



# **SAUVIE ISLAND YACHT CLUB NEWSLETTER**

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

[www.siyc.org](http://www.siyc.org)

No. 369, April, 2016

## **SIYC OFFICERS '15 -'16**

Commodore  
Richard Sandefur

Vice Commodore  
Gabrielle Dowding

Secretary  
Kim Taylor

Treasurer  
Jenny Bruning

Rear Commodore  
Craig Johnston

## **COMMITTEE CHAIRS**

Membership  
Ray McCracken

Music  
Terry O'Shea

Database Editor  
George Stonecliffe

Newsletter Editor  
Alicia Watkins

Website  
Mark Nerczuk



## **May Membership Meeting**

**Sauvie Island Academy**

**Raffle and Dessert Potluck**

**May 6<sup>th</sup> 2016 7:30pm**

## **Upcoming Club Events**

**March Race Drift Cruise**

**May 21<sup>st</sup>-22<sup>nd</sup> 2016**

**Summer Sailstice**

**June 18<sup>th</sup> 2016**

**July Cruise to Cathlamet**

**July 8<sup>th</sup>-10<sup>th</sup> 2016**

**Lifesling MOB Class**

**July 19<sup>th</sup> & 22<sup>nd</sup> 2016**

**Cruising Reports Start on Page 10**

## Commodore's Comments, April 2016

Hi folks,

Kevin Ritz gave a very informative talk at our April meeting about Electric Shock Drowning (ESD) which was detailed, but still easy for a lay person to get the idea about what it is and how to avoid it happening. I suggest we either inspect our own boats for electrical grounding issues or hire an electrician with marine experience to do that.



The May meeting is the last general meeting for the year and it is a **dessert potluck**. It also is when we elect officers. Be sure to come if you want to run for one of the offices or cast your vote. The positions are: commodore, vice-commodore, secretary and treasurer. We still need someone to take over publishing the newsletter since Alicia is leaving this summer.

I'm looking forward to our cruise to Riverplace in downtown Portland the weekend of April 16-17. It's been 20 years since Anita and I have gone there and it will be interesting going under all the bridges.

May is when we have our annual race/cruise which is always fun since it is the only club event when you actually have to sail! Don't worry if you don't know racing rules as we only have one rule: **BE NICE!** No protests are allowed. Come to the May general meeting if you want to participate because that is when you will sign up and receive your race packet. If you haven't raced with us before and want information now you should contact Craig Johnston.

Cheers,  
Richard Sandefur  
Commodore



## May Membership Meeting Raffle and Dessert Potluck

Date: Friday, May 6<sup>th</sup> 2016  
Time: 7:30pm  
Location: Sauvie Island Academy  
Theme: Raffle and Dessert Potluck

May marks the last membership meeting of our calendar year. To celebrate another great season we like to have a fun raffle and dessert potluck.

Bring items you have no need for, or re-gift something you don't need. This is the time to go through and purge! All proceeds go to the SIYC general fund.

A recent visitor, Ron Pook, gave the club some charts to sell at a raffle. The charts will sell either one raffle ticket each or all the charts for \$35. The list of charts are as follows:

3001	Vancouver Island (1985)
3424	Oak Bay
3440	Race Rocks
3458	Nanaimo Harbor
3459	Nanoose Harbor
3461	Juan de Fuca Strait
3493	Vancouver Harbor
3515	Knight Inlet
3546	Broughton Strait
3551	Jeanette Islands to Cape Caution
3574	Numas Islands to Harris Island
3575	Goletas Channel
3646	Plans Barkley Sound
3727	Cape Calvert to Goose Island (x 2)
3729	Dean Channel (1989)
3902	Hecate Strait (2 copies)
3934	Smith Sound & Rivers Inlet (2 copies)
6460	Puget Sound (1939)
12221	Chesapeake Bay Entrance (1988)

Notoriously a great evening, this is the perfect time to connect with other club members and perhaps get some great boat jewelry too. Don't forget to bring your dessert potluck contribution to share.

## April Navigation Cruise

By, George Stonecliffe S/V Julia Max

### The Portland Bridges Opened



The SIYC Navigation Cruise, held April 15-17, went up the Willamette River through as many as ten bridges, arriving at Riverplace Marina in downtown Portland. Ten club boats made the trip, including Julia Max (host), Moonshadow, Cambria, Betty Lou, Carol Marie, Openwater, Rowena, Yonder, Sunshine Daydream, and guest boat Somehow. In addition five boats came by land for various parts of the festivities, including Sequoia, Moontide, Nevermore, Toketee, and Maria Victoria. 15 boats participating is a successful event!



Traversing the Portland Bridges gauntlet, your boat mast height is a critical piece. The crux of the gauntlet was getting the lift at the Steel

Bridge. Key to this event is giving the two controlling entities enough notification so that they can raise the bridges in a timely fashion. The Hawthorne controls the Morrison and Burnside, and requires one hour notice usually. The Steel Bridge which is run by the Railroad requires two-hour notice so that they can notify ODOT who then provides a highlift. The other key piece is 'the water level' of the river above the mean low water. This weekend coming in was 8.3' and leaving was 9.5'. Subtracting the water level from the bridge height at mean low water gives you the air space available for your mast to clear the bridge. What we barely cleared on Friday, we could not clear on Sunday at the Steel Bridge. Consequently we required the highlift with ODOT's assistance.

We are all appreciative to Ray on Rowena for helping all of us at the Riverplace dock by measuring our masts. Now we all have our exact mast height for other events. In fact it was suggested that we add this information to the SIYC Roster so that we will have it in the future.

Finally, the Navigation Cruise Quiz stirred the cruising imagination and juices preparing us for this summer season. The summery, cloudless sky, the potlucks, and the environs of downtown Portland were enjoyed by all.



## May Race/Drift Cruise

**Date:** May 21<sup>st</sup> - 22<sup>nd</sup> 2016

**Location:** Sand Island, St. Helens

Time to shake out the sails and tune the rigging for the annual SIYC race/drift cruise! One of the most popular event of the year, this event does not disappoint.



Made up of two classes: full and fin keel. We race from Warrior Rock to a marked location downriver from Sand Island. Last year's winners will be hosting the event, Craig & Barbara Johnston, and George & Sue Stonecliffe. One boat will be at the start, the other at the finish.

Look for more information in next months newsletter.

## Summer Sailstice

**By, Terry O'Shea**

**Date:** June 18<sup>th</sup> 2016

**Location:** Sauvie Island

**Hosts:** Terry & Charing O'Shea

Summer Sailstice is a virtual sailing event that has the mission of uniting sailors worldwide to celebrate and share their passion for sailing. The event was founded in 2001 by John Arndt an Associate Editor of Latitude 38, and is held annually on the weekend nearest the summer solstice.

Terry O'Shea and his then Capri 25 "River Bee" celebrated as one of the first 200 boats back in 2001 by circumnavigating Sauvie

Island. Today there are over 5000 boats that participate around the world. Every year Terry's continued the tradition of sailing around Sauvie Island, having the crew sign the burgee, and celebrating the solstice sunset with adult beverages.

On June 18th this year we will once again celebrate Sailstice by our annual trip around the island. For the 15th year of Sailstice we welcome all to join us, as part of the SIYC cruise around the island. Details will be in the next newsletter. (for

more information on worldwide 2016 Sailstice Event go to <http://www.summersailstice.com> ).



## Cathlamet Summer Cruise

**Date:** July 8<sup>th</sup> - 10<sup>th</sup> 2016

**Location:** Elochoman Marina,  
Cathlamet, WA

**Hosts:** Michael & Gabrielle Dowding

**Theme:** Farm to Table

Stay tuned for full description in next months newsletter!



## Lifesling MOB Class

**Dates:** July 19<sup>th</sup> 2016 (classroom)  
July 22<sup>nd</sup> -24<sup>th</sup> 2016  
**Locations:** Classroom: Flightcraft  
On the water: Sand Island  
**Hosts:** Craig & Barbara Johnston  
**Cost:** tba



Stay tuned for full description in next months newsletter!



## For Sale

Icom IC-M700PRO with Icom AT-130 Antenna tuner. The M700PRO is a FCC type excepted Marine radio with Ham Bands software installed by Rogers Marine. Covers 160 through 10 mtrs amateur and all Marine SSB frequencies at 150 watts P.E.P.

The Icom IC-130 Antenna tuner tunes all Marine SSB and Ham HF frequencies with either an insulated back stay or Marine whip Antenna.

Will only sell as a pair. Give me a call for price.  
Art Zehner



Dahon Mariner 6S. 20 inch wheels. Carrying case included. Never used on a boat or stored in a marine environment. Hardly ever ridden. Instruction & basic repair booklet included.

Purchased new in 2006 for \$410. Yours for \$200. Mike Cannady .

## Recipe of the Month

By, Alicia Watkins

### Lentil Bruschetta Appetizer

Super easy, quick and healthy appetizer!  
This is a great option for any party or potluck when you



don't have a lot of time. All items can be found at Trader Joes. Just open mix and serve!

#### Ingredients:

- 1 package steamed lentils. They are located in the refrigerated section of Trader Joes, next to the veggies.
- 1 jar of Trader Joes Bruschetta mix.
- 1 block of feta cheese
- 1 loaf of good bread or cracker.

#### Directions:

- Open lentils and bruschetta, mix together.
- Crumble feta cheese and mix in.
- Serve atop bread or with crackers

Chill and Enjoy!

## Boat U.S. Membership

The SIYC is a participating member of the Boat U.S. Group program, which allows SIYC members a 50% discount on their individual Boat U.S. membership dues. To take advantage you will need our group code: **GA81077Y**. Use the code when renewing your individual membership. There are numerous savings available with a Boat U.S. membership, on a few of which include:

- A 4% rebate at West Marine
- Marina fuel and service discounts
- Towing discount, Insurance and many more. See the whole list at

[www.BoatUS.com](http://www.BoatUS.com)

## SIYC Clothing & Accessories For 2015 to 2016

Support SIYC with some new threads! To order please contact Charing at a membership meeting or by email:

Some of the many items for sale, price includes logo:

- Port Authority Gradient Soft Shell Jacket
  - \$65.00
- Port Authority Torrent Waterproof Jacket
  - \$55.00
- Liberty Bags Explorer Duffle
  - \$39.95
- Fleece & Poly Travel Blanket
  - \$25.00

## New and Returning Members

We would love to learn more about you. Please submit bio's with pictures to Alicia at:

## Reminder: Annual Dues

Your annual dues will be payable on April 1<sup>st</sup>.

Jennifer Bruning will be accepting checks or you can mail checks to the club at:

SIYC

P.O. Box 2524

Portland, OR 97208-2524.

Here are the different classes of membership, and the annual amounts to be paid by each.

Membership is per boat, not per person:

Regular Membership	\$50
Life Member	\$-0-
Post Member	\$20
Cruising Member	\$20

**Life Member:** A member who has paid full dues for at least 20 years.

**Post Member:** A member who has paid full dues for at least 5 years and no longer owns a boat, but wishes to stay involved in club activities.

### Cruising Member:

- Has cruised away from Oregon and Washington at least six months during the last fiscal year (April 1-March 31);
- Has paid full regular membership dues for at least two years; and
- Has made at least **three** newsletter contributions during the last fiscal year.





## SIYC Club Business

### Board Meeting Notes

Wednesday, March 30, 2016

Attendees: Ray McCracken  
Alicia Watkins  
Jenny Bruning  
Gabriel Dowding  
Richard Sandifur  
Craig & Barbara Johnston  
Kim Taylor

Meeting started at 7:30 p.m.

It was decided that Craig & Barbara would bring the food for the next Board Meeting on May 4<sup>th</sup>.

Gabriel offered to store some of the SIYC items.

The Anchoring Cruise had four boats. And the weather ended up being quite lovely.

The location of the April Navigation Cruise was discussed and, after Gabriel did some research for us, it was decided to have the cruise go to Riverplace.

The Roster is coming out soon. Please review your entry in last year's Roster and, if you have any changes to your information, please get them in to George before April 20<sup>th</sup>.

Kim offered to take a first cut at the cruise schedule for next year. Possible cruise destinations were Sandy Island, Riverplace, Rooster Rock, Beacon Rock (with a possible trip through the locks) or the anchorage near Washougal (possibly behind Reed Island or

Gary Island). A draft has been submitted, but suggestions are welcome.

The Board discussed which members might be available for Cruising Status or Life Member status. The membership should remember that each eligible boat needs to request the status.

The Board discussed which officers are currently running for office. They are as follows:

Commodore -	Richard Sandifur
Vice Commodor -	Gabriel Dowding
Treasurer -	Jenny Bruning
Secretary -	Kim Taylor

Remember, these folks are just running for office, the door is still open for others to offer to run.

Ray gave the membership report and said that there will be no inductees for the April meeting but that the May meeting is likely to have 2 boats inducted.

The Board discussed the possibility of ensuring that next year's meeting are a mix of knowledge/training meetings and cruising/inspiration meetings. It also discussed the possibility of holding either the March or April, 2017 meeting at West Marine.

Also, some possible changes to the running of the Race Cruise were discussed, i.e., a single start time for both classes.

The meeting closed at 8:30.



## 2015-2016 Planning Calendar

GENERAL MEETINGS		BOARD MEETINGS		CRUISES	
Date/theme	Location	Date	Location	Dates	Where/theme
September 4 Potluck	Sauvie Island Academy	September 2	TBD	Sept. 12-13	Gilbert River Docks
October 2	Sauvie Island Academy	September 30	TBD	Oct. 24-25	Annual Halloween cruise – Government Island E.
November 6	Sauvie Island Academy	November 4	TBD	Nov. 21-22	Annual Thanksgiving cruise – Hadley's Landing
December 12	Christmas Party - TBD	December 12	At party		
January 8	Sauvie Island Academy	January 6	TBD	Jan. 2-3	New Year's cruise – Coon Island
February 5	Sauvie Island Academy	February 2	TBD	Feb. 13-14	Valentine Cruise
March 4	Sauvie Island Academy	March 2	TBD	Mar. 19-20	Anchoring Cruise
April 1	Sauvie Island Academy	March 30	TBD	April 16-17	Navigation Cruise
May 6 Annual Meeting/ Dessert Potluck	Sauvie Island Academy	May 4	TBD	May 21-22	Annual Race/Drift Cruise – Sand Island
June 4 Annual Picnic	TBD				

## SIYC CRUISING BOATS

Boat Name	Owners' Names	Location
<i>Adagio</i>	Jeff & Jane Woodward	La Cruz Huanacastle, Nayarit, MX
<i>Casita</i>	Devon Quinn & Rowan Madix	Alameda, CA
<i>LunaSea</i>	Frank & RaeAnn Haynes	Santa Catalina, CA
<i>Nashira</i>	Mike Floyd	La Paz, BCS, MX
<i>On The Bright Side</i>	Taunya	Fajardo, Puerto Rico
<i>Penelope</i>	Peter & Susan Gierga	Bahia San Gabrielle, Mexico
<i>Pied-A-Mer III</i>	Eric & Pam Sellix	Sydney, Australia
<i>Shameless</i>	Jay & Carolee Tyson	San Jose del Cabo, MX
<i>Silvergirl</i>	Bob Hulegard & Robin Fouche	Newport Beach, CA



## Member Websites



<b>CarolMarie:</b>	<a href="http://www.svcarolmarie.com/">http://www.svcarolmarie.com/</a>
<b>Julia Max:</b>	<a href="http://www.sailblogs.com/member/juliamax/">http://www.sailblogs.com/member/juliamax/</a>
<b>Penelope:</b>	<a href="http://cruisingwithcaptainpeterandtheadmiral.com/">http://cruisingwithcaptainpeterandtheadmiral.com/</a>
<b>Moonshadow:</b>	<a href="http://www.voyagemoonshadow.blogspot.com/">http://www.voyagemoonshadow.blogspot.com/</a>
<b>Moontide:</b>	<a href="http://www.svmoontide.com/">http://www.svmoontide.com/</a>
<b>On the Bright Side</b>	<a href="http://www.svonthebrightside.wordpress.com">http://www.svonthebrightside.wordpress.com</a>
<b>Pied-a-Mer III:</b>	<a href="http://www.sailblogs.com/member/sesesail/">http://www.sailblogs.com/member/sesesail/</a>
<b>Ranidan:</b>	<a href="http://persimmonsky.wordpress.com/">http://persimmonsky.wordpress.com/</a>
<b>Rowena:</b>	<a href="http://www.sailblogs.com/member/rowena/">http://www.sailblogs.com/member/rowena/</a>
<b>Sequoia:</b>	<a href="http://www.svsequoia.com/">http://www.svsequoia.com/</a>
<b>Shameless:</b>	<a href="http://svshameless.com/">http://svshameless.com/</a>

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



*Picture by Mike Floyd, La Paz Mexico, looking toward Marina de La Paz*

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## CRUISING REPORTS

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### ***Taunya Coutts & Rusty Gesner, S/V On the Bright Side***

Hello Everyone,

Well, they say that cruising is fixing your boat in exotic locations – and boy has this adage been true for me on my trip so far. I've been in St. Martin since the beginning of February – and I'm not likely to get out of here until the beginning of May. We came to St.

Martin to visit some friends of mine who actually inspired me to cruise – that lasted all of a day or two. While I was here, I wanted to get the engines looked over so that we could resolve the overheating problem. That took a month, because the port engine had a large amount of electrolysis and required retooling many of the parts. When you're a small boat with a small part needing welding – you aren't high up on the priority list.

Once the Port engine was repaired, we decided to go ahead and haul out here, to get the bottom done, install the new sails, and have a few cracks checked out on the deck. Everyone eyeballed me and said that I would be lucky to be out in a month. They were right. The people here were horrified to find my forebeam was extremely loose. The daggerboard was half rotted away and the paint on the starboard hull started peeling away with an adhesion problem that caused a huge mess when we powerwashed the hull.

The crew here advised we get a second survey done on the boat, because the surveyor back in Ft. Lauderdale had found "nothing wrong" and clearly – he'd been the one who was wrong. So we got a well known, highly regarded surveyor out to the boat. He found rot in the daggerboard case, advised replacing our shroud caps, and definitely advised us to inspect the bolts holding the forebeam in place.



When the rigger tried to remove the shroud caps – he told me we were going to have to remove the mast, because they were corroded into place and should have been replaced years ago. That was a week ago and they just got them removed today – after almost an entire day with two drills (they burnt out the first one) a flame torch, anticorrosive gels and formulations and a LOT of elbow grease. These caps were supposed to move freely on the pin, they were not and therefore the stresses on those shrouds were being



transferred to the wire, which had likely never been replaced in the life of the boat. The rigger in Ft. Lauderdale DEFINITELY should have advised us to replace these and it is criminal that he sent us out with the boat in this condition.



In addition the Ft. Lauderdale rigger (Pete Ackerman –highly do NOT recommend) noted the looseness of the forebeam (the beam that connects the tips of our two hulls together) and instead of investigating it, he assumed that it needed the mast to keep it tight. I believed him at the time, but in retrospect, if we were dismasted, and our forebeam was that loose, we were risking our entire boat breaking apart. In fact, had advised me not to take the boat into the ocean while the mast was off, because he was worried about the stability of the boat.



My team at Custom Fit Marine here in St. Martin took the forebeam off and have found a myriad of problems that they are working hard to resolve. The martingale that holds the beam tight had been loose, so every time the hulls bashed into a wave, the beam was jerked and all the bolts holding it in place were heavily stressed. So now, the holes are no longer round, but oval shape from all the slamming. There is corrosion that actually made holes in the forebeam, the pins holding the beam to the two hulls were attached on either side of a bulkhead – but they'd been leaking and all the wood in the bulkhead rotted

out... Every day we're finding some new and wonderful surprise to add to the list of things that made our boat not anywhere near ocean ready – as we'd thought when we bought it.



If I sound frustrated, it's because I am. The costs are adding up at an astronomical rate and amount. The best thing about this stop has been working with Custom Fit Marine. I finally feel like I've got people working on my boat who have attention to detail, are ethical and are working hard to find all the issues that would impact our safety on this trip, while trying to minimize costs for us where ever they can.

My boat crew has been massively changed out as well. Jay got ill in the British Virgin Islands and left. Laura lost confidence in the integrity of my vessel and left (apparently rightly so). I have gone through three more crew since. One got a job right away, one didn't want to hang out while we did repairs in St. Martin and the third was a con artist who left my dinghy unlocked and got my motor stolen (in addition to a bunch of other things I'm not going into). He had the decency to go out and find my dinghy – but the motor was gone. On the bright side, we bought a new 18hp Nissan, and I love the new engine. I painted it to make it less attractive to thieves... It's supposed to have a water dragon – but it's been observed to look like something else. \*coughs\* Let's just hope that makes it even less attractive.

I had to make a trip back to Portland and so, we decided to give my 11 year old daughter Linnea a chance to join the boat, while Annika and Fiona returned to friends and family back in Portland. My long time friend Andrea also decided to join me on this trip while she's between jobs. Meanwhile, I'm struggling to find new experienced crew to help us get to Panama as soon as we splash – which will be sometime between April 20<sup>th</sup>

and the end of the month. Anyone want a trip to the tropics? The boat will be SHIP SHAPE by the time we leave here (with much lighter pockets).

Obviously the extensiveness of the needed repairs has delayed my trip. I was anticipating returning to Portland by mid June and this is no longer a likely possibility. In fact, we're going to be entering into hurricane season so I've had to alter my route. According to Jimmy Cornell's guide, we can avoid hurricane ally by going from Panama to the Marquesas. From there, we will head up to Hawaii, which he says can be done any time of the year. The best time to travel from Hawaii to Portland is summer, so we should be good for that.

I'm imagining I'll be through the Panama Canal by the end of May, to Marquesas beginning of June and Hawaii Mid June... this puts me on track for return to Portland sometime mid July. Looking forward to being back home – this trip has been pretty stressful, but I will say I am learning absolutely TONS that will serve us well when we depart at Rusty's retirement.

Taunya, Linnea and Andrea  
*S/V On The Bright Side*  
St. Martin, BVI



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## ***Jeff & Jane Woodward, S/V Adagio***

Hi Everybody,

When the tank cleaning guy started polishing our fuel, we were getting so many big chunks of rust out of the tanks that we decided to scrap the old tanks and have new ones fabricated and installed. After consulting with well respected boat repairers/builders and marine surveyors, and after reading Nigel Calder and other experts we decided on having the tanks built of 3/8" fiberglass and epoxy.



The old port tank came out of the boat only after cutting the port cockpit locker out. None of the other stuff in the lazarette needed to be moved. Refrigeration compressors, inverter, zinc saver, etc. I did have to disconnect the autopilot ram and the follow up indicator and the associated wiring. Also the hand bilge pump and the shore power connections.

The port tank was fabricated to the exact dimensions of the original it replaced. The starboard tank came out of its bed in one piece, but needed to be cut in order to exit the companionway.

To replace the starboard tank we fabricated two tanks. The two tanks set against each other, and when together are the same dimensions as the original single tank. There are bulkheads running fore/aft between the two tanks. The tanks are connected at the bottom with 1- 1/2" fuel hose. Same as the deck fill hose. The original (and also the replacement tanks) follow the curve of the hull, this makes the outboard tank elevated from the inboard tank. So the outboard tank fills the inboard tank via the hose at the bottom of both tanks. We added a vent hose going to the starboard side of the hull and now all three tanks are connected with outlets to the vent system on both port and starboard. The deck fill is the same as original. It goes into the outboard tank. The engine supply line goes from the inboard tank to the original fuel manifold. And the Tank Tender fuel gauge line goes to the inboard tank.

Just a note on the Tank Tender: Mine had become pretty difficult to use because of the junk in the 1/8" line that lives in the fuel. It would often read high due to increased pressure to clear the line. The mechanic here in La Cruz came up with a simple solution. He cleaned the line with a spray can of carburetor cleaner. We'll see if that fixes the problem. I am cautiously optimistic.

The yard painted the entire cockpit from the top of the "backrest" down to the cockpit sole. They said it was easier than trying to blend the new paint for the cockpit locker with the 30 year old original paint.

Jeff and Janie

*S/V Adagio*

At the repair dock La Cruz Huanacastle, Nayarit,  
Mexico



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## ***More from the Woodward's...***

Hi Everybody,

The work yard is finished with our hull repair job. You will remember that at the beginning of this cruising season, back in



San Carlos in December we discovered a split in our teak cap rail and a bulge in the hull. We shopped around San

Carlos for someone to fix it there without success. We continued looking for a good repair shop as the cruising season progressed. A number of other cruisers had very good things to say about Pedro Vargas and his company, Sea Tek Mexico located here in La Cruz. He



is a great guy. Almost 30 years in the business of rigging and boat repair. He was born and raised in California so speaks perfect English. He's friendly, a good listener, and easy to work with.

We are very happy with the results. No matter how close you look you cannot see where the damage used to be.

Today we will make a provision run to Costco, drop off the laundry and get ready for the next weather window that will allow us to continue north to Mazatlan (171 miles/30 hours). We will probably stop there for a day or two and await the next weather window good for crossing the Sea to the Baja side. Then continue north hopping from anchorage to anchorage. We will cross again to San Carlos just after Easter.



We hope this finds you all healthy and happy,

Jeff and Janie  
S/V Adagio  
La Cruz, Nayarit, Mexico

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## Let's Stay in Touch with our Cruising Members

*If you enjoyed the stories 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*



*Picture taken by the Woodward's, motor-sailing toward San Jose del Cabo*