

YACHTSMAN'S GUIDE TO TRINIDAD

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by

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Flag of Trinidad & Tobago

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www.freecruisingguide.com

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 time in Trinidad an unforgettable and worthwhile experience.

There are many things about Trinidad that are extraordinary. Its Carnival, the nature conservatories, the food, the culture and the wonderful Trinidadian people.

Special note must be made of Chaguaramas, Trinidad, which has the largest infrastructure of marine and yacht facilities in the Caribbean. The number of facilities, amount of equipment, inventory and technical talent is remarkable, but even more impressive is that it is all concentrated in one location. It is yachting heaven.



Figure 1. TRINIDAD

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PREFACE

This book is a yachtsman's guide to Trinidad to enable those who want to store and repair their boat in Trinidad a key to understanding the facilities and services available. **Its main purpose is not to describe how to cruise through Trinidad but rather how to optimize what is available in Trinidad.**

There is also information on the best approaches to Trinidad and on tropical storm and hurricane frequency for the island. ***Exploring inland*** Trinidad is far more interesting than attempting to cruise its coastline.

There are some anchorages that one can visit in Trinidad, but Trinidad's special value to the cruising yachtsman is its storage and repair facilities.

The best area to cruise in the country is Tobago, located a day's sail to the east. For all of its coastline, Trinidad has concerns with its proximity to South America, specifically its proximity to Venezuela. These concerns make cruising Trinidad an impractical objective.



CHAGUARAMAS, TRINIDAD

ONE. ENTRY REQUIREMENTS

IMMIGRATION

When you arrive at Chaguaramas, you must proceed to the Customs dock and tie up. The Customs dock is located at the west side of Crew's Inn Hotel & Marina. Proceed to Immigration. Normally all crew members are required to be present by the Immigration officials.

You must have your boat ownership papers with you in original form and they must not be expired. These must be presented along with a valid passport for each crewmember. Customs will give you forms to fill out in quadruplicate. Go to the desk and you will see carbon paper left there for you to work with. They do not want you to do the work where the officer is; use the stand up desk at the back of the room.

Once you have filled out the papers, return to the officer. He will ask you how long you plan to stay. Generally they will issue a visa for up to 3 months. They are not asking you about the boat; the visas are for you and the crew.



FOLLOW SIGNS IN CREW'S INN TO IMMIGRATION OFFICE

IMPORTANT: NOTE CAREFULLY

Should you plan to leave the boat and fly out, and then return on a one way ticket, you must go first to Immigration at Crew's Inn and sign off the crew list. They will ask to see a copy of your airline ticket. If you will return on a one way ticket, you will need a special form stamped.

You can get the form from the marina or boat yard you are dealing with. The form must be stamped by Immigration and you must present it at the airport when you return. After you return and clear in at the airport, you still have to go to Immigration at Crew's Inn to go back on the crew list.

On the other hand, if you are departing by airline and plan to return to check the boat on a round trip ticket, you do not need to go through the procedure. When you return, at the airport they will ask you where you are staying. If you indicate "on a boat" they will ask you for the form. When you explain that you are on a round trip ticket and that you are not leaving on the boat, they will allow you entry.

CUSTOMS OFFICE

After you have cleared in, proceed to the Customs office. There you must fill out additional paperwork in duplicate. The form will ask you questions concerning your boat inventory, including how many engines, outboard and inboard, you have. Answer all questions truthfully and completely and turn in the paperwork. If the boat is to remain in the water, there is a harbor fee depending on tonnage and term of stay. If the boat is to go on the hard, the fee does not apply. However in that case you will be asked to provide a letter from the boatyard certifying that your boat is on land.

NOTE: IMPORTANT

No matter what time you arrive, you **MUST** report to Customs. **It is open 24 hours per day.** Even if Immigration is closed, you **MUST** go to Customs to report your arrival. If you do not, you are in violation of the law.



CUSTOMS OFFICE IN THE GREEN BUILDING, CREWS INN

TWO. YACHT IN TRANSIT -- PARTS AND SPARES

It is quite easy to send parts and spares to Trinidad. They will be exempt from taxes. The way to undertake this is to send the parts and spares to:

**S/V (name of your boat)
(name of your marina or yard)
c/o Chaguaramas Customs Boarding Station
Crew's Inn Hotel & Yachting Centre, Chaguaramas
Republic of Trinidad and Tobago.**

Once the box is received by the Customs office, you can go retrieve it. To do so you must present yourself, and have your clearance papers and ship's papers with you. You will go with the customs officer to a storage room underneath the customs office to retrieve your box. You will then bring it upstairs to the office, open it, and show the parts. To qualify, they must be ship's stores and items pertinent to the boat.

If you send a new digital camera, and/or a new computer, you may be asked to demonstrate that they will be used on the boat or the inspector may put a note on the customs form that you must show the equipment to customs when you are departing. On the other hand, if it is a starter or alternator etc., you will have no difficulty at all.

If what you are sending is small, FedEx or UPS will deliver it directly to the Customs office at the Crews Inn Marina. If you are sending many items or big bulky items that are too expensive to send by FedEx or UPS, you can send them by sea.

There are a number of carriers to choose from. One of the most popular is Tropical Shipping, with offices in Kearny NJ and Miami FL. When shipping

large items, you may have to retrieve them at the Customs House in Port of Spain. Then you will need to have done your paperwork prior at the Customs office at the Crews Inn Marina.

From time to time, various boat owners have complained that the customs officer was neither attentive nor quick enough. There is no express line in Trinidad; everything moves at one speed --SLOW. It is this way throughout the Caribbean and the best way to deal with it is with patience. If you become impatient and agitated, you complicate your situation. Remain pleasant and patient and answer all questions simply and straightforwardly.

There have been problems in the past. Some boat owners have brought in electronics and other items duty free and sold them to locals. *This is strictly against the law and any such request by anyone local should be denied.* It is a privilege to be able to bring in spare parts and boat materials duty free; it is incumbent upon the yachting community to abide by the rules.

If you make small purchases at local marine stores in Chaguaramas, you will

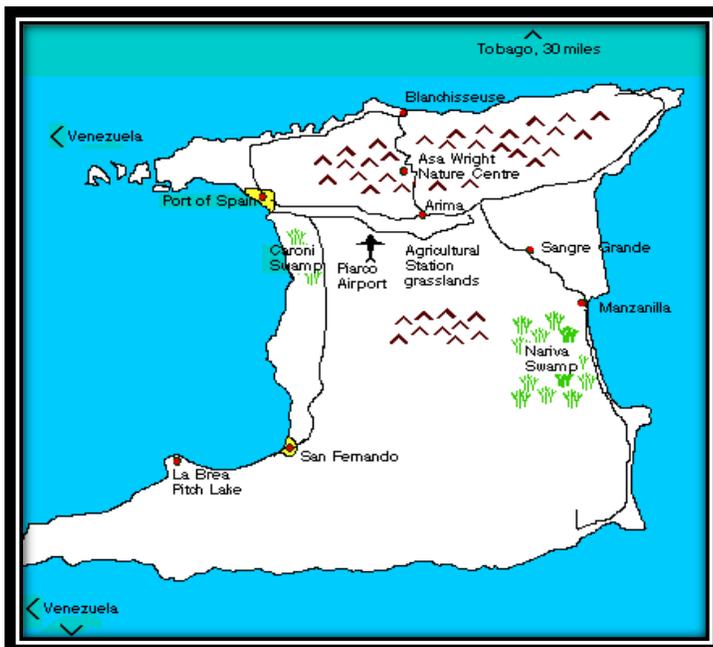


Figure 2. MAP OF TRINIDAD

pay the tax as the law will not apply in those cases. However, if you make a large purchase, such as a water maker or dinghy or engine, etc., you will be exempt by providing a set of your ship's papers and declaring the purchase for a yacht in transit. The same is true if you contract for a large job like a set of sails or a new teak deck; you will not have to pay any tax.

THREE. APPROACHES TO TRINIDAD



Figure 3. MAP OF CARIBBEAN REGION

Chaguaramas is located at the extreme northwest corner of Trinidad. To the west is Venezuela, just across from the Gulf of Paria. Tobago is located to the northeast. The Lesser Antilles or Windward Islands are due north. The current in the Caribbean Sea runs west at approximately 1 knot. However, currents along the coast of Venezuela can run much higher at various times of the month and can climb to the 2 to 3 knot range.

The wind is generally from the east. However, at the beginning of the trade wind season, the wind tends towards the northeast and the constancy of

the trade winds is much less than later in the season. Toward the end of the trade wind season, the wind favors the southeast and it is more constant so the daily average wind speed becomes more regular.

APPROACH FROM THE WEST

If one approaches Trinidad from the west, you will have the wind and current contrary to your course. The best strategy in this case is to sail at night when the trade wind moderates. Given current conditions, it is best to stand off the Venezuelan coast, as there have been recurrent attacks against cruising boats by Venezuelan pirates with increasing frequency over the last decade. The website www.noonsite.com has assembled data relative to attacks against cruising boats.

On April 3, 2010 a German sailboat was attacked along the Paria Peninsula while proceeding about one mile off. ANY approach from the west of Trinidad should give Venezuela a very wide berth. *I would recommend 20 miles at a minimum.* The reason for this recommendation is that the pirates from Venezuela have pirogues with large outboard engines.

On December 21, 2009, a 56' sloop with 3 German nationals aboard crossing from Grenada to Trinidad was attacked and boarded by Venezuelan pirates at **11°27N 61°52W**. That location is about half way across from Grenada to Trinidad, or about 40 miles. Most who make the crossing follow the "oil/gas rig" route. There are a few offshore rigs about half way across and the pirates knew that sailboats take that route. With a pair of big outboards, they can cover 40 miles in an hour's time. Venezuela *must* be given a wide berth; the wider the berth, the safer your passage.

APPROACH FROM THE NORTH

Most boats that approach from the north originate from Grenada. The further east your departure point from Grenada, the better your trip will

be. In addition, and in light of recent events, it is best to approach Trinidad by sailing off the rhumb line and favoring a southeasterly approach. There has been only one attack against a yacht crossing from Grenada to Trinidad but in no way is it to be made light of. However, as boats have increasingly avoided the Gulf of Paria and the Paria Peninsula, pirates have realized that they have to go farther afield.

The pirates have speed in their favor, but they are generally poor seamen *and* afraid of the sea. They do not like “fresh conditions” particularly if they have to go offshore. They also do not like to navigate at night, mainly because they are ignorant of navigation. They know where they left from, and they know how to close on the oil rigs between Grenada and Trinidad, but that is basically the extent of their seamanship.

From the north, favor the east and favor the night. It is also good to plan a trip with some wind in the forecast, for pirates and their pirogues do not like choppy seas. As you favor the east, keep in mind that the current is setting you to the west and that likewise has to be taken into account.

APPROACH FROM THE EAST

Should you approach from Tobago, you will have the wind and the current in your favor. Also, the east side of Trinidad is considered reasonably safe at this time. There is no history of pirate activity in those waters.

PASSAGES THROUGH THE ISLANDS OF TRINIDAD

NOTE: When one approaches from the west, during periods of falling tides you may experience larger, steeper waves and strong currents as much as 10 miles to the north. This is true of all the “bocas” especially when the trade winds are blowing fresh.

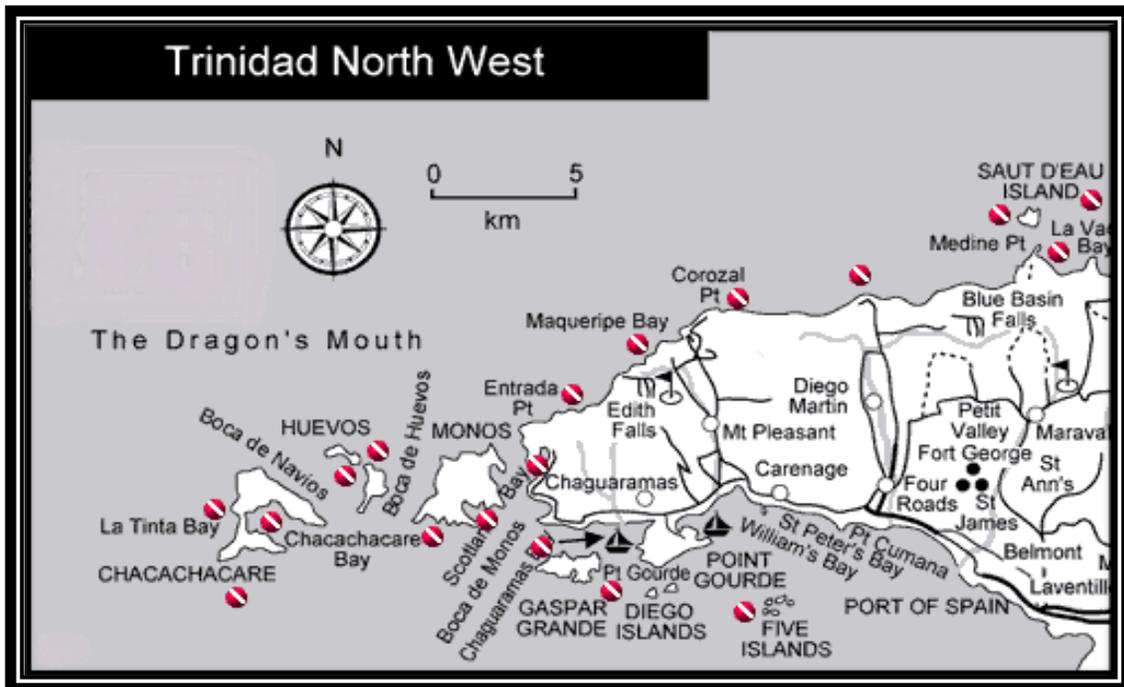


Figure 4. NORTHWEST TRINIDAD AND THE ISLANDS

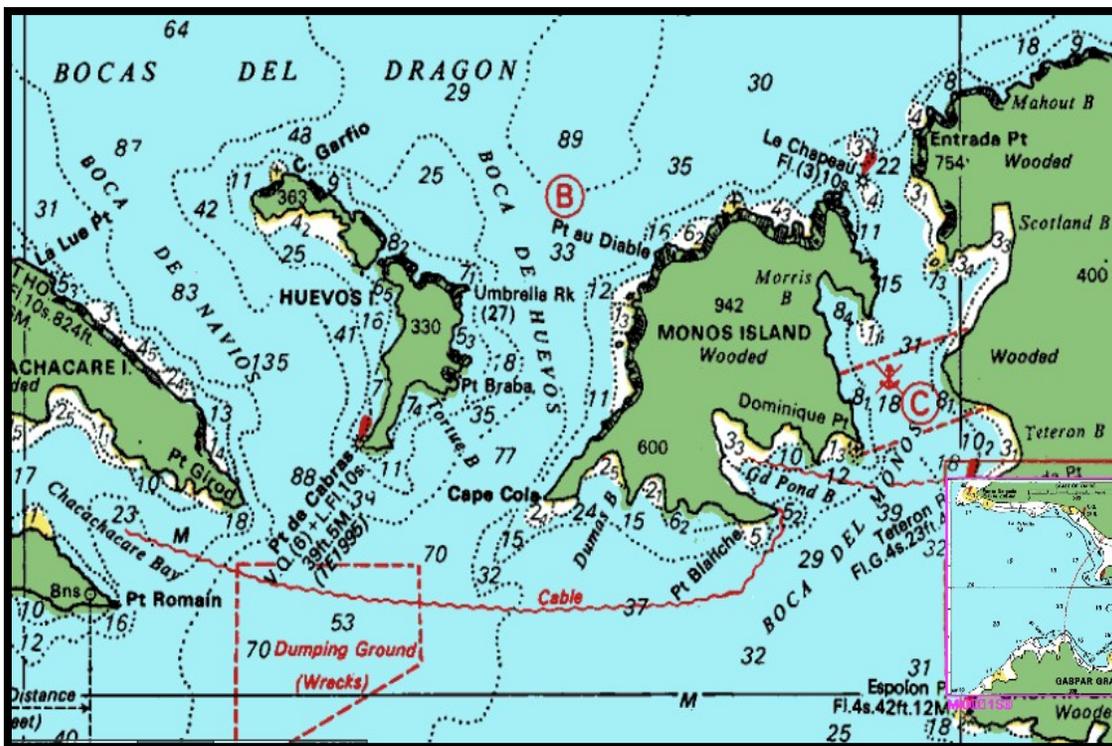


Figure 5. PASSAGES TO CHAGUARAMAS; BOCA DEL MONO TO RIGHT

The favored passage into Chaguaramas is through the cut between Monos Island and the mainland.

The least favored entrance is Boca Grande (not shown on the chartlet above) west of Chacachacare Island. Avoid this entrance as it borders Venezuela and is adjacent to the Paria Peninsula where there is known pirate activity.

The favored cut, between Monos and the mainland is in Trinidadian waters, close to Scotland Bay and the Trinidad Coast Guard Station. Entering the cut you will sometimes encounter strong currents, which can be either in your favor or against you depending on the tides. The current can reach 5 knots.

Give Le Chapeau a wide berth and favor the port side entering. The obstacle is marked by a navigational aid and is easy to spot. If you arrive early in the morning, many times you will encounter fog and rain in the area, sometimes strong enough to reduce visibility to near zero. In such cases it is best to go further west and enter through Boca de Huevos, a wider cut that can be negotiated in any degree of visibility. Regardless of the cut through which you enter, once through it is a simple matter to turn to port and continue on to Chaguaramas Bay.

Gasparillo Island can be left to port or starboard as you continue east on entering the bay. Once past the island, you will reach the mooring field where you can use a mooring for a very reasonable daily fee. On your port as you enter you will see the various boat yards and marinas. Directly ahead and to starboard will be Crews Inn Hotel and Marina where you will find the customs dock directly adjacent to the lighthouse at the restaurant.

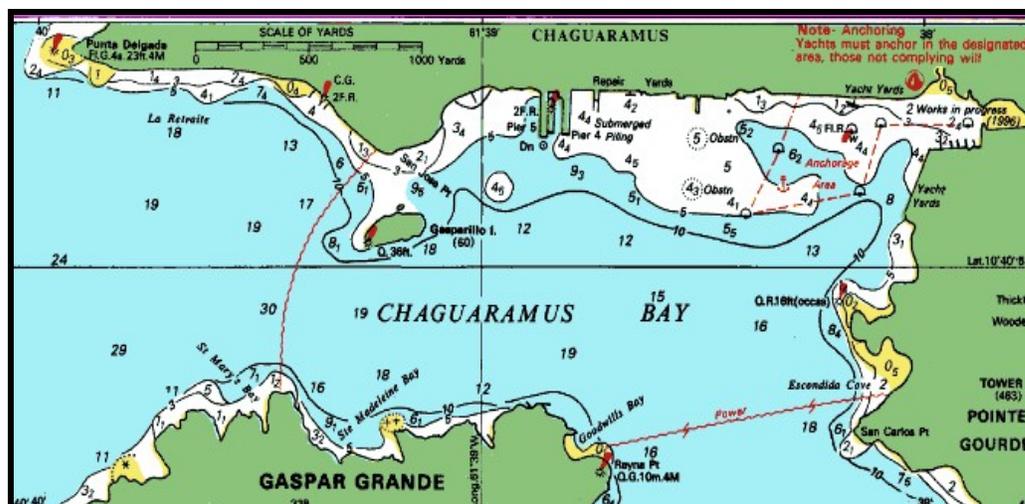


Figure 6. CHAGUARAMAS BAY

Directly behind the marina looking east, you can just make out the TTSA (Trinidad and Tobago Sailing Association). There is no access from this side of the bay. To get there one has to exit the bay and proceed around Pointe Gourde and then head northeast to Carenage Bay. The TTSA is another option for cruising sailors to pick up a mooring and use the facilities of the association.

On your starboard side you will see the Crew's Inn Hotel and Marina complex as you enter the bay and reach the east end. Continue straight and the custom's dock will be on your starboard side up where the restaurant is located at the lighthouse.



CREWS INN HOTEL AND MARINA COMPLEX

FOUR. SECURITY IN CHAGUARAMAS

In many publications you will see frequent references to crime in Trinidad. There is no question that there is crime. Most crime in the country is domestic crime. Such crime is fostered by lack of education and the problem of drugs.

Visitors are rarely the target of violent crime and with any amount of reasonable precaution you should not encounter any problem. There also have been spasmodic problems of theft of dinghies and motors in the Chaguaramas area and one should take reasonable care. The higher the level of unemployment, the greater the amount of theft.

There have been instances where dinghies that were chained to a dock have had the chain cut and been taken. However, online blogs appear to report sometimes the same thefts, two, three and four times each. Frequently the reports are second or third hand, and there is little or no documentation for them.

I have asked the sponsors of the reporting sites why the police records do not correspond to the numbers of thefts committed. The response was that cruisers do not report crime to the police because of fear of retaliation.

Threats of possible retaliation appear to be unfounded. At least I can find no basis for it. After 15 years of visiting Trinidad I know of no gangs or syndicates that retaliate against cruisers who report their equipment stolen. I believe that given the concentration of boats in Trinidad, theft rate of equipment is more likely equivalent to other areas in the Caribbean on a *per boat* density basis.

The problem of theft against cruising boats is the result of poverty and drugs. When one puts one's yacht in plain sight of people who have little or nothing, chances are that someone is going to take something. And those who use drugs will always look for something easy to steal to feed their habit.

The best way to guard against theft is to stay in a reputable marina or boatyard and take every possible precaution to protect your gear. Additionally, do not invite anyone local aboard your boat and especially below decks unless they have work to do for you.

Never make a display of cash and NEVER pay your bill to a tradesman in cash. ALWAYS say that you cannot pay because you do not carry cash, and that you will go to the bank to make a withdrawal. Never take anyone with you when you go to the bank, and when you have the funds, always give them over in an envelope out of sight of everyone else.

Let me repeat: Never display cash. Never display jewelry. If you go somewhere by dinghy, be sure your dinghy is left at a well lit dinghy dock, preferably one with a security guard. Be sure it is locked with a tether.

If you are anchored or on a mooring, *never* return to your boat without a VHF radio. This precaution holds in Trinidad but applies to the entire Caribbean as well.

There has been much said about the attack and boarding of the yacht Triton en route to Trinidad from Grenada in December of 2009. The boat was boarded near a gas rig approximately half way across between the two islands. The boarders were well armed Venezuelans. One must keep in mind that the Gulf of Paria, which is part of Venezuela, is to the immediate west of Trinidad and has a record of attacks against cruising boats.

If you are en route to Trinidad stay clear of the Venezuelan coast. The Triton was boarded within 40 miles of Venezuela and she was following a straight course from point A in Grenada to point B in Trinidad.

Before you set out for any destination in the Caribbean review all credible sources that report crime, such as Noonsite (www.Noonsite.com), and plan accordingly.

On my trip across this year from Grenada, I detoured to the east. I sailed at night when the wind was 15 knots. Pirates like days when the wind is below 10 knots because that is when a pirogue with big outboards does its best. Your detour does not have to be more than 5 miles or so. I have heard no news that the pirates are equipped with Radar or any other significant piece of electronics aside from the VHF radio. Regarding the VHF, unless absolutely necessary do not broadcast your position or for that matter make any transmission that would alert ears as to where you are or even that you are en route from A to B.



LOOSE LIPS SINK SHIPS

FIVE. RISK OF TROPICAL STORMS AND HURRICANES

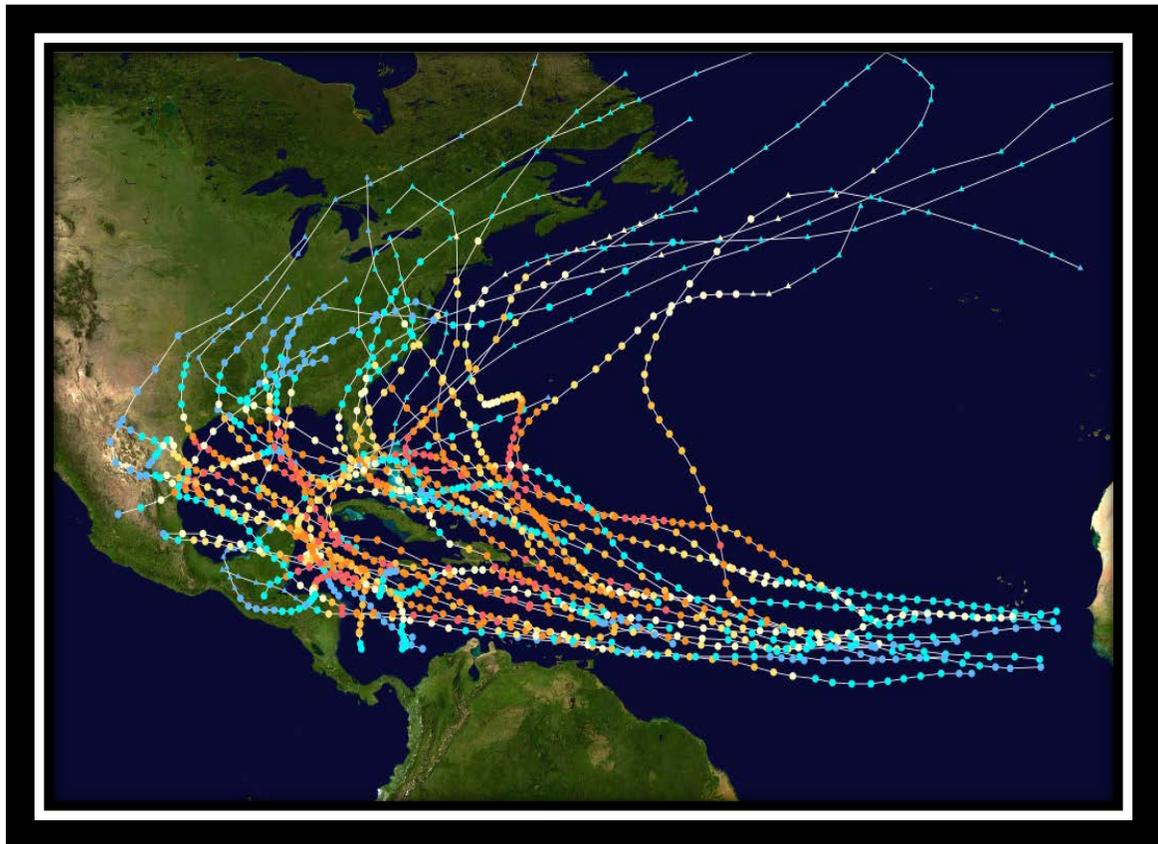


Figure 7. CATEGORY 5 HURRICANES SINCE 1924

IMPORTANT NOTE: The farther north you are in the Lesser Antilles, the greater the incidence of hurricanes. *Each degree* one sails to the south decreases the chance of encountering a storm.

Trinidad is located to the far south in the Caribbean Sea. This is significant because the further south and west, the less likely one will be affected by a hurricane. “Less likely” is the proper description rather than “outside the

hurricane belt,” as in truth, nothing is outside the hurricane belt. However, there are probabilities that should be taken into account.

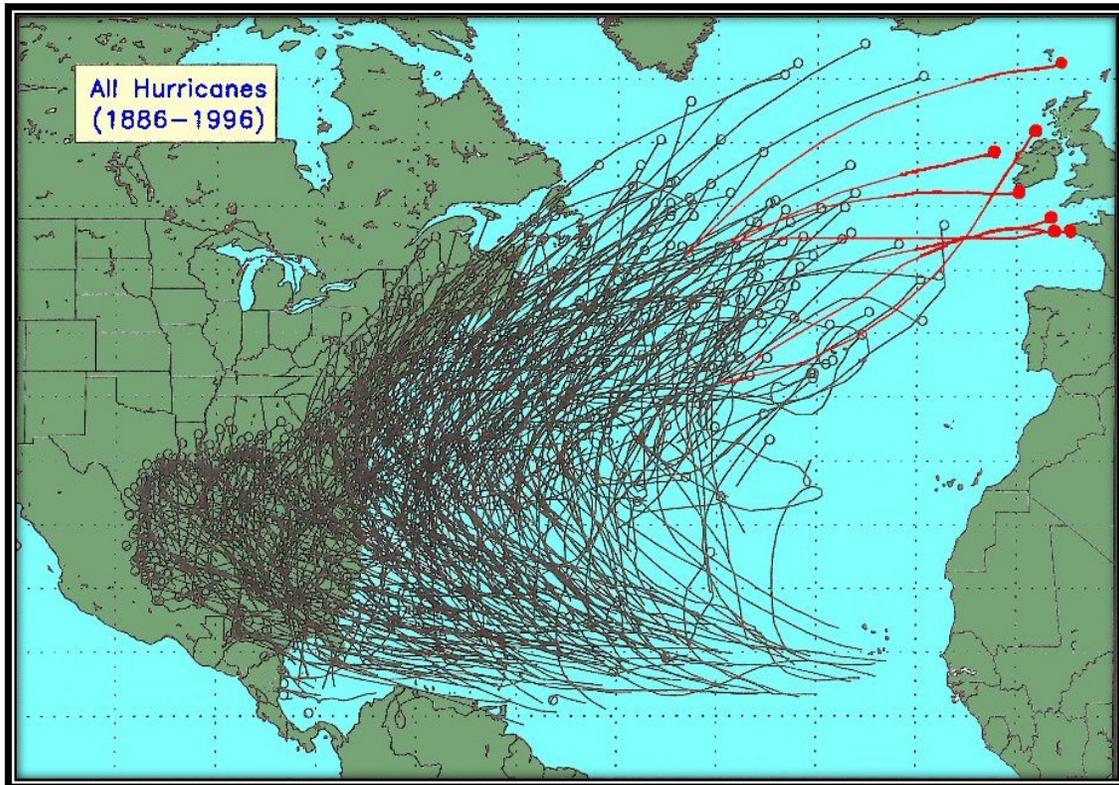


Figure 8. ALL HURRICANES FOR 110 YEARS~1886 THROUGH 1996

The last hurricane to hit Trinidad was in 1877. The last tropical storm was Alma in 1974. Tropical storms pack winds from 34 knots to 63 knots. Alma crossed Trinidad with winds over 60 knots. However, since Alma, no tropical storm has hit Trinidad. Compared to the Windward Islands to the north, Trinidad is safer when it comes to storms because of its geographic position. The further north one is in the island chain, the greater the probability of tropical storm and hurricane.

Even the difference between Grenada and Trinidad, which can be as little as one degree of latitude, is noteworthy. Grenada is affected by a storm on average once every 2.73 years, and is hit by a hurricane every 15.44 years on average. Grenada had its last hurricane event in 1963 and not another until Ivan in 2004 and Emily in 2005.



If one were to decide where to keep one's boat for hurricane season and base it only on the probability of storms, Trinidad would be the safest area by far within the Lesser Antilles. Add extraordinary facilities, and the case to spend hurricane season in Trinidad becomes compelling.

Figure 9. Lesser Antilles

SIX. PORTS AND PORT DESCRIPTIONS

CHAGUARAMAS

10°40.53N 061°40.02 (entrance to bay --arbitrary point)

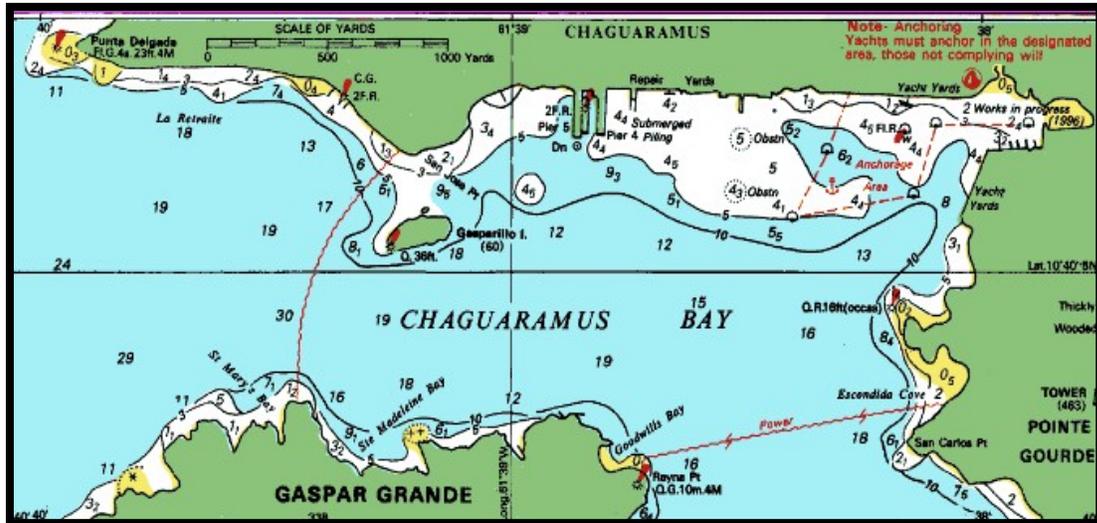


Figure 10. CHAGUARAMUS BAY

Chaguaramas is **THE** harbor in Trinidad for cruising boats. In most cases, it is the reason to come to Trinidad. There is an enormous concentration of facilities in one area. Land storage, slip storage, moorings, anchorage, restaurants, marine supply outlets, marine tradesmen of all types, machines to haul your boat out and put it back in as well as every other kind of machine that you ever imagined to work on your boat.

Chaguaramas Bay is fair at best as to holding. It was dredged by the US Navy in the early 40s and is coral covered with silt. An anchor may hold for days if the conditions do not change from those that were present when the vessel anchored. However, when a strong west or southwest wind blows through, havoc reigns. That does not happen very often; perhaps a

few times each hurricane season, but if your boat is in the water you need to stay alert to the weather and be aboard.

You will see moorings. They are owned by YSATT and if you pick one up you must go to the YSATT office (at the Crew's Inn facility) and report it no later than the next business day. Some of the moorings belong to "Simon the Diver." If you pick up one of his, you will see him come out to speak with you. You can't miss him; just look for the big Rasta smile. He will also agree to look after your boat if you decide to leave Trinidad for a short time.

There is a water taxi service in Chaguaramas Bay called Skizzo's Water Taxi. It operates daily from 0800 to 2300 hours. He may be reached on VHF channel 68. He can also arrange late pickups with prior notice.

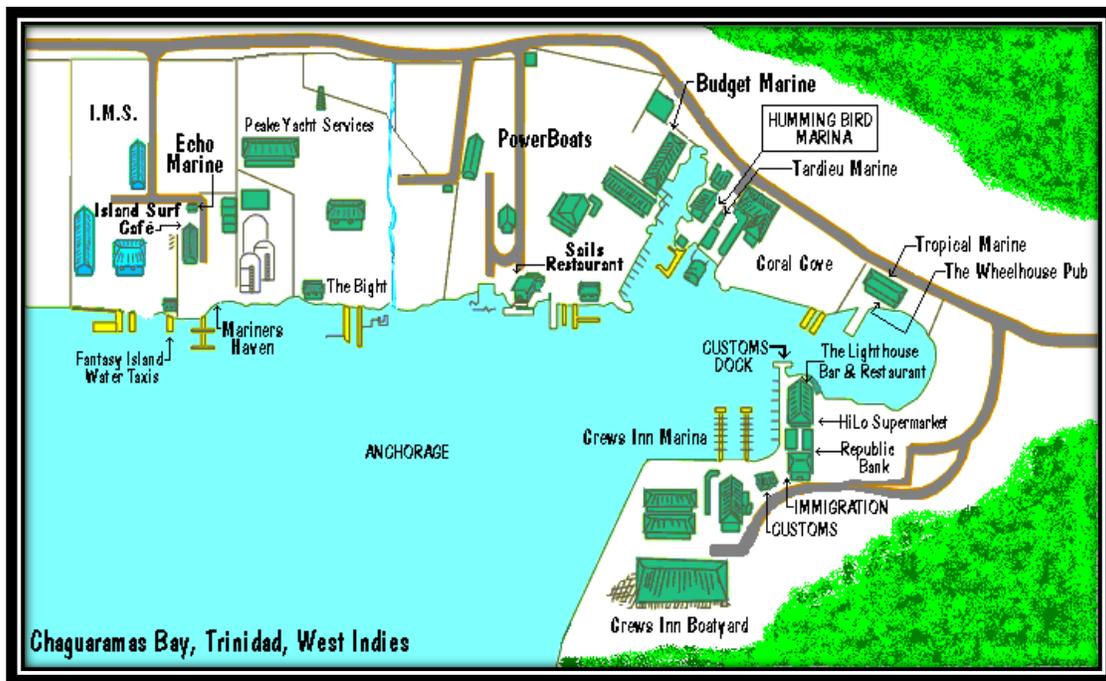


Figure 11. CHAGUARAMAS BAY AND FACILITIES

Chaguaramas is a defined area and the area may very well be called a yacht and ship support area. There are a great number of pleasure boats, both sail and power, in the bay. The majority of sailboats are transient boats and

the majority of power boats are owned by locals. There are also large and small fishing boats, as well as support craft for the oil and gas industry. The harbor is not a pristine body of water. The water is fair quality and after heavy rains the harbor is afloat with flotsam. One must keep in mind that the area is a commercial area; a work area, not the place to look for a white sand beach.



**COMMERCIAL CRAFT ARE A COMMON SIGHT
IN CHAGUARAMAS BAY**



**LOCAL FISHING PIROGUES ARE THE BANE OF MANY VISITING
YACHTSMEN AS THEY SPEED THROUGH THE HARBOR**

Local boats speed through the harbor, cutting in and out between anchored and moored boats. They do not do it to irritate anyone; it is just the way they navigate their boats. Screaming at them and calling them obscenities not only does not get them to slow down, but singles you out in the mooring field as the offensive foreigner. Local customs include driving fast without regard to anchored boats. YSATT has worked hard to get the local boaters to be conscious of not speeding through boats at anchor, but nothing has changed and I doubt it ever will. Some of the yachting



community has complained that the manner in which the locals drive is inconsiderate and quite dangerous. Perhaps they are correct. However, there are many things that the yachting community does that are inconsiderate as well. Dropping off bags of garbage in non designated areas is a recurring problem for area businesses. Driving a dinghy at night under the influence of alcohol is also quite dangerous.

Recently I witnessed a fellow on a sailboat at the T head of the marina scream at a local when the local threw his beer bottle in the water.

Seems the fellow on the sailboat felt that the local was not being environmentally conscious. Interestingly enough, the fellow on the local boat slowed down and came back to ask what the problem was. The visiting yachtsman explained loudly so that all could hear that he considered throwing a glass bottle into the bay as polluting. The local fellow asked the visiting yachtsman where his head flushed. He said he thought glass was non polluting while the daily needs of those living on boats in the harbor could be very polluting.



The point is that when we visit a country, we are guests and when something customary for the locals offends us, we must remember that many times it is better to accept local customs and habits, rather than criticize them. That does not mean we have to agree with them or emulate them; just accept them as they are while we are visiting.



LOOKING NORTHWEST OUT AT CHAGUARAMAS BAY

Chaguaramas Bay has many conveniences. You can rent a car in numerous locations. There are restaurants and grocery stores as well as banks, taxis, and even hotel rooms. Immigration and Customs is present. There are convenient places to keep your boat. Here you will find the greatest concentration of pleasure boat services and facilities of anywhere in the world --so much so that it is mind boggling. If you are willing to look past some of the commercial aspects of the harbor, it really is a very pleasant place just as the pictures suggest.



LOOKING WEST ACROSS CHAGUARAMAS BAY FROM CREWS INN MARINA



CREWS INN RESTAURANT LOOKING WEST AT CHAGUARAMAS BAY

CARENAGE BAY

10°40.48N 061°36.67W (At Alice Point)

LOCATION OF: TRINIDAD & TOBAGO SAILING ASSOCIATION

(THIS BAY IS NOT IN CHAGUARMAS BAY. IT IS FURTHER EAST)



TRINIDAD & TOBAGO SAILING ASSOCIATION DOCKS LOOKING WEST

As you come into Carenage Bay you will see many moorings in the mooring field. You should not pick up a mooring without calling the club and obtaining permission as many of the moorings are for local boats. If there are no moorings available, there is an anchoring area behind the moorings. Be careful not to block the Coast Guard. The Association is a private sailing club and not a commercial marina.

The docks have water and electricity. The charge to use the facilities is quite modest. The club has showers, water and ice are available as is WiFi, and

there is a laundromat. There is a small marine lift with a 15 ton capacity. If your boat is 30,000 lbs or less you can haul here at reasonable rates for bottom maintenance. The club monitors VHF 68.

The club is a very pleasant place with very nice people and you certainly will not feel deprived of social contact.

TRINIDAD AND TOBAGO YACHT CLUB

10°40.58N 061°34.12W (just south of main dock)

(THIS FACILITY IS ALSO NOT IN CHAGUARAMAS BAY~IT IS FURTHER EAST OF THE TRINIDAD & TOBAGO SAILING ASSOCIATION)

The Trinidad and Tobago Yacht Club is a private club located east in the direction of Port of Spain. The club caters mainly to local boats and the majority of boats in the marina are power boats. Sometimes they have space for a transient and sometimes they do not. While the club offers nice amenities, it is out of the hub of activity for most cruising sailboats.



TRINIDAD AND TOBAGO YACHT CLUB

OTHER ANCHORAGES

There are other areas that one can go to anchor outside of Chaguaramas Bay and Carenage Bay. The areas represent anchorages, many of which are used by local yachtsmen and in particular on the weekends. There have been changes in interpretations of the law regarding foreign yachts and most recently the authorities have announced that no boat should leave its anchorage and proceed to another anchorage without notifying the Customs office and gaining permission. This requirement is not always enforced. However, it is best that you check.

Most of the anchorages are in the area of the islands you pass when you enter Trinidad en route to Chaguaramas Bay. Others are on the north coast of Trinidad. The anchorages are attractive and perhaps if a number of boats want to spend the weekend at Scotland Bay or Chacachacare Island it might make for a nice diversion. However, Trinidad is not really set up for cruising yachtsmen outside of the Chaguaramas area and it is best that one mainly consider Trinidad for hurricane storage and for its repair facilities.

Cruising and anchoring in Trinidad are complicated by the fact that Trinidad is very close to both South America and Venezuela. Each proximity presents its own problems and complications. The Trinidadian authorities are very concerned with illegal traffic from the south as well as with Venezuelan pirates who operate to the west in the area of the Paria Peninsula.

If you do decide to cruise while you are in Trinidad, be sure to clear it with the authorities. Nothing changes quickly in the Caribbean and some of the countries of the Caribbean have always had concerns about any boat movement from harbor to harbor in their country. Literature from the 50s tells of having to report moving your boat to the Trinidadian Police. Take a few minutes of your time to disclose your plans.

SCOTLAND BAY

10°41.82N 061°40.14 (entrance to Bay)

The water in Scotland bay is deep and you need to be prepared to anchor in 25' to 35' at the head of the bay. The setting is tranquil and the water quality is good. There are hiking trails in the area and wonderful views.



SCOTLAND BAY

Scotland Bay is most often used by cruising boats as a staging point when leaving Trinidad. Most recently the authorities have not been willing to allow for deferred departure and once you clear out, the Coast Guard have not been sympathetic to explanations about wind and tide. If you do plan to use Scotland Bay on your way out, be sure to discuss it when you are clearing out.

MORRIS BAY

10°41.50N 061°40.60W

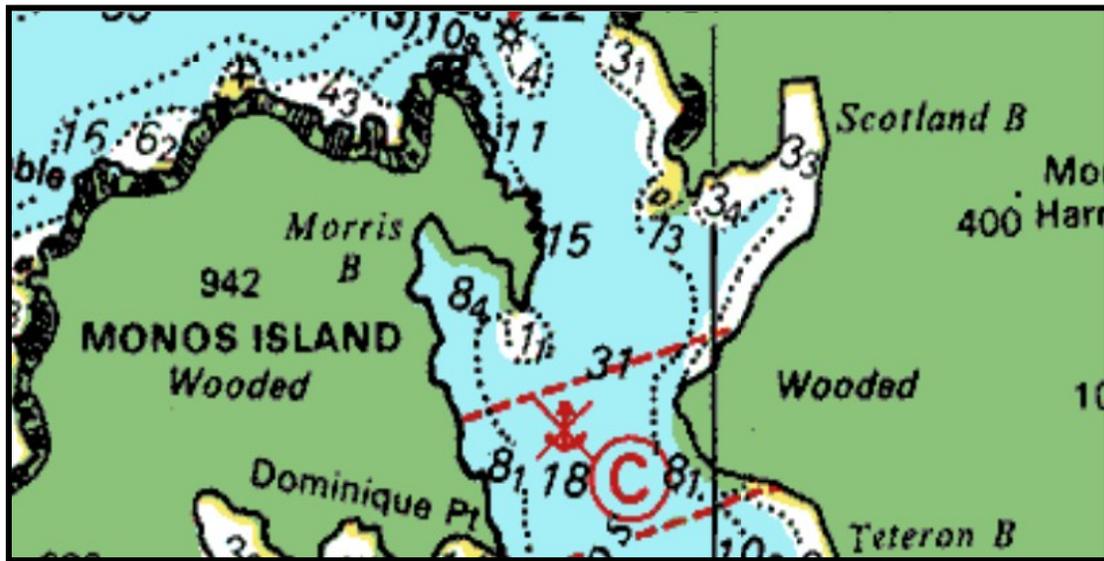


Figure 12. MORRIS AND SCOTLAND BAYS ARE ACROSS FROM EACH OTHER

Morris Bay is opposite Scotland Bay and is located on Monos Island. There is a good anchorage at the head of the bay in 8 to 10' of water.

There are many weekend homes on the shoreline. While the harbor is pretty, it does not have the shore side interest of Scotland Bay.

GRAND FOND BAY (aka Dehert Bay)

10°40.99N 061°41.39W (bay entrance)

You can anchor at the head of the bay but the water is deep. 20 to 30' is the average depth. There is very little development here and the sense you will get is one of remoteness. One of the benefits of this anchorage is a view of the wonderful sunsets as the harbor faces east. However, if the

trade winds make up, the harbor can get windy albeit that the water will remain calm. Make sure your anchor is well set.

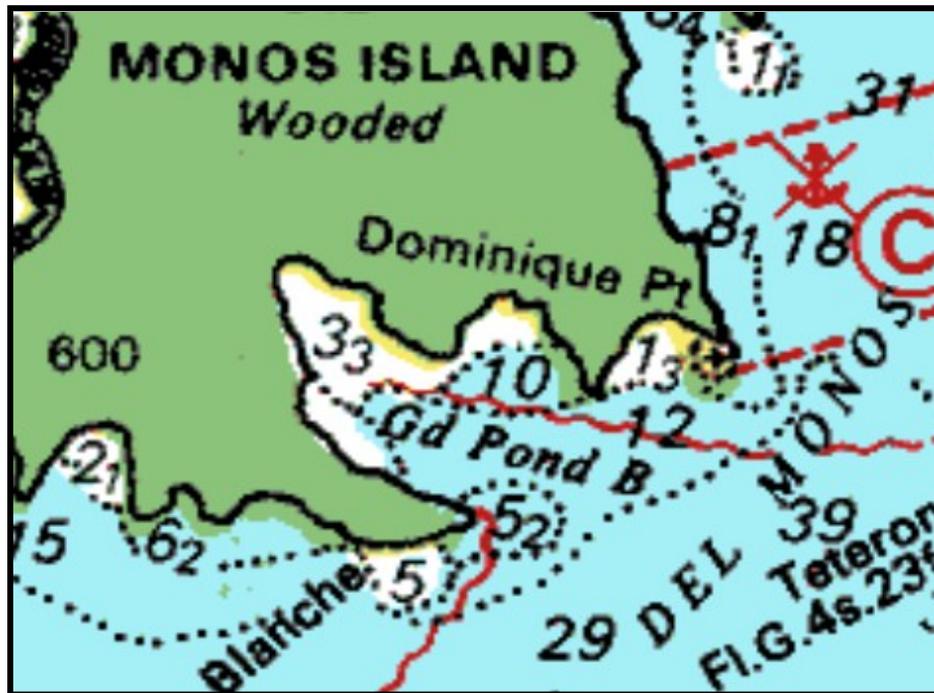


Figure 13. GRAND FOND BAY IS OPEN TO EASTERLY WINDS

CHACACHACARE

10°40.68N 061°44.34W

This anchorage is used extensively by local boats on the weekend. If you are looking for a pleasant anchorage with lots of company this is the one to choose. The harbor is big enough to provide anchorages from most any wind direction but is largely open to the southeast. The holding is generally fair since the bottom is mainly broken coral with some small coral heads. There are a few sandy spots. Be sure when you anchor that you have not hooked a coral head as you will break loose later. Since the water depth is deep, you can take a line ashore if you want extra security.



ABANDONED FACILITIES ON THE ISLAND



Figure 14. CHACACHACARE BAY IS LARGE~CHOOSE THE SIDE THAT OFFERS THE BEST PROTECTION FROM THE WIND

THE NORTH SIDE



Figure 15. NORTH COAST OF TRINIDAD

The north side of Trinidad has a number of beautiful and interesting bays. They all suffer from swells nearly all of the time. La Vache Bay (**10°46.10N 061°29.00W**) and Maracas Bay (**10°46.82N 061°25.60W**) are two of the best examples. The anchoring is good and the beaches beautiful. *However early in the trade wind season if the wind has a strong northerly component the bays will not be comfortable and should be avoided.*

If you choose to stop at these bays on your way to Tobago, be sure to advise the authorities when you are clearing out of Trinidad. Even though Trinidad and Tobago are one country, when you get to Tobago you do have to do what amounts to a “mini” clearing in. If you stopped without permission while clearing out in Chaguaramas, your dates of passage will not line up and the officer will ask you what delayed you. Maracas Bay draws many locals to its beaches on the weekends.

SEVEN. FACILITIES IN CHAGUARAMAS

FACILITIES KEY

- M. IMS**
- L. Mariners Haven**
- K. West Palm Hotel etc.**
- J. Peake Yacht Services**
- I. Powerboat Mutual Facility**
- H. Skinners Yard**
- G. Sweetwater Marine**
- F. Tardieu Marine**
- E. Coral Cove Hotel & Marina**
- D. Tropical Marine**
- C. Crews Inn Hotel & Marina**
- B. TTSA**
- A. Catamaran Village/Aikane**

The facilities listed above are displayed on the chartlet below from the west side of Chaguaramas to the east; they are discussed further in the order given. The letters assigned above may seem contrary, but they correspond to the individual facility discussions and site layouts. In the list of vendors and service businesses provided later in the guide, the named services are identified by the facility layout at which they are located.

Aside from avoiding hurricanes, one of the most compelling reasons to come to Trinidad is the facilities. There are many and they are all concentrated in one area.

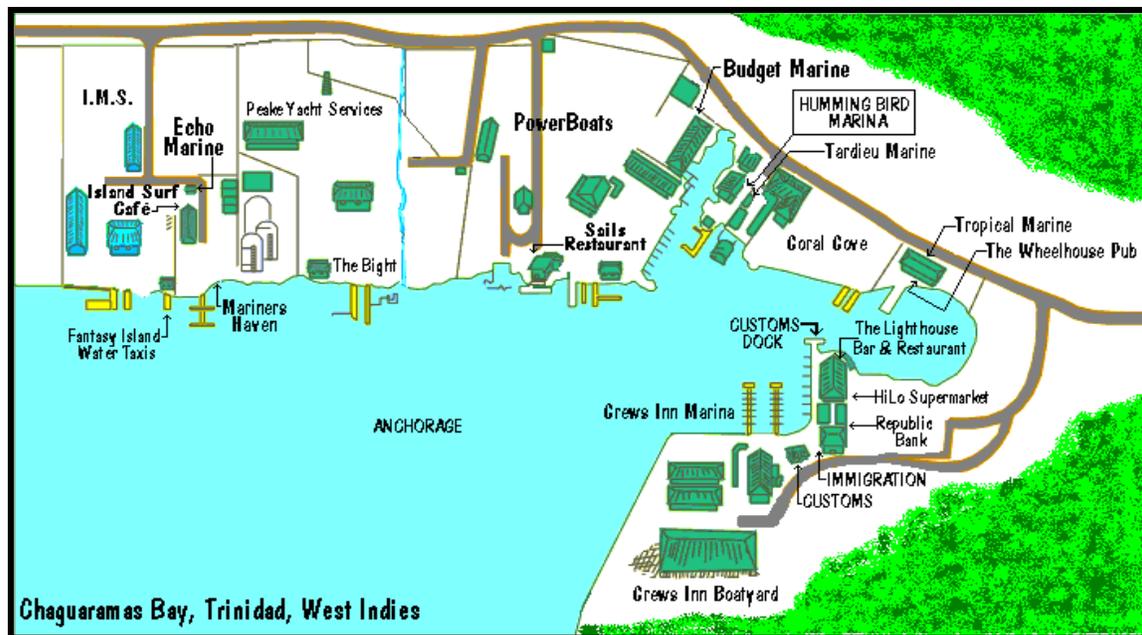


Figure 16. OVERVIEW OF FACILITIES IN CHAGUARAMAS BAY FROM (L-R) WEST TO EAST

Each of the facilities has its own personality. Some of the yards permit you to do your own work and allow you to bring in outside contractors. Some yards only allow the owner and his crew to work on their boat and other work must be done by approved contractors from which the yard takes a commission. Some yards are less expensive and are simpler. Some have more infrastructure and are priced higher. Which yard you choose depends on your taste and preferences as well as your budget.

FACILITY DESCRIPTIONS

M. INDUSTRIAL MARINE SERVICES (IMS)

The IMS yard has a 70 ton TraveLift as well as a paint and glass shop. The yard is simple and clean. It has good security, clean bathrooms and a clean and well lit laundry room.

The day that I entered there were a number of people coming and going. The security fellow at IMS was careful with each one and took an interest in each one. He remained very sociable and personable while an exacting job.

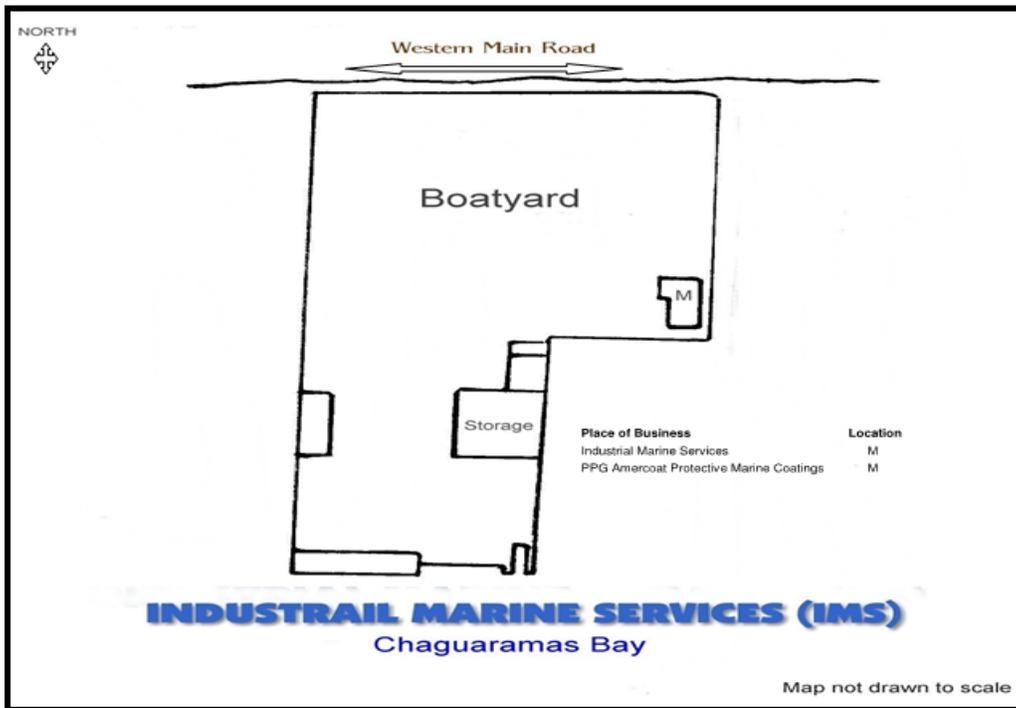


Figure 17.M. IMS YARD LAYOUT



IMS ENTRANCE AND SECURITY



IMS LAUNDRY ROOM~CLEAN AND VERY SERVICEABLE



IMS STORAGE FACILITY -- SIMPLE AND CLEAN KEPT



70 TON TRAVELIFT CAN HANDLE MOST BOATS AT IMS

L. MARINERS HAVEN

If you visit Mariners Haven to deal with one of the vendors on site, you will find security very present. Simply say whom you want to visit and they will instruct you on where to park. They may ask to check your trunk entering and/or leaving. BHP has an installation here and every precaution is taken to prevent entrance by those whose motives may be other than normal business.



SECURITY AT MARINERS HAVEN IS VERY STRICT

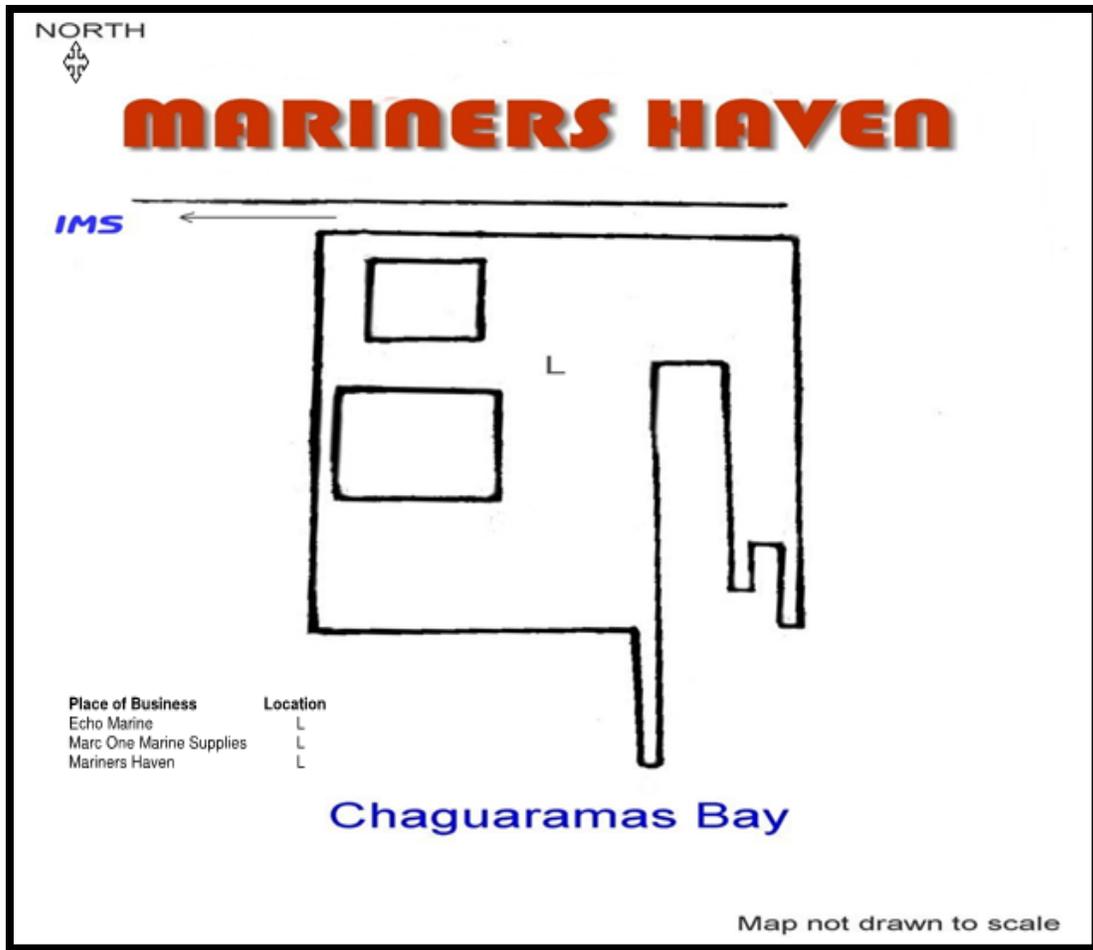


Figure 18.L.YARD LAYOUT AT MARINERS HAVEN

One of the vendors at Mariners Haven, **Echo Marine**, manufactures water-maker systems that are amongst the finest in the world. **MarcOne** is also located here and is a **Nanni-Diesel** dealer. Their specialty is FRP and all types of acrylic sheet. If you need plastics for your hatches this is the place to come. **Eswil**, also located here, is known for hydraulic hoses and fittings.



K.WEST PALM HOTEL

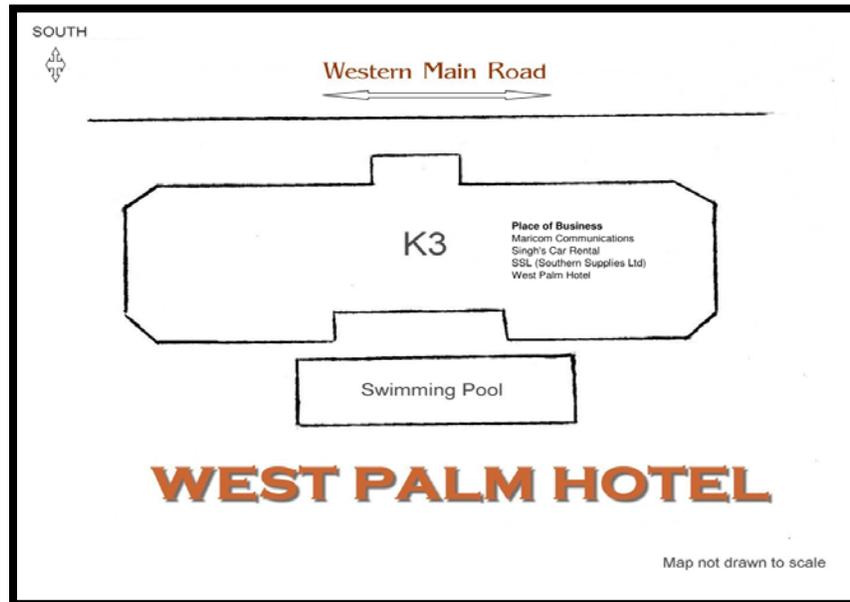


Figure 19.K.WEST PALM HOTEL ETC.

The West Palm Hotel is across from Peake's Yacht Yard on West Main Road. They have air conditioned rooms to rent as well as a car rental and a marine supplies store.



WEST PALM HOTEL

J.PEAKE YACHT SERVICES

The Peake facility is a very large facility. If you plan to stay a few days prior to hauling there are docks with moorings that can be used to dock

Mediterranean style. However if the wind makes up from the west with any force it can get rough and in storm conditions it is best to have hauled the boat or to move it to a less exposed location.



Peake's has a 165 ton TraveLift as well as a hydraulic trailer that can move you anywhere in the yard. They have a laundromat as well as showers. A new and free internet facility is available to all yard customers. There is also a small hotel and restaurant on the property. Peake's chandlery is well stocked and very convenient. There are many tenants on the property and many trades so that help is never far away. Peake's stores boats on the property and also has a storage area designated "high security."



The recent opening of the Corner Post, whose sign explains it all, makes this facility complete and convenient. There are regulations governing who can work in the yard from outside the yard; check in the office for details before contracting your work.

NOTE: If you want a “lunch on the run,” there are a number of vendors at lunch time between the Peake’s facility and Budget Marine along the West Main Road out front.

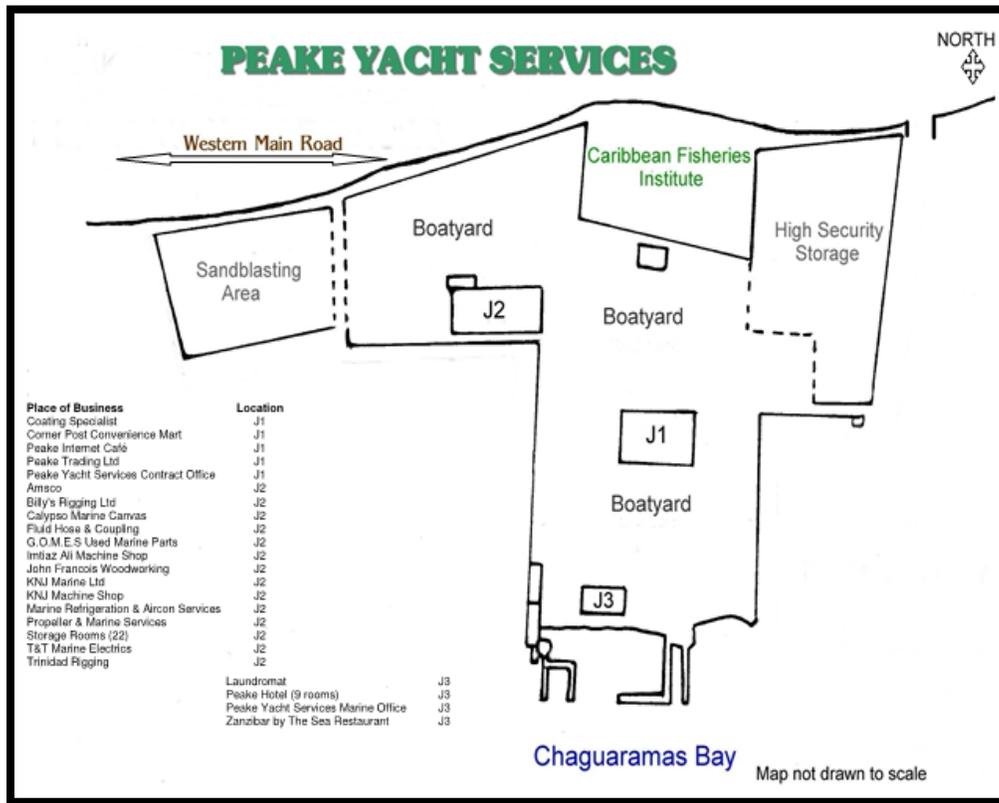


Figure 20.J.PEAKE’S BOATYARD: SERVICE TRADES LOCATIONS AND LAYOUT



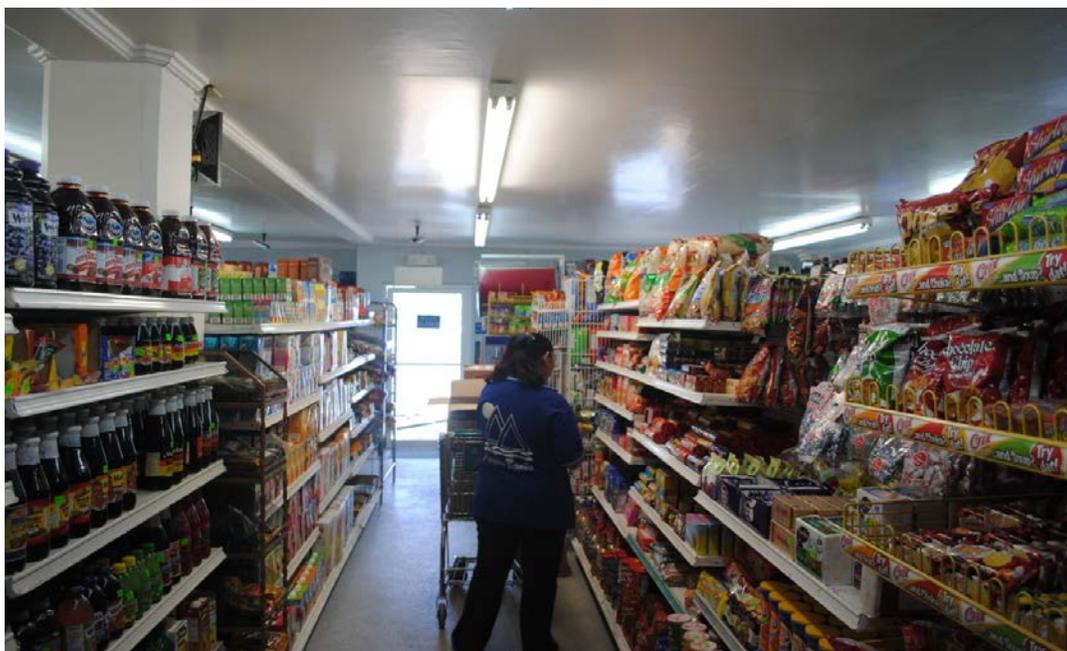
BOATS STORED AT THE PEAKE FACILITY

The yard caters to locals as well as transient boats. The local boats are staged in sheds on trailers and some are also on modern racks. All of these customers are launched and retrieved after each use. The east side of the yard is where the transient boats are put on the hard. The yard is clean, neat, and well organized. A new US 60 ton marine hoist was recently installed and can pick up most boats.



There is a small, inexpensive hotel on the property that has a number of rooms that are quite serviceable. The only fuel dock in Chaguaramas Bay is located at Power Boats. There are also slips with pilings. The yard has a very active restaurant as well as an internet café. The **Boater's Shop** is a small but very convenient chandlery and there is even a space provided for “do it yourselves” to do their work inside, out of the sun and elements.

The Power Boat facility has many tradespeople located on the grounds who can assist you in the maintenance and upgrade of your boat. Check with the yard to determine what restrictions apply regarding the retention of contractors from both within and without the yard.



THE SUPERMARKET AT POWER BOAT IS VERY WELL STOCKED



SLIPS AND DINGHY DOCK AT POWER BOAT



THE RESTAURANT AND BAR AT POWER BOATS IS THE CENTER OF SOCIAL LIFE

H. SKINNER'S YARD

You can always tell when you arrive at Skinners as the first thing you will see is the **Budget Marine Chandlery**. At lunchtime out front you will always find local vendors who sell “on the go” lunches.



SIGN POST AT THE ENTRANCE TO THE SKINNER BOATYARD.

The Skinner Yard is dedicated to a number of services including sail and canvas work, rigging and engine specialists, both inboard and outboard. There is also fiberglass expertise available.



THE BUDGET MARINE CHANDLERY IS WELL STOCKED

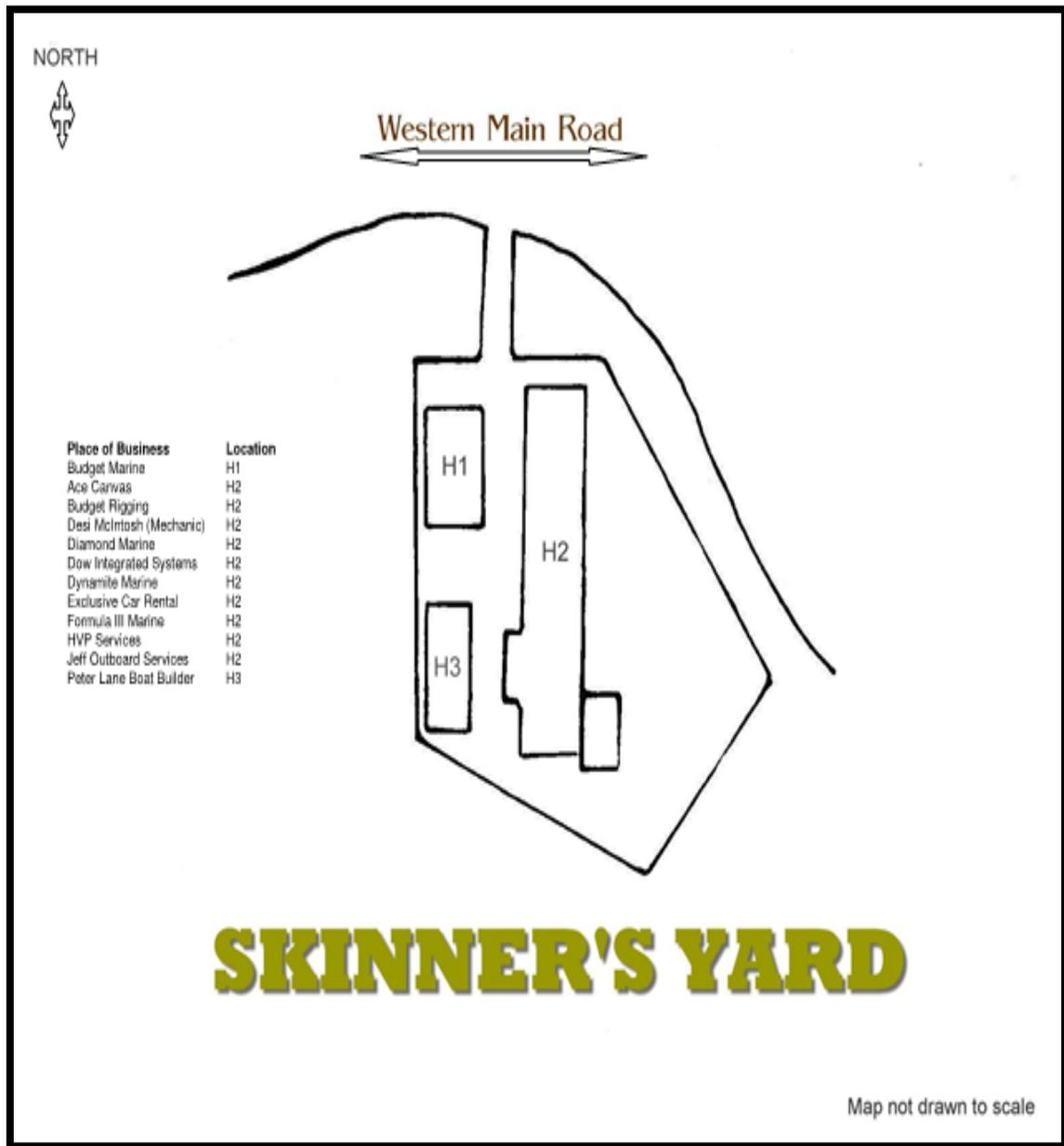


Figure 22.H.SKINNER'S YARD PLOT AND SERVICE LAYOUT

G. SWEET WATER MARINA

These facilities are adjacent and share a common property line; you will see **Calypso** on the roadside in front of Sweet Water Marina.

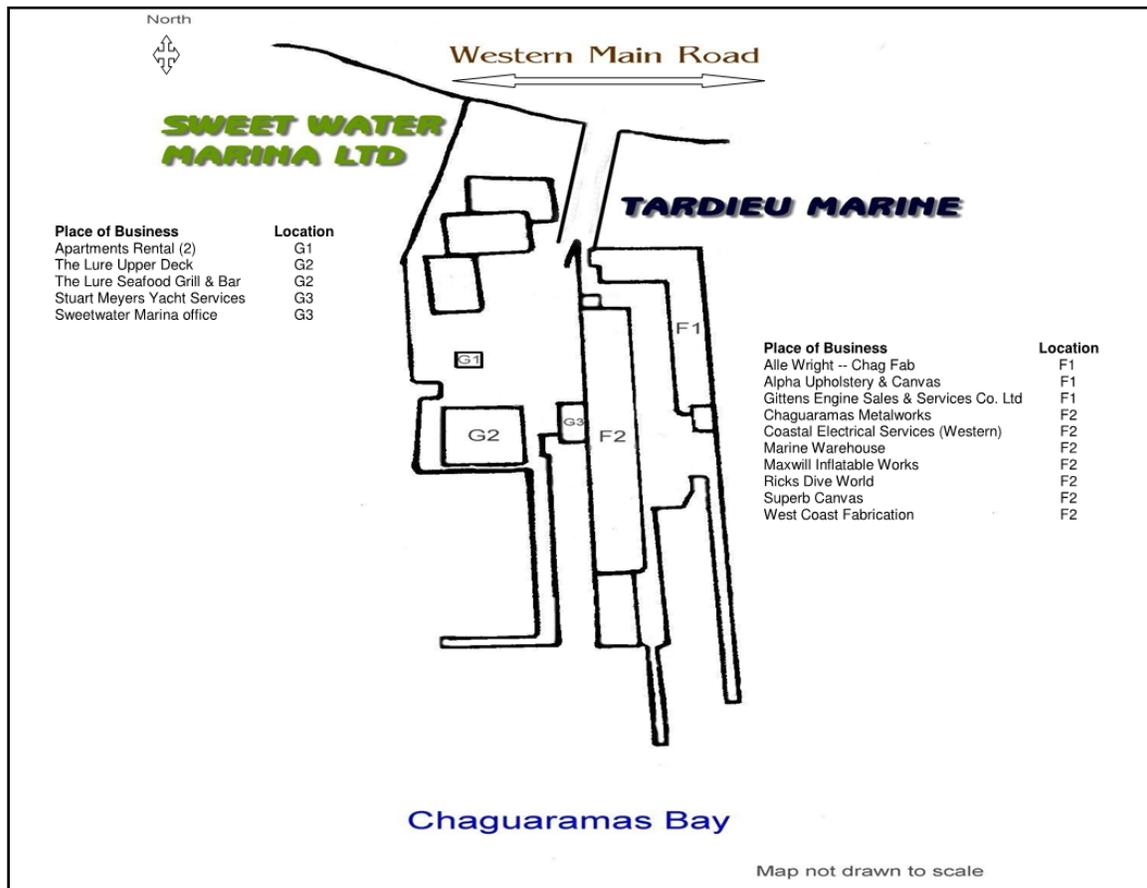


Figure 23.G. SWEETWATER MARINA AND NEIGHBORING F. TARDIEU MARINE

Calypso rents and builds pirogues. Sweet Water Marina caters mainly to local yachtsmen who want a slip for their boat. They sometimes have space for transients. There is a very exclusive restaurant on the property called "THE LURE." Prices at the restaurant are not inexpensive but you get what you pay for and the service and ambiance there balance the scale.



THE LURE RESTAURANT AT SWEET WATER MARINA

F. TARDIEU YARD

The Tardieu facility is not fancy. It is the home of many fine tradesmen including a few stainless steel fabricators as well as an inflatable dinghy and bike repair shop. There are also two canvas, cushion and cover establishments where you can get a new seat cover or a sail cover mended. Most of the water berthing is taken up by commercial fishermen but from time to time there is a space for a cruising yachtsman and you should check at the office if interested. The spaces in the water are limited but somewhat protected if the sea comes from the west.

Also located here is the **Marine Warehouse**, which is a marine chandlery that will import the parts, paints and pieces you need at “reduced prices.” The alternator and electrical motor shop at the yard is well known and can repair almost anything that is electrical, AC or DC.



MAX WILL FIX YOUR DINGHY OR YOUR BICYCLE



MARINE WAREHOUSE AT THE TARDIEU YARD

E. CORAL COVE

This yard hauls boats for storage on the hard and has a 60 ton TraveLift. The yard is the home of the famous **Joe's Italian Restaurant**, the spot where so many "yachties" have eaten so much pizza.

The facility also has a laundromat as well as a number of marine facilities that can provide parts and service.

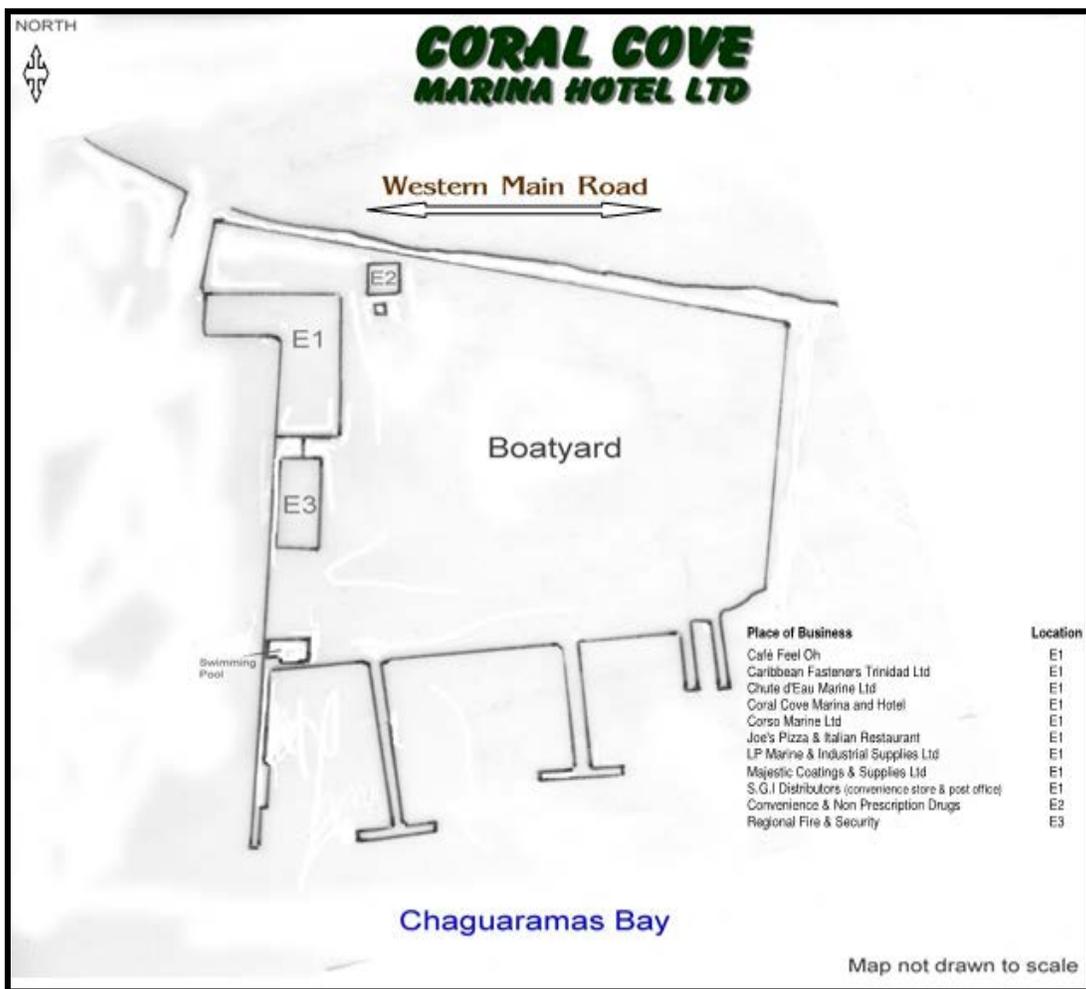


Figure 24.E.CORAL COVE HOTEL AND MARINA LAYOUT



CORAL COVE MARINA AND BOATYARD -- HOME OF JOE'S RESTAURANT



THE CORAL COVE MARINA SLIPS ARE NEAT AND CLEAN

D. TROPICAL MARINE

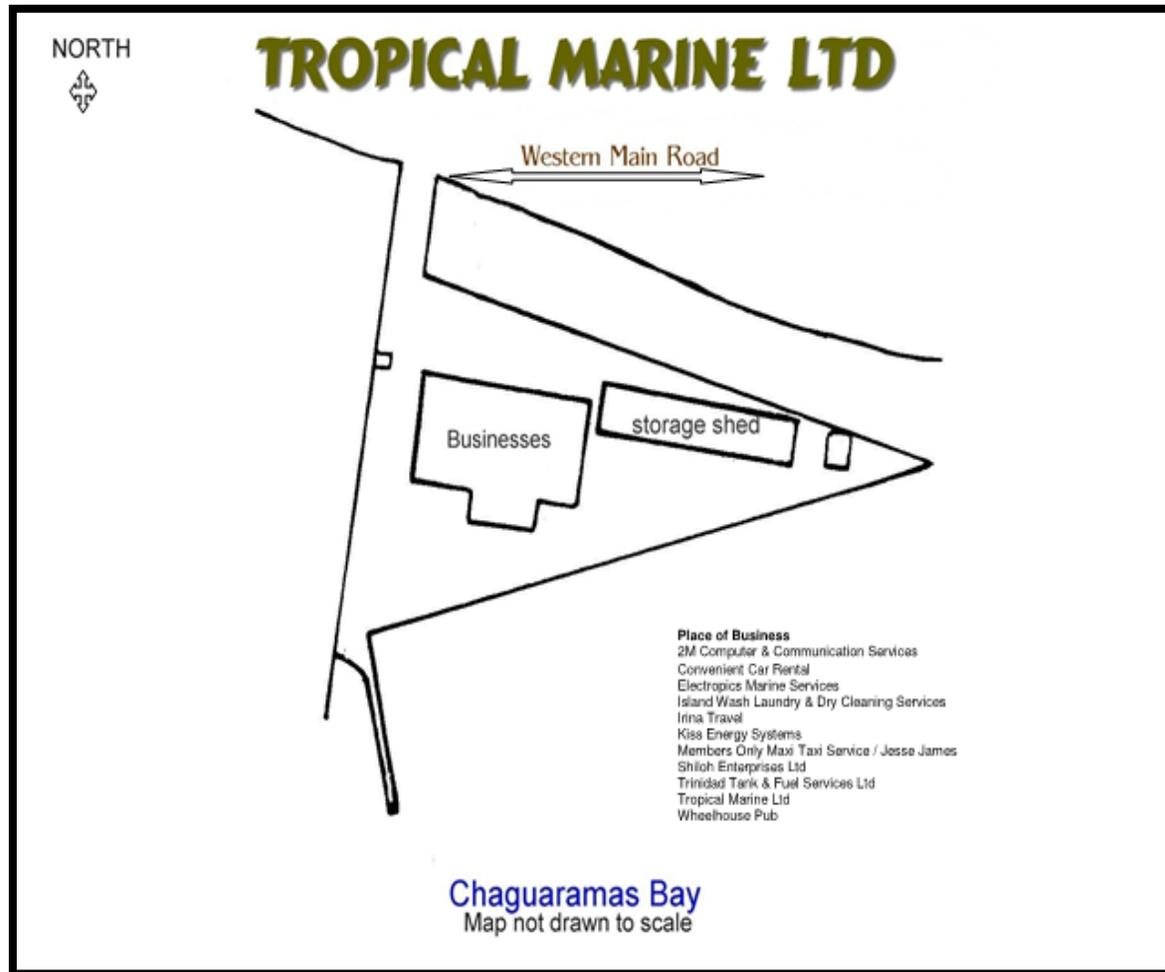


Figure 25.D.TROPICAL MARINE LAYOUT

Tropical Marina has a nice marina and a pleasant pub to go with it. The atmosphere is relaxed and the facilities are neat. There is a travel agency on the property as well as a number of marine related businesses. There is also a laundry for those that want to drop their laundry off and have it washed and made ready for pick up. Add a car rental agency and you have a convenient and pleasant marina facility.



LOCATED AT THE TROPICAL MARINA



TROPICAL MARINA FACILITY

C. CREWS INN MARINA AND HOTEL

This facility is entered on Western Main Road but is on the south side of the harbor at the eastern end. It is a major facility with a full sized hotel and a number of restaurants. There is also a very well constructed marina and a service facility with a 225 ton Travel Lift. Customs and Immigration is located at the Crews Inn facility and it is also home to a number of marine businesses as well as a HiLo supermarket.



Figure 26.C.CREWS INN LAYOUT



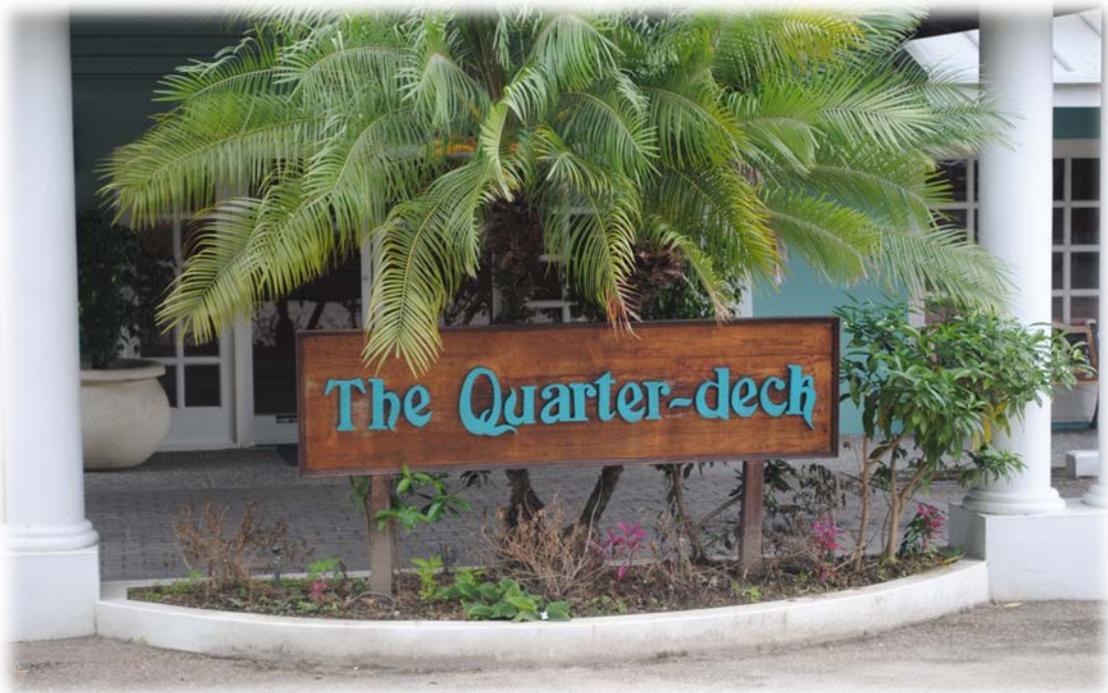
MARINA AT CREWS INN



LIGHTHOUSE RESTAURANT~SUNDAY BRUNCH IS INCREDIBLE



HOTEL AT CREWS INN



REGISTER HERE FOR HOTEL OR MARINA



AT THE NORTHEAST END OF THE PROPERTY YOU WILL FIND MARINE RELATED BUSINESSES AND ALSO ECONOMY CAR RENTAL

The Service facility in the above building is huge and can hold many large boats. If you have a larger boat or are looking for an indoor space you may speak with them to have your boat hauled. The hauling facility caters mainly to very large commercial craft.



HILO SUPERMARKET AT CREWS INN MARINA HAS DOCK ACCESS



**THE CAFÉ DEL MARE AT CREWS INN -- WONDERFUL FOR LUNCH OR SNACK,
LOCATED RIGHT AT THE HEAD OF THE MARINA.**

The Crews Inn facility is also home of YSATT, The Yacht Services Association of Trinidad and Tobago. You can visit them at their website, <http://www.ysatt.org> or walk in and say hello at their office.

The Association has been working with its members, the private sector professionals within the industry, as well as with Government to make the visitor experience the best that it can be. They act as the tourism center for the Chaguaramas area and are your one stop shop for industry, tourism and general information. They can also assist you in the event that you have a dispute with a contractor who has been or is working on your boat.

B. TRINIDAD AND TOBAGO SAILING ASSOCIATION

The TTSA has a haul out Travelift that can haul vessels to about 10 tons.

You can bring in your own contractor to do work on your boat or you can

do it yourself. There is a nice restaurant as well as a bar and club facilities.



NOTE: The TTSA is a few miles west of the Chaguaramas area.

THE TTSA FACILITY IS COMPLETE AND VERY PLEASANT

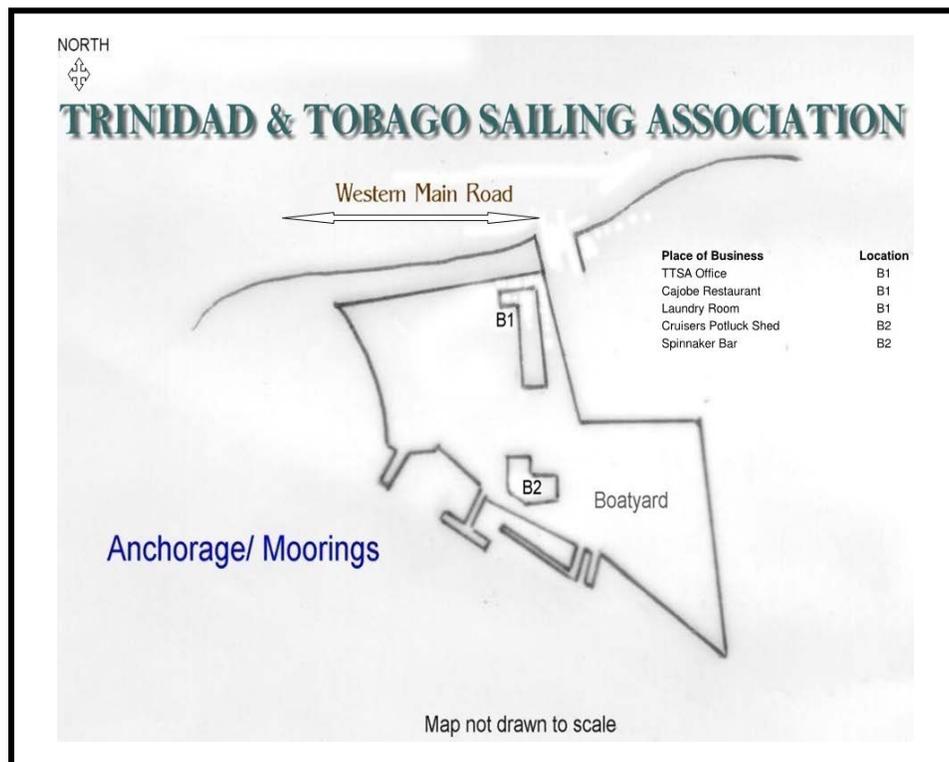


Figure 27.B.TTSA LAYOUT



TSSA TRAVELIFT CAN TAKE VESSELS TO ABOUT 10 TONS

A.CATAMARAN VILLAGE AKA AIKANE TRINIDAD LTD.

This facility builds, stores, repairs and generally works on all brands and sizes of multihulls. They have the capacity to haul and they are well known as experts in their field.



INSIDE OF CATAMARAN VILLAGE REPAIR AND CONSTRUCTION FACILITY

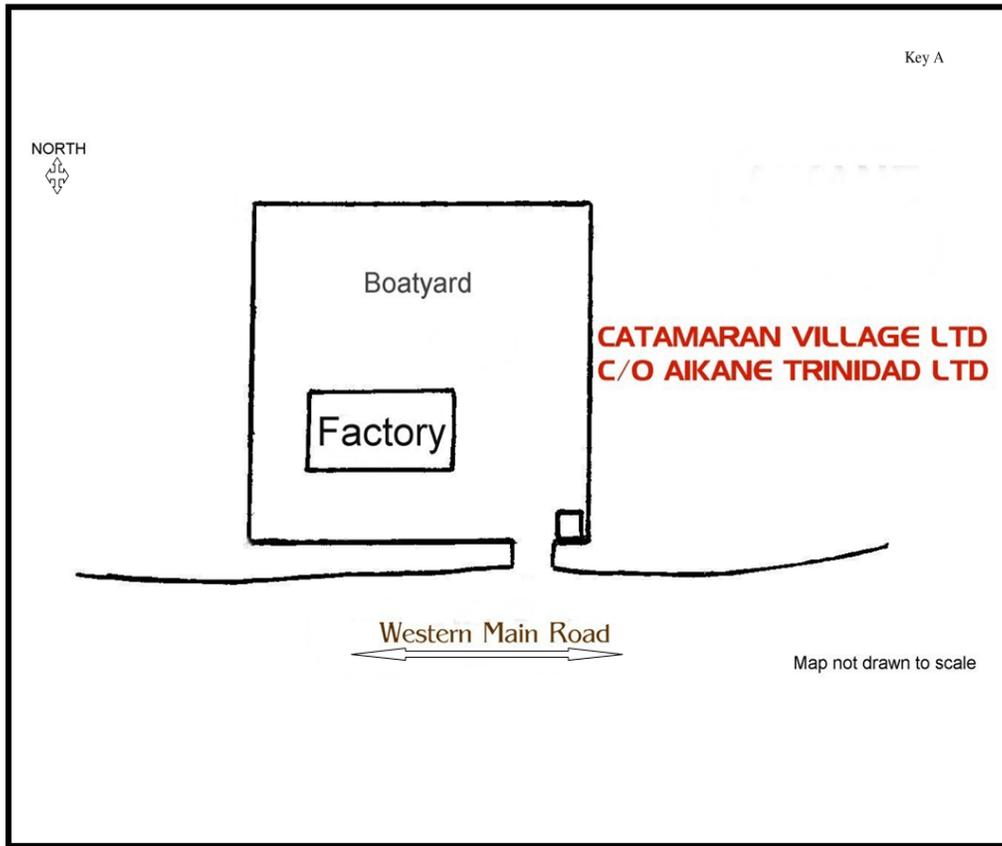


Figure 28.A.CATAMARAN VILLAGE LAYOUT



MULTIHULLS STORED OUTSIDE OF REPAIR FACILITY

EIGHT. SERVICES BY CATEGORY, COMPANY & LOCATION KEY

The location keys in the following table refer back to the Facilities List on Page XX and the site layouts in the discussions of individual facilities. For example, if you need help with your air conditioning, you will find Marine Refrigeration at Peake Yacht Services (J), location (2).

Category	COMPANY	LOCATION KEY
AIR CONDITIONING	Marine Refrig.	J-2
AIR CONDITIONING RENTALS	Power Boats	I-1
	KNJ	J-2
	Coast to Coast	C-3
BANKS	Republic Bank	C-1 (ATM)
	RBTT	K-2
BOAT LETTERING	Custom Sign Design	I-6
BOATBUILDERS	Catamaran Village	A
	Diamond Marine	H-2
	Peter Lane Boats	Shed
	Peake Yacht Serv.	J1
CAR RENTALS	Econo Car	C-3
	Exclusive Car	H-2
	Convenient Car	D
CUSTOMS	Government	C1

DINGHY & BICYCLE REPAIR	Maxwill Works	F-2
DIVE SHOPS	Dive Specialists	C-1
	Rick's Dive World	F-2
ELECTRICIANS	Catamaran Village	A
	Dockyard Electrics	C-3
	Coral Cove Marina	E-1
	Coastal Electric	F-2
	Dynamite Marine	H-2
	Caribbean Marine	I-2
	Sure Power	I-7
	T & T Marine	J-2
	KNJ	J-2
	Industrial Marine	M
ELECTRONICS	Catamaran Village	A
	Dockyard Electrics	C-3
	Goodwood Marine	C-3
	Electropics Marine	D
	Dynamite Marine	H-2
	Sure Power	I-7
	Marcom Comm.	K-2
FIBREGLASS REPAIR	Catamaran Village	A
	Coral Cove Marina	E1
	Chute d'Eau Marine	E1
	Stuart Meyers	G3
	Dynamite Marine	H2
	Diamond Marine	H2
	Peter Lane	Shed
	Powerboats	I-1
	Vessel Integrity	I-7

	Yacht Services	I-4
	Classic Yacht	I-8
	Peake Yacht	J-1
	KNJ	J-2
	Industrial Marine	M
HAIR SALON	Sea of Styles	C-3
HYDRALICS	Fluid Hose	J-2
IMMIGRATION	Government	C2
INTERNET SERVICES & WiFi	Crews Inn	C-2
	2 M Computer	D
	Coral Cove	E-1
	Power Boats	I-1
	Internet Café	I-4
	Peake Yacht	J-1
LAUNDRY & DRY CLEANING SERVICE	Island Wash	D
MACHINISTS	Catamaran Village	A
	Coral Cove Marina	E-1
	Dynamite Marine	H-2
	Quality Repairs	I-7
	Imtiaz Ali Machine	J-2
	KNJ	J-2
MARINAS/ BOATYARDS (East to West)	TTSA	B
	Crewsinn	C
	Tropical Marine	D
	Coral Cove	E

	Tardieu Marine	F
	Skinner's Yard	H
	Powerboats	I
	Peake Yacht Service	J
	IMS	M
MARINA HOTELS	Crews Inn Marina	C-2
	Coral Cove Marina	E-1
	Peake Yacht	J-3
	West Palm	K-3
MARINE CHANDLERY	Dockyard Electrics	C-3
	Marine Warehouse	F-2
	Budget Marine	H-1
	Boater's Shop	I-2
	Peake Trading	J-1
	Southern Supplies	K-3
MARINE HARDWARE		
MECHANICAL SUPPLIES	Dockyard Electrics	C-3
	Corso Marine	E-1
	LP Marine	E-1
	Marine Warehouse	F-2
	Budget marine	H-1
	Boater's Shop	I-2
	Peake Trading	J-1
	SSL	K-3
	Echo Marine	L
MARINE SURVEYORS	Associated Marine	C-3
	Billy's Rigging	J-2
	Gordon Forbes	I
MECHANICS	Catamaran Village	A
	Crews Inn	C-2

Dockyard Electrics	C-3
Coral Cove Marina	E-1
Sweetwater marina	G
Gittens Engine	F-1
Dynamite Marine	H-2
McIntosh	H-2
HVP	H-2
Jeff Outboard	H-2
Powerboats	I
L&G Engine	I-8
Raymond Marine	I-8
The Boat Yard	I-8
Peake Yacht	J-1
KNJ	J-2

METAL WORK -- WELDING

& FABRICATION

Triple Weld	C-3
Chag. Metal Works	F-2
West Coast Fab.	F-1
Alie Wright Fab.	F-1
Dow Integrated	H-2
Quality Repairs	I-7
MDG Welding	I-8
Propeller & Marine	J-2
KNJ	J-2
AAMSCO	J-2

MUSEUM OF MILITARY

HISTORY & AEROSPACE Opposite Catamaran Marine

NAVAL ARCHITECT Associated Marine Design C-3

PAINT SUPPLIERS

Dockyard Electrics	C-3
Majestic Coatings	E-1

Marine Warehouse	F-2
Budget Marine	H-1
Peake Trading	J-1
Coating Specialists	J-1
Echo Marine	L
PPG Coatings	L

**PAINT & VARNISH
FINISHERS**

Catamaran Village	A
Crewsinn Marina	C-2
Coral Cove Marina	E-1
Stewart Meyers	G-3
Dynamite Marine	H-2
Tony Penn Varnish	I-2
Classic Yacht	I-8
Rawles Painting	I-8
Peake Yacht	J-1
KNJ	J-2

PROPANE

PICK UP & DELIVERY **Ian Taxi (picks up at all the yards)**

REFRIGERATION	Nau-T-Kol Marine	C-3
	Marine Refrig.	J-2

**RESTAURANTS
AND CAFES**

Cajobe Restaurant	B-1
Spinnaker Bar	B-1
Barracuda Bar	C-1
Caffe Del Mare	C-1
Lighthouse Rest.	C-1
Wheelhouse Pub	D
Café FeelOh	E-1
Joe's Pizza	E-1

	SGI	E-1
	Lure Restaurant	G-2
	Roti Hut	I-3
	Sails Restaurant	I-9
	Corner Post	J-1
	Zanzibar Restaurant	J-3
	Caribbean Fish	K-1
RIGGERS	Budget Marine	H-2
	Billy's Rigging	J-2
	Trinidad Rigging	J-2
SAFETY & FIRE FIGHTING	Regional Fire	J-2
SAILS & CANVAS	Soca Sails (Doyle)	C-3
	Alpha Upholstery	F-1
	Superb Canvas	F-2
	Ace Canvas	H-2
	Barrow Sails/Canvas	I-2
	Upholstry Shop	I-2
	Calypso Canvas	J-2
SELF SERVICE LAUNDRY	TTSA	B-1
	Crews Inn	G-2
	Power Boats	I-1
	Peake Yacht	J-3
STORAGE LOCKERS	Power Boats	I-2
	Peake	J-2
TANK CLEANING	Tropical Marine	D
USED YACHT EQUIPMENT	G.O.M.E.S	J-2

WATERMAKER SYSTEMS	Echo Marine	L
WIND GENERATORS	Kiss Energy Systems	D
WOODWORK	Catamaran Village	A
	Dynamite Marine	H-2
	Diamond Marine	H-2
	Stuart Meyers	G-3
	Peter Lane	Shed
	PowerBoats	I-1
	Fortress	I-2
	Ships Carpenter	I-4
	Peake Yacht	J-1
	Industrial Marine	M
	Francois	J-2

SOME POINTS OF INTEREST

PORT OF SPAIN

This capital city of 50,000+ people is 20 miles west of the international airport (Piarco) and about a 30 minute bus ride or car ride from Chaguarmas provided you are not en route during rush hour. The best thing I find about Port of Spain is that it is so multicultural. Indian, African, Chinese, Venezuelan and other influences make it extremely interesting.

Among the sights is the Queen's Park Savannah which is a really pleasant public park. There is also the Magnificent Seven which is on the west side of the Queen's Park Savannah. This is a line of seven very ornate colonial buildings constructed in the early 20th century. The national museum and

art gallery are also worth a visit, as are the Emperor Valley Zoo and the Botanical Gardens for those so inclined.



BOTANICAL GARDENS~SAFE, INTERESTING AND WELL WORTH IT

There is a great variety of restaurants and nightclubs for those who want night life. However, you should not venture into the nooks and crannies of Port of Spain, especially at night, without someone in the know along with you. It is no secret that certain parts of Port of Spain can be rough and even dangerous, and more so at night.

Port of Spain also has a Ferry Dock with ferries to various locations. The one that may be of interest to you is the Ferry to Tobago.

The ferry runs all day from early morning to very late afternoon. It is safe, very inexpensive and will get you to Tobago quickly. You can actually leave early in the morning and be back by evening should you desire. If you do not want to take your boat over to Tobago, but want to see Tobago, this is the way to go.



For shopping and supermarkets there are malls like the West Mall, about midway between Chaguaramas and Port of Spain, which is modern and safe and has just about anything you may need or desire that can come from a mall: Pharmacy, clothing and footwear, hardware and so forth in a safe, modern setting.



THE FALLS AT WEST MALL

The mall is located on your right as you are head toward Port of Spain. Right across from the mall is a large and well stocked HiLo supermarket for those who need to reprovision on a scale larger than Chaguaramas can provide. The first HiLo you will encounter after you leave Chaguaramas (not the one in Crews Inn) is on your left en route to Port of Spain. This supermarket is OK but not on a scale with the HiLo next to the West Mall. That HiLo is larger and better stocked, and in a much safer neighborhood.

Just after the mall and further up is the Movie Towne complex. This is also a safe space, and can be reached by bus or if you have a rental car. You will find adequate parking space. If you like movies, the movie complex has all the current features showing at various times. The mall area has a number of very nice restaurants and cafés.

On weekends and holidays you will find this area crowded with people at play and you will have a chance to see Trinidadian family life in full bloom. The nice part of the Movie Towne complex is that there are also a number of very nice stores as well as the very large PRICE SMART, a members' giant warehouse outlet.

You can purchase a daily membership inexpensively. They have a full supermarket, as well as aisles of hardware and just about anything else you might want to purchase, from computers to flat screen televisions.



**PRICE SMART STORE: LARGE, MODERN AND WELL STOCKED;
TAKES ALL MAJOR CREDIT CARDS**



MOVIE TOWNE COMPLEX

MEMBERS ONLY (TROPICAL MARINA)

JESSE JAMES

It would be an oversight not to mention Jesse James. There are a number of Maxi Taxi drivers in Chaguaramas, but to refer to Jesse as a Maxi Taxi Driver is to understate his title. He is an individual who has worked very hard and creatively over the years catering in a variety of ways to the cruising community.

Aside from his taxi service, and trips to the supermarkets and the airport, Jesse has tirelessly provided the cruising community with opportunities to explore Trinidad and to understand more fully its culture. He has organized numerous tours to many interesting destinations. You can make your own way to these sites and events of interest but everyone who goes with Jesse agrees that he adds a wonderful dimension. He has taken tours to places such as: the Turtle Watch, the Pitch Lake, Guanapo Gorge, the Narviva Swamp, Point-a-Pierre and many more.

Trinidad IS NOT a cruising destination for cruisers in the normal sense of the word. It is a facility for storage outside of the hurricane belt during hurricane season, as well as a place where it is relatively easy to have work done on one's boat.

However, Trinidad itself has many inland nature reserves and extraordinary destinations like the PITCH LAKE, which make exploration inland worthwhile. Whether you undertake these trips on your own or you go with a guide like Jesse you will not be disappointed.

During a recent Hindu holiday called DIWALI, THE FESTIVAL OF LIGHTS, Jesse organized a group of cruisers and enabled them to participate and celebrate this wonderful occasion.



JESSE JAMES - 'MEMBERS ONLY' MAXI TAXI SERVICES
TOUR TO GUANAPO GORGE

GUANAPO GORGE



JESSE JAMES - 'MEMBERS ONLY'
MAXI TAXI SERVICES
TOUR TO NARIVA SWAMP
PICTURED - WHITE WEEPING
CAPUCHIN MOKEY

WHITE WEEPING CAPUCHIN MONKEY IN NARIVA SWAMP

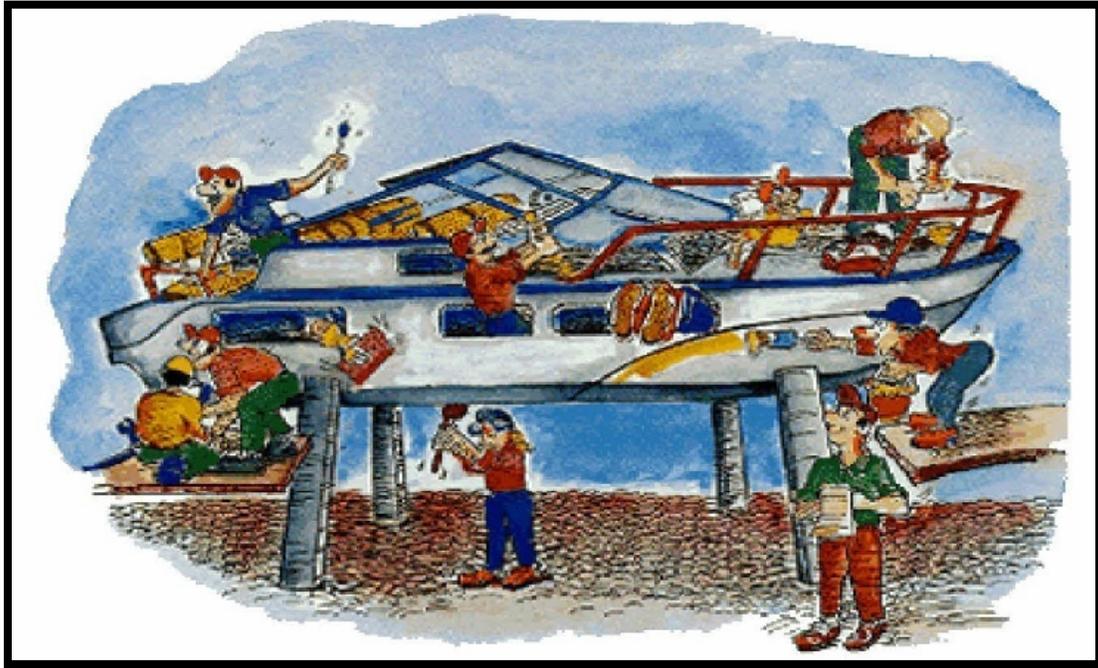


GROUP ORGANIZED BY JESSE JAMES FOR DIWALI FESTIVAL



HINDU HOLIDAY: DIWALI~FESTIVAL OF LIGHTS~AIRPORT EXHIBIT

NINE. CONTRACTING WORK -- THE ART OF THE DEAL



Most people who cruise on boats understand that maintenance is necessary for safety and comfort. A vessel is not “fully found” or ship shape if it is not fit to go to sea. What makes it fit to go to sea is a long and complicated subject; an area of expertise of marine surveyors and maritime courts.

Boats have structural components as well as many different systems. *Everything on a boat needs maintenance.* One can postpone getting the work done but, in the final analysis, sooner or later, the work must be undertaken or the boat becomes unfit for sea or as a “live aboard.”

There are a number of ways one can get the work done on a vessel that one needs. Many owners fix what is broken. However, the old adage that “if it’s not broke, don’t fix it” is sometimes not the best rule to follow when it comes to boats. Cruising boats cruise and in so doing encounter many different conditions. The vessel must be made ready **before** the boat sets out.

How does one know what needs to be done? There are two ways. Those who take a deep interest in boats and have years of experience around boats can survey their own boat on a regular schedule. One should keep records of all the maintenance that is undertaken on a boat on each and every component or system. Such a log is invaluable in order to make a regular maintenance program meaningful. With this type of record keeping, one can review the boat by doing an inspection of each area on a regular basis. From the inspection a list is made and all repairs and upgrades noted and reviewed. The key is that *everything* must be checked and checked carefully on a regular basis; not just what breaks or what you feel like checking.

For those of us who are not inclined to undertake such a task, a yacht surveyor should be employed to review the craft on a regular basis depending on use. For some owners that would be every 3 to 5 years. For others it may need to be every year. One can use a local mechanic from a boatyard to do this inspection, but the problem is that most mechanics do not have the type of expertise or the ability to review the **entire boat**.

With a well done survey in hand we can *prioritize* the work we need to do. Some work must be done for the vessel to remain sea worthy and other work must be undertaken to keep the boat going and looking good. Other work still can be put off until time and budget allow. The important thing is that we know what the vessel needs and after we prioritize we know when we will undertake the work.

HOW TO GET THE WORK DONE ON YOUR BOAT

The most direct way to do the work is to *do it yourself*. This requires that you understand the job at hand and have the time and ability to do the work. Before you begin, you source all necessary parts and tools and complete the task. For many owners servicing the batteries and doing an oil change; perhaps washing and waxing the boat is as much as can be done. For other owners there is not a system they do not know and they can fix anything at any time.

Other owners cannot do the repair either for lack of time or lack of expertise and still others just are not interested in doing the repair. For these owners they must contract the work to boatyards and marine contractors.

In order to contract work out and to be sure that it gets done properly at a market reasonable price, one must understand how to be the agent for the boat. Many owners simply look for the cheapest price and then hope for the best. When the job does not turn out right, they blame everyone and avoid taking responsibility for the outcome.

If you are going to contract work, there are a number of ways that this can be done. The thing to keep in mind is that if you give out a job, no matter where the boat is, and then leave to go home, the chances are that the work will not be done properly or not be done on time, or both.

If you are going to contract out work to various contractors, you must stay with the boat to watch the way the work is being done and to monitor that everyone shows up on a continuous basis. If you cannot stay while the work is being done, then there are other ways that you can arrange to supervise the job that must be utilized. The point is that if your interests are at risk, there is no substitute for your physical presence.

Let's assume that you plan to stay with the boat while the work is undertaken. To get the job or jobs done that you have in mind, you must first locate capable tradesmen. This is not as easy as it may appear. Ask other yachtsmen who did a similar job for them. Check with the marina to see who they recommend. Interview the tradesmen and get detailed estimates. The estimates must be detailed; otherwise you will not be able to compare. You must also ask what the time frame for the job will be.

Another very important question is to ask if the contractor has insurance. What if you retain someone to do the work and they lose a finger or a limb or worse while working on your boat. A few years back I saw a man working on a boat just before there was an explosion which damaged his eyesight. He sued the owner who had liability insurance but the insurance company had to post a bond before the boat was allowed to leave the country.



What if the workman has no insurance and the boat owner has no insurance and something were to happen? The consequences could be quite complicated. Once you have ALL THE ESTIMATES IN HAND, and NOT BEFORE, call the contractor(s) that you favor and have a meeting. At this meeting you have an opportunity to negotiate the

price as well as the time frame and materials used. When you negotiate, keep in mind that everyone must come out a winner or in the end everyone will be a loser.

Many boat owners put much too much emphasis solely on the PRICE. They do not put enough thought to the materials that will be used or the quality of the tradesman doing the job. In the 35 years experience that I have accrued owning and managing marinas, people want to know THE PRICE AND WHEN. **Rarely do they ask the details of how the job will be done, or for a list of materials to do the job; a specific list of materials.**

Will the fasteners be stainless steel? Will the cleat that is being installed have a backing plate? Will the battery connections be changed when the new batteries are installed? What kind of final sanding will be done prior to painting? How many primer coats will be put on? What kind of teak is being used? The list goes on and on, but without it you are “buying a pig in a poke” and may get the job done only to find out down the line that it needs to be done over.

There are NO FREE LUNCHES, and pretty much you get what you pay for! However, that being said, you may very well pay and not get a good job. You MUST have all the details clearly listed, type of materials and method of installation and a time frame and you must be there to watch the job. Remember, when you employ a tradesman, the lowest price is not always the best deal. That is so very hard for shoppers to understand. The contractor must want to do the job and must feel that he is getting paid for his effort. He must “get his piece of the cheese.”

When a tradesman needs the work and you over negotiate the job and refuse to pay what is fair, you may feel you won, but in the end you will lose as the tradesman will find ways to shortcut the job to match the price. “You cannot beat the shoemaker at his own game!”

If you cannot stay to supervise the job, then you have no alternative but to seek the help of the marina or a project manager or a surveyor: Someone whom you can delegate to, who will represent you; someone whom you

are paying, who understands that their job is to protect your interests. It may cost you a little more, but when you come back to pick up the boat, if you picked a professional to represent you, the work will be done timely and properly.

Like contracting a tradesman, if you employ a boatyard, project manager or surveyor to represent you, you must interview them and they must have



You take the hole and I get the rest

the experience and the credentials that will provide you with a level of assurance. On the average, doing it this way will cost you 10 to 15% more but it is well worth it if the individual is able to do the job of overseeing the work to its conclusion and do it the right way.

Owning a boat requires managing it as an asset in order to enjoy it fully. Work on the boat should be exciting as well. After all you are doing an improvement or repairing something; making something better, etc. Why not look at it that way? If you try to get the job done cheaply and do not invest sufficient time to expedite the job in the way that is appropriate to your situation you will become frustrated and the boat will lose its appeal.

It is no fun calling a contractor after you gave him the job, long distance, over and over again and having him avoid the phone call, especially after you gave him a deposit to get started.

You **MUST** stay with the boat while the work is being done, OR you **MUST** have a third party oversee the job; there is **NO** other way. Additionally even

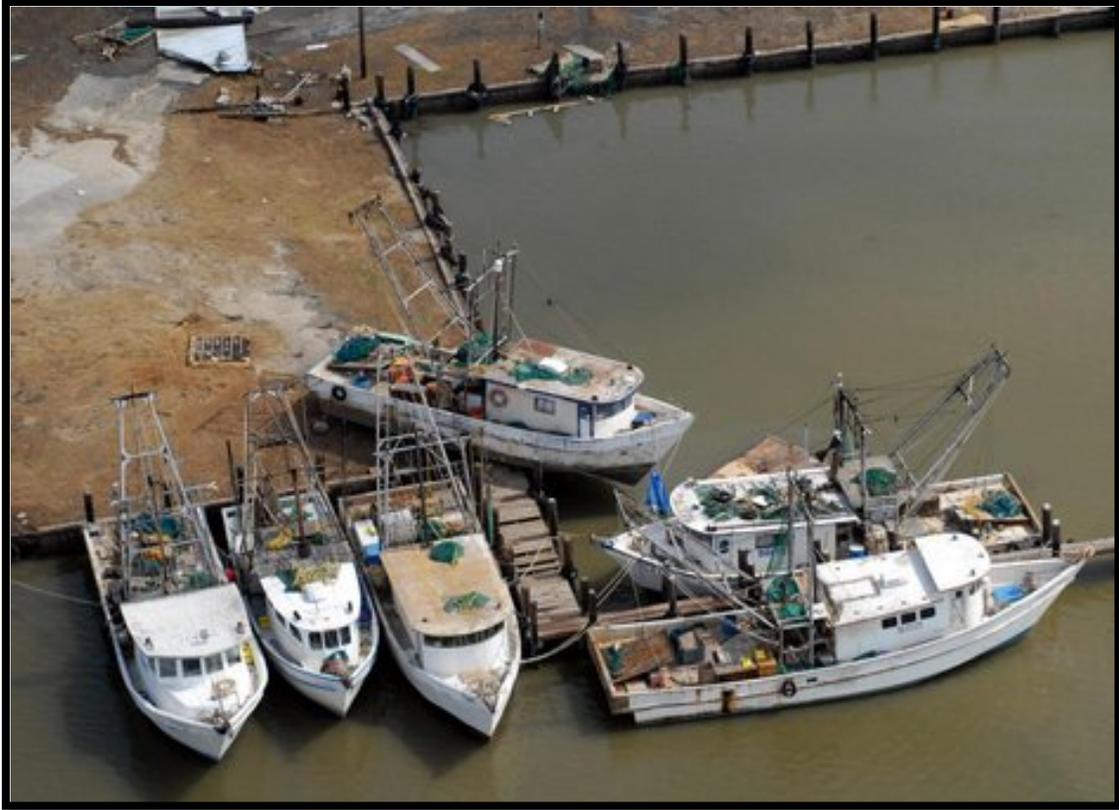


with the help of a third party you must remember that you must research **EACH AND EVERY** detail of the job and understand the job in order to get what you are paying for.

Furthermore, **EVERYTHING MUST** be reduced to writing in **DETAIL**. Both the contractor **AND** the person who will oversee the job, **MUST** agree that they understand, and sign off. The more effort you put into the job, **BEFORE** it starts, the better the job will go and the better the outcome will be.

One of the things to remember on a boat is that any shortcut you take, for materials or with regard to the quality of the labor, will almost always result in the job turning out poorly in the end. You must also remember that you **CANNOT RUSH** a job. In fact, there is no such thing as a rush job. Working on a boat is very complicated and many times the weather does not cooperate.

While you are home in some large city in a controlled environment, the contractor is dealing with the elements. Rain, wind, extremely high temperatures -- all affect the job. Give the job sufficient time to be finished while you are in the planning stage. Schedule the work long before you need it done, so that there is no rush. This will almost always result in a better job at a better price.



**DO NOT RUSH THE BOAT TO LAUNCH UNTIL THE JOB IS FINISHED -- OR
YOU WILL END UP WITH POOR RESULTS.**

REMEMBER -- Identify the work you want done and write out the scope of it so that it is understandable to you and to the contractor you will show it to. The proposed work **MUST BE UNDERSTOOD BY ALL PARTIES.**

Find the right contractor at an agreeable price. Give the job sufficient time to finish without any rush. These are the elements that make for a good job and a successful finish.

TEN. TRINIDADIAN CULTURE

LOCAL TERMS TO KNOW AND USE

Every locale has its special names for favorite foods and colorful terms for all manner of things. Trinidad and Tobago are no exception. Here are a few to help you navigate lunch and the social scene.

Doubles~two pieces of flatbread folded over with curried garbanzo beans (chickpeas). Everyone in Trinidad and Tobago eats Doubles.

Roti~Large soft flatbread with curried meat or vegetable inside. Everyone eats Roti and you will see Roti signs everywhere.

Jump Up~to dance, or “I am going to a Jump Up.”

Lash Out~To party really hard, drink a great deal, stay up very late.

Lime~To lime is to hang out and do nothing in particular.

No Problem~Everyone in Trinidad and Tobago responds this way when you ask a question pertaining to a need you have. It is like “Yes Sir.”

LIVE LIFE AND PARTY HEARTY

I have brought my boat to Trinidad for hurricane season storage and for work for many years. During all that time if there is one thing about TRINIS that I know with certainty is that they like to take every opportunity to party. They sing, dance, lime and otherwise enjoy themselves. They are VERY social and thoroughly enjoy visiting each other. They love to chat.

There are numerous holidays, given the diversity of cultures, and everyone celebrates all of them. If it is raining hard do not expect workers to come to work even if the work is inside your boat. Heavy rain is to a Trini as heavy snow is to someone from the northern US or Canada. Everything closes down and people stay home. It is not that Trinians are lazy for that is most certainly not the case. They have an oil and gas industry which is the envy of the Caribbean and in that industry heavy work is required throughout.

TRINIDAD TIME

When Trinians are ready to work, they work. However, they do not think that work is the better part of life. They love family and friends and they see rushing and stress as unnecessary. If you bring pressure to get your job done, you will find yourself meeting strong resistance and you will lose favor. The job can meet a time schedule; however, it has to be a Trini time schedule right from the outset. Such a schedule takes into account holidays, rain, sick days, birthdays, potential funerals and a long list of other commitments that a Trini may have.

I remember waiting for 3 hours one morning for the contractor to come. It was a sunny day and he had been there every day on time the week before. That morning his friend's car would not start and he could not leave home until the problem was solved. If you meet that type of situation with a lecture on how much more important you are than the neighbor, you will decidedly not endear yourself and additionally will not be understood. After all, what could be more important than a neighbor in need?

As far as men and women are concerned, Trinidad and Tobago are a very conservative culture in this regard. Women equally educated and trained earn less than ½ as much as their male counterparts.

As far as what one may term an “interlude” regarding someone who is married and a third party, the consensus is that it is something that cannot be helped on a man’s part. For a woman caught doing the same, she will wear a scarlet letter for the rest of her life.

The country is about 40% East Indian and 40% African. The remaining 20% is made up of mixed ancestry including European, Chinese, Syrian and Lebanese people. A few hundred native Caribs still live in the Arima area. Trinians are about one third Catholic and about one fourth Hindu. The balance is Protestant with a smaller population of Muslims. In African areas there is also Rastafarianism.

SPORTS

Cricket is the national sport. Its followers are fanatical and the country gets swept up in the excitement. Trini life grinds to a halt whenever the West Indies team comes in for a test match. Soccer is second only to Cricket in the single-minded enthusiasm of its fans.

MUSIC

Music is an important part of Trini life and CALYPSO is a medium for political and social satire. Its root is from communication between slaves while working.



Soca is an offshoot of Calypso that evolved in the 70s but the rhythm is quicker and the music can be danced to. It dominates the nightclub scene and you will hear it all over the airwaves. The words are risqué lyrics and clever social commentary.

One cannot discuss music without commenting on the STEEL PAN or STEEL BAND. The steel pans or drums originally were made of old oil drums, one end of which were pounded into several flat sections in such a way that each section had its distinct tone or note. Rhythm and percussion drive steel bands and the soul of CARNIVAL in Trinidad and Tobago. The Trinidad and Tobago Defense Force, tasked with internal security and assistance of local law enforcement, fields the world's only military steel band.

Parang is heard at Christmas time and is sung in Spanish accompanied by guitars. It is performed the same way that Carolers were seen to perform a Charles Dickens Christmas scene with wandering groups supported by the local community with gifts of food and drink.

CHUTNEY is both an East Indian food accompaniment as well as an up tempo rhythmic East Indian music accompanied by drum and metal rod and striker. The songs celebrate social situations such as a marriage or an engagement. It is classical Hindu music fused with contemporary Trinidadian sound.

WILD TRINIDAD

Wildlife reserves in Trinidad and Tobago are plentiful because the country has the widest variety of plant and wildlife in the entire Caribbean. This includes 108 species of mammal such as the crab-eating raccoon and the silky anteater, over 600 types of butterflies, and 55 types of turtles.

There are forests and rainforests, which tend to be restricted to sheltered



mountain valleys, as well as mangrove swamps. Both islands sit on the South American continental shelf and are influenced by the Orinoco and South Equatorial currents.

**POINTE A PIERRE WILDLIFE TRUST: SCARLET IBIS,
TRINIDAD'S NATIONAL BIRD**

The ecoregion that is Trinidad and Tobago differs from the moist forests of the Windward Islands to the north. Historically, or prehistorically, Trinidad and Tobago were connected to the South American mainland until 1,500 and 11,000 years ago respectively. Consequently especially Trinidad shares many of the same flora and fauna with South America.

Trinidad's national bird is the Scarlet Ibis, which also inhabits tropical South America. Large flocks fly to and fro every day between Venezuela and Trinidad. Both the Scarlet Ibis and Tobago's national bird, the Cocrico, are featured on the islands' coat of arms.

FOOD AND DRINK

You will love the food in Trinidad and Tobago because it is an eclectic mix of East Indian, Creole, Chinese and African. For those who like to imbibe, Trinidad and Tobago boast of their famous PUNCHEON rum which is potent beyond measure. HARD WINE, produced locally and infused with herbs is reputed to enhance virility. There is also MAUBY made from the bark of the rhamnaceous tree and sweetened with sugar and spice; and milkshakes made with sea moss that "will enhance your spirit and enliven your makeup."



CARNIVAL MASK

CARNIVAL!

No comment on Trinidad & Tobago would be complete without reference to CARNIVAL. Trinidad hosts the biggest and most opulent of CARNIVALS in the Caribbean and everyone is invited to participate. When Carnival rolls around, do not expect anyone to show up for work at the height of it.



TRINI SMILES ARE SOMETHING VERY SPECIAL



EVERYONE GETS INVOLVED -- YOUNG AND OLD ALIKE

Before Carnival takes place, there are parties for as long as a month, formal and informal, at people's homes. There is a major steel band competition for the national title that starts a few weeks before Carnival and finishes the Saturday before the big event. It is called Panorama. Everyone roots for their favorites. While there are Panorama competitions in London, New York and elsewhere, the Trinidad Panorama Championship is the "world cup" of steel band competitions.

There are many other contests including Calypso Monarch and the Carnival King and Queen. There is a show during Carnival at Queen's Park Savannah where the King and Queen are crowned.

Carnival is not something that Trininis DO; it is something that they LIVE. Many people save for an entire year to have enough funds to purchase their costumes for the event. The Trinidad Carnival plays second to no other carnival in the world for lavishness and celebration.

For more information on Trinidad and Tobago culture, the web site: <http://www.insandoutstt.com/spip.php> is a fantastic resource. They publish a great quality of life annual yearly magazine entitled "Ins & Outs," now in its tenth edition. Copies are available in Chaguaramas in the lobby of the Crews Inn and Marina and other locations. The magazine features splendid photography and covers everything from art through cuisine. Another free, eye-popping resource is the full color magazine CRE OLE (pronounced "Cray Olay.") Its byline is "your first step to stepping out" and it covers nightlife and restaurants in great detail and in great color.



WOW!

ACKNOWLEDGEMENTS

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



William "Billy" Wray is an American expat who lives in Chaguaramas, Trinidad with his wife Fanny and daughter Eliana. He is a well respected surveyor and an experienced rigger and delivery captain. Much of the research for this guide was undertaken by Billy who addressed the details that add great value to this guide. He is an exceptional person, an incomparable resource, and, I am proud to say, a wonderful friend.

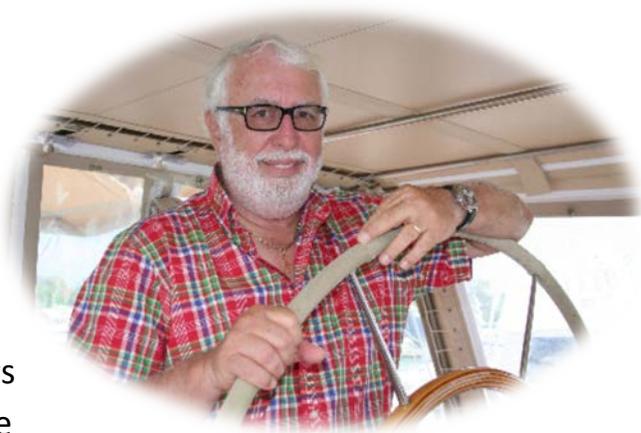
Eliana Wray, a college student, participated in the research for this guide and undertook the painstaking job of fact checking as well. Organized, bright, and talented, she is also remarkably patient. Eliana fielded this author's multitude of questions and always found the answers.

NOTE:

Billy Wray can usually be found in his office at Peake's Boatyard. He is a encyclopedic resource for any question you may have regarding your boat or the types of services that are available in the Chaguaramas area. If in doubt, check Billy out!

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

A NOTE 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. The author believes the guide will serve as an excellent source of information for this vast and beautiful island although it should not be used for navigation at any time.

All charts, lat/long positions and inserts exhibited should be used as a frame of reference only. Navigation should only be undertaken with appropriate charts of the area. Anchorages, harbors and facilities are dynamic and in a state of constant change. This cruising guide is a tool for insight and further 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: Again, 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 Latitudes and Longitudes here are given to the best of the author's ability. However, they should never be relied on and the skipper of the boat must remember that he/she is solely responsible for proper navigation. Facts or 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.