
Latitude 38's

FIRST TIMER'S GUIDE

TO *MEXICO*

2018



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Latitude 38's *FIRST TIMER'S* *GUIDE TO MEXICO*

25TH ANNIVERSARY BAJA HA-HA



Produced by the *Latitude 38* staff, who remind you to 'keep in touch' during your travels.
We encourage you to email us with reports — and photos! — about interesting places you visit, or letters about issues of interest to other cruisers.

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A WORLD OF ITS OWN

Dear Baja Ha-Ha Sailors,

We are very pleased to have this opportunity to support your adventure in Mexico with the 25th Annual Baja Ha-Ha Rally, and welcome you to the unique Mexico cruising lifestyle.

Renowned as a haven for the world's most discerning cruisers, Mexico's harbors, marinas and attractions have garnered rave reviews from generations of cruisers and Baja Ha-Ha participants.

In the two decades since the first Baja Ha-Ha, marina facilities and shore side services for cruisers have improved dramatically, while the warm waters, steady breezes and friendly nature of the traditional Mexican culture have stayed true to their history.

Additionally, due to our ecologically rich environment, you will see amazing wildlife, clean waters, and will have numerous new and rewarding experiences exploring Mexico's coastline. Of course, we would encourage you to also venture inland, where you will discover even more of Mexico's many rewards and attractions.

These features have made Mexico the destination of choice for cruisers from around the globe, including many repeat Baja Ha-Ha participants. Although there's a big world for cruising sailors to experience, many world travelers tell us there is no better cruising grounds on earth than the waters of Mexico.

On behalf of Mexico Tourism, we hope to welcome you soon, and share with you the magnificence that Mexico has to offer.

My best,

Jorge Gamboa

Director

Los Angeles Office of Mexico Tourism

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FIRST-TIMER'S GUIDE TO CRUISING MEXICO

The Big Picture

With more than 3,500 miles of coastline, the Pacific Coast of Mexico is one of the longest cruising areas of the world. Its coast is more than four times as long as the rest of Central America and Panama combined. It covers a greater distance than Florida to South America via the Bahamas and Eastern Caribbean. And it has more coastline than the northern half of the Med. See map on page 44.

The Pacific Coast of Mexico is also one of the most desirable cruising destinations in the world. Here are just a few of the reasons why:

Diversity

The cruising grounds of Mexico includes everything from the unique desert-by-the-sea environment of the Sea of Cortez, to the never-ending jungle coastline of mainland Mexico, to the offshore islands and those in the Sea of Cortez. North to south, that's a distance of about 1,200 miles in latitude, which explains the wide range of geology and weather.

There is also tremendous variety in the type of cruising available. There are countless remote anchorages that you can have all to yourself, particularly in the Sea of Cortez. But you can also enjoy the more cosmopolitan atmosphere of cities such as Los Cabos, La Paz, Mazatlan, Puerto Vallarta, Zihuatanejo, and Acapulco.

And when you get off your boat — as all cruisers should from time to time — it's easy to catch an inexpensive luxury bus to interesting inland destinations such as Guadalajara, Mexico City, Guanajuato, San Miguel de Allende, Oaxaca, and the Copper Canyon.

The Sailing Conditions

The greatest amount of sailing in Mexico is done in light-to-moderate conditions. Indeed, the most common complaint is there is not enough wind rather than too much wind.

There are exceptions, of course. Sometimes it can be pretty breezy — 25 knots or more — for a day or so when sailing down the coast of Baja. Fortunately, the wind will almost always be from aft and there are plenty of anchorages in which to take shelter.

It can also be nasty crossing the Sea of Cortez when a Norther is blowing, as you'll be beam to seas that become unusually short and steep. Northers are telegraphed by high pressure in the 'four corners' of the United States, so nobody should get caught by surprise.

For those heading to Central America, the Gulf of Tehuantepec is notorious for Tehuantepec'ers blowing 50 knots or more, and more than 100 miles offshore. Even though these are also easy to forecast, most sailors still keep 'one foot on the beach' just to be sure.

The 'Baja Bash' is an entirely different weather proposition. There is a greater chance of more and longer safe weather windows in November, December and January than in April or May. August is a good month, too, as it's also warmer.

When it comes to the best and most consistent daysailing in Mexico, we'd nominate Banderas Bay. It's flat water, it's tropical, and it's beautiful. The winds tend to be on the light side in November through about mid-March, then breezy through April and May.

Inexpensive Cruising

Mexico is one of the least expensive places to cruise in the world. It starts with the *Temporary Import Permit* (TIP) for your boat, which only costs about \$50 for 10 years. Many of the countries in the Caribbean charge you more than \$50 for a week. And we just paid 49 euros for a single day of cruising our canal boat on the Seine River in France.

Your *FMM* (tourist visa), good for 180 days, is only about \$25. Like all prices in Mexico, it varies slightly with the exchange rate.

Medical and Dental care are also very reasonable, often at a small fraction of the cost in the States. In emergencies, Kaiser and others will often pay 100% of the bill.

Based on conversations with cruiser/patients who have had everything from heart problems to cancer surgery to giving birth, the care is excellent — and more personal than in the States. But you have to choose the right hospital. If you go to the top hospitals, you'd be stunned at how clean they are and what modern medical equipment they have.

And how about this app? The super modern American-owned hospital in the poor village of Anclote — Punta Mita — has an app for emergencies. You push the button, it tells them exactly where you are, and they come and get you. They also do — for gringos — cosmetic surgery and fertility work.

Warning: There have been some epic hospital rip-offs, extortions actually, to the tune of many tens of thousands of dollars, almost all in Cabo San Lucas. If you need medical care in Cabo, always get a referral from the marina.

Transportation, both by local chicken bus and luxury long distance bus is big bang for the buck. And you rarely have to wait long for a bus.

Food is inexpensive at both markets and in restaurants that don't cater to well-heeled tourists. El Coral at Punta Mita, right on the water at the Mexican Malibu surf spot on Banderas Bay, is an example. The Grand Poobah and Dona de Mallorca recently enjoyed a delicious dinner. We had a glass of wine, a vodka & soda, a large fresh tuna dinner with veggies, salad and rice, a really large chicken Parmesan dinner with the same sides, and a Key Lime pie for dessert. The bill was \$23. Great service, too.

As long as you avoid the Drunken Shrimp Tourist Trap and similar restaurants, you'll find countless places with deals as good as, if not better, than El Coral. Fellow cruisers will be happy to clue you in. Be careful though, as some restaurants include all the tequila you can drink with \$12 fresh fish dinners.

Tacos on the street are a cruiser favorite, and it's common for groups of cruisers to head to favorite spots. The tacos are as delicious as they are inexpensive.

Beer is cheap in Mexico. You can have a couple of store-bought beers a night for a month for not much more than a single bottle of vodka would run you in French Polynesia.

If you have a favorite hard liquor from the States, bring an ample supply with you, so you don't have to search for it. There is a limit, but nobody seems to check.

Budget Considerations

There are, however, three expenses that can throw off a frugal cruiser's budget:

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1) *Marinas*. These offer lots of comfort and conveniences, but don't assume they'll be less expensive than in the States. There are also free anchorages in the vicinity of most marinas in Mexico. So while many cruisers and/or 'commuter cruisers' may keep their boats in marinas most of the time, others might not spend more than a week in a marina the entire season. It's up to you and your budget.

2) *Tourist bars and restaurants*. When you eat with the locals, the food is less expensive — and the experience is usually more fun. This holds true almost everywhere in the world.

3) *Paying for others to do your boat work*. If you're on a tight budget, you should be prepared to clean your own bottom, maintain the teak, wax the hull, and fix mechanical problems.

That said, boatyard work is often less and sometimes much less expensive in Mexico than in California. The other good news is that many cruisers are happy to help those who are just discovering the mechanical mysteries of their boats.

While there is no limit to how much a month you can spend cruising in Mexico, a couple can pretty much cruise like kings and queens on \$2,500 a month. Frugal couples can have a great time on as little as \$1,000 a month. Naturally it's easier to get by on less money in the Sea of Cortez, where there are fewer places to spend money, than when around big cities with lots of attractions such as Puerto Vallarta.

The Friendly People

We're talking about friendly fellow cruisers *and* about ultra friendly and helpful Mexicans. The tropical sun is warm in Mexico, but the people are humble, helpful and even warmer.

Yes, drug cartel wars continue to take a terrible toll, but the cartels target each other, not tourists or cruisers. And there are no 'pirates' in Mexico. While you don't want to be stupid and flash money anywhere in Mexico or leave valuables unattended. If you're interested in being mugged or attacked simply because you're a tourist, you'll have better luck if you go to certain parts of the Caribbean or the downtown areas of large cities in the United States.

Many first-timers are surprised to discover the large number of *gringos* thriving in Mexico without undue concern for their personal safety. There are some 25,000 *gringos* in the Puerto Vallarta area, and something on the order of half a million in the entire country.

As for cruisers, nowhere in the world are they more socially or group-oriented than in Mexico. Tenacatita Bay on the Gold Coast has even had a seasonal Cruising Mayor and Cruising First Lady — Robert and Virginia Gleser of the Alameda-based Freeport 41 *Harmony* — for 18 years. Unless you're a hermit, you'll make more friends in Mexico than you had back in the States.

As cruisers continue on to the South Pacific or the Canal and the Caribbean, they often grumble about how cruising was so much more sociable in Mexico.

Mexico Is Close to Home

No matter if you're from British Columbia, Seattle, Portland, the Bay Area, or Southern California, there are

plenty of convenient flights 'home' from all coastal population centers of Mexico. These flights are shorter and much less expensive than those you need to get to and from the South Pacific, the Eastern Caribbean, or the Med. And if you pick the right days, the Mexico-based flights are often very inexpensive.

Because of the low cost and convenience of flying to and from Mexico, many sailors can 'commuter cruise', meaning they can still keep their jobs or maintain businesses up north while still being able to enjoy short to medium length visits to their boats in sunny Mexico.

Countless Attractions

It's hard to know where to start on a list of attractions for cruisers in Mexico. For example, there is great board surfing on the coast of Baja and on the mainland. In fact, there are a number of great breaks on the north shore of Punta Mita, where you can enjoy the ultimate surfer/sailor dream — being able to paddle from your boat to a great surf break. There's also fun surf close to your anchored boat when at Tenacatita Bay.

The fishing is terrific everywhere in Mexico, with lots of dorado, tuna, and wahoo. Many cruisers summering in the Sea decide what they want for dinner, then grab their spear guns, dive in, and spear it.

There is also whale watching on Banderas Bay — and other places — from December to March, although you are not permitted to spear the whales. You can swim with whale sharks, the largest fish in the world, in the Sea of Cortez at almost any time of year. You can't spear them either.

There is excellent hiking, both in desert and jungle environments. We love hiking to the peaks of the islands in the Sea of Cortez, as well as up the jungle rivers to waterfalls on the mainland.

And no matter if you like to play or just listen, the music scene in Mexico is vibrant. This is particularly true in La Cruz.

In addition, there is the previously mentioned inland travel — and great tropical sailing.

When to Cruise Mexico

The cruising season in Mexico starts, along with the Baja Ha-Ha, the last week or so of October, which is at the end of the hurricane season. Where and when the cruising season ends depends on what your game plan is and where you end up in Mexico.

Many cruisers are on the 'six and six' program. They cruise for six months — November 1 to May 1 — then do something else for six months. For the non-cruising six months, some take their boats back north, some stay with family and friends in the States, some RV the West, and the smartest ones, in our opinion, buy a little canal boat for 20k and do the waterways of Europe.

Staying on mainland Mexico from May 1 to November 1 is possible, but we don't recommend it. It gets really humid, and the jungles are green because it rains so much. If you don't have air-conditioning, you'd be a masochist to stay on your boat on the mainland during the summer.

Things are a little different in the Sea of Cortez, where the best of the best cruising weather is actually October and November, crossing fingers there are no hurricanes in October.

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And then again in early summer. By mid-summer, it gets hot — really, really hot — in the Sea of Cortez.

The Language

Thanks to the increasing Mexican influence in the States, it's easier to become semi-fluent in 'Spanglish' as opposed to French Polynesian French, Caribbean Creole, or even local dialect in the BVIs and other former British colonies.

Your iPhone or similar device makes learning Spanish easier than ever. By using the right app, we recommend Google Translate, you carry an easy-to-access dictionary at all times. Furthermore, all good translation programs tell you how to properly pronounce words and sentences, and if you want, at slow speeds. And if you point your device camera at Spanish lettering, it will, with a little luck, even translate the words instantly.

An effective technique for becoming better at Spanish is to record properly pronounced sentences that you use in everyday life. Then review them each night. It's better than repeating the canned sentences in books or on tapes.

But by far the best way to learn Spanish is to get a Mexican lover.

Unlike the French, Mexicans are very tolerant of foreigners butchering their language.

THE MINIMUM MEXICAN CRUISING BOAT

If you're a decent sailor, you can cruise just about any decent sailboat to and/or in Mexico. We've done it with our Freya 39, Olson 30 (three times), an Ocean 71, a Cal 25, and a 63-ft catamaran.

Other sailors have done the Baja Ha-Ha — after getting special dispensation from the Grand Poobah — in boats as small as a Mirror 19, a Dana 20, and a Cal 24.

The normal minimum size boat for the Ha-Ha is 27-feet. But as Steve and Charlotte Baker, who formerly lived the suburban life in Santa Rosa, can attest, even an outboard-powered Catalina 27 can be all that's needed for nine years of continuous cruising in Mexico. Here's their story:

Willful Simplicity

"Having become dissatisfied with our suburban lives in Santa Rosa, in 2009 we bought a 1973 Catalina 27. Many people told us we couldn't enjoy Mexico with our 'mini-cruiser'. The only person who encouraged us, and who we used as a guiding light, was Richard Spindler, who founded both *Latitude 38* magazine and the Baja Ha-Ha. Had we listened to the nay-sayers rather than Richard, we would have missed out on the nine best years of our lives!

"We started our new life with 135 other boats in the 2009 Baja Ha-Ha, which is the 750-mile cruiser rally Richard runs each year from San Diego to Cabo San Lucas. That 2009 Ha-Ha is generally considered to have been the windiest of the 24 Ha-Ha's to date, but we and our Catalina 27 *Willful Simplicity* didn't have any problems.

"We saw many beautiful places and enjoyed countless great anchorages on the way down to Cabo and up into the Sea of Cortez. But the absolute best part of our cruising was meeting the locals, especially the children, and coming to appreciate their natural way of life. We have become better people for what we've learned from the people of Baja.

"For the last nine years our homeport has more or less been the tiny fishing village of San Evaristo, a popular anchorage about 50 miles north of La Paz by water. Over the years we have tried to help this village as much as we can, and have enjoyed the support of many cruisers in the Sea who donated supplies and equipment to the community.

"Fortunately, our Catalina 27 can carry far more supplies than anyone would imagine. Indeed, it's so roomy that Charlotte and I are constantly thinking about what junk we want to get off the boat. Simplicity is the best!"

"Our Catalina 27 has been the perfect Sea of Cortez cruising boat for us for nine years, and has absolutely been the biggest bang for the buck. Who would have 'thunk it' when we sailed under the Golden Gate at 4 am nine years ago, and turned left heading toward an unknown future. We have no regrets about the decision we made, and will continue to live our life in the spirit of 'willful simplicity', although after nine years, on land at Evaristo."

Dirt Cheap Cruising Boats

Just for fun, in May of this year we looked around for very inexpensive boats that, if they passed inspection, we'd sail to Mexico. Here are some examples we found in San Diego alone:

Cal 27, \$4,900; Pearson 28, \$8,000; Catalina 27, \$4000; Cal 29, \$5,000; Catalina 30, \$9,999; Columbia 30, \$8,000; Islander 30, \$7,500; and a Newport 30 with autopilot, depth finder, navigation aids, radio, fridge/freezer, kayak, roller furling and self-tailing winches, \$10,000. Many of the previously listed boats had a lot of gear, too.

We're sure that a few of these boats are wrecks that might not be worth accepting even as a gift, and might even be dangerous without new rigging, new thru-hulls, and other expensive upgrades. But we're also confident that given a little bit of knowledge and a lot of elbow grease, some of them would make fine little cruising boats for Mexico.

Smaller cruising boats remind us of Christian Lauducci, who, as we write this, is sailing from the Galapagos to French Polynesia with this wife and three kids aboard their Sausalito-based Stevens 40 *Shawnigan*. We first met Christian about 18 years ago when he was cruising Mexico on his 26-footer — complete with girlfriend and six surfboards.

The truth of the matter is that a lack of money is rarely a true obstacle that prevents people from going cruising. It might be more 'boat camping' than luxurious cruising if you're on a short budget, but if you're in search of adventure, it shouldn't matter to you.

The Basic Requirements of a Boat

As we all know, humans have five basic requirements for life: 1) Oxygen; 2) Alkaline water; 3) Food; 4) Shelter, and 5) Sleep.

If you're fairly new to sailing and owning a sailboat, and not sure what the most important things are, we present the *Wanderer's Basic Boat Requirement Guide*:

- 1) Keep water out of the inside of the boat.
- 2) Have some way to steer the boat.
- 3) Have some method of propulsion.
- 4) Have some way to navigate, even if it's dead reckoning.
- 5) Have some way to anchor.

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Everything after these five basic requirements are details. Some would be important details for more comfortable cruising, but details nonetheless. Make sure you concentrate on the basics before moving on to the details.

MORE TYPICAL CRUISING BOATS

Based on entries in the Baja Ha-Ha — of which there have been more than 3,000 in the last 24 years — the typical Pacific Coast cruising boat is about 42 feet. While they range from almost stock to having every imaginable convenience that can be put on a boat, most have quite a few creature comforts.

No Matter What Boat

No matter what kind of boat you take to Mexico, you must make sure her basic features, systems, and emergency gear are in good working order. After all, you're better off discovering that the steering cable needs replacement at the dock in California than off Cedros Island at 2 a.m. when it's blowing 20 and some of the crew are seasick.

'A stitch in time saves nine' is for landlubbers. When it comes to boats, a 'stitch in time' can save 109 at sea.

Furthermore, specialized marine gear is expensive and often hard to come by in Mexico. So if your gooseneck fails while you're rounding Cabo Corrientes, you might blow a month or more of your precious cruising season trying to get it replaced.

If you're unsure how to evaluate the condition of your hull, thru-hulls, steering system and rudder, propulsion system, mast, rigging, sails and other gear, hire a good marine surveyor. It may turn out to be one of the best investments you make.

CRUISING GEAR, LEVEL ONE

1) An Engine. Lin and Larry Pardey cruised the world for years with their engine-less 24-ft *Serrafyn*. And even folks with much larger cruising boats have — sometimes by necessity — cruised across the South Pacific without a donk. Heck, Steve Schmidt singlehanded his Santa Cruz 70 *Hotel California*, too throughout the Caribbean for several years without a working diesel. He and the others became more skilled sailors for not having an engine.

Nonetheless, we recommend that your Mexico cruising boat have an engine. And a diesel is way better than an outboard, although the latter is better than nothing.

It can be very slow going in Mexico without an engine, as there can be days in a row with little or no wind. This is particularly hard on boats loaded down with cruising gear and perhaps not having the cleanest bottom.

We remember it took David Addleman six days to sail his Cal 36 *Upsychia* 400 miles from Puerto Vallarta to La Paz. And David, who more recently singlehanded his Santa Cruz 50 X from Malaysia to California, a distance of something like 6,000 miles, is a fine sailor.

And remember, most engines pull double duty by also generating a certain amount of electricity. If you don't have an engine, you need some other source of electrical power.

2) Working Sails. These need to be in good shape, but shouldn't get much wear in Mexico. And you'll almost certainly want a spinnaker or gennaker. Sailing wing-on-wing can be extremely effective when there is a breeze, but when the wind goes light — as it often does in Mexico — there is no really good substitute for a big nylon sail. The garages

of coastal California homes are full of used spinnakers and gennakers, many of them in nearly new condition. Good sailmakers exist up and down the West Coast and these lofts are invaluable for advice, repair and new and used inventory.

3) A Garmin InReach. For just \$300 the handheld InReach gives you EPIRB and navigation capability, as well as being a two-way, long distance Twitter-like communication device. You can also use it to get basic weather, and leave a bread crumb trail and messages on Facebook for all your family and friends to see. You want to make sure that you link your InReach to an iPad or similar device, because the actual InReach screen and keyboard are too small for frequent use.

Devices such as the Iridium Go! are a little more expensive and offer additional features, including the ability to surf — albeit at dial-up speed — the internet from the middle of the ocean, and get GRIB files. But have at least one such device.

4) Navionics or iNavX charts. Even though you can navigate with an InReach, we highly recommend you get a more dedicated navigation system, such as Navionics or iNavX charts operating on an iPad or similar device or a chartplotter. If you get the Navionics — all we've needed — remember you have to download more detailed parts of the chart while you have internet access. If you don't, you'll get no detail.

Remember that many charts of Mexico, particularly older ones, are inaccurate by a mile or more, often showing you on land when you're at sea. Which while not good, is better than vice-versa. Nonetheless, it's important to frequently double and triple check your position, using a combination of things such as GPS, radar, depthsounder, and your eyes.

Some experts insist you should always carry paper charts, too. No matter if we've been in Mexico, the Caribbean, or Europe, we haven't used a paper chart in years. If we were going to the South Pacific, we'd take some paper charts. But for just Mexico or continuing on to Central America, we'd be happy with electronic charts and a guidebook or two. Our rationale is that Mexico is one of the easiest places to navigate, with very few hazards. On our first non-stop sail from Long Beach to La Paz, we dead reckoned the entire way. No problem. But given all the inexpensive navigation devices available today, it's something we wouldn't do again.

Caution: Despite all the incredible navigation aids now available, and Mexico navigation being rather straightforward, people still hit rocks and go aground. Be alert!

5) Cruising Guides. According to our unofficial survey, the most popular cruising guides to Mexico are Shawn Breeding and Heather Bansmer's volumes on the Sea of Cortez and the Pacific Coast of Mexico, followed closely by the newest edition of *Charlie's Charts for Mexico* by Holly Scott. Another contender is Capt. Pat Rain's *Mexico Boating Guide*, which has been updated in 2018. Naturally all of these guides have far more detailed information than we can fit in this short guide, and each one brings something a little different to the party.

Of particular value in these guides are accurate GPS positions for approaches to harbors and anchorages. So even with inaccurate charts you shouldn't have a problem.

If you want a real treat in cruising guides to Mexico, we recommend you go to Amazon and hunt down an out-of-print copy of Leland Lewis' *Baja Sea Guide, Volume II*. The guide was published in 1971, so it's ridiculously dated for



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Pacific Puddle Jump

Where should you go after exploring Mexico?

Many cruisers choose to head west with the Pacific Puddle Jump Rally. It's an annual spring-time migration of private sailing yachts that set sail from various points on the west coast of the Americas, all bound for French Polynesia.



Because this 3,000-mile crossing is one of the most ambitious passages in the realm of cruising, *Latitude 38* gives it in-depth coverage every year, both in print and online. And we work with Tahitian partners to put on a splendid three-day event in mid-June to celebrate the fleet's safe arrival.

Because the fleet doesn't depart from the Americas on one single date, their arrivals in French Polynesia can be anytime in April, May or June, and many fleet members don't actually meet face to face before their arrival in the islands. However, they share information on preparation, weather routing, and inter-island cruising via radio nets and electronic communications before, during and after their passages.

***Learn more about this annual westward migration at
www.pacificpuddlejump.com***

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marinas and such. But Lewis, once a prominent tuna boat skipper, packed a ton of fascinating historical and other information into his oversized volume. Information you won't find anywhere else. We found it even more interesting than John Steinbeck's *Log from the Sea of Cortez*.

While on the subject of printed matter, you might want to get a copy of Peter Benchley's 1972 novel *The Girl of the Sea of Cortez*. It's sort of a female version of *The Old Man and the Sea*, and was written two years before Benchley wrote *Jaws*.

6) Two Anchors. One is not enough. Steve Dashew suggests that you know your anchor is big enough when other sailors laugh because it looks so oversized. It's good advice if you want to sleep well at night and don't want to worry during *elephantines* in the Sea of Cortez.

You can use mostly rope and a little chain, which is fine in Mexico where the anchoring is generally easy in usually 20 or less feet of water. All chain is much better if you're headed to the South Pacific because you'll be dealing with coral heads and deep water.

How much rode you need depends on the size and type of your boat, rode, and anchor. We'd suggest 200 feet is the minimum length rode for a typical boat.

If you have a boat much over 30 feet, or you are much over 30 years of age, you're going to want a windlass. If you're going to be doing a lot of anchoring, you're certainly going to want a power windlass, especially if you have a larger boat.

No matter what kind of anchor and rode you have, make sure one of your electronic devices has an alert system, such as the Drag Queen app, to warn you that you're dragging anchor. After all, it's far easier to prevent your boat going on the rocks at 3 am than it is getting her off the rocks at 3 am.

7) A Propane Stove. Forget alcohol and CNG as they aren't available in Mexico, and the former is dangerous. But don't forget to check all your propane fittings for leaks. Every 10 years or so a cruising boat in Mexico explodes because of an undetected leak.

8) A Windex on the masthead. Or at least telltales on the shrouds. Even Bob Dylan needs to know which way the wind is blowing.

As for sophisticated electronic wind instruments, we did 23 years of Baja Ha-Ha's without ours working. Such instruments are great if you have them and they are working. But if your boat doesn't have them, or they aren't working, such as on many older boats, we don't think you have to have them. If you need to know the wind direction, look at your Windex or telltales on your shrouds. If you need to know how hard it's blowing, stick your head outside the salon. Or use that iPhone app for windspeed.

9) A Depthsounder. We have done more than a little cruising on boats in Mexico that didn't have a functioning depth-sounder. It wasn't a big problem because this was usually on small and light boats, but we like to have a depthsounder as it allows us to triple confirm our position, and it tells us how much chain to put out. A depthsounder is all but essential on boats that are too big to be pushed off hazards. We're having a new one installed as we write this.

10) Dinghy. We've seen nicely made aluminum bottom inflatables selling new at Costco for under \$500. And there are lots of other inflatable or solid dinghy options. Ever seen one of those weird looking 'Port-a-Boats'? Over 100,000 have been

sold, and lots of owners rave about them, in part because they fold up flat and are thus particularly easy to store.

If you're on a budget, get a dinghy that rows well so don't need an outboard. Rowing is good for your heart, too.

11) Shade. Make sure your boat has lots and lots and lots of shade, because there is no end to the brilliant tropical sun in Mexico.

CRUISING GEAR, LEVEL TWO

1) Refrigerator/Freezer. We've cruised Mexico with a refrigerator/freezer and without. It's much more pleasant to cruise with them, particularly if you like cold drinks at sunset and not having to shop for perishables every day or two.

The downside of refrigerator/freezers is that they require energy to work, and need much more energy in tropical Mexico than in the cold air and cold waters of California and the Pacific Northwest. In addition, refrigerators/freezers, particularly older ones, tend to require maintenance, if not on themselves, then on whatever system provides energy to run them.

Inadequately insulated fridges/freezers, and/or inadequate energy sources to power them, are probably the most common problem for first-time cruisers in Mexico.

If you have an older boat without a fridge/freezer, and some space in that boat, you might consider a highly efficient Engels or similar self-contained portable unit. We have two on *Profligate*, and they've proved to be as efficient and reliable as they are expensive.

2) A Better Dinghy/Outboard. When cruising and not at sea or in a marina, your dinghy/outboard is your daily ride. You need to be able to rely on it. A displacement dinghy/outboard extends your range on the water much in the same way a bicycle gives you better range than walking. And a planing dinghy is like having a motorcycle as opposed to walking. It can be a game-changer in the Sea of Cortez, although not quite as important on the mainland.

How to stow your dinghy while underway is a major issue rarely given adequate consideration prior to getting to Mexico. Having to set up and break down your dinghy every couple of days gets old quickly, so make sure you figure out the easiest system possible. Dinghy davits are great if they're already on your boat or can be fitted on your boat. Lots of first-time cruisers get dinghy davits made while in Mexico.

2) Watermaker. This is a somewhat controversial big ticket/installation/maintenance item. When we last polled veteran cruisers in Mexico and the South Pacific about the need for a watermaker, about half said they got along just fine without one, while the other half said it was absolutely essential to their cruising enjoyment. It's the 'simple is better' school versus the 'I don't want to be camping on a boat' school.

Watermakers are less expensive and more reliable than they once were, but if you get one, you have to make sure you know how it works, how to replace filters and troubleshoot, that you have enough energy to run it, and that your source of energy is reliable.

3) Chartplotters. While you'll find chartplotters on almost all newer boats, we personally have never been that crazy about them. Our complaint is that we don't like integrated everything, because sometimes when one thing goes down, everything goes down.

FIRST-TIMER'S GUIDE TO CRUISING MEXICO

The BVI charter company that managed our Leopard 45 catamaran told us that chartplotters fail all too frequently, and that it often takes months to ship them back to the manufacturer for repair, and then get them back.

On the other hand, we haven't heard a lot of cruisers in Mexico complain about their chartplotters. So maybe the chartplotters in the Caribbean are abused by charterers with their TopSiders or something.

The reason we recently bought a big chartplotter is because it was the only way to get radar these days. They don't sell standalone radars anymore. Our B&G chartplotter, once we get everything to work, will be capable of doing about 10,000 things. Unfortunately, that's about 99,985 things that the rest of our boat isn't set up for or we don't care about. If we want to know about the oil pressure on our engine, we'll look at the engine instruments rather than buy a new engine so the sensors can be hooked up to the chartplotter.

The bottom line is that if your boat came with a functioning chartplotter, that's terrific. If not, and she has a functioning analog radar, or no radar at all, it's not the end of the world. During an interview with the great sailmaker Lowell North a few years ago, he told us he didn't think radar had been necessary on his circumnavigation.

Don't get us wrong, radar is great for navigation, and, to a lesser extent than AIS, for avoiding other vessels, and for tracking the approach of lightning storms. But we've sailed to Mexico numerous times without radar and did just fine. And once you get south of Cabo or into the Sea, where fog isn't an issue, radar becomes even less important. Nonetheless, most every cruising boat has radar.

4) AIS is nice to have to, and to our mind even better than radar to keep from getting hit by some big vessel. But once again, we don't think AIS is necessary or that useful after Cabo, other than for being able to identify other cruising boats around you. After all, except for crossing the Sea of Cortez, most passages after Cabo are daysails, and there just isn't much vessel traffic out there.

5) A Power Generation system in addition to your engine. If you're going to have a refrigeration/freezer, watermaker, honking chartplotter, SSB radio, use your computer all the time, and watch a lot of movies, you're going to need a lot of power. Probably more than you think.

High-output alternator(s) on the engine(s) are a good place to start, but often aren't enough. If you have enough room for an adequate number of solar panels and storage batteries — and you're likely to underestimate how many you'll need — that is a great solution. But if you don't have room, there's the ever-popular — except with people anchored near you — Honda 2000i portable genset. But that means you have to carry more gas than for just your outboard.

Built-in diesel gensets are terrific — except for the fact that they are expensive if not already on the boat, and are yet another diesel to maintain. And maintain them you must, lest you be one of those owners who filled his boat's freezers with a season's worth of meat, then had to throw it all away when the genset wouldn't start and keep the meat frozen.

As energy demands are unique to each boat and each cruiser lifestyle, only you can figure out how much energy you're going to need. Be forewarned, most first-timers under-

estimate how much they'll need. And as in all other things on boats, some sort of redundancy is a beautiful thing.

6) SSB Radio. There is a lot of good and some bad with SSB radio. The bad is that they are expensive, especially if you're going to include a Pactor modem for SailMail/Winlink, and sometimes it's tricky to get the antenna right. On the other hand, they allow for voice — i.e. human — communication with others. True, Garmin InReach and similar devices are terrific, but they don't allow you to participate in group conversations, such as on the various cruising nets.

We've polled people who have done the Ha-Ha without SSB and then did it later with a SSB. All said that having the SSB — which allowed them to participate in all the nets while the fleet was at sea — made for a richer experience.

Given all the other forms of communication, we don't consider SSB/ham to be essential for cruising just Mexico for a season. But if we were continuing on across the South Pacific, SSB would be something we'd want. But remember, you use a lot of energy when you transmit via SSB.

7) Air-conditioning. If you're going to spend the summer in Mexico, be it on the mainland or in the Sea of Cortez, air-conditioning is all but mandatory. But they use a lot of juice, so if you're going to be on the hook, you've got to figure out how you're going to power it. And if you're going to be in a marina, count on a bump in your electrical bill.

8) A Dedicated Liferaft. You can cruise Mexico without one, and we and many others have, counting on their/our dinghy to be the liferaft. The smaller the dinghy, the less wise this becomes. And as you can get new liferafts for less than \$2,000 these days, we'd want at least a 12-ft inflatable 'dinghy/liferaft' before we'd go without a dedicated raft.

9) The Golden Rule of Boat Gear. It's far better to have less gear that you know how to use and maintain, than to have lots of gear that you haven't hooked up, don't understand, and aren't going to maintain.

Cruising boats are full of gear that was purchased years before and was going to be installed 'someday'.

10) Spare Parts. Downwind Marine offers a free list of spare parts and other gear that you might want to have on your cruise. It's many pages long, and if you bought it all, your boat would sink to the bottom — as would your bank account. So be judicious.

What most cruisers find after a year is that they've bought twice as much stuff as they needed. Unfortunately, nobody knows what stuff they don't want until they've been cruising for a year. Before plunking down money for that breadmaker that sounds like something you absolutely need on your cruising boat, figure out where you're going to store it, and if you're really going to use it that often. And remember, they sell breadmakers — and almost everything else sold in the States, in Mexico, too.

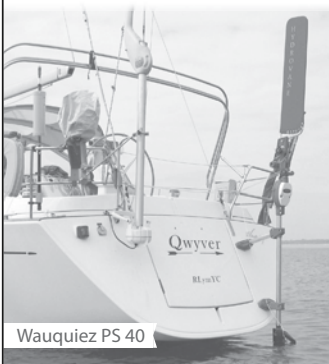
It's also much easier to ship boat specific gear to Mexico than it used to be. So while we carry a spare starter motor and alternators for cruising in Mexico, we'd only do that again if we were continuing on to the South Pacific.

Be aware that there can be problems with shipping boat gear to Mexico. Even though you have a TIP that you think exempts the gear because yours is a 'boat in transit' doesn't mean Mexican officials will agree with you. Over the years tens of thousands of dollars of boat gear has

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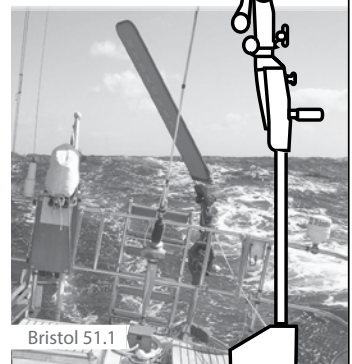
Wauquiez PS 40



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Jeanneau SO 43



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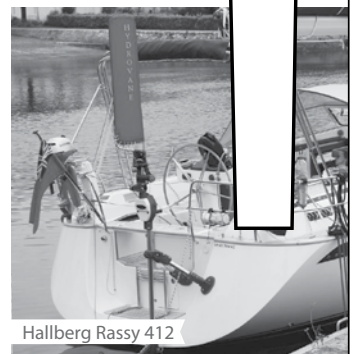
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died at Customs in Guadalajara. Check with others before shipping stuff down.

Usually the best way to get boat gear to Mexico is to have somebody bring it down on a plane — and hope they get a green light when coming through Customs at the airport. If your courier gets a red light, it's likely duty will have to be paid. If you don't have a receipt, agents will Google the price of whatever item is being brought down.

Unlike the old days there is a lot of trade between Mexico and the States and many cruisers order cruising gear from their favorite chandler back home and have it shipped down.

11) An Iridium Satphone. If you're out at sea and a crewmember falls seriously ill, or if you have a crippling boat problem, it can be invaluable to be able to converse with experts over the phone.

12) Autopilots and windvanes. Depending on your itinerary and crew, these can be conveniences or necessities. They are most important for long, offshore passages like the Baja Ha-Ha or crossing to the Marquesas in the Pacific Puddle Jump, however many cruisers also use them frequently for much of the shorter coastal and inter-island sailing. Some have both a vane (uses less power) and autopilot (more compact). The majority of the Ha-Ha fleet has autopilots but 30-40% also have vanes.

13) Did we leave something off our list? We're sure we did. Our apologies.

PHONE AND INTERNET SERVICE

Staying connected via the internet and cell phone is all but mandatory for most cruisers.

From using social media, to working, to getting vital weather information, the internet is a necessity. The best internet for cruisers in Mexico can be found in a marina with a wired ethernet connection — such as Marina de La Paz. This insures reliability and very fast speeds.

Wi-fi is the next best, and it can be found in countless restaurants, internet cafés, resorts — just about everywhere. Most marinas, but not all, have decent wi-fi included in the slip fee, but is only available at a central location or some slips, not all slips.

For those anchored out, there are quite a few options for boosting wi-fi signals. Among the more popular options are the C Crane Super USB Wi-Fi Antenna, Bitstorm Badboy Extreme, and the Wave Wi-Fi Rogue Wave. Each one offers different set-ups, features, and ranges. The downside of wi-fi is the dreaded padlock icon. There were a lot more open wi-fi connections just a few years ago, but now most locations require knowing the password.

A common cruiser option for connecting to the internet is a cell phone, either for accessing the net through the phone itself or using it as a hotspot for iPads and computers. There are loads of cell towers along most of coastal Mexico, north of La Paz in the Sea of Cortez being a big exception. Cell towers in Mexico seem to have more powerful signals than those in the States. For example, cruisers heading for Puerto Vallarta regularly get good cell service 12 miles out of Cabo San Lucas. And you can usually manage to get SMS text to work even when the signal is very weak.

You can buy reasonably-priced phones with short term prepaid phone and data plans in Mexico through TelCel,

Movistar and AT&T. If you have an iPhone or other smart phone, make sure you get it unlocked before leaving the States. When you arrive in Mexico, buy a SIM card and phone/data plan for it. Then use it as a hotspot for multiple devices. The phone will have a Mexican phone number, which will work for texting, and may come in handy for voice communication.

If you do the Puddle Jump, get a local SIM card when you arrive in French Polynesia, and continue to use your smart phone as a hotspot.

Many cruisers continue to use their current unlimited Mexico/Canada plans with T-Mobile, AT&T, Verizon and others. But these companies mislead consumers, as they often use the terms “high speed internet” and “unlimited internet” in the same sentence. This is rubbish! They often do have high speed internet, but after just a little bit of internet use they throttle you back to 2G, which is ridiculously slow. In addition, these plans are designed for folks who are just traveling to Mexico for a short time, not for people living there. As a result, if you access the internet from Mexico too much, you'll get a dreaded “this line is scheduled for disconnection” text and be referred to the Extreme Roaming Department. Really.

Many cruisers keep their U.S. cell phones and plans, but also get a Mexican phone with a plan.

No matter what phone you use to get on internet, getting on the internet means you can use low cost phone options such as WhatsApp and SKYPE. If you're a big talker, or like to send video clips, or talk with video, WhatsApp is a good choice.

There are other phone and internet options out there, the quality of service is up to your individual budget.

SKIPPER PREPARATION

If you're the skipper, recognize that there are significantly greater challenges to cruising to and in Mexico than there are in sailing across San Francisco Bay or on a typical weekend cruise from Marina del Rey to Catalina. The biggest challenge is accepting and managing the fact that you'll need to be as self-sufficient as possible.

While you won't necessarily be on your own, even if you aren't part of the Baja Ha-Ha, you should assume that you will be. As such, you need to know how you'll respond to given situations. For example, not being able to get your engine to start, not being able to generate electricity, and more serious emergencies such as suddenly finding water up to the floorboards, losing the steering, losing the rudder, or losing the mast. Having plans in advance will give you confidence in dealing with such situations and help you remain calm.

Want a good place to start? Make a diagram indicating the location of all your boat's thru-hulls, as well as how to get to the other areas where water might come in — such as around the cutlass bearing and rudder shaft. And post the diagram for all to see.

Outside Help

If you're in the Ha-Ha and have a problem, there is a huge source of knowledge and parts in the fleet during stops at Turtle Bay, Bahia Santa Maria, and Cabo San Lucas.

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It doesn't mean every problem can be solved, but many have been.

There are no official tow boat services, such as BoatU.S. or Tow Boat, south of San Diego. While the U.S. Coast Guard won't tow, the Mexican Navy has, on occasion, towed boats long distances. You might also get a fishing boat to help, but you'll probably have to pay pretty big bucks.

When it comes to getting tows, other cruisers are usually the best bet. Two years ago folks on the Lagoon 40 *Muskova* towed the Solaris 36 catamaran *Striker* the entire 175-mile last leg of the Ha-Ha after both of the latter's engines failed.

We can also remember a case when a disabled boat in Puerto Escondido needed to get to 130-mile distant La Paz for repairs. She was towed by another boat. So it happens.

That said, we personally do not consider it an 'emergency' if a boat with a non-functioning engine is becalmed 200 miles upwind of the next port. After all, the wind will eventually come up, and sailors should be able to sail their boats. Unless you're good friends, it's generally considered bad form to ask for a tow in such situations. But like everything else in the *First-Timer's Guide*, there are differing opinions and differing circumstances.

Help from The Coast Guard

If you have a life-threatening emergency, you can call or text the Coast Guard Search & Rescue in Alameda at (510) 437 3701. It's smart to post this number near your InReach, Iridium satphone, or other two-way device.

In life and death cases the U.S. Coast Guard doesn't hesitate to go south of the border — and much further — to save lives.

In 2009, a 42-ft Ha-Ha boat collided with a whale about 90 miles south of Ensenada, and sank a short time later. The six crew scrambled into the liferaft, and were rescued hours later by a Coast Guard helicopter out of San Diego, a helicopter that was at the limit of its range. It was a "textbook rescue" and nobody was hurt.

In a more extreme case, one of the crew on a former Ha-Ha boat was nearly choking on his tongue far into the Pacific on the way to French Polynesia, so the captain put out a distress call. The Coast Guard sent out a C-130, from which a boat and two Coast Guard swimmers were deployed! In the middle of the night! The Coasties got to the stricken crew and took care of medical business. The Coast Guard SAR rocks.

There are also 20 ENSAR — Mexico Search & Rescue bases — on the Pacific Coast of Mexico, from as far north as Ensenada to as far south as Chiapas. The telephone numbers of each base can be found in the *Visiting Mexico by Private Boat* pamphlet which will be posted on the Baja Ha-Ha site.

While most ENSAR bases don't have as sophisticated equipment as the U.S. Coast Guard, nor as well-trained personnel, we've had good experiences with them. In one case they offered to come 100 miles offshore to off load a *Profligate* crewmember who had fallen seriously ill. But we decided it was safer if we had them meet us at Bahia Santa Maria. The patient was transferred to the Mexican Navy vessel there, and rushed to the clinic at San Carlos at 40 knots. She recovered just fine.

In a serious emergency, we would first call the U.S. Coast

Guard, and if necessary, have them initiate contact with ENSAR.

Crew Familiarization

Before heading south every skipper needs to familiarize the crew with the boat, the boat's systems, basic procedures, and emergency gear. This includes how to start and operate the engine. For nobody whines more than the skipper who falls overboard prior to showing the crew how to start the engine so they can come back and get him.

The skipper and crew should practice shortening sail before taking off, as an overpowered boat is a slow, uncomfortable boat with an uptight crew. Having a boat well-reefed in 25 knots of wind can make all the difference between a miserable time at sea and a more comfortable and safe one. You'll probably be anchoring frequently in Mexico, so the whole crew should be made familiar with all the gear and techniques prior to having to set the hook at midnight in Bahia Santa Maria. If your boat is over 40 feet, it's great to have headphones so the person at the helm and the person at the windlass don't have to shout — scream? — back and forth. Such headphones are called 'marriage savers' for couples, and come in handy when docking, too.

When anchoring, don't just stop and drop the hook. Ease aft and set the hook *hard* with plenty of rode. For nothing disturbs a good night's sleep as much as having your boat drag and start bouncing on the rocks. Drag Queen or other apps on electronic devices are excellent for warning you of imminent disaster.

Crew

While many sailors have singlehanded to and cruised around Mexico, it's safer — and usually more fun — to have at least one other person along. If sailing shorthanded, you're even more subject to fatigue. That not only makes the trip less pleasant, but fatigue is a common contributor to skippers making mistakes.

If your boat is large enough, a third or fourth person often makes the trip down Baja more of a pleasure sail than an ordeal. That said, some couples are only comfortable with themselves, even on larger boats. To each their own.

The first couple of days at sea are always the hardest, as it takes time for minds and bodies to adjust to the continuous motion and getting into a 24-hour rhythm. So remember to be indulgent of your crew, particularly if they are relatively new to sailing. And ask that they do the same.

If you don't have much offshore experience, we recommend you bring along — if not hire — an experienced mentor for your virgin run from San Diego to Cabo. We had mentoring for our first trip from San Diego to Cabo, and it made the trip more relaxing. In addition, by the time we got to Cabo we were much more knowledgeable and thus confident in our abilities.

CREW PREPARATION

If you're thinking about crewing on a boat to or in Mexico and aren't knowledgeable about boats and sailing, make sure you get second opinions on the boat and skipper from other experienced sailors. Better still, invest in a professional trip survey. You are responsible for your life, so you want to know that the boat is properly equipped for going offshore



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FIRST-TIMER'S GUIDE

and that the skipper knows what he/she is doing. Skippers of pleasure boats are not required to be licensed, and there are some out there who don't have a very good idea of what they are doing.

It's also critical that the skipper goes over the boat, the gear, the procedures, and emergency equipment with you. One of the most important things to know is how, after making sure the lines in the water aren't near the prop, to start the engine. After all, if the skipper falls overboard and you can't start the engine to get back to him/her, you're likely to be out at sea a lot longer than you anticipated. Maybe forever.

If you're a woman, be advised that some skippers assume that it's the duty of all women crew to have sex with him. In actual fact, this is not mandatory.

Having no sailing experience is not necessarily an impediment to being good crew. Indeed, a common skipper complaint is that a know-it-all crew tried to change the way the boat was rigged and how everything was done.

If you stay in good spirits, come on watch on time, and are always willing to help, you're well on your way to being excellent crew.

DOCUMENTS AND PAPERWORK

You'll need the following for your boat:

1) The original boat Document or State Registration.

(Modern copiers are so good that we can't tell the original from the copies.)

2) If the boat is registered under a corporation or LLC, as so many boats are these days, the boat must carry a notarized letter on the company letterhead that states the master is authorized to operate the vessel in Mexico.

Similarly, if the owner is not on the vessel, the master must have a notarized letter from the owner stating that the master has the authority to operate the vessel in Mexico. It's unlikely anyone will ever be asked for such a document, but it's good to get into the habit of having it.

3) A Temporary Import Permit (TIP)

All vessels over 15 feet in length must have a Temporary Import Permit (TIP). Depending on the exchange rate, a TIP runs about \$50 or \$60, but is good for 10 years. This is easily the greatest bargain in the world of cruising, as many places — such as the Caribbean or Panama — will charge you \$50 or much more for a single week. And our one-day permit for cruising the Seine River on our canal boat cost \$66!

A boat's TIP is good for as many times as you want to go in and out of Mexico. Your boat's TIP must always be on the boat.

Our tip on TIPs. Do *not* try to get a TIP online. While some boatowners have managed to do it, the software is confusing and sometimes misleading, and thus can lead to mistakes. It also takes two weeks and you have to pay \$40 or so to have DHL deliver it to you.

Because it's so easy to get a TIP other ways, don't waste your money paying an agent to do the simple task for you.



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TO CRUISING MEXICO

Here's how easy it is:

a) When you get to San Diego, go to the *banjercito* — which is a military bank — on the Mexican side of the border at Otay Mesa. It's about 40 minutes from San Diego by car. The *banjercito* clerks have done lots of these, and can answer all your questions so you get the TIP right. Usually it takes about an hour, but you get the TIP right then and there.

b) You can also get TIPs in person at one of several Mexican consulates, including at Los Angeles, Sacramento, San Bernardino, Denver, Dallas and a few other places. But *not* consulates in San Francisco or San Diego.

c) **IMPORTANT!** When going to get a TIP, the owner should bring the boat document or state registration, his passport, and the boat's engine serial number. The latter is mandatory.

d) Before starting the process, confirm that your boat doesn't already have a TIP. In fact, never buy a boat that you or the next owner will take to Mexico until it's been proven to your satisfaction that the boat doesn't have a current TIP and that the TIP didn't just expire. Either one is bad news.

No boat can get a TIP if she already has a current TIP or her TIP has expired. These possibilities will show up when you apply for a new TIP. In these cases, you have to get the actual old TIP, confirmation of the cancellation of the TIP, and the boat's *despacho* from Mexico. This can be a pain, or nearly impossible if the previous owner died.

Such TIP problems were so bad that for several years

Mexican officials had special days at Mexican consulates in the United States where old TIP problems could be resolved. If they don't do that anymore, solving the problem can take lots of time and cost hundreds of dollars.

e) What if you sail to Cabo without a TIP? For as long as we've been doing the Baja Ha-Ha, which has been 25 years, boats have been arriving in Mexico without a TIP. While technically illegal, this has never been a problem. You just get one at the *banjercito* in La Paz, Mazatlan or Puerto Vallarta.

You cannot get a TIP in Cabo because there is no *banjercito* in Cabo. Although while your boat is in Cabo, you could take the bus to La Paz — \$16 and about 2.5 hours on a luxury bus — and get one there. Actually, the *banjercito* is at the port at Pichilique, which is an expensive taxi ride outside of La Paz proper. Or a \$3 bus ride.

It's so easy to get a TIP there is no reason not to get one before sailing into Mexican waters.

5) Boat Permit. Once you get to your first port of entry, you'll have to get a permit for your boat from *Aduana* (Customs). They are less than \$50.

6) Insurance — There are two kinds of insurance for boats in Mexico.

The first is *liability* insurance, which is mandatory. This covers you in the unlikely event you do some damage with your boat in Mexico. Such as running over a *panga* fisherman in the middle of the night, t-boning a shrimper and scratching her topsides, sinking and spilling diesel on the

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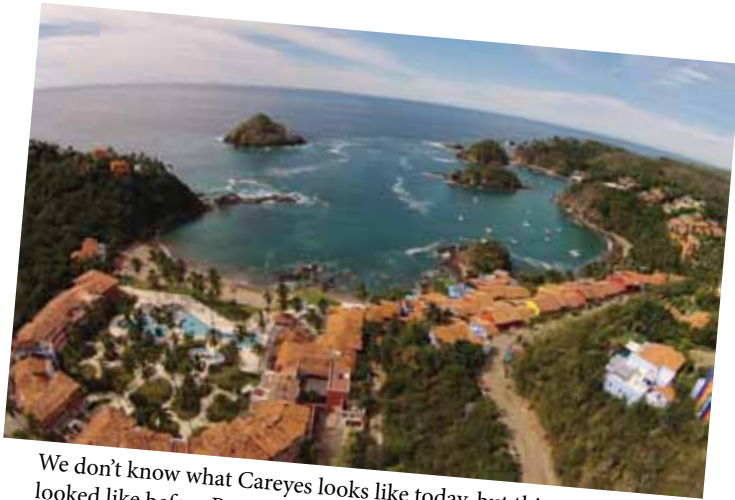
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We don't know what Careyes looks like today, but this was what it looked like before Patricia hit.



You don't need to bring food to Mexico. They have enough.



The Banderas Bay Blast, in December, and the Banderas Bay Regatta, in March, are the two big cruiser, fun racing events in the Vallarta area.



Spectacular Bahia Santa Maria is surreal when the Ha-Ha fleet is in.

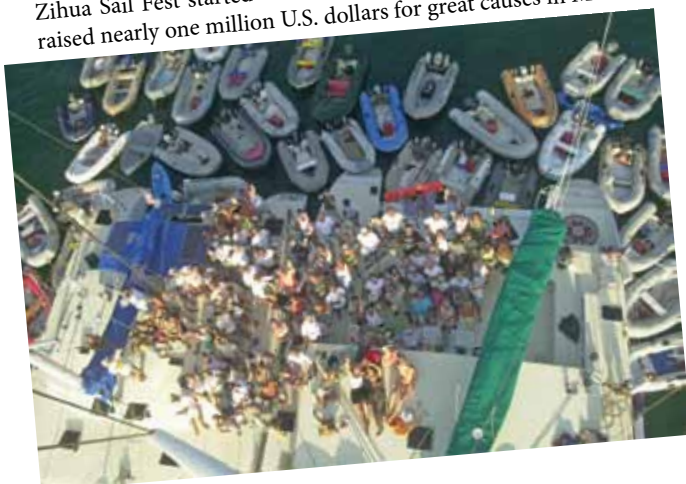


Looking for dry storage over the summer? This is less than half of what Marina Seca stores each year in the San Carlos area.



Cruising on a budget? There are plenty of places to anchor in Mexico. This is San Carlos.

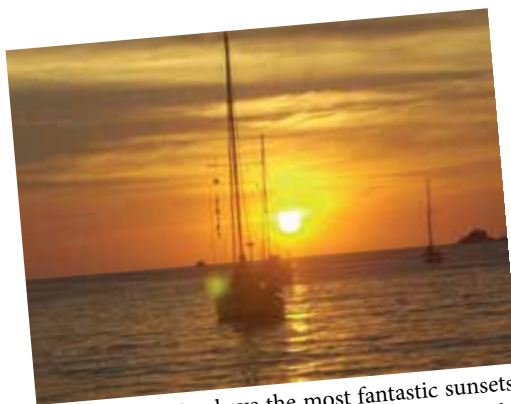
Zihua Sail Fest started aboard Profligate 14 years ago. It's since raised nearly one million U.S. dollars for great causes in Mexico.



The Banderas Bay Blast doesn't raise as much money as Sailfest, but it still feeds a lot of hungry schoolkids — and is a lot of fun.



If you love warm water in the winter, you must go to the mainland. The further south, the warmer it gets.



Zihua and La Paz have the most fantastic sunsets. Z-town for the reds and oranges, La Paz for the pinks, purples, and other unusual colors.



Paddle from your boat to the waves? Punta Mita has the most spots, but you can do it at BSM, Tenacatita, and other places, too.



Marina Real on the mainland side of the Sea of Cortez, offers great shelter.



Philo has gone on to strumming in Music Heaven, but Mexico, La Cruz in particular, is alive with great music.



The Mexican Navy came to the rescue when a *Profligate* crewperson fell ill. They are your friends.



The Grand Marina at Barra Navidad has been a snug harbor in hurricanes, and Barra is great on New Years.



Manuel gives his seal of approval to this cruiser properly checking in at Paradise Marina in Nuevo Vallarta.



A good dinghy and outboard will vastly expand your cruising range. But a good system to offload and reload them to your boat is essential. And don't forget locks!



Four cats in a cove at Isla Partida, 25 miles from La Paz.



There are plenty of fish in the sea in Mexico. both along the mainland and up in the Sea of Cortez. You do need a license to fish.

FIRST-TIMER'S GUIDE TO CRUISING MEXICO

beach — that kind of thing.

Liability insurance for Mexico is not too expensive and can be purchased from any number of brokers in the States or in Mexico. It's unlikely you'll ever need this insurance, but if you do, you'll be glad to have it. And most marinas won't allow you in without it.

The second type of insurance is the normal kind that most boatowners have on their boats. We're guessing that probably 60% of boats cruising Mexico — and almost all the more valuable ones — have such insurance.

Some insurance policies do not cover boats in Mexico during what the insurance companies consider to be 'hurricane season' — meaning parts or all of the summer and fall. However, you can get a rider on many policies to keep your boat in Mexico during hurricane season.

Paperwork for owners and crew

a) A Passport. Everyone going to Mexico on a boat must have a current passport. And don't lose it in Mexico, because if you do, it's a big hassle taking the bus to Tijuana and climbing over the wall in the middle of the night with all the refugees.

b) Notarized letter for those under 18. If one of the crew is under age 18, he/she must also have a notarized letter for travel if not accompanied by *both* parents. Mexico doesn't like angry American spouses stealing their kid(s) and bringing them across the border.

c) A FMM. When a boat gets to the first port of entry — for West Coast boats this is usually Ensenada or for Ha-Ha boats Cabo San Lucas — everybody needs to have or get a FMM from Immigration. This is the 180-day tourist visa that costs 533 pesos or about \$30.

You can get FMMs online before you cross into Mexican waters, but we strongly recommend that you don't. As with the case with TIPs, the software is confusing. And if the skipper signs up and pays for FMMs for the entire crew, everybody on the boat has to leave Mexico from the same place at the same time. If you insist on getting FMMs online, have each member of the crew do it separately.

The *best* place to get your FMM is at Immigration at either Ensenada or Cabo. In some previous years, Immigration in Cabo has even set up an 'express' lane for Ha-Ha boats.

It doesn't matter if you're in Ensenada or Cabo, the crew doesn't have to stay on the boat while the captain checks in and gets FMMs. Even if it's a weekend. Mexican officials are generally very accommodating — unless they catch you trying to pull one over on them.

If you have a problem, in our experience, the best thing to do is tell the officials up front that you have a problem. Most Mexican officials like to solve 'problems'.

d) Fishing Licenses — If you carry fishing gear on your boat — technically even if there are just fishing hooks in your liferaft — every person aboard needs a valid fishing license. It doesn't matter if only one or two people fish, everyone has to have a license.

Fishing licenses are expensive — about \$65/person for a year. As such, if you only have fish hooks in your liferaft, we wouldn't worry about it. In more than 30 trips to Mexico, we've never been asked for fishing licenses.

By the way, you do not need a license to fish from shore.

However, you do need a license to spearfish. Note that you are not allowed to spear fish with scuba tanks or air-powered spear guns.

While you are still in the U.S., fishing licenses may be obtained from any of the big sportfishing places at America's Cup Harbor in San Diego. You can also get them online, but once again, we don't recommend it.

LET'S REVIEW, BECAUSE IT CAN BE CONFUSING:

You need the following before sailing to Mexico:

- 1) Boat document or registration.
- 2) Passport for everyone.
- 3) Notarized letter of permission for those under 18 by absent parent.
- 4) Letter of authorization from either corporate entity (if applicable) or owner of boat (if applicable).
- 5) Fishing licenses (if applicable).
- 6) Liability insurance.

Who Does the Paperwork?

If your port of entry is Ensenada, the staff of either Marina Coral or Cruiseport Marina will, for a reasonable fee, help you out. But if you can find someplace to anchor out — you can no longer anchor in the harbor — you can do it yourself.

If your port of entry is Cabo San Lucas, you can easily do it yourself. It involves some walking and can take a couple of hours, but lots of cruisers do it.

You can also use a ship's agent in Cabo. We recommend Victor Berrera (operations@caboagent.com) who at the end of the Ha-Ha each year sets up shop next to the fuel dock. Victor handles the paperwork for probably 80 Ha-Ha boats — including those without FMMs or TIPs — as well as other boats.

Last year his fee was \$70. If you or your crew only have limited time in Cabo, we recommend using Victor's services. If you have more time than money, you might want to take care of the paperwork yourself.

A Point of Confusion

Over the years, Mexico has justifiably been unhappy about private American boats that come south to fish in their bountiful waters, without ever checking into Mexico, and thus without anybody paying for a boat permit or tourist visas. As such, there are different rules for boats — almost all fishing boats — that go into Mexican waters but never go to port.

Specifically, those boats need to get a permit online, and each member of the crew has to, individually, get an FMM online. They also have to email their crew list to the nearest port captain's office in advance.

But as we said, this only applies to a special class of boats: those "cruising in territorial waters of Mexico for any length of time *without going ashore*, such as those visiting the Coronado Islands, going on fishing ventures, etc." This almost certainly will not apply to you, so don't get confused. And don't worry about having to email a crew list to the port captain.

What About a Zarpe?

When you leave most countries, you are given a *zarpe* or *despacho*, which is an exit document to show officials at

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The Baja Ha-Ha is the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with R&R stops along the way at funky Turtle Bay and spectacular Bahia Santa Maria. This will be the Silver Anniversary Baja Ha-Ha.

Over 3,000 boats and 10,000 sailors have done a Ha-Ha. Most participants are long-time sailors but first-timers to Mexico. But fleets are also sprinkled with repeat offenders. Several skippers have done 10.

Less than a week after registration opened this year, the number of paid entries was closing on 100. Visit www.baja-haha.com to see the current entries.

Boats from 27 to 100' can enter the Ha-Ha, though historically the average has been 42 feet. The average number of crew is four, although couples are not unusual. At least one member of the crew has to have offshore experience.

The goal of every Ha-Ha is for everyone to have a great time sailing and meeting other cruisers while making a safe passage down the coast of Baja. If you have a boat and a hunger for adventure, think about signing up for this year's 25th running. Visit www.baja-haha.com.

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IMPORTANT DATES

September 5, 4-6 p.m. – Free Mexico Cruising Seminar Venue TBD.
September 5, 6-9 p.m. – *Latitude 38's* Fall Crew List Party and Baja Ha-Ha Reunion, Spaulding Marine Center.
September 14, midnight - Entry deadline.
October 20, noon-4 p.m. – Ha-Ha Welcome to San Diego Party hosted by Downwind Marine.
October 27, 5 p.m. – Pacific Puddle Jump Seminar inside West Marine, 1250 Rosecrans St., San Diego.
October 28, 10 a.m. – Skippers' meeting. West Marine, 1250 Rosecrans.
October 28, 1 p.m. – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans.
October 29, 10 a.m. – Baja Ha-Ha Kick-Off Parade.
October 29, 11 a.m. – Start of Leg One to Bahia Tortugas.
November 1, 2 p.m. – Daytime – BHH baseball game at Turtle Bay.
November 2, noon – Famous Turtle Bay Beach Picnic Party.
November 3, 8 a.m. – Start of Leg Two to Bahia Santa Maria.
November 5 – Bahia Santa Maria Day; a layday for relaxing and exploring.
November 6 – Beach Party at BSM.
November 7, Start of Leg Three to Cabo.
November 8 – Dance Party at Squid Roe.
November 9 – Cabo Beach Party.
November 10, 6 p.m. – Awards presentations hosted by Cabo Marina.
November 18, 4-7 p.m. – La Paz Beach Party at La Costa Restaurant.

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FIRST-TIMER'S GUIDE TO CRUISING MEXICO

your next port of entry that you properly checked out of your last country. Technically, Mexico requires a *despacho* from boats coming down from the States. In reality, we've never gotten one or been asked for one in the 30+ times our boats have checked into Mexico. And we've only heard of a couple of boats that have been asked for them. In times when Mexican officials have requested them, they've never insisted on them.

If you want to be a Dudley Do-Right and get a *despacho/zarpe* from the U.S., you need to get Customs and Border Patrol Form 1300 from http://forms.cbp.gov/pdf/CBP_Form_1300.pdf. Fill it out, then take it to an international airport and have it stamped by Customs.

There is just one slight problem. Form 1300 is for commercial vessels only, and you probably don't have a commercial vessel. So Customs may or may not be willing to sign it.

If you ask the Coast Guard, they will tell you that you don't need a *despacho/zarpe* for Mexico. And as we said, we've never needed one.

Furthermore, if you participate in the Baja Ha-Ha, you'll be given a copy of an official letter welcoming you to Mexico and encouraging officials to be helpful because you're a "special guest". In other words, we wouldn't worry about it.

The rules are different for vessels not registered in the United States. You have to get exit papers.

Radio Licenses

If you're a ham operator, you need a FCC ship's station license in addition to your VHF and SSB radio license. To obtain an FCC amateur radio license you will need to complete form FCC 605, which can be downloaded from the Internet (www.fcc.gov/Forms/Form605/605.pdf). For general requirements and procedures see <http://wireless.fcc.gov/services/amateur/licensing/index.html>. Or call (888) 225-5322.

To operate a ham radio in Mexico, you need to get a reciprocal Mexican license. You will need two copies of your U.S. ham license along with two copies of your stamped FMM. You can get a license in Tijuana from the Secretaria de Comunicaciones y Transportes (1071 Calle 16, Libertad; phone: 011-52-668-29500) or at other Mexican port cities.

You do not need a reciprocal license to operate a SSB.

ONCE YOU'RE IN MEXICO

Clearing Within Mexico. If you are navigating from one Mexican port to another, all that is required is that you inform the port captain, or in some cases the harbormaster of the marina you've been staying in.

In Cabo, for example, you just need to get on VHF 16 and report that you are leaving. You probably won't get a response. If you stayed in a marina in La Paz, the harbormaster will notify the port captain. If you were anchored out, hail the port captain on 16 and he'll have you switch to 14. After a few simple questions, you'll be free to go.

Domestic clearing procedures is yet another case where different port captains have different requirements. Ask around for the local policy. Do what they ask or it can lead to problems.

Clearing Out of Mexico.

Clearing out of Mexico — international clearance — must

be done at a port of entry, not just any port captain's office. The process for clearing out of Mexico is as follows:

- 1) Complete the crew list for your *despacho/zarpe*.
- 2) Have Immigration stamp your crew list, at which point everyone surrenders their FMM tourist visa.
- 3) Go to the port captain's office to pay the vessel's clearing out fees, and have the crew list stamped with the authorization for leaving Mexico.

In the 'old days' lots of skippers wouldn't bother to clear out of Mexico, or planned on checking-out at Ensenada but then just blew by because the weather was good. This is a big no-no, and can cause *mucho* problems for you or anybody else who takes your boat to Mexico again. Mexican officials have computers, so they know if you cleared out of the country or if you're in the country legally. Be smart, be legal.

Before attempting to get an international clearance, we'd ask other cruisers whether the port captain is a stickler for obscure rules and regulations. Apparently boats and crews are technically supposed to get health certificates before clearing out of the country. In addition to being a waste of time, it makes little sense for Mexico to ask for one when a vessel is leaving as opposed to arriving. To our knowledge this rule is only enforced in La Paz. A few years ago this was a complicated and expensive process, but more recently it's said to be "quick and free".

In general, boats headed back to California will clear out at either Cabo San Lucas or Ensenada.

What happens if you arrive in French Polynesia without having gotten a *despacho* from Mexico? You have to sail 3,000 miles upwind back to Mexico to get one. Just kidding. Actually, we're not sure what happens. Just get the *despacho*.

Dress to Impress — To a much greater degree than in the United States, officials and others will treat you according to how well you dress and behave. If you dress as if you're an important person, you'll usually be treated as such. It's not the end of the world if you dress in the 'cruiser's uniform' of shorts, faded T-shirt and flip-flops when you visit the office of a port captain or other official, but it doesn't show much respect. So don't expect too much respect in return. And it's like they say, you only get one chance to make a good first impression.

If you're a woman who prefers to wear a minimum of clothing, it's not a problem in tourist areas or in most marinas. But if you visit official offices or venture off into 'real' Mexico, you likely won't be treated the way you expect. Similarly, although going naked is lots of fun, Mexico isn't the South of France. So only go starkers on your boat when you're anchored out. If you do go naked on the beach, know that 'Mexican eyes' are everywhere.

CRUISING ITINERARIES

Depending on how long you are going to stay in Mexico, we recommend one of two basic itineraries. We're assuming you're headed south in late October with the Ha-Ha, or early in November.

Itinerary One

If you'll be doing the Puddle Jump the following spring, we strongly suggest that you head up to the Sea of Cortez immediately following the end of the Ha-Ha, or as soon as you can. This should give you three to four weeks of the best weather in the Sea of Cortez.

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FIRST-TIMER'S GUIDE

If you can ultimately make it 250 miles north to Puerto Escondido in the Sea, you will have gotten an excellent taste of what is unique and so special about the Sea of Cortez.

If you don't have as much time, or like to take things slower, you can get almost as big a taste of the Sea by going just 175 miles north to Isla San Francisco. Most of your stops will be at the fabulous uninhabited offshore islands, which have great anchorages that offer excellent protection in the case of an early season Norther. Pets, by the way, are strictly prohibited from going ashore at these island/national parks.

And don't forget La Paz, one of the most popular cruiser destinations in Mexico. But be wary of the allure of La Paz, as countless cruisers have dropped their hook in La Paz and weren't able to escape for years.

'Northers', which are two to three days of strong winds from the north, are the bane of cruising in the Sea of Cortez, as they bring cold air and cooler water temperatures. The number of Northers during any given winter can vary tremendously. Some years they seem to come almost one after another. Other years there are hardly any at all.

Neil Shroyer of Marina de La Paz once told us, "La Paz is warm about 50% of the time in the winter. But you don't know which 50% of the days, weeks, months or entire winter seasons will be warm, and which won't."

The winter of 2017-2018 was one of the more pleasant ones, with few Northers and mild temperatures. But some winters can be wicked. Remember the Fastnet Storm of 1989

that killed 15 participants in the Fastnet Race? Some of the sailors who had done that race also did a November race from Long Beach to La Paz. They said that conditions in the Sea of Cortez — where the swell can be unusually short and steep — were even worse than in the deadly Fastnet. But Northers that strong are rare, and Northers can be forecast well in advance.

Most years Northers don't start until early December and are over by March.

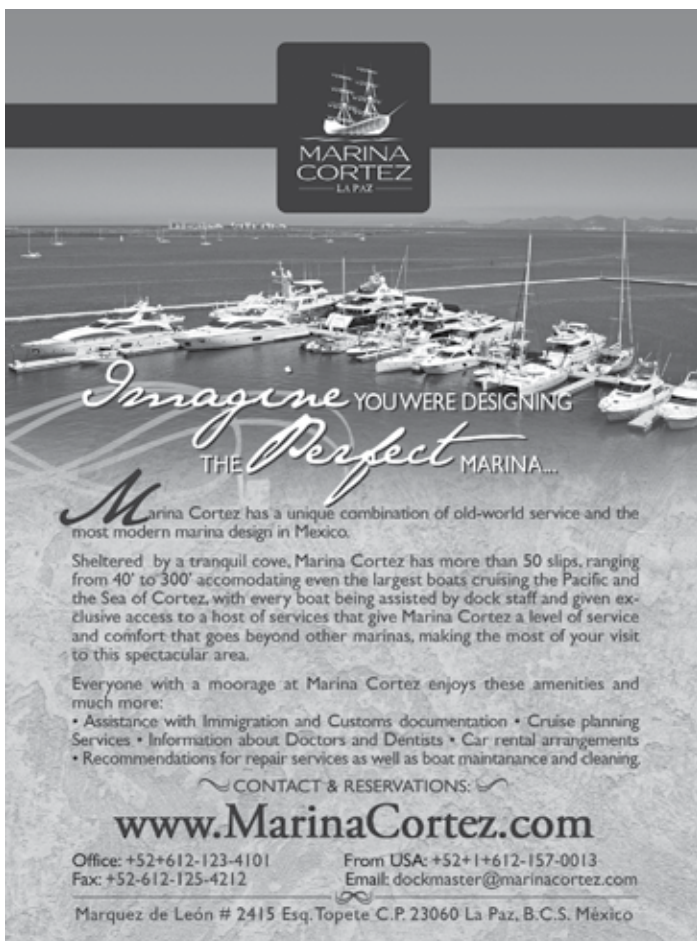
Since most people cruise the tropics for warm air and water, we suggest that those following *Itinerary One* head to the mainland, meaning Mazatlan, Isla Isabella, San Blas and Banderas Bay (Puerto Vallarta) by the beginning of December.

Banderas Bay — meaning Punta Mita, La Cruz, Yelapa, and the three marinas in the bay — is a major cruiser center in December with lots of great activities, such as the Banderas Bay Blast, which is a three-day mini-Ha-Ha on the flat waters of the bay. It's also when the humpbacks arrive.

After the start of the new year, we suggest working your way down the Gold Coast, where Chamela, Tenacatita Bay and Barra de Navidad will be among the highlights.

The big decision for those who will Puddle Jump after only three to five months in Mexico is whether or not to continue 200 miles south to Zihau. This is a great place and home to the Zihau SailFest, which has raised almost \$1 million for local schools and other projects.

The dilemma for Puddle Jumpers is that SailFest is at



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TO CRUISING MEXICO

the beginning of February, which is when most Puddle Jump folks are gathering and 'seminar-ing' 300 miles north in Banderas Bay for March departures to the South Pacific. Boats can and do leave Zihua for the South Pacific, but it makes for a longer crossing with more light air the first week or so.

Itinerary Two

If you're going to stay in Mexico for at least a year — which always includes a group of folks who think they were going to Puddle Jump their first year, but realize they either haven't gotten their fill of Mexico or aren't quite ready to go across — *Itinerary Two* is what we recommend.

In this case, and particularly if there has been an early Norther or two, we suggest that following arrival in Cabo you blow off the Sea of Cortez and head across to Mazatlan, San Blas and Banderas Bay. While it's twice as far to Banderas Bay as it is up to La Paz, the sail to Banderas Bay is off the wind, and there's a decent chance you'll get there faster than if you sail up to La Paz. And having sailed 1,000 miles downwind, sailing upwind again, as you'll have to do to get La Paz, will come as an unpleasant shock.

So we suggest that you enjoy the mainland, with a special emphasis on Banderas Bay for the month of December. Since you've got plenty of time, we suggest you then leisurely make your way down the Gold Coast, and not miss Zihua SailFest — and maybe Guitar Fest, which follows shortly afterwards.

Come the middle of February, we'd slowly start heading back north, revisiting the places you liked best on the way down.

The big question is when to head back across to the Sea. Most everyone goes too early — at least if they are looking to enjoy swimming in the Sea. The reality is that the Sea of Cortez water stays warm surprisingly late in the year — at least to the end of November — but doesn't warm again to surprisingly late in the spring — like May or even early June. The air temperature might be in the high 80s and 90s, but the water will still be cold.

May, June and July are great months in the Sea of Cortez. After that, you have to be prepared for the Big Heat, and the increased possibility of tropical storms and hurricanes. You may want to leave your boat in a marina or on the hard and go elsewhere.

The good news is that if you leave your boat somewhere in the Sea, she will be perfectly situated to enjoy the Sea of Cortez at its finest, which is October and November.

Other Itineraries

Our suggested itineraries are just the roughest of guidelines. Lots of cruising vets will no doubt have other ideas. And every cruiser's schedule is subject to all kinds of mitigating factors. The good news is that it's hard to go wrong when cruising Mexico, as long as you don't do the mainland in the summer.



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TROPICAL STORMS AND HURRICANES

The 'official' hurricane season in the Eastern Pacific, which includes Mexico, is from the middle of May until the end of November. Not that hurricanes live by a schedule, as there have been hurricanes in Mexico as early as mid-May and as late as the end of December. But only a very few, and usually far to the south down by the border with Guatemala.

Mariners view hurricane season in a more nuanced way, as most tropical storms and hurricanes that would affect them occur in August, September and October. And most of these storms parallel the coast a couple of hundred miles offshore, and then head in the general direction of Hawaii. The biggest threat to marine interests in Mexico is in September and October, when some hurricanes tend to curve back toward land rather than head further out to sea, and pose threats to Cabo, La Paz, and the rest of the Sea of Cortez.

Despite the high hurricane threat in mid-October, that's when they hold the multimillion dollar Bisbee Fishing Tournament out of Cabo.

By the beginning of November, the threat of tropical storms and hurricanes drops close to nil. You can confirm this by going to www.unisys.com/hurricane. There you will find a list, including the paths, of all tropical storms and hurricanes in the world for the last 50 years. It's very educational.

No tropical storm or hurricane in the last 50 years has crossed the Ha-Ha course when the Ha-Ha fleet would have been passing through. Based on the advice of professional weather forecasters, we did hold the Ha-Ha fleet up in Turtle Bay for two days one year because of a possible threat of a tropical storm hitting Cabo. As it turned out, the storm, like most storms at that time of year, flamed out hundreds of miles south of Cabo. But an abundance of caution is never a bad thing when it comes to tropical storms.

The nice thing about most Mexican hurricanes is that they start far to the south, often down by the border with Guatemala. Thus everyone usually has several days warning, and those in the Sea as much as a week. Passage Weather uses models that seem to predict worst case scenarios, which is why the Grand Poobah of the Ha-Ha likes the site.

Tropical storms and hurricanes need a certain set of conditions to come together, so professional weather routers can often tell you whether or not conditions are present for the possible formation of tropical storms.

EEBMike.com has the most extensive tropical storm coverage and forecasting that we're aware of.

Despite the threat of hurricanes, it's not hard to get insurance coverage for your boat in Mexico during hurricane season. That's because historically there hasn't been that much damage to boats.

Relatively Safe Places During Hurricane Season

Barra de Navidad, which took a near hit from *Patricia*, the strongest — and also the most compact — hurricane to ever hit the western hemisphere. Not only did boats in Grand Marina do well, so did the ones at anchor in the lagoon.

Banderas Bay / Puerto Vallarta, perhaps because its guarded by mountains to 8,000 feet, has never been hit by a tropical storm let alone a hurricane. The closest was

in October of 2002, when Category 5 hurricane *Zenna*, the second strongest to ever hit Mexico, made landfall about 60 miles to the north at San Blas, destroying 95% of the buildings. Banderas Bay did get some huge waves, particularly along the Vallarta *malecon* where some cars were tossed around by the surf, but there was no damage to boats in the marinas. We consider the marinas on Banderas Bay to be safe except for a direct hit, and they've never had a direct hit yet. Summer lightning has been a greater cause for concern in Banderas Bay than have hurricanes.

Mazatlan has only been hit by two bad hurricanes over the last 70 years. A hurricane known only as 'Mazatlan', hit in 1943, and claimed 100 lives. Walt Disney was reportedly there to experience it. The hurricane struck with no advance warning. *Olivia* hit in October of 1975 with only Category 3 winds, but killed 30 people, 20 of them on shrimp boats, and left 7,000 homeless. Primitive weather forecasting was a major cause. We consider Mazatlan, where most of the marinas are a long ways up a channel, to be safe in all but a direct hit.

Cabo, La Paz, Puerto Escondido, and San Carlos/Guaymas. From time to time, all of these locations have been hit by powerful September and October hurricanes, sometimes with severe damage. So while they are 'relatively safe', we don't consider them quite as safe as some of the spots on the mainland. The other thing to remember is that flash flooding in the Sea of Cortez locations can be as destructive and deadly as the hurricane force winds.

The marina at Cabo has withstood 100-knot winds at least twice with little damage. But in September of 2014 *Odile* hit with 120 knots, and caused extensive damage in Cabo, including knocking out several sections of marina docks.

Odile continued north to La Paz, where marina interests suffered a lot of damage from storms in the 1990s. The hurricane claimed the lives of three cruisers on their anchored out boats. Other boats were sunk in the anchorage.

The effect of tropical storms and hurricanes on La Paz is directly related to which way the wind is blowing. If the winds only blow offshore, damage tends to be limited. If a storm blows onshore, as happened in the 1990s, the damage can be severe.

Odile would continue on to damage boats in Puerto Escondido and across the Sea in San Carlos, two other places where a lot of boats were lost in the 1990s.

Odile started far to the south of Acapulco, so boatowners in the Sea had plenty of time to flee to the north. The problem is that there are so many tropical storm false alarms that you could be fleeing to the north several times a season, and for nothing.

We consider boats in all of these locations to be reasonably safe if they are in marinas or strapped down on the hard, as the Sea usually only gets hit by a tropical storm every two years. And not all tropical storms strike where boats are.

Boats left on the hook or on moorings, particularly if they are left unattended, are much less safe during hurricane season. The big problem is other boats breaking loose and starting the 'bowling ball' effect, with other boats being the 'pins'. In such cases, no amount of preparation on your part can protect your boat.

Some boatowners hire other mariners to watch over their anchored out boats during hurricane season, and to bring them into a marina if a storm approaches. Be aware

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that not every person hired to watch over boats for absent owners does what they say. Boats have been lost. If you leave a boat in Mexico for the offseason and hire someone to watch over her or do work on her, make sure somebody else checks on them.

If you want your boat to be as safe as possible from hurricanes and tropical storms in the Sea of Cortez, we'd recommend the Don Juan anchorage in the Bahia Los Angeles area. We can't remember the last time it got hit. But you need to be on your boat.

Take note that boats that summer in the Sea of Cortez are also subject to *elephantes*, which are short but violent storms that seemingly come out of nowhere in the middle of the night. Sometimes they have been strong enough to drive a number of anchored boats ashore. A somewhat similar phenomenon is the *chubasco*, which sometimes hits the tropical Pacific Coast of Mexico from May to October.

FAQS

Q: Are there pirates in Mexico?

A: No. In the last 40 years, we know of only two cases of cruising boats — the catamarans *Capricorn Cat* and *Moon-tide* — being boarded by Mexicans with guns. Both cases happened at the Bufadero anchorage south of Manzanillo. In both cases the thieves made away with a little bit of money and did no harm.

Q: Should I bring guns to Mexico?

A: No, they're illegal.

Q: Is dinghy and outboard theft a problem?

A: From time to time it is. Outboard theft had been quite rare in the Sea of Cortez until about May of 2018 when about five outboards were stolen in one week from Guaymas. And a few years ago outboards were being stolen from boats anchored at Stone Island just to the south of the Old Harbor at Mazatlan. They were even being taken from dinghies hauled out of the water. And San Blas had some outboards stolen in the last year.

Always either lock your outboard/dinghy to your boat or lift it out of the water at night.

Q: How much food do I need to bring to Mexico?

A: Only specialty items. Many first-time cruisers overload their boats with canned foods and other staples, apparently not realizing there is plenty of food in Mexico. Carrying lots of canned goods takes up lots of space, makes the boat heavy and slow, and often times the cans just end up rusting in some corner for years.

There are big box stores such as Costco or Wal-Mart in all Mexican cities — Cabo, La Paz, Mazatlan, Puerto Vallarta, Manzanillo, Zihua. And some of them, like the new La Comer in Bucerias near La Cruz, is right up there with Whole Foods in style and substance.

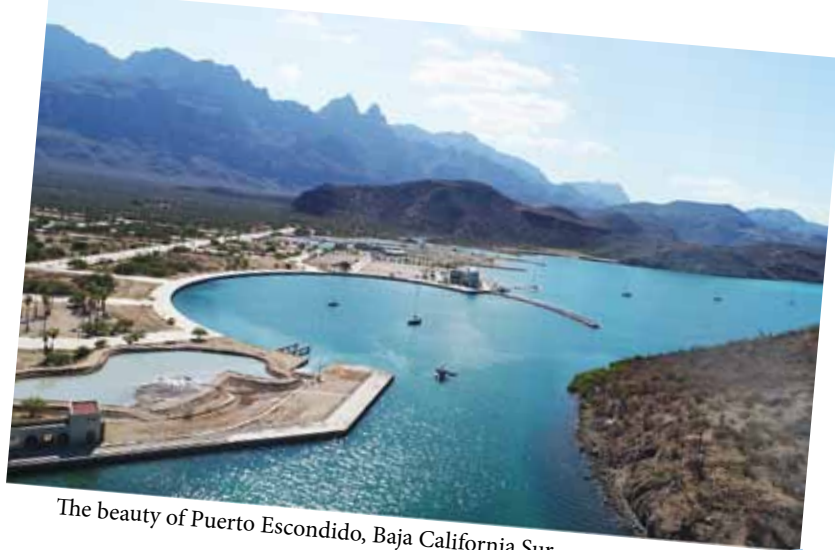
You do not want to fill a huge freezer with meat bought in the States because it might be confiscated by Agriculture in



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Beach party! Cruisers have them all over Mexico. This one was during the Ha-Ha at Turtle Bay.



Costco and other 'big boxes' are great places for fruits and veggies in big cities.

'Secret' anchorages in the Sea of Cortez are spectacular in the late spring and fall. And many of them are less than 30 miles from La Paz. But sorry, no internet — except at the south end of Espiritu Santo.



There are lots of crocs along the coast of mainland Mexico. But no worries, as they prefer seafood and cats and dogs to humans for their evening meals.



Cosmopolitan Cabo San Lucas is a shock after the pristine Baja coast.



They don't call the area between Zihua and Acapulco the Costa Contenta for nothing. Zihau has warm weather, a great vibe, SailFest — and concierge service when you beach your dinghy!



Most Mexican officials do everything they can to help you out. But following the simple rules and dressing to impress helps.



Most sailing in Mexico is in light air. So spinnakers and gennakers can save lots of money on diesel, which isn't cheap like it used to be.



There's nothing to taking a dinghy in and out of the surf. Nothing at all. Unless, of course, you get caught in a breaking wave. Did you know that the small props on outboards are also used to grind meat for sausage?



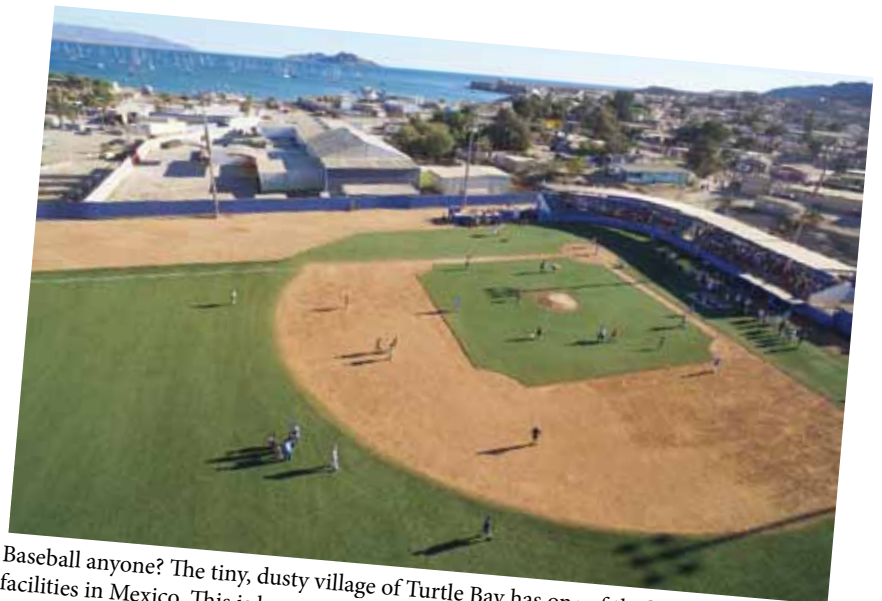
Safety first! Smart sailors don't take risks and always have 'one hand for themselves and one for the boat.'



The entrance to the marinas at the north end of Mazatlan is narrow, so be careful if a swell is running. But once inside, Marina El Cid, and the marinas further up the canal, offer excellent protection.



Waterfalls in Mexico? Si. On the mainland.



Baseball anyone? The tiny, dusty village of Turtle Bay has one of the best baseball facilities in Mexico. This is home to the famous Cruisers versus Kids game.

FIRST-TIMER'S GUIDE

Cabo. Besides, you can buy great cuts of meat in Mexico.

Most medium and large cities have traditional *mercados*. These are lots of fun, although the skinned cow and pig heads in the display cases result in some cruisers converting to vegetarianism. Mazatlan has a fine *mercado*.

Mexico is now inundated with OXXO stores, which are similar to 7/11s. They only sell three items: sugar, fat, and beer. Entering them is not good for your health.

There are plenty of *tiendas* and *bodegas* on the outskirts of cities and in smaller villages, although naturally these don't have that great a selection. Ask what day of the week the fresh veggies come in.

Q: Should I bring lots of my favorite wines?

A: Wine tends not to age well on boats, so we wouldn't bring that much. Besides, you can find many of your favorites at the big box stores.

Similarly, you can find almost all your favorite brands of hard liquor at the big boxes.

Q: What is the best way to get money in Mexico?

A: Get pesos from ATM machines — preferably at banks because they tend to be safer — because that's how you'll get the best exchange rate. Depending on your bank and the particular machine, you can get between 5,000 and 8,000 pesos — \$275 and \$450 respectively — a crack.

Never exchange dollars for pesos at a *cambio*, as the exchange rate is terrible and the fees are expensive.

Never get dollars from an ATM, as they are a rip-off. And

you always want to pay using pesos when paying in cash, because once again, you'll get totally screwed — we've seen as much as 30% — in the exchange rate.

Q: What about using credit cards?

A: Using credit cards is fine under two conditions: 1) Make sure your credit card doesn't assess 'foreign transaction fees', which often run close to 5%. And, 2) Periodically check your account to make sure your credit card number hasn't been stolen and used fraudulently. Credit card theft is rampant in Mexico.

Q: What's that buzzing sound?

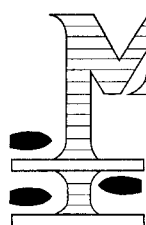
A: Quite possibly Africanized bees, which can be everything from an annoyance to a serious health hazard. Bees are commonly attracted to standing water on boats in the Sea of Cortez in the summer. We had a swarm attack *Profligate* while sailing between La Paz and Espiritu Santo, looking to homestead in the boom. We fought them off with a fire extinguisher.

If anyone on your boat is allergic to bee stings, carry an Epi pen. And, you might want to pick up a beekeeper suit, which run about \$60 from Amazon.

Q: Why are marina rates so high in Mexico?

A: First, almost all were built relatively recently, so there are land and construction costs that have to be recaptured. Second, there's only a five to six-month season in Mexico, as opposed to California when marinas have a 12-month season. Marina rates in Mexico drop significantly during the summer.

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Q: Is the water safe to drink?

A: Some brave souls drink tap water. We only drink bottled water, even when marina water is supposed to be potable. It's available everywhere and not expensive if you buy it in five-gallon containers.

Some folks use special solutions to wash their lettuce, spinach and other fruits and veggies. We buy lettuce and spinach that have already been washed.

Q: How do I make sure I don't get turista?

A: There is no sure way to prevent it. You either get it or you don't. As awful as you might feel, you'll be better in a few days. If not, or if you become severely dehydrated, see a doctor.

Q: Where are the best places to have family and friends visit for an adventure?

A: If they are sailors, they should really enjoy crossing the Sea of Cortez, from La Paz or Cabo to Mazatlan or Banderas Bay. If they are lesser sailors or non-sailors, daysailing on the flat waters of Banderas Bay is excellent. If they are interested in unusual natural beauty, a short cruise from La Paz to the nearby islands of Espiritu Santo and Caleta Partida for a few overnights would fit the bill.

Q: When is the worst time to have family and friends join us?

A: Summer and Semana Santa, which is the Mexican Easter vacation. The latter is a complete mob scene on the coast.

The best times are late fall and late spring in the Sea of Cortez and winter on the mainland. The further south you go on the mainland, the hotter it gets. Zihau and Acapulco are always cooking!

Q: What kind of clothing should I bring?

A: If you'll be spending the winter in the Sea, you'll need both warm and cold weather clothes. If you head over to the mainland, you'll very rarely want anything more than shorts and light shirts. Long-sleeve shirts may seem like a bad idea in such a hot climate, but you want to keep the sun off your arms. Long sleeve linen shirts are great.

Most first-timers find they bring way more clothing than they need or want. But if you're doing a Baja Bash before August, you'll want to make sure you have a good cold weather outfit, because after the tropics, it's freezing along that coast.

Q: What about laundry?

A: Doing laundry is usually one of the biggest annoyances when cruising. Fortunately, you can find good and inexpensive laundry services in most Mexican towns.

Q: Can I get good work done on my diesel in Mexico?

A: Yes, but you must be careful. Unfortunately, lots of cruisers with a set of tools and an empty cruising kitty fancy themselves expert diesel mechanics. And they aren't.

There are, however, some good cruiser mechanics and Mexican mechanics. Get referrals before making any commitments.



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Principal Cruiser Nets Used by Mexico Cruisers

(Please Note: Some times and frequencies may have changed. Also, there may be additional nets for which we have no info here.)

The entire country of Mexico observes daylight saving time, which means you will be in the same time zone (Pacific) as San Diego until you reach Bahia Tortuga. From there until you reach a line between La Cruz and Puerto Vallarta, you will be the same as the Mountain Time Zone, and from there south to Z-town you will be in the Central Time Zone.

Below are listed the current times of the nets, given in UTC (ZULU) time. It's up to you to figure out what time zone you're in to get local time. Note also, that use of cruiser nets has changed substantially due to wide proliferation of HF email.



Time / UTC	Freq / kHz	Net Name & Type
1430 Z daily	3.968 LSB	Sonrisa Net (Ham)
1530 Z daily	7192 LSB	Chubasco Net: (Ham) Monitors for emergency traffic at 1530.
1600 Z daily	7233.5 LSB	Baja California Maritime Service Net (Ham): Forecasts San Diego to Puerto Vallarta, including Sea of Cortez. Wkdays
0200 Z daily	8.122	Southbound Net (Marine)
0200 Z daily	6516	Bluewater Net (Marine)
0230 Z daily	4051 - 4060	North Sea of Cortez Net (Marine)
0430 Z daily	4030 - 4024	Papagayo Net (Marine)
1400 Z daily	6227 - 6224	Amigo Net (Marine)
1600 Z daily	8104	Westbound Net (Marine)
1430-1500 Z daily	4A, 6A, 8A, 12A, 16A	CanMex (Marine) Helps boats down the Coast and to HI. Changes Freq every 5 minutes. to extend range. Nov 1-Apr 15

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Q: What other types of quality work can I get done?

A: Mexicans excel at repairing electric motors, and are very good at stainless, canvas, and cushions. We should say, *some* Mexicans are. Once again, always get references.

And remember, *manana* doesn't mean 'tomorrow', it means 'not now'. Just as in the States, many service providers don't deliver when they said they would. We can't tell you how many Baja Bashes and Puddle Jumps we've heard of being delayed by weeks — if not months — because jobs weren't completed when promised.

While making a deposit is customary, never pay for an entire job in advance.

Q: What about getting my boat washed and waxed?

A: Mexicans tend to do a great job of cleaning. But compare quotes and get references. Mexicans are good at keeping bottoms cleaned, but make sure your boat isn't given a 'donut'.

Q: Should you use a Baja Filter when taking on diesel?

A: We take our fuel straight, treat it, and haven't had any problems.

Q: When anchoring in an uncrowded anchorage, should I anchor close to or just in front of an already anchored boat?

A: No, you should not. And if you're going to play loud music or run a Honda portable genset, anchor as far away from others as you can.

Q: What is 'API'?

A: In 1997, the administration of most ports in Mexico was turned over to a state-owned company referred to as 'API' (app-ee). API is responsible for maintaining lights and channel buoys in harbors. Boats anchored in ports such as Cabo San Lucas, La Paz, and Puerto Escondido must pay the API anchoring fee, and at some the port entry fee as well. If you are in a marina they will usually take care of the API fees. Check with your marina regarding your responsibility.

Q: What is the single most helpful device while cruising Mexico?

A: An iPhone. To list just some of the reasons, it's good for making calls via regular phone service; WhatsApp, SKYPE, and others. It's good for texting and for surfing the internet. It has great alarms to warn if you're dragging anchor. It's your always-with-you camera/video recorder and playback machine. It's excellent for navigation when paired with Navionics charts. It's your book and music library, and when matched with Bluetooth speakers, the basis of your sound system. If you have modern instruments, they can connect with your phone via Bluetooth, allowing you to monitor the weather and many of your boat functions from your berth. There's more. Just don't drop the iPhone overboard.

Author's Note:

I hope you find this *First-Timer's Guide to Mexico* to be helpful. I'm particularly interested if you disagree with any of my opinions, have corrections, or have additional information to share. Contact me at haharally@gmail.com.

Richard Spindler, aka The Wanderer / The Grand Poobah
Aboard *Majestic Dalat*, Arsenal Marina, Paris, France
May 15, 2018.



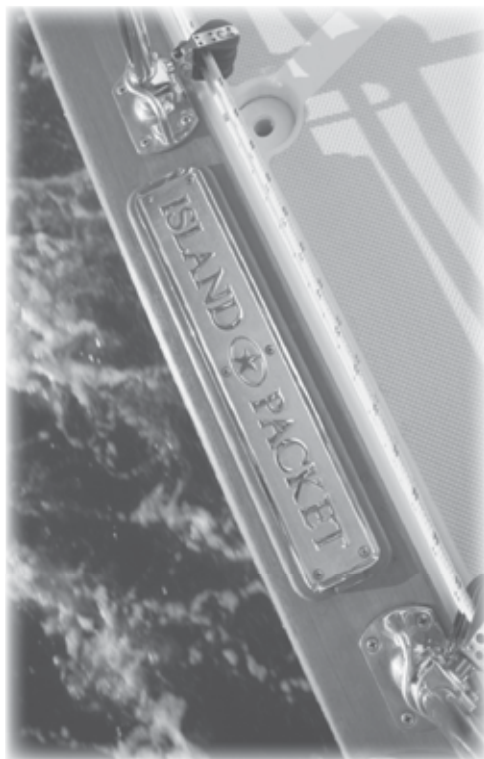
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CAP. ALT. _____ (Name of Port Captain)

CAPITAN DE PUERTO DE Name of Port

Crew List:

NOMBRE

EDAD

NACIONALIDAD

CARGO

Name

Age

Nationality

Captain, Crew or Passenger

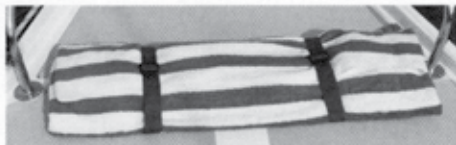
EL CAPITAN

Name of Vessels Captain

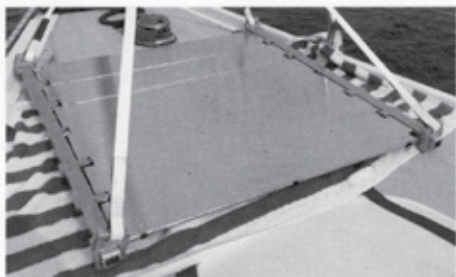
EL CAPITAN DE PUERTO

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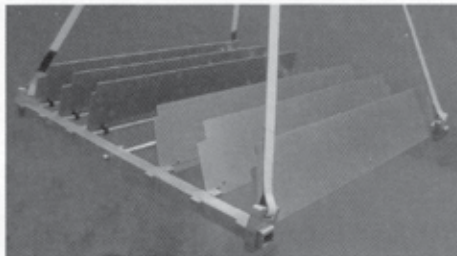


1. Tuck-away Stowable (10x36x4).



2. From Towel to Water in 2 min.
No tools, no small parts.

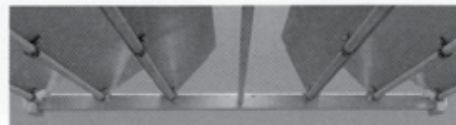
3. Hangs off side of boat, from midship cleat (or pole), 6' down.
Every 2x off center = 3x more efficient.



4. On the down-roll, the blades open and the FlopStopper sinks freely. No side-slipping, no slack.



5. On up-roll, blades quickly close, creating 8.4 ft²/1 ton of resistance. Slowed up-roll gets boat "out of synch" with wave cycle so hull often "cancels" next wave instead of rolling with it.



No delay! Blades close and roll-damping begins with the slightest up-roll.



1 unit, hung from midship cleat, works for most boats up to ~40'/10 tons

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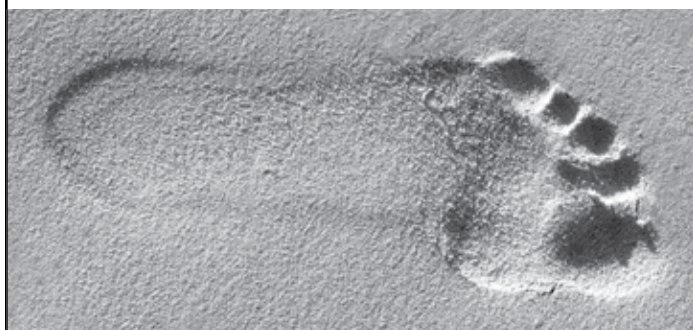


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marinaelcidmazatlan@elcid.com.mx

Contact Info for Major Mexican Marinas



Please Note: We've done our best to confirm all contact information listed here. Please advise us of errors or omissions.

BAJA MARINAS

Ensenada Cruiseport Village Marina — Ensenada
slips200, liveaboard & guest slips, from 36-68 ft,
.....end ties 100-130 ft, mega-yachts up to 360 ft
harbormaster.....Michelle Aguilar
phone011-52 (646) 178-8801, ext. 3301
fax.....011-52 (646) 173-4151
email.....reservations@ecpvmarina.com
websitewww.ecpvmarina.com
VHF.....channels 12 & 16

Baja Boatyard and Marina — Ensenada
slips50, from 33 to 75 ft
harbormaster.....Jose Luis Zamora C
phone011-52 (646) 174-0020
boat yd email.....boatyard@bajanaval.com
marina email.....marina@bajanaval.com
websitewww.bajanaval.com
VHF.....channel 77

Marina Coral — Ensenada
slips353, from 30 to 109 ft, end ties: 64 to 100 ft
harbormaster.....Fito Espinoza
phonetoll free from US (866) 302-0066,
.....01-152 (646) 175-0050
fax.....011-52 (646) 175-0058
email.....marina@hotelcoral.com
websitewww.hotelcoral.com
VHF.....channel 71

Puerto Salina La Marina — Tijuana, Baja CA, Sur
harbormaster.....Paul Hernandez
phone1 (866) 365-2562 from the US or
.....011-52 (646) 155-4186 to 88
email.....info@marinapuertosalina.com
websitewww.marinapuertosalina.com

Marina Cortez — La Paz
slips50, from 40' to 303'
harbormaster.....Guadalupe Morales
phone011-52 (612) 123-4101
.....or 011-52-1 (612) 157-0013
fax.....011-52 (612) 125-4212
email.....dockmaster@marinacortez.com
websitewww.marinacortez.com
VHF.....channel 16 & 22

Marina Palmira — La Paz
slips180, from 36 to 150 ft
harbormaster.....Eduardo Medina
phone(877) 217-1513 or 011-52 (612) 121-6159
email.....reservations@marinapalmira.com.mx
websitewww.marinapalmira.com.mx
VHF.....channel 16 & 68

Marina Costa Baja — La Paz
slips250, from 30 to 200 ft; 10 percent overhang
manager.....Gabriel Ley
phone011-52 (612) 121-6225,
.....toll free (888) 866 9394, (800) 200-0281
fax.....011-52 (612) 121-5764
email.....gley@marinacostabaja.com
websiteswww.costabaja.com,
.....www.marinacostabaja.com

Marina de La Paz — La Paz
slips110, from 30 to 200 ft
harbormaster.....Neil Shroyer
phone011-52 (612) 122-1646
fax.....011-52 (612) 125-5900
email.....marinadelapaz@prodigy.net.mx
websitewww.marinapalaz.com
VHF.....channel 16

Marina Puerto Escondido — Loreto
slips49, from 30 to 80 ft
8 Med Mooring up to 100 ft
32 mooring balls up to 100ft
harbormaster.....Javier Fuerte
phone011-52 (613) 131-8097 or 133-0189
.....toll free in México 01-800-800-8008
email.....marina@marinapuertoescondido.com
websitewww.marinapuertoescondido.com

Approximate Distances in Nautical Miles:

San Diego to Turtle Bay.....	360
Turtle Bay to	
Bahia Santa Maria	240
Bahia Santa Maria to Cabo	180
Cabo to Los Frailes	45
Cabo to La Paz.....	148
La Paz to Puerto Escondido	
(Loreto)	140
Puerto Escondido (Loreto) to	
Bahia Concepcion	105
Bahia Concepcion to San Carlos	80
La Paz to Mazatlan	230
Cabo to Mazatlan	200
Mazatlan to Puerto Vallarta.....	175
Cabo to Puerto Vallarta	295
Puerto Vallarta to Manzanillo	175
Manzanillo to Z-town	190
Z-town to Acapulco	115

Marina Puerto Los Cabos — San Jose del Cabo
slips200, from 30-260 ft
assist.manager.....Anibal de Iturbide
phone011-52 (624) 105-6028
.....toll free 01 855-578-6222
email.....adeiturbide@puertoloscabos.com
websitewww.puertoloscabos.com
VHF.....channel 22 A

Marine Group Boat Works, San Jose del Cabo
(& San Diego)
(dry storage facility and boatyard)
yard manager.....Peter Horner
phone(619) 600-5539, 01-52 (624) 105-6500
fax.....01-52 (624) 105-6506
email.....phorner@marinegroupbw.com
websitewww.marinegroupcabo.com

Marina Cabo San Lucas IGY — Cabo San Lucas
slips380, up to 365 ft
manager.....Darren Carey
phone011-52 (624) 173-9140
.....& 011-52 (624) 143-1252
email.....CSL@igymarinas.com
websitewww.igymarinas.com/
VHF.....channel 88A

Marinas de Baja — Cabo San Lucas
slips25, from 41 to 80 ft
harbormaster.....Juan Pablo Montes
phone011-52 (624) 143-6522
.....011-52 (624) 143-6533

SAN CARLOS, SONORA AREA MARINAS

Marina San Carlos & Marina Seca (dry storage)
slipsfrom 16 to 128 ft
harbormaster.....Kirsten Grossman de Zaragoza
phone011-52 (622) 226-1061,
USA888 483-6038, 520 407-6774
email.....info@marinasancarlos.com,
.....marinaseca@marinasancarlos.com
websitewww.marinassancarlos.com
VHF.....channel 16

Marina Real — San Carlos
harbormaster.....Isabel Escobar

Contact Info for Major Mexican Marinas

phone011-52 (622) 227-0011
emailmarinareal@prodigy.net.mx
websitewww.century21marina.com/marina_real.htm

Marina Puerto Penasco — Puerto Penasco

slips20, from 25 to 79 ft
harbormasterJorge Valdez
phone011-52 (638) 388-6944
emailemail via website
websitewww.marinapuertopenasco.com

MAZATLAN REGION MARINAS

Marina Mazatlan — Mazatlan

slips360, from 30 to 200 ft
harbormasterSaul Alberto Lopez
phone011-52 (669) 916-7799,
.....011-52 (669) 669-2936
emailatecmarinamazatlan@gmail.com
websitewww.marina-mazatlan.com
VHFchannel 16

Marina El Cid — Mazatlan

slips90, from 30 to 120 ft; end ties: 4
harbormasterGerónimo Cevallos
phone011-52 (669) 916-3468,
.....US free 1-855-513-4080
emailgcevallos@elcid.com.mx
websitewww.elcidmarinas.com
VHFchannel 16

Marina y Club de Yates Isla Cortes — Altata

(120 nm North of Mazatlan)
slips43, up to 80 ft. Dry dock for 20 boats to 35 ft
harbormasterCristian Lares
phone52 667 123 456
emailcristianlares1982@gmail.com
websitewww.marinaislacortes.mx
VHFchannel 16

PUERTO VALLARTA REGION MARINAS

Marina Riviera Nayarit — La Cruz de Huanacaxtle

slips340, from 31 to 40 ft
harbormasterRafael Alcántara Luarte
phone011-52 (329) 295-5526
emailharbormaster@marinarivieranayarit.com
websitewww.marinarivieranayarit.com
VHFchannel 16

Marina Nuevo Vallarta — Nuevo Vallarta

slips64, from 22 to 130 ft
harbormasterJuan Sebastian Estrada
phone011-52 (322) 297-7000
emailjuan@marinanuevovallarta.com,
.....emilio@marinanuevovallarta.com
websitewww.marinanuevovallarta.com
VHFchannel 16

Marina Pueblo Nautico — Nuevo Vallarta

slips10, up to 90 ft
harbormasterJesus Alejandro Velasco
phone011 52 (322) 297-4553
.....or 011 52 (322) 297-1069
emailjavelasco@marinapueblonautico.com
websitewww.marinapueblonautico.com

Paradise Village Marina — Nuevo Vallarta

slips200, from 26 to 240 ft
harbormasterDick Markie
phone011-52 (322) 226-6728

e-mailmarina@paradisevillagegroup.com
.....dmarkie@paradisevillagegroup.com
websitewww.paradisevillagegroup.com
VHFchannel 16

Marina Vallarta — Puerto Vallarta

slips354, from 30 to 170 ft
harbormasterPablo Fernandez
phone011-52 (322) 221-0275 &
.....011-52 (322) 221-0722
emailadmin3@marina-vallarta.com.mx
websitewww.marina-vallarta.com.mx
VHFchannels 18 & 16

Opequimar Centro Marino — Puerto Vallarta

slips25
managerCarlos Verjan
phone011-52 (322) 221-1800,
.....011-52 (322) 221-1978
emailinfo@opequimar.com
websitewww.opequimar.com
VHFchannel 68

BARRA DE NAVIDAD

Marina Puerto de la Navidad — Barra de Navidad

slips207, from 31 to 150 ft End ties: 6
harbormasterIng Secundino Alvarez
phone011-52 (314) 337-9014
fax011-52 (314) 337-9014
emailharbormaster@islaresort.com.mx,
.....dockmaster@islaresort.com.mx
websitewww.islanavidad.com.mx

MANZANILLO

Marina Las Hadas — Manzanillo

slips70, med mooring style (stern-to)
harbormasterAdrián Evidarte Ramos
phone011-52 (314) 331-0101
emailhadas.marina@brisas.com.mx
websitewww.lasbrisascollection.com

IXTAPA / ZIHUATANEJO AREA

Marina Ixtapa — Ixtapa

slips583, from 15 to 200 ft
harbormasterLic. Elsa Zuñiga
phone011-52 (755) 553-2180, (755) 55-30222
emailreservations@marina-ixtapa.com
.....ezuniga@marina-ixtapa.com
websitewww.marina-ixtapa.com, www.ixtapama-
rina.com

ACAPULCO MARINAS

Club de Yates Acapulco — Acapulco

slips350, from 30 to 180 ft
harbormasterEnrique Calderon
phone011-52 (744) 482-3859
emailnavegacion@clubdeyatesdeacapulco.
com
websitewww.clubdeyatesacapulco.com
VHFchannel 16

La Marina Acapulco — Acapulco

slips269, from 30 to 240 ft
phone011-52 74-83-7498
fax011-52 74 83 7505
emailmarinaacapulco@jarestate.com
websitewww.lamarinaacapulco.com
VHFchannel 16

Marina Performance — Acapulco

slips18, Med-mooring-style docking up to 120 ft
harbormasterAlexander Arnold Hudson
phone(01 744) 480-2334
emailacapulco@jarestate.com
websitewww.jarestate.com
VHFchannel 16

HUATULCO, OAXACA

Marina Chahue — Huatulco

slips139, from 10 to 170 ft
phone011-52 (958) 587-2652
emailegutierrez@fonatur.gob.mx
websitewww.fonatur.gob.mx

CHIAPAS

Marina Puerto Chiapas — Tapachula

slips70, up to 180 ft
phone011-52 (962) 620-4038
harbormasterGuillermo Garcia Stivalet
emailmarinachiapas@hotmail.com
websitewww.marina-chiapas.com
VHFchannel 16

THE YUCATAN & QUINTANA ROO AREA MARINAS

Marina Puerto Aventuras — Puerto Juarez/Riviera Maya

slips125, Med-mooring style docking
phone011-52 (984) 873-5108
fax011-52 (984) 873-5008
emailpamarina@puertoaventuras.com.mx
websitewww.puertoaventuras.com

Marina Hacienda del Mar — Cancun

slips80, up to 125 ft
phone011-52 (998) 880-1070
emailmperez@marinahaciendadelmar.com
websitewww.marinahaciendadelmar.com

Marina Mundo Marino — Cancun

slips40, from 10 to 65 ft
phone011-52 (998) 849-7257
fax011-52 (998) 849-7259
emailmmarino@cancun.com.mx

Puerto Isla Mujeres — Isla Mujeres

slips64, up to 80 ft,
.....and dockage for 10 vessels up to 175 ft
phone011-52 (998) 877-0330
.....& 877-1858 / 59 / 60, ext. 211
emailmarina@puertoislamujeres.com
websitewww.puertoislamujeres.com

Marina V & V — Isla Mujeres

slips176 slips / 8 Mega-yacht-sized up to 120 ft
phone01-52 (998) 109 5795
emailinfo@marinavv.com
websitehttp://www.marinavv.com

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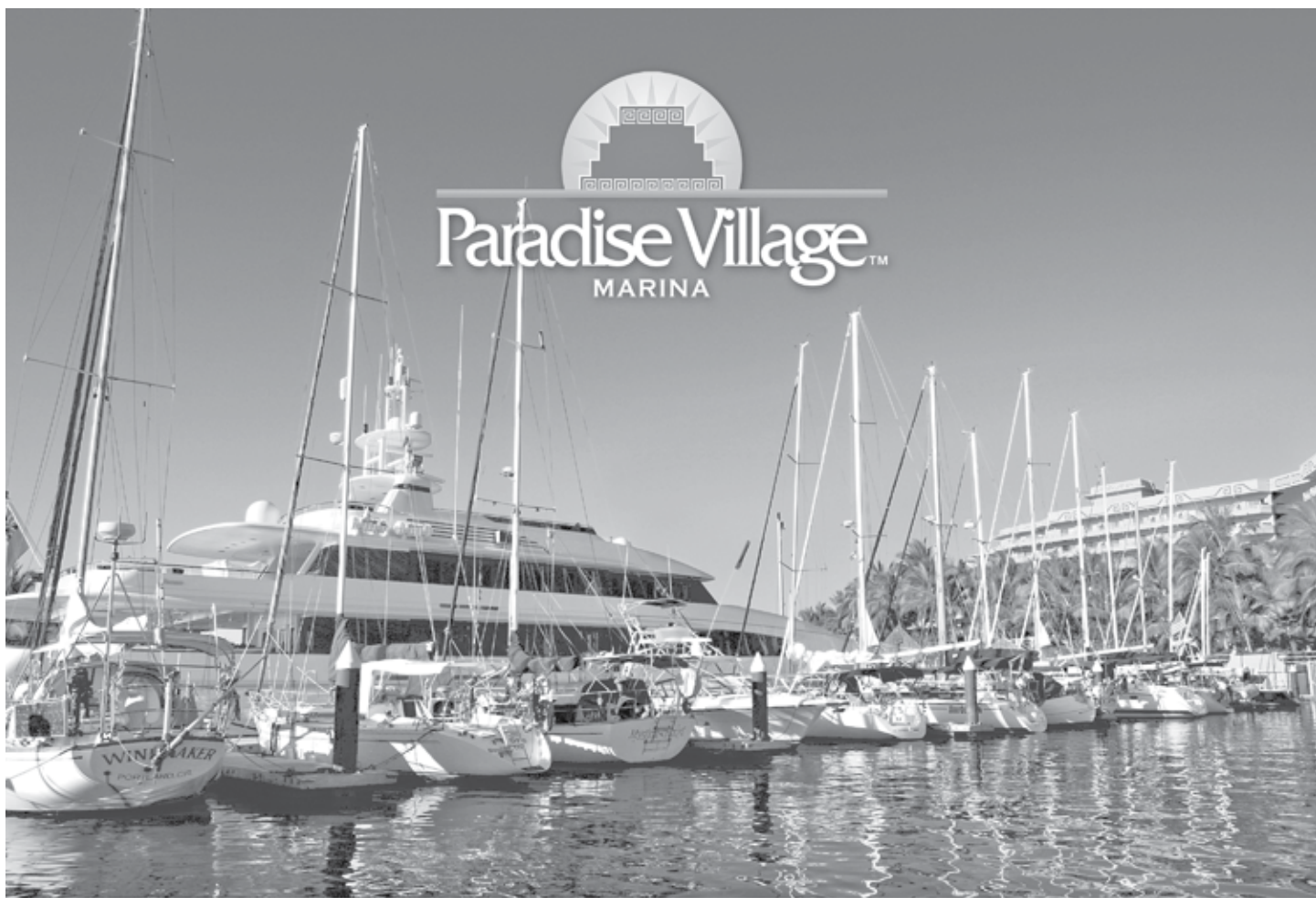
scabrales@cabralescorp.com

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