



SAUVIE ISLAND YACHT CLUB NEWSLETTER

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

www.siyc.org

No. 341, August, 2013

SIYC OFFICERS '13-'14

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Mark Nerczuk

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Sue Stonecliffe

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George Stonecliffe

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George Stonecliffe

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Database Editor
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Newsletter
Barbara Johnston

Website
Mark Nerczuk

General Meeting

Friday, September 6, 2013

(First Friday of each month at Sauvie Island Academy)

7:30 Fill your plates!

7:45 Business Meeting

8:15 Program:

*Program speaker and topic to be
announced.*

This is a POTLUCK MEETING, so bring your favorite Northwest Summer Bounty (main dish, side, salad or dessert) and your own plates and utensils.

Cruise Weekend

The September Cruise will rendezvous at the Gilbert River Docks. The food theme is Summer BBQ/Picnic (BBQ, Salads, Pies, etc.) Join us Saturday and Sunday, September 21st and 22nd. For details and contact information for the host boat, check the upcoming September newsletter.

In this Issue

July's Lifesling/MOB training: a full report and photos - page 2.

Columbia River tugs - facts, figures and advice for sharing the river - page 4.

This month's cruising reports start on page 9.

Commodore's Comments

This summer has been graced by our usual great Pacific Northwest weather and the SIYC took advantage to schedule an unusual summer cruise, in conjunction with our second Lifesling/MOB training. There have been a lot of inquiries about having Yacht Club activities during the warm weather and I think we should plan on doing another cruise in 2014.

As the 2013-2014 SIYC year gets underway, there are several goals that I would like us to pursue for the year:

1. Grow the Club by finding and recruiting new members.
2. Innovate more on our programs and cruises.
3. Provide more convenient activity destinations for Portland area members.
4. Make a five year plan for the future of the SIYC.

We will have a chance to talk about these goals and any other issues you might have in our first regular meeting on September 6th. In the meantime, I hope you are enjoying the sunshine and afternoon breezes.

Craig Johnston, Commodore

Lifesling Training: an Overboard Success



In mid-July, we conducted our second training in using the Lifesling for man overboard (MOB)

recovery. First up was an evening class conducted at Flightcraft, courtesy of SIYC member Bryan Robbins, who provided a perfect setting and cool airplane tours in addition. 24 SIYC and Oregon Women's Sailing Association (OWSA) guests heard an informative talk by Bob Schoonmaker, an experienced Safety at Sea trainer and VP of the Sailing Foundation of Seattle (creators of the Lifesling). The evening opened with a new video on Lifesling use, featuring our favorite sailmaker, Carol Hasse of Port Townsend Sails. Hands-on testing of Lifeslings and hoisting tackles kept everyone alert after the pizza, salad and cookies that started the evening.



On the weekend of July 19-21 the action shifted to Sand Island Marine Park. A stout breeze provided sailing power for the mornings and noisy nights at the dock, but sunshine and

temps in the high 80's made for perfect afternoons. The fleet was represented each day by George and Sue on *Julia Max* and Craig and Barbara on *Sequoia*. Rudi Marchesi and Susan Fichter arrived aboard *Perseverance* on Saturday, along with OWSA member Alicia Watkins and Ray McCracken on *Rowena*. George and Ray helpfully provided ferry service to and from St. Helens Marina for those arriving by car. A total of 18 people attended the weekend session and 14 of them completed all phases of the training.

Each morning started with a short sail to just downstream of Sandy Island, where a fender tied to a bucket served as a MOB for practicing the Quick-Stop maneuver. The fender took some abuse, such as when your Commodore (who was hosting the whole session), managed to run over the poor MOB on his first try. Each day *Sequoia*, *Julia Max*, and *Rowena* served as platforms for those trying the sailing evolution. It turns out that stopping your boat in a breeze is not so easy!



Above: Lifesling touches fender: the first goal of the Quick-Stop maneuver.

In the warmth of the afternoons we practiced rigging the Lifesling and it hoisting tackle to lift a real MOB out of the river. George did yeoman duty on the first and last day as the MOB, and Ananda Osterhaus of OWSA graced us for the practice hoists on Saturday. Most of the practice was done on *Sequoia*, but *Julia Max* and *Rowena* were also used and provided different rigging challenges. Some of the non-boat-owners had a learning curve for using

unfamiliar winches, but everyone eventually made successful hoists, which is an improvement from the last time we did the training.



After the afternoon sessions, quite a few people enjoyed a leisurely swim in the warmer waters near the shore of the island. And of course the evening potlucks produced some fantastic fare, ranging from a wide variety of garden fresh produce to Barbara's poached salmon to Sue's *chile rellenos*.



The extended weekend turned out to be a wonderful combination of a warm weather cruise and training that just might save a life someday.

Going North?

If anyone from SIYC is heading north and dropping by Friday Harbor, members Ken and Ruth Frazee would love to meet with them and give some ideas of where to visit. They know the waters from Friday Harbor up to and including Alaska pretty well, having made five trips to Alaska and a number more toward Prince Rupert. They would be glad to share

what they know. Look for their contact information in the roster. Stop by and have lunch with them in town.

Tug Traffic on the Columbia River

George Stonecliffe forwarded this information from the May CRYA meeting:

The guest speaker was Rob Rich, who presented information about his company, Shaver Tug and Barge, and about river traffic generally.

- Shaver Tug and Barge: Longest continually operating on the West Coast – 18 grain barges and 13 tugs – 60% of ship assistance on the Columbia, and 30% of grain barging.
- Tidewater: Largest tug operator: 140 barges and 17 tugs.
- Greatest activity: ships arriving and departing from Longview and Kalama
- Annual ship traffic on the Columbia: 1500 ship transits per year.
- Current annual tow volume through the Bonneville Locks: 1100 empty and 1100 loaded. If coal barging (as proposed) is added, it would be an additional 600 tows. The total would still be less than the peak traffic in the 1990's – 1900 tows annually, and well within the system's capacity.
- Maneuverability of tugs without a tow: good, with a reasonable ability to stop or turn.
- Standard tow configuration is one tug pushing 4 barges – with only two feet of breadth clearance to fit the navigation locks.
- Maneuverability in tow harness: It takes at least ½ mile to stop in slack water. If the downriver current is 1 knot or more, the tow cannot effectively be stopped.
- Visibility is also an issue – there is often a 250 foot blind spot in front of the barge being pushed.



- For tugs pulling a barge, it is amazing how many boaters will try to cross a tow line!
- Tugs within harbors perform a variety of specialty activities and critically need room.
- Newer vessels to watch out for include ATB's – articulated tugs and barges – now commonly used in place of coastal tankers to regionally transport large loads of petroleum.
- In severely constricted areas – such as exiting the dam at Bonneville, rounding the mouth of the Willamette, and encountering large bunches of fisherman together – a deckhand can be sent to the bow of the barge – in addition to multiple whistle warning and radio warnings – including to the County Sheriffs and Coast Guard Auxillary patrols.
- There is no AIS transmitter above Bonneville.
- Radio communications with tug Captains (such as whether to pass “port to port”) are appreciated. If multiple boats are traveling together, they should designate a calling vessel to do the communications. It is important to make

turns decisively so that recreational boats' intentions are recognized.

- Operators are responsible for slow and safe passage – muting wakes and protecting docks – if ever a concern arises with a Shaver vessel, please call Shaver at 503-228-8850.

SIYC Clothing & Accessories For 2013 to 2014

Port Authority

Competitor Jacket.....\$42.00
Wind and water resistant
Adult JP54

Sport Tek

Fleece 1/4 Zip Pullover.....\$46.00
F247

Ladies Tech Fleece Full-Zip
Hooded Jacket.....\$48.00
L248

Call Sarah for color choices: [503-774-3381](tel:503-774-3381)

A check made out to "SIYC" needs to accompany orders.

Mail checks to Sarah Daugherty, see roster for mailing address or give her your order at the next SIYC meeting.

Recipe of the Month Quinoa and Brown Rice Salad

Nori Hemphill – a prospective SIYC member along with her husband Dallas – sent us this recipe for a salad they brought, and which we all enjoyed at the Lifesling training in July:

I am always looking for salad ingredients that I can have on board, especially while cruising, which are healthful, rich in protein, do not require a lot of refrigeration and basically are just plain easy. The following is one that I made up using the above criteria.

Ingredients:

2 or 3 packages of Quinoa and Brown Rice (with garlic) from Seeds of Change. This certified organic pouch can be found at grocery stores, and I get mine from Costco.

1 35.5 fl. oz jar of Four Bean Salad. (I am sure any Four Bean Salad mixture would work, but I prefer the Paisley Farm all natural salad, again, from Costco.)

2 or 3 chopped onions

Cook the quinoa and brown rice according to the directions on the package. As we do not have a microwave on board Summer Rose, I cook it in a skillet. Gently squeeze the sides of the pouch to break apart the rice and pour contents into a skillet. Add 2 Tbsp of water and heat. Stir rice occasionally until heated thoroughly. Drain and put into salad/mixing bowl.

Chop the onions and place into rice/quinoa mixture, along with the drained jar of Four Bean Salad.

Dressing:

Using the 3 to 1 ratio suggested for oil and vinegar recipes, put 3 parts of a good olive oil into a bowl and one part of balsamic vinegar for the other part.

Add Dijon mustard to taste

Add kosher salt or sea salt, again to taste.

I add lemon juice but one can also add paprika or any favorite spice as well. This is the fun part as every salad then is a bit different.

Refrigerate until ready to serve.

If you like to cook, please send us your favorite recipe, suitable for preparation aboard, for inclusion as a future recipe of the month!

From Your Newsletter Editor -

This is your newsletter. It's where you find out about future club activities as well as the cruising adventures of other members. We hope you find it entertaining and educational.

We depend on you for content.

- If you are out cruising, we hope that you send us an occasional report of your activities and adventures. Pictures, too, please!
- If you like to write, send us an article about something of interest to club members, and boaters in general.
- If you're a photographer, how about sharing some of your best boating-related images?
- If you like to cook, send us a recipe that's suitable for pot luck, or for preparation in a cramped galley.
- Deadline for submissions each month: the 10th of the month for an issue to be published between the 15th and 20th.
- Your comments and suggestions are welcome at any time.
- **AND, FAIR WARNING**, next year this time, we'd like to have a new newsletter editor. I'm willing to share the job at first and offer whatever tips and pointers I may have... If you think you might be interested, please ask me about it!

The newsletter is one of the public faces of the club. The lifeblood and future of the club are, to a large extent, dependent upon its new and prospective members. This is one way we can find them and tell them about all the fun we're having, the educational activities we're offering, and our contributions to the sailing community on the Columbia River.

Barbara Johnston, Newsletter Editor



Above: Your newsletter editor in cruising mode in the Sea of Cortez.



Above: rainbow at Government Island during an SIYC Cruise

2013-2014 CALENDAR

GENERAL MEETINGS		BOARD MEETINGS		CRUISES	
September 6	Sauvie Island Academy	September 4	TBD	September 21-22	Gilbert River Docks
October 4	Sauvie Island Academy	October 2	TBD	October 19-20	Halloween Cruise, E. Government Island
November 1	Sauvie Island Academy	October 30	TBD	November 16-17	Thanksgiving Cruise, Hadley's
December 7	Christmas Party TBD	December 7	Christmas Party	December 28-29	New Years Cruise, Coon Island
January 3	Sauvie Island Academy	January 2	TBD	January TBD	Land Cruise, TBD
February 7	Sauvie Island Academy	February 5	TBD	February 15-16	Valentine Cruise, Coon Island
March 7	Sauvie Island Academy	March 5	TBD	March 15-16	Anchoring Cruise
April 4	Sauvie Island Academy	April 2	TBD	April 14-20	Navigation Cruise
May 2	Sauvie Island Academy	April 30	TBD	May 17-18	Annual Race/Drift Cruise (Sand Island)
June 7	Annual picnic, location TBD				

SIYC CRUISING BOATS – Locations outside of the Pacific Northwest

Boat Name	Owners' Names	Location
<i>Adagio</i>	Jeff & Jane Woodward	Sea of Cortez, Mexico
<i>Imi Loa</i>	Devon Quinn & Rowan Madix	Alameda, CA
<i>Nashira</i>	Mike Floyd	Crescent City, CA
<i>Perpetua</i>	Pat & Susan Canniff	Mazatlan, Mexico
<i>Pied-A-Mer III</i>	Eric & Pam Sellix	La Cruz de Huanacastle, Mexico
<i>Rolling Thunder</i>	Bruce, Jan & Max Payne	San Carlos, Mexico
<i>Silvergirl</i>	Bob Hulegard & Robin Fouche	Newport Beach, CA

Member Websites

- Adagio:** <http://sailblogs.com/member/turningleft/>
Julia Max: <http://www.sailblogs.com/member/juliamax/>
Perpetua blog: http://www.sailblogs.com/member/our_journeys/
Perpetua Pictures: http://imageevent.com/our_journeys/

Moonshadow: <http://www.voyagemoonshadow.blogspot.com/>
Moontide: <http://www.svmoontide.com/>
Pied-a-Mer III <http://www.sailblogs.com/member/sesesail/>
Ranidan <http://persimmonsky.wordpress.com/>
Sequoia: <http://www.svsequoia.com/>

SIYC members : Do you have a website for your boat that isn't listed above ? If so, please get the information to your trusty editor, Barbara Johnston, and we'll make sure your website is included in future issues of the newsletter.

Other websites of interest to Portland area sailors

<http://www.siyc.org/> Our very own **Sauvie Island Yacht Club**. If you haven't checked out the club website yet, please do so – it's looking really good, and is full of informative articles and spectacular photography by club members.

<http://www.webnautica.us/CRYA/>: **Columbia River Yachting Association** – This is the umbrella organization for Yacht Clubs along the Columbia River – SIYC is a member. See especially their links to all the other yacht clubs' websites, and their calendar of club cruises.

<http://www.oregon.gov/OSMB/pages/index.aspx> **Oregon State Marine Board** – Your source for information related to licensing, safety, boater education, Oregon boating destinations and many other maritime concerns.

<http://www.weather.gov/> The **National Weather Service** – Find out what the weather will be *before* you head out on the water.

<http://threesheetsnw.com/> A Seattle-based website that's chock full of good information about cruising in Puget Sound and farther afield, plus general information that's helpful to any cruiser anywhere.

<http://www.owsa.net/> SIYC women – If an emergency arose while you were out cruising, could you take over from your partner? If not, this is the one for you: **Oregon Women's Sailing Association**. This local organization offers sailing classes (including cruising skills) especially for (and sometimes exclusively for) women.

<http://www.cbsa-asfc.gc.ca/prog/canpass/menu-eng.html> The **Canadian Canpass website** – If you're cruising to Canada, you'll want to know about this permit system.

<http://www.parks.wa.gov/boating/moorage/?subject=permit> Information about mooring permits required for **Washington State Parks** along the Columbia River and elsewhere.



Sunset in the Sea of Cortez – S/V Adagio – February 2013

CRUISING REPORTS

From Richard Sandefur, S/V Moonshadow

Hello family and friends,

After almost three months in Hawaii, Moonshadow and I finally plan to get underway from Honolulu July 4th. My crew for this leg is a lady named Debbie Halbert who is a professor of Constitutional Law at University of Hawaii. She has participated in local racing for several years but this will be her first ocean passage. Three years ago Debbie made a successful expedition to the North Pole pulling a 120 pound sled for sixteen days. Always good to have a strong crew!

We plan to first sail to Kauai, an island which is about 120 miles northwest of Oahu and spend a couple nights there before leaving for Oregon around the 7th of July.



The rhumb line or straight distance to Astoria is 2200 miles but with normal weather conditions we may have to sail closer to 2800 miles due to a “so called” stationary high that we have to sail west of and north around. This high pressure system moves around so we will be closely monitoring the on-board weather fax to determine when we can stop going north and turn east towards Oregon. A very rough estimate is 22 days from Hanalei Bay on Kauai to Astoria at the mouth of the Columbia River. Of course it could take much longer.

I’ve spent my time here doing projects interspersed with hiking. I

replaced the aging upper shrouds (the wires holding the mast up) and pulled and inspected all the other toggles, T bolts and toggles. Had money not been a concern (isn’t it always!) I would have done a complete re-rig. Most of the other old systems like electronics, pumps etc. are working so I will have to be satisfied with a percentage of these. Ha ha. Yes, the bilge pumps and GPS's work.

I have also worked on a few cosmetic things like varnishing and removing rust. Can’t have Moonshadow looking too bad returning home after 14 years at sea! Not much I can do about the peeling paint on the bow.



Plan to have a crew change in Astoria where Admiral Anita will join me for the last 100 miles up the Columbia River.

The diesel tanks have been filled and we have finished the dry-goods provisioning. Now just need to buy fresh fruits and veggies so as not to get scurvy. I also scheduled a diver to clean the bottom to help insure a fast (faster?) passage.

Oregon, here we come!
Richard

From Tom & Kathy Edwards, formerly of S/V Ahwahnee

August 17, 2013

Ahwahnee has sold!! Yes, that second happiest day of a boater's life came much sooner than expected. We put her up for sale the beginning of May and in mid-July accepted an offer. We flew back to Florida to re-rig her as if going to sea (even the dinghy was on the davits) for the survey and sea-trial. On August 6 we had a few tears as we saw her at the dock for the final time.

So now we are boatless. Our family is already placing bets on how long that will last. But, for the time being, we will explore other options and see what mischief we can get into this winter. Hopefully, where it is warm.

Plan to be at some of the SIYC meetings.

Sail on,

Tom and Kathy



From Jim & Linda Noval, S/V Ranidan

Leaving Portland – July 4, 2013

In the midst of a genuine heat wave, we escaped by making our way down the mighty Columbia River. On the way we encountered quite a bit of river traffic. It is inspiring when one of these big boys come bearing down on you. Believe me, we are madly checking the charts to determine just how far we can move out of their way without running aground. If we were caught in front, they would run us over and not even notice.

The orange canister we see on these ships is the escape pod for catastrophic events that require abandoning ship at sea.

We have one ourselves that hold 4-6 people but it is packed and inflates when it hits the water. The escape pods only hold 5-8 people but that is all that is required to run the ship. Amazing.



Of course, lots of people were out on the beach enjoying the summery weather.

Across the bar – July 12, 2013

After fretting and planning for nearly two weeks we bravely ventured out from Astoria at 8am.

With veteran sailors Becky and Bobby who spent 9 years circumnavigating we timed our crossing so there was little to complain about. That would come later.



Sometime in the afternoon Jim noticed we were not charging batteries and we could not be at sea in the dark without power for running lights and navigation so we headed for the nearest port -Grays Harbor. After all that planning to leave Astoria, we came in at the absolutely worst time and rode 12 foot swells like a roller coaster. This harbor is mostly commercial fishing so here we are tucked in with the big boys while Jim sorts out the electrical. We hope everyone is enjoying summer. We are starting again in the morning. At least we have learned a lot about how to manage tides even if we end up ignoring all our careful planning. In the end, it's all about getting somewhere safely anyway.

Alternator Realities – July 15, 2013

Thanks to Virgil and Finn, we were able to fix the alternator and still be on our way in two days. Virgil runs a small marine store that had more stuff in it than could be catalogued, even by West Marine! And he knows where everything is! He is 77, works seven days a week and jitterbugs on Saturday nights!! He gave us a tour of his shop, even the hidden shrine to Packard cars he has upstairs.



We ran all day from Grays Harbor, chasing light winds and hoping to make it to the Juan de Fuca Straits before the incoming squall line. Darkness fell around 10:30 pm and the orange glow of sunlight hovered near the horizon around 4am. About 5 hours of dark time to contemplate the Milky Way and all the stars one can only see when one is well away from civilization.

Listening to the constant thrum of the engine, feeling the swell of the sea rocking us from side to side, peering into blackness on all sides alternately hoping and fearing to see the lights of another boat, we both were too anxious to sleep. Just as dawn began in the east, we cleared Cape Flattery and ran smack into a fog bank that completely erased the slowly brightening sky. It is eerie to hear fog horns sound from vessels you cannot see. Plus we were required to sound our own horn which cried out from our mast as it disappeared up into the mist. If I ever considered worshipping the sun, this would be the day. It slowly rose over the horizon and as its warmth increased, the fog yielded to visibility and we were rewarded with a dazzling view of sun shining on the Straits.

Passing Time – July 17, 2013

When we have a long passage like yesterday, 10 hours, we pass the time by watching the water (white caps indicate 10- 15 kts of wind). We look at the sky to try to understand the weather. We managed to get almost to Port Angeles before the drizzling started so we didn't get too wet. We look at the land to try and identify where in the world is Waldo (not there). We track where we are on paper charts and GPS. We read, look for whales (seen whales, seals, otters, dolphins, great turtles). Sometimes one of us takes a nap. We eat. It seems we do a lot of eating.

Here's the evening we had when we arrived in Port Angeles. May you also have warm nights and lovely sunsets wherever you are.



Victoria BC – July 19, 2013

We sailed across the Juan de Fuca Strait with only the GPS on the iPad. The boat navigation provided by Furuno went blank. Jim has cursed, nursed, and threatened the whole system since we bought Ranidan 8 years ago. We made arrangements for a tech to stop by and sort things out just so we could prove the old adage "A boat is a hole in the water you throw money into, most often in exotic or expensive locations." The tech confirmed it's not working and now it is the weekend so there will be no progress until Monday.

In the meantime, after clearing Canadian Customs, we parked ourselves in the Inner Harbor in front of the world renowned Empress Hotel. When Jim and I were first married a few years ago, we took the ferry from Port Angeles and came to Victoria to spend the day. We went to the Empress for High Tea which was too expensive for both of us to have so we tried to share. That was NOT appreciated and the waitress served everything so that this slacker couldn't savor the English delicacies. At the time, High Tea was \$7 (it was 1974 and that was a lot then). I went to check it out and guess what? It's still too expensive!! Now, it's \$60 PER person. I don't think I'll be going to tea at the Empress this time either. At least I can relish the thought that all the people in the very exclusive rooms up there are looking down at Ranidan and really wishing they were here. The crowds along the waterfront are impressive and I feel like I'm on display somehow. There are street artists, buskers, and food trucks for wandering around. A lot like Portland actually.



Boats are packed in this marina for the weekend. We talked to one power boat owner who drove his boat up here from Seattle and said he spent \$1500 on fuel. OMG!!!! And THAT, my friends is why we sail.

If any of you are car fans, Mr. Edelbrock of the most famous line of carburetors is here for the HOT ROD event that will happen on Sunday. '38's, '57's and who know what else all in cherry conditions are roaming the streets like bad boy James Dean or the Fonz. Jim can't stop oohing and aahhhing.

Navigation trials – July 23, 2013

Still in Victoria, waiting for our chart plotter card and looking for activities to keep us sane. These little water taxis buzz all about the bay, darting between ships and dodging the float plane traffic. We couldn't wait to take a ride in one. We ended up in a floating home village with wonderful boardwalk eateries. At one end of the walk we got very excited to a grey seal looking at us. It is puppy time so this momma looked hungry. (She passed on the salmon scraps though). At the other end of the pier was a kayaking tour so out we went into the bay to look for more seals. We finally found them at the end of our trip but they were too quick and we didn't get a photo.



The float planes do a brisk business in the center of the bay so when we crossed it felt like we were running across an airstrip (we were). We paddled hard and thought we could be ready for dragon boat races soon, if our arms didn't fall off from such a long day of paddling.

So the nitty gritty is that I find it very hard to be so patient. We wanted to leave yesterday morning and as of 5pm today we still do not have our data card so we'll be here another night at least. I have already read 4 books and I miss everyone. We have made some new friends from Portland which is wonderful. Though it is strange to say "Let's get together – maybe in a couple of months when we are back in Portland." I hope I can remember that long!

Jim and I are still trying to work out our very different views of what we want to do. Jim really is a wanderer and I am a true at homer so how we can make that work – I don't know but somehow we have this far so I guess we will figure it out. In the meantime, maybe our plotter will be fixed tomorrow and we'll be able to continue our sail trip. We plan to visit the Gulf Islands which are the Canadian San Juans. We'll be on the hook (at anchor) for a while so I will post when we have free Wi-Fi if we are in a port for provisions or something (like coffee or walking on land).

I also need to remind myself that this is a "shake down" cruise before taking Ranidan south to Mexico. We WANTED stuff to breakdown so we could fix it in the comfort of a place like Victoria instead of who knows where (probably in the dark with 25 kt winds out at sea). This is a good thing. If I could just remember to reframe that way.

On the Hook – July 29, 2013

We have been hanging out on our anchor for the past few days. It's unnerving at first to just see a chain going into the water and think that it will hold on to us in spite of wind and current. We count the feet of chain we put out to make sure it's enough to hold fast. We mark where we are by looking left and using the stationary house on the shore to mark where we are. Then we look right to see what will not move that we can use to judge our position as well. The little light on the end of the spit of land looks great. For the next three days we will be making sure we stay in alignment so we know our anchor is holding. Now we have to use our dinghy to get to

shore. Thankfully, it wasn't blowing terrible so we didn't have to fight the wind as well as the water to get in and motor to shore. No jumping and using multiple passes to hand over backpacks or trash that we are taking ashore. Jim gets in first and tries to keep everything steady for me.

We have dragged anchor in the night and it is not fun to deal with it when it's cold, dark, blowing and we're half asleep so these were very good nights indeed.

This day we went up to Maxwell Mountain and visited Foxglove Organic Farm to have fresh made pizza made with their homegrown ingredients. They teach cooking classes so we benefitted from some of their newly acquired culinary skills. Yes, the fire was way too hot and unfortunately the dough burnt before it cooked through. Great looking oven though.

Afterwards we went on a hike through the dense forest which I love and for a lovely swim in a mountain lake that had been warmed by the sun. We are moving more north tomorrow and will be offline again for a while. Take care, everyone.



Nanaimo – August 2, 2013

We have headed north to Nanaimo, home of the famous Nanaimo Dessert Bar. Nanaimo is a small but inviting city, the second largest city on Vancouver Island.

On the way here, we had to pass through Dodd Narrows. It's necessary to arrive at slack tide, so we had to leave, calculate wind and tides and get there when there was the least disturbance in the water. Success!! When we were into the narrows, the water became a little squirrely but nothing for us to be concerned about thanks to all of our preparation. Jim took it on like a work project and he looks pleased at

the result. We will face another narrows called the Malibu Rapids at the mouth of the Princess Louisa Inlet in a couple of weeks so this was great practice.

From George & Sue Stonecliffe, S/V Julia Max

First Night Anchored on the Columbia River – 7/25/2013

This Cruise from Portland up river to The Dalles will have several segments, including stretches of sailing and stretches of motoring. Today we left PYC at 1300, and enjoyed some sailing, some motoring ending up at 1700 at the south end of Reed Island just above Washougal, WA. With temperatures at 90F, and clear blue skies, the day is a perfect ten! Cheers!

Climbed Beacon Rock – 7/27/2013

The wind was up to W30 kts going past Multnomah Falls with a double reefed genoa! After weighing anchor from Reed Island, we were at Beacon Rock at noon. A birding highlight was seeing a flock of 21 young female merganzers successfully fishing near the moorage. The highlight of the afternoon was climbing the one mile trail up the 800' monolith named by Lewis and Clark, originally Beaten Rock, it became Beacon Rock on their return trip in 1806. There were three mountain climbing groups climbing near the SE Face route. One threesome said it was an excellent challenge! Going for a dip in the cold river afterwards felt great!



40 Knot Winds in the Gorge – 7/28/2013

Leaving Beacon Rock at 0650, we arrived at Bonneville Locks an hour later. Currents below Bonneville ended up between 3.0 to 5.0 knots with winds between W15-18. We arrived at 0800. Moored at the dock below the Locks. Entering just before 0900, we had a sweet lift by the Lock Master. It is a trip being tied to one of the moveable piers inside the lock, and watching the boat raised 40 feet. On the upriver side of the Lock, we continued to see winds at W15-20 knots. As we passed Cascade Locks we saw race markers being deployed for a 'Thistle' Class race which was going to take place shortly. Continuing upriver, winds increased to as much as W40 knots. We initially sailed with a double-reefed genoa, and as the winds increased, we shortened the sail further. Boat speed was between 6.5 and 7.5 knots!! There were scads -- maybe 200 -- parasailors and wind surfers all around. Great movie taking subjects! Finally we arrived at 1200 at the Hood River Marina guest dock where it remained windy all afternoon. What a wind engine Hood River has!

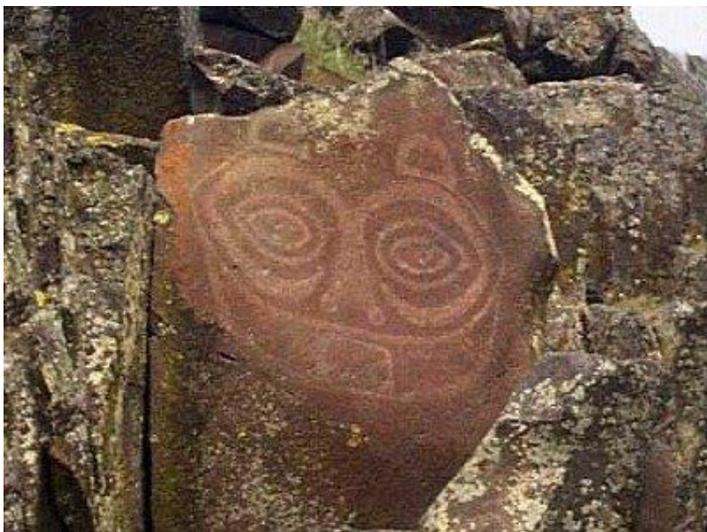
More W40 Winds! – 7/29/2013

Port of Hood River opened the bridge for us to safely pass at 0900. Afterward winds built steadily through the morning from W15 to W40 in the narrows just before The Dalles. Our double reefed genoa was reduced two more times to a little larger than a handkerchief. And yet we were moving up to 7.5 knots through the water. At noon docked in The Dalles Marina, the winds kept piping up through the rest of the day. The Dalles has a fine historical home district that shows alot of pride, as they are freshly painted and in good repair, including Victorian homes and gingerbread exteriors with five colors of paint. Beautiful!

Anchored in the Lee of Miller Island – 7/30/2013

At 0900 we were lifted in The Dalles Lock up to Celilo Lake above The Dalles Dam. From there we spent the day motoring upstream through a railroad bridge west of Miller Island, past Miller Island, under the Biggs Bridge to the front of the John Day Dam. We enjoyed the sightings of Maryhill Museum, StoneHenge Memorial, a flock of 50 white pelicans, numerous trains, a couple of tugs and their barges, and The Queen of the West stern-wheeler. Once anchored in the lee of Miller Island, we quickly took a dip in the river to refresh ourselves. The wind picked up this evening to W20, and in setting up our anchor alarm, we found that our GPS is having problems. Oh joy! Better now than out on the ocean! But we should be able to get back minding our G's and R's -- that is our navigation aids. Tomorrow we head downstream through The Dalles lock, the Hood River Bridge to the Hood River Marina.

"She Who Watches" – 7/31/2013



Both going upstream and downstream, one of our goals was to see the petroglyph known as 'She Who Watches' near Horsethief Butte State Park. This famous piece of native art watches over Celilo Lake behind The Dalles Dam. The native story talks of an Indian woman chief who dies and becomes a wolf through which she watches over her people. Seeing the three-foot-in-diameter work of art from our boat as we passed by was a thrill we will long remember! We have returned from Miller Island today, through the Celilo Bridge, and The Dalles Lock, through the W20-25 knot wind and chop, and through the Hood River Bridge, to moor in the Hood River Marina once again. It was a very satisfying day!

Stay Over in Hood River – 7/31/2013

Today was a catch-up day, meaning boat cleaning, provision inventorying, camera photo updating, sailblog updating, and walking and observing kiteboarding on the Columbia River! Kiteboarding is where a person on an overgrown snowboard has a harness attached to a specialized trapeze that holds four control lines to a kite parachute. The kite pulls the boarder across the waves at unbelievable speeds and allowing acrobatic contortions. Amazing and entertaining stuff to watch!

Having Family Aboard for a Day thru the Locks – 8/1/2013

We left Hood River at 0650 with a date to meet our son Ted's family in Stevenson, WA. Arriving at 1000, we were ready to take them aboard before 1100. The excitement for the day was to take 'Julia Max' through Bonneville Lock, and show the grandchildren the tremendous mechanical exercise performed by the Lock when it raises and lowers boats around the dam. Of course, the finer details were not always understood, and sometimes the food treats were a total distraction, but the total experience had to be a resounding success. Once through the Lock on the downstream side we motored to Beacon Rock where we moored at 1330. Then it was off by car shuttle to the Bonneville Dam to take a powerhouse tour, a fish ladder gaze, a fish-counting window with mouth gaping open in awe, and then the fish hatchery where we enjoyed everything from seeing fries to admiring the elderly 8-10' white sturgeon in the ponds. After having a dinner in Cascade Locks, we gathered the second car of the shuttle, and were dropped off at 'Julia Max' before Ted's family left for home. What a great family day!

[George and Sue returned to Portland, caught their breath and very quickly set out again for Puget Sound and the San Juan Islands. We'll continue their story in next month's newsletter. – Ed.]

Let's Stay in Touch with our Cruising Members

If you enjoyed the stories and pictures from these cruising members of Sauvie Island Yacht Club, please say so. Sometimes the cruisers comment that they feel like they are sending their articles into a black hole, and they never get any feedback. Let's all make an effort to let them know they are appreciated. If you see them, say something. If they are still out cruising, send them an email. If you have questions for them, do ask – it may be the seed for an interesting future report. – Ed.