

Have you ever heard of Bahía de Altata?

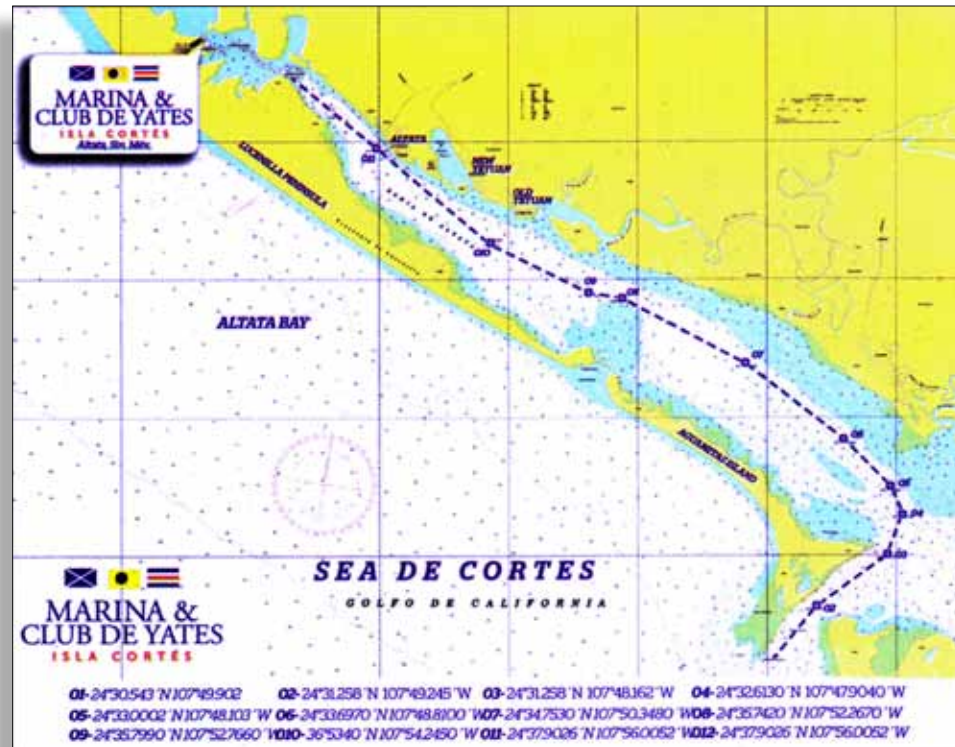
The answer is probably no, and for good reason! Only 120 miles north of Mazatlán lies the best kept secret of the Mar de Cortes. A traditional fishing village that has somehow managed to develop one of the most beautiful Marinas in Mexico – **Marina & Club de Yates Isla Cortes**. Nestled along a stretch of modern vacation homes that are available for visiting boaters who need a break from their voyage.

One of the last surprising destinations in the Mar de Cortes, as you make your way into the enclosed bay, the ocean turns into a flat pool surrounded by mangroves that allow you to anchor at any point and enjoy a still moment.

The **Marina Isla Cortes** stands out from the distance, with its blue and white striped watch tower that overlooks the mangroves - featuring 43 state-of-the-art boat slips that can hold boats of up to 80 feet.

As soon as you arrive you are welcomed by qualified staff that take care of all your boats necessities while you relax in the marina's installations or settle into one of the beautiful vacation rentals. The marina's restaurant is one of the best in Sinaloa, with amazing seafood that is caught fresh locally. Bahía de Altata is known for having some of the best shrimp in the world and year-round sport fishing – some of the most popular catches are Marlin, Sailfish and Mahi-Mahi.

Probably the most unique thing about Bahía de Altata is that it remains as a traditional Mexican sea village, untouched by tourism – although it has an incredible infrastructure. This is due to its great shrimping industry and because it is only a 45-minute drive away from Culiacan, Sinaloa's main city. So there is a lot of



development and investment in the area.

You will be pleasantly surprised if you add Bahía de Altata in your itinerary for this season. Once you are there, you will see what we mean. The best part is when you get the bill - as Bahía de Altata is one of the most accessible destinations in Mexico. The marina's prices are the lowest you will find, the house rentals are a steal, and you have a major city only 45 minutes away - for all that shopping you were hoping to make, or maybe just catching a doctor appointment.

If you plan to leave your boat in a marina for the whole season, we highly recommend you consider **Marina Isla Cortes** at Bahía de Altata. Not only will your boat be in great hands, you will also spend half your budget with the combined savings of an accessible destination and the cheapest flights to Mexico.

Flying from Tijuana to Culiacan is a breeze, using the Cross Border Xpress (CBX) bi-national airport to cross without stress. Also, never worry about availability, because there are 8 flights per day.

Once you arrive, you will be at one of the best locations in the Mar de Cortes. You will be able to easily visit Mazatlán by boat or cross to Los Cabos, La Paz, Loreto and many more destinations.

Just make sure to book before you tell your friends, as availability is limited in this new destination in the Mar de Cortes.





*Office of the Commodore
San Diego Yacht Club*



Welcome to the 2019 CUBAR Odyssey and San Diego Yacht Club!

In 1886, a group of local boating enthusiasts joined together to form what has become San Diego Yacht Club and we are honored to be the hosts and starting point for the CUBAR Odyssey 2019.

San Diego Yacht Club is proud to host this event and we strive to make your preparation, on-land activities and the send-off party stellar.

Our members are an extremely dedicated group of volunteers led by Chair Dave Abrams, who have worked tirelessly on this event for the past year to make it a successful Odyssey. We encourage all participants, their families and visiting guests to enjoy our hospitality during your pre-voyage preparations.

On behalf of the Flag Officers, Directors, members and staff, we wish you a safe and enjoyable 950 mile passage south.

Jerelyn W. Biehl

Commodore

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Boaters will find all the conveniences of home on our modern docks, including fresh water, cable TV hookups, telephone service, free Wi-Fi and 30/50 amps of shore power. Electronic dock access and 24-hour security personnel also guarantee the utmost safety. Marine chandlery, vessel maintenance.

For the ultimate in relaxation, we give Marina guests full access to the exclusive amenities at Hotel Coral. We encourage visitors to take advantage of our indoor and outdoor swimming pools, poolside bar service, state-of-the-art fitness center, Jacuzzis, tennis courts and restaurants. Boaters also have their own laundromat, showers, convenience store and Cruisers Lounge with a TV and pool table. If you're entering Mexico from international waters, our Dock Master will handle all of your paperwork and provide a free shuttle to the Port Captain and Immigration Office in downtown Ensenada. Also regular shuttle to local stores.

Need maintenance of your vessel? We provide a variety of convenient services, such as bottom cleaning, zinc replacement and skilled mechanical and electrical assistance.

MARINA SERVICES OVERVIEW

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- Electronic dock access
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- Free pump-out service at fuel dock
- Purified water is available
- Daily dock trash collection service
- Complimentary shuttle from docks to hotel
- Dock carts
- Fish-cleaning station and BBQ area
- Restrooms & showers
- Laundry facility (coin operated)
- Used oil & filters disposal area
- Personalized assistance & transportation service to port clearance offices
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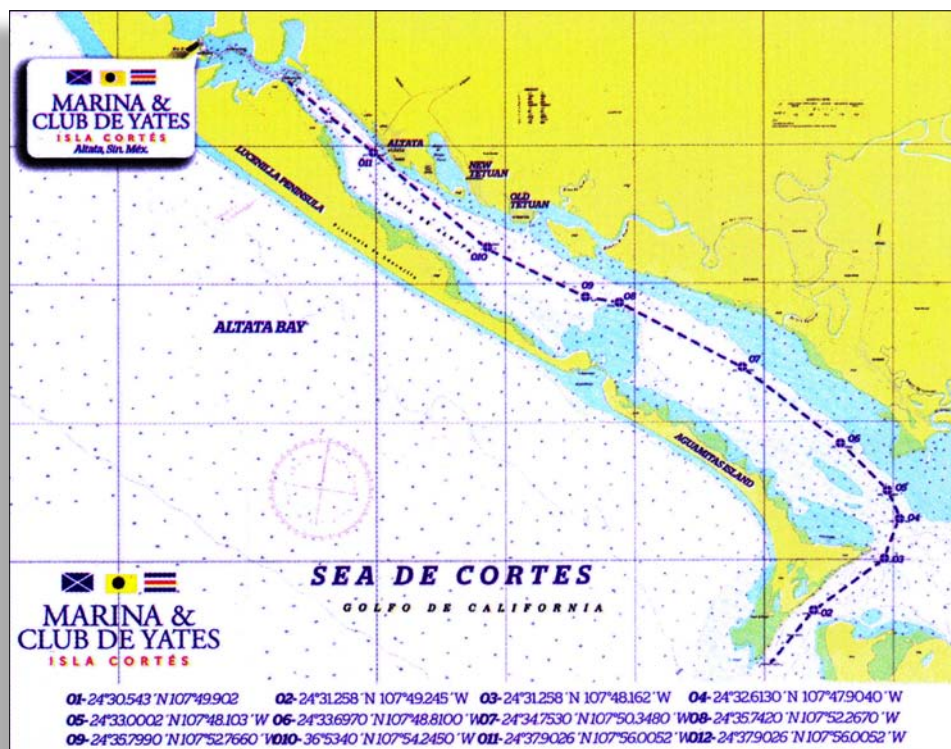
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San Diego Marine Exchange, Sailing Supply and Downwind Marine support 2019 CUBAR Odyssey

Established in 1950 to supply quality marine hardware and boating gear to the local San Diego boating community, San Diego Marine Exchange is today a great family of unique marine stores, that includes Sailing Supply (est. 1972) and Downwind Marine, The Cruiser's Chandlery (est. 1985). They can assist in marine supply exportation to Mexico that aids commercial marine services, fishermen and cruisers alike.

The combined Marine Exchange stores form a complete chandlery and employ a total staff of 50 with expertise ranging from glue and paint applications, boat plumbing, performance sailing and rigging (for sailboats and lifelines) to export shipping, provisioning, passage making and more. The Marine Exchange serves globally too through its web site at www.downwindmarine.com to support the boating enthusiast in the marine centers of most countries around the world.

Owner Judy Donnelly operates the stores with an inventory of over 25,000 items to meet any vessel's operation, maintenance or safety requirements. Located on Shelter Island Drive and managed by Kitty Gushue, the Marine Exchange stocks safety and electrical

products, pumps and replacement parts, plumbing fittings, paint and varnish, sandpaper and other abrasives, and cleaning products. Inventory also includes anchoring and docking equipment, chairs and pedestals, deck and hull hardware, ventilation materials, lighting products, tools and fasteners.

Sailing Supply/Downwind Marine is managed by Kirstin Hecht and is located on Cañon Street with complete rig shop services. It stocks the deck and rigging hardware, technical gear and apparel sought by performance and recreational sailors, and serves as the essential cruising boat outfitter of Southern California.

Now that Fall Cruising Season has arrived, this store also offers its annual cruiser events. The "Cruising Downwind" Evening Seminar Series – a dozen interesting and valuable seminars, given by experts in their fields, will be held M – F evenings 6 p.m. in the store, from October 21 through November 1.

Then the Annual Cruisers' Kick-Off BBQ and Vendor Fair will be at the store Saturday, October 26.

Call San Diego Marine Exchange 619-223-7159, or email info@sdmx.com

WELCOME TO THE PARTICIPANTS OF THE 2019 CUBAR ODYSSEY

San Diego Marine Exchange has been a landmark on Shelter Island since 1950, offering valuable expertise and an extensive inventory of marine equipment, tools, hardware and maintenance items that keep motor yachts in top operating condition. It also owns and offers the resources of Sailing Supply and Downwind Marine where you can find even more specialized gear for offshore adventure, including the best in technical apparel and essential cruising supplies. Our combined stores serve the boating community as a complete chandlery that is dedicated to provide the right equipment and supplies at the right price - in the care of your vessel's operation, maintenance and safety.

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Mexico - 001-800-336-7369
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Training Resources Maritime Institute is the largest maritime training center on the West Coast. The company has invested heavily in training equipment, instructors and facilities to provide superior, realistic maritime training. The backbone of the training program is a significant investment in simulation equipment, including a full bridge simulator, engine room simulator, high voltage simulator, fire-fighting simulator, radar & chart plotting simulators, small weapons simulation, damage control trainer and a full scale life boat demonstrator.

In 2017, the company moved to a new, state-of-the-art, 18,000 square foot training facility that includes 14 classrooms dedicated to subjects in deck, engineering, small arms and life/safety curriculum.

In addition to its San Diego training facilities, the company has a classroom in Alameda, California, provides exportable training in remote locations throughout California, and offers a number of on-line courses.

While the company has historically been focused on serving the needs of professional (military and civilian) mariners, in 2018 TRLMI started a "Boater Education Series" of courses focused on providing hands on training to recreational boaters on a variety of topics, including diesel engine and outboard motor repair and operation, marine electrical systems, and coming soon, marine weather and navigation classes. The courses are offered in the evenings to accommodate the recreational mariner's schedules.

TRLMI's core strength are our instructors. All of our instructors have at least 20 years of experience in their areas of expertise, and most are retired Navy or other government service. They are truly experts in their fields and have a passion for sharing their knowledge with our students.

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Here are your 2019
CUBAR Committee
members

Dave Abrams - CUBAR 2019 Chairman - Overall Coordination of Event.

Steve Malowney - SDYC Board of Director Representative.

Bill Roush - Underway Cruise Captain & Activities Coordinator.

Gretchen Matheson - Comptroller.

David Sadler - Kick-Off Dinner Coordinator.

Rags Laragione - Training Weekend Coordinator & SJC Port Captain.

Ann Kinner – Navigation & Ops Manual Coordinator.

Pat Rains - Program Coordinator & Turtle Bay Port Captain.

Christy Donnelly - Underway Communications Coordinator.



Bill Roush



Dave Abrams



Rags Laragione



Pat Rains



Ann Kinner



Christy Donnelly



We'll depart San Diego on Wed. October 30 and anticipate arrival in La Paz on Fri. November 15. The fleet will be grouped in 3 squadrons based on cruising speed. Total transit time is planned as 17 days - depending on weather.

Oct. 29 (Tue) - Captains' Meeting – 9:00 a.m. at SDYC, this 3-hour info-packed morning session is for the vessel captains only (one per vessel) please.

Oct. 29 (Tue) - Send Off Party – at SDYC, 5:30 pm – 9 pm. Drinks & dinner. Start getting to know your fellow Cubaristas. Only registered participants allowed!

Oct. 30 (Wed) - Departure Day! Depart San Diego for Ensenada (about 63 n.m. @ 8 knots = 8 hours) Arrive about 1400. Begin Fueling. Three nights at Marina Coral or Cruiseport Village Marina.

Oct. 31 (Thu) – Ensenada, complete fueling. Last-minute banking or provisioning in daytime.

Shore Party: “Welcome CUBAR to Mexico.” Halloween, Day of the Dead, Marina Coral is hosting an evening party with dinner and drinks. Time to be announced.

Nov. 1 (Fri) – Ensenada, complete fueling. Complete last-minute banking or provisioning. **Optional Activity:** Day of the Dead celebration.

Late Evening: slow boats depart for Turtle Bay.

Nov. 2 (Sat) - Depart Ensenada for Turtle Bay (about 282 n.m. @ 8 knots = 35.5 hours). This is the first of 3 overnight runs. Crews in each boat will rotate being on watch. Time your departure time so you arrive in Turtle Bay and get anchored safely before sunset (1750) on Sunday, Nov. 3rd.

Nov. 3 (Sun) - Arrive Turtle Bay before 1650 (**Daylight Savings Time ends – roll back time one hour**), adjust clocks to MST (GMT – 8). Anchor and /or begin fueling: Enrique's fuel pier or Enrique's panga fuel barges. Cruise Chairman Bill Roush will establish the fueling order, because for many boats, fueling here is mandatory, fuel is not readily available again for about 400 n.m. Use Enrique's pangas for water taxis. Dinner aboard, or no-host dinner at Enrique's restaurant or others. Set anchor light and other distinguishing lights to help you and water taxi find your boat after dark.

Nov. 4 (Mon) – Turtle Bay, complete fueling. **Optional Activities:** A local will lead an open discussion of Turtle Bay's history, people, current activities, natural wonders. Sign up with Bill Roush.

Boat parties: Smaller groups meet aboard 3 or 4 designated volunteer boats for a “dine around” no-host pot-luck dinner; bring a dish to pass, BYOB. Get to know each other better.

Evening: slow boats depart for Bahia Santa Maria, our 2nd overnight run (about 235 n.m. @ 8 knots = 30 hours).

Nov. 5 (Tue) - Depart Turtle Bay for Bahia Santa Maria (about 235 n.m. @ 8 knots = 30 hours), the 2nd of 3 overnight runs. Crews in each boat will rotate being on watch. Plan departure time so you arrive and anchor safely before sunset (1750) in Santa Maria on Wednesday November 6th.

Nov. 6 (Wed) - Arrive Bahia Santa Maria before 1750. Anchor and hang out, enjoy warm ocean water & air, swim, walk the lovely beach, collect sand dollars. Dinner on board at anchor.

Nov. 7 (Thu) - Depart Santa Maria for Man of War Cove inside Magdalena Bay (about 28 n.m. @ 8 knots = 4.0 hours). Anchor in Man of War Cove, explore the bay, walk the beach, bird watch. Dinner on board at anchor.

Optional Activity: a local will lead us in an open discussion of Mag Bay's history, people, current activities, natural wonders. Sign up with Bill Roush.

Nov. 8 (Fri) – Man of War Cove, stay relaxed at anchor, explore Man of War, Puerto Magdalena.

Optional Activity 1: Half-Day Estuary Sight Seeing: Sign up with Bill Roush to skipper your dinghy behind a local panguero guide we've hired to lead us up and down parts of the tranquil Soledad Channel, a

CUBAR Odyssey 2019 Program

meandering mangrove estuary with beautiful scenery, birds, marine life (maybe Gray Whales). Start with your dinghy's fuel tank full, cameras, binoculars, sun block, bug spray.

Optional Activity 2: Fishing Tournament: Sign up with Bill Roush to join a fishing tournament. Keep only what we can eat. Please purchase a Mexican Fishing License if you'll have ANY fishing equipment aboard. Rules to Follow.

Optional Activity 3: "Dine Around" boat parties, no-host meet & eat on designated boats and groups.

Nov. 9 (Sat) - Depart Mag Bay for San Jose del Cabo (about 190 n.m. @ 8 knots = 24 hours). This is our 3rd of 3 overnight runs. Crews in each boat will rotate being on watch. Plan your departure time from Mag Bay so you arrive in Marina Puerto Los Cabos after sunrise.

Nov. 10 (Sun) - Arrive Marina Puerto Los Cabos at San Jose del Cabo. We spend 3 days & nights berthed here. Begin fueling or nap after overnight run. Easy to pick up guests at SJC airport. To visit historic Central Plaza downtown San Jose, grab a cab from the marina. Lots to do.

Optional Activity: a local will lead an open discussion of Los Cabos history, people, current activities and natural wonders. Sign up with Bill Roush.

Nov. 11 (Mon) – Marina Puerto Los Cabos, second day. Continue fueling. Check out Marine Group Boat Works in the harbor. Provision in town. Several tourist activities will be offered during our 4-day stay.

Dinner Party: "Welcome CUBAR to Los Cabos." Marina Puerto Los Cabos will host our welcome party. Time to be determined.

Nov. 12 (Tue) - Marina Puerto Los Cabos, third day. Finish fueling, provisioning.

Optional Activity: Visit Flora Farms: Sign up with Bill Roush to visit Flora Farms organic green grocer in the countryside, reserve for lunch there too. <https://www.flora-farms.com/>

Nov. 13 (Wed) - Marina Puerto Los Cabos, fourth day. Finish fueling, provisioning, picking up guests. Our last day to explore the area.

Early morning: Slow boats depart for Bahia de los Suenos (Muertos Cove). You might want to cruise most of this beautiful coastline in daylight. If the wind comes up it may be bumpy.

Nov. 14 (Thu) - Depart Puerto Los Cabos for Bahia de los Suenos (Muertos Cove) (about 75 n.m. @ 8 knots = 9.5 hours). The main fleet will arrive in Muertos Cove and anchor before sunset. (Private moorings belong to home owners.) Dinner on board, or dinghy to shore for a meal at the beach cantina.

Note: Several CUBAR boats plan to depart San Jose offshore to Puerto Vallarta (about 290 n.m.).

Nov. 15 (Fri) - Depart Muertos Cove for La Paz (about 52 n.m. @ 8 knots = 6.5 hours). Get an early start; if the wind comes up it will be bumpy. Proceed to your reserved slip at Marina CostaBaja.

Relax rest of Friday. CostaBaja has 5 restaurants, hotel, gym, spa, pool with a swim up bar.

Nov. 16 (Sat) - Marina CostaBaja, second day. La Paz is the best place to provision for exploring the Sea of Cortez. Pick up new crew/family, say Adios to those heading home.

Optional Activity 1: Take an authentic Mexican Cooking class. Sign up with Bill Roush to expand your cooking skills with delicious authentic Mexican dishes.

Optional Activity 2: Swim with the Whale Sharks. Sign up with Bill Roush to swim with the docile whale sharks, an adventure you won't forget.

Nov. 17 (Sun) - Marina CostaBaja, third day. Relax, explore La Paz downtown, take a shuttle from the marina's hotel front desk.

Optional Activity: Discussion, Where to Next? This is just the beginning of your adventure. Sign up with Bill Roush.

CUBAR Grand Finale Party at CostaBaja Marina, dinner & drinks, time to be announced. This is the official end of the 2019 CUBAR Odyssey!

But mark your calendar for the CUBAR Reunion party & events on April 18 at Marina Puerto Escondido near Loreto. Bring an adventure story to share.





At Ease – Selene 42 ***Tom & Deb Harvey***

OWNERS BIO

Years of Skipper Experience, 1-2. Tom is a retired Army officer and veteran having served 32 years in Europe, Asia, and the Middle East. Debbie and Tom have two daughters and started later with sailing. After returning from a deployment, Tom bought a Catalina 42 and sailed from Morro Bay to Hawaii. He just completed the 10 week Chapman School of Seamanship's Mariner Program in Florida and passed the USCG 100T/OUTPV exams. The Harveys bought their trawler last month near San Francisco and brought her south to join the CUBAR. debbthom@gmail.com

ABOUT YOUR CREW

The crew is all Harveys. Debbie Harvey, Tom's wife and permanent crew, has been getting a crash course in trawler cruising on the recent trip including a night passage around Point Concepcion with gusty winds and a 7-ft NW swell. Debbie speaks just enough Spanish to be dangerous and enjoys living the boat life. We are joined by our sister in law, Ellen Bougher-Harvey, a retired schoolteacher. Ellen has sailed to the Channel Islands and has been to Baja by land several times. Ellen loves all of the marine life, especially whales. She likes to kayak and participate in margarita tasting.

FAVORITE DESTINATION

Our favorite destination was sunset sailing off Waikiki in Honolulu followed by cold beverages at Duke's.

FAVORITE BOATING EXPERIENCE

In 2004, I cruised the Shatt al-Arab waterway that forms the boundary between Iraq and Iran on a

naval minesweeper. The waterway was littered with sunken boats and barges, and the shoreline had damaged military equipment -- all from the earlier Iran-Iraq war. It was a surreal boating experience.

BOATING STORY

On the trip down south, we encountered a group of whales and dolphins off the coast of Monterey. As I made the turn far in advance of the whales themselves, the whole group suddenly swam straight toward the boat. As soon as they neared the front of the boat I disengaged the screw and we stopped, but a following sea kept pushing us forward. Then simultaneously, one of the humpbacked whale fluked directly in front of the boat, while another larger one passed directly under the boat. I held my breath hoping the whale under the boat didn't strike the rudder or stabilizer fins. An 11 hour passage with 11 seconds of sheer terror.

WHAT'S IN A NAME

We named the boat "At Ease" in reference to the military phrase directing you to relax.

WHY THAT BOAT

Well, some people say that you know the right boat when you see it. We looked at boats in Florida for many months. Then this very well equipped Selene trawler (2002) came up on the west coast and we knew it was the right boat. Year Purchased 2019.

PREVIOUS BOATS

Catalina 22 , Catalina 42

WHAT ABOUT CUBAR INTERESTED YOU MOST

The opportunity to meet new people and learn from them interests us greatly as we just bought the boat and it's our first trip to Baja by sea. We look forward to meeting up with others as we cruise the Sea of Cortez for the season.

OWNERS' BIO

Skipper Experience 50+ years. Both of us grew up boating. John grew up boating on the Great South Bay and Long Island Sound, both sailing and power boating. Laurie grew up boating on the Great Lakes. We got married at Detroit Yacht Club. John spent his career as an electrical contractor. Laurie retired as CFO of a global real estate investment business. We are long time members of Del Rey Yacht Club and Laurie is the current commodore. laurie@romanak.com

ABOUT YOUR CREW

Allen and Darla Pacheco - previously sailors. We're converting them to the dark side! Fun people.

FAVORITE DESTINATION

We loved our Pacific Northwest trip from Los Angeles to Glacier Bay, Alaska, in 2014-2015. We also enjoyed our trip in the Sea of Cortez and especially enjoyed La Paz and Loreto in 2016-2017. We also enjoy the warm waters of the BVI!

FAVORITE BOATING EXPERIENCE

Catching all the tremendous variety of seafood that is available in the Pacific Northwest!

BOATING STORY

We met from a water balloon fight in Avalon Harbor on Catalina Island.

WHAT'S IN A NAME

Bait 'N' Switch is a fishing technique. On our trips to Mexico we often troll with lures without hooks then put out a bait when a fish comes into the spread--hence the bait and switch technique. John is also a contractor - ha, ha, ha!

WHY THAT BOAT

Good choice for long range cruising. Year Purchased 2014.

PREVIOUS BOATS

Flying Dutchman (SV), Formula center console, Owens Brigantine, Pacifica Sportfisher.

WHAT ABOUT CUBAR INTERESTED YOU MOST

Meeting other cruising people, and cruising with some people other than hard-core fishermen!



***Bait 'N' Switch - Fleming Pilothouse 55
John & Laurie Romanak – Del Rey YC***



Laurie and John Romanak



Crew members Darla and Allen Pacheco.



Bella Luna - Selene 55

Rob & Deanna Piwowarczyk

OWNERS' BIO

Rob and Deanna got married on March 10, 2012. Shortly after the nuptials, Rob told Deanna, "Someday I want to live on a boat." Deanna said, "You're going to have to wait till I die, or divorce me." Fast forward to 2015 and they chartered a sailboat for a week in the BVIs and then did it again in 2016. Once they returned from 10 days aboard, Deanna agreed that "living on boat" as long as it's in the VIs and we still have our mountain home, was doable. Within months they found their forever boat. Bella Luna was not in the plans, but literally stole their hearts and within months of seeing her, had sold their home in Colorado and moved aboard the Selene 55 with their two 90-pound rescue dogs, Moose and Luna. Deanna works remotely for a Santa Barbara-based software company, and Rob, after selling his tire shop in Denver, ran charters on Bella Luna for the first year and now sells trawlers for JMYS.

ABOUT YOUR CREW

Deanna's uncle, Rick Lanham, joins us from his own live-aboard vessel "Sea Spirit," a 34' trawler. He has spent nearly 10 years living aboard, with many adventures from Mexico to Alaska. He is a Dive Master, an avid fisherman and has had a love for the sea since his early surfing days in the 1970s living in a tree house in Hawaii. Our good friends and fellow horse owners, Monica and Alex Broumand, have a multitude of experiences at sea. Monica is a Harbor Patrol Officer in Santa Barbara, and Alex serves on the Montecito Fire Department as a paramedic. They own an Alban fishing vessel and have kayaked nearly 500 miles of the Sea of Cortez. Monica is a 100-ton Coast Guard Licensed Captain, and Alex has years of experience working on Alaskan fishing boats and cruise ships. They are both Dive Masters and avid

fisherman/woman. Alex is also known for his cooking, and we cannot wait to catch some tuna and lobster and see what he does with it.

FAVORITE DESTINATION

So far, we've enjoyed all our short trips to the Channel Islands (Anacapa and Santa Cruz) and have had a couple of amazing weeks in Cat Harbor on the west side of Catalina Island. CUBAR is our first "big voyage," and from there we have so much more planned.

FAVORITE BOATING EXPERIENCE

Alaska! We chartered a 50' sailboat a couple of months before we bought Bella Luna and sailed from Sitka to Juneau. It's in our blood now and we cannot wait to get our own boat up there for a couple of summers of cruising.

BOATING STORY

Moose, our rescue mutt, thinks he is paralyzed every time we put his life jacket on him. He will not move until coaxed with cookies, and when he finally does, it's as if he has vertigo and walks sideways for a few seconds. It's a good laugh, every time.

WHAT'S IN A NAME

"Bella Luna" came with her name. It has quite a significance for Rob and Deanna. When they met, Deanna had four dogs, 3 male Labradors and a female Great Dane. The Dane, Belle, was a rescue and had a hard time with men, until she met Rob. Rob and Belle fell in love and theirs was a special relationship. When Belle passed and then another one of the Labs passed, together Rob and Deanna adopted a new Dane mix puppy. She came to them at 5 months old with the name Bella. They didn't want a Belle and then a Bella, so in 2011, they named her Luna. "Bella Luna" was meant to be.

WHY THAT BOAT

Rob wanted a Nordhavn. Deanna wanted a "sexy Italian boat – the Azimut." Rob told Deanna all the reasons why they would never buy an Azimut and explained why a trawler was the better option. Deanna set out to find a boat that would meet all of Rob's criteria (raised pilot house, single screw, full displacement hull, etc.) and Deanna's criteria (Sexy and good outdoor living space). Low and behold, she found Bella Luna. The 2005 Selene 55 met all of their criteria and was a dream come true!

PREVIOUS BOATS Does a canoe count? 😊

INTERESTS IN CUBAR

Meeting like-minded Cubaristas, venturing on our first long voyage with well organized, experienced cruisers and exploring the Sea of Cortez.

OWNERS' BIO

Years of Skipper Experience, Forever. Extensive experience in the Pacific Northwest on our Grand Banks 42 Classic. We then purchased Castaway in October of 2015 in Tampa FL. We spent the winter of 15/16 in Florida and the Bahamas learning the boat. In October 2016 we departed N Palm Beach for the Caribbean where we spent the winter of 16/17. In October of 17 we transited the Panama Canal and then brought Castaway up to La Paz and spent the winter of 17/18 in the Sea of Cortez. In June of 18 we shipped Castaway from La Paz to Nanimo, BC, and spent the summer in Northwest waters. We are now spending the summer in Alaska enjoying Glacier Bay and more. dickp@mbiseattle.com

ABOUT YOUR CREW

Kathy Petrait, spouse, boating and travel companion; and best friend Thomas Charles Barrigan, USCG Captains License, 3 Safety at Sea Seminars, Deliveries: 2 Puget Sound to So. Cal, 1 Cabo to San Diego, Maui to Seattle, St. Lucia to Panama. Carrie Albro, daughter to Dick & Kathy. Crew on Castaway thru Florida, Bahamas, much of the Caribbean, Panama Canal, West Coast of Mexico and Sea of Cortez. Professor at Guaymas Technological University. Fluent in Spanish



Castaway - Nordhavn 60 ***Dick & Kathy Petrait***

FAVORITE DESTINATIONS

All and for different reasons.

FAVORITE BOATING EXPERIENCE

The most memorable was the 3-year journey on its bottom from N Palm Beach to La Paz, MX.

BOATING STORY

We were in Glacier Bay and Wilson was out playing and got stuck on an ice flow (we have a picture to prove it). Fortunately he was wearing his life jacket and we were able to rescue him.

WHAT'S IN A NAME

It came with the name Castaway and we liked it.

WHY THIS BOAT

We were lusting after Nordhavns for years and especially like the 60. We saw a \$100k price reduction and acted.

PREVIOUS BOATS

42 Grand Banks Classic, Islander Bahama 30 and many before that.

WHAT ABOUT CUBAR INTERESTED YOU MOST

Traveling with a group and meeting new friends.



Destiny - Bayliner Custom Mark Strumwasser

OWNER'S BIO

Years of Skipper Experience, 43. Mark grew up on sailboats and purchased his first powerboat when he was 21 years old. Mark is avid scuba diver and u/w photographer as well as general animal lover. mark@housewarerentals.com

ABOUT YOUR CREW: TBD

FAVORITE DESTINATIONS

Two harbors, Catalina is our favorite hang out. Feels like a second home, our kids learn to scuba dive there, our dogs are always welcome and have made some great friends and had awesome times.

FAVORITE BOATING EXPERIENCE

Diving in Catalina and visiting Ensenada when kids were young.

BOATING STORY

Destiny came from the Chesapeake Bay, and we were cruising the area with my parents who are not boaters and easily get seasick. Of course we had bad fuel and had to change the filters while adrift, and my step dad got sick and scared; even though he was in the Navy he was never on ship. Always gave us a fun story to tell to keep him in check.

WHAT'S IN A NAME

Life is about Journey, and Destiny (purchased 1994) has taken us to many location and continues to provide great journeys.

WHY THAT BOAT

Love the pilothouse layout, and that we have been able to customize her to meet our exact needs as they changed over the years.

PREVIOUS BOATS

34' Bayliner Avanti, 32' Bayliner 3288, 44' Nova Cockpit Trawler.

WHAT ABOUT CUBAR INTERESTED YOU MOST

Learning the safest and best way to make the journey to La Paz, we plan on leaving our boat in La Paz for year and come down (??) for 2-3 weeks at time every few months to explore the Sea of Cortez and beyond.



OWNERS' BIO

Years of Skipper Experience, 26. Steve and Lori met in high school and have been together since. Immediately upon Lori's graduation from college in 1990, we married and bought a small condo about 4 miles from Dana Point Harbor. Our very next purchase was a 20-foot Wellcraft Steplift, which we used to fish, dive and explore locally and at Catalina Island. We sold the boat when our first child was born in 1998. Contrary to the adage we have all heard, the day we sold our boat was anything but happy.

Before getting back into the boating life we chartered a 36' Grand Banks in San Diego and took the kids (2.5 yrs and 6 mos. old) to Catalina for our 10th Anniversary to see if it was doable with small children. Shortly thereafter, we bought a Mainship Trawler 350 which served us well for 10 years. In 2012 we upgraded to "Destiny" with the goal of extended cruising.
loriash@cox.net

ABOUT YOUR CREW

Tyler Ash, our 21 year old son swears he can manage to miss 1.5 weeks of class during his senior year at UCLA to make the trip down. Charles and Michele Mel are longtime boating companions.

FAVORITE DESTINATION

Catalina Island will always be a favorite due to the many trips our family has enjoyed there. Ask us again in 6 months. We expect to have some new favorites.

FAVORITE BOATING EXPERIENCE

So far, our favorite is probably bouncing around the BVIs on a power catamaran.

Destiny - Mikelson Nomad 64 ***Steve & Lori Ash***

BOATING STORY

Steve spent several uncomfortable hours locked in the lazarette compartment, when the latch fell shut during a repair. Our son who had just gotten his license was able to drive himself to the harbor and let Steve out.



WHAT'S IN A NAME

Steve was looking at a Mikelson 50 and stumbled across this boat, just hours after the seller reduced the price by 35%. As he left the dock contemplating the idea, he turned for one last look when he first noticed the word "Destiny" printed across the transom. It felt appropriate so we kept the name.

WHY THAT BOAT

Long-range capability with a perfect balance of indoor and outdoor space.

PREVIOUS BOATS

Wellcraft V20 Steplift.

Mainship 350 trawler.

WHAT ABOUT CUBAR INTERESTED YOU MOST

CUBAR group helps resolve our apprehension over travelling this distance and leaving the country.



Fish Limo - Mikelson 57

Roger Bill - San Diego YC

OWNER'S BIO

Years of Skipper Experience, +50. Born in San Diego in 1946, raised in Point Loma, entered my father's business brokerage firm in 1968, purchased the firm in 1977 and retired in 2019. Learned to swim at SDYC at the age of 4. Sailed my own Sabot at age of six. Sailed and raced on my father's boat, Dolphin, a 40' Owens Cutter, which at one time or another won every race sponsored by SDYC. As a Life Member of SDYC, I've raced 14 consecutive Ensenada races between 1955-1969. Long distance racing: 1 to Tahiti, 2 TransPacs, 5 to Acapulco, 2 to Manzanillo, 1 to Puerto Vallarta. Numerous overnight races. Many multi-week cruises throughout all of the Channel Islands. Roger@grbill.com

ABOUT YOUR CREW

Robert (Bob) Speth: Jan 78- Jul 78, sailed 44' Rhodes Motor Sailor, Fort Lauderdale to San Diego via Panama Canal. May 80 - Dec 83, sailed 42' Piver Trimaran from San Diego to Singapore. 1988 Masters License 100 Ton sail & power. Jan - 89 to Jul 94, sailed 40' Cross Trimaran from San Diego circumnavigated via Suez and Panama Canals. Aug 10 to Feb 12 sailed 46' Fontaine Pajot from Sant Martin to Florida. Present boat 29' Sea-Dory Power Cat for fishing Sea of Cortez.

FAVORITE DESTINATIONS

I have anchored at every named anchorage and a half dozen with no names at Santa Cruz Island several times. Santa Cruz is today what Catalina was to me as a child. I will always enjoy going there and cherish the memories.

FAVORITE BOATING EXPERIENCES

Cruising with my wife and two daughters, Rene

& Nicole, annually to Catalina and when time permitted to Santa Cruz Island. Trailering one of my 15' Caribes throughout the Sea of Cortez for the past 20 years. Fishing long-range on the Royal Polaris for 19 years.

BOATING STORY

I was picking up a Newport 41, LOLA, in Puerto Vallarta, from my good friend Whit Davis to take her to Acapulco where Whit would pick her up. I knew the boat very well having done 3 Acapulco races and one return on her to San Diego. Weighed anchor early in the morning and as I increased the RPM to 1500, the engine overheated and shut down. I re anchored, checked the raw water and fresh water pump, disconnected the intake at the water pump, blew through it, heard bubbles and everything was clear! Weighed anchor again, same thing at 1500 RPMs, re anchored, followed same procedure. Remained at anchor ran the engine up to 1500, overheated and shut down. Disconnected intake at salt-water pump, went overboard with a plumbers' helper and sucked out a one-foot long eel!! Once the RPMs were increased the eel would compress and block the intake.

WHAT'S IN A NAME

The boat was named Fish Limo, I liked it, it's self explanatory, so I kept the name. Purchased in 2017

WHY THAT BOAT

I had previously done a FUBAR several years ago on a new Mikelson 57. I had always admired Mikelsons but never dreamed I could afford one. Fish Limo (1999) came on the market, saw her the second day and said to myself, self, I gotta' buy her and so I did.

PREVIOUS BOATS - Cal 25, SCAMPER from 1965 to 1976. Ericson 32, DOLPHIN from 1976 to 2006, which won the award for Best Maintained Sail first time participant, next year won Best Sail Overall, next year won Best Overall (Power or Sail) at SDYC, Opening Day Yacht Inspection. Caribe 15', BAJA TAXI, 2003 won best Trailerable Boat Overall. Currently replaced with new Caribe 15'. I have owned four 15' Caribes, all with yellow tubes named BAJA TAXI. Jersey 36 (power), TOP SHOT II, 2006 to 2017. Mikelson 50, FISH LIMO, 2017 to present.

WHAT ABOUT CUBAR INTERESTED YOU MOST -- Having done one Fubar, I hoped someday to do it on my own boat. That day has finally come! Love the comradery.



OWNERS' BIO

Years of Skipper
Experience, 30. Howard
Babcock, [howard@
babcockgrapes.com](mailto:howard@babcockgrapes.com)

**ABOUT YOUR
CREW**

Howard Babcock
Pauline Babcock
Paul Carroll
Becky Carroll

FAVORITE DESTINATION

San Juan Islands. Beautiful water, scenery
and wild life.

FAVORITE BOATING DESTINATION

Travelling back from Roche Harbor and
spotting Orca Whales.

***Gratitude – Marquis 59
Howard Babcock – Solano YC***

BOATING STORY

Proposing to Pauline on New Year's Eve on
the boat.

WHAT'S IN A NAME

Having an "Attitude of Gratitude" for all that
we have.

WHY THAT BOAT

It's a "Class A" vessel, 2007, purchased in
2019, and great for cruising.

PREVIOUS BOATS

3 Sea Ray vessels ranging from 24 ft - 38 ft
Fairline - 46 ft

**WHAT ABOUT CUBAR INTERESTED
YOU MOST**

Group travel and camaraderie.

Pauline and Howard Babcock





Hardhome - Custom Trawler

John Gamble

OWNER'S BIO

As the owner (John Gamble) I have mostly just cruised around San Diego due to work issues. Now that I'm retired I hope to do more cruising. Spent lots of time on Lake Shasta with the kids but little time on the ocean since leaving the Navy.

FAVORITE BOATING EXPERIENCE

Bringing my first boat from Vancouver to San Diego. It was a great trip and I really enjoyed the experience.

BOATING STORY

Just amazed how much work is left to do on the boat even after 1 1/2 years in the yard.

ABOUT YOUR CREW

John Gamble Jr., owner.

John Gamble III, owner's son.

Barry Cade, crew and friend.

Paul Cools, captain: Nationality: Australian / Dutch (Dual) + USA B1/B2 Visa 2025. Languages: Fluent English, German & Dutch, basic Spanish, French & Italian. MCA Master Class 4 CE (Y) 3000 gt Certificate. PADI Open Water Diver. 30+ years in professional yachting. Carlos Viveros Martinez, engineer.

WHAT'S IN A NAME

Hardhome is from the Game of Thrones TV

series. Since the boat (1974) is steel and aluminum and is to be our home when sailing, it just seemed to fit. Also I don't see another one named this anywhere.

WHY THIS BOAT

The wide beam (25ft) and the headroom as I'm 6'4". Also it has a 6 to 10 thousand mile range on one tank depending on speed.

PREVIOUS BOATS

I built a 84 foot aluminum Semi-Displacement Trawler in Canada in 1990. It was a modified Bruce Roberts design and I had it built in a Tug boat yard.

INTEREST IN CUBAR:

Meeting new people and discovering new adventures while having the safety and support of other boats.



Hypnautic II Navigator 6200
Jim & Monica Crumb

OWNERS' BIO

Years of Skipper Experience, 40. Jim Crumb grew up boating on the Great Lakes. Have years of boating in Middle East as well as the last 28 years around Vancouver Island. jcrumb@westisle.ca

ABOUT YOUR CREW

Monika Crumb, Joel Crumb.

FAVORITE DESTINTIONS

Desolation Sound and the Broughton Islands; the solitude and scenery.

FAVORITE BOATING EXPERIENCE

Surrounded by whales feeding off the west coast of Vancouver Island.

BOATING STORY

Orcas diving under our boat and not wanting to leave.

WHAT'S IN A NAME

Our two sons named it.

WHY THAT BOAT

We love the layout. Navigator 6200 (2009). Purchased in 2012.

PREVIOUS BOATS

40' Carver,
53' Carver.

WHAT ABOUT CUBAR INTERESTED YOU MOST

Safety in numbers, help to arrange for fuel and documentation.



Lahaina Sailor - Cape Horn 58

Dave & Amanda Abrams

OWNER'S BIO

Years of Skipper Experience, 32. I am a serial entrepreneur, having owned/operated businesses in 7 different industries, mostly manufacturing. I always wanted a business in the marine industry, and recently acquired Training Resources Limited and the Maritime Institute, the two maritime training schools in San Diego, and merged them together. dave@TRLMI.com

I'm a former Navy Surface Warfare officer and have been spending time on boats/ships my entire adult life. I love the sea. Lahaina Sailor is my 4th boat and my 3rd trawler.

She is a Cape Horn 58. Launched in 1999 and commissioned in 2000. She is built in Eastern Canada in Kanter Shipyards to commercial standards, and is ice-rated, double hulled steel. She carries 4300 gallons of fuel and has a range of about 5000 NM at 8 knots. I saw her at the Seattle Boats Afloat show in 2016, and it was love at first sight! I always wanted my own ship, and Lahaina Sailor is more like a mini ship than a yacht. Her only shortcoming is that she is not stabilized and has a rather flat stern section, so she will roll like a pig in quartering seas. But she will take us anywhere in safety and can handle a lot more than the crew can.

ABOUT YOUR CREW

Amanda Abrams - my wife and Admiral. We will celebrate our 27th anniversary during the CUBAR on November 7th! Dr. Stephen Busky - my uncle. He took me boating as a little kid and has always been my sailing inspiration. Mr. Jim Swartwout - my former boss when I was President of an irrigation components company, and he was the CEO of the public company that owned us.

Jim has joined me on many cruising adventures! Mr. H.G. "Rags" Laragione - the former owner of The Maritime Institute, and my sponsor to join the San Diego Yacht Club. Rags has been very helpful as part of the CUBAR committee and has a long cruising resume of his own.

FAVORITE BOATING EXPERIENCE

We spent 2 months exploring British Columbia, the San Juan Islands and Canadian Gulf Islands from mid June - mid August 2017. Princess Louisa Inlet, Desolation Sound, Vancouver, Ganges (Salt Spring Island) and our "home" territory of the San Juan Islands were some of our favorite spots. We had friends fly up to meet us on float planes, where we would pick them up in our tender. Best vacation ever.

WHAT'S IN A NAME

One of my other investments is the iconic resort apparel company "Reyn Spooner," known for their long-lasting Hawaiian shirts. The company has been running a classic pattern called "Lahaina Sailor" since the 1960s, and I thought it would be a great name. Our boat is decorated with Lahaina Sailor pillows, coffee mugs and shirts! Some day we might make it to Lahaina!

WHY THAT BOAT

I was originally looking for a Fleming 55, but could not find one in decent condition in a price range I could afford. When I saw the Cape Horn 58 (then named "Discover") at the Seattle Boats Afloat show, I was struck instantly by her ship like construction. Amanda liked the 4-stateroom layout, the large salon with two settees, and plenty of room for our kids and their friends to visit. I was initially intimidated by the single screw propulsion and complexity of all the systems, but after the sea trial and maneuvering with bow & stern thrusters, I was sold. Purchased 2016

PREVIOUS BOATS

Pacific Seacraft Flicka sailboat, Californian 34 LRC, Fisher 38 Trawler, 22' C-Dory and several small boats!

WHAT ABOUT CUBAR INTERESTED YOU MOST

Cruising with a group of like-minded boaters, getting to make new cruising buddies, and experiencing Mexico with "safety in numbers."

OWNER'S BIO

Years of Skipper Experience, 40. I've been on boats since I was 13. I started sailing El Toros, graduated to Mercurys, to Lasers. I've been up and down the coast on a Catalina 30 countless times. In 1997 I got a ride on my first powerboat, an express cruiser and I was done with sailing. eric@baggiolini.com

ABOUT YOUR CREW

Teresa Baggiolini, my wife, would like the rally to always be within sight of shore!

Marty Lima is a 100-ton captain & an accredited marine surveyor and has been on boats his whole life. Jeri Crittenden is Marty's wife and probably just as good of a mariner as Marty. They live half the year on a 58' C&L trawler in the San Juans. In 2020 they will be heading north to Alaska.

FAVORITE DESTINATION

I've sailed my whole life around Monterey Bay and I thought that was as good as it gets. In 2016 we bought Mahalo in Seattle and spent a year around the San Juan Islands. What a fantastic destination for cruising. In a year we didn't scratch the surface, we will definitely be back.

FAVORITE BOATING EXPERIENCES

For my 50th birthday we chartered a catamaran in the BVI for 10 days and just had a wonderful time with family and friends. I wanted the power cat but they wanted \$6k more for the week, so I figured for \$6k I could sail around for a week.



Mahalo - DeFever 44 Eric & Teresa Baggiolini

BOATING STORY

I deny any knowledge of anything stupid happening on my watch. There is no photographic evidence.

WHAT'S IN A NAME

The boat before this one was named Mahalo when we bought her. She should have been Closet Case IV...I'm in the closet business....but a vote was taken, two votes were cast and I lost, we kept the name Mahalo. When we bought this boat, another vote on name was taken, two votes were cast and I lost, she is named Mahalo. I have been assured the vote count was correct.

WHY THIS BOAT

There is no finer place to be on in the afternoon than on the aft deck of an aft-deck trawler. Purchased in 2016.

PREVIOUS BOATS

Maxum Express Cruiser, Californian 42LRC, PT Overseas 35, Fatty Knees and lots of other boats that have faded from memory.

WHAT ABOUT CUBAR INTERESTED YOU MOST

I'm so excited I might pee myself. I can't wait to pull into the Sea of Cortez.



Miss Miranda - Nordhavn 50
Lawrence & Gwen O'Keefe
Seattle Yacht Club

OWNER BIO

We (Larry and Gwen) have been together for over 30 years. We've been boaters in the Pacific Northwest for the past 10 years - after Larry came home from the Ballard Locks soon after we moved to Seattle in 2008 and declared, "I have to have a boat." I told him he could take his heli-skiing fund and buy a boat instead, so that's what he did. I was skeptical at first but also fell in love with boating. Larry grew up sailing little boats on Long Island Sound. When we first met in Florida, we accompanied friends on their boats in the Gulf of Mexico, lost touch with boating, rediscovered it in Seattle, progressed through several boats and a 2-month journey to the Broughton Islands, Desolation Sound and Sunshine Coast in 2012 when life declared, "Go now, you never know how much time you have on this earth." We look forward to exploring Mexico by boat, having been there a number of times on land. Larry recently completed his USCG 100-ton Master's License. Gwen has trained in remote and wilderness medicine, but hopes not to have to use it on this journey.

ABOUT YOUR CREW

Sean Becker, Gwen's brother, is an experienced naval officer, having spent 2 years on an ancient US minesweeper so has lots of experience in repairs at sea, old-fashioned navigation, and in general how to get along on a boat in difficult conditions! He did graduate to a destroyer so also has big ship experience. He is looking forward to several weeks away from the kids and being back on the high sea.

FAVORITE DESTINATION

The West Coast of Vancouver Island and Barkley Sound, which gave us our first taste of the ocean.

FAVORITE BOATING EXPERIENCE

This summer as we traveled to Alaska we were favored several times with groups of dolphins cavorting around our bulbous bow, leaping and jumping and keeping time with us, once for at least 30 minutes. It is such a freeing experience to see these joyful animals enjoying our boat!

BOATING STORY

Soon after buying our first boat in Seattle, Larry started reading about where we might go on our little 25-foot cabin cruiser. He came across "Voyaging Under Power" and realized that some people based in our own city of Seattle cruised all over the world, indeed, circumnavigated, on their powerboats. Larry was soon reading about long-distance cruising on a powerboat, including stories on the original FUBAR Rally to Mexico. Gwen was initially, shall we say, skeptical. We started cruising the Salish Sea, gained experience, bought progressively larger & more capable boats, decided that we could & should venture a little further afield.

We started planning a couple of years ago with the goal of rearranging our careers to enable us to spend more time cruising once our daughter Miranda was well-established in college. That plan came to fruition this summer. Miranda has finished her freshman year in college and we arranged to go to Alaska on our boat. Having checked off that PNW boater bucket list item, we are looking forward to joining the CUBAR and exploring Mexico (and perhaps points beyond) over the next couple of years.

WHAT'S IN A NAME

Miss Miranda is named after our much-loved only child and daughter Miranda, who is now in college at the University of Washington. She is looking forward to joining us for school breaks!

WHY THIS BOAT

We realized that most long-distance voyages were aboard full displacement, blue-water capable trawlers. Many were aboard Nordhavns. We settled on N50 as the right model for us, found this in our area in spring 2017.

PREVIOUS BOATS

Ocean Alexander Mark I, Bayliner 3870, Bayliner 2556, AMF Sunfish

INTEREST IN CUBAR

We've followed and read about each of the CUBAR rallies since the beginning and have always dreamed of being part of one. We look forward to meeting like-minded cruising boaters and will appreciate the help navigating the paperwork process for bringing the boat into Mexico.



OWNER'S BIO

Years of Skipper Experience, 25. Fred Marion is the owner/operator of Diamond Roofing in San Diego, CA. He is originally from Canton, Ohio, and moved to San Diego 25 years ago. He was instantly hooked on fishing. 25 years and 7 boats later he is still at it and loves it. fred@diamondroofingsd.com

ABOUT YOUR CREW

Steve McInerney; Captain for 20 years. John Eaton; Captain 25 years. Paul Lanu; originally from Colombia and has been fishing his whole life. Our crew are all avid, long term boaters and fishermen as well as captains.

Morning Star – Pacemaker 52 ***Fred Marion - Kona Kai YC***

FAVORITE DESTINATIONS

Catalina Island, he goes every year on Labor Day and stays for 2-3 weeks. It's a big island with so many great coves, fishing, food, art and music.

FAVORITE BOATING EXPERIENCE

When Fred took his 33-foot Egg Harbor to Cabo San Lucas in 2000. He caught many fish in the beautiful Magdalena Bay.

BOATING STORY

Fred entered the "Make A Wish" Fishing Tournament and won. He received awards and gifts, he was so proud. Suddenly it was all taken back when the organizers realized he was in the wrong category.

WHAT'S IN A NAME

It's said that if you change the name of a vessel it brings bad luck. So, unfortunately, the 3rd boat he owned he decided to change the name and had nothing but bad luck with that boat. Since then he has always kept the name of any boat he purchases.

WHY THAT BOAT The beautiful lines and mint condition of a classic 1975 sport fisher. Purchased 2016.

PREVIOUS BOATS

23' Sea Swirl, 27' Sea Ray, 33' Egg Harbor, 36' Egg Harbor, 31' Sea Ray and a 14' Boston Whaler.

WHAT ABOUT CUBAR INTERESTED YOU MOST

The safety in numbers and comradery of the trip. I've never met a fisherman I didn't like.



Next Chapter - Selene 55
Peter & Connie Webster
Del Rey YC

OWNERS' BIO

Years of Skipper Experience, 20. Peter and Connie Webster are long-time sailors. We have owned 3 different sailboats before the purchase of our Selene, a boat upon which we have lived in Marina del Rey since 2013. Our boating experience has included many years of sailing on Lake Michigan and have chartered several times in the Caribbean.

We both are music educators and have worked in higher education for a number of years. Connie has worked as college student affairs person and most recently as a Dean. She is now retired but is an active reader, swimmer and important board member of the Women's Association at California Yacht Club. Peter is finishing a period of teaching at USC's famed Thornton School of Music in Los Angeles where he is a scholar in residence.

We both look forward to the CUBAR as an introduction to extensive cruising in Mexico and perhaps sometime in the great Northwest. peterweb@usc.edu

ABOUT YOUR CREW

Pat and John Rains. Can you believe our good fortune to have these amazing people with us? Pat is part of the CUBAR committee, a 100-ton USCG Master and publishes "Mexico Boating Guide." John, 1500-ton Masters, is retired from 25 years of yacht delivery.

FAVORITE DESTINATION

Lake Michigan because we lived in Chicago for 24 years and explored the reaches of the lake many times over. The BVIs because on the variety and beauty of

these islands. Southern California ports between LA and San Diego including Catalina Island because it's what is here. Seattle and the San Juans because there are so many Selene owners there and it reminds us of New England - our birth home.

FAVORITE BOATING EXPERIENCE

So many, but seeing the sun rise after a night of sailing is very special.

BOATING STORY

Falling in the water at night trying to get to my tender at a very crowded dock in Two Harbors. Hate it when I come to find my tender 3 deep with the painter line tied up completely in the knocks and crannies of other tenders. I think there are lessons to be learned about such experiences.

WHAT'S IN A NAME

Peter is a writer/researcher and is the author of over 100 publications. This is our real "Next Chapter." By the way, our tender's name is "Footnote."

WHY THAT BOAT

Months and months of reading and studying the trawler market. Boat shows and discussing the boat with Selene owners. Also I have an eye for visual design. The Selene 2007 looks gorgeous to us as people who have watched and experienced thousands of boats over the years. Quality of build, affordability, and aesthetics. Purchased in 2013

PREVIOUS BOATS

Catalina 42 2009. Hull #1009 one of the last ones built of that very popular model, a boat that we still miss very much

WHAT ABOUT CUBAR INTERESTED YOU MOST

Safety in numbers, lovely people, experiences to be gained.

OWNER'S BIO

Years of experience, 4. Robert and Cyndi Wharton. Ocean Alexander 58 Pilothouse - 62' LOA, 17.6' Beam. 4.6' Draft.

FAVORITE BOATING DESTINATION

Greek Islands. Food, history and great people. Really very different than any other boating experience we have had. (A little complicated as most of the facilities are built to accommodate either mega yachts or small sail/fishing boats. Mid-sized powerboats are fairly rare, but we managed just fine.)

FAVORITE BOATING EXPERIENCE

We have chartered the last several years and each time has been special. No favorite, all great!

ABOUT YOUR CREW

Michael Anderson – USCG Captain. Mike trained us on a Grand Banks in the San Juans a few years ago and we love having him on board.

Raul Celaya Pacheco – Business owner in San Jose del Cabo and good friend (his Spanish is exponentially better than ours). Greg Wharton – Robert's brother.

WHAT'S IN A NAME

Both of us spent the vast majority of our careers in the video game business (5.25" floppy discs were the media of choice when we started.) Cyndi left the industry to raise our two children (now in college) and I retired earlier this summer.



No More Games - Ocean Alexander 58 Robert & Cyndi Wharton

REASON TO BUY THIS BOAT

We wanted a flybridge with decent coastal cruising range and of a size that the two of us could handle if need be. 2006 Ocean Alexander 58 Pilothouse – 62' LOA, 17.6' Beam, 4.6' Draft. Purchased in 2019.

PREVIOUS BOATS OWNED

A variety of day cruisers and speed/ski boats starting when I was 19 years old. We currently have a Hallett 240 that we had custom built, which we use on lakes near our home in the Sierras or on the Delta. This is our second Hallett. The first was a v-drive with a blown 427 and Turbo 400 trans powering it. A lot of wrench time required with that one.

INTEREST IN CUBAR

A friend/former boss did the CUBAR some years ago in his Nordhavn, and his experience really intrigued us. It became a must do once we had the right boat. We appreciate the organization of the rally and the limited number of boats as well as the opportunity to learn from others as we go.

We will have our boat moved from Washington to Ensenada in late September and will join the CUBAR at Ensenada. We plan to keep the boat in Puerto Los Cabos this season and explore the Sea of Cortez from there. We have spent a lot of time in San Jose over the last 10 years or so, but this will be our first year with our own boat there.

The opportunity to do the CUBAR and move on to Cabo at the season's end in the San Juans is the perfect result for us.



Pied-a-Mer - Tiara 50 Coupe
Bill Wolf - Cal YC

OWNERS BIO

Years of Skipper Experience, 50. Bill Wolf is the captain/owner of Pied-A-Mer, a Tiara 50 Coupe. He lives in Sherman Oaks, CA, and is a member of the California Yacht Club. He participated in CUBAR 2017 and is looking forward to repeating in 2019. He is happiest when he is on the water, whether at sea or on a lake. He recently "semi-retired," which means he has even more time for boating. wwolf@squarmilner.com

ABOUT YOUR CREW

So far, I have Rick Reisman and Mike Meehan as crew. They both joined me two years ago in CUBAR 17. Forty years ago, before becoming an investment banker, Rick was an owner/captain of a fleet of oil-rig repair vessels. Yes, he was only 25 years old. Mike has been around boats all of his life. He was the broker who sold me my boat and has been a good friend ever since.

FAVORITE DESTINATIONS

While Catalina is at the top of the list due to its proximity to MDR, the Channel Islands, Santa Barbara, Newport Beach, and San Diego are fun destinations. The emerald waters of Catalina offer great snorkeling.

FAVORITE BOATING EXPERIENCE

CUBAR 17 was definitely my favorite experience, not only the trip down Baja, but also cruising the Sea of Cortez after we arrived at La Paz. I based my boat in Puerto Escondido from Jan to March and had a great time flying down for a few days every month to cruise the many islands off the coast of Loreto. This year, I plan to stay longer.

BOATING STORY

When I first skippered a boat in 1968 at age 21, I didn't have a way to get a weather forecast. I found myself in 60-knot winds off of Cedros Island doing the Baja Bash. My 36' sail boat had to power most of the way home because tacking took forever. The 20' waves would break over the top of the boat and often sweep the helmsman off his feet. Good thing he was tied to the mizzen mast. At midnight, the engine gave out and we ended up sailing "bare poles" all the way back to where we started the day before, getting there by dawn. 49 years later, I attempted the same trip returning from CUBAR 17. Fortunately, the winds were only 40 knots and the seas only 13-15 ft. Nevertheless, it was my roughest passage in 49 years. Isn't the Bash fun!

WHAT'S IN A NAME

Pied-A-Mer is French for foot on the sea. It's a take-off on pied-a-terre, foot on the land, or more commonly, your little get away.

WHY THAT BOAT



Comfort for wife who had to have a queen size bed and full

stateroom if she was going to go boating with me (she's not coming). Latest technology in Volvo pod drives was another factor, including the dynamic positioning system. Fuel efficient engines made cruising long distances attractive, as well as a quick dash to Catalina at 30 knots. Built in 2015. Purchased in 2016.

PREVIOUS BOATS

A 2014 Doral 45, a 1999 Cobalt 27, and a 1964 Sea Witch 36' ketch.

WHAT ABOUT CUBAR INTERESTED YOU MOST

There's nothing like tropical cruising. The camaraderie of 50 like-minded boaters makes for a pleasant 1000 mile journey to the tropics. In 2017, I thought CUBAR would be a one-time experience, but two years later I find myself wanting to repeat that experience and perhaps venture farther.

OWNERS' BIO

Clyde Foss. 73 Married (Kathleen 1972), 2 grown children (Kevin & Steven). Retired (Founder 4S Company 1975-2018). Residence Los Alamitos, Palm Desert CA & Cabo San Lucas MX. Liesure activities: Boating, fishing (salt and fresh water), golf.

FAVORITE BOATING EXPERIENCE

1st trip to Cabo and mainland MX in our 45 Hatteras in 1995. Gained a tremendous amount of knowledge about boating and seamanship. We ended up spending almost 10 years on boat during cruising seasons, spending 2 years in Mazatlan, 2 years in PV, 1 year in La Paz and the rest in marina in Cabo before selling Hatteras and buying house in Cabo and 32' Blackfin fishing boat. Biggest lesson learned: Check weather for entire area you will be cruising before you go. And then keep checking. In the old days we used SSB and various "Nets" for weather info. Much more accurate long range and current info now.

BOATING STORY

Always check your fishing gear and make sure "clicker" is on, so when line goes out there is a noise. I was teaching my wife how to run our Striper fishing boat while marlin fishing off Catalina. She was progressing nicely and holding a steady 7 knots and missing numerous kelp patties, when she said to me, "Why is all the line almost gone on the starboard reel when the port side was still full?" Oops, I was distracted rigging bait and had forgotten to set the clicker on the reel, and we had hooked some kelp. It could have been expensive as the line was Spectra braided. The interesting part was, as I was reeling in, a large sportfisher saw the bent pole and me working hard to bring line in. He thought I had a marlin, so over he comes to watch and maybe find another marlin.

ABOUT YOUR CREW

Gary Reynolds, member Shoreline YC, VP Shorline YC Sailing Foundation, long time sailor and current trawler owner. Stephen Reynolds, like Gary his early years were spent on the water in Alamitos Bay in small sailboats, likes to fish for trout as he is an inland dweller. Jim Crosby, member Cabrillo Beach YC, extensive cruising experience in sailboat including South Pacific. Jim and Cindy with two children (Team Toucan) lived the dream of sailing off into the sunset and retiring.



Plan B - Riviera 48 ***Clyde & Katherine Foss***

WHAT'S IN A NAME

Bought the boat with the name, couldn't think of a better name, as original Plan A was a 60' Viking, but wife said I would be sleeping on the Viking as the house in Los Alamitos needed some work, and a 48' boat would do just as well.

WHY THAT BOAT

Enclosed, air conditioned flybridge, 2 large staterooms and 1 cabin for crew quarters. Probably the cleanest boat in our price range, and we'd been looking for 2 years.

PREVIOUS BOATS

18' Hallet flat bottom ski boat (1st boat, capable of 100 MPH); 26' SkipJack Express Cruiser; 32' 3018 Bayliner; 45' Hatteras Convertible; 27' Catalina; 322 O'Day; 32' Blackfin Flybridge; 18' Basstracker bass boat; 29' twin diesel Striper Express, 48' Riviera.

WHAT ABOUT CUBAR INTERESTED YOU MOST

Previous trips south (2) had been, "fill it full of fuel and get to Cabo as quick as possible." Now we have time to enjoy the trip and learn from other people.



Sea Trial - Nordhavn 55
David & Toni Solo

OWNERS BIO

Years of Skipper Experience, 1. David Solo / my wife Toni and I have been owners of N55-40, Sea Trial (formally Long Time Dead), a 55' Nordhavn, for a little over a year now. Our goal is to travel through Mexico and Central America and eventually transit the Panama Canal to the Caribbean or go the other way and head up to Vancouver, Canada and Alaska (or both).

As I am still working (hopefully to retire in the next year) we have stayed close to home in Laguna Beach with the boat docked just down the road in Dana Point. After Catalina, San Diego and other points close to home, CUBAR will be our first extended trip. Our goal is to leave the boat in Baja (La Paz) for the next year and use it as time permits. dsolo@solo-law.com

ABOUT YOUR CREW

My wife Toni Solo and Robert Higgins (whom we met through James Leishman from Nordhavn.) Our fourth crew member is a 5-lb Chihuahua named Luna.

FAVORITE DESTINATION

We have enjoyed boating locally and are looking forward to discovering our favorite destination(s) this November. Prior to purchasing we were on a Nordhavn 52 in Kodiak, Alaska, with Josh and Natasha Tofield. Kodiak (and the surrounding islands) was one of the most amazing places I have ever seen.

FAVORITE BOATING EXPERIENCE:

Waking to flat calm and total silence while anchored in a deserted inlet outside of Kodiak, Alaska.

WHAT'S IN A NAME

As an attorney "Sea Trial" seemed appropriate and a good double entendre. Per the USCG there are only 6 other boats with that name registered in the USA. Other suggestions were "Bella Luna" after our 5-lb guard Chihuahua.

WHY THAT BOAT

We were interested in having the ability to travel safely over long distances in comfort. Although we looked at a few other boats, Nordhavn seemed like a natural choice especially after spending some time on one in Alaska with an amazing couple Josh and Natasha Tofield. Nordhavn's national headquarters are just 10 min from our front door which also helped us make the decision to stick with Nordhavn. After we met James Leishman at an event, we were immediately sold on the 55. Perfect size for the two of us. We have been slowly meeting other Nordhavn owners as well and I am convinced that we made the correct decision! (2008) Year Purchased 2018.

PREVIOUS BOAT

20' Boston Whaler.

WHAT ABOUT CUBAR INTERESTS YOU

MOST

Everything



OWNER'S BIO

Years of Skipper Experience, 8. Captain Bob has been boating for many years starting with smaller ski boats, fishing boats, etc. I bought my first cruising boat in 2011 and am on my third. I am retired from the Los Angeles County Fire Department in Southern California after 35 years.

Additionally, I owned a construction company specializing in grading, demolition and excavation. I have always loved machinery, and boats fit right into the picture. I have captained boats to Alaska, British Columbia, San Juan Islands, Portland and Columbia River and now down to San Diego. rgraffty@gmail.com

ABOUT YOUR CREW

Captain Robert D. Grafton,

Admiral Lynn W. Safford,

First Mate James T. Gandee.

FAVORITE DESTINATION

Alaska was by far my most favorite boating

Starship – Bayliner 57 ***Robert Grafton***

experience. Besides the obvious beauty of the scenery, it demanded more of me in terms of seamanship and planning. Alaska was a 3,000 mile round trip taking 2.5 months. Imagine crossing the United States at 10 Knots!

FAVORITE BOATING EXPERIENCE

Cruising to the many destinations that Northwest Boating has to offer.

WHAT'S IN A NAME

We have always loved the mantra “to boldly go” from Star Trek. Hence the name Starship. Other people always seem to comment and remember the name which is fun. It is our second boat named Starship

WHY THAT BOAT

The Bayliner 5788 is a solid coastal cruiser. I have put nearly 900 hours on her in the last 3 years extensively cruising the Northwest and down the Pacific Coast. She is roomy and accommodates living aboard for months at a time. Range is very good on 800 gallons as long as you keep it slow. It provides a great platform for extensive cruising long term. (1997) Purchased in 2016.

PREVIOUS BOATS

Various ski and fishing boats, 3058 Bayliner, 3988 Bayliner.

WHAT ABOUT CUBAR INTERESTED YOU MOST

The opportunity to cruise with a larger group of boats with the various opportunities for meeting new friends. We intend on staying in the Sea of Cortez for the winter and summer, and hope to cross paths with friends made on the trip with CUBAR.



Tennie Ann – Grand Alaskan 64
Mike & Tamara Johnson



OWNERS' BIO

Years of Skipper Experience, less than a year. Mike & Tamara Johnson met at San Diego State, married and lived in New York, raised three boys in Orange County, then lived in Shanghai for 9 years, and just last year moved to Austin Texas. We learned about CUBAR at the 2018 Bremerton Trawlerfest, and began the journey to find, buy and prep a worthy vessel, while developing our skills to safely and comfortably enjoy this adventure.

We found Tennie Ann in April 2019 at the Seattle Trawlerfest, and have since cruised to Vancouver BC, and down to Portland OR. As we write this, we are on our way down to Ensenada MX, and look forward to soon

meeting the rest of the Cubaristas for this year's expedition. mike@sand-and-snow.com

ABOUT YOUR CREW

Tamara as chief safety, supply chain and provisioning officer. MJ as skipper. Brother TJ as fisherman in chief. Nephews Brandon and Max, and good friend Pudge to support this

voyage and enliven our spirits.

FAVORITE DESTINATION

The next one.

FAVORITE BOATING EXPERIENCE

Running Tennie Ann this July 2019 with MJ, Tamara and son Reid on our first voyage from Lake Union to Port Townsend to Anacortes to Port Sydney. Nothing like the deeply special reflections experienced during this inaugural Tennie Ann cruise with just the three of us.

BOATING STORY

Tamara piloting a family Duffy outing in Newport Harbor during Thanksgiving 2018--the real catalyst for climbing this steep learning curve the past 12 months. You'll have to ask her to tell the story . . .

WHAT'S IN A NAME

Tennie Ann was MJ's great grandmother, a witty, independent, adventurous, fun-loving, generous, and most amazing woman who lived until her 106th year. Her life story provides inspiration for future generations on living life to the fullest - can't imagine a more suitable moniker for this lovely vessel.

WHY THAT BOAT

The right size, the right layout, great condition and seaworthy design, 2004. Purchased in 2019.

PREVIOUS BOATS

None, this is the first.

WHAT ABOUT CUBAR INTERESTED YOU MOST

Sharing with new friends this adventure down the Baja coast and into the Sea of Cortez. Teamwork makes the dream work!

OWNER'S BIO

Years of Skipper Experience, 1 year. Retired after 40+ years of industrial construction. Four daughters and 3 granddaughters. New to offshore boating. Lifetime of experience in lake boating, airplanes, motorcycles and motorhomes. Have travelled extensively, but never by boat offshore which I always wanted to do. So I bought my Diesel Duck. I have been boating in the San Juan Islands, and the plan is to leave the Traveller in the Sea of Cortez for at least a year and then do the Great Loop. It will take time, in the Traveller the Journey is the Destination!

gashworth@me.com

ABOUT YOUR CREW

Paul Vance San Diego, retired and spends his time on his 42' Nordic Tug. Steve and Dave Bray, retired, boat around the San Juan Islands and BC coast. Blaine Jones, retired construction manager from Bonnyville, AB.

FAVORITE DESTINATION

I have really enjoyed the San Juan Islands because of the easy access for me, beautiful country and shelter from the weather.

FAVORITE BOATING EXPERIENCE

Our annual week-long trip to Lake Coeur d'Alene, Idaho, from Calgary, AB, with a 20 Searay Cuddy Cabin back in the day.



Traveller – Seahorse Marine 38 Gary Ashworth

BOATING STORY

My first offshore boating experience was a fishing trip out of Cabo (1987) in a 24' fishing boat with a buddy. The captain and the mate could not speak English, so when the boat broke down past the sight of land the only thing I understood when he was calling on the radio was "Mayday." It was a long day bouncing up and down in the swell, trying to find a fixed object to look at. When a tow boat arrived about 8 hours later it was amazing how after about 15 min of being underway we were able to open the lid on the cooler again.

WHAT'S IN A NAME

It had the name Traveller when I bought it and this describes what I want to use it for.

WHY THAT BOAT

I liked the idea of a steel hull, and it had good reviews for being a capable offshore cruiser. The gallon and half an hour may have helped. (2007) Purchased in 2017.

PREVIOUS BOATS

Lake/river boats, over the years, too many to list.

WHAT ABOUT THE CUBAR INTERESTED YOU MOST

Meeting people with the same boating/traveling interests, and going to the Sea of Cortez for the first time with a group.



Vamonos! - Outer Reef 63

Gene Vernon - PCYC

OWNER'S BIO

Years of Skipper Experience, 50+. Started sailing at age 8 with a homemade Sabot. Graduated Santa Barbara High School 1962, 2 years active duty as a Quartermaster (navigation) 1966-1969. Vietnam Veteran, after the Navy graduated from CSLB (psychology). During Graduate school I designed the Sol Cat 18 Catamaran and went into the boat business from 1972-1980. Moved back to Santa Barbara in 1980 and took over my father's construction company in real estate development, and retired in 2014. ggvernon@gmail.com

During these years I owned numerous power boats and an Erickson 35. We often cruised and fished the Channel Islands and Catalina. In 2013 we bought a Kroger 42 and cruised BC and the San Juan Islands, and then decided we needed more adventure so we bought the Outer Reef 63 in Florida and cruised the East Coast, Bahamas, Turks and Caicos, Jamaica, Panama and Costa Rica. We shipped from there to Victoria, BC, and cruised the North West and Alaska and then back to California last year. In all the trip lasted 18 months and about 14,000 miles.

ABOUT YOUR CREW

Rudolfo Marin Cascante (Costa Rica), Trisha Vernon, Bradley Vernon, Gene Vernon, Captain. A few guests along the way.

FAVORITE DESTINATIONS

Costa Rica (Golfito) and Alaska, because they are both truly the last frontiers.

FAVORITE BOATING EXPERIENCE

The 18 months of cruising the East coast and back through the Panama Canal.

BOATING STORY – ANECDOTE

Not funny Just fun!

WHAT'S IN A NAME

When telling our Ranch Manager (Mexican) about the new boat he said, Vamonos! "let's go" and that was then the name!

WHY THAT BOAT

Past experience with a Viking 40, a Kroger 42 and our plans for a cruise of the East Coast and trip home through Panama. We knew we needed a bigger and faster boat for that long of a cruise. (2009) Purchased 2016.

PREVIOUS BOATS

Sabot, Flying Dutchman 13, Sol Cat 18, 15 and 20, Erickson 35, Sea Rea 24, Silverton 34, Viking 40, Kroger 42.

WHAT ABOUT CUBAR INTERESTED YOU MOST

Mexico is best Cruised in Numbers! Also meeting other sailors.

OWNERS' BIO

Ken was introduced to cruising and sailing by his father in 1960 when he was 14. Prior to Varnebank he owned sail and power boats and airplanes, however always preferred the mechanics of boats or planes to sailing or flying. He trained as an aircraft mechanic and was also a corporate jet captain prior to flying as a flight engineer and pilot for United Airlines for 25 years.



Christy is a sailor at heart, known as one of the better navigators of her era. She navigated and sailed 1975 - 1994 with some of the "best of the best" with such people as Tom Blackhaller when they won the Bermuda Race in 1980, navigated for Kialoa in the 1979 Fastnet Race, and for Dennis Conner for 4 years where she became the first woman to sail as crew in the America's Cup.

We met on the 1983 America's Cup program when we both worked for the Freedom campaign. Fast forward to 2010 when Ken purchased the 78' Dutch ex-fishing trawler, Varnebank, in Amsterdam. Along with Christy after a 1-year trip, we brought the boat home to California. ... In 2015 we did our first CUBAR, then returned to Mexico on our own in 2016. We usually crew Varnebank ourselves, but on CUBAR 2017, we took along 5 extra crew for the trip. While in Mexico, we went through the laborious process of obtaining our Mexican charter license and ran several charters out of La Paz.

FAVORITE DESTINATIONS

We seem to be stuck on the Sea of Cortez. It is the closest true paradise to San Diego, where we live. It is uncrowded, warm, pristine and, above all, populated by some of the friendliest people on the planet. This will be our 4th long term cruise to Baja and our stay is only limited by hurricane season. However, Christy shares stories about owning a Dutch Tjalk in France for many years and misses cruising the canals of Europe. I am sure we will be doing that again sometime in the future.

FAVORITE BOATING EXPERIENCE

For Ken, probably entering San Diego Harbor after spending a full year bringing Varnebank home from Holland. For Christy, it was all the navigating on the IOR and maxi boats, then taking a racing sailor cruising ... with a 3 year old on a 46' ketch in the Sea of Cortez for a couple of seasons.

BOATING STORY

Come aboard, have a drink, and we will go on all night!

Varnebank - North Sea Trawler Ken & Christy Donnelly

ABOUT YOUR CREW

Penny & Lawrence Talbot, previous Cubaristas.

WHAT'S IN A NAME

Varnebank was the name given by the man, Flor Kersten, who converted the boat from a 1965 North Sea fishing trawler to the beautiful expedition yacht she is today. We liked the name and chose not to change it.

Also, it sounds Dutch. The Varne Bank is a large sandbar in the Dover Strait between England and France. Ships are warned of its location by the Varne lightship. The Dutch call it the Varnebank (Varn-a-bonk).

WHY THIS BOAT

As a teenager in Newport Beach, I witnessed the arrival of the beautiful trawler yachts made by Romsdahl in Norway. It always seemed to me that seaworthiness was far more important than speed or luxury. I finally found a true North Sea trawler I could afford on the internet and sent my favorite yacht broker, now my wife, Christy, to Holland to check it out. I decided to keep them both! The rest is history.

PREVIOUS BOATS

Ken: Westsail 32, Svea; Benford 32' diesel trawler Ladybug; 82' staysail schooner, Shearwater (with my brother).

Christy: Cal 40' Emily Ann; Stevens 50' Charlie; Trip 46' ketch Hallelujah.

WHAT ABOUT CUBAR INTERESTED YOU MOST

For us, CUBAR has become about the people. We have maintained contact with the friends we made on CUBAR 2015-17 and look forward to making even more on CUBAR 2019. It appears to be an interesting bunch who have signed up.

The Espiritu Santos Islands - near La Paz

The 2019 CUBAR Odyssey fleet will enter the La Paz Bay area by transiting the San Lorenzo Channel (see at bottom of satellite photo) that separates the south end of the Espiritu Santos Islands from the La Paz Peninsula (not shown). Note this 12-mile long chain of 3 islands (Isla Espiritu Santo, Isla Partida & Los Islotes), because you'll undoubtedly want to cruise back

here soon to slowly investigate the dozens of lunch-hook spots and inviting overnight anchorages tucked into sheltered coves, mostly along the dramatic west coastline.

Sportfishing, scuba diving, snorkeling, novice swimming, SUPing and trail hiking are popular and rewarding activities at the Espiritu Santos Islands. This whole chain is a national park and marine sanctuary, so you'll see lots of wildlife in its natural habitat. Nobody lives permanently on these islands - just a few seasonal fishing shelters

Park rangers do patrol and protect the islands and waters around them, so bring your SEMARNAT permit, available in La Paz if you didn't get it during check-in at Ensenada.

For details on 35 named anchorages at the Espiritu Santos Islands, read pages 121 through 129 in *Mexico Boating Guide*.



Spanish Nautical Terms

General Boating Terms

Anchor (to): fondear
 Anchor: ancla
 Anchorage: anclaje
 Arrive (to): llegar
 Beam: manga
 Boom: botavara
 Bow: proa
 Cabin: cabina
 Captain: capitán
 Cook: cocinero(a)
 Copies: copias
 Customs: Aduana
 Deck: cubierta
 Deckhand: marinero(a)
 Draft: calado
 First Mate: Segundo a Bordo
 Helm: timón
 Helmsman: timonel
 Hull: casca
 Immigration: Migración
 Launch (to): botar
 Launch, skiff: lancha
 Leave port (to): embarcarse
 Line: línea
 Mast: mástil, palo
 Oar: remo
 Oarlock: chumacero
 Papers: papeles, despachos
 Pleasure craft: yate de placer
 Port Captain: Capitán del Puerto
 Port Captain's office: Capitanía
 Port hole: tromera
 Port: babor, puerto
 Power yacht: crucero
 Propellor: hélice
 Sailboat: velero
 Sailor: marinero(a)
 Screwdriver: tornillador
 Sea sick: maréu
 Starter: arranque
 Tool: herramienta
 Winch: molinete, winche
 Wrench: llave

Mechanical Terms

Battery: batería, pila
 Bearing: cojinete
 Bolt: tornillo

Breakdown: parada
 Cable: cable
 Diesel: diesel
 Engine: máquina
 Exhaust: escape
 Fuel: combustible
 Gasket: empaquetadura
 Gasoline: gasolina
 Grease: grasa
 Head: cabeza
 Hose: manguera
 Injector: inyector
 Mechanic: mecánico
 Nut: tuerca
 Oil: aceite, lubricante
 Piston: piston
 Pump: bomba
 Row: (to): remar
 Rudder: timón
 Screw: tornillo
 Sea level: nivel de mar
 Seamanship: marinería
 Sheet: escota
 Ship: barco, buque
 Speed: velocidad
 Starboard: estribor
 Stern: popa
 Tank: tanque
 Tiller: caña del timón
 Tow (to): remolcar
 Tugboat: remolcador
 Wharf: muelle, embarcadero

Marine Meteorology

Barometer: barómetro
 Breakers: rompientes
 Breeze: brisa
 Calm: calma
 Clear up (to): aclarar
 Clouds: nubes
 Degrees: grados
 Ebb tide: marea menguantes
 Fog: niebla, neblina
 Forecast: predicción
 Front: frente
 Gale: viento duro
 Gentle breeze: brisa débil
 Gust: rafaga, racha
 Haze: calima

High pressure: alta presión
 Horizon: horizonte
 Hurricane: huracán
 Light air: ventorina
 Mist: neblina
 Moderate: brisa moderada
 Norther: nortada
 Rain: lluvia
 Shower: chubasco
 Squall: turbonada
 Surf: oleadez
 Surge: resaca
 Thunder: trueno
 Tide: marea
 Trade winds: vientos alisos

Navigation Terms

Altitude: altitud
 Barometer: barómetro
 Bearing: orientación
 Breakwater: rompeola
 Buoy: boya
 Chart: carta
 Chronometer: cronómetro
 Compass: brújula
 Course: rumbo
 Depth: profundidad
 Deviation: desviación
 Dividers: compas
 East: este, oriente
 Fathom: brazas
 Knot: nudo
 Lighthouse: faro
 Magnetic: magnético
 Meridian: meridiano
 Observation: observación
 Parallel: paralelo
 Position: posición
 Radar: radar
 Reckoning: estima
 Reef: arrecife
 Sextant: sextante
 South: sur
 Star: estrella
 Track: trayectoria
 West: oeste, poniente
 Waves: olas

Circle Route of the Southern Sea of Cortez

by Capt. Pat Rains - from Mexico Report in SEA Magazine

The CUBAR Odyssey 2019 arrives in the Sea of Cortez as winter cruising season begins in Mexico. Winter and spring are perfect seasons to make the "Circle Route" of the southern Sea of Cortez.

Why now? Water temperatures are just starting to warm up, bringing with them the hottest fishing and clearest diving. Later in the summer, most boats will be safely berthed near their favorite hurricane holes, keeping a close eye on the weather forecasts and venturing out only for 1- and 2-day voyages. But until then, a powerboat with 275-mile legs can certainly explore the nicest anchorages and resort ports, the best fishing and diving to be found around the southern end of the Sea of Cortez.

My "Circle Route" of the southern Sea of Cortez eats up about 590 nautical miles, so you'll be glad to know that this route offers dozens of short hops and tranquil overnight anchorages at uninhabited islands and a few resort ports, balanced by six fuel stops and two or three overnight passages.

LA PAZ and BACK

My circle route starts at La Paz, then gunk-holes northward on the Baja Peninsula to Santa Rosalia,

crosses over to San Carlos, then coasts down the mainland to Topolobampo, and jumps back over to La Paz. (If you're planning to head farther down on the mainland, say to Altata or Mazatlan to Puerto Vallarta,



you'll keep coasting southeast after Topolobampo.)

La Paz is the best place to prepare for the Circle Route, because it's the gateway to the Sea of Cortez. La Paz had four marinas with fuel docks: Marina CostaBaja, Marina Palmira, Marina de La Paz, Marina Singlar La Paz. It has several good chandlers and haul-out yards. Tune into the Cruisers' Net on VHF 22 at 0800 Monday through Friday for the latest weather and local boating news. Club Cruceros de La Paz welcomes newbies like us Cubaristas, lists recommended local services.

"THE BEST" CRUISING

In my humble opinion, this first 115 miles of the Circle Route is the best cruising grounds in Mexico, and the next 120 miles to Santa Rosalia is next best. If your schedule is too limited, at least take time to savor this part of the Circle Route.

ISLAS ESPIRITU SANTOS

Our first overnight stop is at the Espiritu Santos Islands, only about 12 nautical miles from Marina CostaBaja in La Paz. *See previous page for the satellite image of the Espiritu Santos Islands with anchorages.* Among nine gorgeous coves along the west side, the most reliable anchoring shelter is found in Partida Cove: GPS approach 24°31.5'N, 110°24.0'W.

Partida Cove is good even if a Corumuel wind (westerly) should develop. For tranquil snorkel diving you can visit the reef in the middle of Caleta el Candeleros. Check out the Underwater Garden submerged sculpture



here. For expert scuba diving I'd head to Isla Los Islotes at the north end of this island chain.

THE HOOK - Is San Francisco

It's only 30 miles from Los Islotes to San Evaristo Bay, so at 20 miles out you may stop for lunch inside "The Hook" on Isla San Francisco. This leg transits the San Jose Channel which acts like a funnel for marine life. Keep the cameras handy.



The Hook anchorage, Isla San Francisco

SAN EVARISTO BAY

Evaristo is an overnight anchorage off a small village only recently linked to La Paz by gravel road. The most private spot to drop the hook is in the hill-lined North Cove, but if any south wind threatens, pick the south end of Evaristo's main beach. Besides fishing, the Evaristeños raise goats and run a salt-evaporation pond that you can visit by hiking over or anchoring in the next beach cove north. called Playa Panteon.

Back out in the San Jose Channel, vast colonies of giant Humboldt squid and docile manta rays funnel through this narrow channel and the Craig Channel farther north, so expect lots of pangas to be fishing with nets, and with lights at night. At daybreak, if you can buy a few squid from the pangueros, cut the calamari (sheath part) into strips and grill them quickly, lightly. Like abalone, they toughen when overcooked.

GATO & TORO

Cat and Bull Cove lies 31.5 miles north on Baja and is mostly uninhabited. In the north end of this

Gato North anchorage is pinkish red.



2-lobed spot, spectacular sandstone formations and ledges that surround the anchorage range from pastel pink to oxblood red, providing good north-wind shelter. This lobe and the Arroyo el Gato were named by locals for a family of puma or wild cats that live not far up the canyon. In south wind, one shallow-draft boat could anchor behind the flat-topped reef shielding the Toro lobe in front of Bull Creek.

AGUA VERDE

To reach Agua Verde Bay (20 n.m. north), you need to round Punta San Marcial either within half a mile off the tall rocky point, or at least 2.25 miles out - in order to avoid Roca San Marcial, an offshore reef patch that runs north-south. Also called Marcial Corners, this rocky-bottom turning point is great for cabrilla.

Agua Verde means the color turquoise in Spanish. This bay's three anchoring areas are not quite as beautifully turquoise as others we just visited, but the panguero village behind the center cove is friendly and picturesque; one house sometimes operates a tiny store. On the isolated north beach peninsula, cruisers at anchor hold so many rendezvous and pot lucks in front of the lone cinder-block hut that it's been dubbed the Agua Verde Yacht Club.



PUERTO ESCONDIDO

Ready for some civilization? Tie up in one of 80 full-service slips at Marina Puerto Escondido and come ashore for meals at Pepagino's restaurant, get laundry done by fluff & fold, shop in the Mini Mart, swim in the pool. Or grab a mooring in the shelter of Puerto Escondido's main bay. Or more slips are in a back basin or alongside the residential island - reached by a channel behind the boat yard. The marina welcomes newbies and hosts Sunday brunch on the balcony. The



marina operates a floating Pemex fuel dock. Next to it is a haul out yard for repairs and dry storage. Groceries and a restaurant are in the marina and also nearby at Tripui RV resort, and the town of Loreto is 15 miles north by taxi. This is a good place to stop and pick up guests who can fly down to Loreto.

ISLA CARMEN

Just offshore of both Puerto Escondido and Loreto lies 18-mile long Carmen Island, the heart of Loreto Bay National Marine Park. One of the easiest anchorages is in Balandra Bay, a perfectly circular cove with a sandy beach and protective hills (see below), and it's on the way up the Loreto Channel. At night you can see the lights of Loreto.



On the back or east side of Carment Island is the vast La Salina Bay with great fishing and a ghost town.

SAN JUANICO

Forty miles up the Baja coast, as you enter San Juanico Bay look for the Spires, the Lump and Isla Tercera, which are statuesque islets dotting the north-end anchorage. A couple lovely homes have been built

overlooking this pretty anchorage. San Juanico has long been known for its fossils, crystals and other geological wonders, but please take only photos, not souvenirs, or you'll destroy this ancient treasure.

Instead, why not tie a ribbon with a home made ornament and your boat's name to the cruisers' memento bush? In south wind, you can go north (2 n.m.) around Punta Basilio to anchor in tiny Ramada Cove.

BAHIA CONCEPCION

One of the most relaxing side loop in the Southern Sea of Cortez is Bahia Concepcion - Conception Bay. This "sea within a sea" is 21 miles long, only 2 to 4.5 miles wide, formed inside a large peninsula that's virtually uninhabited. The shores of Bahia Concepcion are chocked full of interesting little coves, beaches and islands the size of small city blocks. The western shore is mostly lined by Highway 1, so you'll see lots of rustic vacation villages and RV parks. Coyote Bay and Playa Santispac are somewhat "crowded" on holiday weekends. Hint: to avoid land tourists, anchor in the coves with no beaches.

PUNTA CHIVATO

To break up the 90-mile leg from San Juanico to Santa Rosalia harbor, you could opt to anchor 60 miles up at Punta Chivato.

Upon entering the Chivato area, use caution to avoid Inez Reef, a detached submerged unlighted reef patch 1.25 n.m. WNW of the larger Isla Santa Inez.

Hotel Point provides a sheltered anchorage in winter's occasional NW wind. Look for the stone-arch building (former hotel) on the southernmost point of the Chivato headland. The village and road is reached by a flight of steps from the low shingle beach - dinghy landing. Punta Chivato is good to keep in mind, because it has decent anchorages for different wind directions.

SANTA ROSALIA

En route to Santa Rosalia (30 n.m.), favor the SW side of the very tidal Craig Channel below Isla San Marcos.

Santa Rosalia is a small commercial harbor about half way up the Sea of Cortez (240 n.m. from La Paz). Its man-made breakwater entrance opens to the south. In the harbor's SW corner (hard to port), a Fonatur Marina welcomes yatistas with a dozen slips, a floating Pemex fuel dock and 3-story blue-glass marina office building with lounge and services.

Next door to the marina are the piers for the

TOPOLOBAMPO

Similar to La Paz but smaller, “Topo” as it’s called, is a pleasant harbor sheltered by sand banks and hills, reached by an entrance channel. My GPS approach waypoint is 25°31.275’N, 109°12.490’W. The main channel is well buoyed into the harbor. Marina Topolobampo lies at the end of the NE secondary channel, but get directions from the marina or port captain on VHF 16.

Side trip? A safe berth in Topo is the best place to leave your boat while you take the 2- to 6-day Copper Canyon train & land excursion, which starts at nearby Los Mochis. Purchase tickets in advance: book port side of the train going up, starboard returning, for the best viewing. A stop at Topolobampo breaks up the eastern shore of the Sea of Cortez into easy pieces.



BAHIA DE ALTATA

The newest stop of convenience on the east side of the Sea of Cortez is Altata. With its new Isla Cortes Marina & Yacht Club sheltered up inside Bahia de Altata, this stop is easier than ever. Make a slip reservation to take advantage of their pilot panga to lead you swiftly through migrating shallows in Altata Bay and safely into the posh marina, fuel dock, restaurants, resort, boat storage, etc. See photo above.

Puerto Altata has provisions. Mazatlan down the coast has many marinas, boat yards and services.

LA PAZ RETURN

The crossing southwest back to La Paz is about 110 n.m. On an overnight passage, I hope you’ll be thrilled by sparkling bioluminescence, by stars that appear within arm’s reach and a cruise ship arriving at dawn as well.

Marina CostaBaja is gracious host to the 2019 CUBAR Odyssey and a great place to come home to.

For details on these Circle Route destinations and many more, please check out “Mexico Boating Guide” at <http://MexicoBoating.com>



Santa Rosalia’s Fonatur Marina & fuel dock

Guaymas ferry, where ashore you’ll find the ferry terminal and the Port Captain’s office. When cruise ships stop here, their passenger shore boats land at the ferry terminal.

Hurricanes took out the original marina in the harbor’s NW corner. Between the newer marina and the old ruined one, a shoal has developed just off the west sea wall. You can anchor anywhere inside Santa Rosalia harbor not blocking ferry traffic or the Navy vessels.

In 1885 a French company El Bolero built Santa Rosalia to mine, smelt and export copper ore, gypsum and manganese from nearby mountains. Imported lumber built the workers homes and shops that still fill the downtown canyon - twice rebuilt after fires. Gustav Eiffel (as in the tower) designed the town’s church. Baja’s most remarkable cave paintings and petroglyphs dot the Sierra San Borjita; hire a local guide. Santa Rosalia has enjoyed a new tourism prosperity since the reopening of the old mines.

SAN CARLOS

Crossing the Sea of Cortez from Santa Rosalia in Baja to San Carlos, Sonora, is a 75-mile passage east-northeast. On landfall, when you see the landmark peaks Tetakawi, Marina Real lies just to the north behind Playa Algadones, and Marina San Carlos lies just to the south inside Bahia San Carlos. Both marinas have fuel docks, and Marina Seca has separate repair and storage yards. San Carlos is a friendly sportfishing resort on the edge of Sonora Desert.

GUAYMAS

Fifteen miles south, the small commercial port of Guaymas (pronounced “WHY-mas”) spreads around a spectacular bay with coves and islands that provide excellent shelter for a new Singlar marina, fuel dock and five boat yards. Shrimp and Sonora beef are the prime exports; it’s not unusual to see real cowboys ride through town.



Here are the capable dockmasters and harbormasters of the marinas of Baja, the Sea of Cortez and mainland Mexico down to Barra de Navidad. The CUBAR Odyssey 2019 and San Diego Yacht Club are grateful for their support, their gracious welcome parties and their many services that make our cruise more pleasant and secure.

<u>INDEX</u>	<u>PAGE</u>
Boats by name in alphabetic order	14 – 37
Cabrales Boat Yard, Pto. Penasco	7
Calendar / Route	12 – 13
Circle Route of So. Sea of Cortez	40 – 43
CUBAR Committee members	11
E2 Yacht Services, Puerto Vallarta	7
Espiritu Santos Islands, La Paz	38
Marina Coral, Ensenada	2
Marina CostaBaja, La Paz	4
Marina Isla Cortes, Altata	6, back cover
Marina Puerto Escondido, Loreto	5
Marina Puerto Los Cabos, SJC	3
Mexico marina dockmasters	44
Northern Lights	10
Paradise Village Marina, PV	7
San Diego Marine Exchange	8
SDYC Commodore Welcome Letter	1
Sevenstar Yacht Transport	7
Spanish Nautical Terms	39
Training Resources Maritime Institute	9