



**TUCSON SAILING CLUB**  
**CRUISING THE SEA OF CORTEZ**

*An informational packet for cruisers*

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## Table of Contents

Warning .....	3
Preparation for Cruising .....	4
Before Departing .....	4
Departing the Marina .....	4
Charts .....	4
Weather.....	4
Medication .....	5
Seasickness .....	5
Water .....	5
Garbage .....	5
Clothing .....	6
Pesos .....	6
Safety Gear Recommendations .....	7
Crew Safety .....	9
Radio .....	10
Radio Use Tips .....	10
Procedure for Hailing Another Vessel .....	10
Sending a Distress Call .....	11
Cruising Net .....	12
Anchoring .....	13
Anchor Rode .....	13
Placement of Anchors .....	13
Returning to San Carlos at Night .....	15
Float Plan .....	16
Resources .....	17
Food Suggestions .....	19
Recipes .....	22
Spanish for Cruisers .....	25

## Warning

Sailing the Sea of Cortez can be dangerous. Because of the sailing abilities of your fellow cruisers or unanticipated changes in the conditions of the sea and wind, all crew must be prepared to sail alone and face any mechanical, health, or other problems independently. Efforts will be made to assist where possible, but bear in mind that other boats or crew will not be put at risk because of lack of planning on the part of any boat or crew.

*Neither the Tucson Sailing Club nor the organizers of the cruise take responsibility for the safety of the boats or their crew.*

This Cruising Packet is meant to give basic information for cruising the Sea of Cortez. It is not a comprehensive discussion of cruising or safety. It is up to each cruiser to educate themselves using various sources.

Please send any corrections or additions to Loretta Peto, [lpeto@outlook.com](mailto:lpeto@outlook.com).

## Preparation for Cruising

Many of the cruising areas of the Sea of Cortez do not have towns. In those areas where there are towns, the towns may not have items you may need for your boat. So planning is important prior to leaving the dock.

### ***Before Departing***

Take your boat out for a shake down sail. Check all systems to make sure that they are working and inspect your rigging for any potential malfunctions. Also, take your crew out to instruct them on how your boat works and anything you as the boat owner require in sailing your boat.

### ***Departing the Marina***

Although not required, you should notify the marina that you will be gone. Please note that marinas in the Sea of Cortez require a current import permit and insurance on every boat launching from the marina.

As a safety precaution, you should provide a responsible person who is not traveling with you information about your plans, such as days you will be gone, who is on the boat, description of boat, etc. See *Float Plan*.

### ***Charts***

Because of various underwater hazards and swift currents in the Sea of Cortez, you should have a complete set of charts for the area. See *Resources* for where to find charts.

### ***Weather***

The weather is like the weather in the Desert Southwest, except with a lot more humidity. Check the weather for several days (see listings under *Resources*) prior to setting out on your cruise and daily during your cruise.

Plan your travel between places to account for inclement weather. *Always keep in mind that cruising should not follow an agenda that would put you or your boat in danger.* If you need to be someplace on a specific day, plan your departure and arrival according to the weather forecast and the abilities of your crew and boat.

## Preparation for Cruising

### ***Medication***

Make sure that you have all the medication you may need during the trip. Because you may be delayed in returning, you may want to bring extra medication with you.

### ***Seasickness***

Even if you don't think you get seasick, take precautions. Sometimes the seas and motion of the boat will take you by surprise.

Some recommendations to battle seasickness:

- Ginger tablets
- Pretzels
- Soda water or ginger ale
- Celery
- Over-the-counter medication

### ***Water***

Bring plenty of drinking water. A recommended amount is one gallon per person per day. Also, have a personal water bottle to carry water for shore excursions.

For boats with limited water capacity, consider doing most of your washing in the sea water and using a spray bottle filled with fresh water to rinse off the sea water. You can find soaps that work in sea water on the internet.

### ***Garbage***

The cruising areas have very few areas to dispose of garbage. To minimize your garbage:

- Do not use plastic plates, cups, and utensils.
- Do not use glass containers, if possible. If a wine drinker, try boxed wine.
- Crush cans and plastic bottles after use to compact trash or bring food in bags.
- Rinse food bags and cans in salt water to minimize stale food smell.
- DO NOT throw garbage overboard unless it is biodegradable in a very short period of time.

## **Preparation for Cruising**

Always dispose of your garbage in designated containers. If no containers are available, take your garbage back to San Carlos or the next town you visit. You may want to find a secure place on your boat, preferably on deck, to store your garbage.

### ***Clothing***

Plan your wardrobe according to the weather for the time of the year you are sailing. However, there are some items you should always bring regardless of the time of year you are cruising:

- Wind jacket
- Sweater
- Wide-brimmed hat with chin strap
- Sunglasses with straps
- Sunscreen
- Water shoes for walking in water when going to shore
- Sailing gloves
- Dive skin or similar outerwear to protect against jellyfish when swimming

### ***Pesos***

Most places in Sonora and Baja California (Sur) accept US dollars, but the exchange rate, and the math required to calculate it, may not be the best. Bring pesos. You can get pesos from ATMs or exchange dollars for pesos at the bank. A passport is required if you are exchanging dollars at the bank.

## Safety Gear Recommendations

Any safety gear that you use should be in good condition and readily accessible for use in an emergency. The amount and type of equipment varies depending on the size of your boat, its propulsion system, the number and/or age of people onboard, and the area in which you are operating. You may want to reference the US Coast Guard's required equipment list for recreational vessels.

Some general suggestions for safety equipment:

Personal Flotation Devices: One Type I, II, III or V per person (wearable by the intended user) plus one Type IV throwable.

### Fire Extinguishers:

All boats with enclosed engine compartments (not outboards), enclosed living spaces, or permanent fuel tanks, should have fire extinguishers.

One B-I, any type for boats 16 feet to less than 26 feet.

One B-II or two B-I for boats 26 feet to less than 40 feet.

One B-II and one B-I, or three B-I for boats 40 feet to less than 65 feet.

Visual Distress Signals: Minimum of three-day use and three-night use or three day/night combination pyrotechnic devices. You can also use non-pyrotechnic substitutes: one orange distress flag (day-use) and one electric SOS signal light (night-use). Pyrotechnic signals should have a manufacture date within 42 months of the current date.

Orange smoke (handheld or floating)	Day only
Orange flag	Day only
Handheld red flares	Day and night
Pistol type launcher with meteor or parachute red flares	Day and night
Handheld rocket propelled red parachute flares	Day and night
Electric S.O.S. distress light	Night only

Sound Producing Devices: Horn or whistle recommended to signal intentions or signal position.

## Safety Gear Recommendations

Navigation Lights: Navigation lights should be displayed between sunset and sunrise, and during periods of restricted visibility. The requirements for navigation lights depend on the type of boat (sail or power) and the length of the boat. Sail boats have different requirements if under power with sail or under power without sail. Detailed descriptions can be found in *Navigation rules, International - Inland*, see *Resources*.

### Other

- Bilge pump or bailer
- Boathook
- Personal flotation devices of appropriate size with attached whistle, waterproof flashlight/strobe and knife - one per person on board.
- Jack line and safety harness to secure your body to the boat.
- VHF marine radio
- Waterproof handheld VHF as back up and for going ashore.
- GPS with plenty of batteries
- Compass: Ship's Compass and Handheld Compass
- First-aid kit
- Waterproof flashlight or searchlight
- Ground tackle - anchors, anchor rode
- Lightning protection
- Abandon ship bag (that floats) with all essential gear packed for quick access and emergency transport off the boat.
- Body-overboard pole with 25 feet of floating line and auto strobe light
- Signal mirror
- Set of tools needed for repairs
- Spare parts for your boat



## **Crew Safety**

- Keep things stowed to minimize falls and entanglements. Do not sit or stand on lines.
- NEVER jump from the boat when it's underway.
- Use personal floatation devices - mandatory for children under age 12, for those who are not strong swimmers, and at night.
- Read the boat's log every couple hours to know where you are at all times - approximate location, direction, speed, and time since last entry.
- Know how to stop the boat when under sail or motoring.
- Know how to operate the boat's engine.
- Know how to use the radio and how to send May Day and/or Pan Pan transmissions.
- Know what to do in a body-overboard situation.
- Know the location and operation of flares, fire extinguishers, boathook, GPS, and first aid.
- Stay with the boat in a capsize or major swamping event. The boat floats, even upside down, and is easier to spot than a head in the water.
- Keep safety foremost in your mind.

## Radio Use

### ***Radio Use Tips***

Always listen before you start transmitting to ascertain a clear channel. If others are talking, wait until they're finished. Everyone will appreciate your courtesy. Before calling another vessel on a hailing frequency, ensure in advance that you have a clear working channel available to switch to. Checking ahead can reduce congestion on the few working channels available. After you've made contact, transmit with minimum power, or use the low-power setting. Be sure to depress the button on the microphone before you start to speak. It's common for transmissions to be cut off at the beginning because the sender has started speaking too soon.

### ***Procedure for Hailing Another Vessel***

Generally, you would use Channel 16 to hail another vessel but be brief. Frequently, boats that cruise together will designate another channel that is open so that Channel 16, the emergency and commercial channel, is free.

After you establish contact, switch to a working channel. Example of a proper hail and response:

“Blue Goose, Blue Goose, Blue Goose, this is Safari, over.”

“Safari, this is Blue Goose, over.”

“Blue Goose, please switch to channel 68. Over.”

“Roger, 68. Over.”

Please note that your transmission is public. So do not say anything that you do not want others to hear. Also, refrain from language that could be offensive to others.

## Radio Use

### ***Sending a Distress Call***

Always know where you are and who you are. You may only have a few seconds to send a distress call. Place the radio power selector to high power. Speak clearly and slowly.

Tune your VHF to channel 16.

Press and hold the transmit button located on the side of the microphone.

Repeat the word “**MAYDAY**” three times.

**MAYDAY** is the international expression to indicate a *present* or *imminent* danger such as a vessel sinking, grievous injury or loss of life, fire onboard, inability to locate a person overboard, etc, and an *immediate need* of outside assistance from vessels in the immediate area.

**PAN PAN** is for situation in which the danger is not imminent. It indicates that a vessel is experiencing difficulties and alerts other vessels in the immediate area of a *possible* need of outside assistance.

“This is (name of boat).” Repeat boat name three times.

Give position by latitude and longitude or by bearing and distance to a well-known landmark or navigational aid, or in any terms that will assist a responding station in locating the vessel in distress. An alternative is to indicate how far and in what direction you are from a prominent and well-known location, such as the San Carlos Marina.

Include information about the vessel course, speed, and destination.

Indicate the nature of distress (sinking, fire, etc).

Indicate the kind of assistance desired.

Describe your boat, such as size, rig type, color and indicate the number of persons aboard, including age. For example, 27-foot sailing catamaran, white main, red mast, 4 adults and one child, 10 years old.

End with “over.”

Release sending button located on the microphone and listen for response. If no response received, repeat above. Even if you cannot hear a response, it does not

## Radio Use

necessarily mean you were not heard. It may mean someone has heard you, but you cannot hear the response.

### *Cruising Net*

When cruising with other boats, a good way to communicate each day, is via a Cruising Net each morning. Someone is selected to be the net coordinator who will put out a general call on whatever channel the cruisers are monitoring. Generally, this general call is around 0750 hr, stating the channel that will be used and the start time, usually at 0800 hr. The format of the net is:

Net Calling Station Identification

Any Medical emergencies or priority traffic.

Check in (When checking in please use Low Power)

Weather (The relevant weather information gained from the SSB nets will be passed on)

Weather Questions

Cruising Announcements (This will usually be the activities for the day)

QST (General Announcements)

Swaps and Trades

## **Anchoring**

Most anchoring in the Sea of Cortez is done in 30 feet of water or less. Many anchor bottoms are sand or rock. Rock bottoms can be a challenge to get firm holding on your anchor because there are no crevices for your anchor to grip. After you have placed your anchor, back down (run or sail the boat in reverse) to see if the anchor is holding. You can tell if the anchor is holding by watching to see if the anchor rode is quivering. Alternatively, you can tell if the boat is secure and not moving by selecting two objects on the beam that form a natural range and watch for any change in the relationship in that range. If no change occurs, your anchor is holding.

### **Anchor Rode**

In very windy conditions, the proper anchor rode is 7:1 (7 feet of anchor rode for every 1 foot of water depth). So, if most Sea of Cortez anchoring is done in 30 feet of water or less, you would need to carry a total rode of 210 feet. In light air, a ratio of 4:1 is sufficient.

You should have about 30 feet of chain (5/16" or 3/8") between the anchor and the anchor line. This chain helps keep the anchor shank parallel to the sea bottom, thereby reducing the chance of the anchor pulling out of the bottom. In some situations, you might also need an additional weight (a sentinel or kellet) between the anchor and the boat to keep the pull on the anchor and its shank parallel with the bottom to prevent dragging in rough weather.

### **Placement of Anchors**

Anchor manufacturers publish minimum anchor sizes based on the length and weight of your boat. It is unusual to find a mud bottom in the Sea of Cortez, so it may be prudent to select an anchor larger than the recommended minimum.

You should also carry a stern anchor with rode. There are two reasons for doing so. The first is for comfort. If the wind and the waves are coming from different directions, you can use the stern anchor to align the boat at right angle to the waves. Your boat may pitch, but this alignment will reduce the tendency to roll.

The second reason is when you are in a small anchorage with other boats and room to swing is limited. A stern anchor will keep your boat from swinging into your neighbor. Make sure that you deploy plenty of anchor rode to keep the anchor secure.

## **Anchoring**

Some boaters set the primary anchor first and then the stern anchor. Others set the stern anchor first and then power forward to set the primary anchor. Also, some boaters use the dinghy to place the stern anchor so that the boat is set to the proper angle to the waves.

## Returning to San Carlos at Night

*N27° 55.26', W111° 04.00'*

Returning to San Carlos at night is fairly easy. On a clear night you will see the flashing light of Cabo Haro outside of Guaymas starting about 35 miles from San Carlos. As you get closer to San Carlos, you will see the lights from Bahia Algodones and around San Carlos.

The entrance to Bahia San Carlos is not visible offshore, except from a very small angle. Punta Doble and Isla San Nicolas (the very white island outside of the bay) obstruct the view of the bay. To find the bay, continue until you are between Punta Doble and Isla San Nicolas. As you are sailing between the two points, you will see the green (on the left) and red (on the right) lights. When you are midway between the green and red lights, you can turn into the bay, staying clear of the rock marker on the port side.

## Float Plan

(Fill out prior to leaving and give to a "responsible person")

Name
Description of boat - type, color of hull, length, name, make
Persons aboard - name, age
Competency of people aboard
Medical problems of any person aboard
Engine type - horsepower, fuel capacity, number
List of safety equipment - personal flotation devices, flares, distress signals, etc.
Marine radio - type, frequencies
Trip expectations - departure points, route, destination, expected date and time of departure and arrival
Suggested date and time to call local authority for search
Name and telephone numbers to call for further information or in case of emergency



## Resources

### *Navigation (Electronic)*

Navionics, [www.navionics.com](http://www.navionics.com).

### *Navigation (Books)*

*Sea of Cortez, A Cruiser's Guidebook, 4<sup>th</sup> Edition*, by Shawn Breeding and Heather Bansmer, October 1, 2021.

*Gerry Cunningham's Sea of Cortez Cruising Guide, Volume 1, The Lower Gulf of California*, by Gerry Cunningham, 2004, updated format January 1, 2020.

*Gerry Cunningham's Sea of Cortez Cruising Guide, Volume 2, The Middle Gulf of California*, by Gerry Cunningham, 2004, updated format January 1, 2020.

*Gerry Cunningham's Sea of Cortez Cruising Guide, Volume 3, San Carlos and The Midriff Islands*, by Gerry Cunningham, 2004, updated format January 1, 2020.

*Mexico Boating Guide, The Captain Rains Guide (3<sup>rd</sup> edition)*, Captain Pat Rains, January 1, 2006, update to June 2018.

*Navigator's Complete Chart Book Baja & Sea of Cortez*, Gerry Cunningham and Robert Tripp, January 1, 2019.

*Charlie's Charts, A Cruising Guide for Mariners, Western Coast of Mexico Including Baja California and the Sea of Cortez*, by Holly Scott, November 1, 2015.

### *Weather*

Buoyweather, [www.buoyweather.com](http://www.buoyweather.com).

Windy, [www.windy.com](http://www.windy.com).

PredictWind, [www.predictwind.com](http://www.predictwind.com).

*Amigo Net*, Channel 4149.0 USB on single sideband at 0700.

*Chubasco Net*, Channel 7192.0 LSB on single sideband at 0745.

*Sonrisa Net*, Channel 3968.0 LSB at 0730 (no consistent transmission)

## Resources

### *General Boat Maintenance and Handling*

*Boatowner's Mechanical and Electrical Manual, 4<sup>th</sup> Edition*, by Nigel Calder, July 2, 2015.

*Chapman Piloting & Seamanship 69<sup>th</sup> Edition*, by Charles Frederic Chapman and Jonathan Eaton, October 19, 2021.

### *Other*

*Visiting Mexico by Private Boat*, by Secretaría de Turismo, México, [visitmexico.com](http://visitmexico.com), <https://consulmex.sre.gob.mx/vancouver/images/pdf/boat.pdf>. A quick guide to entry requirements for private vessels, owners, and crew, plus a directory of Mexican marinas.

*Navigation Rules, International – Inland*, US Department of Homeland Security, United States Coast Guard.

[Tide-forecast.com](http://Tide-forecast.com), tide times and tide charts worldwide.

## Food Suggestions

One of the biggest challenges of cruising in a small boat is judging how much food you should take. There have been no recorded incidents of cruisers taking too little food. The error seems to be on the side of taking too much.

Buy unrefrigerated eggs and turn the container upside down weekly. Eggs will last approximately 30 days without refrigeration. Stale eggs will float to the top of a bowlful of water, fresh eggs will sink.

Milk and juice come in boxes that do not have to be refrigerated until opened. The boxes are compact enough to fit in smaller refrigerators.

### Canned Meats (also come in foil packages)

Chicken	Roast beef	Ham
Tuna	Clams	Corned beef
Spam	Crab	Salmon

### Miscellaneous Canned Goods

Stewed tomatoes	Whole tomatoes	Olives	Corn
Mushroom/celery soup	Mixed vegetables	Mushrooms	Green beans
Tomato paste/sauce	Chilies	Baked beans	Peas
Spaghetti sauce	Water chestnuts	Fruits	

### Dry Packages

Oatmeal	Pastas	Corn meal
Cornstarch	Cereals	Rice
White and brown sugar	Yeast	Dry sauce mixes
Flour	Noodles	

### Miscellaneous

Vegetable and olive oil	Non-stick spray	Vinegar
Lemon or lime juice	Shortening	Honey
Parmesan cheese	Jelly	Peanut butter
Beef and chicken bullion	Raisins	Pickles
Ketchup	Mustard	

## Food Suggestions

### Spices and Seasonings

Salt/pepper	Garlic	Onion flakes	Paprika
Chili powder	Curry powder	Oregano	Bay leaves
Basil	Parsley	Thyme	Vanilla
Ginger	Baking powder	Baking soda	Cloves
Cinnamon	Dry mustard	Dill	Miracle Whip
Worcestershire sauce	Red pepper	Bacon bits	Soy sauce
Pimiento			

### Beverages

Coffee	Tea	Coffee creamer
Kool aid	Crystal Light	Hot chocolate
Boxed milk	Canned/box juices	Soda
Wine/beer	Liquor	

### Snack Food

Popcorn	Cheese spreads	Potato chips
Crackers	Cookies	Dried fruit
Beef jerky	Sausage	Granola

### Produce

#### Lasts 1 week

Celery	Peppers	Green beans
Peas	Lettuce	
Green onions	Cantaloupe	

#### Lasts 2-3 weeks

Carrots	Eggplant	Tomatoes
Zucchini	Beets	
Leeks	Apples	

#### Lasts 4+ weeks

Potatoes	Radishes	Ginger
Limes	Yams	Garlic
Pumpkin	Onions	Squash
Jicama	Cabbage	

## Food Suggestions

### Non-Food Items

Large Ziploc bags

Small Ziploc bags

Joy liquid

Aluminum foil

Garbage bags

Clothes pins

## Recipes

### ***Meals from Cans***

*Although canned food may not have much of an appeal, combining various canned foods with fresh vegetables can produce a very tasty meal.*

#### ***Beef Stroganoff (serves 2-3)***

##### Ingredients

2 cans beef tips  
½ small onion  
3 small stalks celery  
Olive oil  
Salt  
2 cups cooked rice

Sauté the onion and celery in the olive oil until the onion is soft. Drain the cans of beef tips and add to the onion and celery. Salt as desired. Heat completely and serve over the cooked rice.

#### ***Cheesy Chicken Casserole (serves 6)***

##### Ingredients

¼ cup butter  
4 oz can of mushrooms, drained  
½ cup green pepper, chopped  
¼ cup onion, chopped  
6 tablespoons flour  
14 oz of chicken broth or 2 chicken bouillon cubes dissolved in 2 cups of water  
1 cup of milk  
½ teaspoon of salt  
1/8 teaspoon of pepper  
8 oz noodles, cooked  
3 cans cooked chicken (or 3 foil packages of chicken)  
1 cup of cheddar cheese, shredded

In 3-quart casserole, combine butter, mushrooms, green pepper, and onion. Cook over medium heat until onion is tender, stirring often. Add flour, chicken broth, milk, salt, and pepper. Stir well. Cook on high heat for 15 minutes, stirring with wire whisk every 2 minutes. Add noodles and chicken and top with cheese. Cook until all ingredients are heated and cheese has melted.

## Recipes

### ***Tuna Noodle Casserole (serves 3)***

#### Ingredients

8 oz of cooked noodles  
½ tablespoon margarine  
4 oz can of mushrooms, sliced and drained  
½ cup of chicken broth or ½ chicken bouillon cube dissolved in ½ cup of water  
½ cup of milk  
1/8 cup flour  
1 can (8 oz) or package of tuna, drained  
4 oz can of peas, drained  
1 oz pimientos (optional)  
¼ teaspoon dried thyme leaves  
1/8 teaspoon salt  
Dash of pepper

Saute onion and mushrooms in margarine over medium-high heat until onion is tender.

Using wire whisk, blend chicken broth, milk, and flour in a small bowl. Stir into mushroom and onion mixture and bring to boil. Cook and stir about 2 minutes or until thickened. Reduce heat to medium, stir in tuna, peas, pimientos, thyme, and salt. Add noodles and pepper and mix thoroughly.

### ***Bread In a Skillet***

#### Ingredients

1 cup warm water  
1 teaspoon dry yeast  
1 teaspoon salt  
2 teaspoons sugar  
Flour

Put the warm water, yeast, salt, and sugar in some sort of mixing bowl or saucepan and stir together until the yeast, salt, and sugar are dissolved.

Add flour and stir, just pour the flour out of the bag right into the liquid. At first, you'll have a lumpy, soupy mixture. Keep on adding flour a little at a time until it's like oatmeal, and then add some more until you can hardly stir the mixture. You

## Recipes

can stop here or add a little more until it's quite stiff.

Turn the mixture out into a greased (Pam or other squirt non-stick spray works well) Teflon lined skillet. Cover and let it rise. When it has doubled in size or fills the skillet, cover the whole pan with tin foil and place on the stove, turn the heat on very low and let it cook.

Once you notice the fresh baked bread aroma, about 10 minutes, lift one corner with a spatula and see if the crust has started to brown. Also, notice as the bread cooks that the dough starts to dry out from the edges to the center. The shrinking wet spot in the middle is a good indicator of doneness.

If the bottom is not too brown, wait until the wet spot is gone, and then slide a spatula under the cooked side, and very carefully flip it over so the uncooked side is now in the skillet. Cover and continue cooking until done.

Note: The heavier the skillet the better. For cooking with gas or alcohol, try to find a nice big heavy piece of iron, copper, or aluminum you can put between the flame and the skillet bottom - it helps distribute the heat evenly.

### *Variations*

The skillet bread is very versatile - by itself, with cheese and an apple, or cut in half and opened like a pita - it will hold lots of filling.

For raisin bread, add extra sugar. Then when the bread mixture is at the oatmeal stage, add some nice plump dark raisins.

If you want **Rum Raisin Bread**, soak the raisins in rum for a while. Then drain the rum and add the raisins after the dough has risen, just knead them in. The alcohol tends to kill the yeast and the bread will not rise as it should.



## Spanish for Cruisers

### English

### Español

#### Sailing

Sail

La vela

Jib

El foque

Mainsail

La vela mayor

To reef

Arrizar

Spinnaker

El espiniquer

#### Rigging

Stay

El estay

Forestay

Estay de proa, el puntal

Backstay

La burda

Shackle

El agolla

Halyard

La driza

Block

El motón

Sheet

La escota

#### Engine

Spark plug

La bujía

Belt

El cinturón

Hose

La manguera

Pump

La bomba

Starter

La arranquedor

#### Spars

Boom

La botavara

Bowspirit

El bauprés

Mast

El mástil

#### Anchor

Anchor

La ancla

Anchor chain

La cadena de la ancla

Anchor line

La cuerda de la ancla

## Spanish for Cruisers

### English

### Español

#### Hull

Beam	La manga
Bilge	El pantoque
Bulkhead	El mamparo
Cabin	El camarote
Cockpit	La bañera
Companionway	La escotilla
Deck	La cubierta
Draft	El calado
Bow	La proa
Stern	La popa
Keel	La quilla
Hull	El casco
Rudder	El timón
Outboard motor	El motor fueraborda

#### Deck Gear

Cleat	La abrazadera
Stanchion	El candelero
Steering wheel	El volante
Tiller	La caña
Winch	La manija

#### Terms Underway

Ahead	Adelante
Astern	Atrás por la popa
Amidships	En media del barco
Closehauled	Barloventado
Jibe	Poner en facha
Leeward	De sotavento
To tack	Virar
Watch	La guardia
Windward	A barlovento

## Spanish for Cruisers

### English

#### Navigation Terms

Compass  
Dead reckoning  
Offshore  
On shore  
High tide  
Low tide

### Español

La brújula, el compás  
Navegación a estima  
En el mar  
En la costa  
La marea alta  
La marea baja

#### Miscellaneous

Oars  
Dinghy  
Life preservers  
Binoculars  
Flashlight  
Dock  
Knot (in rope)

Los remos  
El bote  
Las salvavidas  
Los binoculares  
La lámpara sorda  
El muelle  
El nudo

#### Social

Beer  
Food  
Bathroom

Cerveza  
Comida  
Baño

