



SAUVIE ISLAND YACHT CLUB NEWSLETTER

P. O. Box 2524, Portland, OR 97208-2524

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Club Meeting

Our club meets the
First Friday of Each Month

Sauvie Island Elementary School
Address

7:30 pm Business Meeting
8:00 pm Program

**Next Meeting: November 5th
7:30 PM**

Dave King will be talking about his
experience in the Single Handling Race
to Hawaii including how he dealt with his
boom breaking. In spite of the rig
failure, he still came in second. Sounds
like a great lesson for us all to hear.



Cruise Weekend

October 23-24th
Halloween Cruise
E. Government Island

Cruise over anytime Saturday. Bring a favorite **horror story** to share around the fire.

When: October 23-24th

Where: East Government Island Docks on the Columbia River

Host: 'Julia Max': George and Sue Stonecliffe, monitoring Channel 68

Theme: Halloween

1. Bring a pumpkin to carve
2. Wear a costume to dinner
3. Potluck Food Theme should be 'Something Scary' or for 'Trick or Treat'

Commodore's Comments

Hi Everyone !

The Halloween cruise is coming up on the 23rd and 24th of October. This is a chance to get out of the Channel and see another part of the river. Bring a pumpkin to carve for the carving contest and to lend it's cheery glow to the party. We will also have a costume contest if anyone wears one. Here is an easy way to get first prize! The weather is going to be unseasonably warm this year (I made that up).

See you all there. Garry

SIYC Club Meeting

SIYC October 2010 General Meeting

The meeting was called to order by Commodore Garry Weber at 7:30 P.M.

Rowan Madix and Devon Quinn were introduced as guests. They have a 31'

Ericson they have owned since March that is moored at St. Helen's.

Garry asked if anyone wanted to be a Cruise Committee Leader. (The room was very silent.....)

The Halloween Cruise will be October 23 and 24 at Bartlett's Landing-the farthest

East docks at Government Island. George and Sue Stonecliffe will be hosts. The details are to follow.

The treasurer reported a bank balance of \$3000.

There are about 18 members who haven't paid dues for this year.

After the break, the presentation for the evening was a panel of SIYC members who discussed the process of preparing for cruising. Jeff Woodward, Tom and Kathy Edwards, Sue Stonecliffe, Dave Williams and Garry Weber were the presenters with George Stonecliffe watching the clock to keep each speaker within the time limit. With the wealth of knowledge and experience of the panel, there was so much information that had to left for another day. Tom closed the evening by saying that the knowledge and experience of the many members of SIYC are the greatest sources of information for any would-be cruiser. "The information is better than any book".

Respectfully submitted,
Marianne Mullowney, SIYC Secretary

**SIYC Clothing & Accessories
For 2009/10**

Short-sleeved collared sport shirt -----	-\$20.00
Adult - K420 Ladies cut - L420	
Long sleeved-----	\$28.00
Adult - K320	
Sweatshirts	
Pullover, hooded -----	\$24.00
Adult - PC90H	
Crew neck -----	\$17.00
Adult - PC90	
Zip front, hooded-----	\$32.00
Adult - -F258	
Fleece Jackets	
Zip front-----	\$40.00
Adult - JP77	
Ladies cut - LP77 (no green)	
Fleece Vests-----	\$30.00
Adult - JP79 Ladies cut - LP79	
Wind Shirt (v-neck nylon) \$24.00	
Adult - JP72	
Zip Front Nylon Jacket\$30.00	
Adult - JP70	
Anorak ¼ zip pullover, hooded -----	\$32.00

*** All items come in green and navy except where noted.

*** A check made out to SIYC need to accompany orders.

Mail checks to: Sarah Daugherty
10207 SE 92nd Ave
Portland OR 97086

Note: sizes beyond L will be \$1.50 more.



"Love is what makes two people sit in the middle of a bench when there is plenty of room at both ends"

**Jim and Kathy Mask 10/25
Chris and Kim Taylor 10/23**



**We encourage club members to send in new ads for the advertising section for our next issue. Send text (and photos if possible), and always include an asking price and your contact information. Also, please be sure to update me on items that should be removed from the listings.
Thanks!**

If you would like to post or repost a listing please let us know!



*"And in the end, it's not the years in your life that count. It's the life in your years."
Abraham Lincoln*

**Rick Brady 10/3
Donna Davis 10/10
Ruth Frazee 10/7
Ron Hughes 10/14
Ed Mullowney 10/29
Norm Peterson 10/10
Kim Woods 10/21
Garry Weber 10/7**

Please continue to send letters, articles, educational opportunities, recipes and other items that you would like to share with the club. Susan Gierga – susangierga@gmail.com.
 If you have new contact information, please contact Database Coordinator; Susan Gierga – susangierga@gmail.com.

2010-2011 CALENDAR

MEETINGS		BOARD MEETINGS		CRUISES	
September 3	Sauvie Island School	August 31	TBD	September 11 – 12	Gilbert River Docks
October 1	Sauvie Island School	September 28	TBD	October 23 – 24	E. Government Island
November 5	Sauvie Island School	November 2	TBD	November 20 - 21	Thanksgiving at Hadley's Landing
December 11	TBD	At Christmas Party	TBD	December 31-1	New Year's Cruise Coon Island
January 7	Sauvie Island School	January 4	TBD	January	
February 4	Sauvie Island School	February 1	TBD	February 12-13	Valentine's Cruise Coon Island
March 4	Sauvie Island School	March 1	TBD	March 12-13	Anchoring Cruise
April 1	Sauvie Island School	March 29	TBD	April 16-17	Navigation Cruise
May 6	Sauvie Island School	May 3	TBD	May 14-15	Race/Drift Cruise Sand Island
June 4	Annual Picnic	At Annual Picnic	TBD		

SIYC's August Cruise Report

SIYC September Cruise Report

The September 11-12 Cruise moored at the Gilbert River Docks near St. Helens. Five club boats were present: Commodore Garry Weber's **Cambria**, Terry and Michelle Wilson's **Conch**, David Mangan's **Hawksbill**, Ed and Sarah Daugherty's **Hokuloa**, and George and Sue Stonecliffe's **Julia Max**. Fine clear Fall weather was enjoyed by all, as well as a dinner potluck and breakfast feast, both with a Mexican theme.

ATTENTION ALL SIYC MEMBERS!

If you have information regarding any of our cruising boats, updates on locations, etc., **PLEASE** let me know! We can only keep this section current if we have the information!

Crusier Liaison: Susan Gierga susangierga@gmail.com 541-480-4675

SIYC CRUISING BOATS – Locations out of the United States

Adagio	Jeff & Jane Woodward	West coast of Mexico
Ahwahnee	Tom & Kathy Edwards	Bahia del Sol, El Salvador
Glaoch Ne Mara	Rick Brady	Mazatlan, Mexico
Kailani	David & Christy Dykkestén	Bocas del Toro, Panama
Moonshadow	Richard Sandefur & Anita Melbo	Turkey
Perpetua	Pat & Susan Canniff	Mazatlan, Mexico
Rolling Thunder	Bruce, Jan & Max Payne	Puerto Vallarta, Mexico
Sea Tern	Herman & Nancy Ford	For Sale...
Wild Rover	Mike & Gail Cannady	South Carolina...

SIYC Boat in Hawaii: Earl and Donna Davis's s/v Starbound

Cruising Websites/contact info:

Adagio: <http://www.svadagio.net>
Ahwahnee: www.sailblogs.com/member/voyage_continued
Albion: www.teleport.com/~forsberg/log1.htm
Moonshadow blog: <http://voyagemoonshadow.blogspot.com/>
Perpetua blog: http://www.sailblogs.com/member/our_journeys/
Perpetua Pictures: http://imageevent.com/our_journeys/
Kailani: kailaniatsea@yahoo.net

ATTENTION ALL CRUISERS:

Your letters are the highlight of the newsletter!!!... We really want to hear from you...Where you are... your adventures...recipes (we haven't had any of those in a long time!)... Cruising tips...gossip...well, you get the idea. ☺

Cruising Reports

Dear friends and family:

It had been my hope, by now, to have the bugs worked out in a 21st century email distribution system. But such was not to be! At least I have deleted all the non-working addresses from my distribution list, updated some addresses, and added more people who may want to receive these emails. If anyone getting this email doesn't want to receive them from us from time to time, please let me know, and I'll take you off the list!

In my previous email, I wrote about our trip down the coast, and our arrival in San Francisco Bay. Most recently, after a few weeks aboard the boat in San Francisco Bay, we returned by plane to Oregon for a few wonderful reasons: To rehearse and perform Beethoven's 9th in Newport; and to travel to Germany for our former exchange student's wedding. I'm also working very hard to understand and learn to use "Dreamweaver" so that I can update www.svsequoia.com!

But before we go any further down the road, I want to tell you about some of the fun we had while in the Bay Area. Most notably we cruised to the Sacramento River Delta during our time in the Bay Area. After all, we are supposed to be "cruising," not just getting the boat ready to cruise, and making

deliveries.

One of the astonishing things about Facebook (of which I am a sometimes-reluctant adherent) is that there are all these people from past lives, who read my Facebook posts. So when I announced that we had arrived in the Bay Area, various people wrote to say that we should get together. A Seattle friend was in San Francisco for a medical conference. One high school friend invited me to her house in Napa Valley (unfortunately we were unable to make it...) Another friend, whom I have known since before the mists of toddlerhood, invited us to dinner (and that dinner was delightful). We also got together with family, including my sister, Marcela and nieces Erika and Gaby. We spent quite a bit of time with Craig's Dad, going out to dinner, discussing the political news and current ball games, pressing his washer and drier into service, and frightening the neighbors who weren't aware we'd be there – sometimes in his absence.

The highlight of our time in SF Bay was the trip up the Sacramento and San Joaquin Rivers. In Alameda (where we were tied up for most of our stay, and where the boat now is), the fog was always lurking, just behind San Francisco, or just in front of San Francisco, or over us in the sky, or even all around us. But as we sailed north towards San Pablo Bay, we left the fog behind. We were reminded why there are so many sailors in San Francisco Bay. 20 knots of wind, almost no waves, and we were scooting along at 8, sometimes 9 knots. (We had one reef in the main, and used the staysail, not the genoa). There was a wind shadow behind Angel Island, but the wind ramped up again quickly on the other side. It was a weekday, so not too many sailboats were out, but lots of commercial shipping, and passenger ferries. We were passed several times by one ferry that seems to go from San Francisco and up the Napa River to Vallejo.

Although my father had an L-39 sailboat in SF Bay when we were teenagers, we always sailed west from Berkeley – sometimes as far as Angel Island – but never further north than the Richmond-San Rafael bridge. His primary focus was racing. Our primary focus is cruising. So for us, it was all new territory once we passed under the Richmond-San Rafael bridge. That is to say, the view from the water was new. Some things you never see from land. There was the East Brother light station with delightful old coast guard buildings. (<http://ebls.org>) There was a guano-covered rock next to it (“West Brother?”), with the cormorants evenly spaced out over the top of it (we asked each other: “if there were more birds, would they stand closer together, or would they just cover down the sides of the rock at the same spacing?”)

Past The Brothers, I saw the old Standard Oil (now Chevron/Texaco?) Rod & Gun Club, where my high school friend, Lynn Weber, was able to invite friends for parties, etc. (Her father worked at Standard Oil).

Heading northeast, we approached the Carquinez Strait (increased winds, increased boat traffic). Just under the Carquinez Bridge (now “bridges”) the old C & H Sugar plant still stands, and apparently still operates. I remember as a kid how thrilling it was (why?) to know that the “C” stood for California and the “H” stood for Hawaii, and that this was the “C” part, right before my very eyes. As we passed it, Craig asked, “Do they refine sugar beets?” I was astonished, incredulous, “Don't you know, ‘pure cane sugar from Hawaii?’” Obviously he didn't listen to those ads quite as carefully as I did in our respective childhoods. And there it was, on the sign: “Pure Cane Sugar From Hawaii.” An interesting postscript, observed as we passed this time, there was a rusty looking ship tied up to the dock there. The name: The Cinnamon. Makes me wonder: do they have a “Nutmeg”? An “Allspice”? Perhaps a “Chocolate”?

Coming up soon on the north side of the river was Benicia, where we decided to stay for the night. They

have a nice marina, with a dredge parked in the entrance (was that a bad sign?) We made it in, found a funky burger joint ashore, and walked 10 blocks or so to the Safeway store. Seems like Benicia might be a nice place to spend more time. There is a real sense of history, with lots of signs and sidewalk tile art commemorating past events and people. Also, a variety of small, interesting restaurants, with lots of varied and delicious aromas emanating out the open doors.

The next morning we faced the three Benicia bridges, one of which had a clearance of only 70 feet. Our mast-to-water height is 67 feet. Even a very high bridge looks, from the deck of the boat, as though it's going to take the top off our mast. This one was ten times worse. What if the chart's wrong? What if we're off by a few feet in knowing the height of our mast? What if this is an extra high tide? Craig tried calling the bridge tender to confirm the chart's measurement, but there was no answer. We made it under, going dead slow, holding our breaths.

Next up: Port Chicago Naval Weapons Station. They told us in Benicia that if a ship was at the dock, we'd be required to pass outside the navigation buoys – but not very far outside, because it gets shallow very quickly. Indeed, as we approached Port Chicago, a little Coast Guard RIB, with blue police lights flashing, and a fellow on the bow tending a machine gun, approached us and warned us by megaphone to stay outside the buoys. The little RIB motored alongside us, but just inside the buoys, until we were well past the ship. I have no doubt that we are now in some database, photographs and all, of boats that come near the Weapons Station.

We passed Pittsburg, then Antioch. When I was a kid, my father had some architectural job that took him frequently to Antioch. Maybe he was inspecting some construction project? I found myself wondering which of those ashore buildings it might have been. (None seem particularly inspiring from an architectural standpoint, although I now realize that Antioch extends substantially inland). (About the same time my father was working in Antioch, he was also traveling with some regularity to Entiat, Washington, where his father was in poor health. I remember being quite confused about where he was really going, and why, because the first syllable of the two towns is pronounced identically.)

Once we were under the Antioch bridge, we entered the only stretch of the river where the wind wasn't behind us. We had a brief upwind sail, and then entered the winding channels of the Delta. We took the sails down, as the winds became alternately gusty and ephemeral, varying in direction. Our destination was "Potato Slough" which various folks had told us was a good destination for cruising sailboats in the Delta. The channel makes several big loops, with islands in the ends of the loops providing good shelter for protected anchorages. The first loop is called (by boaters) "bedroom one" and the second one is "bedroom two." We dropped the anchor in "bedroom two," the only sailboat among a dozen or so small-to-large motor cruisers and a couple of crusty looking houseboats. Opposite on the small, swampy island was the "Ding-A-Ling Club" a private resort, "KEEP OUT."

We stayed in Potato Slough three nights. Two of the days were part of the Labor Day weekend, and the "personal watercraft" buzzed around us like a frenzy of loud, crazed mosquitos. At dusk the real mosquitos came out, and we deployed our bug nets to good effect. It reached 90 degrees during the day, and the sunsets (and sunrises) were gorgeous. We swam every afternoon (water 77 degrees) and enjoyed leisurely, delicious home-cooked dinners. Each day we got more boat tasks done, deploying the sewing machine for some, the computer for others, and lots of elbow grease. Made a cover for the anchor windlass, inventoried more lockers, and swabbed the v-berth locker with chlorine bleach. Inventoried the medical kit, and thought about the S/V Sequoia website.

Astonishingly – at least to us – was the realization that the big "islands" (with farms, roads, electric

transmission lines, etc.) were all at least ten feet below the level of the water in the channels. They have rip-rap or earthen dikes built up around them, and there were occasionally trucks driving on the dikes. What happens if there is a big earthquake? (Earthquakes in California?! No! Who would ever think such a thing?) We later learned that possible breaches of the dikes are a real concern, and that the City of Sacramento is below the river level, much like New Orleans... There's a precedent to think about!

Our last day in Potato Slough was the Tuesday after Labor Day. Most of the boats had cleared out, and our neighbors were now two other sailboats and one crusty looking houseboat (which apparently stays there much of the time). The Ding-A-Ling docks were empty. No personal watercraft. But we needed to get back to Alameda, so we upped anchor and motored out. By the time we reached the winds of the main channel, they were very much against us, so we motorsailed most of the way. There was still a ship at Port Chicago, so a little gun-wielding Coast Guard RIB appeared to escort us along the buoys. We once again held our breaths going under the Benicia railway bridge, but there was no slowing down, because the current was boiling along at about 3 knots.

We stayed for a second time at the Benicia Marina. The dredge was at work this time, and we eased our way past, between the bamboo stakes. The next morning, a zero tide, we found ourselves aground, or at least slurping around on the muddy bottom. We couldn't get off the dock, so we concluded that the keel had dug itself a hole as the tide dropped. So much for leaving at slack tide. A couple of hours later, we did get off the dock, attracted the dredge's attention so he'd move aside a bit, and went out into the channel. The tide was now in full flood, and we had nearly three knots of current against us – something that held true all the way to mid-bay. About that time, the tide changed again, and we fought an ebb current all the way back to Alameda.

I've said way more than I intended about our time in SF Bay. We'll be back there in about three weeks, and I'll write more at that time. Maybe by then, I can also figure out how to update the website! In the meantime, come hear us play Beethoven's 9th in Newport on Sept. 25!

Best wishes to all!

Craig & Barbara Johnston
S/V Sequoia