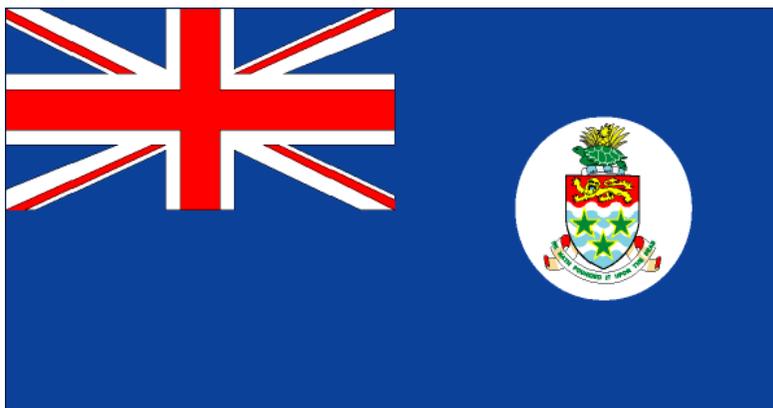


CAYMAN ISLANDS CRUISING GUIDE

Ed.1.3(04/11)

by

Frank Virgintino



Flag of the Cayman Islands

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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 the insights that will make your trip through the Cayman Islands an unforgettable experience.



CAYMAN ISLANDS REFERENCE MAP

Contents

PREFACE	6
PORT REFERENCES, ALL ISLANDS	14
GRAND CAYMAN:	14
CAYMAN BRAC	14
LITTLE CAYMAN	14
APPROACHES TO THE CAYMAN ISLANDS.....	15
FROM THE EAST	15
FROM THE NORTH.....	16
FROM THE SOUTH.....	16
FROM THE WEST	17
ENTRY REQUIREMENTS.....	18
CLEARING IN.....	18
CLEARING OUT	20
ENTRANCE PROCEDURES AND DETAILS.....	20
IN SUMMARY, THINGS TO MAKE SPECIAL NOTE OF IN THE CAYMANS:.....	26
PORTS AND PORT DETAILS	28
GEORGE TOWN	29
SAND CAY	32
SPOTTS BAY	34
NORTH SOUND.....	35
ACCESSING THE BAY.....	36
NOTES TO REVIEW CAREFULLY FOR NORTH SOUND BEFORE ENTERING	37
ATTRACTIONS.....	38
GPS Locations - North Sound	48
EAST CHANNEL.....	51
SCUBA AND SNORKELING ~Grand Cayman.....	55
SISTER ISLANDS ~ The islands time forgot!	56
CAYMAN BRAC	56

CLEARING IN.....	59
LITTLE CAYMAN.....	64
BLOODY BAY.....	66
OWENS SOUND.....	67
EAST POINT.....	70
ANCHORAGES/MOORING BUOYS AND MARINE REGULATIONS, ALL ISLANDS.....	72
UNDERWATER EXPLORATION ~ SNORKELING AND SCUBA.....	75
RULES FOR CAYMAN ISLAND MARINE PARKS.....	76
Public Moorings.....	78
MOORING REGULATIONS	80
GRAND CAYMAN MOORINGS WITH GPS LOCATIONS	82
ACKNOWLEDGEMENTS.....	87
ABOUT THE AUTHOR.....	91

PREFACE

The Cayman Islands (pronounced Cay-MON and not CAY-man) are made up of a group of three islands, the largest of which is Grand Cayman. The three islands are located in the NW Caribbean, west of Jamaica and south of Cuba. They are a British Overseas Territory or Dependent Territory of the United Kingdom.

Aside from this connection you will find the islands, and in particular, Grand Cayman to be very Americanized. What becomes evident is that there is a definite sense of British relationship; however, due to the proximity to the United States, American culture is everywhere to be seen.



If you look closer, you will also see and experience Caymanian culture which is often referred to by many islanders as the “old ways.” The population is an amalgamation of North American, European, and Jamaican with roots that can be traced to Africa. As a result there is great diversity with a common bond. The bond is an affection for the island and its history and you will find Caymanians **extremely kind**.

The Cayman Islands are **highly organized** vis à vis other Caribbean Islands. You will find most Caymanians very sociable, affable and civil. There was very little need for slavery on the island and so when slavery ended in 1834 there was an approximately equal distribution of races. Further intermarriage

blurred racial distinctions resulting in an easy going “Caymanian.”

Cayman enjoys a multinational, multi cultural population with little racial tension, which includes Caymanians (“trueborns”) who have lived in the islands for generations and are descendants of the original settlers. The next group are those who have become Caymanian from long term residence and commitment to the community. Finally there are permanent residents and a large number of expatriates representing more than 100 nationalities who live and work in the islands.

The name Cayman is actually derived from the Spanish word for crocodile. Columbus originally named the islands “The Tortugas” because he saw so many turtles.

Turtles in fact became the “merchandise in trade” or the Caymans may never have been settled. The islands are very low to the sea and therefore vulnerable to hurricanes. As a result, sugar plantations and farming never took root.

The people of the Cayman Islands have a history tied to the turtle. In the 1600s and 1700s the Cayman Islands became a provisioning stop for vessels sailing the Caribbean because of an abundance of green sea turtles, which could be caught and kept alive on board as a source of fresh meat.

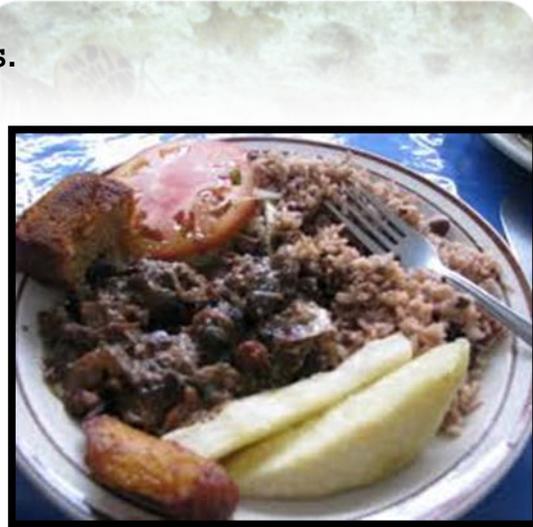
Permanent settlements developed on the Cayman Islands in the seventeenth century and “*turtling*” became a source of income as well as providing a local supply of food.

There is an abundance of fresh water from wells deep in the limestone. Water, plus access to fresh meat, is what made the Caymans an attractive stop for sailors going back for centuries. In 1592 the log of a Captain William King sailing from Jamaica to Grand Cayman reads, “*we found no people, but a river of fresh water, and there we turned up three score great tortoises or turtles. Two of these, with their eggs, fed ten men for a day.*”

To this day, turtle meat is eaten on the Cayman Islands as one of the island mainstay dishes. If you have never tried it, I think you will be pleasantly surprised. Before you come to the conclusion that the turtles are being eaten out of existence, the Caymanians have already provided for that with turtle farms.



What started in 1968 as the Cayman Turtle Farm, a commercial venture operating under a franchise from the Cayman Islands government to attempt to domesticate Green Sea Turtles, is today a unique blend of research, commerce, and tourist attraction.



How do you start a herd of turtles? First you collect nearly half a million turtle eggs and then you round up some young and adult turtles.

By 1973 the farm had succeeded in mating and hatching Green Sea Turtles in captivity. Seven years later the farm took on the challenge of the Kemp's Ridley Sea Turtle and succeeded in hatching it. However, its practical and conservation success was not matched by financial success.

The Cayman Islands Government bought the Cayman Turtle Farm Ltd. in 1983 with a goal to produce enough turtles to supply the needs of the local market and continue releasing

turtles. By the turn of the century it had also become a major tourist attraction in the islands. And then Hurricane Michelle hit.

Michelle turned out to be the creative destruction that paved the way to the creation of Boatswain's Beach, a 23 acre world-class *interactive* -- if you've ever wanted to hug a sea turtle, here is your chance -- marine park which incorporates the Cayman Turtle Farm and attracts a half million visitors each year. Don't miss it! (<http://www.boatswainsbeach.ky/index.cfm>)

Since the Cayman Islands were so isolated and had such a good supply of meat and water, pirates found a good haven here in the early eighteenth century. As a result, within Cayman culture there is a memory and reference to pirates; not in their worst sense but more in the vein of romantic notion. Each year in October the Caymans celebrate PIRATES WEEK. It is not a celebration of violence but rather a celebration of rollick.



Pirate week in the Cayman Islands even has its own website.
(<http://www.piratesweekfestival.com/>).

The following is an excerpt from the festival homepage:

Arrrrrrggghhhh! Welcome to our new look Pirates Week website! Splice the mainbrace – Cayman’s National Festival is gathering pace at a rate of knots and will be here before ye know it. It is a blend of active, culinary, heritage and above all fun events for all the family. It’s eleven fun filled days on our glorious islands with music, street dances, competitions, games, wonderful local food and drink, kids day, glittering parade, sports events for everyone, Heritage Days, pirate invasion and fireworks galore! There is just too much going on for you to miss out on. We start our festival with a bang with a fantastic fireworks display, followed by a local song contest and then, almost every day for eleven days, Caribbean rhythms pulsate in open-air street dances until the small hours of the morning. An authentic slice of the native Caribbean! Then on the first Saturday we have a mock ‘pirate invasion’ from the sea! Two old-time sailing vessels, loaded with pirates make a Saturday surprise landing at the bowl-shaped George Town harbour, as thousands line the streets to take part in the spectacle or just watch. It’s good-natured fun, there’s a new twist every year, and families just love it. It’s the only event of its kind in the Caribbean region. Please take a few minutes to browse our web site and find out all about this year’s Festival. We hope that you’ll come out and join the fun during your visit to the Cayman Islands.

For the Caymanians, this week is the equivalent to Carnival time in islands such as Grenada and Trinidad.

The Cayman Islands have not been heavily visited by the cruising community for many think of the islands as a banking haven for the rich. While there are banks and an entire industry

that caters to those who want an “offshore investment,” this is only one part of the Cayman Islands.

Others think of the Caymans as the place where up to 2,000,000 cruise ship passengers visit and flood the town each day. This is a very big factor for the island economy and Georgetown (capital of Grand Cayman), in particular. The cruise ship visitors pass their day in Georgetown in the stores and then return to their ship.

The Cayman Islands should be visited by the cruising sailor for many reasons. The islands represent an excellent jumping off point for a visit to Cuba or to the islands of Honduras or Belize and Mexico. Grand Cayman is also an excellent provisioning stop just as it was for sailor’s centuries ago. There are large, well stocked supermarkets, hardware stores. Marine parts are readily available. The airport is easily accessed and serves well for crew pickup and crew departure. The medical facilities and medical care is well above average for the Caribbean.

The Cayman Islands are safe and enjoyable with many activities. Especially good are scuba diving and snorkeling as well as game fishing. Beaches are excellent and you can go cave exploring as well. If you spent a month in North Sound you would not run out of things to do.



To go west in the Caribbean and not stop at the Cayman Islands is to miss an important part of Caribbean history.

THE CAYMANS ARE TRULY BEAUTIFUL

Judy Bullmore, who has lived on Grand Cayman for more than 30 years and is an avid sailor, was one of the persons who helped me research this guide. She did an interview with “Tootie Eldemire; a Caymanian”. Tootie is something of a well known character who owns and runs a wonderful bed and breakfast on the island, Eldemire’s Tropical Island Inn. Here is part of Tootie’s interview.



Tootie, Spokeswoman for the the Caymans ~ No high rise buildings, PLEASE!

Are you a local girl or a new arrival?

I am very much a “local” Caribbean island girl and proud of it. Was born and raised in Jamaica, of Cayman parents, who lived there for 33 years due to the fact that my dad was the marine diver, and subsequently became Captain, of a salvage tug. Both of my parents and four of us children lived there. After 33 years my parents and all of us moved to Grand Cayman.

What is it like to live on Grand Cayman?

I enjoy living here with lots of my relatives around, and the slow pace that is very much a part of Caymanian life. Motto is “never do today what you can put off until tomorrow.” People are very cordial and the island charisma is wonderful. Driving on highways when we go abroad is a scary thought! Too much action for us. Supermarkets have anything you desire and lots of ethnic foods from around the world. Nothing is far except going to the East End of the island and you have to travel a whole 25 minutes to do this. So we don’t go there often as it is “too far.”

Restaurants?

Lot of different types! From the Ritz Carlton which is pricey, to the local restaurants where you can get a big plate of food, cooked Caribbean style with all the great spices, for about \$6.00. THAT is where I go. There is a great “local dive” (as we call it) around the

corner from Eldemire's and their food is out of this world. AND only \$6.00! Cute name... "Seasoned to the Bone."

Do you have any insider tips for guide readers?

Definitely go snorkeling or diving. Our underwater world is the best and the clarity unbelievable. Sometimes you can see the bottom of your boat from 100ft. Lots of fish life and beautiful coral, sea fans, barrel sponges, etc. Visiting the Botanic Park, with all the beautiful tropical flowers and trees is a must see. Eating at a local restaurant is a must do. Vivienne's Kitchen on the East coast. I recommend it and love to go there myself, as their cuisine is delicious, reasonably priced, local food. The atmosphere is true island style with beautiful ocean view and hammocks under the trees. Rent a car so you can experience the whole island and the culture and also have the flexibility to do things and see places.

How can you tell locals from travelers and business people?

The real locals have a very laid back type of personality and will assist you (if they can) with whatever you ask of them. Versus the business person who is always in a rush. The travelers visiting the island have their own different accent, so easily recognizable. NOT like ours. The Caymanian accent is kind of a mixture of a Scottish/Irish lilt, and like they are almost singing. We call it a "sing-song" accent.



gift to us.

What is your personal favorite thing about the Cayman Islands?

The magnificent beauty of our pristine ocean never ceases to amaze me. So clear and with all the hues of blues, aquas, emerald greens, light greens. Very beautiful and calming. God's

APPROACHES TO THE CAYMAN ISLANDS



CARIBBEAN SEA

FROM THE EAST

Heading to the Cayman Islands from the east in the Caribbean is not very complicated. You have the wind and the current (about 1 knot) with you most of the time. On rare occasions the wind will turn westerly. Then it is best that you find a place to wait until the wind returns to the east.

If you find yourself on the SE side of the Caribbean from Trinidad through Aruba, it is many times easier to cross the Caribbean to the Dominican Republic and then go west. This is because once west of Columbia the fetch in the Caribbean results in much higher seas. Going across to Hispaniola from as far east as Aruba leaves you in the lee of a large island which results in much calmer seas. Additionally, this approach would

give you an opportunity to call at Île à Vache, Haiti if you so desired, as well as the harbors of the north coast of Jamaica.

If you are already west of Aruba, from Columbia through the Panama, the wind and the current make for a good sail if the winds are easterly on a course directly to the Cayman Islands.

FROM THE NORTH

Coming to the Cayman Islands from the north, assuming you are in the Caribbean Sea, would mean you would be coming from Cuba. In that case the question would be whether you are east or west of the Cayman Islands. If you are east of them coming from Santiago de Cuba or thereabouts, it is a simple matter of being sure you have a trade wind flow and you will have wind and current with you.

If you are west of the Cayman Islands, say Cienfuegos, you can either wait for a window where the trades have stalled or you can use the nighttime lee when the trade winds are blocked by the katabatic winds coming off the mountain ranges of Cuba. Also the Trade Winds are apt to stall for a brief period of time right after a “norther” has blown through.

FROM THE SOUTH

There is a very large difference between the southeast and the southwest. From the southeast, all the way to the west end of the mainland of Columbia, one can set sail and have wind and current in your favor.

However, from the southwest, say Nicaragua through the islands of Honduras to Guatemala, you would have sea and current in opposition to your heading. The further west of south,

the harder it will be. The choices are to wait for a lull in the easterly winds or take your best heading and make for the southwest end of Cuba. Once under the lee of Cuba, one can make one's easting using the night lee caused by the katabatic winds coming off of the island.

FROM THE WEST

Anything due west of the Cayman Islands requires heading with wind and current opposed to one's heading in prevailing easterly conditions. The choices are to wait for the rare westerly that may come along, or use the coast of Cuba to sail in the lee particularly at night when the wind shadow of the island stalls the trades.



Caymanian Parrot

BE SURE TO FLY YOUR QUARANTINE FLAG AS WELL AS THE FLAG OF THE CAYMAN ISLANDS. The Islands are steeped in etiquette and both flags are appropriate.

ENTRY REQUIREMENTS

CLEARING IN

THERE ARE TWO LOCATIONS AT WHICH YOU MAY CLEAR IN AS FOLLOWS:

GRAND CAYMAN: Clearance facilities are located at George Town. You must call when you are within VHF calling distance on channel 16 VHF to alert the George Town Port Security of your forthcoming arrival. You will need to be cleared by Immigration, Customs and Mosquito Control. When you arrive you again contact Port Security on channel 16 VHF and they will direct you to a dock, usually on the north side. **KEEP IN MIND THAT GEORGE TOWN IS A MAJOR CRUISE SHIP DESTINATION**, and if cruise ships are in, they will attend to the cruise ship passengers first. You can avoid the congestion of cruise ships on Sundays but there is an overtime charge for clearing in on Sunday that can approximate \$100.00 US including Mosquito Control.

MOSQUITO CONTROL is required for entrance into the Caymans. They will ask you to close all of your hatches and ports and require you and your fellow crewmembers to stay on deck while they spray the inside of your boat. The service is not

free and they will charge you about \$30.00 US. There are no other charges for clearing in for either Customs or Immigration. **YOU MAY USE AN ORANGE PORT AUTHORITY MOORING BUOY FREE**, while you wait to go into the dock, or if you feel that you cannot safely navigate to the dock, on request the authorities will come out to where you are moored.



GEORGE TOWN, GRAND CAYMAN

If when you arrive at George Town and there is a northwest wind blowing (usually early in the trade wind season -- December through March) they will direct you to the south side of the island to Spotts Bay where you can anchor.

ADDITIONALLY, if you advise Port Authority that you will arrive into NORTH SOUND, and you go to either of the commercial marinas, Harbour House Marina or Baracadere Marina, or to the Cayman Island Yacht Club facility in Governor's Creek (North Sound), I have been advised that they

will assist you in having the officials come to clear you in. If your draft permits it (not more than 7') and your budget allows it, it is worth your consideration.

CAYMAN BRAC -- You can clear into the Cayman Islands at Cayman Brac at the northeast end of the island at the main settlement of The Creek. There is a town dock made of concrete which you can use to tie up or if it is too rough due to seas, just to the west of the town dock there is a mooring you can use.

LITTLE CAYMAN -- There are no facilities to clear in and no facilities to clear out to international destinations, but you may clear out en route to Grand Cayman as there is a Customs officer present.

CLEARING OUT

You can clear out to international destinations from either Grand Cayman or Cayman Brac.

NOTE: If you entered at Cayman Brac and plan to depart Cayman Brac or Little Cayman and are headed for Grand Cayman, you MUST CLEAR OUT AND WHEN YOU REACH GRAND CAYMAN, CLEAR BACK IN. However, you will not need to do Mosquito Control again, provided you did not stop anywhere outside the Caymans.

ENTRANCE PROCEDURES AND DETAILS

US and Canadian citizens, traveling directly to the Cayman Islands from the US and Canada by boat, may enter the Cayman Islands with proof of citizenship, such as a passport, passport card or an official birth certificate (not a copy), plus photo identification (such as a driver's license).

Cayman Islands Immigration recommends travelling with a valid passport in case of the need for air travel from/to Cayman/US/Canada (eg; medical emergency). Citizens of all other countries need passports.

Nationals of the United States, Canada and the United Kingdom and most countries within the British Commonwealth do not require visas to enter the Cayman Islands. Persons requiring a visa for entry into or transit through the Cayman Islands must apply to the nearest British Embassy or Consulate that has a Visa Section for a visa to enter the Cayman Islands (not a British visa). Visas must be obtained prior to travel to the Cayman Islands.

A full list of countries that do not require visas and more detailed entry requirements are available at <http://www.gov.ky> and <http://www.immigration.gov.ky> .

Cayman Islands Port Security, Customs and Immigration are welcoming, helpful and efficient and your arrival into, transit through and departure from the Cayman Islands will be dealt with in a timely and considerate way. The teams are experienced and knowledgeable and can offer assistance to enhance and ease your overall visit to the Cayman Islands.

As soon as you enter Cayman territorial waters you must contact Port Security via radio VHF Channel 16 (monitored 24 hours a day) or phone and provide relevant information, i.e., name of vessel, last port of call, how many people onboard, next port of call, and vessel's particulars.

You must fly the Q flag and keep it flying until Customs and Immigration clearances have been completed. Port Security will notify Customs and Immigration of your arrival, and will keep you informed of arrival procedures. You must remain on board your boat until you have been cleared by both Customs and Immigration.

No one may leave the boat and no one may board, swim or come alongside your boat prior to clearance. Grand Cayman is a popular destination for cruise ships and on a busy day of cruise ship visits, arriving yachts may have to wait for Customs and Immigration Officers' clearance until after all cruise ship arrivals have been dealt with. A list of cruise ship arrivals is available online at www.caymanport.com.

Most visiting yachts are asked to come into the South Terminal at George Town but dependant on weather conditions and cruise ship visits, yachts may also come alongside at the North Terminal or West Wall (Royal Water Terminal). Alternatively, you may request that Officers come aboard your boat to complete the arrival procedures.

The Creek at Cayman Brac is a much quieter port and on arrival Customs and Immigration clearance can either be done at the dock or the Officers will come out to your boat.

Visiting sailors must ensure that they have the correct paperwork available to present to Customs and Immigration on arrival as follows: Original boat papers including registration documents and boat particulars

- evidence of clearance from last Port of Call
- Crew list
- Passports

Visitors may be granted permission to land in the Islands for a period of up to 30 days. On arrival you will receive an Immigration card to keep with your passport. An extension of this period can be obtained on application to Jessie O'Donnell, head of Cayman Islands Seaport Immigration and Carlon Powery, Director of Cayman Islands Customs.

There is a fee of CI\$50 per person for the initial extension and \$100 per person for any further extension requests up to a maximum of 6 months. Alternatively, boats may clear out of the

Cayman Islands and leave territorial waters and then return and clear back in.

Office hours are Monday to Friday 8:30 am – 5 pm, Saturday 8:30 am – 12:30 pm. A special attendance fee of CI\$56 (US\$70) is charged for boats requesting customs clearance outside of the normal working hours.

If you arrive on a Bank Holiday in the Cayman Islands the fee for customs clearance is CI\$72 (US\$).

There is a charge of CI\$3 for customs forms when clearing in and clearing out of the Cayman Islands. There are no immigration fees.

Mosquito control officers spray most boats on arrival (depending on previous ports of call) for a charge of CI\$25 (US\$31.25) prior to Customs and Immigration clearance.

There are two ports of entry for the Cayman Islands. One is in George Town on Grand Cayman and the other is at The Creek on Cayman Brac. Little Cayman is not equipped to handle boats arriving from or departing to international waters.

Visitors may stop in at any of the islands during their stay. However, when leaving Grand Cayman for Cayman Brac or Little Cayman you will need to clear your boat with Customs (although not Immigration) and clear in again with Customs at Cayman Brac. The same procedure applies when sailing from Cayman Brac or Little Cayman (clear out with Cayman Brac Customs) to Grand Cayman.

You can clear out with both Customs and Immigration in Grand Cayman or Cayman Brac to an international destination. On departure, visiting yachts may clear out with Customs up to 24 hours in advance. Immigration clearance should be completed not more than 5 hours in advance of the departure time. All crewmembers must attend the Seaport Immigration

office for departure clearance. Bill of Health and Port Clearance is available free of charge from the Port Authority.

As of August 2010, Cayman Brac Port Authority and Customs are operating out of temporary offices inside the cargo warehouse at Creek dock, following extensive damage from Hurricane Paloma in November 2008. Customs and Immigration Headquarters are located in the Administration building at Stake Bay.

As noted earlier, it is also possible to complete Customs and Immigration clearance on arrival in Grand Cayman at either the Barcadere Marina, or Harbour House Marina or CI Yacht Club Marina in Governor's Creek (North Sound). This is only available to boats with a draft of less than 7ft (due to North Sound depth restrictions) and with prior approval from Customs and Immigration (request through Port Security on arrival in Cayman waters).

In the event of poor weather conditions in George Town, Port Security will direct visiting yachts to the Spotts anchorage for Customs and Immigration clearance. Also, if weather conditions dictate, boats and crew may clear out of Grand Cayman from a private dock or marina. All persons departing must be available for Immigration Officials.

Firearms, spear guns, Hawaiian slings, bows, catapults or other manually operated weapons which are capable of projecting arrows or other missiles are prohibited and must be declared *and* surrendered to Customs on arrival. These items will be removed and held for you for the duration of your stay in the Cayman Islands.

In addition live plants, plant cuttings, fruit and vegetables are prohibited items.

An Import Permit must be obtained from the Cayman Islands Department of Agriculture prior to importing any live animal or

bird into the Cayman Islands. The animal or bird must also be inspected and accompanied by an original copy of an Official Health Certificate, which must be issued by the agricultural authority of the country of origin. Some birds, e.g., parrots, require, in addition, a CITES certificate from the country of origin. More detailed information and current regulations are available from Veterinary Services, Department of Agriculture, PO Box 459, Grand Cayman tel (345) 947 3090, fax (345) 945 2267, email Colin.Wakelin@gov.ky

Cayman authorities have a zero-tolerance policy towards illegal drugs. Persons found with illegal drugs will be arrested and taken to court and risk confiscation of their boat and other possessions.

Further details and information on customs requirements are available at www.customs.gov.ky

SPECIAL NOTE -- If you are discharging or picking up crew on Grand Cayman:

If you are releasing crew, go to the immigration office with a copy of the airline ticket and the crew or crew members so that they can be removed from the crew's list.

If you are picking up crew on Grand Cayman and they are flying in on a one way ticket, BE SURE that they have all the substantiation you can give them -- a copy of a letter inviting them to join the boat, a copy of your boat's clearance papers and its documentation or title, *and if possible*, a letter from the marina where you have your boat. If the crew member was required to have a visa to enter the Cayman Islands, he must have that as well.

IN SUMMARY, THINGS OF SPECIAL NOTE OF IN THE CAYMANS:

- AVOID ANCHORING IF YOU CAN AND USE A MOORING. IF YOU HAVE TO ANCHOR, BE SURE IT IS ONLY IN SAND AND NEVER ANCHOR IN A RESTRICTED AREA.
- ALWAYS DECLARE ALL FIREARMS, FLARE GUNS, SPEARGUNS, ETC. OR YOU WILL HAVE A PROBLEM IF THEY ARE SUBSEQUENTLY FOUND -- THEY TAKE THIS VERY SERIOUSLY.
- THE CAYMANS HAVE A ZERO TOLERANCE TO DRUGS. IF YOU ARE FOUND WITH DRUGS, YOUR BOAT WILL BE CONFISCATED AND YOU WILL BE CHARGED WITH CRIMINAL CHARGES AND DETAINED
- THE CAYMANS ARE VERY CONSCIOUS ENVIRONMENTALLY. TAKE ALL PRECAUTIONS AND DO NOT THROW ANYTHING OVERBOARD.
- WEATHER~ **The bad weather in the Caymans comes from the northwest. These fronts usually come early in the trade wind season -- December through March, and sometimes in April as well. They are not like northers that hit Florida or Hispaniola but rather start with a wind shift from the south through the southwest. If you hear a forecast from the south indicating that the weather has started to blow from that quadrant, you can assume that a front will come through. The rule of thumb is that the colder it is in southern Florida the more violent the northwester will be. Once a northwester starts, if you find yourself in Grand Cayman, do NOT head for North Sound as the entrance will be dangerous. Instead head for Spotts Bay to ride it out in the lee of the island. If you are already in North Sound head for Governor's Harbour.**
- **The most popular activity in the Caymans is diving. The extensive marine-park system has so many wonderful dive sites. There are 265 or more sites and thus no shortage of choices. If you are a serious diver,**

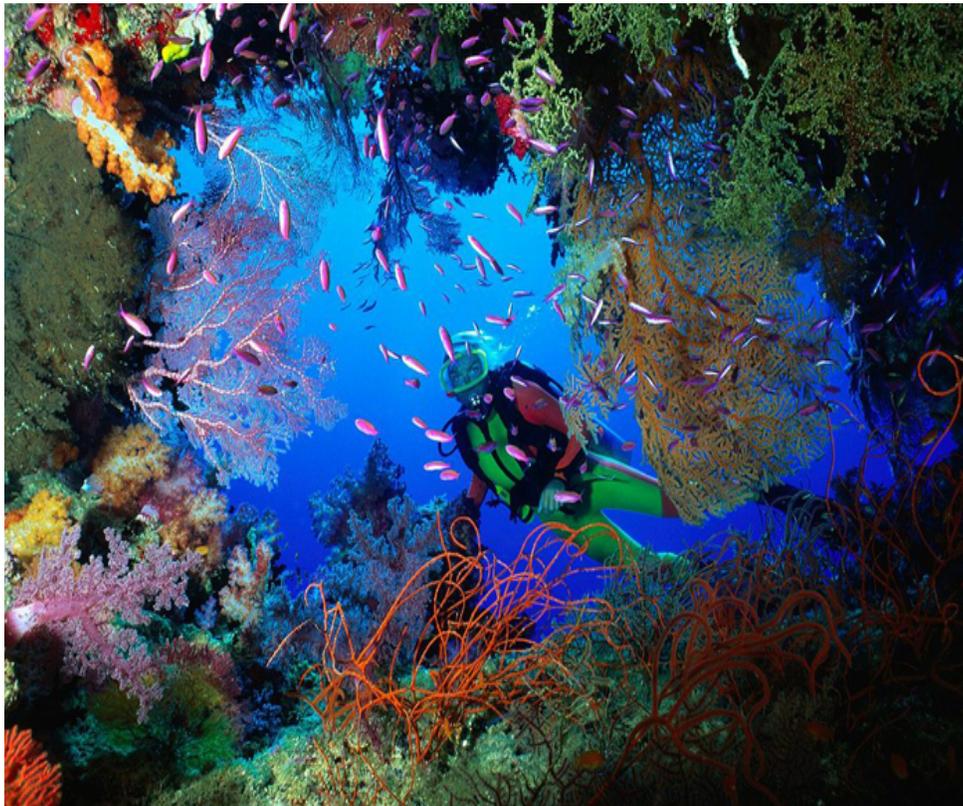
**head for Little Cayman for the adventure of a lifetime.
(Bloody Bay Marine Park)**

- **If you have children aboard and are looking for family pastimes, there is the Boatswains Bay at Bodden as well as many other nature areas and places to visit.**



You can use USA currency in the Cayman Islands but may also convert to their currency.(\$1.00 Cayman to 1.20 US)

DIVING IN THE CAYMANS~WORLD CLASS



IT DOES NOT GET ANY BETTER THAN THIS!

PORTS AND PORT DETAILS



GRAND CAYMAN



GRAND CAYMAN~AERIAL VIEW~George Town foreground/Cruise Ships

GEORGE TOWN

Lat. 19 17.00N Long. 81 23.2 W (.2 nm off wharf)



George Town is the capital of the Cayman Islands and the main point of entry for cruise ships and yachts for the island.

When you are within VHF reach of George Town call George Town Port Security on VHF 16 to let them know you will be arriving and the approximate time. When you come into the area look for a mooring ball; then call again to say that you have arrived. If no mooring ball is available, anchor, but be careful to avoid any coral.

The mooring balls are orange with a blue stripe. If you do not see one and see a mooring that is white with a blue stripe, it is a diving mooring and you may use it, provided that you are prepared to vacate if a dive boat needs to use it.

Once you contact Port Security they will ask you to come to one of the docks. If there is a surge and you feel that you cannot navigate to the dock safely, advise port security and ask them to come out to the boat. Many times they will accommodate you. The docks are concrete and tying up to them, especially when there is a surge, is not a simple feat.

There is a fuel dock just south of the commercial dock. Keep in mind that this dock is subject to the same surge as the other docks in the area and unless you really need fuel you should consider carefully.

Also keep in mind that wherever the cruise ship passengers are being ferried to is an area where you will not be allowed to land due to security. You can land with your dinghy almost anywhere, after you have cleared, provided it is not in the cruise ship passenger area.

The town of George Town is loaded with duty free shops. There are also restaurants and supermarkets. The supermarkets are extremely well provisioned and I cannot think of anything in the way of foodstuffs that you will not be able to find.

You will also find in town the *Cayman Islands National Museum*. It is a nice place to learn something of the history of the Caymans if you are so inclined. There are also a number of art galleries for those that are interested, including the *National Gallery of the Cayman Islands* which hosts touring art exhibitions.

Truly a museum without walls, the National Museum is a partner in the land based Cayman Islands Marine Heritage Trail that comprises 36 historically significant locations along a driving tour of the three islands.

For people with wet feet or cruisers, the Cayman Islands Shipwreck Preserve Trail is in the planning with the first stop, the wreck of the iron-hulled barque Glamis off East End, already underway.

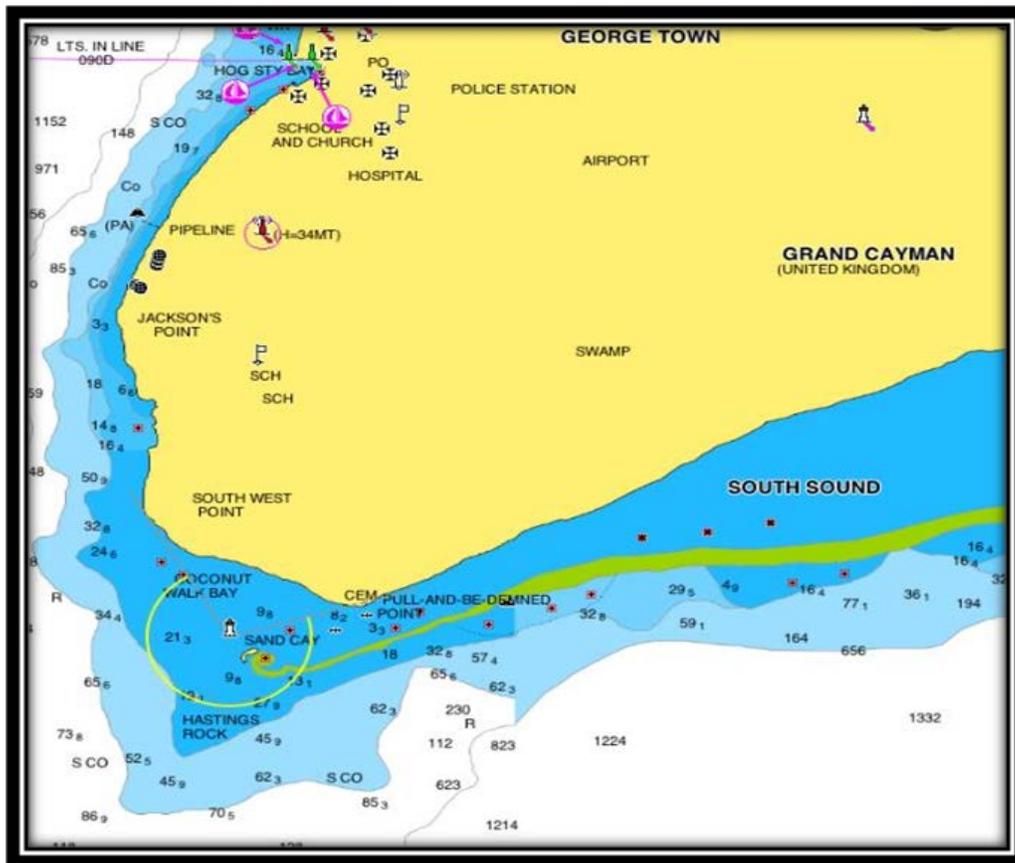
Just to the north of George Town is the famous Seven Mile Beach on West Bay. It has undergone extensive development over the years and is lined with hotels, condominium projects and some very expensive private homes. The beach itself is a picture of perfection with its white sands and crystal green/blue waters. The truth is the beach is not really 7 miles long but actually closer to 5 miles. Perhaps the day the fellow measured the beach followed a hard day of privateering or a long night of wenching, where in either case he might be prone to exaggeration!



West Bay with famous 7 Mile Beach

SAND CAY

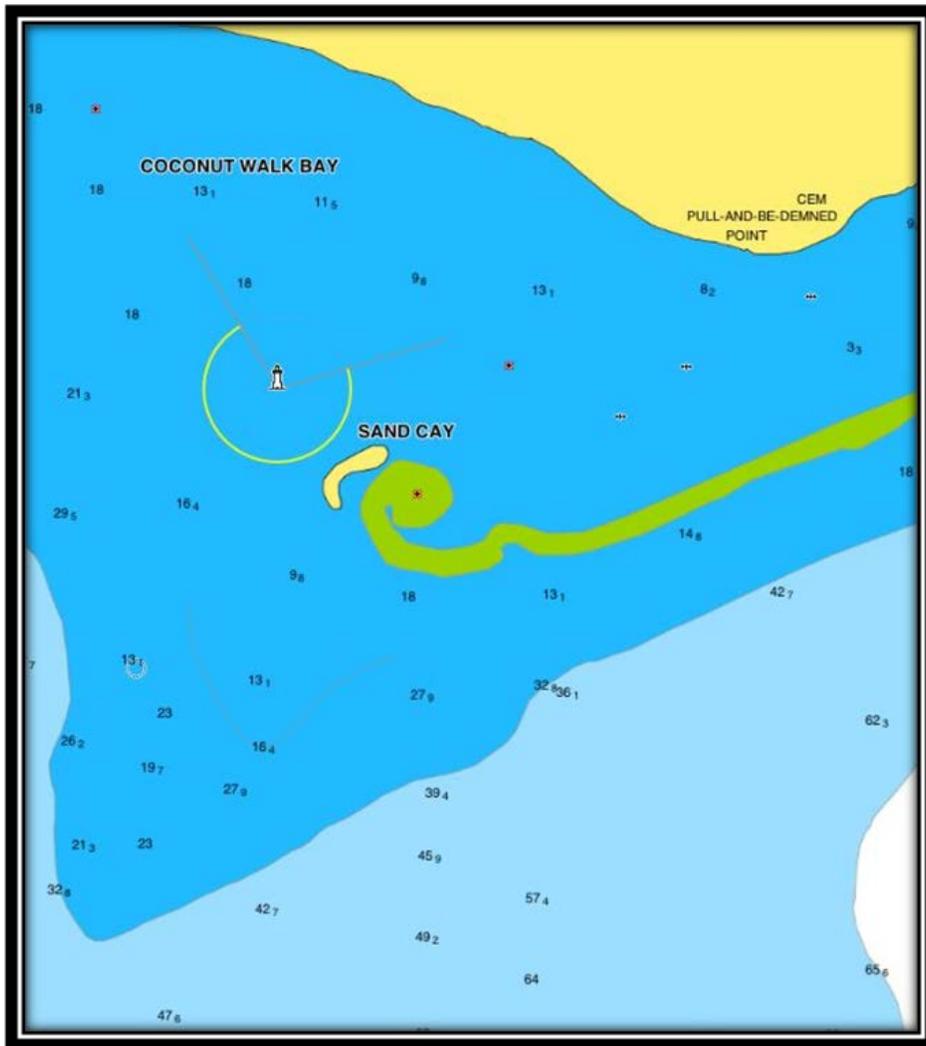
Lat. 19 15.59 N Long 81 23.37W (1/5 mile SW of Sand Cay)



South West Point, Grand Cayman

NAVIGATIONAL NOTE:

SAND CAY IS LOCATED AT THE EXTREME SOUTH WEST END OF GRAND CAYMAN. **THE LIGHT SHOWN ON THE CHART NO LONGER EXISTS.**



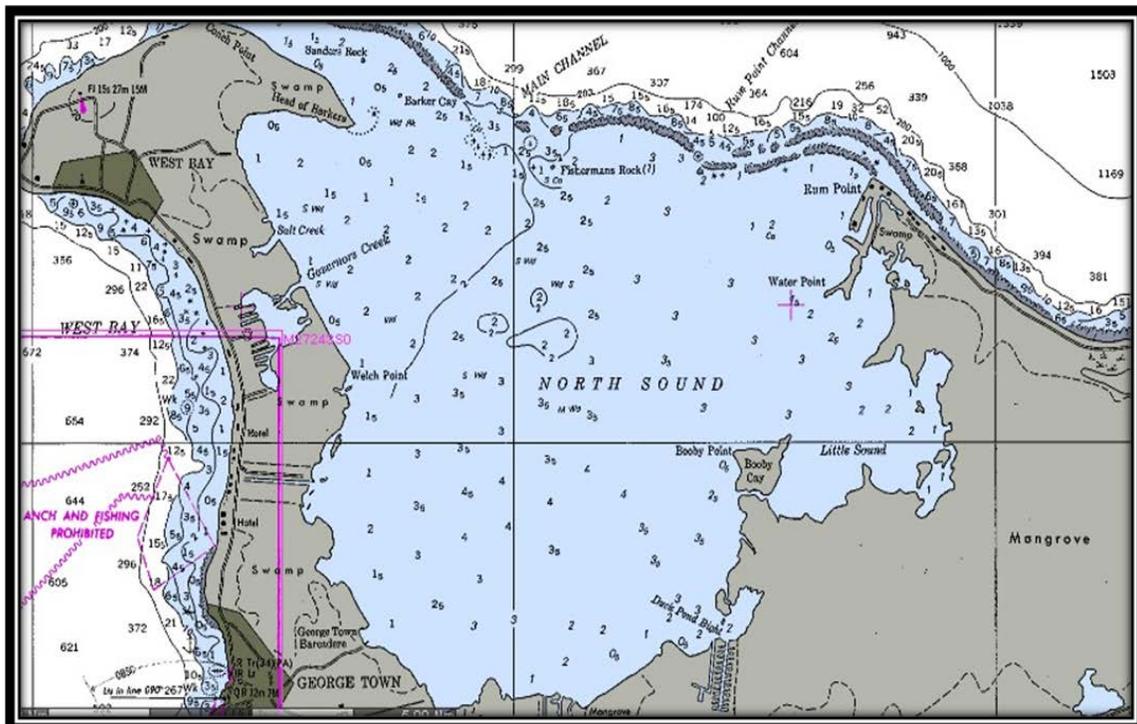
You can anchor here in 9' of water and you will find the area easy to access, but watch for coral heads. Pretty to visit and reasonably secure.

NORTH SOUND

Lat. 19 24.0 N Long. 81 20 .03 W (1 mile north of channels)

NOTE: DO NOT ATTEMPT TO ENTER NORTH SOUND IF A STRONG NORTHWESTER OR NORTHER IS BLOWING AS IT IS DANGEROUS. DO NOT ATTEMPT TO ENTER AT NIGHT!

North Sound is the epicenter of cruising activity for a visit to Grand Cayman. The sound has wonderful opportunities to relax in a wonderful environment with the many choices that are available to you. North Sound does not have more than an average depth of 6' to 7', so if your boat draws more than that, you will need to stay at George Town or perhaps 7 Mile Beach or some location on the south shore that you have found suits you. However, if you do have suitable draft (LESS THAN 7'), you may enter and you will be able to negotiate this wonderful bay.



NORTH SOUND

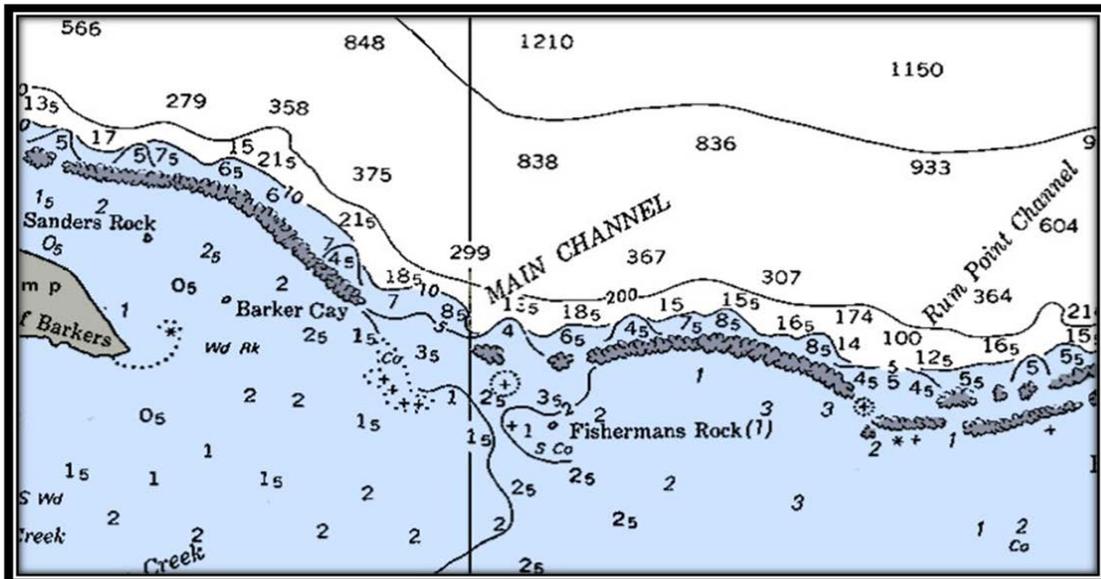
ACCESSING THE BAY

There are 3 entrances to North Sound: Stingray Channel, Main Channel and Rum Point Channel. NEVER enter North Sound at night or when weather is rough.

If you approach from the west, stand offshore about ½ mile to be sure to clear the reef that starts on the NW side of Conch Point. On some charts you will see Main Channel referred to as “Big Channel.” The old name for Rum Point Channel was “Guineaman Channel.”

The best channel to use is MAIN CHANNEL. It is not as wide as Stingray Channel, but it is well marked. You will see an outer green marker for Main Channel and the waypoint 19 22.90 N, 81 17.50 W will place you just outside the entrance point at the north. As you look into the bay (southward), you will see the inner markers through which you need to pass.

I do not advise that you use Stingray Channel as it is not well marked. I do not advise Rum Channel because it tends to be shoal.



NORTH SOUND



The three entrance channels to NORTH SOUND -- aerial view

NOTES TO REVIEW CAREFULLY FOR NORTH SOUND BEFORE ENTERING

- 6' 4" is the average controlling draft in North Sound, any more and you can get into difficulty. Saying that, many boats enter with deeper drafts, but you need to be careful.
- Main Channel is around 9ft and is the main access to the sound. Rum point is a little shallower and at each end, you have to stand clear as there are coral heads around.
- **As a general rule there are NO coral heads SOUTH OF A LINE between Morgan's Harbour and Kaibo YC.** Inside that area, be cautious and use local knowledge.

- **All channels** are bad in any northerlies, particularly Northwesterers.
- One main area that is shallow is the square rock area north of Booby Cay (Booby Cay is towards the SE side of the sound); keep clear, as it is VERY SHALLOW and it can be awash at abnormally low tide.
- At the south end of the sound there are 2 large unlit mooring buoys which are used as moorings for the barges. Keep well clear of them as they have about 20ft of 2" line floating from them.
- Anchoring can be challenging as holding is not that great – mostly Turtle Grass.
- As the sound end tends to be shallow in spots, move with caution and at slow speed.

ATTRACTIONS

Stingray City~Just to the west of the south side of Stingray Channel is Stingray City. The water ranges from 7' to 10' in the area. There is also another area where you will find stingrays just to the **east** of Main Channel at the sandbar which is about a mile off Rumpoint. That area has a controlling depth of 3' to 6' of water. You will see tourist boats in both areas with people in the water amongst the stingrays. It is something that should not be missed.

The stingrays gather in those areas because 100 years ago returning fisherman would dump fish cleanings into the water. Today tourists do the feeding.



HOW GOOD IS THIS!



Stingray City~should not be missed

Harbour House Marina ~lower right in photo

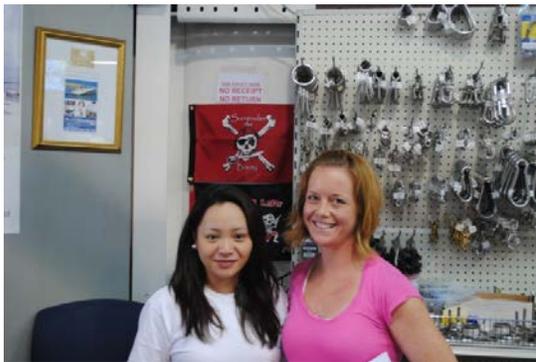
Harbour House Marina is a full service boat yard and chandlery which also offers a wide range services to visiting yachts up to a maximum draft of 5' to 6'.

Established in the early 1980s, Harbour House Marina has developed into a thriving marina business, providing efficient and reliable marine service to boaters in the Cayman Islands.

It has a large marine store filled with the most-up-to-date equipment and the 8000 sq ft chandlery rivals anything the Caribbean has to offer in terms of blue-chip brands and stock.

Just as importantly, boaters look to Harbour House for comprehensive service and repairs with staff fully trained, certified and skilled in carpentry, fiberglass work, diesel engine repairs and maintenance. Their services include ordering of replacement parts (including warranty work) and specialist assistance in electronics. Visiting sailors can call ahead to discuss any repair or maintenance issues or to order parts so that there is minimal delay on arrival in Cayman.





Lots of inventory and a very attractive staff~unbeatable combo

Services offered to visiting sailors include:-

- Dockside shower and bathroom facilities for visiting yachts
- 50 + 30 amp shore power
- Water
- Duty free fuel
- 70 ton travel lift capable of lifting boats up to width of 24'
- Crane haul out for larger boats up to 33' width
- Local pilots available - \$200
- 24 hr rescue – price dependant on size of boat, location, timing etc
- 8000 sq ft chandlery

- Parts ordering – usually available within 48 hrs or on arrival with prior notice
- Skilled carpenters, fiberglass, mechanics (MerCruiser, Yanmar, Mercury and Honda approved), diesel engine specialist, electronics specialist
- Honda distributor
- Mercury Service Centre

A full list of their services and rates is available at www.harbourhousemarina.com and more information is available from Jonathan Cuff jonathan@harbourhousemarina.com or Mark Rickman mark@harbourhouse.com. The Marina monitors VHF Ch16 and can be contacted by phone at (345) 947 1307.

The Barcadere

The Barcadere is a brand new marina facility centrally located at the historic George Town Barcadere. The marina is still under construction but with Phase One now open it offers excellent marina and docking facilities for visiting yachts. Future developments include a boatyard with 150 ton haul-out capacity, marine showroom, chandlery and service center, restaurant, bar and retail shops, plus the proposed George Town Yacht Club which will offer temporary membership to visitors.

Barcadere is accessible to yachts with a maximum 8' draft, although it is recommended that a local pilot be used to navigate the deepest route across North Sound which is not in a straight line. Otherwise the Marina is readily accessible for boats up to 6' draft.

The Barcadere fuel station offers ValvTect marine fuel which is stored in above ground tanks with a 16000 gallon capacity plus it has the island's only functioning marine sewage pump-out facility which has a 5000 gallon holding tank. There is no charge for the pump out service and fuel is available at duty free prices for visiting boats.



Barcadere Marina in foreground under development

Services currently offered to visiting sailors include:-

- Dockside & landside ValvTect Marine Fuel
- Individually metered water and power (100,50,30 & 20 amp)
- Free sewage pump out
- Private changing rooms with showers & lockers
- Free Wi-Fi access
- Overnight security
- Customs & Immigration clearance with prior approval
- walk to International airport
- Local pilots available
- Duty free fuel
- Assistance with parts ordering, repairs maintenance etc through Scott's Marine

A full list of their services and rates is available at www.barcadere.com and more information is available from Lisa Juaneza lisa@barcadere.com . The marina monitors VHF Channel 16 and can be contacted by phone (345) 949 3743.

Cayman Islands Yacht Club Marina – access via Governors Harbour Channel

This is a marina facility with docking available for visiting yachts. The marina is still in a slightly rundown state after Hurricane Ivan but the owners have plans for extensive renovations and expansion of facilities. Facilities do include water and a bathroom/shower for visitors. There is no electricity or fuel dock although fuel can be delivered by truck.

It is possible to arrange for Customs and Immigration Clearance at the Marina with advance approval. Pilot service is available from Main Channel for \$100. The Marina tends to be used by tourist and dive boats and other commercial operators so is fairly busy during the day.

There are a number of live aboard boats too. Docking rates as of August 2010 are 95c per foot for short term stays and \$8 per ft. per month for longer term. For information and reservations contact Sheldon Reid 917 3420 – he is on call 24/7.

Governors Harbour/Governors Sound

- Deep well-protected harbor area. Man made with about 10ft throughout
- Good safe anchorage in bad weather
- Dinghies can be taken to CI Yacht Club outer wall
- No facilities – access to CI Yacht Club Marina (see above)

Kaibo Restaurant and Marina

- Kaibo is a bar with a restaurant and docks. Docks are about 4-6ft
- There is a sand bar in front of the docks (south) that shallows to about 5ft
- No power on docks
- May be able to stay there over night with permission from the restaurant

- There is a fuel dock but you will need to use your dinghy to access it.

Rum Point

- Very shallow; big dock, but only 3ft deep at end
- Getting to area is best done in small boat with dinghy
- Great beach for hanging out on at weekends
- Sunday is locals day and is packed with powerboats

The entire area around Rum point is wonderful. There are restaurants and cafes as well as a grocery store. This area is heavily used by locals, many of whom come by powerboat on the weekends. Sunday is Barbeque day at a number of establishments. It is all very informal. The area is festive and cooled by the trade winds. It is a DO NOT MISS SPOT!



Lower right is Kaibo YC and upper left is Rum Point



Note Kaibo YC at lower right

Morgan's Harbour

- This area is home to 3 very good restaurants accessible by dinghy
- There are 3 small finger piers with fuel available, but their depth is shallow -- 5' or less
- Harbor depth is about 9ft, but it is controlled by about 5ft at the channel entrance --. very shallow run up to channel
- Fuel Dock

Camana Bay ~south of Governors Sound and north of Barcadere ~ this development is a self contained village

- New purpose built village with bars, shopping, cinema and restaurants
- Access from the North sound is restricted to 5ft by the outer channel
- Excellent docking facility, but no overnighting

Cayman Islands Sailing Club

The Cayman Islands Sailing Club is the sailing center for the Cayman Islands. It offers a wide range of sailing lessons and events, regular racing in dinghies and small keelboats and an active calendar of social events.

Although the club has no marina facilities for visiting sailors, they are always welcome to visit and participate in any sailing or social events. The Club organizes a number of cruiser races and rallies during the year and members can offer advice on local cruising routes and facilities.

The Club is a good focal point for getting to know sailors and sailing in the Cayman Islands and visitors can contact the club for local information, contacts and any other useful information.

Details are available at www.sailing.ky. Visitors are encouraged to contact Club Manager Rick Caley admin@sailing.ky or by phone (345) 947 7913 or VHF Channel 16 and can be assured of a warm welcome and the chance to enjoy a cold drink and watch a North Sound sunset from the Clubhouse.

Compass Marine

Compass Marine is a small, specialist marine service operation offering expert rigging, electronics work, fiberglass repair and fabrication. They are dealers for Hall spars, Mack

sails and rigging, Fore spars and Schaefer marine. Located in a warehouse close to the airport, Mike Farrington and his team offer mobile services to any dock or mooring facility in Grand Cayman. For more information contact mike@compassmarine.ky or phone (345) 916 0660.

GPS Locations - North Sound

The following list is IMPORTANT :

Barcadere Marina: -Controlling Depth 6'4"

BARC-IN - N19 18.191 W81 21.501

BARC-OUT - N19 18.415 W81 21.211

Un-light Mooring Buoys:

BUOY - N19 18.420 W81 21.017

BUOY-N - N19 19.448 W81 20.593

BUOY-S - N19 18.741 W81 20.822

Camana Bay: - Controlling Depth 5'

CAMANA-IN - N19 19.311 W81 22.154

TURN - N19 19.468 W81 22.081

CAMANA-OUT - N19 19.458 W81 21.787

Cayman Islands Sailing Club Mooring: - Depth 9'

CISC MARK - N19 18.519 W81 20.381

Cayman Islands Sailing Club Channel: - Controlling depth 4ft

CISC OUT - N19 17.996 W81 20.314

Governors Harbour: - Controlling Depth 6'4"

GOV-IN - N19 21.443 W81 22.183

GOV-OUT - N19 21.516 W81 21.965

Harbour House Marina: - Controlling depth 5'5"

HHM IN - N19 17.872 W81 19.487

HHM OUT - N19 17.937 W81 19.481

Bars and Restaurants with Docks: Controlling depth 5'

KAIBO - N19 21.253 W81 16.639

MORGANS HARBOUR - N19 22.583 W81 22.541

Stingray City - Depth 2ft

SAND BAR - N19 22.582 W81 18.307

Reef Entry's: - Controlling depth around 8'

MAIN CHANNEL IN - N19 22.443 W81 19.798

MAIN CHANNEL OUT - N19 22.798 W81 19.626

RUM POINT IN - N19 22.485 W81 17.293

RUM POINT OUT - N19 22.723 W81 17.186

Grounding Area, un marked - Depth as low as 3ft

Rock 1 - N19 20.563 W81 17.837

Rock 2 - N19 20.599 W81 17.796

Rock 3 - N19 20.535 W81 17.777

Rock 4 - N19 20.593 W81 17.847

Rock 5 - N19 20.579 W81 17.775

Rock 6 - N19 20.525 W81 17.

North Sound is a fun place to be. If you anchor at the south part of the Bay you can dinghy to the west where you will find a channel that leads to a shopping center. The GRAND HARBOUR shopping center is on the channel and you can use the bulkhead to tie up. From grocery to pharmacy to entertainment, you will find the area complete.



**Grand Harbour Shopping Center in relation to airport runway at left.
Easily accessible from any anchorage in North Sound.**



**DOCK WHERE YOU CAN TIE UP YOUR DINGHY
Shopping Center in background**

EAST CHANNEL

Lat. 19 18.6N 81 03.9 W (1/2 mile east of entrance)



GRAND CAYMAN ~ EAST END(looking south)

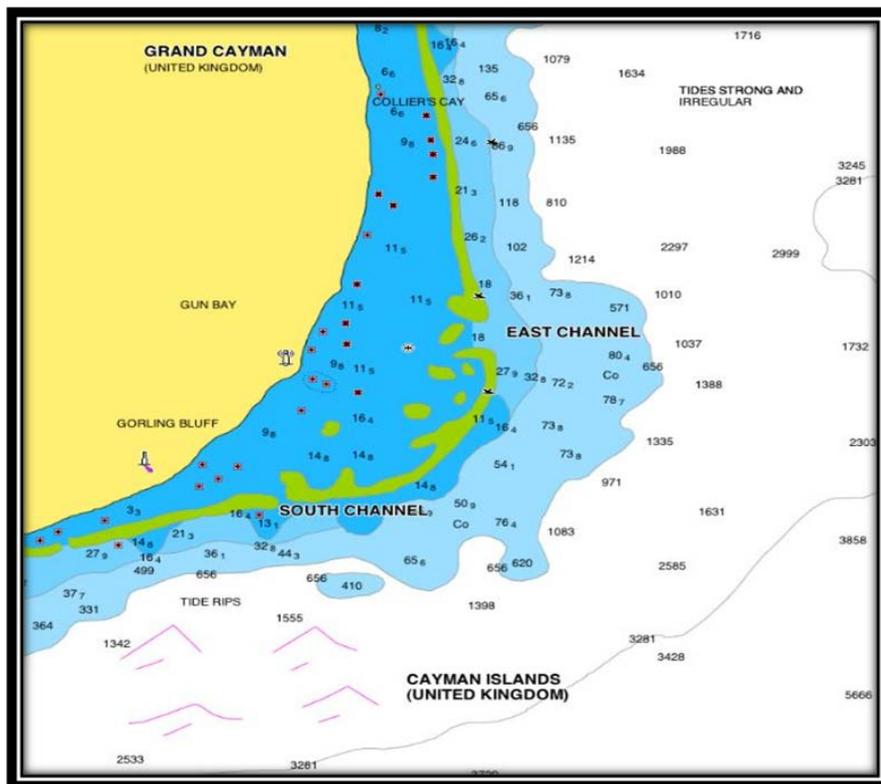


CHART OF EAST SE SIDE OF GRAND CAYMAN

NOTE: The reef off of the east side of Grand Cayman runs along the shoreline with the south side jutting out farther into the sea. The area behind the reef has a depth range of 6' to 10'. However, both the entrance is difficult due to the trade winds and there is coral scattered inside the reef as well. There is a pole that marks the north side of the entrance. To enter here you must have a desire for adventure followed by solitude.

On shore you are at the eastern side of Grand Cayman. This is where you will find “TRUE” Caymanian Culture. It is unspoiled and the pace of life is very slow. You will see very few tourists.



PIRATE WEEK CELEBRATIONS~EAST END



ONCE THEY START PLAYING~YOU KNOW YOU ARE IN THE CARIBBEAN

At the eastern end of Grand Cayman lies -- **East End**. This is one of the most untouched areas in the Cayman Islands with picturesque views of fishing and dive boats, tall palms and sparkling blue seas. Along the coast leading to the village from George Town are the Blow Holes where sea water is forced through holes in the ironshore to create natural geyser-like fountains.

East End is also home to several old shipwrecks, fragments of which can still be seen from shore. To the east of the village is the Wreck of the Ten Sails Park, commemorating the spot along the reef where a legendary shipwreck took place in 1794. The wreck area can also be viewed from the old lighthouse, built in 1937. An older lighthouse stands a few feet away.

You can find traditional cottages and small stores that offer all kinds of local goods from heavy cake to thatch work.



EAST END PIRATE WEEK CELEBRATION



WOW, WOW, WOW



FUN, FUN, FUN

SCUBA AND SNORKELING ~Grand Cayman

There are SCUBA and snorkeling opportunities throughout the Cayman Islands.

The following are a few selected snorkel sites around the Grand Cayman that are wonderful and easily accessible. They have been reported by Sue Barnes who is a well known diving expert in the Caribbean and who currently resides on Grand Cayman.

Cemetery Reef and North

Approximately 4 miles from the anchorage in George Town this spectacular reef offers a variety of fish life. It is located in the Bight of Seven Mile Beach in 15 feet of water. There is a small mooring approximately 200 yards from shore. Approximately 400 yards to the north of this reef is another spectacular unnamed reef loaded with fish and Elkhorn coral.

Japanese Gardens

Located off around the southwest corner of the island outside the barrier reef near the remnants of the Wreck of the Pallas (the bow section of the hull is still visible above the reef). Large Elkhorn coral and fish abound. If the vessel is moored or based in the north sound there are several amazing reefs for snorkeling and the diving on the North Wall is phenomenal.

Dog's Head Reef

Located 200 yards to the east of the outermost green channel marker of the Rum Point channel, Dog's Head is quite shallow and you must anchor on the western side of the reef. In the center the reef rises to a depth of 3 – 5 feet. Fish, stingrays, eagle rays and sharks can be found on this reef.

Pinnacles Reef

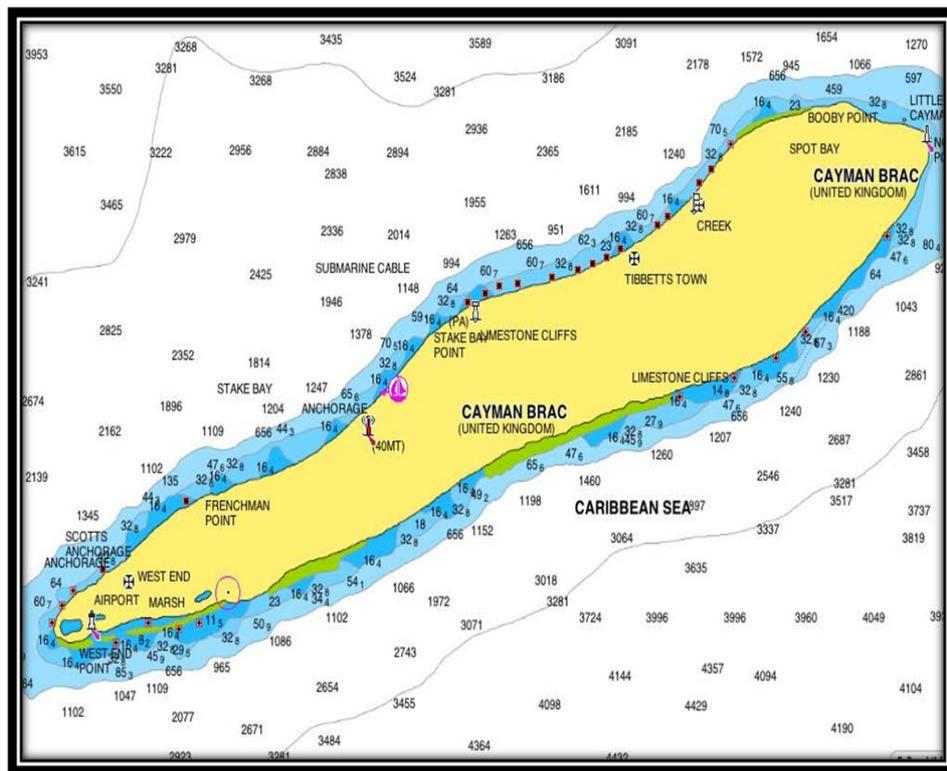
Located outside the reef Pinnacles is the second shallow mooring to the west of the Rum Point Channel. In approximately 25-30 feet of water.

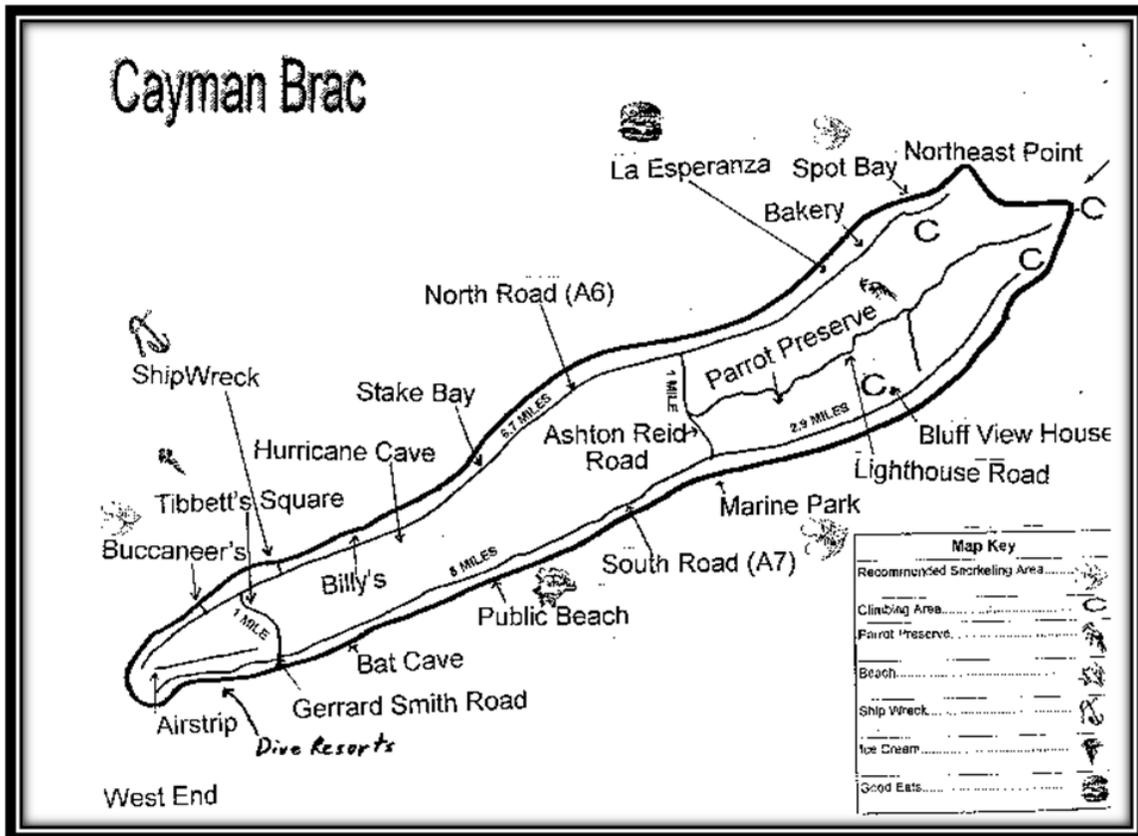
For the multitude of good SCUBA sites, consult any of the dive operations on the island. Also, the book, **COMPLETE GUIDE TO DIVING AND SNORKELING THE CAYMAN ISLANDS** by **LAWSON WOOD** is an excellent source of information for those who want to investigate in depth.

SISTER ISLANDS ~ The islands time forgot!

CAYMAN BRAC

Lat 19 46.0 N Long 79 44.4 W
(1 mile off NE corner -- **Booby Point**)





Brac is Gaelic for the English word 'bluff'. It was given by Scottish fishermen who settled on the island in the 17th century because the northeast tip of the island has an enormous bluff. There are fewer than 2,000 people living on the island and the people who live there are called "Brackers." The island measures about 14 miles long by an average of 2 miles wide.

Like Grand Cayman you will find the local populace so friendly that you may wonder what they're drinking to make them that way. It goes back to being affable, social and civil and if we could export their social behavior to different parts of the world, we would have a monopoly on a scarce commodity. Most of the population of Cayman Brac lives on the northern part of the island.

The bluff rises out of the sea almost 50 meters (160 ft.) and is quite imposing. There are many limestone caves and many who climb the bluff to see them. The largest of the caves, Great Cave, has a number of sub caves.



THE BRAC

The island offers great diving opportunities, in particular at Scott's Anchorage where you can SCUBA or snorkel, as many of the sites are in 15' of water. One of the big attractions is the TIBBETS which was sunk in 1996 and is loaded with sea life. To visit it you will find the three mooring balls which are attached to bow and stern of the ship. There is also great wall diving here in 100' of water.

Bird watching is rewarding as well. There are nature parks with bird sanctuaries and parrot trails.

CLEARING IN

You can clear in at The Creek at the NE end of the island. You start by calling Port Authority on VHF 16 and they will direct you to a dock (put out good fenders as the dock is concrete). The approach depth to the dock is more than 10'. You can also pick up the mooring close to the town dock if you think that it is too rough to dock or that your boat will not dock well against the dock facility which is quite high. If this is your first stop in the Caymans and you are not coming from Grand Cayman, you will be visited by Immigration, Customs and Mosquito Control.

The north side of **Grand Cayman** is good to anchor on although it is often roly. Somehow the easterly seas work their way around the island and unless the wind is blowing strongly from the east, you will start to roll.

At the southwest end of Cayman Brac is a bay called Dick Sesinger's Bay. You can find the entrance at 19 40.84 N Lat and 79+ 53.12 W Long which will place you about ¼ mile off the entrance stakes. **DO NOT ATTEMPT to enter this bay if conditions are rough or at night.**



Dock at the Creek

The anchorage is to the east after you enter. It is preferable to enter after 1PM to have the sun behind you. That way you will be able to spot shoals. Stay in mid channel between the stakes.

You will see a dock and some moorings that belong to Divi Tiara Resort. You can call on 16 VHF to see if a mooring is available or else anchor in 6' to 7' of water. If you anchor do not let out too much scope or you will swing onto a shoal. You will find this anchorage very secure from wind and seas.



ENTRANCE CHANNEL TO DICK SESINGER'S BAY
(looking south from inside the bay)

When you are at anchor in Dick Sesinger's Bay, to your NW is the Gerrard Smith Airport (CYB) where you may see a small plane come in from time to time. CYB is a little airport with a long (5800') runway.

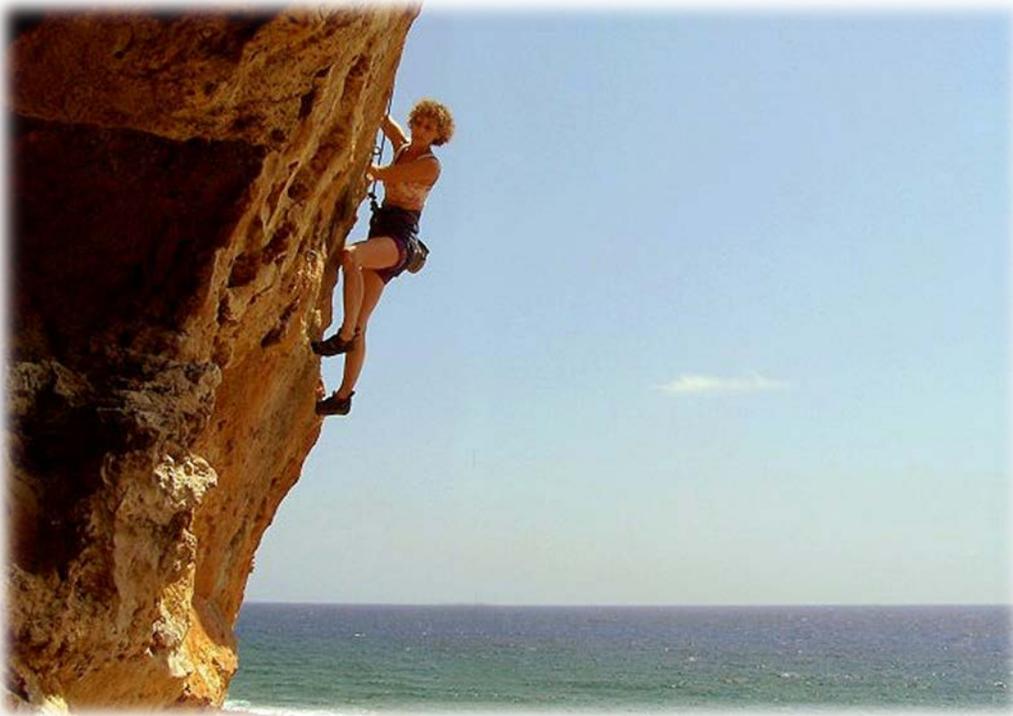
The island has a few grocery stores, the largest in the Stake Bay area. There are also a number of restaurants; all informal and reasonable. There is a hospital on the Island called Faith Hospital. There are no buses or taxis on the island and you will need to walk or, if weather permits, dinghy to your destination. There are scooter and car rental agencies for those so inclined.

The island has innumerable dive locations that are unparalleled. You can consult the local dive businesses for information. The dives are well worth it—they are extraordinary



Diving at Cayman Brac





CLIMBING "THE BRAC"

The first organized rock climbing on Cayman Brac began only in 1992 but already the island is a top destination for seasoned climbers. The limestone terrain is steep and in many places the climb is what is called "over vertical" – a challenge for advanced climbers who come from all over the world.

Most of the routes require a hike in; routes with names like 'Chum Buckets', 'Ick! Theology', 'L'Orangerie', "Going to Cayman with a Snorkel in my Pocket", 'No Problem, Mon', 'Blackbeard's Revenge', or 'The Devil Wears Flippers'; names that reveal a tongue-in-cheek humor to match the intensity of the climbs. And most of the routes offer incredible sea views, some directly down to waves crashing on rocks, others out to the horizon. The island does after all offer some of the most spectacular scenery in the Caribbean.

LASTLY, do you remember the 1968 Sunday Times Golden Globe race, a singlehanded round the world race? Do you

remember the strange story of Donald Crowhurst and his boat Teignmouth Electron?

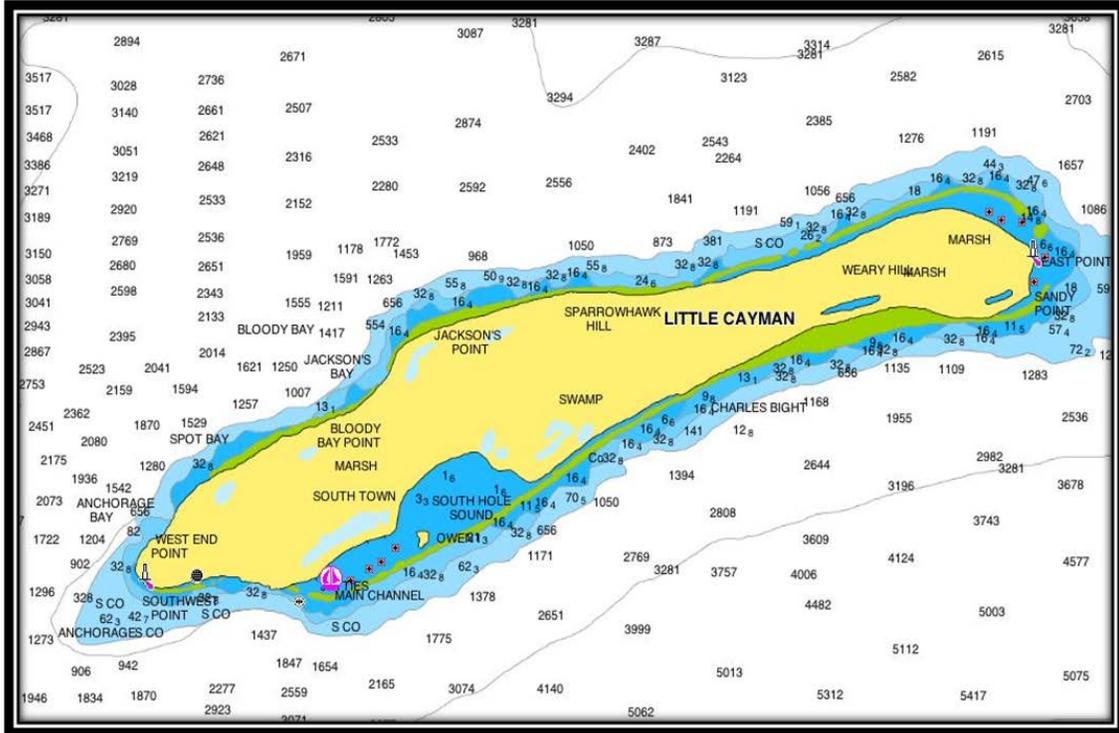
Well it seems that the wreck of the boat ended up on Cayman Brac. If you get there soon enough you can see it, if such a viewing strikes your fancy. I won't tell you where it is, so that you have an excuse to search the island. The entire story is told in *The Strange Last Voyage of Donald Crowhurst*. Tomalin, Nicholas, and Ron Hall (2003). Hodder & Stoughton Ltd. (ISBN 0-07-141429-0)



Wreck of Donald Crowhurst's Teignmouth Electron

LITTLE CAYMAN

Lat.19 43.15 N Long.79 56.68 W (1 mile east of East Point)



From the east side of Cayman Brac to the Southwest Point of Little Cayman is approximately 23 Nautical miles.

Little Cayman -- The island is about 10 miles long and about a 1 ½ miles wide. The distance from the west side of Cayman Brac to the east side of Little Cayman is 4 miles.

The permanent population of Little Cayman is less than 170 people. Unlike its sister island, Cayman Brac, the island is quite low.

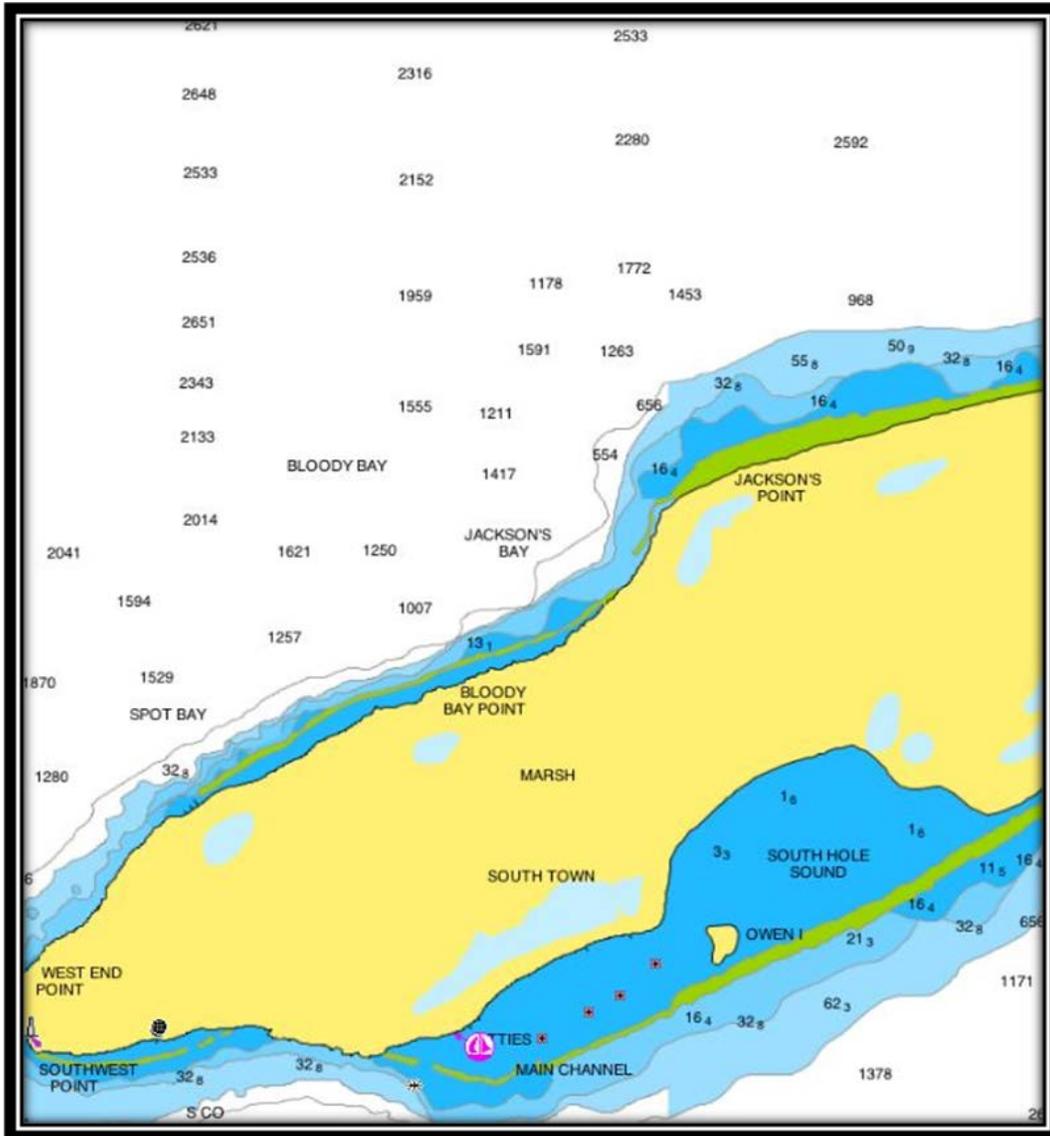


The “Blue Iguana” from Grand Cayman is a distinct species



The Rock Iguana, a subspecies of the Cuban Iguana, can be found on Cayman Brac and Little Cayman

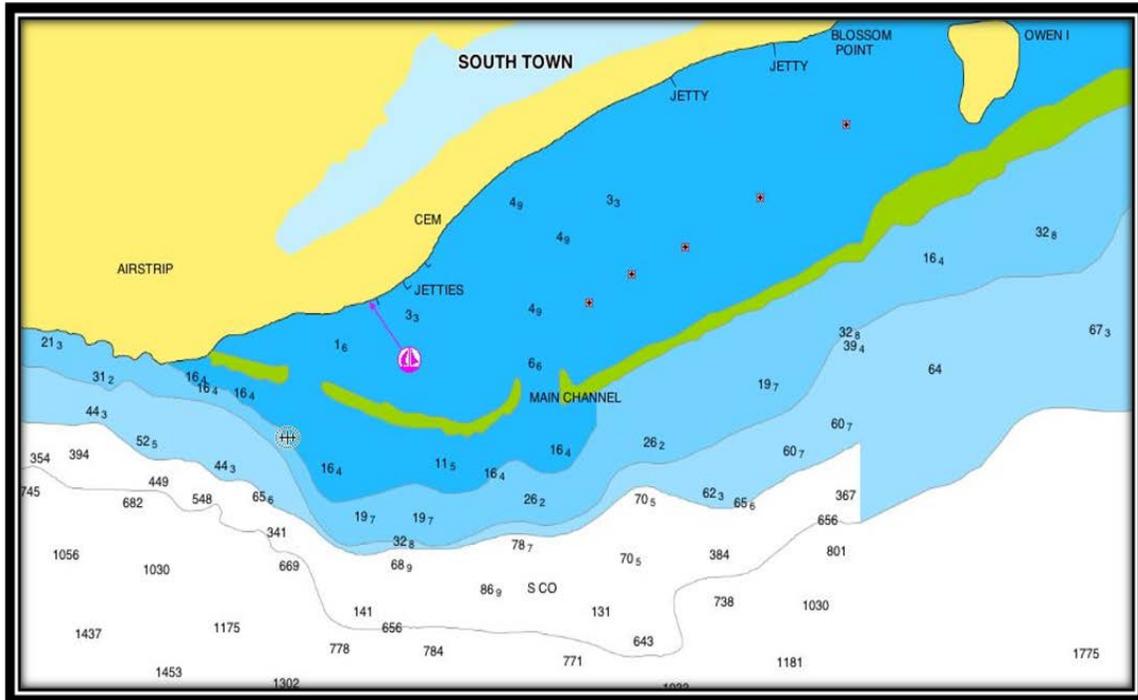
BLOODY BAY



Bloody Bay Anchorage~upper left

On the northwest side of the island you can anchor in 15' of water. This is a fair anchorage in normal trade wind conditions, although at times it can roll, especially if the wind lets up, usually at night. This is no place to be in a norther or northwester and in those conditions one can go to Owens Sound at the SW corner of the island.

OWENS SOUND



At the southwest side of the island there is a channel that enters into Owens Sound. The entrance is simple and straightforward between the markers. The channel doglegs to starboard after entry. You can anchor in 5' to 7' of water. However the water shallows to 5' as you go east. If you draw more than 6', you will need to anchor at or near the entrance.

The channel entrance carries about 6' to 7'. Do not try to enter in rough conditions. There are two lit markers, a red and a green at the entrance. They are privately maintained.

On entering, the shallower your draft the further east and the closer to Owen Island you will be able to reach. However, watch out for shoals while navigating. They are easy to spot. You can go still further east in your dinghy to explore South Hole Sound.



Aerial view Owens Sound (west side) & entrance channel

On most charts the main settlement is shown as South Town, which is today called Blossom Village. It is at the southwestern end of Owens Sound. The Customs officer is located here. If you need to hail him, try VHF 16. At the village you will find a car rental, gas station, and a nurse if you need one.

The **Little Cayman Museum**, with some artifacts dating back 150 years, is a pleasant place if you are interested in the history of the island. The Smithsonian Institution is called America's attic; in the same manner this little museum is the island's attic. It offers a window on island life before tourists began arriving and a perspective on its storied history involving pirates and such.



Perhaps the Iguanas will come to greet you as well!

The aptly named **Booby Pond Nature Reserve** is a sanctuary for the Caribbean's largest breeding colony of red footed boobies (approximately 5000 pairs, or a third of the entire population) as well as a breeding colony of Magnificent Frigatebirds otherwise known as man o' war birds, airborne pirates of the bird world.

The name 'booby' is from the Spanish 'bobo', or dunce, as once upon a time hungry sailors found it easy to sneak up on these birds and snag them for lunch.

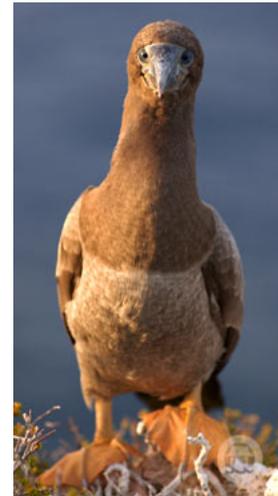


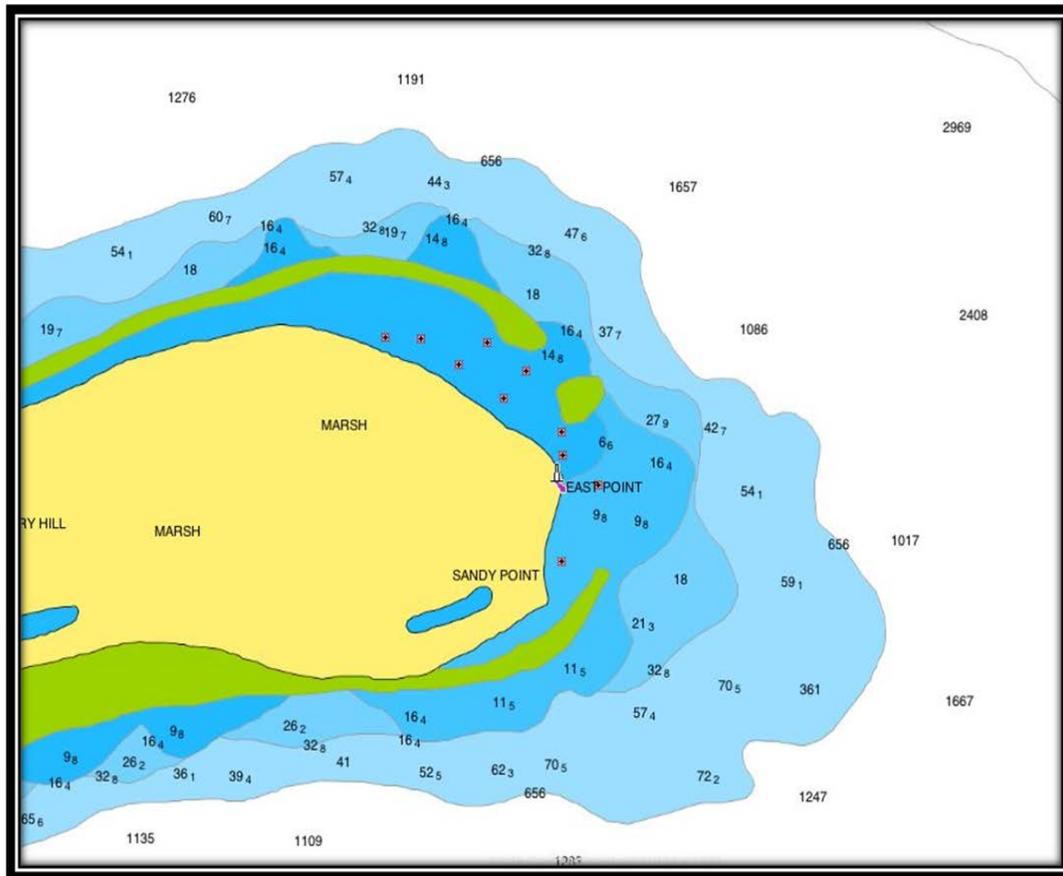
Photo by Courtney Platt
(www.CourtneyPlatt.com)

The pond, a land locked salt lagoon with mangrove margins surrounded by old growth dry forest, attracts a bounty of both wetland and shore birds.



The main road, Guy Banks Road, simply circles the island. These signs are common along the main road. Driving **SLOW** is very much part of the culture on all the Cayman Islands. The speed limit on **Guy Banks Road in Grand Cayman is 30 mph**. As far as the Iguanas are concerned, that is still much too fast!

EAST POINT



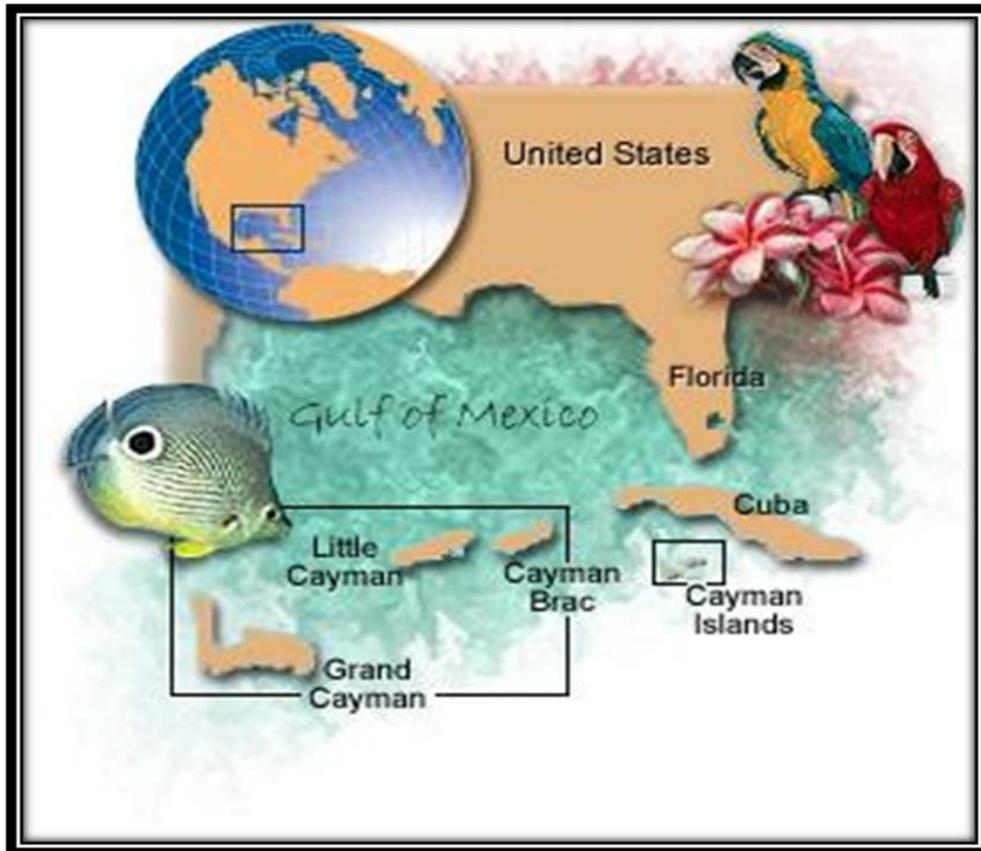
EAST POINT

At the northeast end of Little Cayman, is the entrance channel to this anchorage. It is marked for entrance by a set of white markers. The entrance through the reef is called Main Channel. Once inside you can anchor in 7' of water. This anchorage is open to the east and to the north and can be used in a westerly. However, I do not like this anchorage and do not recommend it, unless the weather is extremely settled.

Much better to anchor in Owens Sound described above. It offers protection from all directions, including a moderate blow from the west or southwest.



Little Cayman sponges~always a joy to find on a dive. DO NOT TOUCH!



ANCHORAGES/MOORING BUOYS AND MARINE REGULATIONS, ALL ISLANDS

Visiting yachts may anchor within the Port Anchorage Area in George Town Harbour (which runs approximately from the north side of Eden Rock to Pageant Beach). Because of heavy traffic, this area is under constant control of the Port Authority. You will need to request permission before anchoring in the Port fairways, which is a band whose width is measured from the northern tip of Eden Rock shoal due north for two hundred yards, and which runs from the shore to the drop off.

The port has mooring buoys for vessels not exceeding 125ft in up to 20 knots winds and is recommended for use instead of anchoring. There is also one mega yacht mooring for vessels not exceeding 210ft in up to 20 knots winds.

Visitors are asked to contact Port Security for locations so as not to create any confusion with any personal buoys. **The Port Authority buoys are orange in colour and are located in the port anchorage of George Town, Spotts and a white can buoy off Seven Mile Beach.** All mooring buoys may be used free of charge. Harbor Patrol will provide free assistance with anchoring and mooring buoy locations.

When anchoring is required anywhere in Cayman waters, you must anchor in sand with proper scope so as not to drag and no grappling hooks are to be used. Anchoring is prohibited in marked channels, turning basins, within all Marine Park and Environmental Zones (outside of the Port Anchorage Area).

Vessels over 60' are prohibited from anchoring anywhere and all commercial and private vessels are prohibited from anchoring in such a manner as to cause damage to coral by the

anchor or chain. Penalties of damage to coral and reefs are severe! Visitors should pay particular attention to the Marine Conservation Laws.

At night, any vessels anchored in the Port Anchorage Area or moored more than 200 yards from shore must carry one white light visible for 360 degrees.

The Port Director does have the power to permit anchoring of a vessel anywhere in circumstances which he determines to be an emergency.

There are no designated dinghy docks in Grand Cayman. When at anchor or on a mooring buoy in George Town you can bring your dinghy in pretty much anywhere between the port and Lobster Pot Restaurant where there are a number of small coves and private docks available. Cayman is still relatively crime free although cruisers should be careful to secure their boat and in particular their dinghy especially at night.

The anchorage at Spotts Bay is used in case of inclement weather conditions in George Town. There are 5 Port Authority moorings and it should be noted that dinghies **are not allowed** to come into the dock at any time when there cruise ships at Spotts Bay. There is a small beach which can be used, otherwise call Port Security for a pick up from your boat. NOTE: The reason for this is that when cruise ships are in, the dock is used for their passengers for discharge and pickup and is held under tight security. It has nothing to do with favoring cruise ship passengers but rather is related solely to security measures.

On Cayman Brac, you may come alongside the concrete dock at The Creek which is also where all cargo and fuel is offloaded for the Island. Visiting yachts can also use the large mooring can or white mooring buoy. There is a small slipway and dinghy dock and around the island there are a number of slipways for dinghies, most of which have a cabana, bathroom and shower facility for use at no cost.

Public moorings, located on dive sites are intended to protect the most popular dive sites from anchor damage and they are located around all three islands. They are white mooring buoys with a blue stripe. Buoys of 18” in diameter are safe for vessels up to 60’ long and the large buoys of 30” diameter are meant for vessels over 60’ in length. Local rules of courtesy require that these moorings be used for only an hour or two by any single vessel, although it is acceptable to stay longer – even overnight – **once dive companies have finished their operations for the day.**

Port Authority moorings are inspected quarterly. Dive buoys are maintained regularly by the Department of Environment. Channel markers are also the responsibility of Port Authority who have recently (as of August 2010) replaced the North Sound main channel markers, Rum Point channel markers and will shortly be replacing the Deep Stingray City Channel markers. All channels are marked by 5-7 mile lights.

Visiting yachts are advised to use North Sound Main Channel to access the North Sound – use of the other channels should only be made with the benefit of “local knowledge.” Local pilots are available if required for a fee ranging from \$100-200 depending on the boat and weather conditions.

The Cayman Islands is covered by British Admiralty Chart #462. Visitors should note that there is no longer a light on Sand Cay **at the southwest tip of Grand Cayman even though the light is still shown on marine charts.**

Duty free fuel is available to departing boats after Customs and Immigration clearance has been completed. Fuel is delivered by truck to the West Wall (Royal Water Terminal) and arrangements for fuel purchase should be made several hours in advance of departure with the Port Authority office. Fuel is sold in US Gallons. Water is also available from the Port Authority

with a minimum delivery of 500 gallons. Water is also available at the marinas in North Sound, Grand Cayman.

In Cayman Brac fuel is available from the Texaco gas stations and can be delivered by truck to the Port with prior approval. Water is also available by truck. Fuel is available on Little Cayman but you will have to fill jerry cans and transport to your boat.

UNDERWATER EXPLORATION ~ SNORKELING AND SCUBA

One of the great features of the Caymans is that many consider the islands to have the best diving opportunities in the Caribbean, whether it be casual snorkeling or a more serious Scuba excursion.



SO FILLED WITH LIFE AND COLOR~YOU WON'T WANT TO SURFACE!

RULES FOR CAYMAN ISLAND MARINE PARKS

Rules for Cayman Islands Marine Parks

MARINE PARK ZONE

- No taking of any marine life alive or dead, except:
 - line fishing from shore is permitted ([see FISHING LICENSES section over page](#));
 - line fishing at depths of 80 ft or greater is permitted;
 - taking fry and sprat with a fry or cast net is permitted.

NOTE: fish traps, spear guns, pole spears and other nets are totally prohibited.
- No anchoring - use of fixed moorings only, except:
 - boats of 60 ft or less may anchor in sand, so long as no grappling hook is used, and neither the anchor nor the rope or chain will impact coral;
 - anchoring permitted in designated Port anchorage areas—contact Port Security VHF Channel 16;
 - anchoring prohibitions suspended during emergencies and by permission of Port Director.
- Bloody Bay, Little Cayman - Special restrictions have been placed on the use of the Bloody Bay Marine Park, no commercial operations may use the park without a licence from the Marine Conservation Board.

DESIGNATED GROUPER SPAWNING AREAS

- East and West End of: Cayman Brac, Little Cayman and Twelve Mile Bank. Coxswain Bank and South West Point Grand Cayman;
- No fishing for Nassau groupers 1 November through 31 March;
- No fish pots or spear fishing within one-mile radius of Designated Grouper Spawning Area from 1 November through 31 March.

ENVIRONMENTAL ZONE

- No taking of any marine life, alive or dead with no exceptions;
 - No in-water activities;
 - Public may access only at speeds of 5 m.p.h. or less;
 - No anchoring of any boat.
- NOTE: Line fishing, fish traps, nets, spear guns and strikers are totally prohibited.

REPLENISHMENT ZONE

- No taking of conch or lobster by any means;
 - Line fishing ([see FISHING LICENSES section over page](#)) and anchoring permitted;
 - Anchor, chain or line must not touch coral;
 - Spear guns, pole spears, fish traps and nets prohibited, except that fry and sprat may be taken with a fry or cast net.
- NOTE: These zones include the outside edge of the reef to a depth of 20

WILDLIFE INTERACTION ZONES (WIZ)

- No taking any marine life by any means;
- No selling of fish from boats;
- No removing of any marine life from the water;
- No anchoring in water shallower than three feet or so that the anchor or boat is within 20 ft of any reef structure;
- No feeding any marine life with food of any kind or amount other than that approved by the Marine Conservation Board;
- Fish feeding is prohibited anywhere in Cayman waters outside of a designated WIZ unless licensed by the Marine Conservation Board;
- No wearing any footwear in water shallower than four feet;
- Special conditions apply to commercial boats whom must have a licence issued by the Marine Conservation Board and clearly displayed on the boat to enter this area.

Refer to maps on following page.

PUBLIC MOORINGS

Coral damage from carelessly placed anchors was recognized as a primary threat to reefs and among the first issues addressed by DOE (then Natural Resources Laboratory) in the mid 1980's. The solution was to reduce the necessity for anchoring by providing permanent moorings. A system of eyebolts cemented to the seabed, pioneered by John Halas of the Key Largo Marine Sanctuary, was chosen and installed at most recreational dive sites around the three islands. Cayman was the first place outside the Florida Keys to implement this system; so far nearly 300 moorings have been installed. The Department's Operations Section is responsible for installation and maintenance of the moorings.

Note:



Moorings at dive sites are identified by a white buoy with a blue stripe and are available to the public at no charge. Ten orange buoys with blue stripes are located at the George Town harbour and Spotts anchorage for visiting yachts. **Use of all public moorings is subject to the regulations on page 75.**

Anchoring on coral causes terrible damage. Coral reefs and beds can be 5,000-10,000 years old and an anchor can destroy them virtually overnight. While there are other causes of coral destruction, careful boating practices help protect these complex ecosystems.





WORTH TAKING CARE OF

As of 2004 it was estimated that the Caribbean had lost over 80% of its two most common corals, Elkhorn and Staghorn.

We might think of a coral reef as an original Atlantis, an undersea metropolis, in that reefs are massive structures made of limestone deposited by living things (coral polyps) sometimes over millenia. Since there can be thousands of polyps on one coral branch, one can only imagine the billions or trillions of polyps that built an entire reef.

Reefs in one way or another support some 25 percent of all – all -- marine species. Worldwide, they are home to about 700 species of coral and 4000 species of fish plus thousands of other flora and fauna. About a quarter of all fish caught are caught in the vicinity of reefs.

MOORING REGULATIONS

Moorings for public use have been installed by the Department of Environment to prevent anchor damage to coral reefs. Please tie to a mooring buoy instead of anchoring whenever possible.

- A white buoy (either 18 or 30 inches in diameter) with a blue stripe and yellow mooring line may be identified as a public mooring. There are also four large orange moorings in the George Town harbour and five at the Spotts anchorage specifically for visiting yachts to use during their stay.
- The public moorings are provided for use by the general public. Any boat, private or commercial, including fishing vessels may tie on to the moorings provided that the following regulations are observed.
- Size Limits for vessels using the moorings are generally: vessels up to 60 feet may use 18" or 30" buoys; vessels over 60 feet and less than 100 feet may only use the larger 30" buoys. The larger buoys are secured to two eyebolts cemented into the seabed to take the load of larger vessels, the smaller buoys to only one.
- The buoy line should not be attached directly to the vessel. Please use your own bow-line with a minimum scope of ten feet run through the eye of the buoy's pick-up line to secure your vessel.
- Using your own bow-line increases the shock absorbency of the buoy and prevents chafing of the buoy line.
- The safety of the vessel while on the moorings is the sole responsibility of the vessel operator. Please examine the condition of the mooring line and do not leave the vessel unattended while on the mooring.
- Please use good judgment when weather conditions are not ideal. Strong winds and heavy seas place a great strain on the moorings. Use a longer scope on the bowline and use a larger buoy if possible.

- Please reduce speed when passing within 100 yards of a vessel tied to a mooring. The boat wake increases the strain on the mooring, and the vessel may have divers on the surface or be fishing.
- Use of the moorings is regulated by the Department of Environment and vessel operators must comply with directions given by Marine Park Officers and D.O.E. staff.
- Please do not monopolize the mooring - there are many more boats in Cayman than there are buoys. Do not remain on the mooring for more than three hours.
- Vessels are not permitted to overnight on the moorings without the prior permission of the D.O.E. with the exception of visiting yacht moorings.

NOTE – On the following pages you will find an extensive list of moorings on **Grand Cayman Island** and their GPS locations. The value of this list is that in the Caymans there is a **STRONG PREFERENCE FOR BOATS TO MOOR RATHER THAN ANCHOR**, to protect the coral.

GRAND CAYMAN MOORINGS WITH GPS LOCATIONS

Location of Moorings for Grand Cayman

Grand Cayman, West Side			
Dragons Hole	N19 21.978 W81	7	18"
In Between	N19 22.038 W81	5	18"
Easy Street	N19 22.075 W81	6	18"
Big Tunnels	N19 22.096 W81	5	30"
Black Forest	N19 16.269 W81	6	18"
Blackie's Hole	N19 16.337 W81	5	18"
Eagle Ray Rock	N19 16.444 W81	5	30"
Smith Cove	N19 16.546 W81	3	18"
Armchair Reef	N19 16.771 W81	3	18"
LCM David Nicholson	N19 17.241 W81	6	30"
Devils Grotto South	N19 17.499 W81	2	30"
Devil's Grotto North	N19 17.549 W81	2	18"
Eden Rock South	N19 17.586 W81	2	18"
Eden Rock North	N19 17.618 W81	2	18"
Sentinel Rock	N19 22.102 W81	7	18"
Fish Pot Reef	N19 18.005 W81	2	18"
Sotos Central	N19 18.060 W81	1	18"
Pageant Beach Reef	N19 18.388 W81	3	18"
Royal Palms Ledge	N19 19.137 W81	4	18"
Mesa	N19 19.301 W81	3	18"
Lone Star Reef	N19 19.620 W81	3	18"
Caribbean Club Sand	N19 19.928 W81	5	18"
Wildlife Reef	N19 19.874 W81	3	18"
Hammerhead Hole	N19 20.173 W81	3	18"
Holiday Inn Dropoff	N19 20.266 W81	6	18"
Orange Canyon	N19 22.121 W81	6	18"
Oro Verde bow	N19 20.292 W81	5	18"
Oro Verde stern	N19 20.314 W81	5	30"
Paradise Reef	N19 20.352 W81	4	18"
Jax Dax	N19 20.451 W81	4	30"
Eagles Nest	N19 20.484 W81	6	18"
Peters Reef	N19 20.566 W81	3	18"
Killer Puffer	N19 20.695 W81	3	18"
Great House Wall	N19 20.589 W81	6	18"
Aquarium	N19 20.620 W81	3	18"
Angelfish Reef	N19 20.762 W81	3	30"
Bonnies Arch	N19 22.228 W81	4	30"
Bolero	N19 20.871 W81	3	18"
Three Trees	N19 21.028 W81	3	18"
Spanish Anchor	N19 21.174 W81	4	18"
Lost Treasure Reef	N19 21.231 W81	3	30"
Knife	N19 21.547 W81	7	18"
Martys Wall	N19 21.607 W81	5	18"
Mitch Miller Reef	N19 21.651 W81	3	18"

Memorial Reef	N19 21.743 W81	3	18"
Doc Poulson Wreck	N19 21.629 W81	5	30"
Sand Chute	N19 21.702 W81	5	18"
Dolphin Dropoff	N19 22.153 W81	7	18"
Wall Street	N19 21.726 W81	5	18"
Slaughterhouse Wall	N19 21.778 W81	5	18"
Neptunes Wall	N19 21.820 W81	6	30"
Peppermint Reef	N19 21.947 W81	4	18"
Trinity Caves	N19 21.890 W81	5	18"
Round Rock East	N19 21.890 W81	5	18"
Round Rock West	N19 21.894 W81	5	30"
Chain Reef	N19 22.083 W81	3	18"
Little Tunnels	N19 21.941 W81	5	18"
Big Dipper	N19 21.954 W81	7	18"
North West Point	N19 22.165 W81	6	18"
Balboa	N19 17.796 W81	2	30"
Glamis	N19 20.767 W81	-	30"
Seaview Reef	N19 17.480 W81	2	18"

Grand Cayman, South East Corner			
Lost Valley	N19 17.343 W81	6	18"
Three Sisters	N19 17.311 W81	6	18"
Dumbo's Lookout	N19 17.320 W81	6	18"
Lodge Anchor	N19 17.434 W81	3	18"
Playing Field	N19 17.567 W81	3	18"
The Maze	N19 17.641 W81	5	18"
McKenny's Canyon`	N19 17.606 W81	6	18"
Pat's Wall	N19 17.576 W81	6	18"
Fantasy Land	N19 17.467 W81	2	18"
Scuba Bowl	N19 17.540 W81	7	18"
Tarpon Tap Room	N19 17.482 W81	3	18"
Little House on the	N19 17.473 W81	3	18"
Crusher's Wall	N19 17.407 W81	6	18"
Kelly's Caverns	N19 17.477 W81	3	18"
Maggie's Maze	N19 17.470 W81	4	18"
Ironshore Gardens	N19 17.485 W81	3	18"
River of Sands	N19 17.436 W81	5	18"
High Rock Dropoff	N19 17.405 W81	5	18"
Tarpon Terrace	N19 17.469 W81	3	18"
Kangaroo Gorge	N19 17.332 W81	6	18"
Grouper Grotto	N19 17.777 W81	2	18"

Grand Cayman, South Coast			
Christina's Wall	N19 15.685 W81	68.	18"
Pallas Reef east	N19 15.768 W81	20.	18"
Pallas Reef west	N19 15.729 W81	18.	18"
Pallas Pinnacle east	N19 15.658 W81	75.	18"
Pallas Pinnacle central	N19 15.632 W81	85.	18"
Pallas Pinnacle west	N19 15.583 W81	75.	18"
Pedro Pinnacle	N19 15.806 W81	78.	18"
Pedro Reef	N19 15.987 W81	27.	18"
Ron's Wall	N19 15.551 W81	70.	18"
Bat Cave Reef	N19 16.090 W81	18.	18"
Spotts Reef	N19 16.117 W81	17.	18"
Japanese Garden east	N19 16.099 W81	29.	18"
Japanese Garden west	N19 16.068 W81	18.	18"
Barracuda Ron's Pass	N19 15.928 W81	84.	18"
Dangerous Dan's Dropoff	N19 15.885 W81	85.	18"
Ned's Tunnels	N19 15.984 W81	40.	18"
Bullwinkle east	N19 15.929 W81	25.	30"
Bullwinkle west	N19 15.937 W81	25.	18"
Laura's Reef	N19 15.928 W81	32.	18"
Kent's Caves	N19 15.515 W81	31.	18"
Red Bay Caves	N19 15.932 W81	26.	18"
No Name Wall	N19 15.841 W81	64.	18"
Gary's Wall	N19 15.825 W81	82.	18"
Phantom Ledge	N19 15.816 W81	75.	18"
Eye of the Needle	N19 15.802 W81	75.	18"
Ollen's Office	N19 15.777 W81	65.	18"
Crossroads	N19 15.764 W81	65.	18"
Pirate's Cove	N19 15.849 W81	34.	18"
Gary's Reef	N19 15.837 W81	33.	18"
Dede's Garden	N19 15.843 W81	35.	18"
Little Table Rock	N19 15.513 W81	29.	18"

Grand Cayman, North East Corner			
Split Rock	N19 21.524 W81 06.753	56.	18"
Anchor Pt.	N19 21.490 W81 07.912	65.	18"
Little Bluff	N19 21.386 W81 08.323	32.	18"
Omega Reef	N19 21.381 W81 08.554	31.	18"
Northern Lights	N19 21.295 W81 09.720	55.	18"
Top Secret	N19 21.425 W81 09.022	35.	18"
McCurly's Wall	N19 21.224 W81 09.814	50.	30"
Babylon	N19 21.199 W81 09.859	55.	18"
Dragon's Lair	N19 20.572 W81 04.678	30.	18"
Snapper Hole	N19 20.649 W81 04.670	36.	18"
Cinderella's Castle	N19 20.961 W81 04.969	25.	18"
Chubb Hole	N19 21.028 W81 05.057	25.	18"
Turtle Pass	N19 21.370 W81 05.731	60.	18"
Barrel Sponge Wall	N19 21.417 W81 05.972	60.	18"
Valley of the Dolls	N19 21.426 W81 06.050	55.	18"
Black Rock Canyon	N19 21.456 W81 06.325	60.	18"
Black Rock 2	N19 21.381 W81 06.302	30.	18"
Fish Tank	N19 21.405 W81 06.418	38.	18"
Julie's Wall	N19 21.159 W81 09.963	58.	18"

Grand Cayman, North Wall			
Stingray City East	N19 23.071 W81 20.606	12.0	18"
Stingray City West	N19 23.089 W81 20.624	12.0	18"
Main Street	N19 23.453 W81 20.596	60.0	18"
Hole In the Wall	N19 23.603 W81 20.713	60.0	18"
Blue Pinnacles	N19 23.630 W81 20.737	60.0	18"
Bear's Paw	N19 23.873 W81 21.614	30.0	18"
Deila's Delight	N19 21.537 W81 14.718	50.0	18"
Andes Reef	N19 21.838 W81 15.228	30.0	18"
Andes Wall	N19 21.891 W81 15.173	60.0	18"
Penny's Arch	N19 22.597 W81 15.945	30.0	18"
White Stroke Canyon	N19 22.886 W81 17.298	60.0	30"
Queen's Throne	N19 22.801 W81 17.476	39.0	18"
No-Name Wall	N19 22.844 W81 17.461	50.0	18"
Pinnacle Reef	N19 22.765 W81 17.634	30.0	18"
Haunted House	N19 22.833 W81 17.684	60.0	18"
Gail's Mountain	N19 22.836 W81 17.768	55.0	18"

Robert's Wall	N19 22.846 W81 17.882	50.0	18"
Chinese Wall	N19 22.852 W81 17.973	58.0	18"
Dream Weaver Reef	N19 22.919 W81 18.218	55.0	18"
3B Wall	N19 23.009 W81 18.466	62.0	18"
Hammerhead Hill	N19 23.038 W81 18.545	50.0	30"
Leslie's Curl	N19 23.030 W81 19.214	60.0	18"
Blue Peter Reef	N19 22.977 W81 19.321	30.0	18"
Lemon Reef	N19 22.977 W81 19.431	30.0	18"
Eagleray Pass	N19 23.031 W81 19.495	52.0	18"
Black Forest North	N19 23.043 W81 19.705	50.0	18"
Princess Penny's Wall	N19 23.057 W81 19.892	46.0	18"
Tarpon Alley East	N19 23.130 W81 20.168	55.0	18"
Tarpon Alley West	N19 23.163 W81 20.201	55.0	18"
Hepp's Pipeline	N19 23.123 W81 24.987	25.0	18"
Hepp's Wall	N19 23.168 W81 25.060	60.0	18"
Conch Point Reef	N19 23.617 W81 24.007	35.0	18"
Ghost Mountain	N19 24.138 W81 23.141	75.0	18"
Lemon Wall	N19 23.036 W81 19.346	55.0	18"
Lexau's Legacy	N19 23.460 W81 24.514	35.0	18"
Little Tunnels Wall	N19 23.676 W81 24.071	70.0	18"
Sand Hole Reef	N19 23.420 W81 24.657	35.0	18"
Schoolhouse Reef	N19 23.546 W81 24.234	35.0	18"
Valley of the Turtles	N19 23.483 W81 24.740	60.0	18"

That may seem like a great many moorings, but remember **THEY ARE FREE** and there is a **VERY STRONG PREFERENCE THAT YOU USE THEM** to protect the very things that we cruisers enjoy.



Underwater it is like becoming part of one large aquarium

ACKNOWLEDGEMENTS

The work and research that goes into a cruising guide takes time and patience. A great deal of help goes a long way to make the project results something special.

I want to take this opportunity to thank three women who live on Grand Cayman and know the Cayman Islands well. Each has given of her time, effort, and knowledge to make this the go-to guide to the Caymans. If you meet them along the way, be sure to say Hello. You can find them easily; all three have wonderful Cayman smiles.

Judy Bullmore



Judy Bullmore first arrived in Grand Cayman in 1975 from the UK. She worked as a Public Health Nurse in the Eastern districts for many years where she learned to enjoy Cayman life and culture and especially the people. Judy has sailed all her life and also raced internationally on keel boats including the J22 and J24 class. She has logged many miles offshore including the Jimmy Cornell Expo 98 Round the World Rally in which she captained her own boat Wild Woman. Subsequently Judy has made Cayman her home and enjoys her extended family here and partaking in social and cultural and sporting activities.

Jane Moon

Jane Moon has been involved with sailing in the Cayman Islands since arriving in Grand Cayman in early 1986. Jane has served on the Executive Committee of Cayman Islands Sailing Club since 1987 including 3 years as Commodore during the 1990's, and has represented the Caribbean Region at ISAF (International Sailing Federation) as both a Committee Member and Council Member since 1994. In addition, Jane has been an active and successful sailing competitor, representing the Cayman Islands at a number of national,



regional, and international events in the J22, J24 and other keelboat classes in addition to cruising and racing in Cayman, Jamaica, Cuba and further into the Eastern Caribbean. She is very much involved in Cayman life beyond the sailing scene and works with a number of volunteer organizations in a wide range of community activities.

Jane with daughter Teaghan 7 yrs.

Susan Barnes



Specializing in underwater videography and photography, Sue Barnes has lived and worked as a dive instructor and dive master in the Cayman Islands since 1987. Over the years, Sue has worked on such projects as National Geographic's "*Jewels of the Caribbean*" and "*Sea Nasties*"; Nature's "*Incredible Suckers*"; the National

Geographic February 1994 article "*Sea Turtles: A Race for Survival*" and Jean Michel Cousteau's television special "*Destroyer at Peace*".

An avid diver afforded the luxury of diving extensively throughout the Caribbean on the above projects and others, Sue still calls Cayman her home, where the best diving in the Caribbean can be found. Spectacular drop offs, pristine reefs and incredible visibility are what Cayman has to offer.



What you can do underwater in the Caymans is limited only by your imagination

In addition to these women, I wish to thank the following for their parts in completing this guide:

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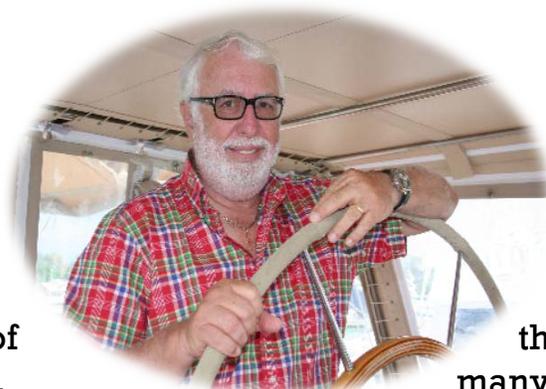
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ABOUT THE AUTHOR

Frank Virgintino is a native New Yorker. His sailing background of over forty years covers the Canadian Maritimes, all of the eastern seaboard of 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. It is hoped that the guide will make the Cayman Island experience easier to access and understand.



The author believes that the guide should serve as an excellent source of information for these beautiful islands although it should not be used for navigation at any time. All charts, lat and long positions and inserts exhibited should be used for a frame of reference only. Navigation should only be undertaken with appropriate area charts.

Anchorage, harbors and facilities are dynamic and in a state of constant change. The cruising guide should be a tool that provides for insight and research but should always be used as 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: Please keep in mind that cruising guides are not meant to be used for navigation. They are **GUIDES** and should only be used for reference. All of the Latitudes and Longitudes given are given to the best of the author’s ability. However, they should never be relied on and the skipper of the boat should remember that he/she is solely responsible for proper navigation. Additionally many times 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.