navigate carefully to avoid them or stand offshore for 2 nm if you do not want to deal with it.

CRABB HILL BAY, PICARTS BAY AND MORRIS BAY

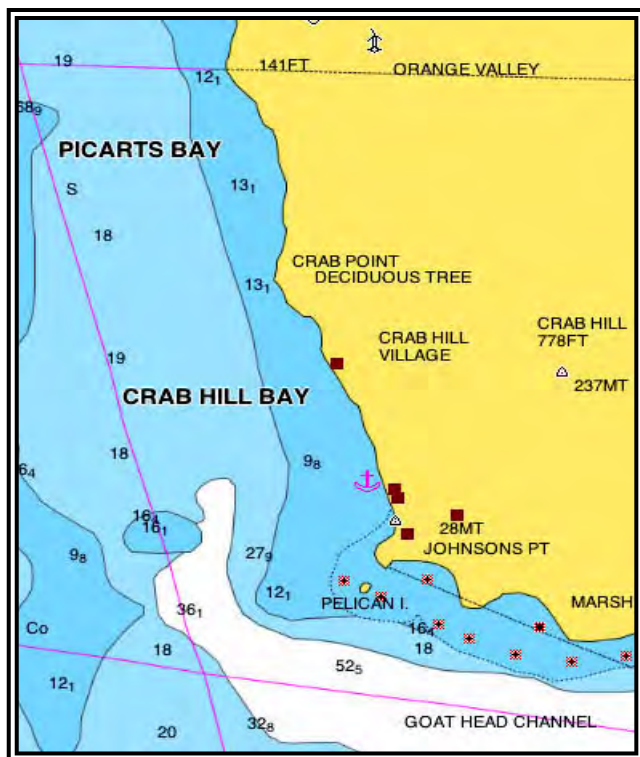


Figure 61. CRABB HILL AND PICKARTS BAYS

All of these bays are located at the southwest corner of the island. None of them afford good protection when the wind has a southerly component. I can think of no compelling reason to visit any of these anchorages unless you simply have nothing else to do and want to poke around.

JOLLY HARBOR

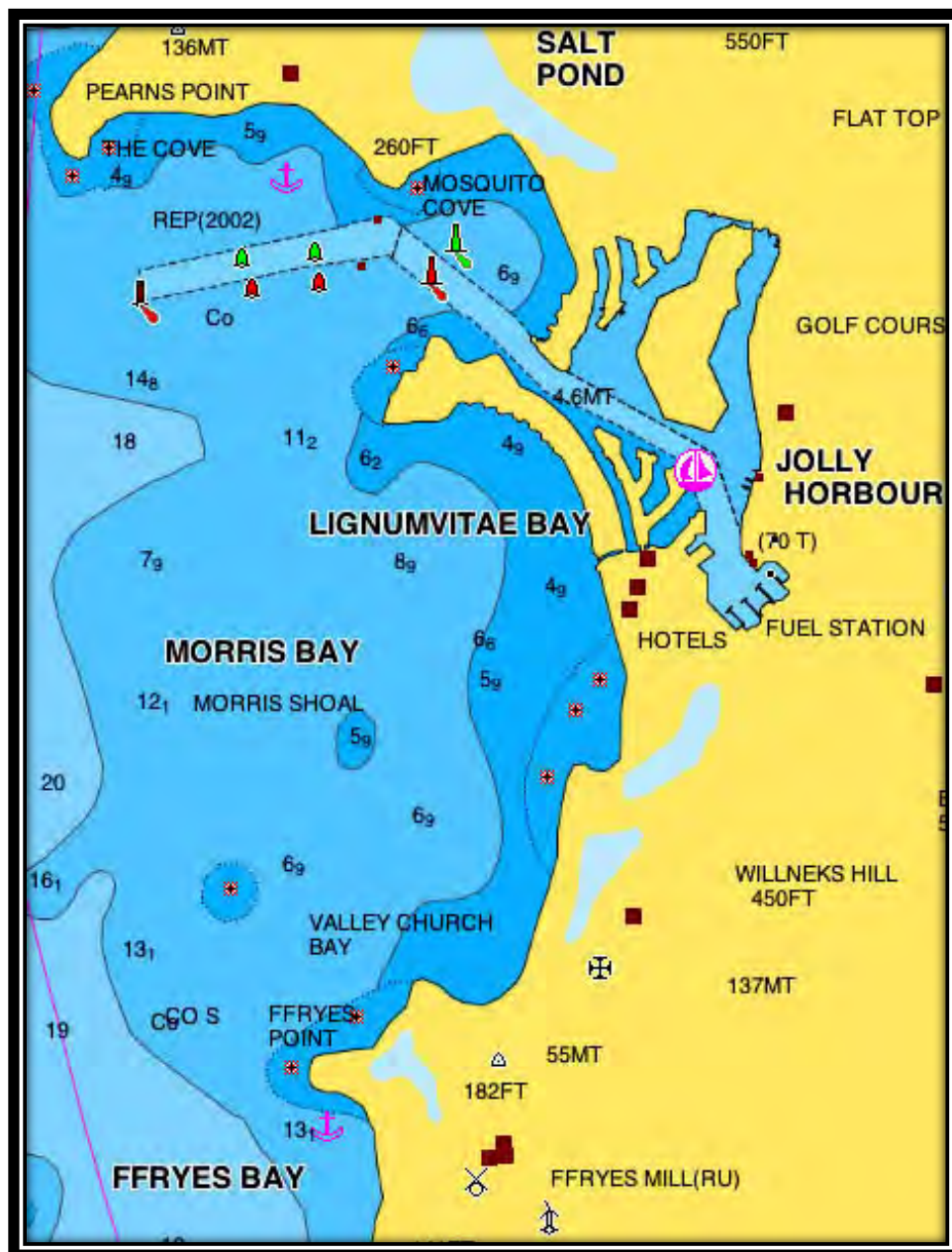


Figure 62. MORRIS BAY AND JOLLY HARBOR

At the very north end of Morris Bay, just north of the part of the bay that is referred to on the chart as Lignumvitae Bay and west of Reeds Point, you can pick up the entrance marker to the start of the channel at: **17° 4.48N 61° 54.28W**. This channel is clearly marked and you can follow it in.



Figure 63. JOLLY HARBOR CLOSE UP

The entrance is wide and uncomplicated once you are in the channel. The channel carries over 10ft of depth. Jolly Harbor is well protected in virtually any weather and very pretty. The marina is in the southeast corner and has nice facilities, which include a Budget Marine as well as all the other services you might need. You can also haul your boat here (70 tons). Anchoring is not permitted in the harbor. If you want to anchor, it must be outside the harbor, usually to the north of the channel. Jolly Harbor is an official point of entry and you can clear in here. You can reach the marina and the Port Authority on VHF channel 16.



JOLLY HARBOR

FIVE ISLAND HARBOR

NOTE: Entering or leaving this bay you must take notice of the reef off the northwest corner that runs southwest of Fullerton Point. It is referred to as Barrel of Beef Reef; some charts will show the center as Pelican Island. It extends rather more than 300ft and should be given a very wide berth. At the southwest corner of the harbor are the Five Islands off of Pearn's Point. There are passages between them but the safest route is west of the westernmost island.

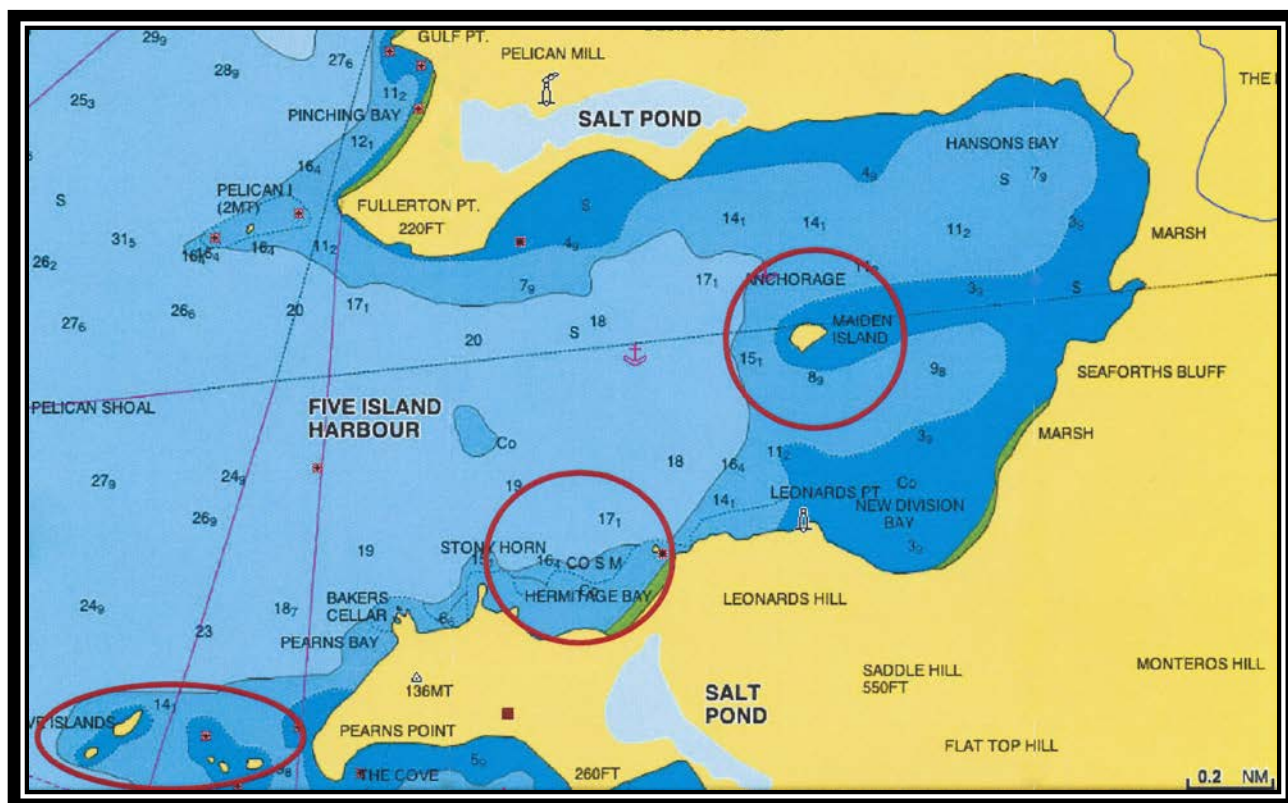


Figure 64. FIVE ISLAND HARBOR; FIVE ISLANDS LOWER LEFT

This large bay is just north of Jolly Harbor. If you are looking for solitude or want to study the birds on Maiden Island, this is your anchorage. The anchorage is just north of Maiden Island or in the southwest corner at Hermitage Bay. The Hermitage anchorage can be rolly if the wind has a strong north component.

DEEP BAY

17° 07.58 N 61° 53.47 W

Just west of entrance to bay

This is a small often overlooked bay that has a really nice white sand beach. There is a sunken wreck in the center of the bay towards the entrance, which can be seen breaking the water. Pass it on either side. The anchorage is reasonably well protected. However, on the west side of Antigua, most of the harbors are affected by northers which are especially troublesome at the early part of the Trade Wind season. Most charts admonish *“Caution: In periods of North-West ground swells, the seas break in 10 feet of water on the shoals along the western shore of Antigua.”*

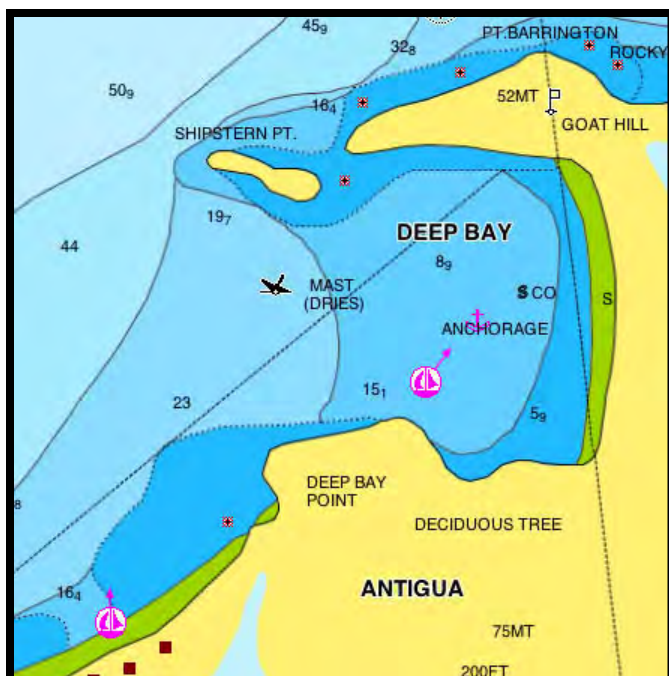


Figure 65. DEEP BAY



Figure 66. FIVE ISLANDS HARBOR TO ST JOHN'S

ST. JOHN'S HARBOR

St. John's is the capital of Antigua and its harbor is largely commercial.

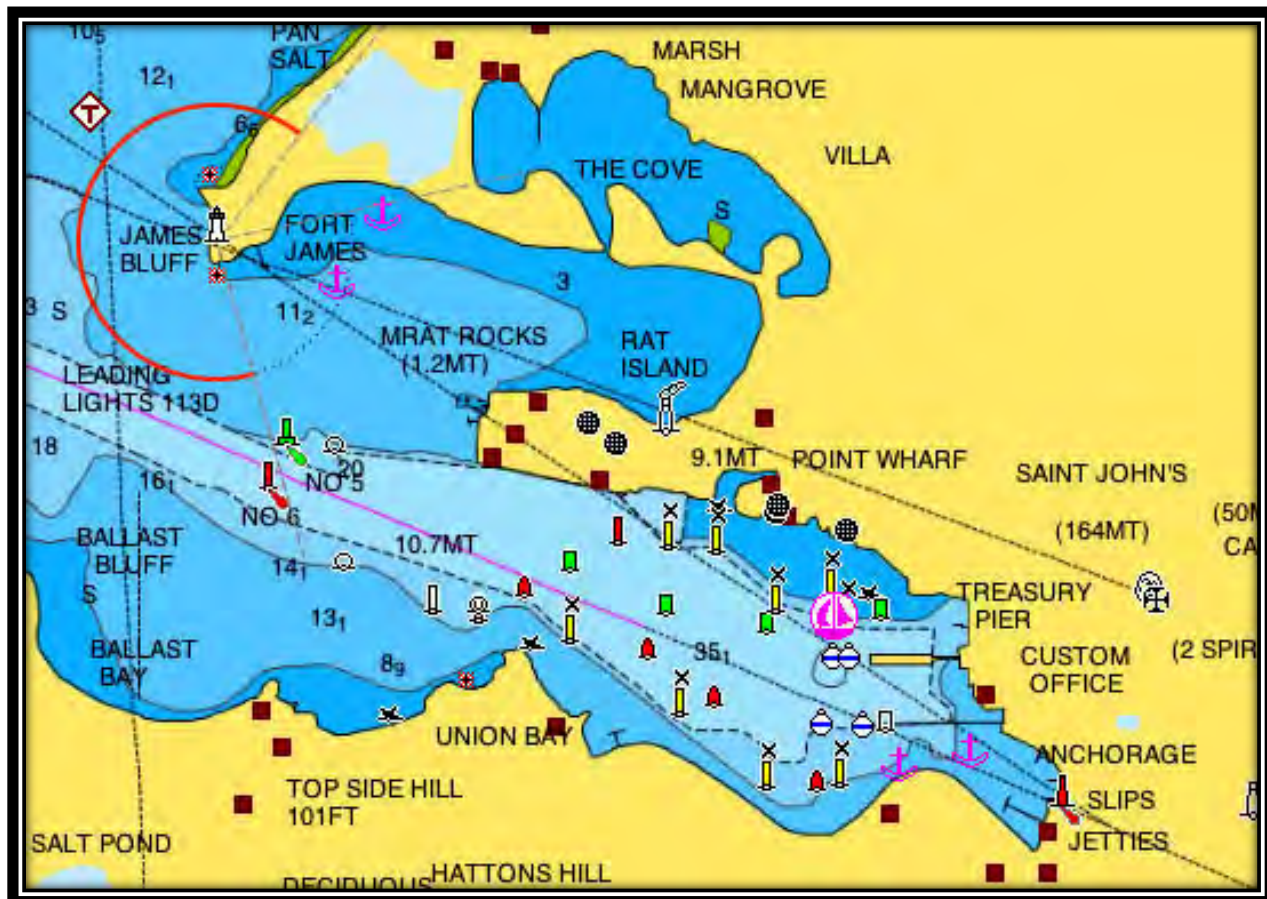


Figure 67. ST. JOHN'S HARBOR CLOSE UP

Located at the northwest corner of the island, its entrance is straight forward. Arriving from the west you will encounter Sandy Island and Weymouth Reef that do not present any problem and are easily seen. If you are coming from the north, you must be mindful of the Boon Reef which is extensive and needs to be left to port. The normal Trade Wind and the west setting current should help you in that regard.

Anchoring in the harbor is permitted but do not anchor in the ship's channel. Essentially, you will anchor all the way into the harbor at the innermost anchorage or all the way out. The central eastern part of the harbor is considered part of the channel and you must not anchor there.

Most try to get to the innermost anchorage to be where the action is. I prefer the anchorage just southeast of Fort James. It is protected, out of the channel, and has cleaner water and better ventilation. From that anchorage it is only 1 nm by dinghy to the town dock.

You can clear in at St. John's. The offices are located on the north side of the harbor. St. John's is a pretty town and shopping has become part of what you do when you are there. Reprovisioning is easy and almost anything you want or can think of will be available.

You can also visit the old quarter with all of its quaintness. There are restaurants to suit all tastes throughout the various quays as well as on the streets of the town.



REDCLIFFE QUAY

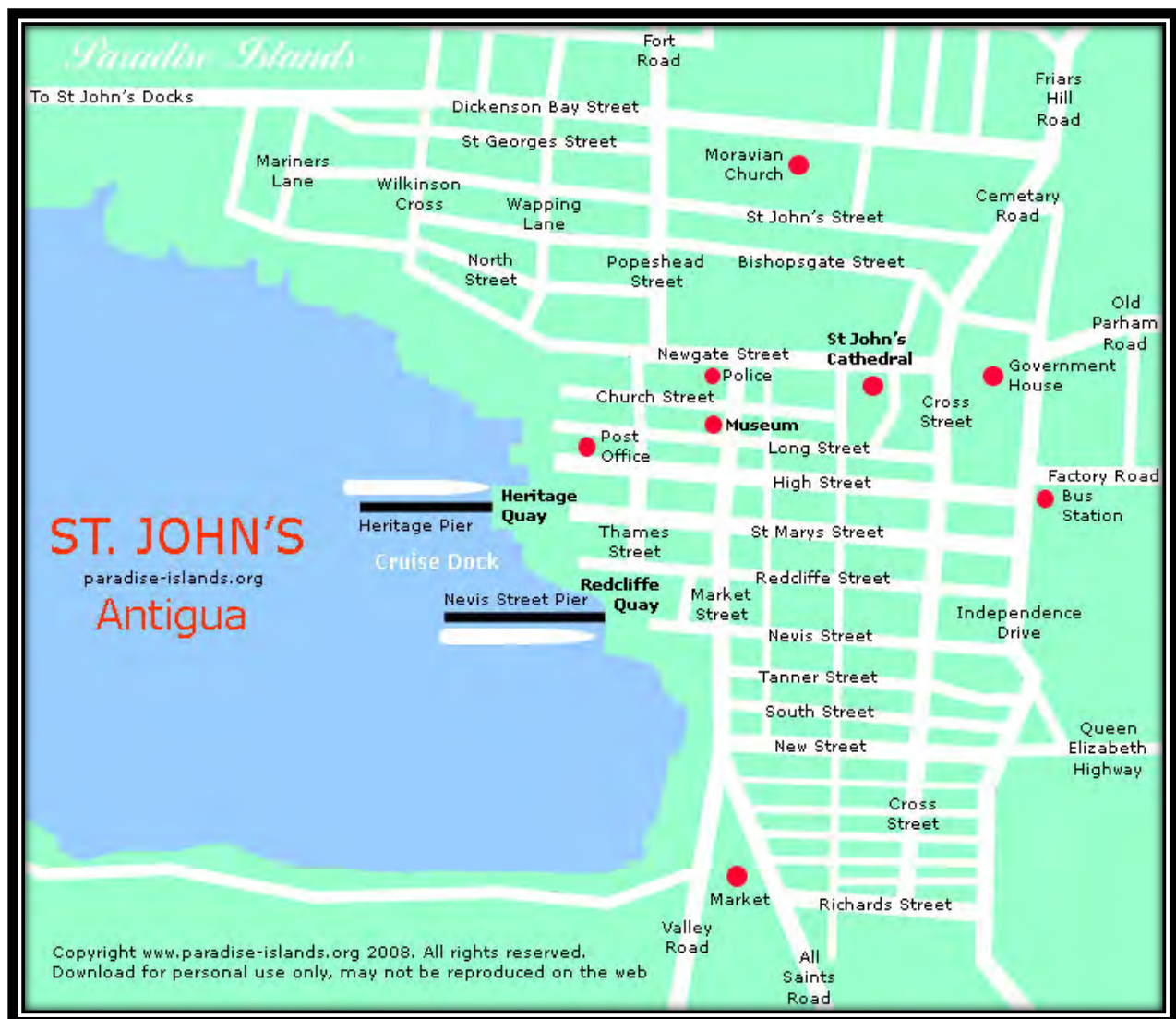


Figure 68. ST. JOHN'S STREET MAP FOR UPLAND ADVENTURING

St. John's invites one to walk about. You can take in the colors, which are bright and tropical; you can take in the architecture which has a certain Victorian patina; and you can take in the people with their lively chatter and big smiles.

Go to the Public Market to buy fresh produce but really to get a sense of local life. Don't forget to buy a black Antiguan Pineapple. They are so treasured that they are on the top of the coat of arms for Barbuda and Antigua.



COAT OF ARMS WITH BLACK PINEAPPLE



IF YOU LIKE PINEAPPLE~YOU WILL LOVE THESE!



ST. JOHN'S ANGLICAN CATHEDRAL

The Cathedral of St. John's can be seen from the harbor; in fact, from anywhere you are in town. It was referred to as "Big Church" by the planters and it was clearly a symbol of English power. Queen Victoria was a young Queen when the Cathedral was rebuilt and consecrated in July of 1848. It anticipated a congregation of over 2,000 people which gives us an insight into the pulse of Antigua as part of the British Empire at that time. Some of the finest homes in England had a pineapple carved into its wood or stone façade to indicate prosperity and hospitality.

On top of its pillars are the figures of St. John the Divine and St. John the Baptist. The British ship, HMS Temple, is said to have taken these figures from a French ship destined for Martinique in 1756 during the Seven Years War.

DICKENSON BAY

17° 09.80N 61° 51.19W

Just west of entrance to bay

There are many, many anchorages throughout Antigua and this one is not one you should go out of your way for. It is nice but can be classified as an also ran. It is also somewhat difficult. The area between Great and Little Sister Islands and the mainland has depths that can leave a boat with draft more than 7ft challenged.

Additionally this corner of the island does not make for a secure anchorage when there is a strong northerly component in the wind.

Lots of T shirts for sale on the beach here which I will leave for the next guy!

BOON CHANNEL

Boon Channel is wide and easy to negotiate and can be used in most weather to cross the north side of Antigua. If you choose to go east or west “over the top” of Antigua, use Boon Channel or go around DIAMOND BANK (**17° 12.19N, 61° 53.29 W** -- at northwest side of Diamond Bank).

At the east end of Boon Channel is Prickly Pear Island. The island has reefs all along its west side which you should take note of. There is a channel between the island and the mainland referred to as Prickly Pear Channel. There are also channels to the north of Prickly Pear Island such as Horse Shoe Reef Channel and Horse Channel, all of which can be used to navigate in whatever direction.

The least complicated channel you can use to enter or exit between offshore and Antigua is between the east side of Jarvis Shoal and the west side of Harney Shoal. This is the Horse Channel.

However, in anything but settled weather these areas can be confusing and dangerous and you should NOT rely on your chartplotter alone to get you through here. In every situation be sure the weather is settled and be sure to use your eyes AND your chart when navigating in this area. If you become disoriented, STOP; and be sure where you are and where you are headed BEFORE proceeding.

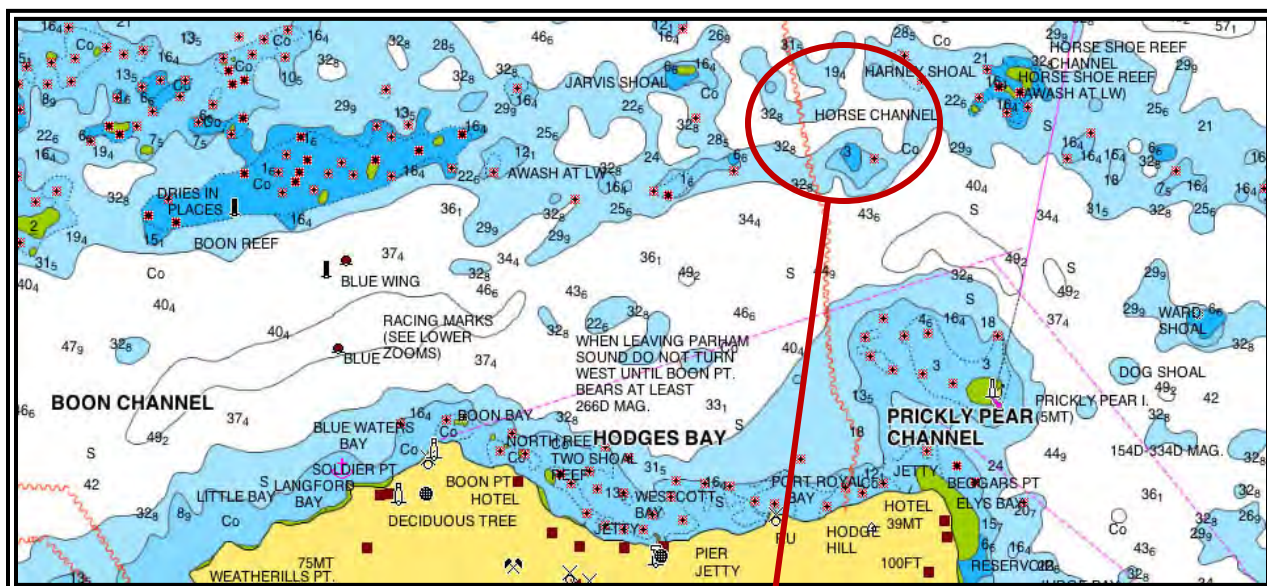


Figure 69. BOON AND PRICKLY PEAR CHANNELS, AND OUTER CHANNELS

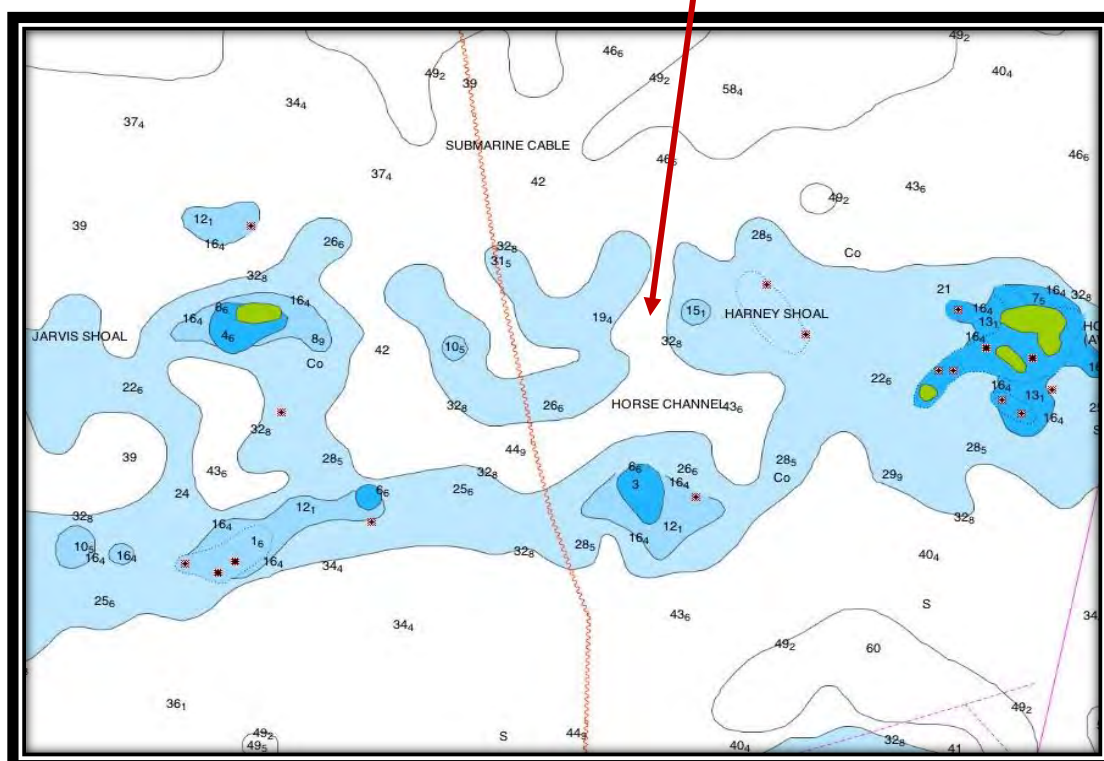


Figure 70. HORSE CHANNEL

ANTIGUA~NORTH SIDE

NORTH SOUND

This area is the large open bay that is bordered by Long Island to the northeast and Guana Island to the southeast. There are so many anchorages in this area that you can always find one more that perhaps no one else has noticed. From the west side of Maiden Island there is a channel that runs northwest and southeast that will allow you to transit the sound safely.

Before the channel you can find anchorage on the west coast of Long Island in Jumby Bay and Davis Bay.



JUMBY BAY, LONG ISLAND

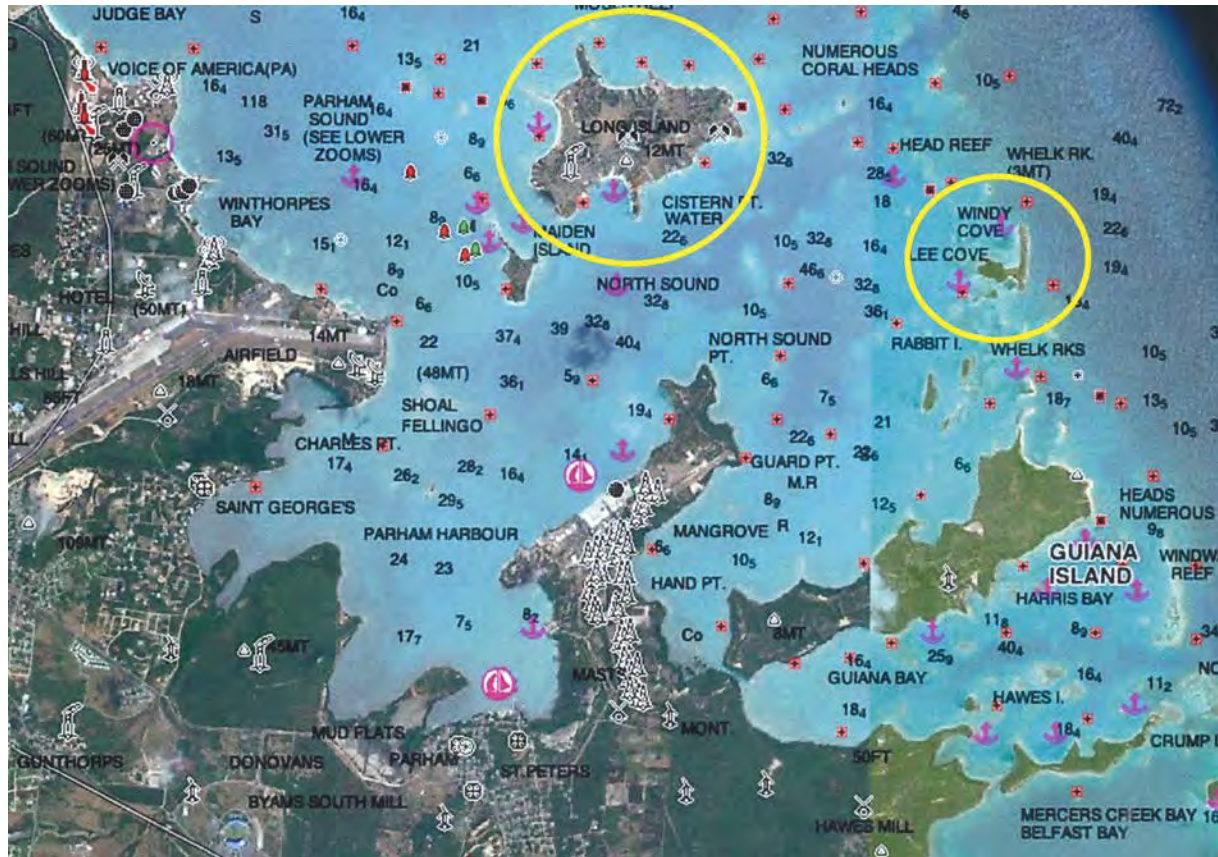
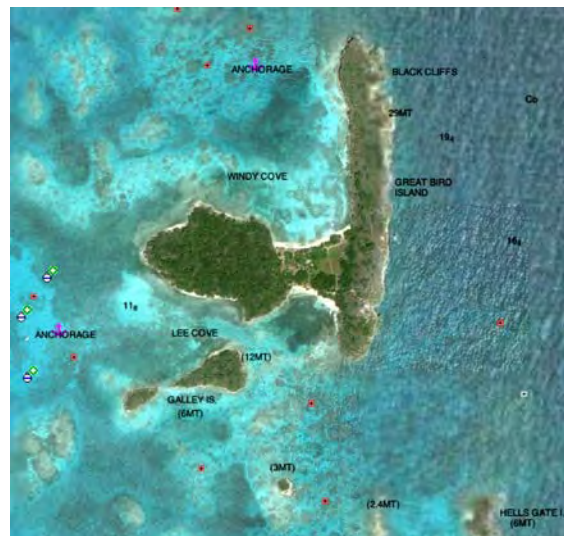


Figure 71. NORTH AND PARHAM SOUNDS WITH LONG ISLAND AND GREAT BIRD



LONG ISLAND



GREAT BIRD ISLAND

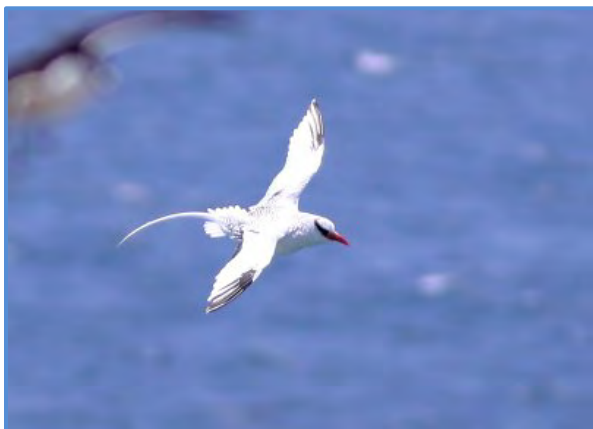
There is an upscale hotel on Long Island that has a nice bar; watch your dress code!

There is also a reasonable anchorage on the west side of Maiden Island just east of the channel.



Great Bird Island is the eastern most part of North Sound. If you are careful you can work your way east around the coral heads that you can see just above the water until you reach Lee Cove at Bird Island. This is a remote anchorage where you can make believe you have been marooned on a deserted island far, far away.

GREAT BIRD ISLAND, LEE COVE, WITH ANTIGUA IN BACKGROUND



THERE ARE MANY SPECIES OF BIRDS AT THE SANCTUARY INCLUDING THE WHITE-TAILED TROPICBIRD (L) AND EGRET (R)

Before you decide to remove your clothes and become part of the nature you will find here, look around to see if anyone else has also found your wonderland. Remember, Antigua is English, not French!



The area around Great Bird Island is part of Antigua National Park and subject to a variety of rules and regulations. While anchoring is permitted, watch that your fluke does not touch any coral. In addition do not leave any rubbish of any type whatsoever on the island. You can leave Great Bird Island through a cut that follows to the northeast. To do so, you must be reasonably experienced, the sea conditions must be flat, and the sun must be behind you.

PARHAM HARBOR

Parham Harbor might be said to be the southwestern-most part of North Sound. There are a number of anchoring opportunities here. The principal one is in the village which is in the southwestern corner. As you enter the bay you follow around Crabbs Point and leave to your starboard side a number of shoals and coral heads. Continue to Old Fort Point; then continue on southwest and you will see the anchorage area. The area is quiet and quaint. The church of St. Peter's, the centerpiece of the village, is unusual and worth the visit.

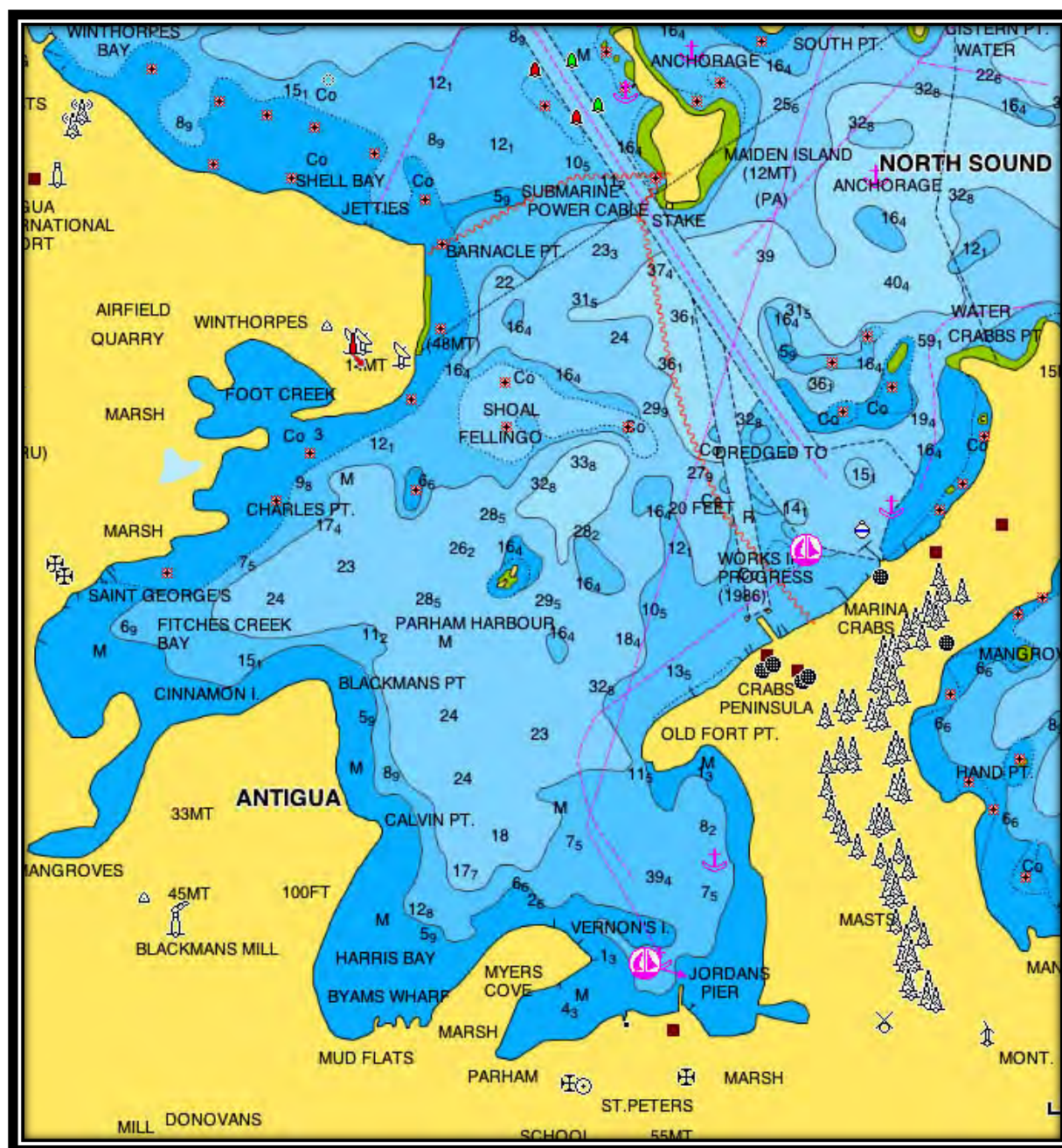


Figure 72. PARHAM HARBOR AND ENVIRONS

ANTIGUA -- EAST COAST

NONSUCH BAY

17° 5.75N 61° 40.20W

Just northeast of entrance to Spithead Channel

This is a beautiful bay that is protected from the Trade Wind by the outlying reefs. Do not attempt to enter here if the Trade Wind is strong and the seas active, as the channel requires very settled weather to navigate; it heads south and then west. The area is protected and virgin, and the upscale homes and hotels in the area are very much committed to keeping it that way. If you do not want to enter through Spithead Channel you can come up from the south side of Green Island between Conk Point on the mainland and Ricketts Harbor on Green Island at the northeast end. Once past Conk Point you can enter into the bay and follow westward to Brown's Bay and Ayres Creek to find the anchorages.

Do not anchor on the west side of Conk Point which is the area of the Mill Reef Yacht Club. It is private and visiting yachts are not invited to call there.

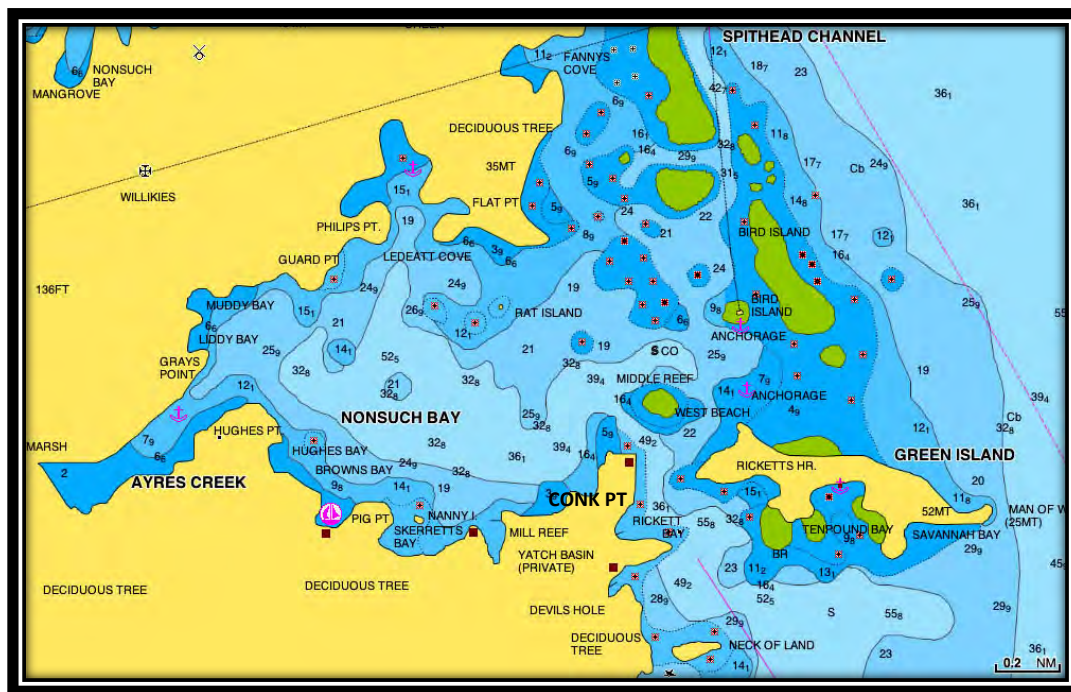


Figure 73. NONSUCH BAY TO SPITHEAD CHANNEL AND GREEN ISLAND

You will find Ayres Creek completely secluded most of the time.

There are also anchorages on the south side of Green Island. They are open to weather late in the Trade Wind season and they are quite small.

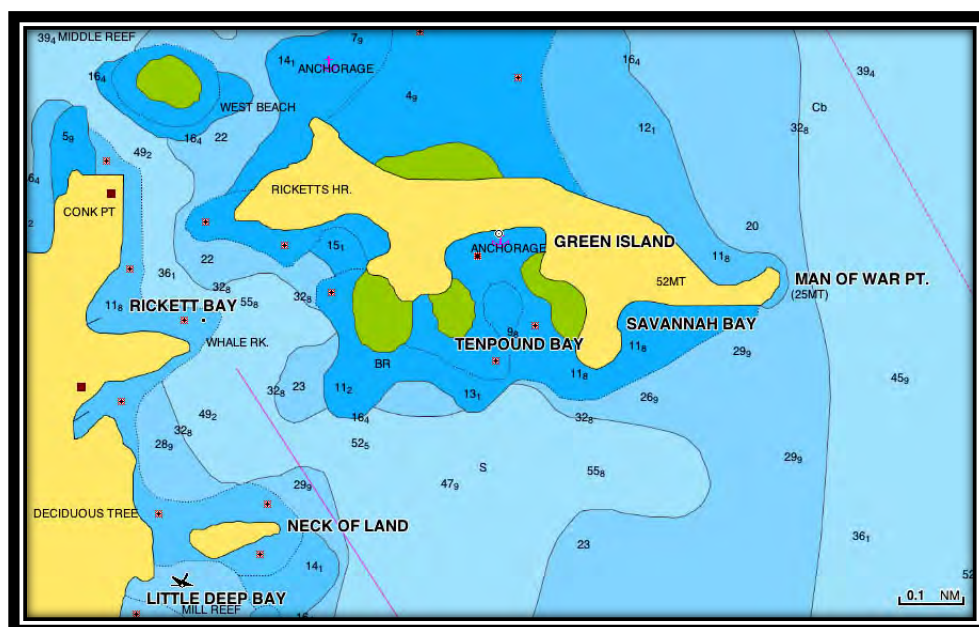


Figure 74. GREEN ISLAND

WILLOUGHBY BAY 17° 0.89N 61° 42.90W Just southeast of entrance.

This is a large bay with coral obstructions at the entry. Use Horse Shoe channel to enter being careful to avoid reefs on both sides. The entrance channel favors the southwest. Once past the reef to starboard you will find the favored anchorage at the northeast side.

This anchorage is not a good one late in the Trade Wind season when the wind has a southerly component.

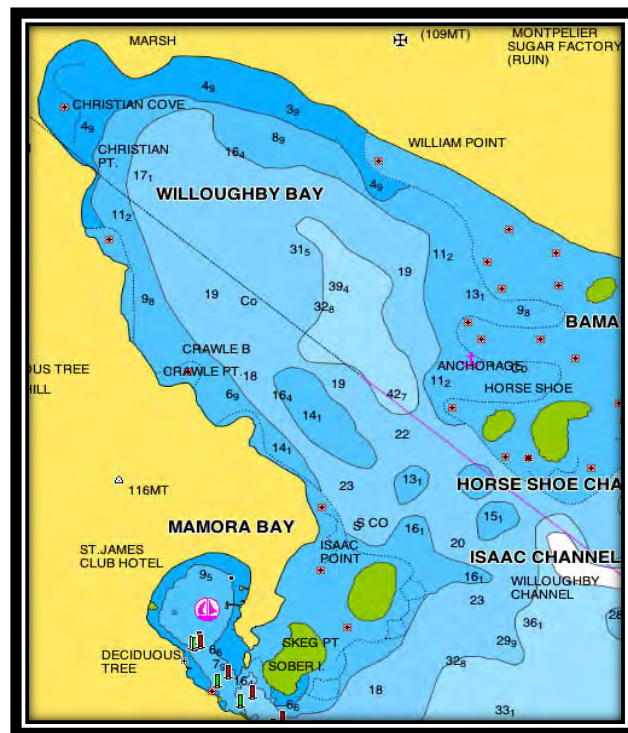


Figure 75. WILLOUGHBY BAY

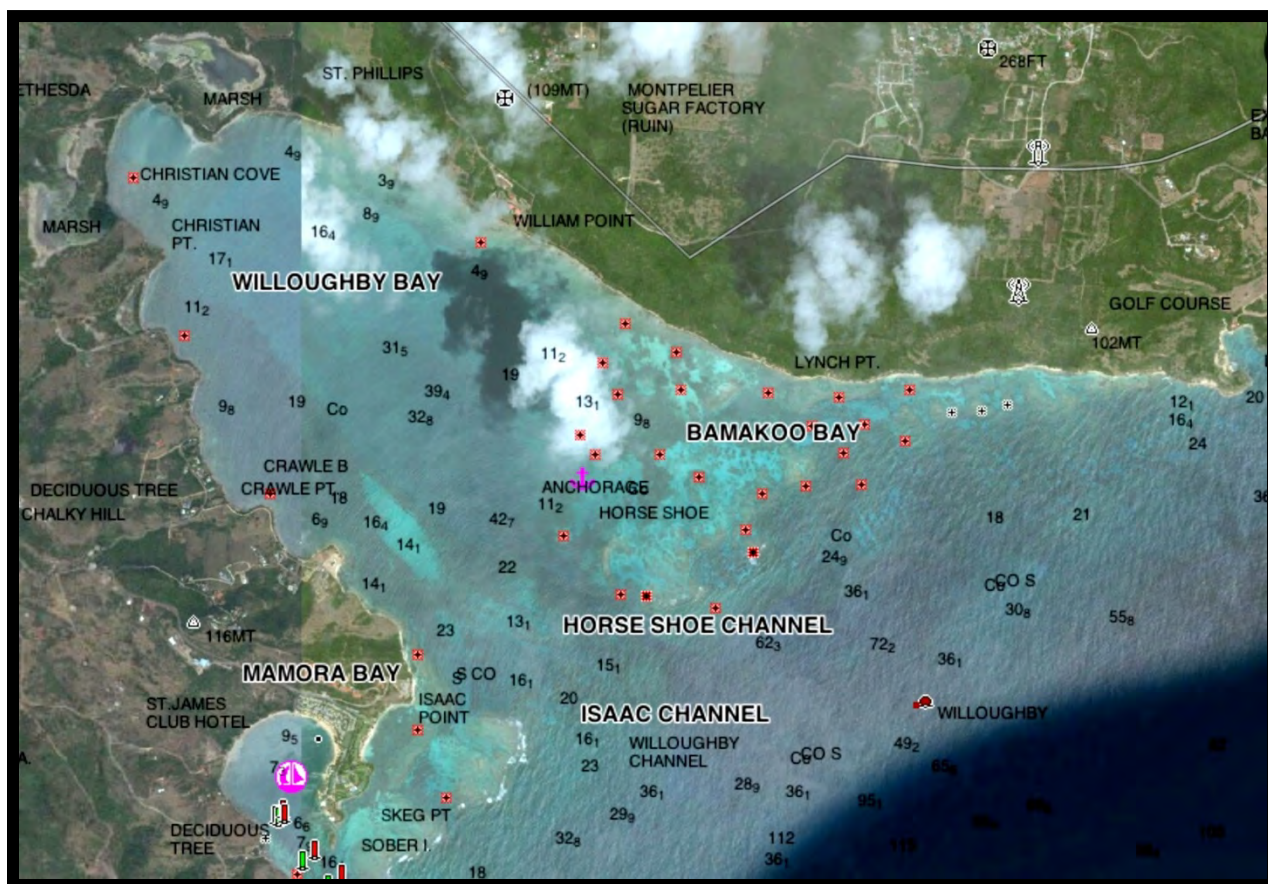


Figure 76. WILLOUGHBY AND MAMORA BAYS

MAMORA BAY

17° 0.44 N 61° 43.92 W

Just southeast of entrance

This is a very well protected cove. There is a large reef at the east side of the entry channel. Depths can get below 9ft at the entrance and caution needs be exercised with a good eye to the depth finder. There are upscale cottages on the east point. A small marina just after entry on the southeast side caters to the high end of the motor yacht industry. Well protected but not much to offer for the cruising sailor.

INDIAN CREEK

About ½ mile southwest of Mamora Bay

This small nook shoals out as you enter the most protected part. There is a reef to port on entry that is awash and can be seen. If you need some protection from a strong northeaster you can tuck up in here provided you watch your depth carefully. Otherwise, this should not be on your short list of intended anchorages.

REDONDA

This small island is approximately 27 nm southwest of Antigua. It has a very big history for a very small island including at one point its own monarch and its own flag. Today it is administered by Antigua although there is not much to administer as it is uninhabited. You can, in calm weather, anchor on the lee side and make a visit if you want to visit the abandoned phosphate mines. Otherwise, take a pass!



DESOLATE REDONDA

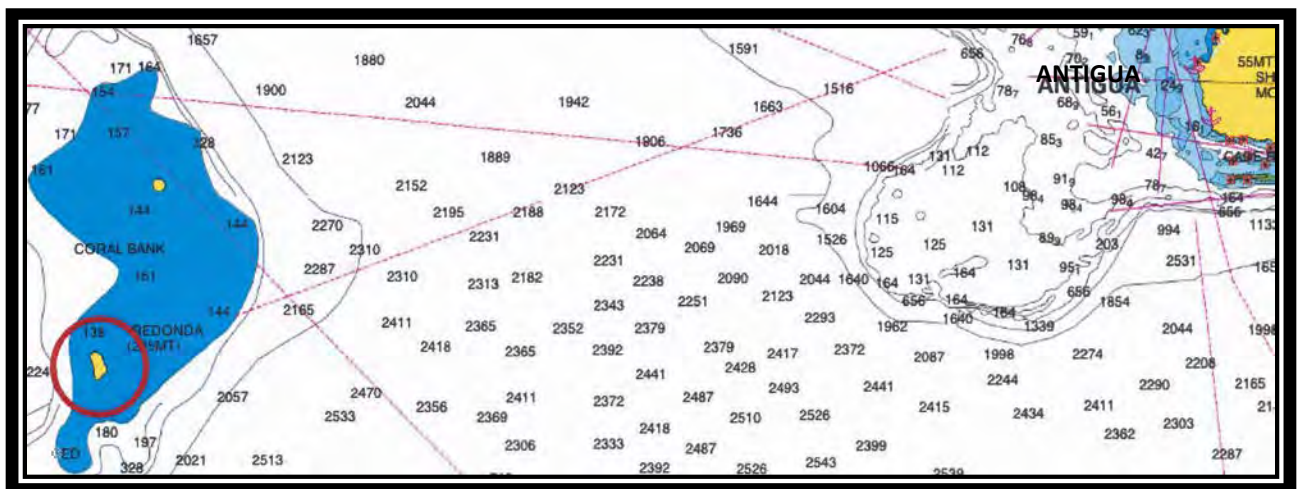


Figure 77. REDONDA VIS À VIS ANTIGUA

BARBUDA

From the north side of Antigua to the southwest coast of Barbuda is less than 25 nm. However, when the wind has a strong north or northeasterly component in it, it may well be some of the hardest miles you will ever sail. This is because you are “out east” and there is no lee. You will have the wind against you, the sea against you and the current against you. For this reason Barbuda is often bypassed by cruising boats.

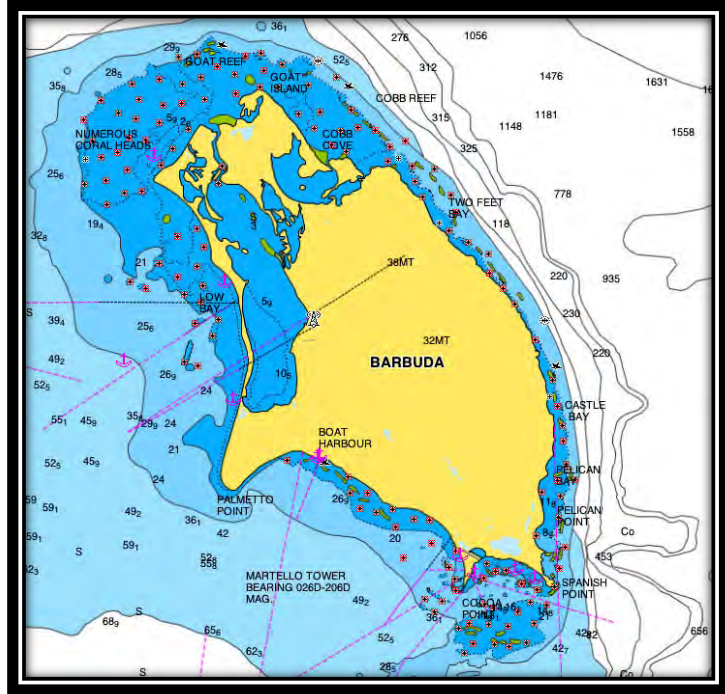


Figure 78. BARBUDA



Figure 79. THE LAY OF BARBUDA

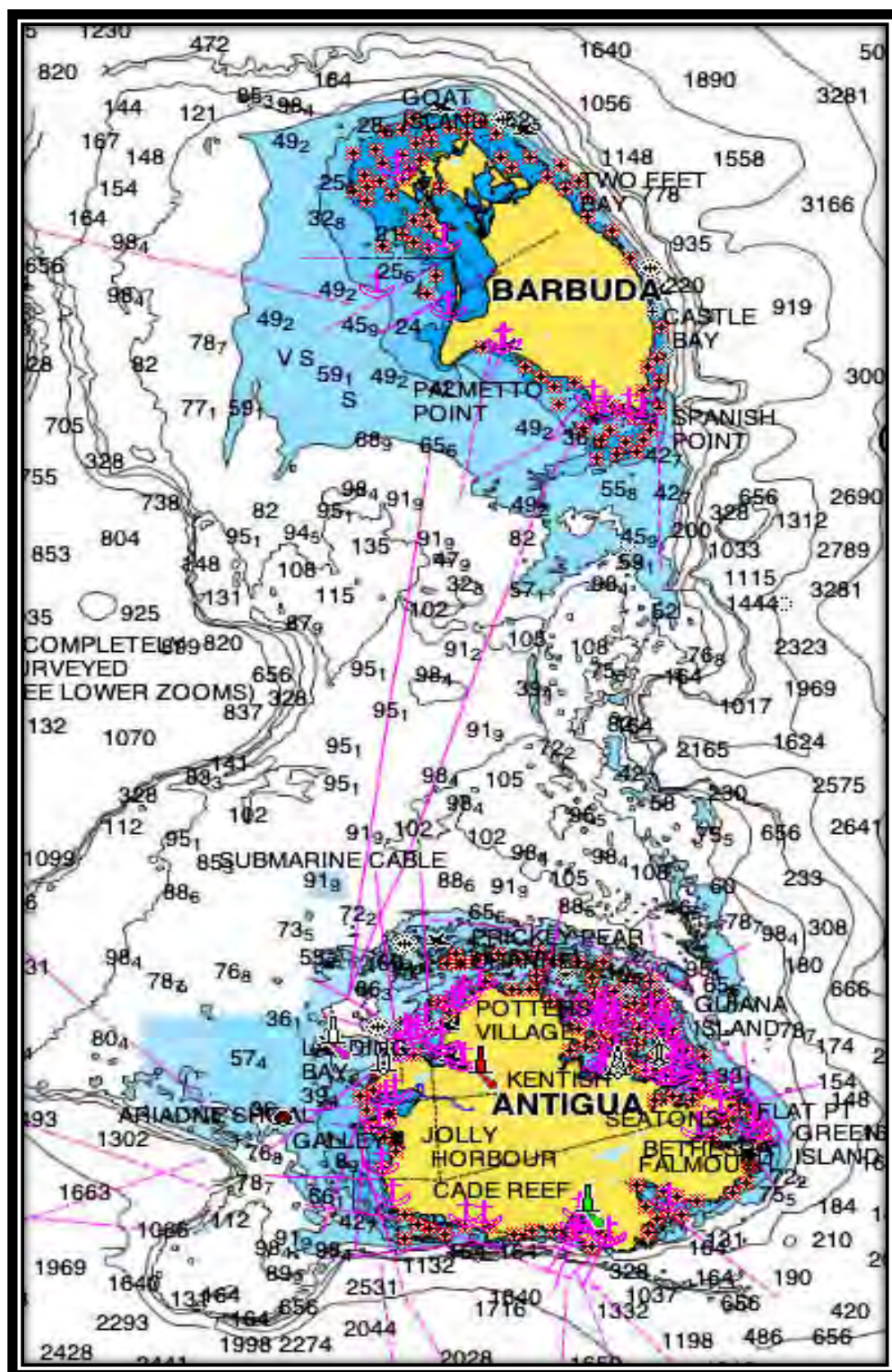


Figure 8o. THE DISTANCE BETWEEN THE TWO IS LESS THAN 25 NM
BUT THEY ARE ORDINARILY DIFFICULT TO TRANSIT
EARLY IN THE TRADE WIND SEASON.

To say that Barbuda is a laid back place would be an understatement. If you are a person who likes nature, you will love it here. If you like fancy restaurants and night life, this is not your place.

This island has nature reserves, fishermen, salt ponds, fishermen, beaches and a few more fishermen. The island is not anxious to develop tourism and while they are receiving and friendly, you will find no large hotel chains building on this island. The island is low and flat, and largely surrounded by beaches and coral reef. The main settlement is Codrington. A visit to this settlement is a visit to the Caribbean back in time; to a time simpler and slower. This is NOT the place to be in a rush.

The coral reef that encircles the island is an underwater park. Barbuda is a well known dive site for those that are Scuba inclined.

The approach to the island is in daylight and from the southwest to avoid the majority of reefs. If departing from Antigua you MUST clear Diamond Bank by passing west of it BEFORE heading to Barbuda. NOTE: Palaster Reef is large and dangerous and must be left well to starboard as you approach the island.



BARBUDA SOUTH COAST

COCOA POINT

The anchorage is at the south between the west side of the hotel and the east side of the reef. This will offer the best protection. However, northers cause a groundswell early in the Trade Wind season and at times the anchorage is not comfortable.



COCOA BAY BEACH

SPANISH POINT and GRAVENOR BAY

You need good visibility to get into this anchorage. It is on the southwest side of Spanish Point, protected by a great deal of coral. It is well protected except late in the Trade Wind season when it is somewhat open to winds from the southeast. Be very careful going in as there are coral heads scattered throughout and you must have someone on the bow watching intently. The reef to the south is called Palaster Reef. It is extensive and in good weather worthy of your exploration. You can pick your way through Palaster Reef as the water depth is normally above 6ft and more often 8ft. However, it is difficult and I would recommend that you visit by dinghy. Remember not to damage the coral in any way. The reef is a marine preserve and a National Park.

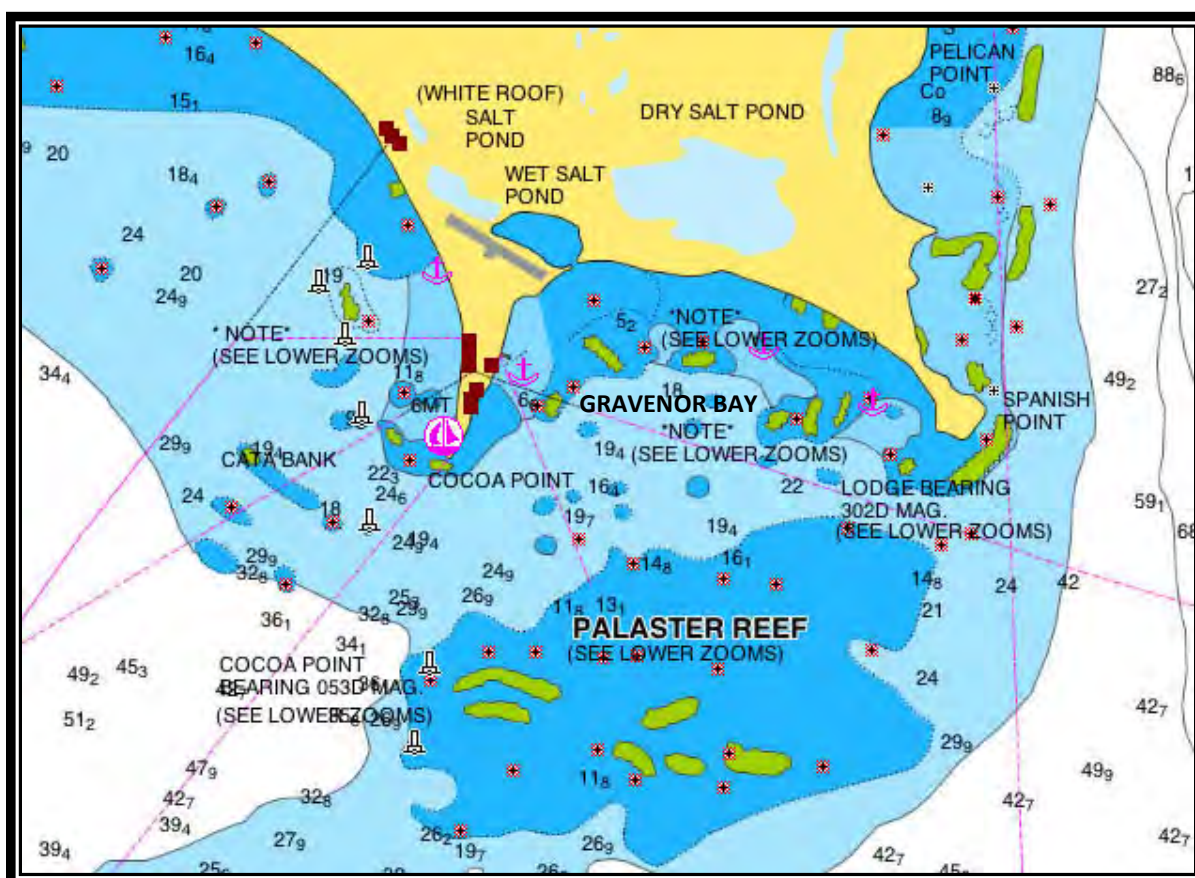


Figure 81. PALASTER REEF OUTSIDE GRAVENOR BAY

BARBUDA~WEST COAST

BARBUDA BOAT HARBOR

This is not much of a harbor or even an anchorage. You enter center channel between the reefs watching out for the scattered coral heads. There is a red buoy that marks the entrance to the channel. Northerners can work their way into this anchorage leaving it less than tranquil.

LOW BAY

This bay, which is north of Palmetto Point, is really a long stretch of beach. The chart shows an anchorage area northeast of Tuson Rock in 8-12ft of water. There is an additional anchorage just north of Palmetto Point. Both anchorages are very exposed and best used late in the Trade Wind season when the wind goes southeast. You should not be in this anchorage when the wind has a northerly component in it.

The best part of these anchorages is that just east of them is the Codrington Lagoon which is a national park.



CODRINGTON LAGOON NATIONAL PARK



Photo: Codrington Lagoon National Park Service

Frigate Bird Sanctuary

The Frigate Bird Sanctuary is the largest bird sanctuary in the entire Caribbean. It is located in the island's northwestern lagoon and is accessible only by boat. The sanctuary contains over 170 species of birds and is home to over 5,000 frigate birds. *Fregata magnificens*, the most aerial of water birds, possesses the largest wingspan (4-5ft) in proportion to its body size of any bird in the world. The male frigate is marked by its red throat pouch, which it can inflate as part of its courtship behavior and as a defensive display. Courting takes place in the fall, and chicks hatch late in the year.

Tours of the Lagoon are available on a daily basis. Contact:

Codrington Lagoon National Park

Tel:(268) 460-0217

www.nationalparksbarbuda.com



US Fish and Wildlife



SABA

SABA

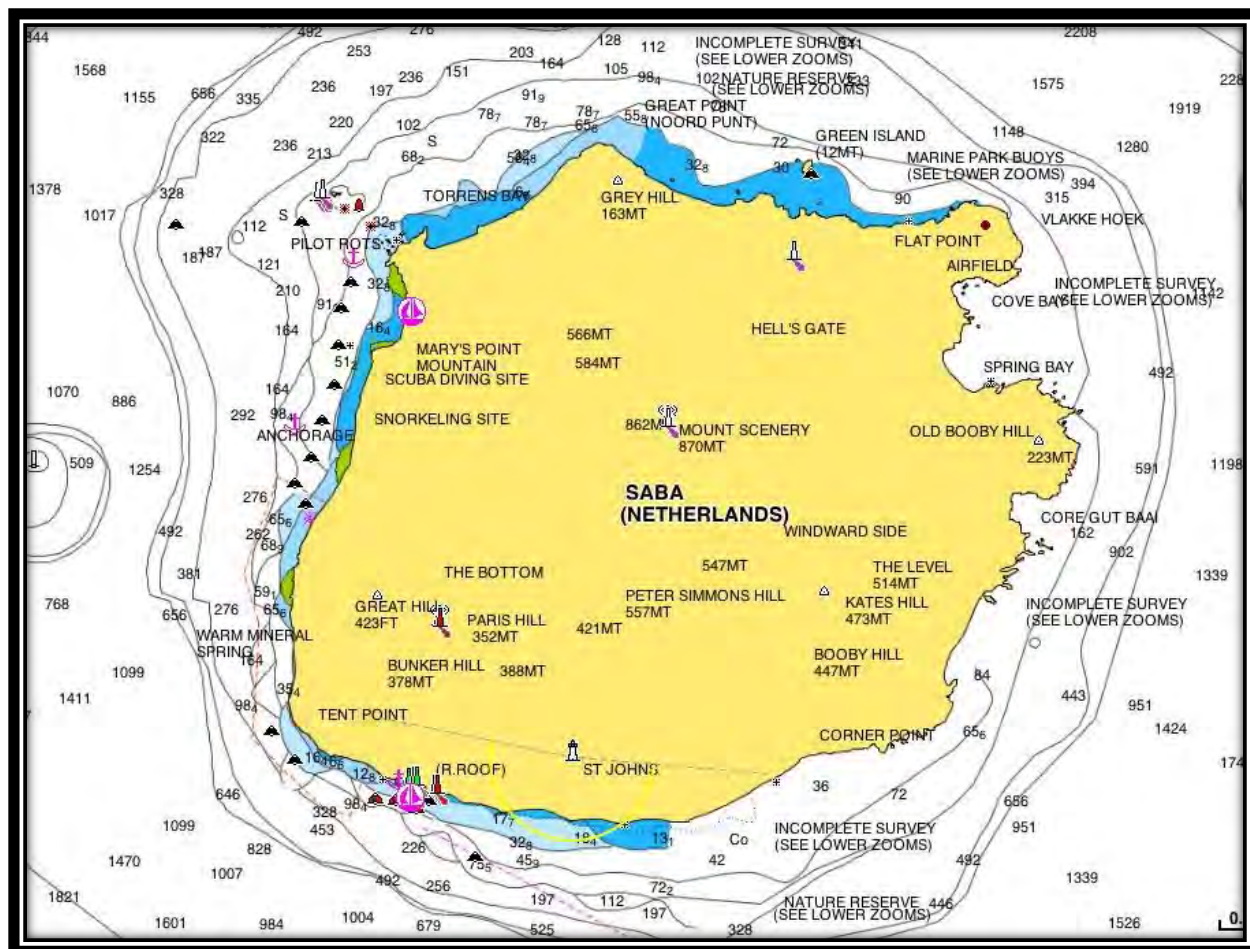


Figure 82. SABA

Saba is a beautiful country albeit small at five square miles. It is said that good things come in small packages and Saba proves the statement in every way. Saba is known as the unspoiled Queen of the Caribbean.

There is much more that can be said of Saba. Her homes are simple but very colorful. Her gardens are lush and well kept. Serious crime is virtually nonexistent. Her history is extraordinary. The climb to the top of her summit at Mt. Scenery is well worth it. Lastly it can be said that most cruisers making their way through the Caribbean do not stop here. This is because Saba has no natural harbors and visiting Saba by cruising boat is not easy.



SABA, WITH HER HEAD IN THE CLOUDS

However, Saba should *not* be bypassed. From St. Maarten there is both a small airline service and ferries. The ferry trip, depending on which one you choose, takes between 1 ½ hours to 2 hours one way. They leave most days of the week early in the morning and return late afternoon.



COTTAGE ON WINDWARD SIDE

Should you have the time to stay for a few days, you can arrange to rent a hotel room or even a cottage. The largest village on the island is The Bottom. Further up the island is the smaller village of Windwardside where you will find most hotels and restaurants.



Figure 83. A BIRD'S EYE VIEW OF SABA

ANCHORAGES

FORT BAY

17° 36.94N 63° 15.15W

Just southwest of entrance

There is some space, not much, at the southeast side of the breakwater. It can be a rough place to be tied up. Good fenders and strong lines are a must. The port office for clearance purposes is located here. There are a few mooring buoys which you can use at no charge if they are open.

If I had to choose one anchorage at Saba, this would not be the one.

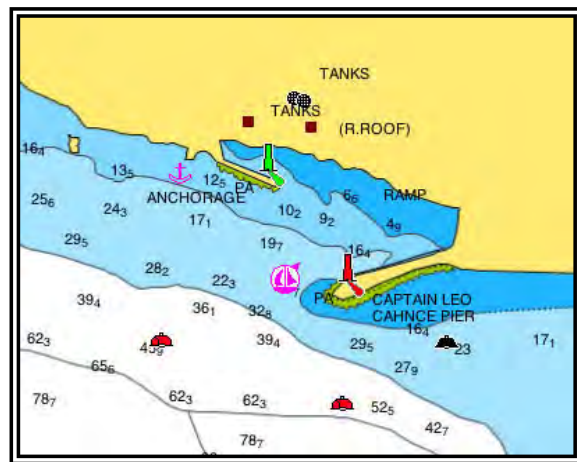


Figure 84. FORT BAY, SABA



Figure 85. "THE ROAD" ILLUSTRATES THE CHALLENGING TOPOGRAPHY OF SABA

LADDER BAY and WELL'S BAY

17° 38.20N 63° 15.62W

Just west at center of the two bays

These bays are the best anchorage areas but even in the best weather you are most likely to roll. Ladder Bay is located at the staircase that goes to The Bottom (800 stone steps that take you up 800ft). At Well's Bay you can try to tuck up under

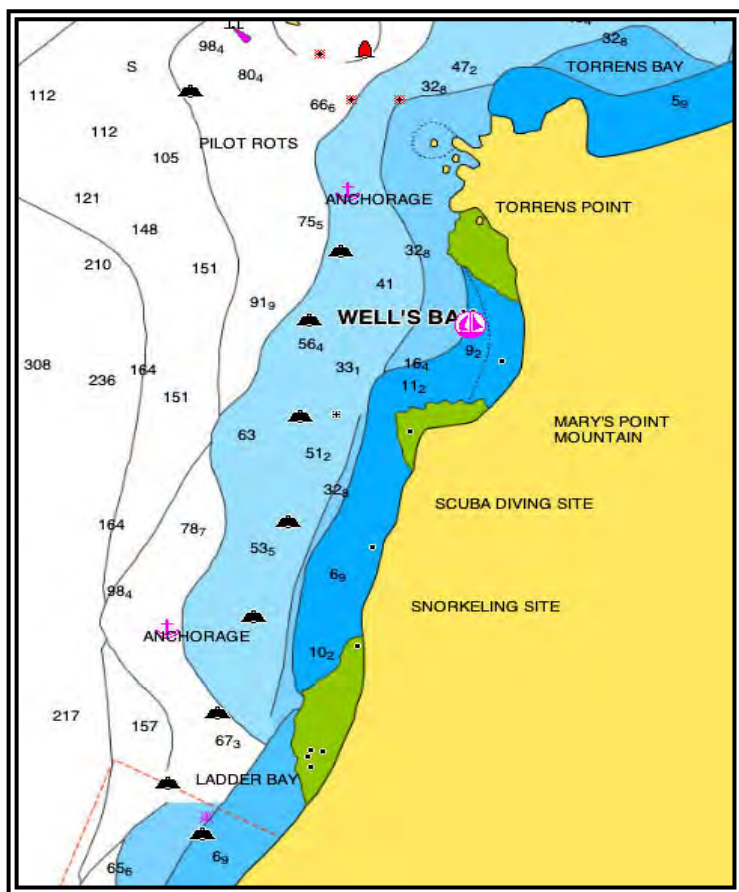


Figure 86. LADDER BAY UP TO TORRENS BAY

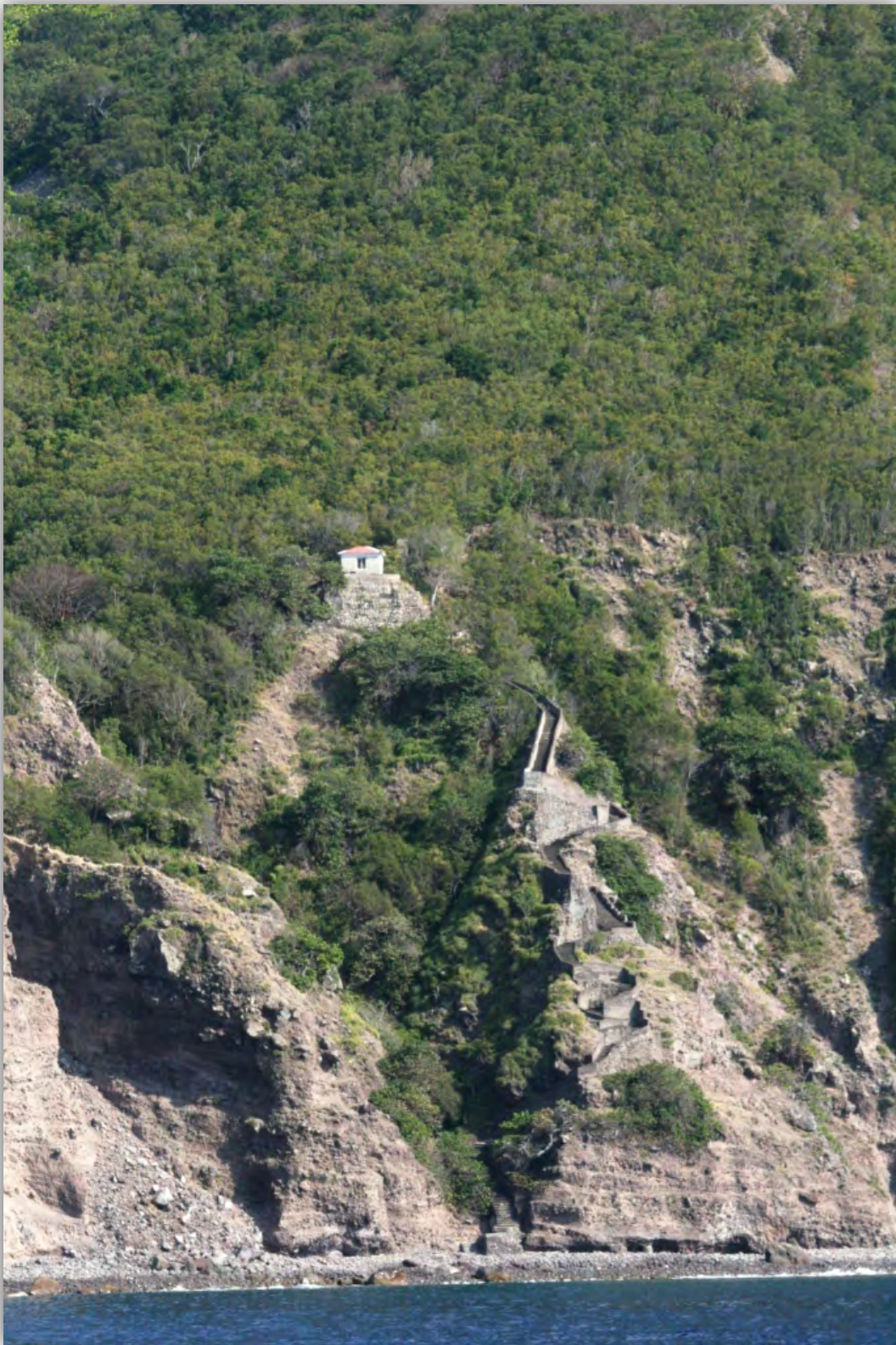
Torrens Point to get a little more protection. There is a diving zone at Ladder Bay and there is snorkeling and scuba. Saba Marine Park has a number of extraordinary dive sites for those so inclined.

Not so long ago, even late 20th century, *everything* that came to Saba landed at Ladder Bay and had to be carried up the 800 steps to The Bottom. Or should it be called The Top?

See part of the stone staircase in the Ladder Bay photo on the next page.



WELL'S BAY



LADDER BAY

The highest point on Saba is the 2,800ft Mount Scenery. The trail is a stone trail with over 1000 stairs. Since Mt. Scenery sits approximately in the center of Saba, this means a climb to the top goes from sea level to 2,800ft over a distance of 2.25 miles as the crow flies. The trail, of course, is longer. The hike is

therefore somewhat strenuous and if you attempt it, you should be sure to take water and a hat with you. The trail climbs through the Saba rain forest providing spectacular views of the towns of The Bottom, St Johns, Fort Bay and Ladder Bay. The views on this hike are incredible and should not be missed.



Figure 87. TOP DOWN: HELL'S GATE TO THE AIRPORT

STATIA (ST EUSTATIUS)

SINT EUSTATIUS (STATIA)

17° 28.53N 62° 59.31W

Just southwest of anchorage~Oranjestad

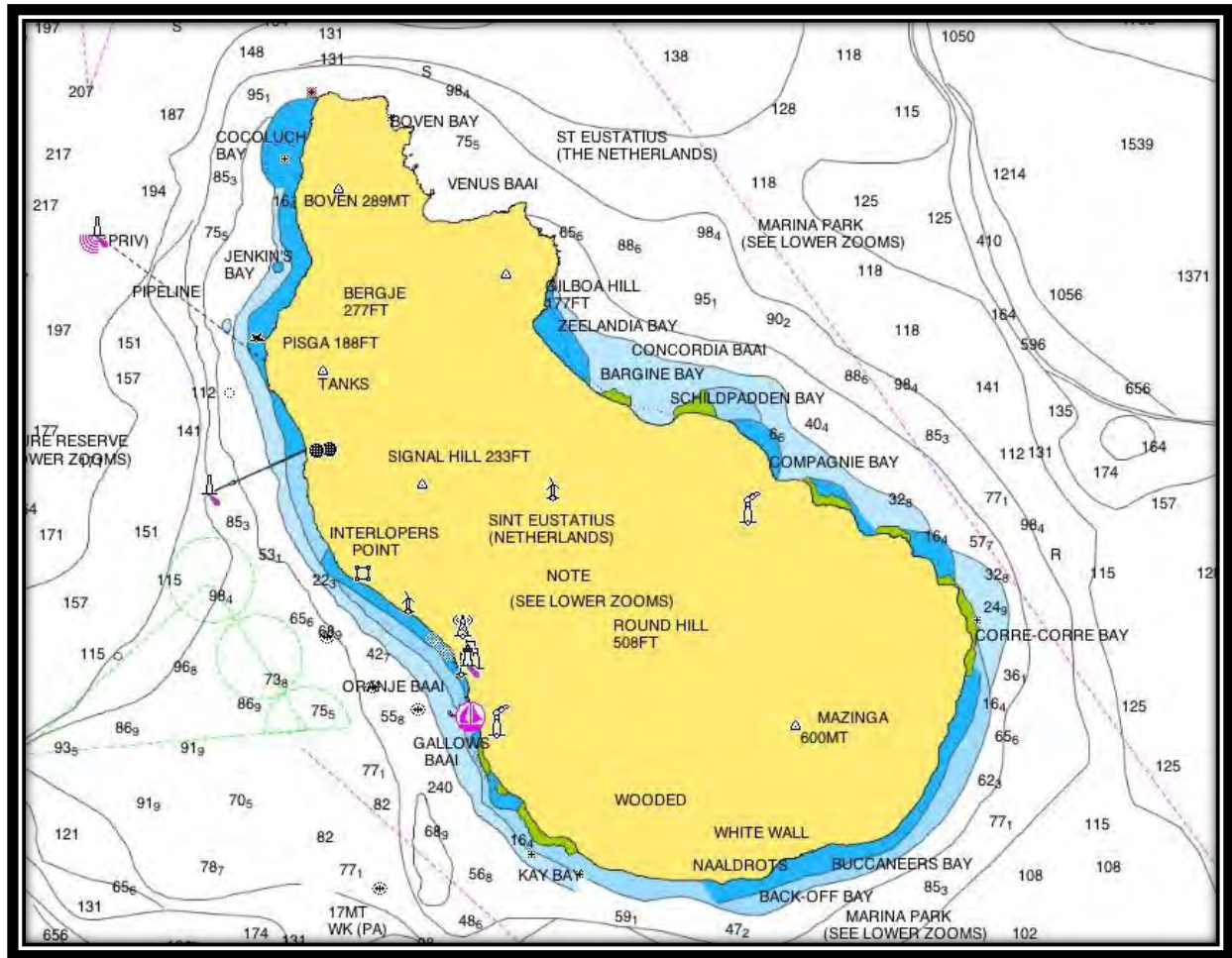


Figure 88. STATIA

I know Statia best for all the nights I have cut between Statia and Saba coming north after hurricane season on my way to St. Maarten. At night, due to the large number of commercial tankers in and around Oranjestad, the capital of Statia, I always got an eerie feeling. The island itself has some history but is of no major interest to cruisers; although there is always something to explore if you look hard enough. At the south end of Statia you can find Fort de Windt which has a very strong historical significance. You can also climb The Quill, which is the extinct volcano which rises 2,000ft above sea level.

ANCHORAGE

There is a dock and a breakwater. You can anchor north or south of the breakwater depending on whether the wind has a northerly or southerly component.

The immigration and port offices are at the dock and respond to VHF channel 16. The town is broken into Lower Town and Upper Town. Upper Town has most of the facilities including a small supermarket and a number of restaurants.

This stop is for the very curious or those with a large surplus of time on their hands.

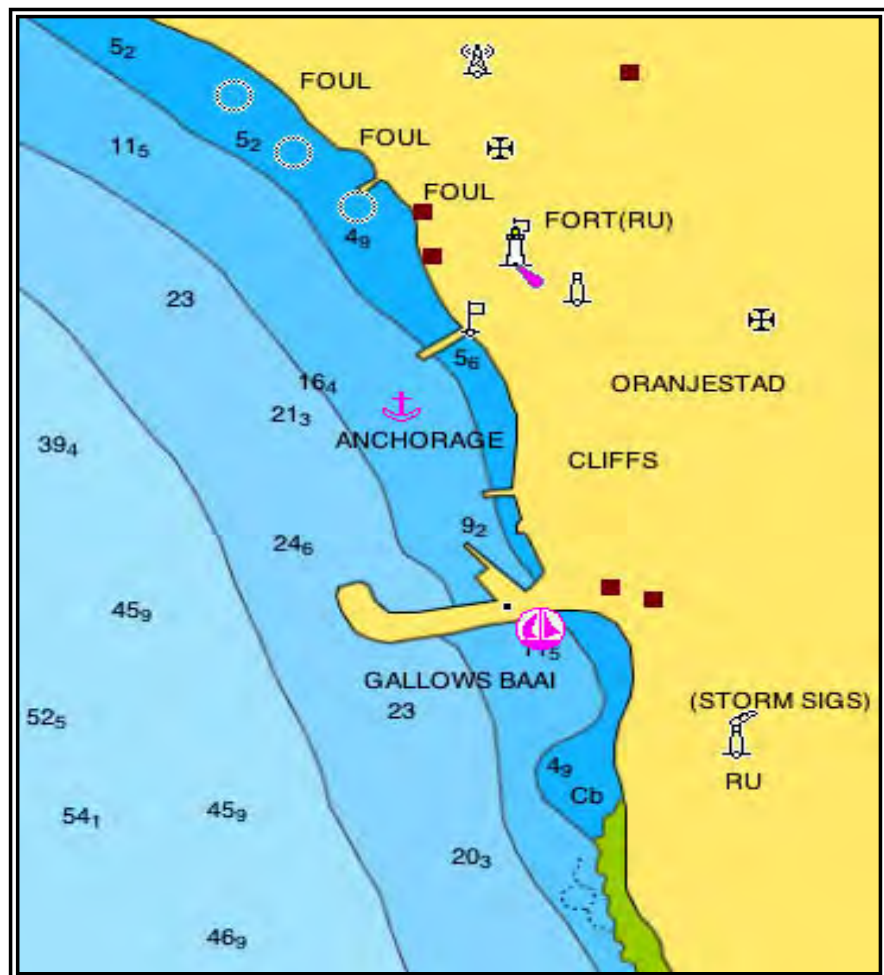


Figure 89. ORANJESTAD, ST. EUSTATIUS

ST KITTS AND NEVIS

ST KITTS and NEVIS

SAINT CHRISTOPHER (ST KITTS)

17° 17.25N 62° 43.60 W

Just south west of anchorage area Basseterre Bay

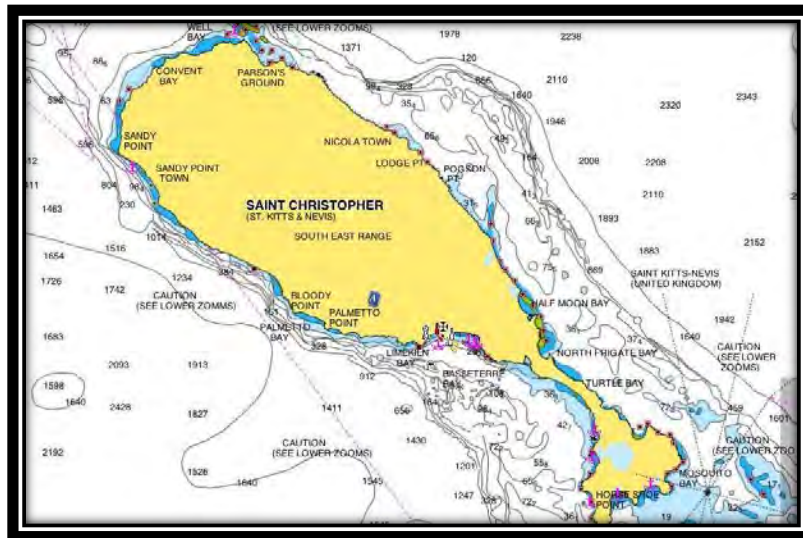


Figure 90. SAINT KITTS



Figure 91. St Kitts AND Nevis



THOMAS BERKELEY MEMORIAL

Basseterre is the capitol of St. Kitts. The center of the town, which is in the shape of an octagon, is referred to as The Circus. The Thomas Berkeley Memorial clock tower, which honors a former legislative president, is located here. It is a clock tower and fountain in the Victorian tradition. Tourists like to photograph it and locals can be seen over the weekend “liming” around it.

St. Kitts and Nevis are part of the same two-island country. Largely ex sugar plantation islands, they reached their peak at the height of the sugar trade, an enormously profitable commerce that at the time was central to the economy of the British Empire.



INDEPENDENCE SQUARE~BASSETERRE

Today you will find both islands very laid back with hotels created out of the old **plantations** that offer gracious hospitality and gourmet dining.

ANCHORAGES

BASSETERRE BAY

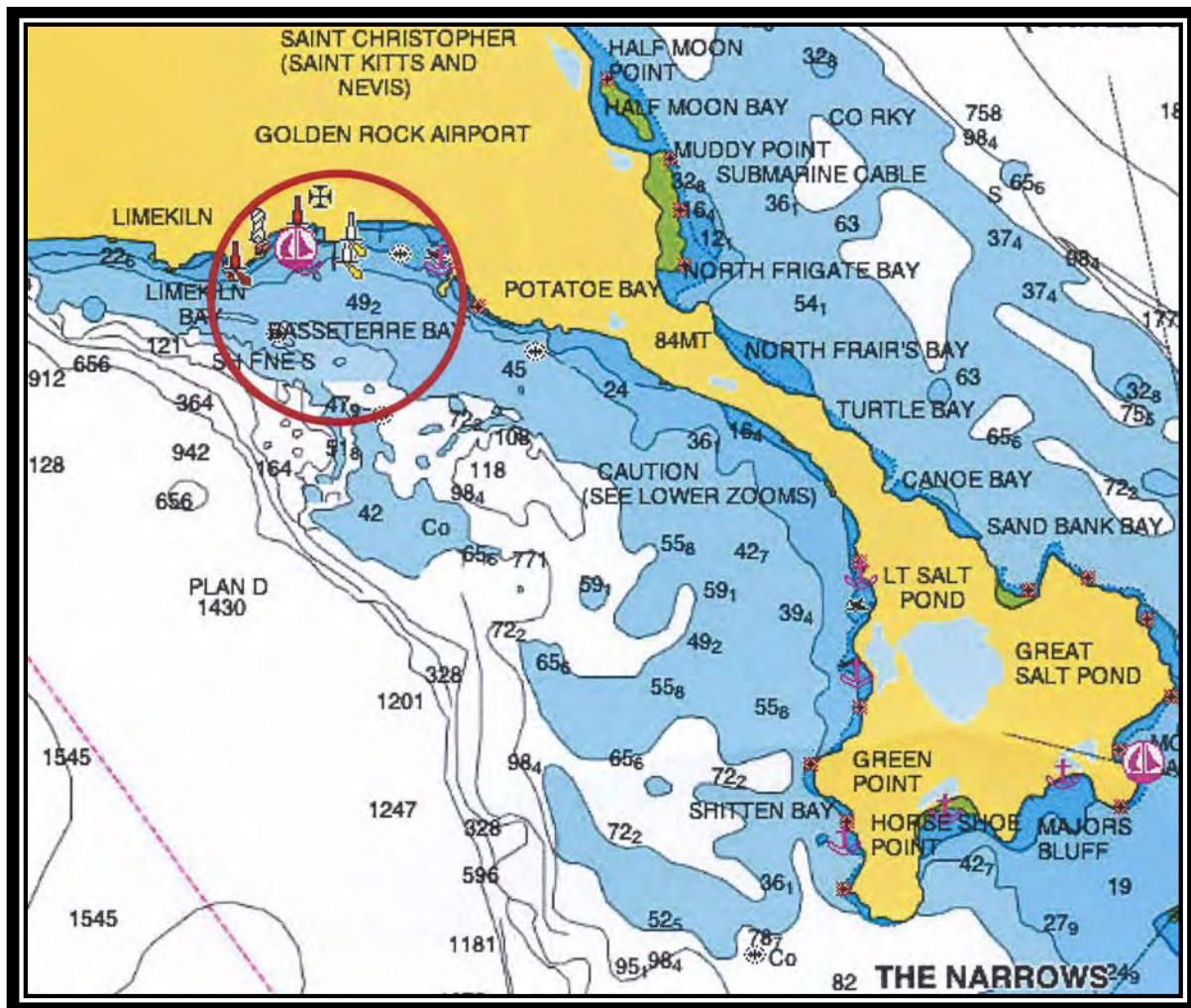


Figure 92. BASSETERRE BAY, ST. KITTS

This bay is suitable to anchor but there is a swell most often that will cause your boat to roll. Regardless of where you anchor you must stop here to clear in. There is a large ship cruise dock as well as a marina. If you need to reprovision, you can take a slip at the marina and visit town. There are large supermarkets here as well as other stores that can provide most of what you need. Minor repairs are possible here but all in all Basseterre is not set up as well as some other stops to cater to the maintenance needs of cruising boats. Marine parts are hard to come by and must be brought in.



PORT ZANTE~BASSETERRE



THERE IS SECURE DOCKAGE AVAILABLE AT THE MARINA

ANCHORAGES AT SOUTHWEST SIDE OF ST KITTS

WHITE HOUSE BAY

BALLAST BAY (17° 14.41N 62° 39.66W)

SHITTEN BAY



These bays are all located at the southeast end of St. Kitts and each provides reasonable protection. My favorite is Ballast Bay. I have used this bay over the years, over and over again as a point to stop and anchor. I hoist my quarantine flag and take a break. There have been times when I have anchored here with winds roaring for two days at above 35 knots. It is not the prettiest anchorage for it does not have a perfect white sand beach, but it is a nice anchorage. Gusts of wind can come through the break in the hills off your bow that will make you think it is blowing hurricane strength. Make sure your anchor is well set. Late in the Trade Wind season, these anchorages become roly when the wind comes from the southeast. More often than not, I am the only boat at the anchorage.

Figure 93. TOP TO BOTTOM: WHITE HOUSE, BALLAST, AND SHITTEN BAYS



BALLAST BAY ANCHORAGE

SOUTH ANCHORAGES

MAJORS BAY and COCKLESHELL BAY

Both of these bays lie in the pass between the south side of St. Kitts and the north side of Nevis. The pass is called The Narrows and is navigable. Booby Island and Cow Rocks are located in the pass and are in plain sight. The current going through the pass can be very strong; watch your coursework.

At the northeast side of the pass there is some coral that breaks in strong seas. The pass is not much used for this reason but also because there really is no need to transit it in most cases.

Both bays mentioned above can be less than tranquil depending on the strength and direction of the Trade Wind. If you choose to anchor in either one, most often you will have it to yourself.

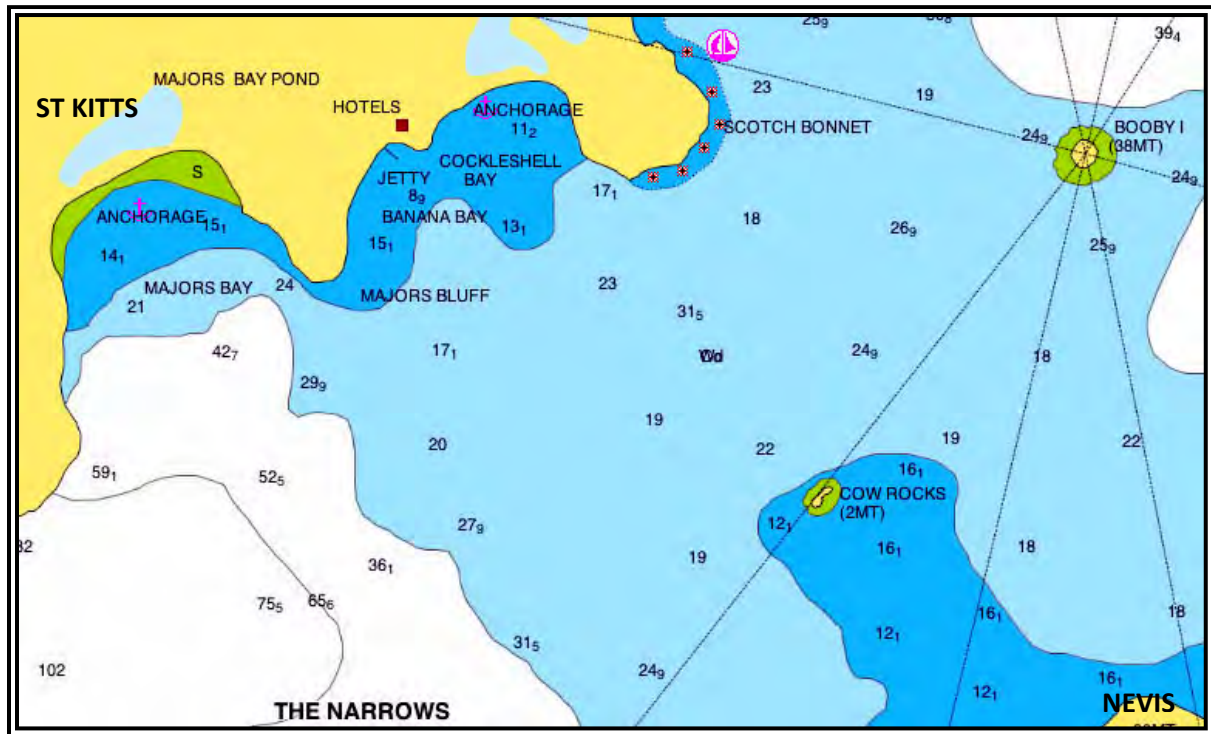


Figure 94. THE NARROWS WITH COW ROCKS AND BOOBY ISLAND



MAJORS BAY

NEVIS

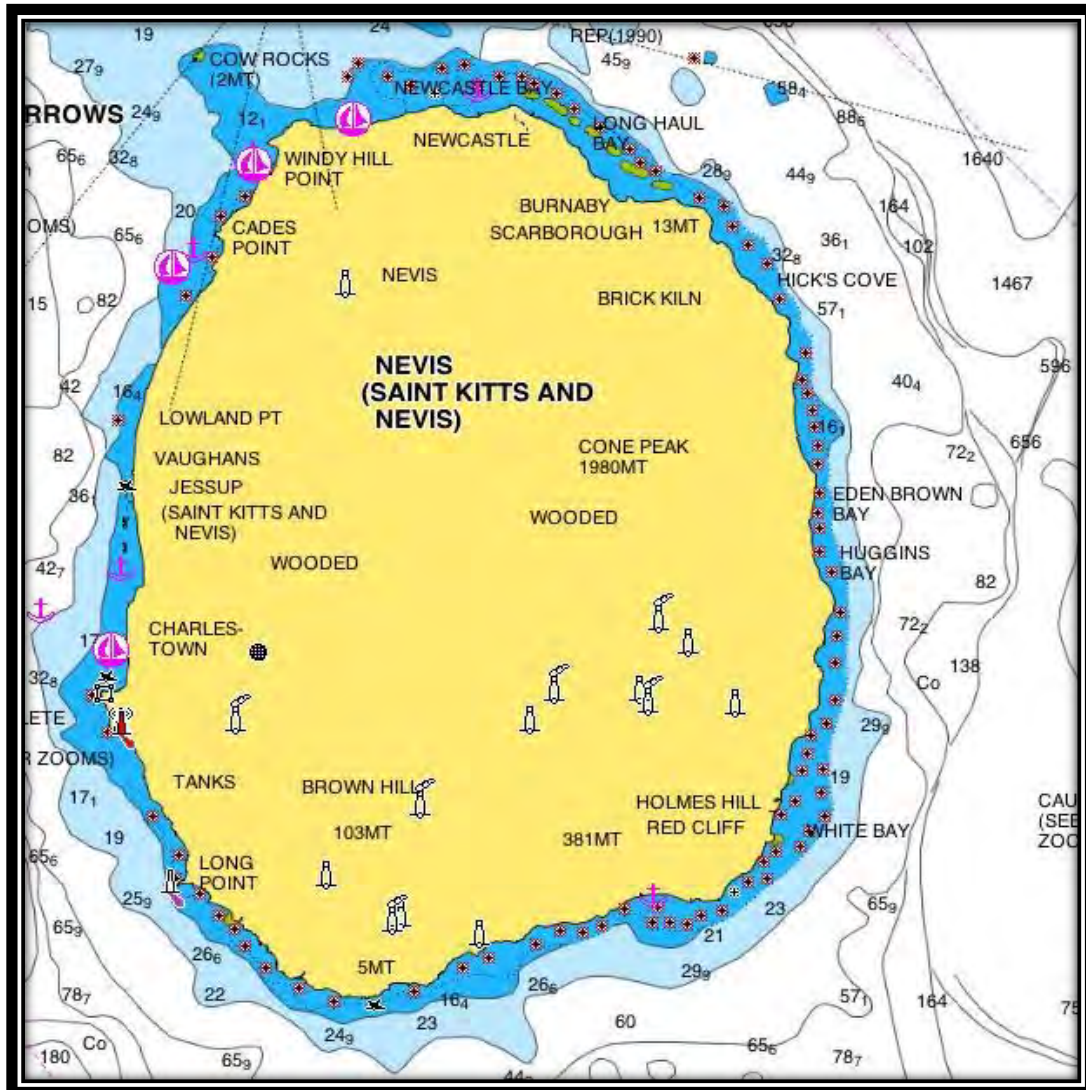
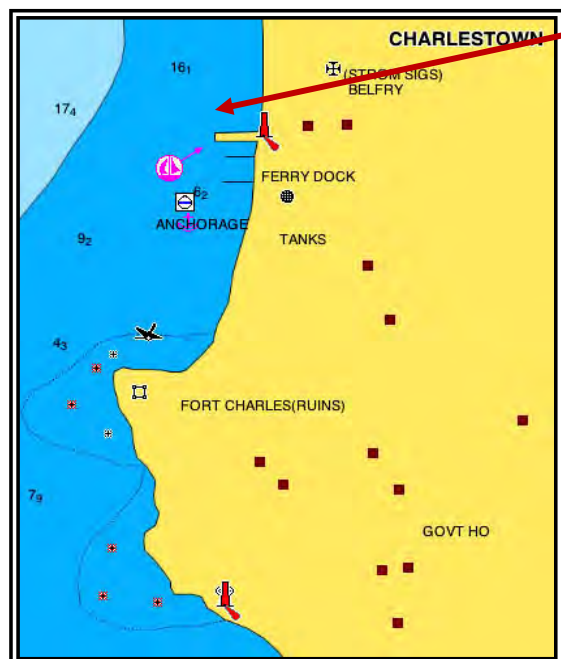


Figure 95. NEVIS

The little sister island of St. Kitts, Nevis resembles her larger sister in most ways. The capitol, Charlestown, is located on the lee side of the island at Gallows Bay. Customs and Immigration for clearance are located here.

Fort Charles Point is located just south of Charlestown and must be given a wide berth when passing as the reef extends almost 1,000ft seaward.

There is a nice produce market right in town on Saturday morning.



Anchor just north of the ferry dock and be careful not to block the ferry's access or egress. This anchorage is probably not the one you will stay at after you clear in and do your shopping.

Figure 96. CHARLESTOWN IN DETAIL





DINGHY DOCK AT CHARLESTOWN PIER

PINNEY'S BEACH

About 1 nm north of Charlestown is Pinney's Beach. This long and beautiful sandy beach is ballasted by the upscale Four Seasons Hotel. You will quickly note that the hotel has built a number of breakwaters intended to protect the beach. Stay clear of these when you anchor. If the hotel dock is south of you, you are in the area preferred by most cruising boats.

Like the entire coast of Nevis, this anchorage can become uncomfortable in a strong norther.



PINNEY BEACH

CADES BAY

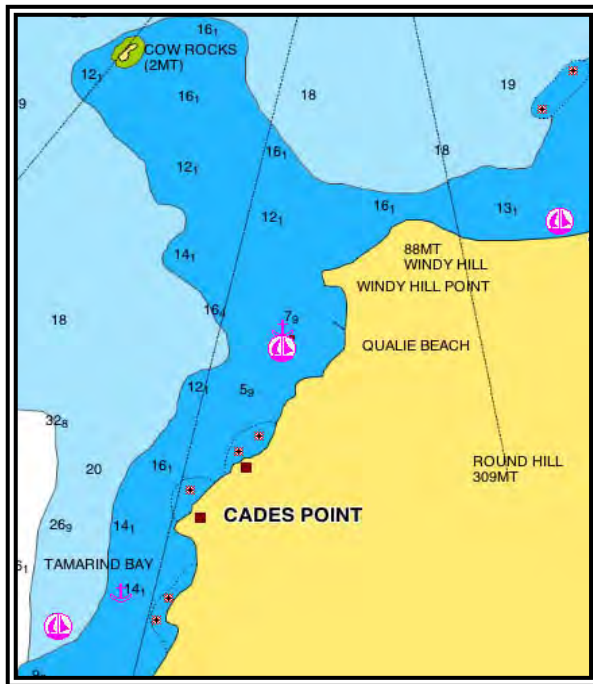


Figure 97. CADES POINT AND VICINITY

Still further north along the coast and just below Cades Point is Cades Bay, which is also referred to as Tamarind Bay. It is a pleasant and quite beautiful anchorage when there is no north swell and there are some restaurants along the beach. You can also walk north along the beach to Qualie Beach which is about as nice as a beach can be. The anchorages at Qualie Beach on either side of Windy Hill Point are exposed to the north and should only be considered in settled weather. Probably best to avoid them in the early part of the Trade Wind season.



QUALIE BEACH ANCHORAGE

MONTSERRAT

MONTserrat

16° 48.53N 62° 12.59W

Just west of anchorage at Little Bay

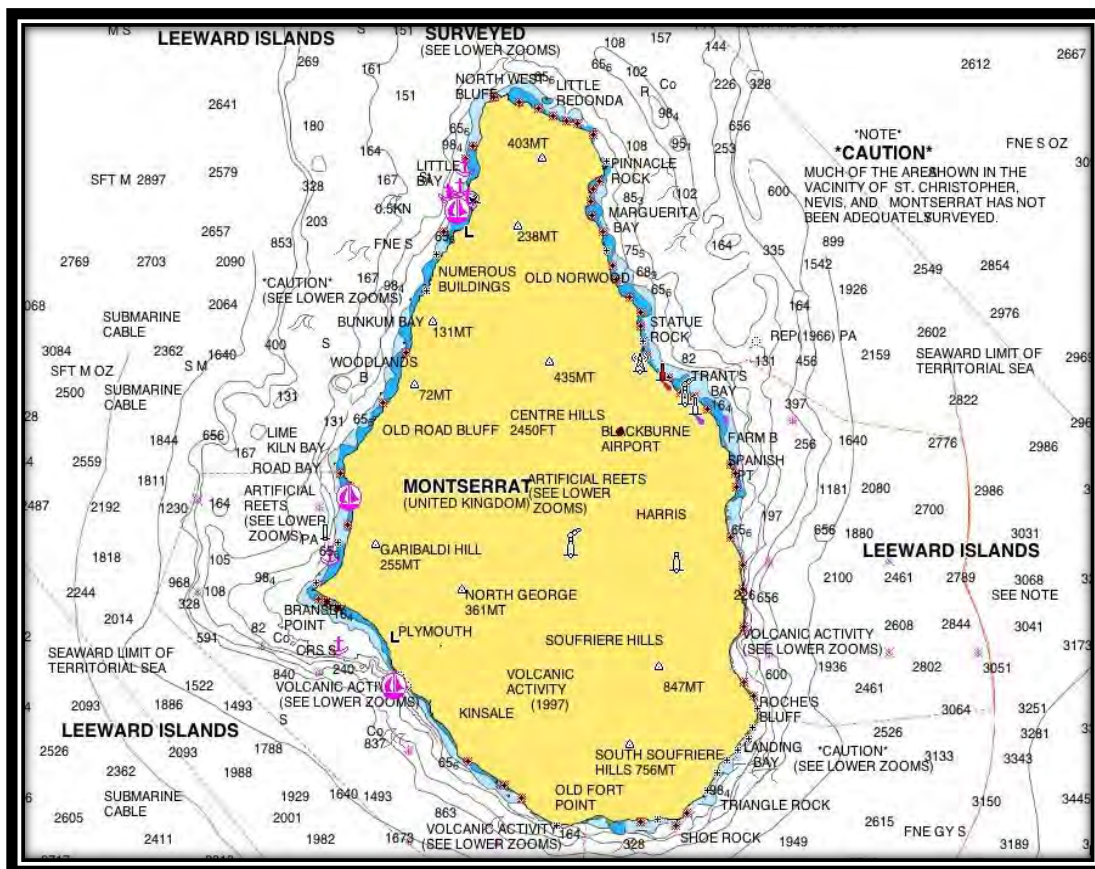


Figure 98. MONTserrat, EMERALD ISLE OF THE CARIBBEAN

Montserrat is often bypassed by many cruising sailors. The general consensus is that it is not worth the time to make a stop given that more than half the island is off limits due to the volcano. In addition, Montserrat does not have any really protected deep bays that can serve as good anchorages.

For whatever reason, many think that the island is burnt and devoid of any color or charm. Nothing could be farther from the truth. It is known as the EMERALD ISLE OF THE CARIBBEAN for its resemblance to coastal Ireland and for the ancestry of some its inhabitants. The parts that have not been affected by the volcano are quite lush and the description as emerald would not be an overstatement.



APPROACHING THE EMERALD ISLE



A LITTLE BIT OF HEAVEN DROPPED FROM OUT THE SKY ONE DAY...

NOTE: If you are approaching from the south there is an exclusion zone that extends 2 nm out to sea. Please stand off as you would be violating the law by navigating through the zone.

The official port of entry is at **Little Bay**.



LITTLE BAY



MONTSERRAT IS A BRITISH COLONY



RENDEVOUS BAY

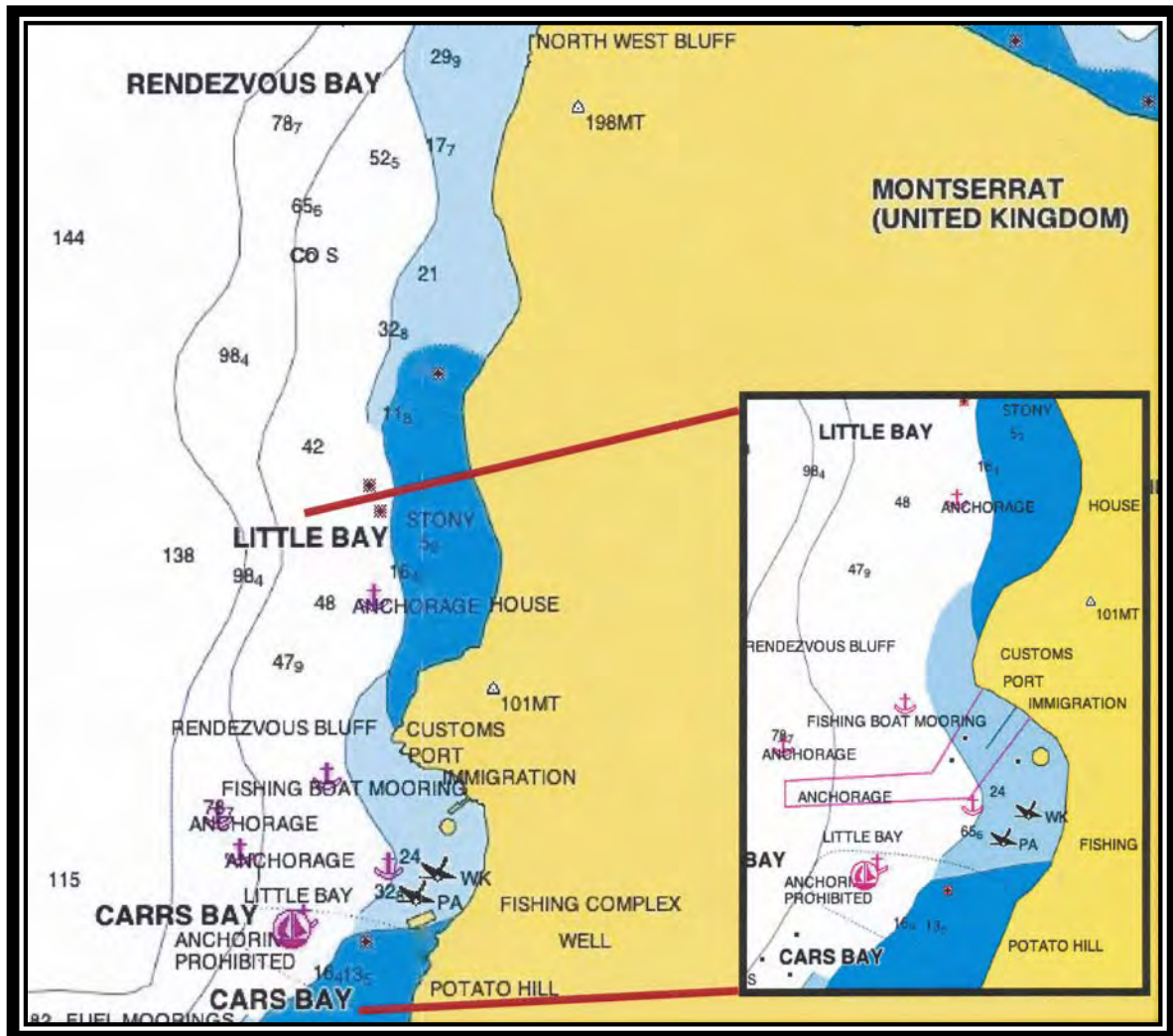


Figure 99. RENDEVOUS, LITTLE, AND CARRS BAYS

You can call the Port Authority on VHF channel 16 to announce your arrival if you so desire. There is an anchorage just to the south of the ferry dock in 10ft of water. When the wind has a strong northerly component, the anchorage is uncomfortable and the boat will roll. However, when the Trade Wind is easterly the anchorage will serve your purpose. Montserrat is not a great provisioning stop but there are enough essentials available to fill out your larder.

This bay is just to the north of Little Bay and while it is not a very protected anchorage, it does have a really nice sand beach. You can anchor here during the day and move down before nightfall if the wind comes up, especially from the northeast.



RENDEVOUS BAY

OLD ROAD BAY

This bay is just a bit over 4 nm south of Little Bay. It is a better anchorage when there is wind from the north; however it is somewhat unattractive due to the ash flow. Should you decide to anchor here, do not trust the depths on your charts close in as the volcanic flow, visible in the photo below, has made soundings unreliable.



OLD ROAD BAY



← The paths of the volcanic eruption

Below, the greening of the "Emerald Isle" in the years following



SOME HISTORY

The Emerald Isle of the Caribbean

It is hard to believe that Montserrat, a British colony, not only celebrates St. Patrick's Day, but celebrates it for a full week. Aside from Ireland, Montserrat is the only other country in the world where St. Patrick's Day is a public holiday. During the 17th century many Irish Catholics fled persecution and landed here.

True to its Caribbean setting, the celebration is shared with elements of African culture as well, to celebrate the slave uprising of 1798. The weeklong activities include Masqueraders who street dance in costume to the sound of fife and drum. Food, music, food, dancing, more food and just a plain good old time fill out the rest of the agenda. There is one very good reason to stop at Montserrat; MARCH 17th.





If you think she is *cute*, wait until you hear her *sing*
"WHEN IRISH EYES ARE SMILING"

GUADELOUPE

GUADELOUPE



Figure 100. THE ISLANDS OF GUADELOUPE

INTRODUCTION TO A SPECIAL ISLAND

Note: The Road More Travelled By

I have organized a review of Guadeloupe that follows the way most cruising sailors pass through it. Essentially there are three “highways” that can take you south or north past Guadeloupe. The most travelled is the Caribbean side of Basse-Terre with stops along the west coast of the “left wing of the butterfly”.

The second route is the “old country road” route which utilizes Riviere Salee. This “inland river” is a backwater swamp that connects the two islands; the left wing, Basse-Terre, to the right wing, Grande-Terre. It is an interesting path because it takes you off the beaten path.

The least travelled is the Atlantic path which is on the windward side of Guadeloupe. It is usually not traveled because it puts you on a lee shore and because of the lack of harbors and anchorages along the way. It is for this reason at the small island off the southeast corner of Grande-Terre, La Desirade, is so often bypassed by cruising boats.

The three “cruising highways” are illustrated below. The anchorages and harbors long each route are reviewed generally north to south. You can always return to this chart to reorient yourself.

For those of us that do not speak French (I wish I had been a much better French language student when I was in school), perhaps this is the reason we cannot get comfortable with spending any significant amount of time at Guadeloupe. For those of us with the time and the interest, you could spend an entire cruising season cruising around Guadeloupe and taking in the sights and the culture and still not even scratch the surface of this charming and neo European world in the Caribbean with its French, African, and even East Indian influences, to mention just a few.

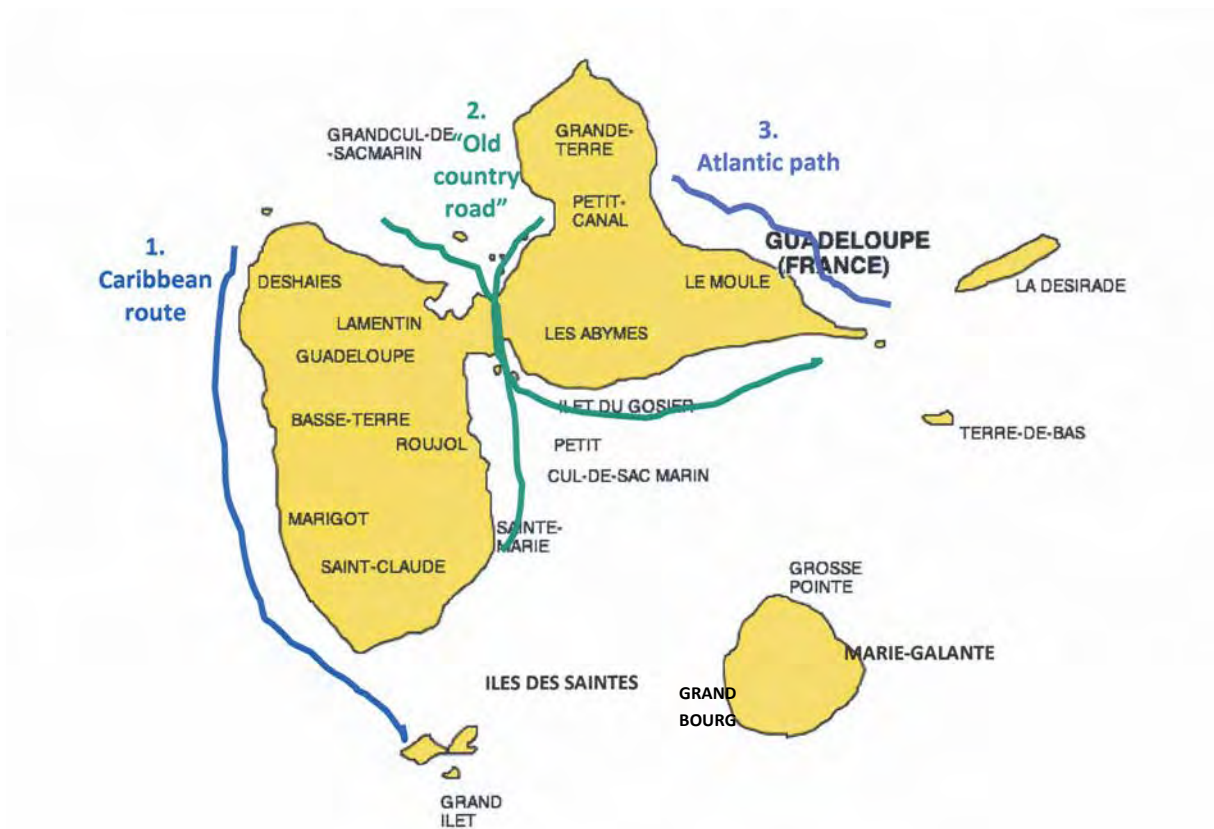


Figure 101. CRUISING HIGHWAYS AND BYWAYS OF GUADELOUPE

BASSE-TERRE

WEST COAST ROUTE (Leeward Coast)

Anse Deshaies to Les Saintes (N to S)

The route along the west coast of Guadeloupe is the beaten track for cruising sailors. The most popular stops are Anse Deshaies and Les Saintes. While there is much more to Guadeloupe, many cruising sailors in a rush to go south in the Lesser Antilles overlook much if not most of it. Guadeloupe is a large island relative to the size of the other islands in the Lesser Antilles chain. It can be a major reprovisioning stop as well as a place to arrange for repairs. At the marine center in Pointe-a-Pitre there is virtually no job that cannot be undertaken. A fluency in French is extremely helpful although not absolutely necessary.



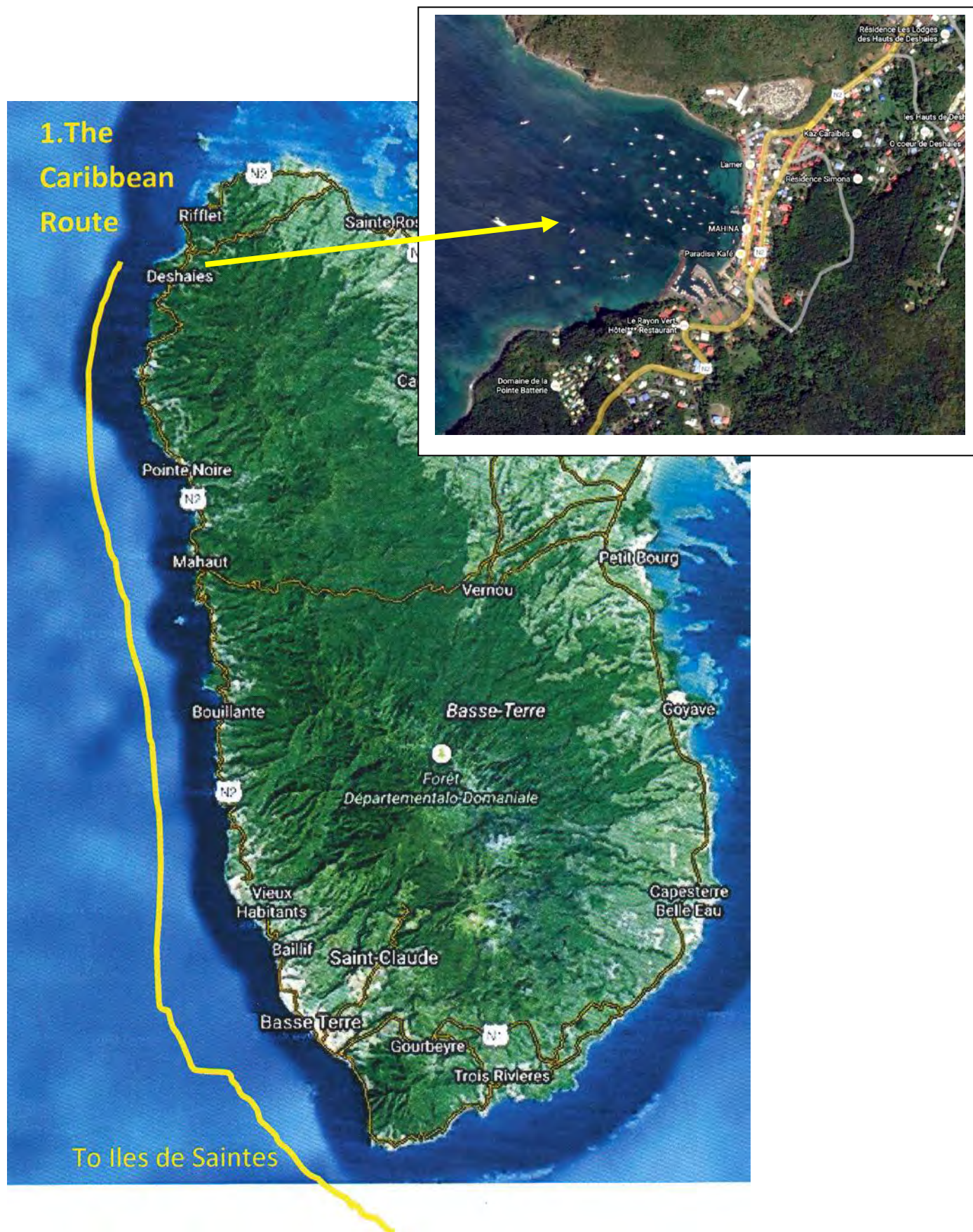


Figure 102. THE CARIBBEAN OR WEST COAST ROUTE

Guadeloupe has a bus service that covers the entire island and is inexpensive. If you do not speak French, bring a handwritten paper with the town or destination that you want to go to and show the driver. Or show him your map and point. If you smile and go with the flow you will be able to get around the entire island and in doing so will come to better know and understand the island and its people. What it has in common with its neighboring islands is that it is located in the Caribbean. However, that having been said, you will find the culture very different than the English speaking islands to the north and south. Remember that Guadeloupe is part of France and the Euro rules here.

ANSE DESHAIES

16° 18.43N 61° 48.07W

Just west of entrance to bay

This anchorage offers reasonable protection although at times it can be rolly. The point to the northwest, Pointe Du Gros Morne does provide some protection. The town is a laid back fisherman's village with a number of nice restaurants. You can buy basic food supplies here. At the south side of the harbor you will find the Customs office although it is not always easy to find someone in it. While I would never advise anyone to not check in promptly, put up your yellow quarantine flag and then go look for the officials. If you do not locate them straight away, do not be too concerned for it is unlikely that anyone else will.



APPROACHING GUADELOUPE



SCENES FROM DESHAIES





LOOKING OUT INTO THE PRETTY HARBOR AT MY BOAT SWINGING AT ANCHOR;IT WAS NOT AS PRETTY AFTER THEY GAVE ME THE BILL!



A few miles above Anse Deshaies is the Deshaies Botanical Gardens. They are extensive and well worth the visit.



You can walk up, about 45 minutes to an hour uphill, or you can call them and they will send their very nice van to pick you up free.



Phone: 05 90 28 43 02



HOMEMADE ICE CREAM TO EAT WHILE YOU WALK ABOUT DESHAIES



PIGEON ISLAND AND POINTE MALENDURE

16° 10.24N 61° 47.04W

Midway between Pigeon Island and Malendure anchorage

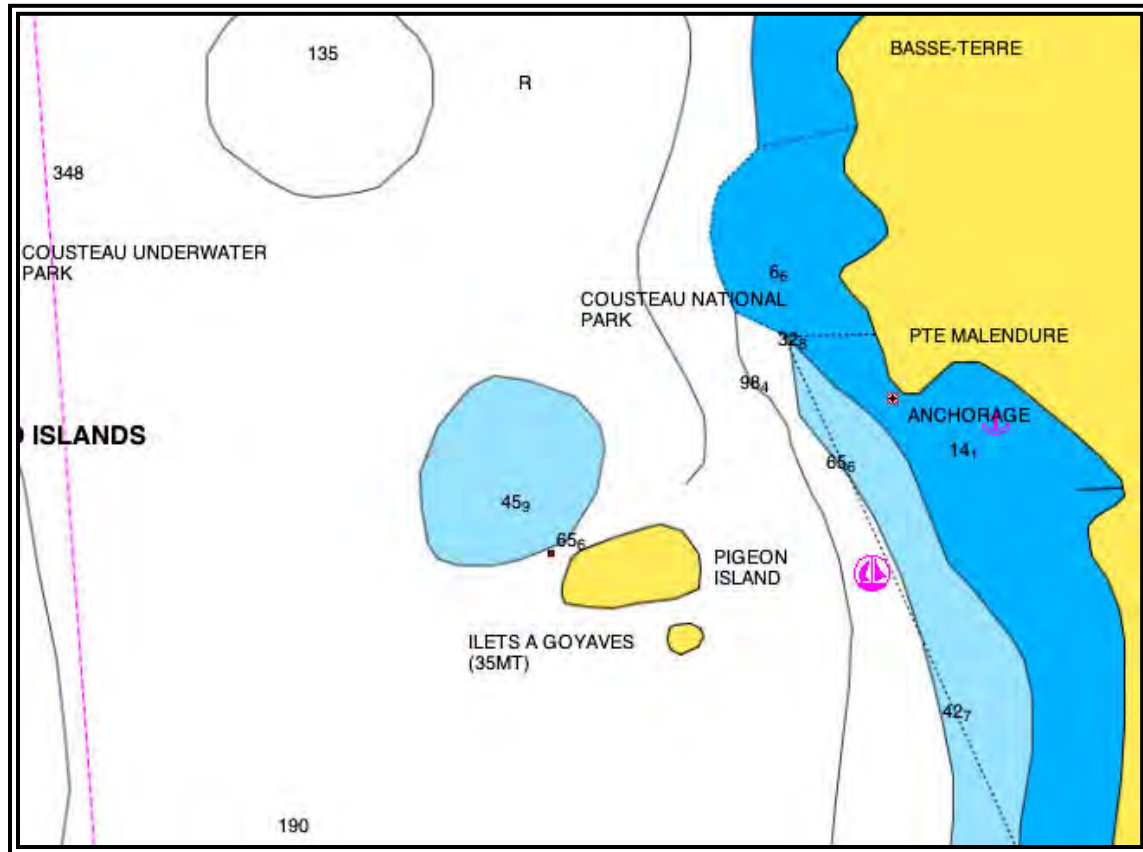


Figure 103. POINTE MALENDURE AND PIGEON ISLAND

Pigeon Island is part of a marine reserve, the R serve Cousteau. Anchoring is forbidden. Diving is excellent and you will see moorings for the dive boats. The moorings are blue and white and not for your use. If you see a yellow one that is available you may pick that up. I do not recommend staying on it overnight as this is not a calm area and the condition of the mornings is uncertain.

The anchorage of Pointe Malendure is feasible; however, it is not very protected and you can expect to roll here in anything more than a gentle breeze.

One can explore on land, along the shore and into a typical dryland forest, and enjoy vistas of Pigeon Island, courtesy of a trail map installed on the Plage (beach) du Petite Malendure.



**ANCHORAGE AND COUSTEAU DIVE SANCTUARY
AT ILETS DU GOYAVE AND PIGEON ISLAND**





Just south of the Malendure anchorage is the anchorage of Anse de Bouillante. It is not visited by cruising boats as it has nothing to offer that would be of interest.

POINTE DU ANSE A LA BARQUE

16° 5.31N 61° 46.32W

Just west of harbor entrance



This is a reasonably well protected anchorage, albeit that there are a great number of local boats moored in the inner most part of the harbor. Be prepared to anchor in 30+ft of water and be sure to put out sufficient scope as sometimes there are gusts of wind that come down from the mountains above that will exceed 30 knots.

The nice part of this harbor is that if you need to stop, it is convenient and safe. It is an easy entry, but stay in the center going in as there are shoals on both sides.



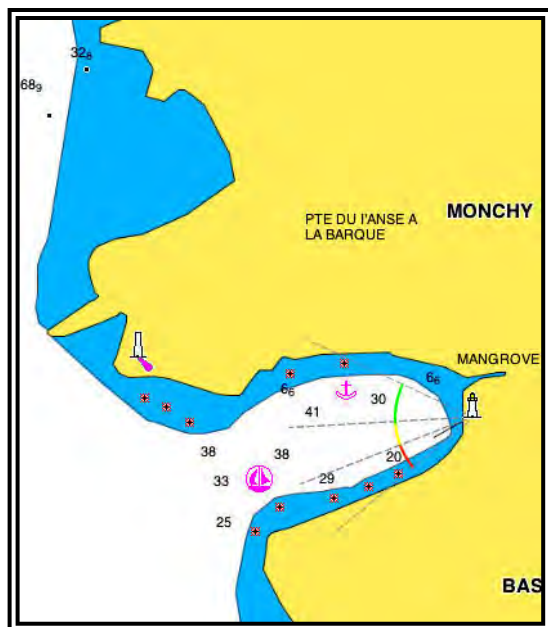


Figure 104. ANSE A LA BARQUE

To the immediate north of the harbor is an additional anchorage just above the point called Petite Anse. It is not as deep as Anse à la Barque anchorage, but it is serviceable if you find La Barque too crowded.

BASSE-TERRE

15° 59.70N 61° 43.97W

Just west of anchorage

This is a commercial harbor and I do not recommend that you stop here. It is a port where you can clear, and there is some anchoring room just to the south of the two commercial basins. However, it will become quickly apparent to you that this location is not conducive to cruising boats. The good news is that the town is a good size and there are well stocked supermarkets if you need to reprovision as well as fruit and vegetable open air markets and fish markets. If you can get a slip at the marina south of this anchorage, it makes the visit to the town much easier.

RIVIERE SENS MARINA



Just to the south of Basse –Terre, however, there is a well laid out marina. But before you think about stopping here, you must consider that there are two conditions that must be met in order to obtain a space in the marina.

The first is that the marina is normally quite full with local boats and you need some luck to find an empty slip.

The second is that you must not draw more than 7ft at the max for while there are 8ft areas, the marina is not evenly dredged. The good news is that once inside, the area is secure from the sea. Additionally just outside the marina on the road to Basse-Terre you can find a customs office if you need to clear in or out. Close by you can also source marine supplies at the yachting center.

Bon Chance!



RIVIERE SENS MARINA

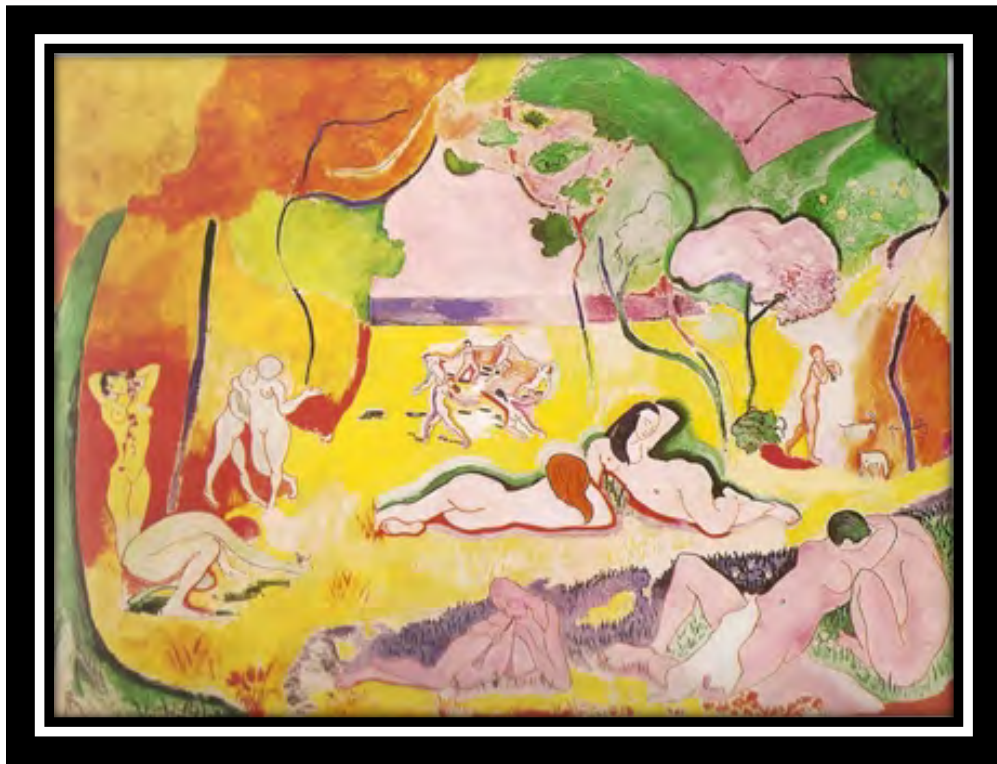
ILES DES SAINTES

These are a group of islands located at the southwest tip of Basse-Terre. Most cruising sailors who say they have been to the Iles Des Saintes mean that they have anchored off Le Bourge, Terre-De-Haut. Terre-De-Haut is where the action is and as a result has become a Mecca for cruising boats. The “action” is the JOIE DE VIVRE that it seems only the French really understand.

joie de vivre
(zhwa-de-ve-vre) french n. 1. "joy of life"

joie de vivre
(zhwa-de-ve-vre) french n. 1. "joy of life"

joie de vivre
(zhwa-de-ve-vre) french n. 1. "joy of life"



HENRI MATISSE, FAMOUS FRENCH MASTER -- HE KNEW!

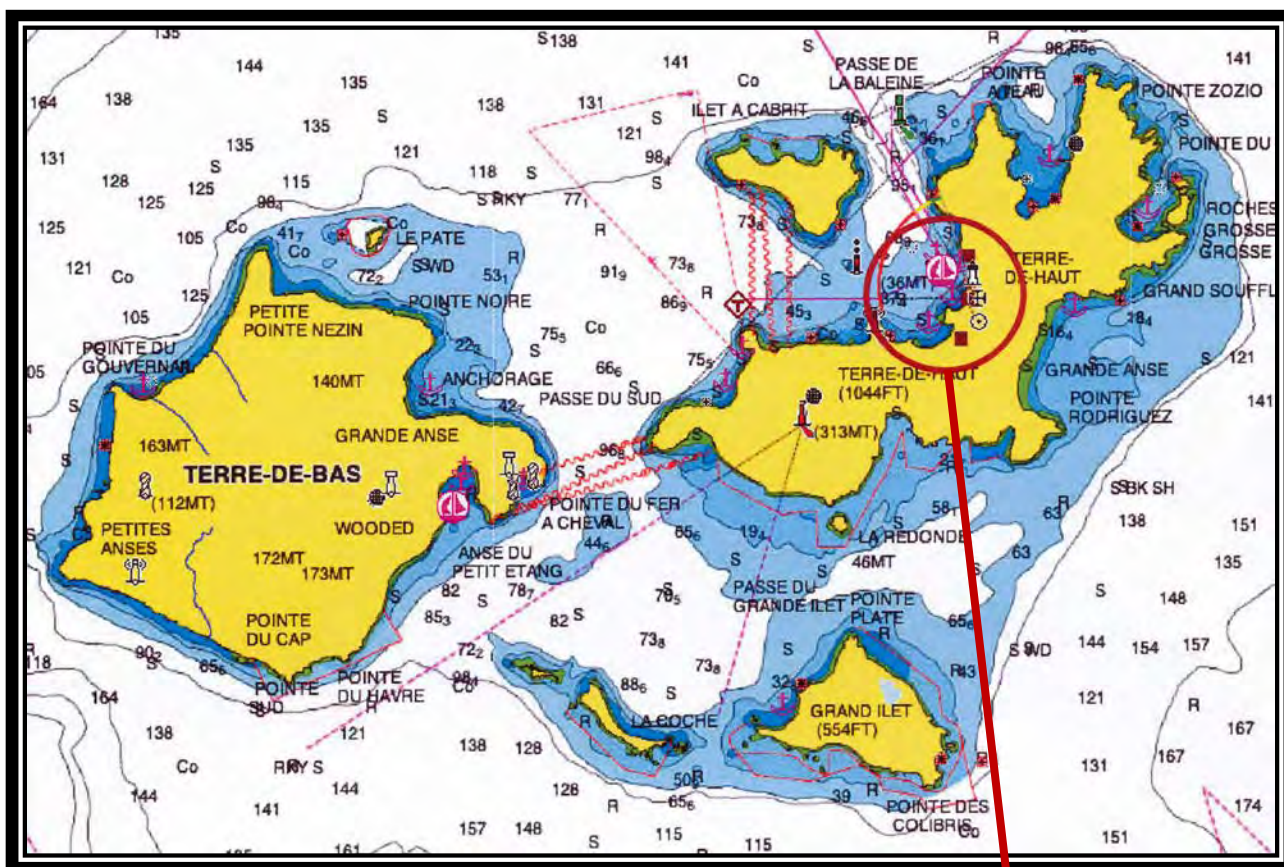


Figure 105. ILES DES SAINTES

The first thing to consider is that the anchorage is normally crowded. Additionally the water is relatively deep and that means many times you will have to anchor in 25ft or more of water with lots of scope in a crowded anchorage. Not easy!

Then there is the ferry dock; do not block it when you anchor. If you see this big open space in front of the ferry dock and think you have been lucky, look up and see how much space the ferry needs to maneuver.

There is also a shoal about halfway between Ilet A Cabrit and Terre-De-Haut. You can pass either side of the buoy, north or south.

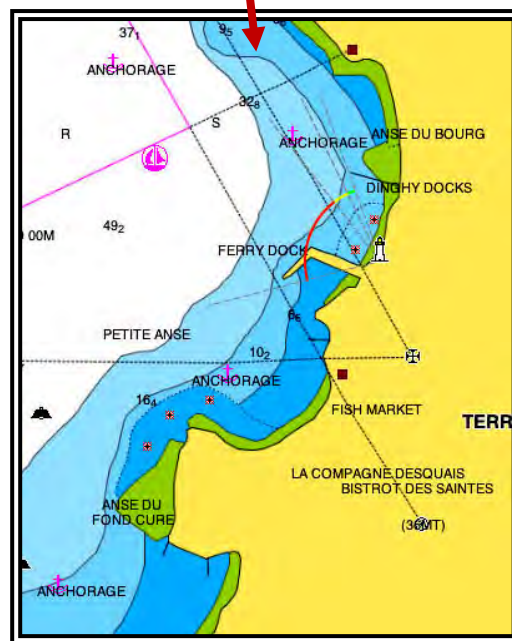


Figure 106. LE BOURG, CLOSE UP



FERRY DOCK, ANSE DU BOURG

There is a variety of establishments on shore that can cater to most of your needs including WiFi. Of course the daily French bread is a big hit and sells out quickly. Given the price and how fast it sells, one must assume that if you eat it, it has some magic quality. The truth is it does have a magic quality but I will let you figure that out for yourself, when you buy a loaf or two and share it with your family and friends.



DU BOURG

*Les toîts de tuiles rouges, les
façades colorées, et une
architecture pittoresque
définissent les Îles des Saintes*

*Red tiled roofs, colorful facades,
and quaint architecture define Îles
des Saintes*



Figure 107. ANCHORAGE DU BOURG, TERRE-DE-HAUT

REFLECTIONS OF LE BOURG

I have anchored and visited Le Bourg so many times over so many years and it never ceases to amaze me how excited I get when we are ready to go ashore. Perhaps it is a romantic notion in my head; but in this case what can I do? C'est La Vie!

*Bienvenue à
Bourg in
Terre de Haut!*



FERRY DOCK



**THEY SHOULD CALL THIS THE "BREAD STEPS" AS EVERYONE
SITS HERE TO WATCH EVERYONE ELSE EATING BREAD.**



SMALL TOWN SQUARE SCULPTURE DEDICATED TO LOST FISHERMEN



LA VERSION CARIBÉENNE DE LA PASSION FRANÇAISE POUR LES FLEURS
(The French love of flowers translated to the Caribbean)



THERE REALLY ARE LOCALS!





LOTS OF COLOR AND LOCAL PRODUCTS -- BUY SOME AND SUPPORT THE LOCAL ECONOMY. DO NOT COMPLAIN ABOUT THE PRICE -- OR ELSE, TELL YOUR WIFE YOU PAID ONLY HALF OF WHAT YOU ACTUALLY PAID



**LOCAL RESTAURANT COLORS EVERYWHERE.
THE PRICES ARE COLORFUL AS WELL; THE COLOR OF EUROS.**



UN RÉGAL PLEIN DE COULEURS POUR LES YEUX, À LA MÉDITERRANÉENNE
(A colorful feast for the eyes, Mediterranean style)



"Oh, Zee French!"

BAIE DU MARIGOT

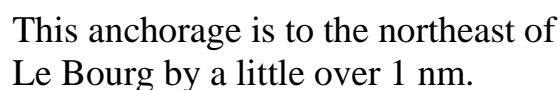


Figure 108. BAIE DU MARIGOT

About 1 nm to the southwest of the Le Bourg anchorage is Petite Anse. The bay is at the south foot of the Pain de Sucre. It is probably the finest anchorage in the island group although it can get crowded as well. However, in my experience there are always more boats at Le Bourg. You will need to let out some scope as the anchorage is in depths of 20-40ft. Do not anchor too close to shore as there is a submerged water pipeline. You will see the yellow buoys that mark the "no anchor" zone. There is a small guest house here with a tavern as well as a landing dock for your dinghy.

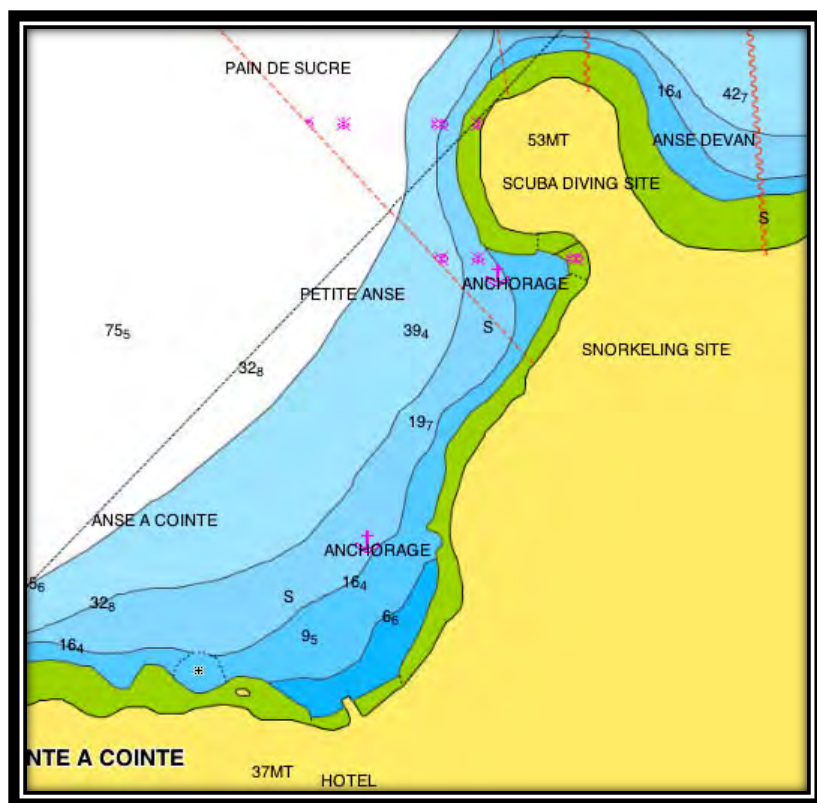


Figure 109. PETIT ANSE AND PAIN DE SUCRE



PAIN DE SUCRE

ILET A CABRIT

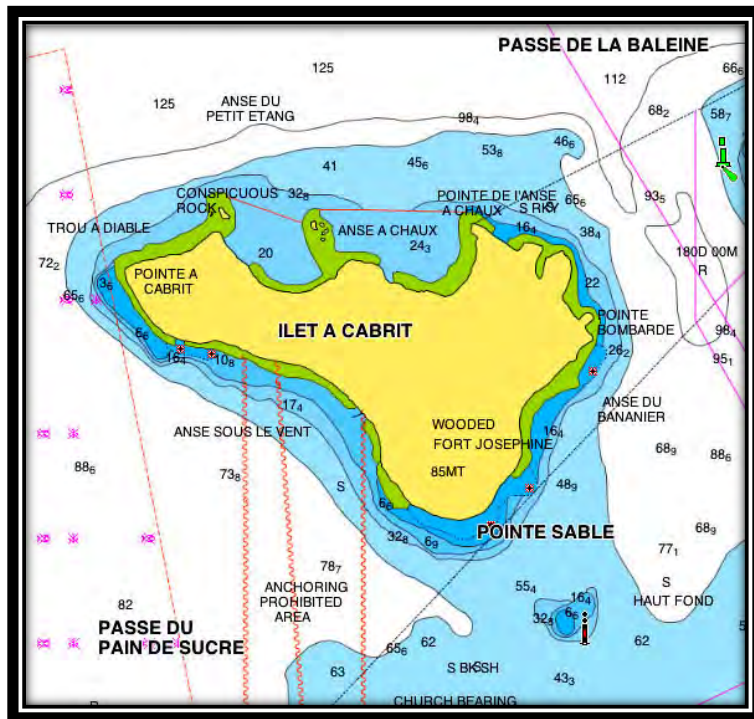


Figure 110. ILET-À-CABRIT



This small island is directly across from the anchorage at Le Bourg, less than 1 nm. If it is early in the Trade Wind season and the wind is strong and out of the northeast, this anchorage is more sheltered than Le Bourg. The attraction here is the ruins of Fort Josephine on top of the hill.



ANCHORAGE~ILET-à-CABRIT



ILE A CABRIT FROM THE SEA

BAIE DE PONT-PIERRE

This bay is on the northeast side of Terre-De-Haut. NOTWITHSTANDING the noted anchorage on the chart, anchoring in this bay is not permitted as the area has been classified as a natural park.

OFF LIMITS!



TERRE-DE-BAS

ANSE FIDELING

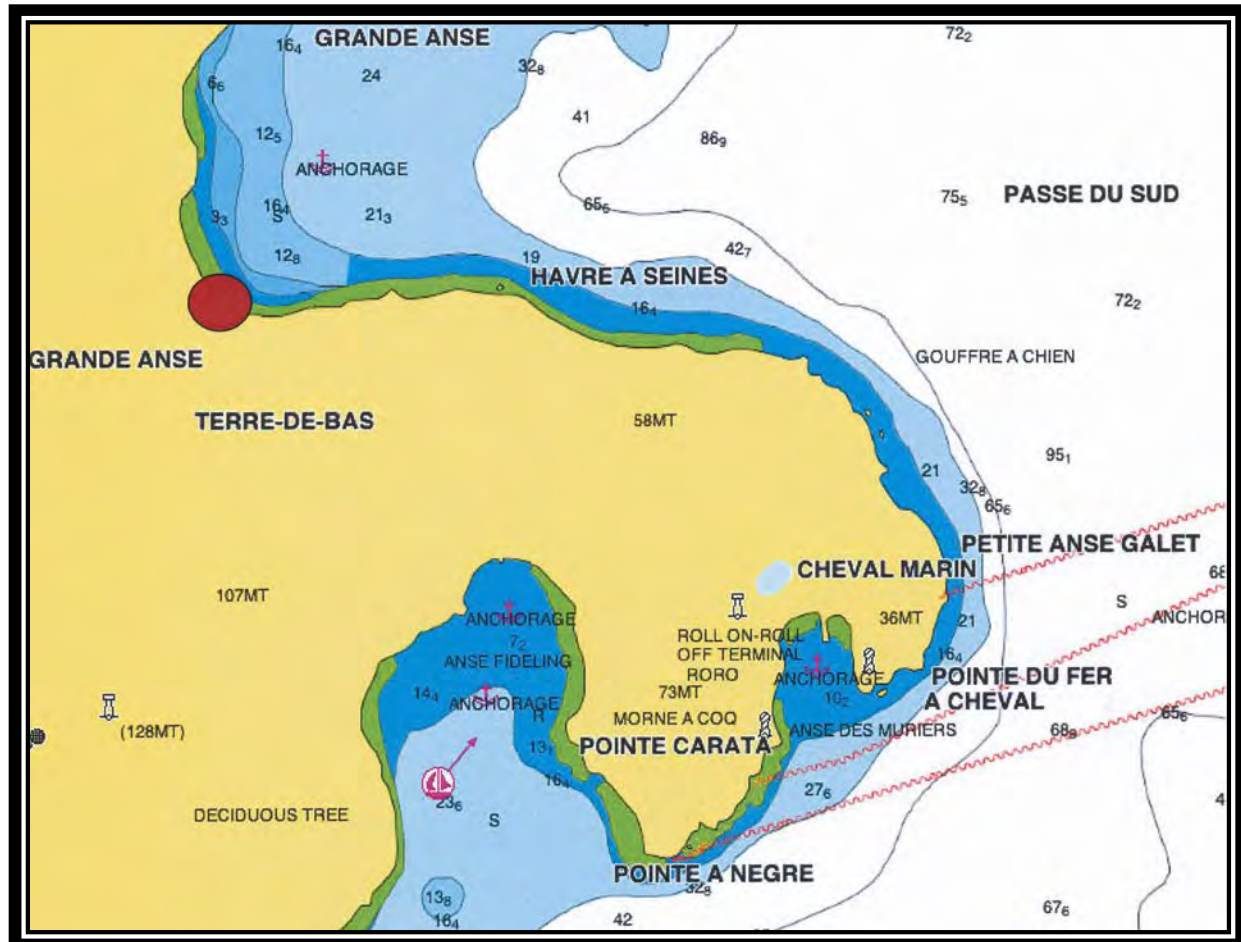


Figure 111. ANSE FIDELING (red dot)

If you have the time, visit this anchorage and make your way to the village of Grand Anse which is close by. Watch Pointe a Negre carefully as you enter and do not cut it short. This island is rarely visited by cruising boats and as a result has a much less touristy feel. The restaurants are an experience; they are simple and face the sea. The prices reflect their lack of stardom but their culinary skills are as good as it gets anywhere in Les Saintes.

If it is late in the Trade Wind season, southeasterly winds will make this anchorage untenable.

THE CENTER PASSAGE~ RIVIERE SALEE

The cost of doing one thing is to not do something else. If you skip by the top and bottom of the butterfly that is Guadeloupe, you will have missed a chance to take the road less travelled by.



To take this road there are a few requirements other than your time:

The first is that your mast height is not greater than 80ft.

The second is that your draft is less than 7ft -- regardless of what the charts say.

The third requirement is that you do not mind awakening early in the morning at 0430 hours when it is still dark in order to get underway.

The Road Not Taken (Robert Frost)

*Two roads diverged in a yellow wood,
And sorry I could not travel both
And be one traveler, long I stood
And looked down one as far as I could
To where it bent in the undergrowth;*

*Then took the other, as just as fair,
And having perhaps the better claim
Because it was grassy and wanted wear;
Though as for that the passing there
Had worn them really about the same,*

*And both that morning equally lay
In leaves no step had trodden black.
Oh, I kept the first for another day!
Yet knowing how way leads on to way,
I doubted if I should ever come back.*

*I shall be telling this with a sigh
Somewhere ages and ages hence:
Two roads diverged in a wood, and I—
I took the one less traveled by,
And that has made all the difference.*

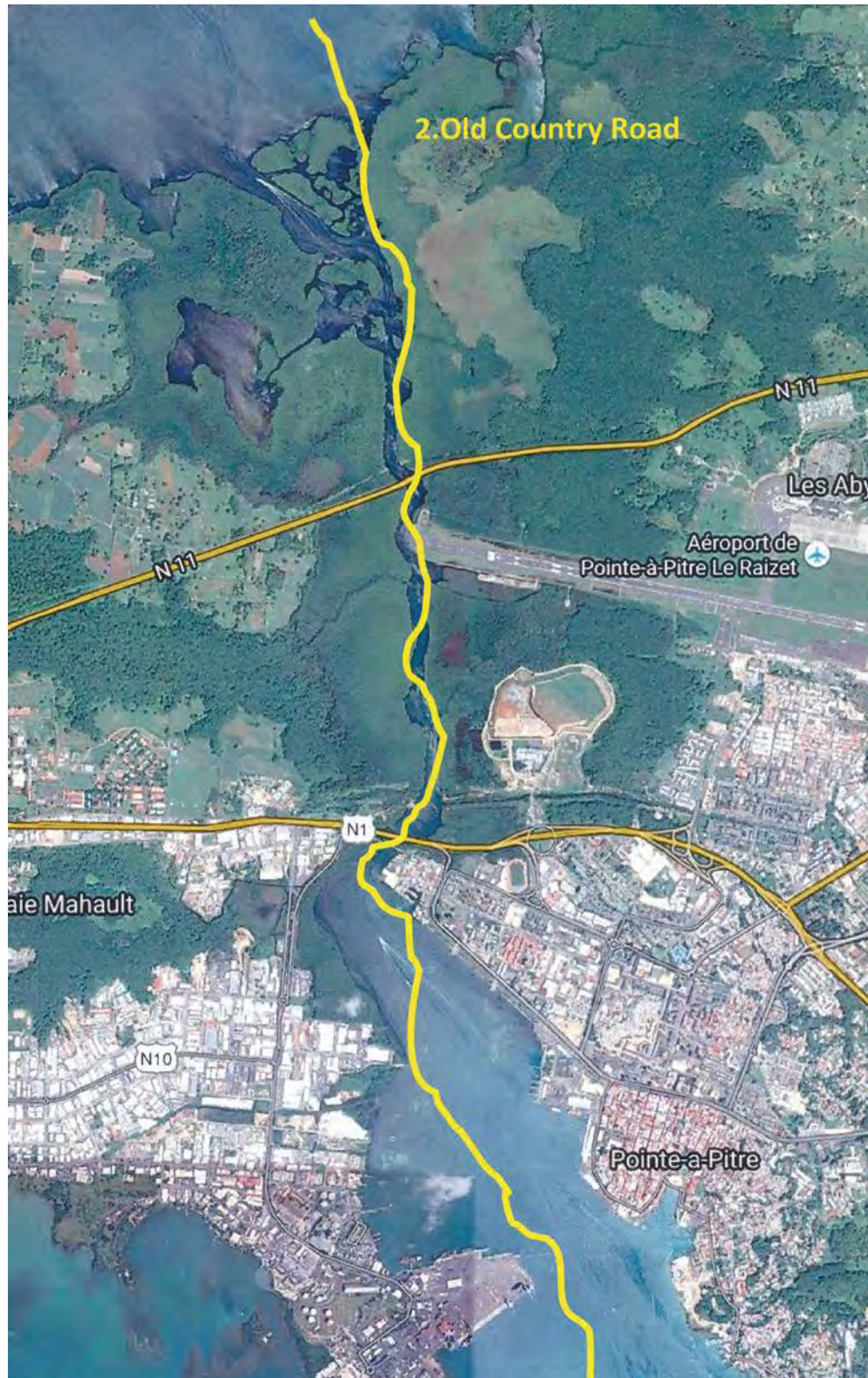


Figure 112. THE CENTER PASSAGE OF THE "OLD COUNTRY ROAD"



RIVIERE SALEE



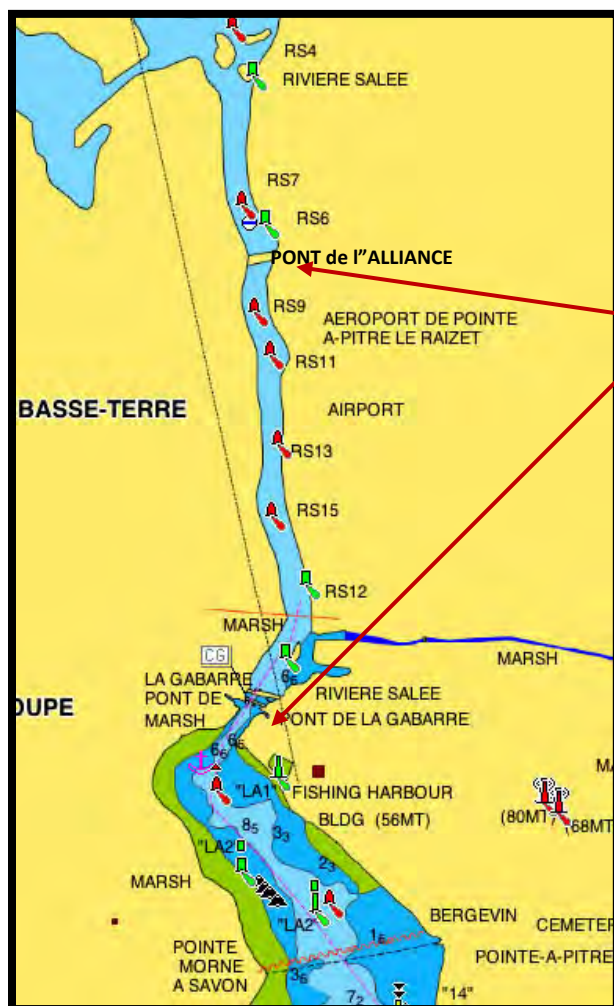


Figure 113. BRIDGES OVER RIVIERE SALEE

NOTE: From Pointe-a-Pitre harbor to Pont de la Gabarre the red buoys follow red to starboard. Once you are beyond the bridge it changes and the green will be to starboard.

OPENING TIMES:

Pont de l'Alliance: 0430-0530

Pont de la Gabarre: 0500

There are mooring buoys close to the bridges. You moor up for the night.

Technically speaking, northbound boats have the right of way and you will see northbound traffic move first when the bridges open. The bridges open in sequence; the northern most bridge, Bridge L'Alliance, opens about ½ hour after Gabarre. Be careful at the bridges because, depending on the tide movement, a current could push you into the abutment. Maintain sufficient speed for steerage.



GUADELOUPIAN LIVESTOCK

All of the above may sound somewhat complicated but it is easier than it sounds. The bottom is largely mud so if you stray from the channel and touch, no big deal.



Figure 114. GUADELOUPE AND HER DEPENDENCIES

The Grande Cul Du Sac Marin is at the top of Guadeloupe between the “butterfly wings”. This is the northern terminus of the Riviere Salee.

BUTTERFLY WINGS NORTH~West and East Sides



Figure 115. GRANDE CUL-DE-SAC-MARIN

PORT LOUIS (northeast corner)

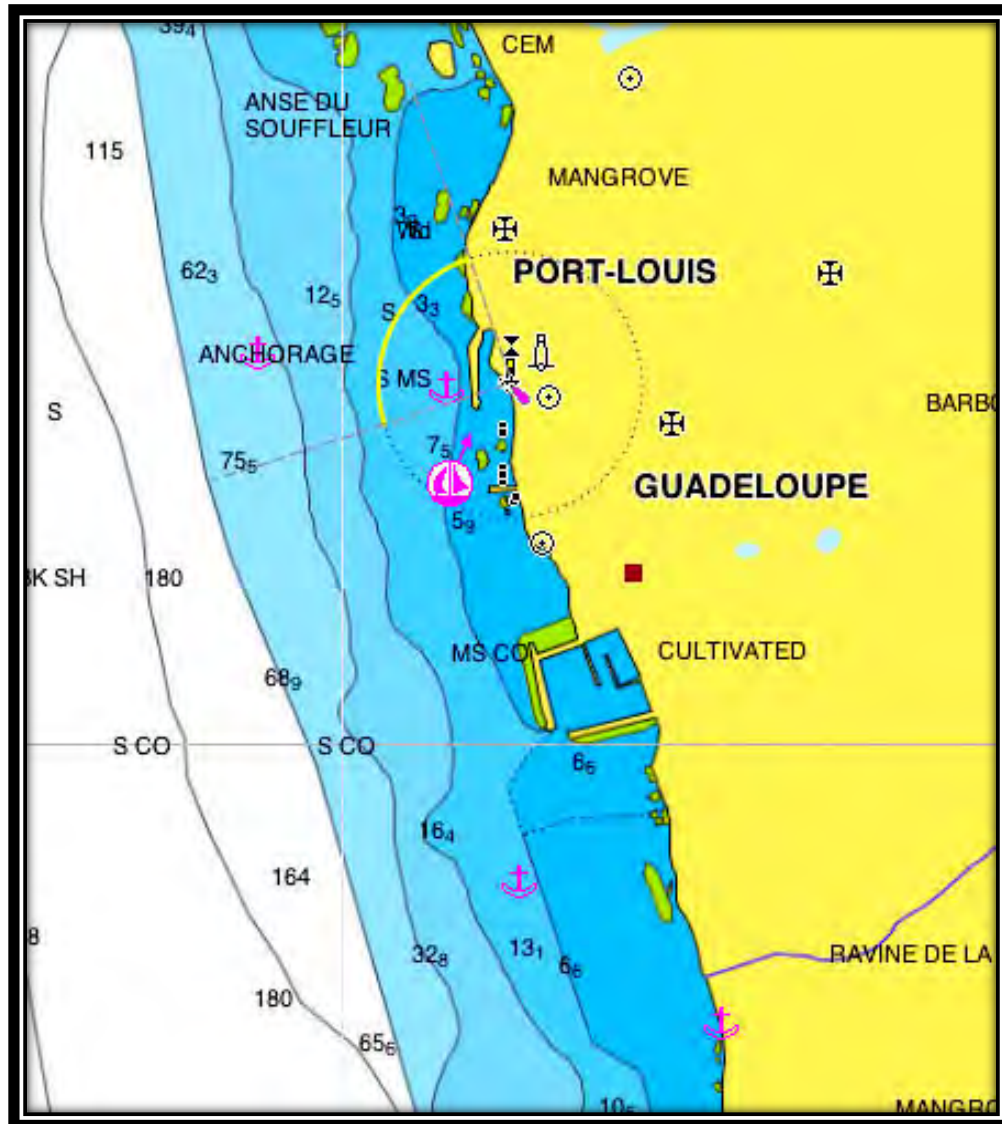


Figure 116. PORT LOUIS

Located in the northeast corner of Cul De Sac Marin, Port Louis is a small untouched fishing village. If you choose to visit, be careful you do not go in too close as the water shoals. In reasonably settled weather you can anchor further offshore on the northwest side of the sea wall. Aside from visiting a village largely untouched by tourism, you can purchase fresh fish and shellfish here from the local fishermen. In the small restaurants you can have a genuine Guadeloupian meal at less than the price found in the larger more visited areas. You will be a bit of an

oddity if you visit here and you should remember to smile and say hello in French. The people are friendly and will smile back. I do not recommend you take anyone's photo without first asking permission.

SAINTE ROSE (northwest corner)

PASSE DE LA GRANDE COULEE

16° 23.51N 61° 44.09W

Just northeast of entrance to channel

The channel into Sainte Rose is marked and not very difficult.

Watch your depthfinder and you will easily remain in deep water. The water is pristine; the area is designated an underwater reserve. The town is quaint and simple, and mostly unaffected by tourism.



SAINTE ROSE IS PICTURESQUE

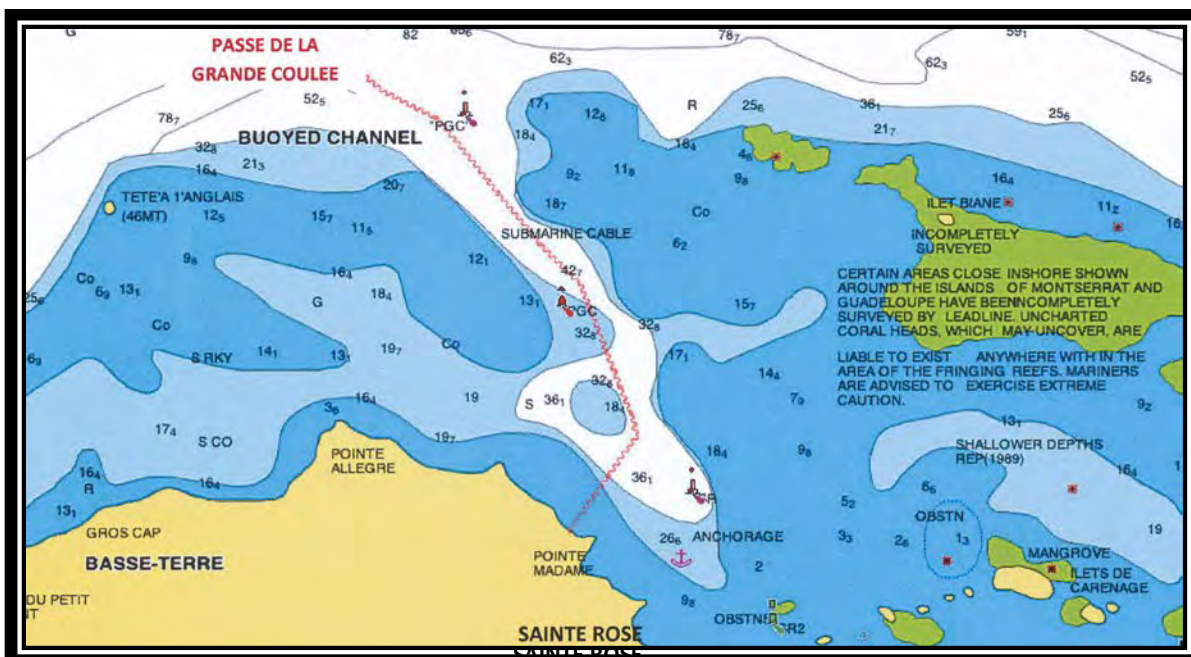


Figure 117. SAINTE ROSE ANCHORAGE

PASSE a COLAS (Colas Pass)

16° 21.99N 61° 34.40W

Just north of entrance

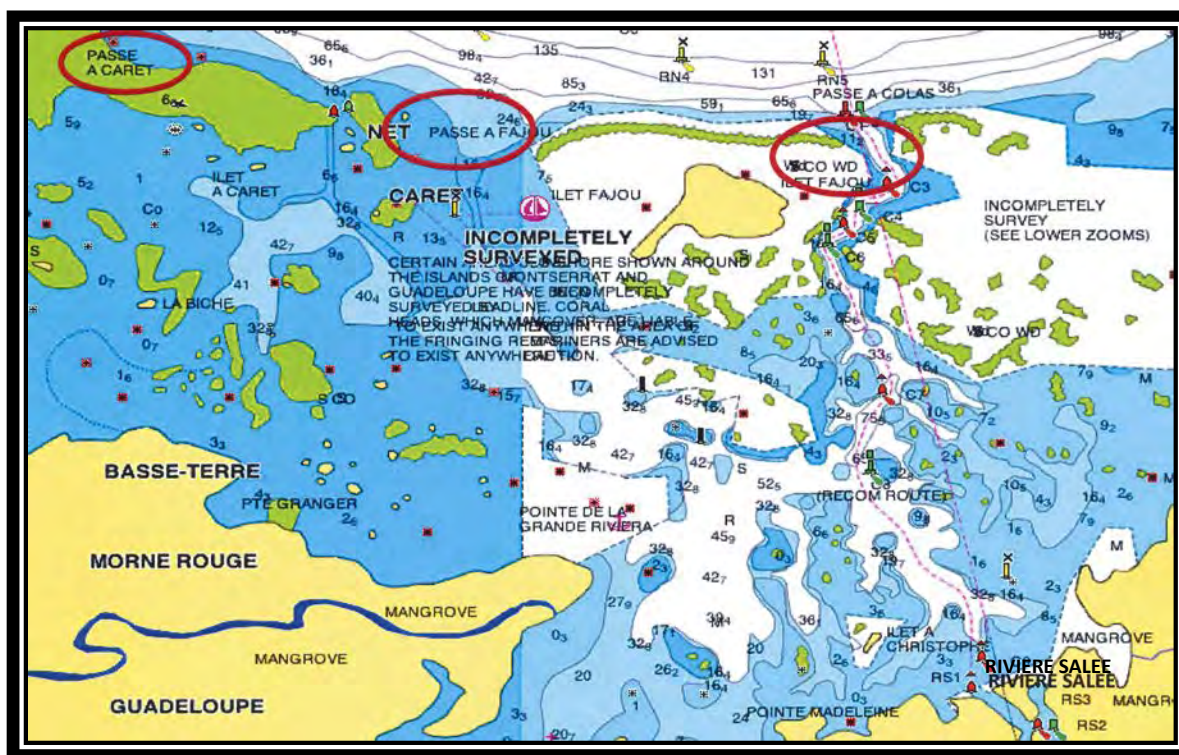


Figure 118. PASSES TO THE RIVIERE SALEE

This pass will take you safely north or south, to or from the Riviere Salee. It is reasonably well marked and sufficiently deep. There are two other passes to the west of Colas Pass. They are the Caret and Fajou passes. I do not recommend that you take either one of them. They are poorly marked and require some eyeball navigation. They are doable, but with Colas Pass, unnecessary.

Note: There are a few anchorages along the Colas Pass that you can safely use. In addition you can see on the chart below that there are two small bays, Baie Cercelle and Baie Mahault west of Riviere Salee. These are good places to anchor and not difficult to enter. There is also a small anchorage to the east of Colas Pass just beyond the point. It is shoal and I strongly recommend you do not try to anchor there.

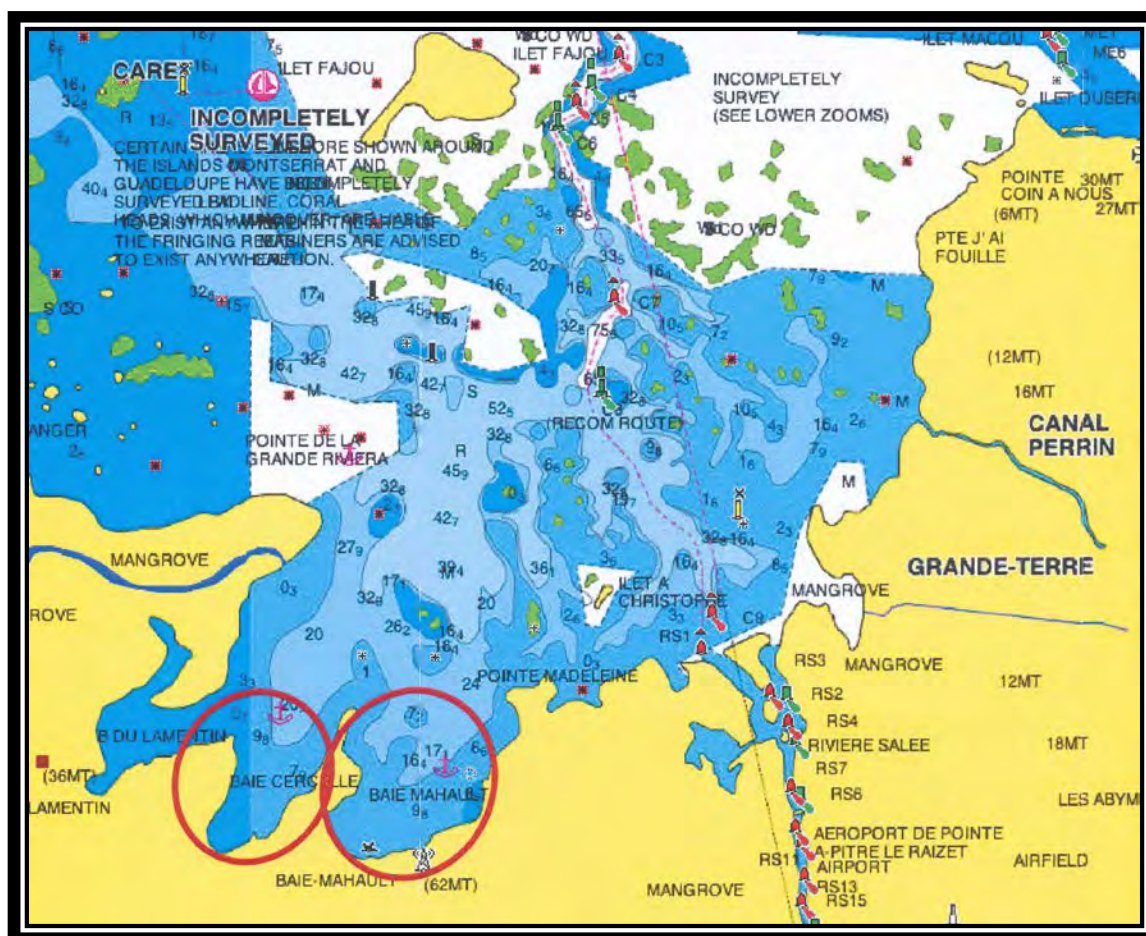


Figure 119. ANCHORAGES ALONG THE COLAS PASS

If you choose to anchor in Baie Cercelle, do not enter deep inside of it to the south. Anchor towards the north side of the mouth of the bay where you will have 20ft of water. It shoals quickly. You can dinghy into the village of Lamentin from here.

Both of these bays and the village are very much off the beaten track. Except for a few fishermen, the entire area is very wild. While there have been no reported incidents, I do not recommend you leave your boat here unattended. Leave someone aboard, or pay a local fisherman to babysit the boat until you come back from the village.



POINTE-A-PITRE

POINT-A-PITRE AND ENVIRONS

Coming from the south this is not a hard harbor to enter because it is well lit and well marked.

NOTE: THERE IS A REEF AT THE SOUTHWEST CORNER OF THE ENTRANCE AT ILET A COCHONS. FOR SOME REASON, ON ENTERING AND EXITING THE AREA MANY PEOPLE MISS THE FACT THAT THE CHANNEL CURVES SOUTHEAST AND THEY RUN OVER THE INSIDE OF THE LAST GREEN CAN RESULTING IN A FAIR AMOUNT OF DAMAGE. BE VERY CAREFUL; IT IS WELL MARKED. BUT BY DAY IT IS EASY TO BE DISORIENTED AND YOU CAN GO SOUTH FROM THE #4 BUOY AND HEAD STRAIGHT FOR THE REEF.

IN ADDITION IF YOU CHOOSE TO ENTER OR EXIT BAS DE FORT MARINA, THE WEST POINT CARRIES REEF OUT FARTHER THAN YOU MIGHT SEE. BE SURE TO LEAVE ALL THE RED MARKERS TO STARBOARD; CUT NONE SHORT.

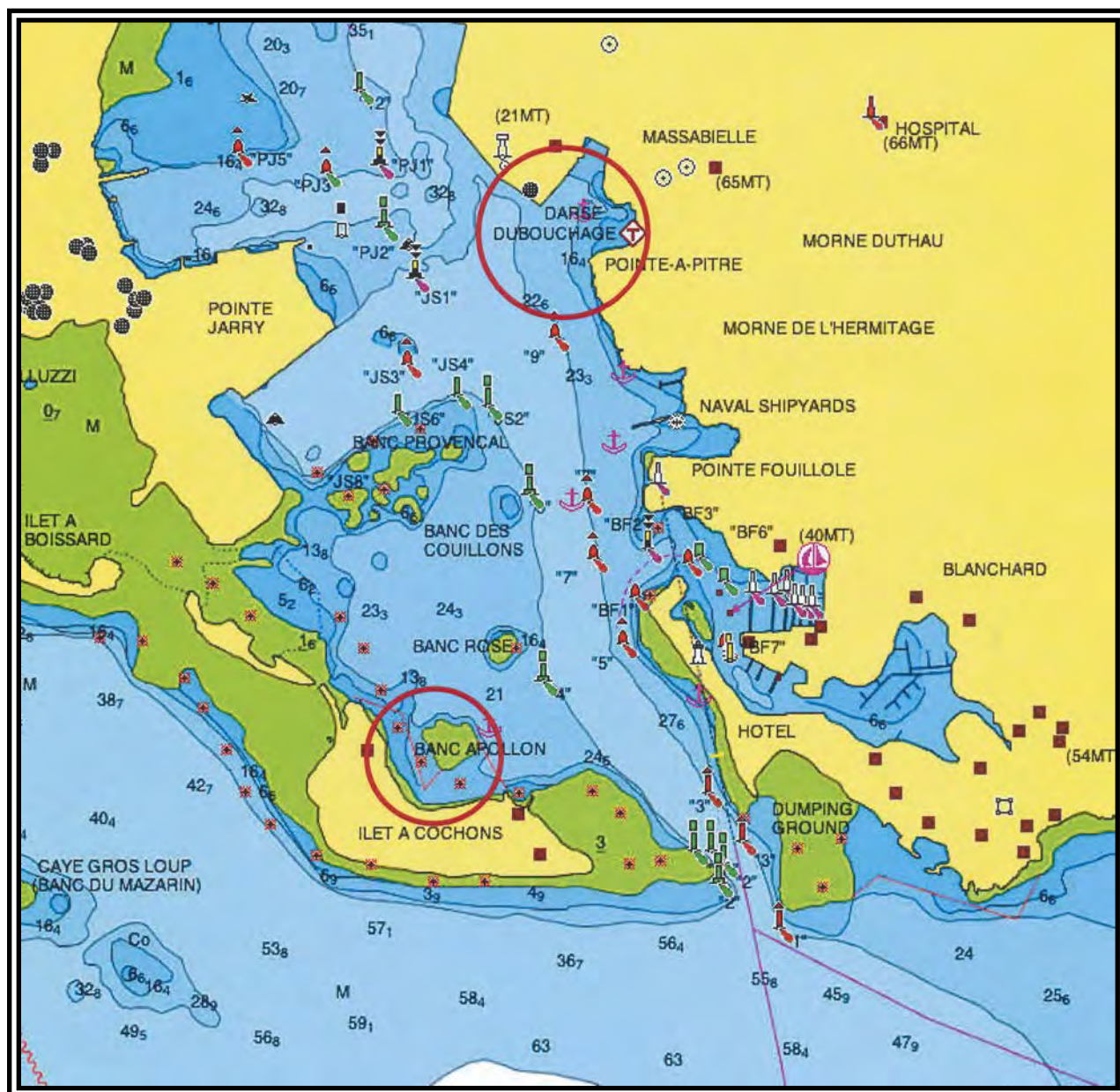


Figure 120. POINTE-A-PITRE AND ENVIRONS AT SOUTH END OF RIVIERE SALEE

There is an anchorage in front of the Carenage which is somewhat commercial. At the Darse Dubouchage is the yacht club where you can moor your boat.

There is also the anchorage just to port as you enter the harbor behind Ilet A Cochons which is in cleaner water and away from it all.

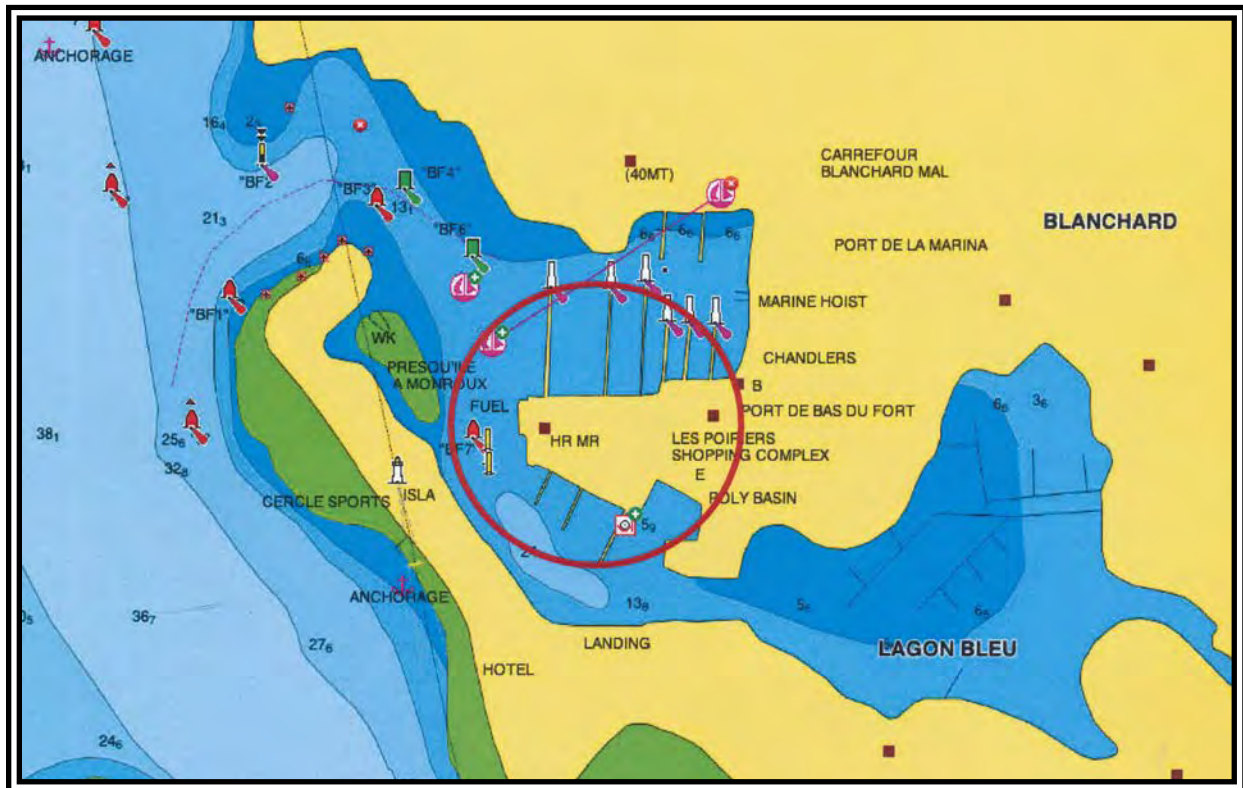
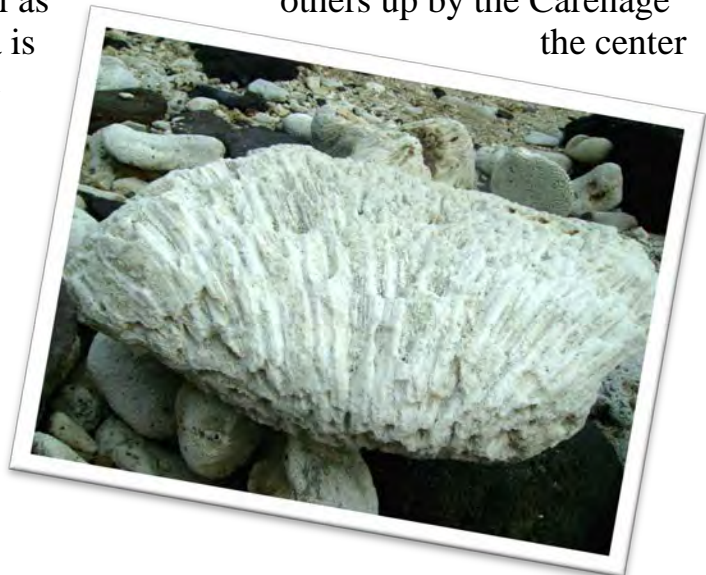


Figure 121. BAS DU FORT MARINA

Lastly there is the very large BAS du FORT MARINA. This marina is municipal and I believe you will find the rates to be about half the going Caribbean rates for a slip. There is a boatyard here as well as others up by the Carenage if you need repair work. The marina is the center of a great amount of activity as there are many local boats. You will find restaurants and shops as well as a minimarket to fill out what you may need.





BAS DE FORT MARINA: TWO VIEWS



TOWN OF POINTE-A-PITRE

It is truly a shame that so many cruising boats heading up or down the Lesser Antilles chain miss this town. Over the years it has changed from an old commercial port to a vibrant town filled with life and there is much to see and do.



POINTE-A-PITRE -- SAME PLACE, ANOTHER TIME

If you read the history of Pointe-a-Pitre it has always been a center of commercial activity, political activity, and culture. Do not miss the open market where there is an abundance of fruits and vegetables. Ask the price **BEFORE** you make your selection as some of the vendors will ask more of you than they would of a local.



**DO NOT BE AFRAID TO LOOK OFFENDED IF THE PRICE SEEMS TOO HIGH;
BE POLITE AND ASK FOR A BREAK WITH A SMILE ON YOUR FACE**



There are also wonderful spices sold loose at the stalls as well as fresh fish that they will clean for you. ENJOY!!





YOU WILL FIND THE SQUARE AT THE HARBOR A PLEASANT PLACE



PARTS OF THE TOWN ARE VERY AVANT GARDE



THE SCHOELCHER MUSEUM IS DEDICATED TO VICTOR SCHOELCHER, WHO HELPED ABOLISH SLAVERY IN THE CARIBBEAN.



THE ST. JOHN PERSE 19TH CENTURY COLONIAL HOUSE MUSEUM WHICH IS DEDICATED TO THE ISLAND'S POET LAUREATE, ALEXIS SAINT-LEGER.

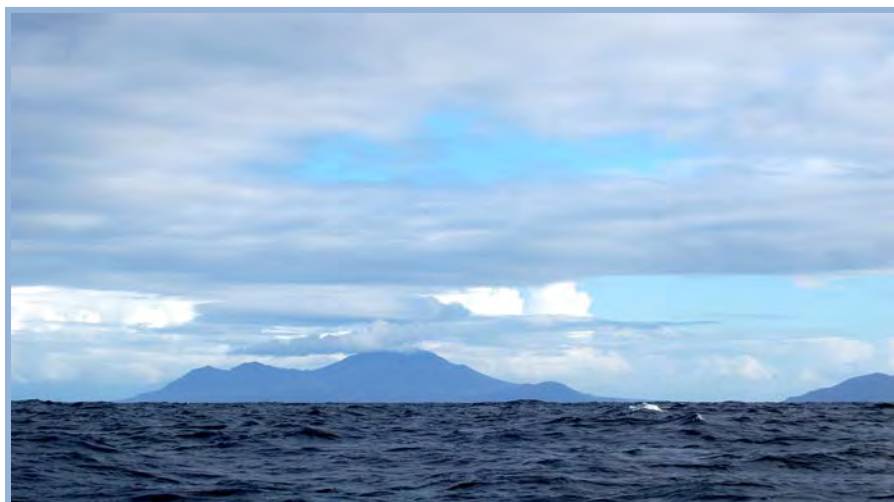
PETIT BOURG *GOYAVE* *SAINTE MARIE*

You can use any of the three anchorages above to stage your exploration of this shoreline. The anchorages are at small fishing villages. In heavy northeast winds they can become undesirable. However, in settled weather they can give you a place to leave the boat while you go ashore. I do not recommend you leave the boat unattended; leave someone behind or find a boatsitter locally of which there is no shortage.

Close by there are a number of attractions, the biggest of which is **Les Chutes du Carbet**. Les Chutes is part of the Parc Nationale de la Guadeloupe.

On the east slopes of La Soufrière volcano, at over 4,000ft, is the headwaters of the Grand River Carbet. It forms the highest waterfalls in the entire Lesser Antilles. There are three cascades that drop through tropical rainforests on the lower slopes. Like Goldilocks' three bears, the topmost is big, the lowest is little, and the middle is "just right". Most everyone visits the middle cascade, which is the most easily accessible by trail and thus the most crowded. It is impressive at over 300ft high. The trail is developed (paved), signposted, and handicapped accessible. The falls are not more than half an hour's walk from the park.

To find your way to the falls from the anchorage, check ashore and you will find guides who will be more than happy to take you up in their van. Be sure to negotiate the price before you get in.





CARBET FALLS



LES CHUTES DU CARBET

DID YOU KNOW?

The East Indian community in Guadeloupe is estimated to be approximately 55,000 in a population of over 400,000. There are several associations to promote Indian culture in Guadeloupe, usually run by people of Indian descent. They are fairly active in organizing cultural activities in all the principal towns, namely, Pointe-a-Pitre, Le Moule, Port-Louis, Capesterre-Belle-Eau.



CHANGY HINDU TEMPLE

As you continue south along the east coast of the west wing of Guadeloupe, at the bottommost point, opposite and due north of Les Saintes, is TROIS RIVIERES.

TROIS RIVIERES

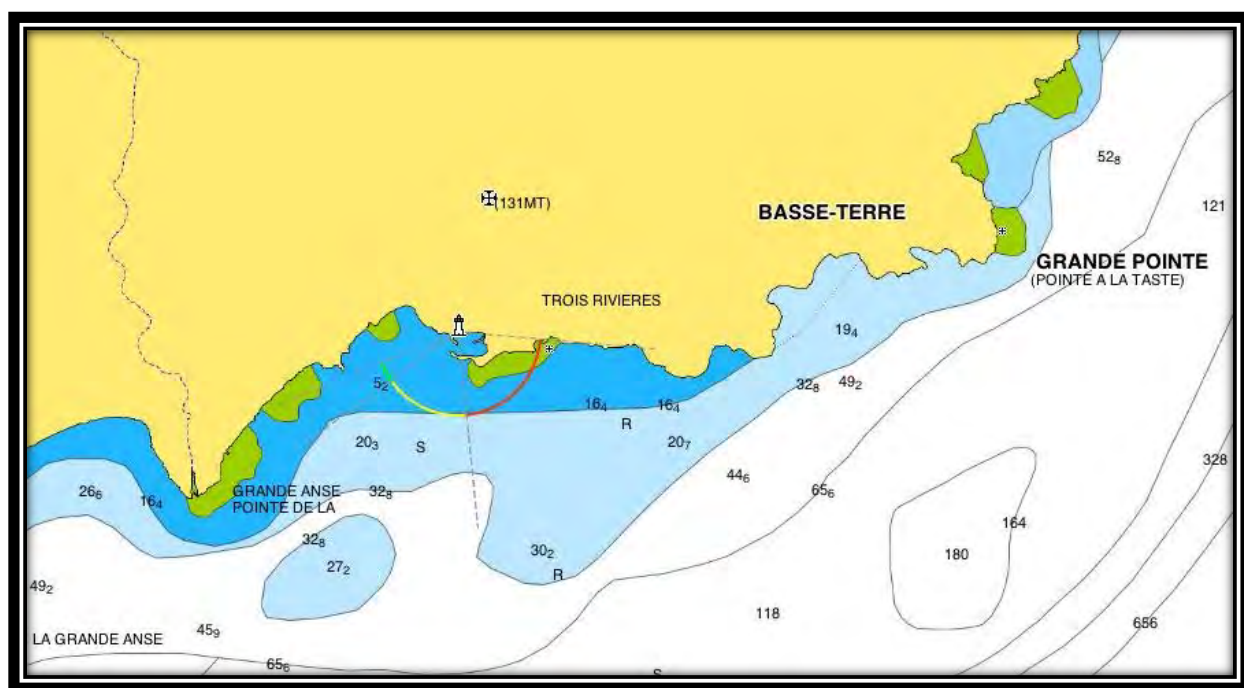


Figure 123. TROIS RIVIERES ON BASSE TERRE

The port is small but entry is easy and protection is ample. The village is filled with charm and well worth the visit. The views across to Les Saintes from the anchorage are impressive.

And nearby are the Roches Gravees, an archaeological park where you can see petroglyphs of the Arawak Native Americans and beautiful botanical gardens.



THE PARK IS SOMETHING SPECIAL





WHETHER OR NOT YOU CAN READ THE FRENCH, YOU GET THE IDEA!

BUTTERFLY WINGS SOUTH ~ EAST SIDE

(Bottom of the wing of Grand Terre)



Figure 124. PLOTTING A COURSE ALONG THE SOUTH COAST OF GRANDE-TERRE

This side runs more east -- west than it does north -- south. We will cover it from west to east (left to right).

ILET GOSIER

16° 12.02N 61° 29.64W

At anchorage

This island is surrounded by a coral reef and provides a reasonable overnight anchorage albeit one that can get a bit crowded with locals on the weekend. The lighthouse located at the southeast tip of the island is both pretty and functional.

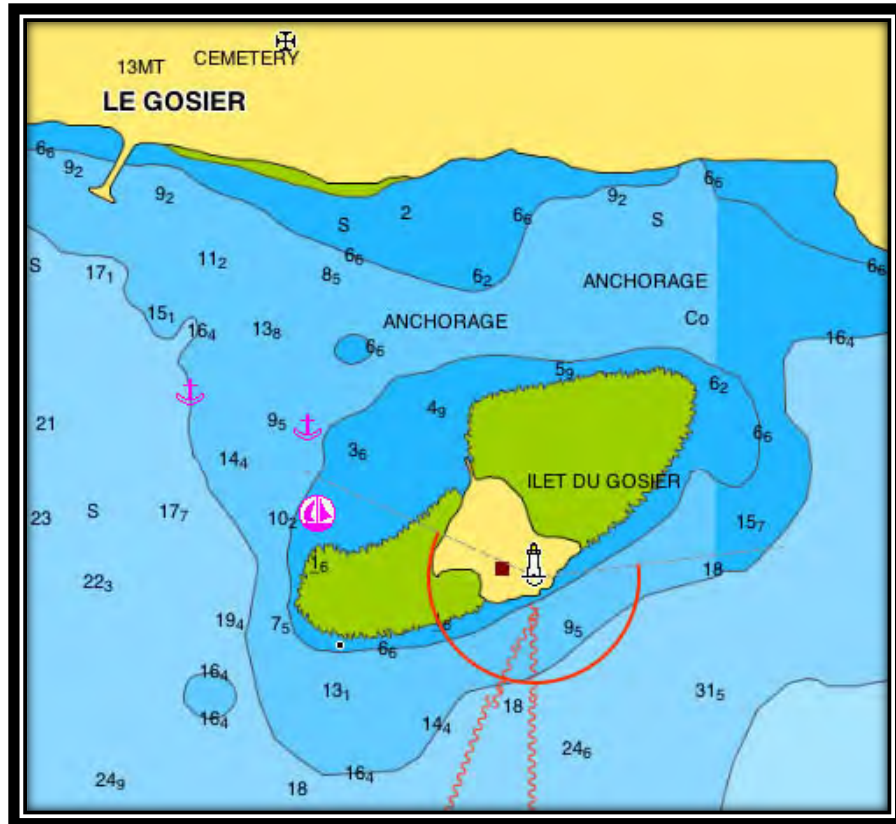


Figure 125. ILET GOSIER





If you are coming in at night it will provide its beacon for you. (Fl(2)R.10s26m)

The area is attractive; the type of place that perhaps you dreamed about.



ANCHORAGE AT LE GOSIER – THROUGH THE ARTIST’S EYE

You can head in to shore to the Village of Le Gosier which is attractive. There is a dinghy dock to tie up to but I do not recommend that you leave your boat unattended. Ask someone to look after it if you cannot leave someone behind on the boat.

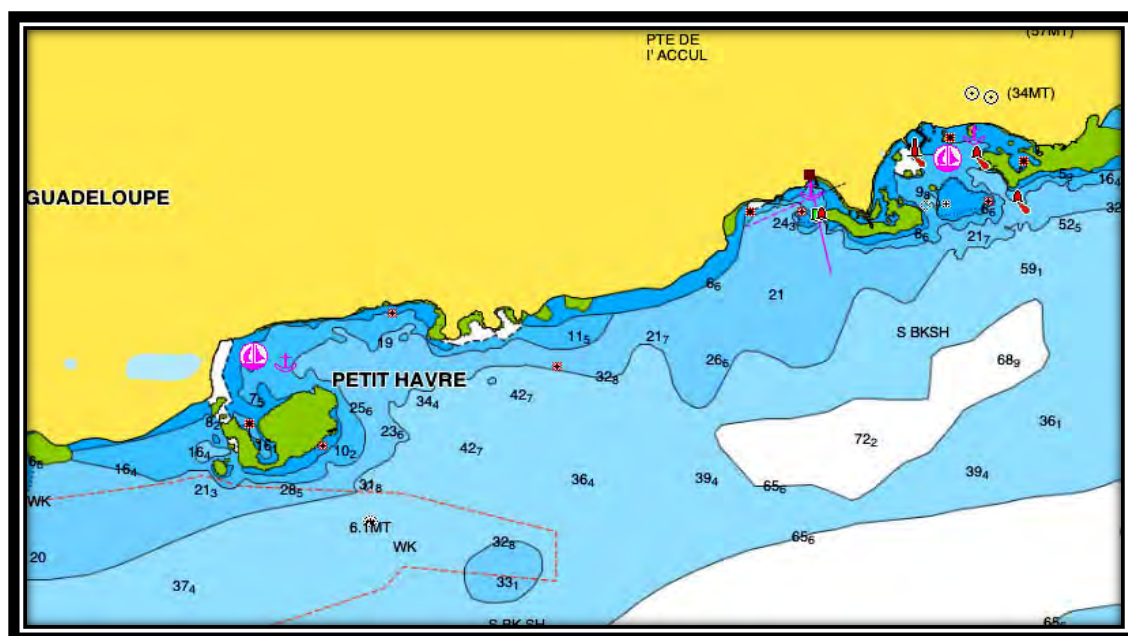
You cannot do major shopping in the village but you can fill out your need for basics. Aside from being really beautiful you are also centrally located and not far from Pointe-a-Pitre as well as several other interesting small villages and anchorages.



ANCHORAGE AT LE GOSIER THROUGH THE PHOTOGRAPHER'S LENS

PETIT HAVRE

Just a stone's throw from Ilet de Gosier this harbor is a small fishermen's enclave. It provides good protection if the wind is strong out of the northeast but late in the Trade Wind season it allows the sea to enter when the wind has a southerly component.



There is a reef protecting the port side of the entry; give it plenty of berth passing and do not cut it short.

SAINTE ANNE

16° 13.01N 61° 22.99W

At the outside harbor buoy

A few miles further east is the bay of Sainte Anne.

This is a holiday resort harbor with hotels, cottages and a really nice village which is a bit touristy but worth the trip. Once you reach the red channel buoy leave it to starboard and line up with the one inside to head in. **Leave BOTH RED BUOYS to starboard.** There is a reef to your starboard on entering which is defined and can be seen. To port there is LE BARIL DE BOEUF reef which *cannot* be seen. The orientation to enter is towards the northwest. Watch your depthfinder and go slow because the water depths are good going in. Once inside and past the reef anchor a bit to port. You will find 10ft of water.

The anchorage should not be attempted at night or in heavy weather when you cannot spot the reef. Be sure you can see ahead if you choose to go in.

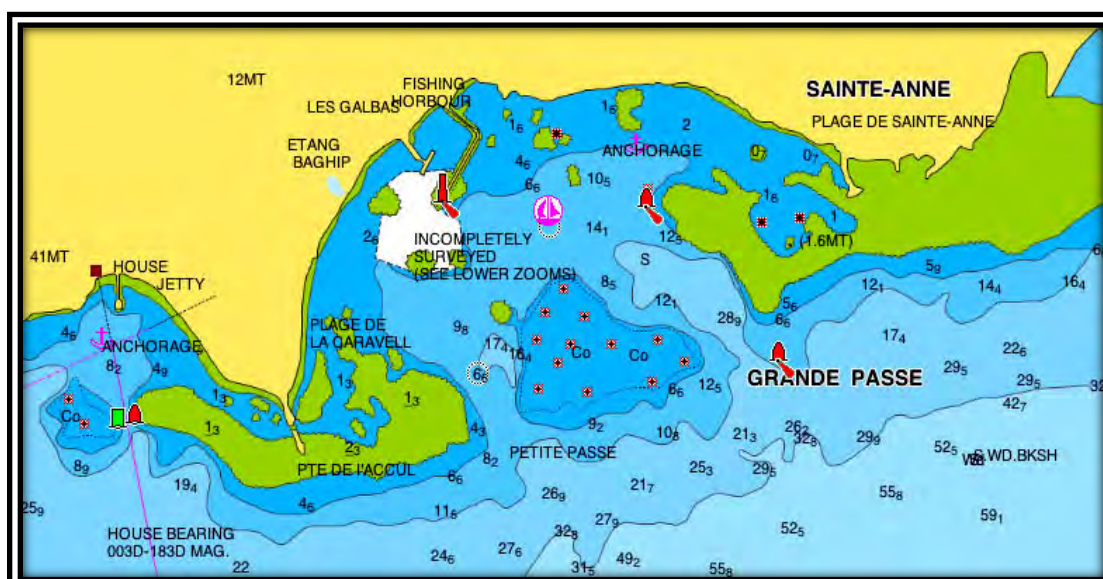


Figure 127. SAINTE-ANNE

The village of Sainte Anne has much to offer and there are plenty of boutique restaurants to choose from and sample the local food.



VILLAGE OF SAINTE ANNE



LOCAL SPICE MARKET

ST. FRANCOIS

16° 14.84N 61° 15.23W

At Passe Champagne outer entrance markers



St. Francois is at the eastern tip of the wing of Grand-Terre. This is a double harbor with the fishermen's village to the west and the marina to the east. I do not recommend that you use the fishing harbor as it is crowded with local fishing boats

and you would be considered in the way and out of place. Enter the channel, Passe Champagne, which is well marked and carries good water, to work your way northwest into the marina. The marina is supposed to have some dredging but as it stands now at low tide there is about 7ft in most places at the slips.

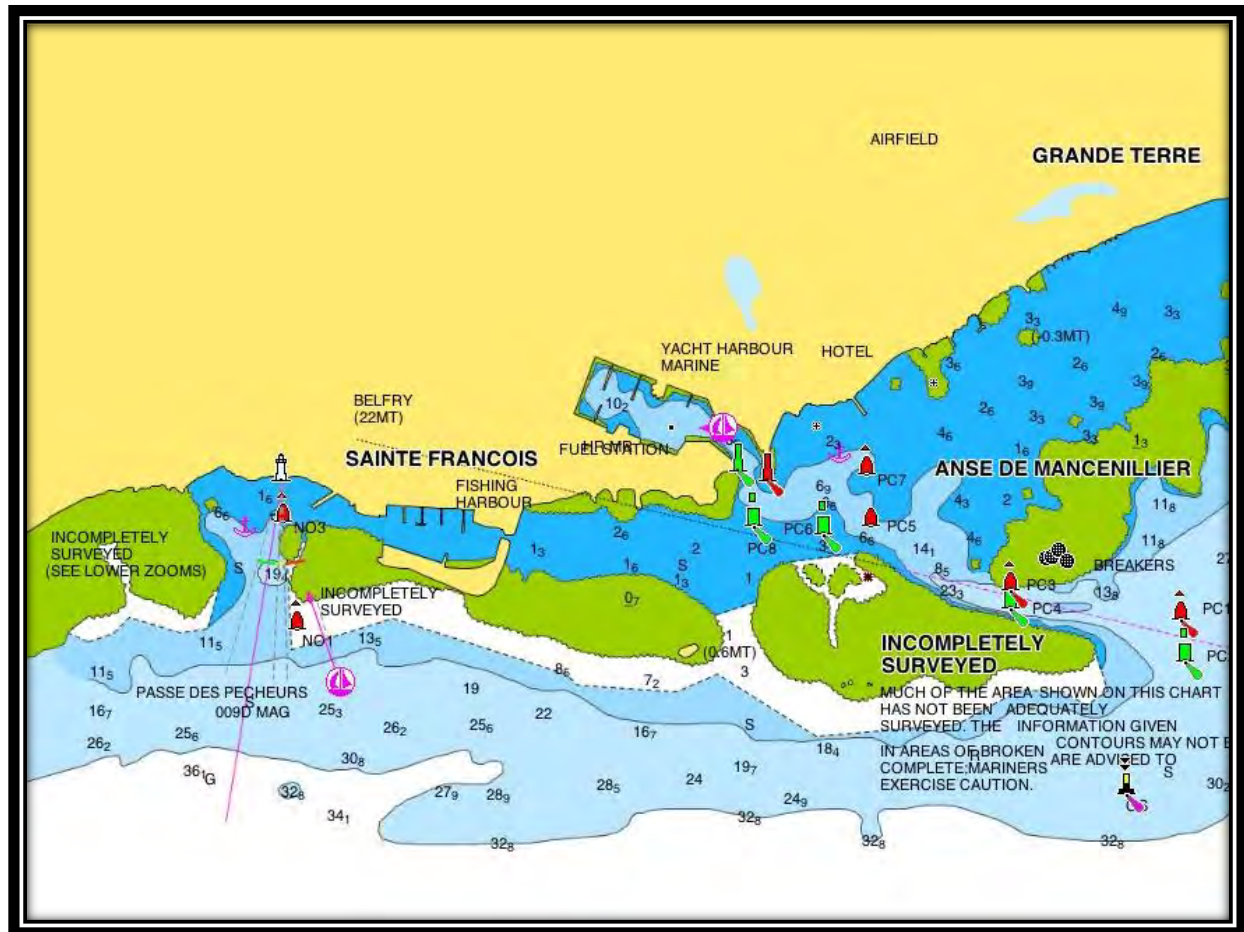


Figure 128. SAINTE FRANCOIS

The town is vibrant and cosmopolitan. It is definitely NOT a sleepy village! There is a casino and the Avenue de l'Europe which has a number of European style boutiques, cafes, and so forth.

The marina monitors VHF channel 16 and offers most of the services that you would expect. The laundromat is in town. One of the interesting things you can do is take the ferry that comes into the marina for a trip to La Desirade which is about 6 miles off shore of the eastern point of Grand-Terre. You can also take your own boat to La Desirade but most do not, except for day trippers.

GRAND-TERRE -- ATLANTIC COAST

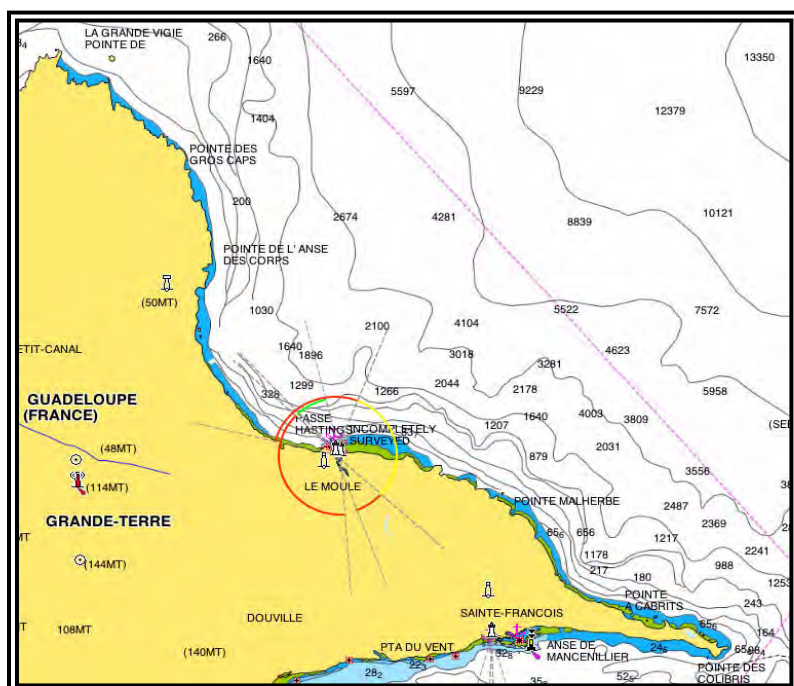


Figure 129. GRAND-TERRE ATLANTIC COAST, POINTE DE LA GRANDE VIGNIE – POINTE DES COLIBRIS



Grande Terre, together with Basse Terre, is one of the two main islands that form Guadeloupe proper. Grand Terre Guadeloupe is sometimes known as the right

wing of the butterfly, referring to the butterfly shape of Basse Terre and Grande Terre combined. The two islands are separated by a narrow stretch of sea water called the Rivière Salée, or salty river. For cruising sailors Basse Terre is the Caribbean coast and Grand Terre is the Atlantic Coast.

Unlike the larger, volcanic Basse Terre, Grande Terre's geography primarily consists of rolling plains, and is therefore Guadeloupe's agricultural base. It is famous for its black, white, and golden beaches, and is home to most of Guadeloupe's most popular tourist beaches and resorts. Most of the tourist resorts



line the southern coast of Grand Terre Guadeloupe, and the towns of Gosier, St Anne, and St Francois are good examples. Gosier is also popular for its nightclubs and casinos, while St Anne is famous for its popular beach, and St Francois for its sand and rock formations.

Figure 130. TOPOGRAPHY OF GUADELOUPE

Notwithstanding the rolling plain nature of Grand Terre, the Atlantic coast is a rough and desolate place. The only major port on the Atlantic side of Grand Terre is Port Du Moule. I very much recommend that you visit it but suggest you do so by land as it is only 7 miles from Sainte Francois. By boat, especially early in the Trade Wind season when the wind is out of the northeast, it is plain dangerous and no attempt should be made to enter the harbor at those times. If you do want to go under your own sail, do so after April when the winds move to the southeast.

PORT DU MOULE



The port was a sugar and rum port. Now it is used by local fishermen who venture into the Atlantic for their catch. The entrance is between two reefs which are not well marked and which cannot be seen when the sea is running.



PORT DU MOULE, LOOKING DOWNSTREAM

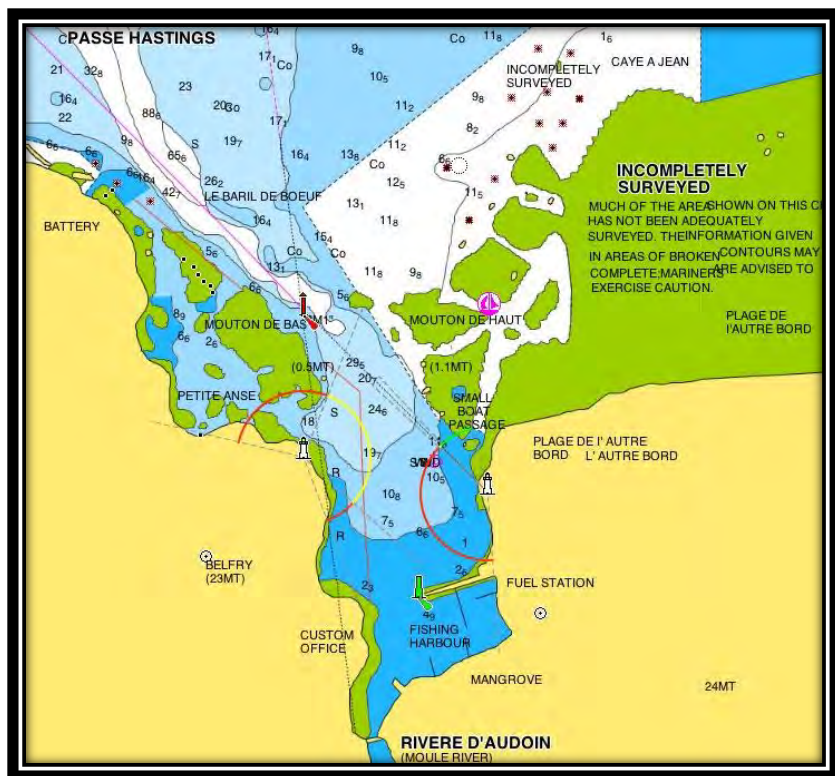


Figure 131. PORT MOULE

It is a local fishermen's port.



THE RUINS OF THE OLD FORT COME RIGHT DOWN INTO THE HARBOR



Le Moule has that sleepy lost-in-time feel. It is NOT a tourist town although I suspect one day it will be discovered. The restaurants are basic and inexpensive; the food, excellent -- fresh from the sea as you would expect. The people are reserved and should not be approached like actors at Disneyland. Gentleness and a nice smile go a long way here and sincerity is worth more than money.



Bonjour! Comment ça va?

OTHER DEPENDENCIES OF GUADELOUPE

LA DESIRADE ILES DE PETITE-TERRE

All of the above islands are northeast of Les Saintes. For cruising sailors following southbound early in the Trade Wind season, making landfall on any of them means going directly into the wind or at least a very close reach. As a result they are not normally visited by cruising boats.

La Desirade is difficult to visit because it is out in the Atlantic Ocean and its orientation is northeast to southwest. There is one small anchorage at Grand Anse which is a fishing harbor. It requires shoal draft to get all the way in and one cannot anchor out so to speak. It is best visited by the ferry from Sainte Francois.



HARBOR AT LA DESIRADE~FERRY BOAT DOCK

Les Isles de la Petite-Terre is a double small island with an anchorage. They are most often deserted and are part of a protected marine reserve. The anchorage is not accessible in a strong northeast Trade Wind and should not be attempted. Perhaps this is a nice place to visit late in the Trade Wind season if you want to be very alone.

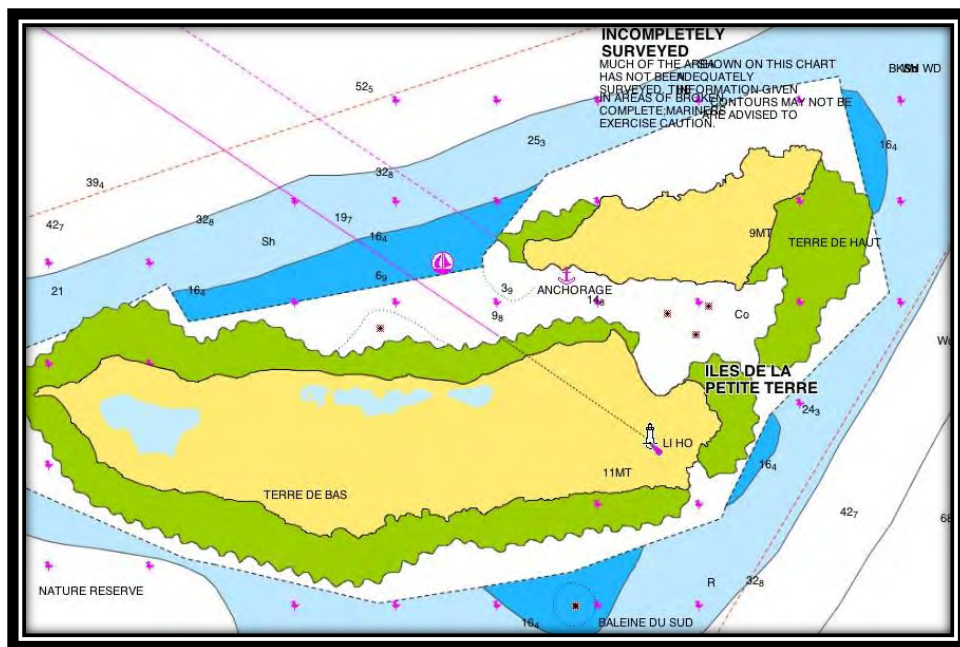


Figure 132. LES ILES DE LA PETITE TERRE – ON THE CHART

WILD DESOLATION –LES ILES DE LA PETITE TERRE



Figure 133. LES ILES DE LA PETITE TERRE – A FRIGATEBIRD'S EYE VIEW

MARIE-GALANTE

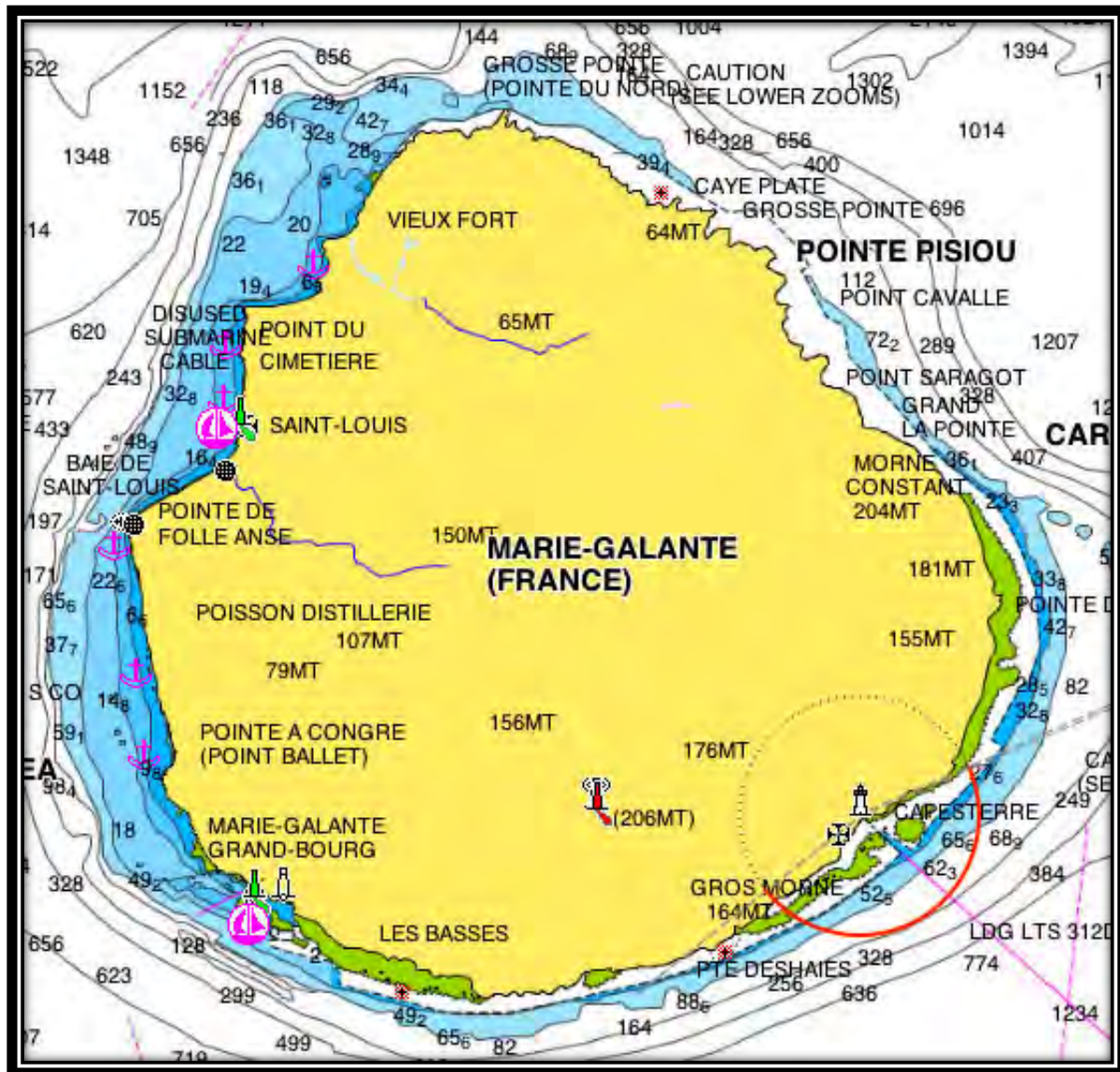


Figure 134. MARIE-GALANTE

Sugar and Rum, Rum and Sugar. This theme, along with slavery, dominated the Caribbean after colonization. Marie Galante is a good example and today if you take the time to visit this often overlooked island, you will get to see, smell, and taste some of the finest French rums ever made.

GRAND BOURG

15° 52.88N 61° 19.26W

Just west of channel markers to enter harbor

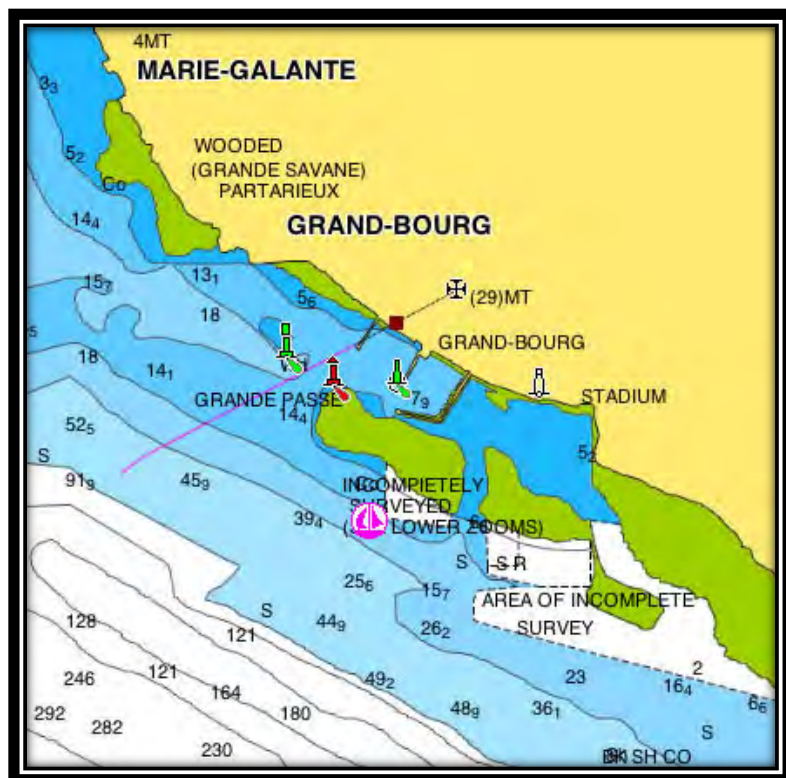


Figure 135. GRAND BOURG, MARIE-GALANTE

Grand Bourg is a port of entry for Guadeloupe, so you can clear in or out as you may need. This town is the focal point for Marie-Galante and the ferry port as well if you choose to arrive that way. The ferry trip from Pointe-a-Pitre takes less than an hour.

The harbor entrance is between the red and green markers. Do not cut the green marker short as it protects you from the Caye a Mayeux reef. Once inside you can anchor between that reef and the northwestern dock in 10ft of water. This is not a tranquil anchorage with all the activity, and the ferry wakes will knock you around.



Figure 136. GRAND BOURG OVERVIEW

Keep in mind that if you come here in your own boat, between the local commercial fishermen and the ferries, you are an extravagance. Because tourism on the island is not the main source of income, everyone is happy to see you but do not expect the red carpet.

As the coast winds around the island on the lee side there are a number of anchorages that can be used. **Anse Canot** is to the far north end of the island but should not be considered early in the Trade Wind season as it is not tenable.

Below Anse Canot is **Saint Louis**. This anchorage is also not good in northeast winds. There is a ferry dock here as well.

Between Saint Louis and Grand Bourg are a few small anchorages that are close to the sugar plant at **Anse Ballet**. It is the best protected anchorage outside of Grand Bourg if you need to stop but there is nothing that would bring you to shore.

The small fishermen's harbor at Capesterre is for local fishing boats. Do not consider it except visiting it by land.





MURAL PAINTED ON THE SIDE OF A BUILDING IN GRAND BOURG



I think a visit to Marie Galante is well worth it, but it is most conveniently undertaken by ferry from the mainland.



THE BUTTERFLY EFFECT

DOMINICA

'DOMINICA

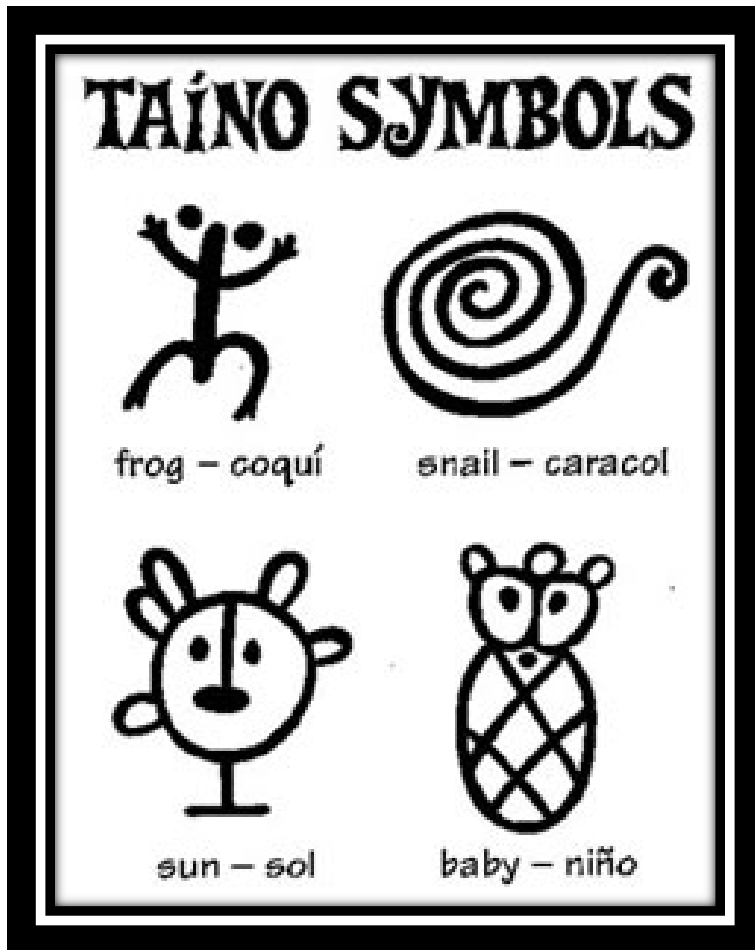
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Figure 137. DOMINICA

NOTE:

Many times people visiting the Caribbean confuse **Dominica** with the **Dominican Republic**. The former is an island in the **Lesser Antilles** and the latter is on the island of Hispaniola in the **Greater Antilles**. They are not related in any way.



Unlike many of its neighbors Dominica is mountainous and has fresh water. Some areas are arable and that translates to fruits and vegetables enough to export as well as for local consumption. Since the island did not lend itself to sugar plantations, it never quite fit the mold. As a result, to this day there are Carib Native Americans on the island because they never left. For reasons that can only be speculated, the Spanish did not completely crush and enslave the Carib Indians of eastern Dominica like they did the native populations in the other islands of the Caribbean Basin. It was probably not worth the effort in their minds at the time.

If you would like to get in touch with Carib culture, Dominica is a good place to do it. The exact name of the Caribs is the Kalinago Indians. Their web site is: www.kalinagoterritory.com

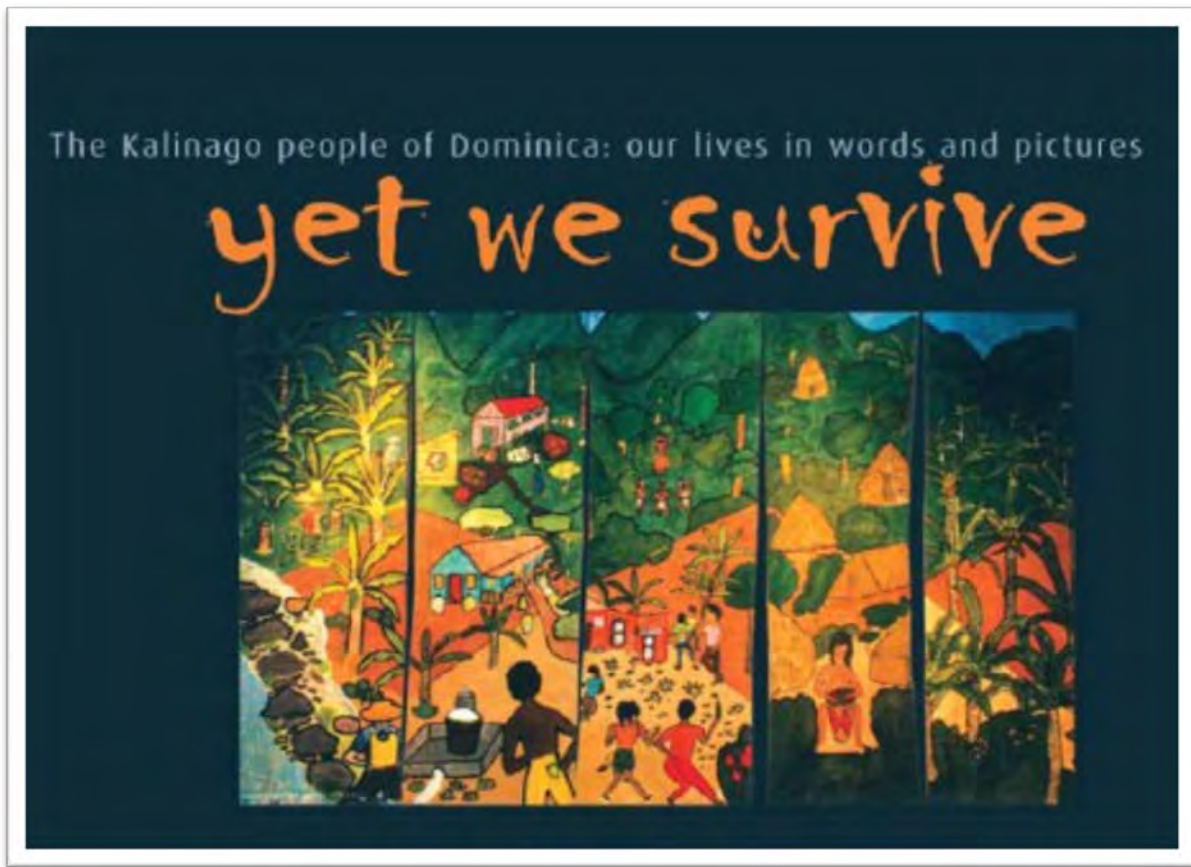




Figure 138. MAP OF DOMINICA FEATURING KALINAGO TERRITORY

As you can note from the map above, their territory is on the windward side of the island which is why it is not often visited by cruising boats.





"YET WE SURVIVE"

Most cruising boats anchor in Prince Rupert Bay at the northwest corner of the island. From here island guides can take you to any number of attractions. One that is always offered is the Indian River trip where a guide takes you in a boat that he rows up river to a landing where you may choose to have a snack and a drink before he brings you back to your boat. While many consider this a worthwhile trip, do not confuse it with a real time visit to the Kalinago settlement.

Lastly there is a tram ride that is not inexpensive that takes you across the rainforest rooftop. I am not often negative, but aside from walking across a small suspension bridge at the top, for the balance of the trip I saw green treetops and nothing else. The guide was informative but I would not take that trip again.

PRINCE RUPERT BAY

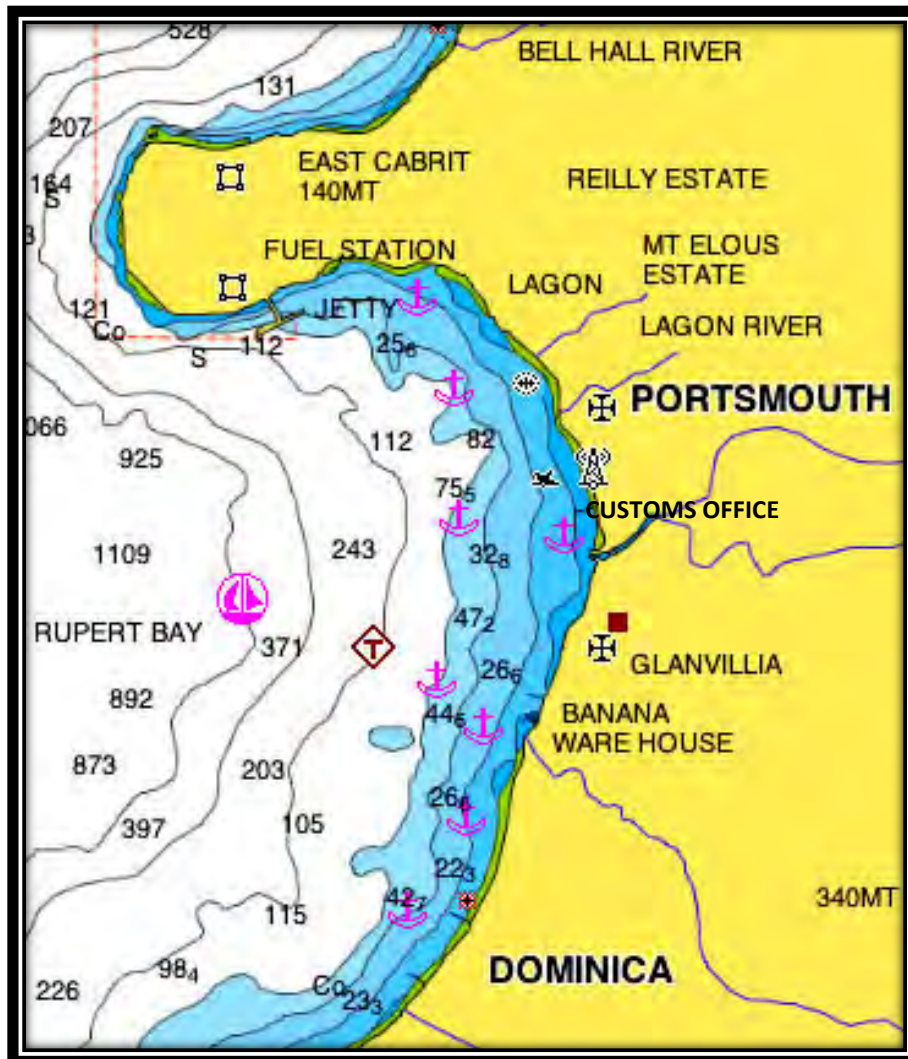


Figure 139. PRINCE RUPERT BAY AND ANCHORAGES

This is the best anchorage in Dominica. Try to anchor in the northeast part of the bay. There are other anchorages that are further south and will be suitable, but the northeast corner is my favorite. However, if you are here late in the Trade Wind season, move to the south side of the harbor to get better protection. The Customs office is about center of the harbor at Glanvillia.

For some reason that I have never quite figured out, while the harbor could be a very attractive place, one remains with a “down at the heels” feeling about the harbor. Maybe it is the abandoned commercial boats here and there.

Or perhaps it is the rush of boat boys who come out to your boat in every type of contraption that can float with a sense of desperation and who will not take “NO” for an answer. Keep in mind that whatever you think, these fellows have thought it long before it occurred to you. Be pleasant but firm. Do not let them aboard, and whatever you do, do not leave your boat unattended in this harbor. The guides who will take you on the Indian River tour are registered and have credentials. You will find them polite and professional and they will offer you a fixed fee for their service up front.

Just north of Prince Rupert Bay is Douglas Bay. It is not tenable when the wind is out of the northeast and it is often empty of boats.

Proceeding down the coast there some other anchorages. **Batali Beach, Salisbury,** and **Layou** are one after the next. However, to call them anchorages is to be liberal with the term and I have never used them.



ROSEAU BAY (WOODBIDGE BAY)

15° 18.59N 61° 23.46W

Just west of anchorage

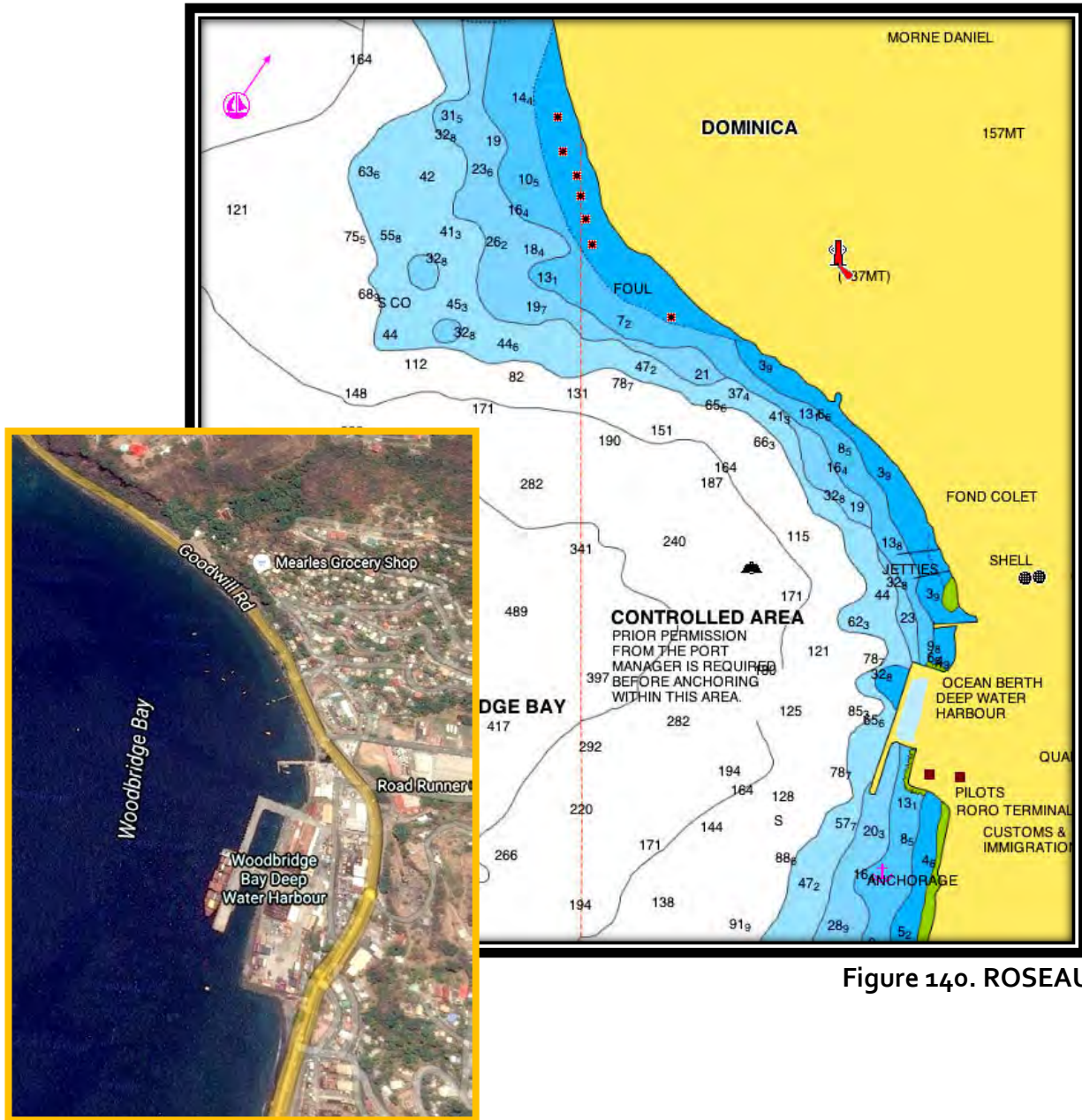


Figure 140. ROSEAU

The anchorage is about 1 nm north of the town of Roseau. At the Roseau waterfront there is a small fishing harbor and a ferry and cruise ship dock. You can stop at Roseau proper to clear in or clear out but do not stay overnight.



The town is active and you can shop here. There are numerous stores and restaurants but not a lot of charm. Of course the open market is always fun to visit.



Further south of Roseau is the Anchorage Hotel anchorage. For many years it has been set up with moorings to cater to cruising boats passing by.

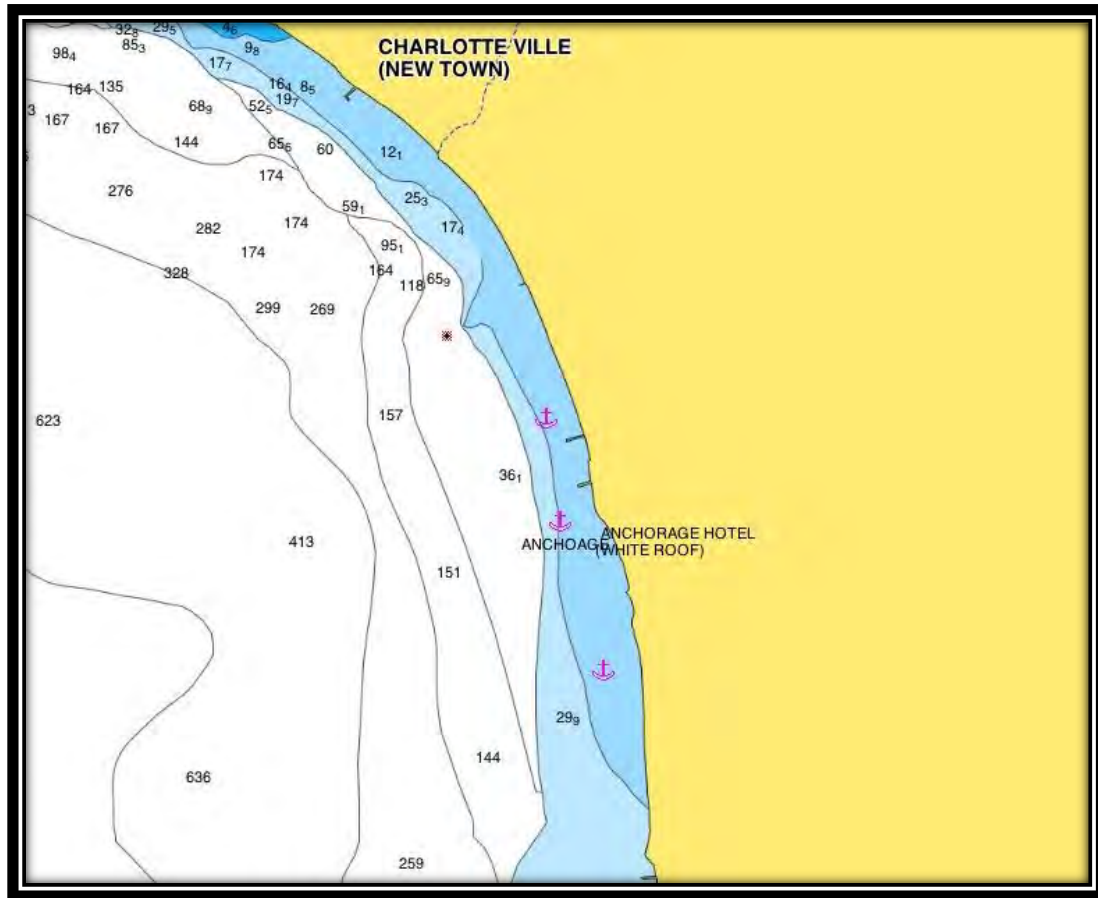


Figure 141. 15° 17.09N 61° 22.58W AT THE ANCHORAGE IN FRONT OF THE HOTEL

The hotel monitors VHF channel 16. Contact them for help. Do not agree to do anything with anyone until you speak to the front desk in the lobby. The hotel can help you with virtually any of your needs from internet through a guide to go around the island. There is a laundry as well as showers. The last time I stopped there the moorings were run by a concessionaire and I had to pay them directly.

SOUFRIERE BAY AND SCOTTS HEAD

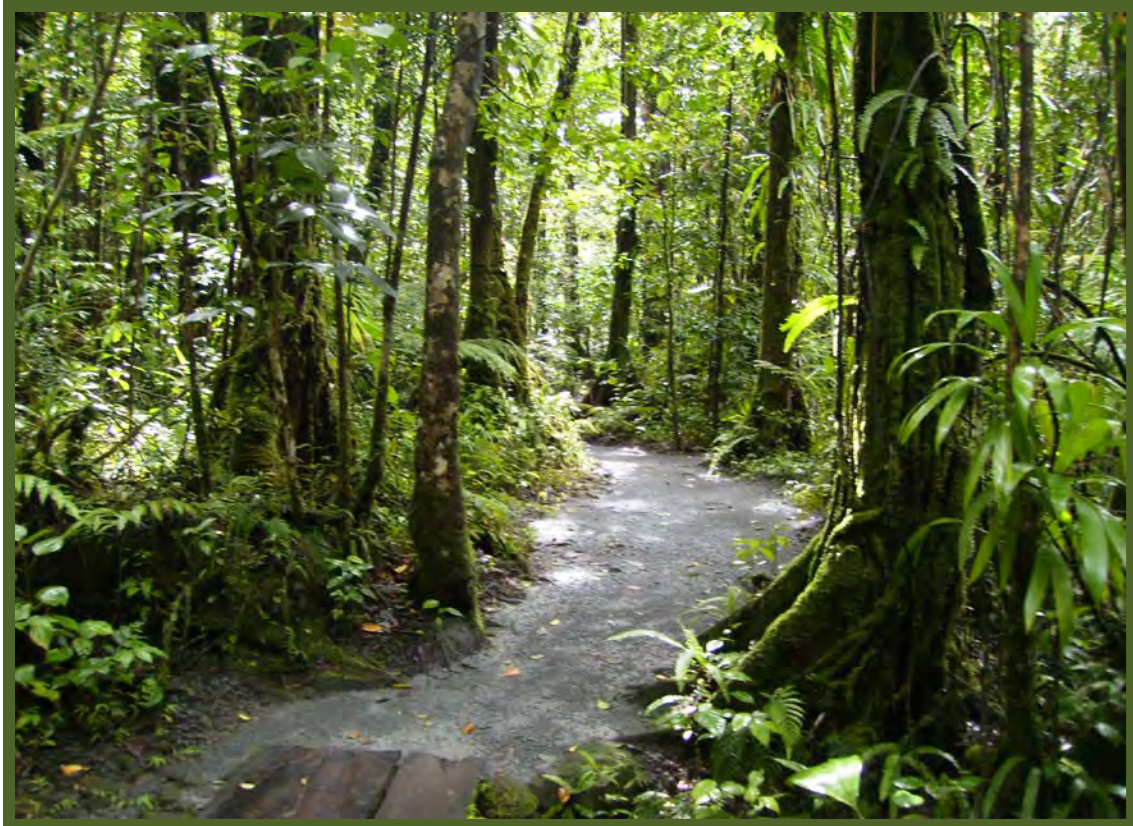
The entire bay is a National Marine Park. There is absolutely no anchoring allowed. You can make arrangements to visit it by road.



SOUFRIERE-CUT INTO THE LANDSCAPE

There are many reasons to visit and much to see, all based on your budget, your available time, and your particular interests. You can dive, you can walk, you can climb. Waterfalls and spells that befall, the southwestern tip of Dominica will enchant you all.





AN ENCHANTED PATH



THE GREEN AND THE BLUE OF DOMINICA





JUST HANGIN' OUT



BEAUTY HAS SO MANY FORMS



ACKNOWLEDGEMENTS

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

Special thanks to my daughter **Nathalie Virgintino, Editor of Free Cruising Guides** for generously investing her time in editing this guide to make it all that it can be.

I would like to express my sincere gratitude for the time and talent **Catherine Hebson, Director of Free Cruising Guides**, 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 Leeward 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, understand, and enjoy.

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.

Also by Frank Virgintino

- ★ A Cruising Guide to Aruba, Bonaire, and Curacao
- ★ Cayman Islands Cruising Guide
- ★ A Cruising Guide to Cuba (with Amaia Agirre)
- ★ A Cruising Guide to the Dominican Republic
- ★ A Cruising Guide to Haiti
- ★ A Cruising Guide to Jamaica
- ★ A Cruising Guide to the Lesser Antilles in 3 Volumes
- ★ A Cruising Guide to Puerto Rico
- ★ A Yachtsman's Guide to Trinidad

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- ★ A Thinking Man's Guide to Voyages South: The Many Facets of Caribbean Cruising (2nd edition)
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