



# SAUVIE ISLAND YACHT CLUB NEWSLETTER

P. O. Box 2524, Portland, OR 97208-2524 [www.siyc.org](http://www.siyc.org) No. 345, December, 2013

## SIYC OFFICERS '13-'14

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*Happy Holidays to all  
SIYC members, near and far!*



## *January Membership Meeting*

**Friday, January 3, 2014**

(First Friday of each month at Sauvie Island Academy)

7:30 Business meeting

8:00 Refreshments

8:15: Program: Nick & Gail Wigen

talk about cruising in British Columbia  
inside waters.

More details inside, page 3.

## *New Year's Cruise*



The December 28-29 cruise will  
rendezvous at Coon Island East Docks.  
Bring your potluck contribution (theme:  
"Cold Weather Comfort") and something to  
celebrate with (fireworks? Champagne?).  
Your hosts will be Richard Sandefur &  
Anita Melbo. Details inside at page 3.

This month's cruising reports  
start on page 10.

## Commodore's Comments NW Winter Boating



Living on the Left Coast gives us sailors a wonderful benefit. New England, mid-Atlantic and Great Lakes boaters face long, cold winters that force elaborate precautions such as unrigging, hauling, and detailed winterizing. And of course, they are only able to dream about being on the water until the spring thaw. While we don't have the relative warmth that the Southern Californians enjoy this time of year or the mild breezes of the San Francisco Bay in winter, we of the Upper Left-Hand Corner can still enjoy time on the water during the cold months.

Not that there aren't some requirements to make it practical. The biggest of which is probably having a cabin heater. This can turn your boat into a cozy haven on the coldest winter day. On various boats through the years we have had a kerosene radiant heater, a wood-burning stove, and on *Sequoia*, a forced air diesel heater. Of the various systems, all can heat an area, but the forced-air or hydronic diesel heaters are best for warming the whole boat. I can't recommend any system that does not vent combustion air to the outside; stand-alone kerosene or butane heaters actually put both moisture and carbon dioxide into the cabin, and more dangerously, carbon monoxide, which can kill the unwary. We use our cabin heater many mornings even in summer, especially in the cold waters of B.C. and Alaska.

It is also prudent to consider some limited winterizing when we have extended periods of freezing weather such as the last few weeks. Brad Hendrikson, who manages the St. Helens Marina, reports that freeze damage to marina boats is rare, but several years ago a sailboat nearly sank when its raw-water-cooled Volvo transmission froze during an extended period of freezing weather. Since freeze damage to

the engine or major systems is bound to be expensive and possibly catastrophic, it makes sense to take some simple precautions:

1. If you have shore power on board, keep some low powered heaters going. We use several of the West Marine pancake-type air dryers, which combine a low speed fan with a very modest heating element in a protected package. Light bulbs are okay, but don't use a naked bulb or a high-powered room heater and make sure that nothing in the vicinity will get too hot. A few years ago a classic 57' power boat burnt to the water line (only two boats down from *Sequoia*!) from a defective heater in the engine room.
2. If you have a hot water heater that is powered both by shore power and an engine-coolant loop, leave the shore power turned on. It won't use too much juice if you are not using the boat and the heat will help keep the engine block warm through convection circulation.
3. Close the thru-hulls for at-risk systems, so a cracked fitting or split hose won't sink the boat.
4. Raw water systems are the biggest concern. We close the engine and reefer raw water cooling thru-hulls and, while running the pumps, pour enough RV antifreeze into the open strainers to fill the system.
5. We also put the RV antifreeze into the head and both sinks and close their thru-hulls.

Note that the RV antifreeze is non-toxic *propylene* glycol, as opposed to engine antifreeze which is *ethylene* glycol, a chemical toxic to humans, animals and fish and which should NEVER be introduced into fresh water systems or the river. The safe RV antifreeze is about \$7 for the two gallons we need to protect *Sequoia*.

With these minimal steps we can have the use of our boats for winter cruising and also protect them from the occasional cold spell.

Craig Johnston  
SIYC Commodore

**New Year's Cruise:  
Coon Island-East  
December 28-29**



Join your hosts, Richard Sandefur and Anita Melbo for this season's New Year's cruise to be held at Coon Island-East. The potluck theme will be "Cold Weather Comfort". Along those lines, anyone that has tarps, canopies and sources of heat is requested to bring them. Other fun ideas that Richard has suggested: Chinese sky lanterns, candle boats...

This has always been a fun cruise for SIYC members, and we hope to see you there. Questions? Call Richard at (971) 263-8469

**Don't miss...  
The January general meeting  
7:30 pm, Sauvie Island Academy  
Friday, January 3, 2014**

The business meeting will consider the Board's proposal to increase the initiation fee for new

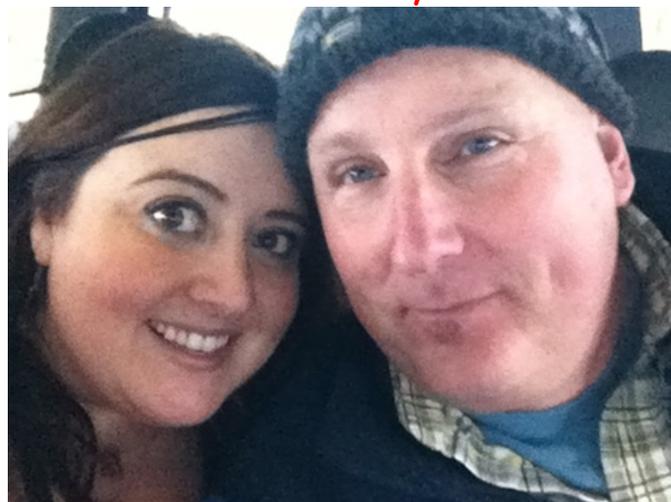
members attending their first event in January 2014 or after. Currently set at \$35, the amount no longer covers the club's cost for the burgee & pins presented to new members. The proposal is to increase the fee to \$50.

Following our excellent club refreshments, we'll hear Nick & Gail Wigen talk about cruising the inland waters of British Columbia. This is such a nearby cruising ground that we can all expect to cruise there sooner or later. If you haven't been there yet, you can anticipate lots of great pictures and words of advice about this vast cruising area and some of its most wonderful attractions. If you've been there before, you're sure to learn something new!



Mt. Baker as seen from Victoria, B.C.

**New Members:  
Alicia Watkins & Ray McCracken**



Our newest members, Ray McCracken & Alicia Watkins were inducted at the Club's Christmas party on December 7, 2013.

Ray and Alicia were independently drawn to sailing. Two and a half years ago, they met

aboard Alicia's sailboat *GRANUAILE*. Ray, being introduced to her as an 'amazing sailor' came aboard to help Alicia dock in an unfamiliar current. They began talking and sailing together and it naturally evolved into what it is today. Together they have done quite a bit of local sailing, as well as, taken a two week San Juan/Gulf Islands trip with Ray's former boat, *KANDU* (27' Catalina). They are both eager to learn and expand their knowledge by taken classes, and attended many informational meetings.

Ray, living in Ohio, was introduced to sailing on a holiday charter in the Caribbean. He came home and began sailing small day-sailors (i.e. Sunfish or Snipe) in the local lakes. Drawn to the Caribbean, Ray chartered many sailboats for extended lengths of time. When Ray moved to Oregon in the late 90's he purchased a 22' Islander and started exploring the Columbia River. He quickly decided to move up and purchased a Catalina 27'. After their trip to the San Juan/Gulf Islands Ray was ready, he found *ROWENA* and it just fit!

Ray has been a landscaper most of his life, he currently has a business servicing the Portland Metro area. He is a member of the Ft. Vancouver Power Squadron, serving on the bridge. His longest sail to date was a delivery from Ft. Lauderdale, FL to San Diego, CA.

Alicia learned to sail here in Portland aboard *VIKTORIA-DAWN*, her older sister's Spencer 44'. She quickly signed up for sailing classes wanting to learn as much as possible. Alicia's father purchased a Shark 24' that she sailed on any moment she could, she was hooked! Six years ago Alicia and her father decided to 'fix up' a US Yacht 22' for her that had a hole in the hull. It was a great experience learning fiberglass and gel-coat among other things. Alicia has sailed quite a bit along the Columbia River, out of Port Townsend, and on various travels. Alicia is Licensed Massage Therapist and has a private practice in NE Portland. She is a member of OWSA (Oregon Women's Sailing Association) and the Ft. Vancouver Power Squadron. Her longest sail to date was

the two week San Juan/Gulf Island trip she took with Ray.

Ray and Alicia are enthusiastic for what's to come. Their plan is to finish outfitting *ROWENA* and preparing for a trip north in the spring, and south in the fall. The long term dream is to sail around the South Pacific before returning to Oregon.

## Thanksgiving Cruise

David Mangan, who hosted the Thanksgiving cruise, reported that the weather was better than expected. Please note the *Blue Sky* in the background! They did put up the canopy complements of the Wilsons on *Conch*, but the weather was actually quite nice.



David reports: "The Turkey, even if I must say so myself, was outstanding. I received many compliments. A new, not-so-secret technique of cooking the bird breast side down for most of the time, as well as my secret sauce, produced the juiciest, most delicious bird yet. It'll be hard to top next time. Another dish that stood out was the cranberry special created by Michelle on Conch. Rudy brought some tasty sausage, cheese, wines, and dessert."

Boats that showed up for the feast were *Conch*, *Rowena*, *Hawksbill*, *Cambria*, and *Perseverance*.

Michael and Gabrielle walked in for dinner, their boat, *Moontide*, still under wraps. *Penelope* was also there, and Susan & Peter Gierga promise to re-join the club. They miss the good times and good food.

Everybody bailed out after breakfast on Sunday, but the engine of David's boat, *Hawksbill*, took that opportunity to die. All efforts by David, Garry and Terry were useless, so *Hawksbill* was towed home by *Conch*. Another good reason to be a member of the club - helpful friends. David says, "Thanks!"

## 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: Vegan (or not) Pumpkin Lasagna

- Gail Cannady, *S/V Wild Rover*

At this year's Christmas party, there was one dish that got more compliments than any other – Gail Cannady's lasagna. It was remarkably tasty and light. We learned that the secret



ingredients are won ton wrappers and Rao's Arabiatta Sauce. Here's Gail's recipe:

- Pumpkin or firm textured squash.
- 2 cloves garlic
- Salt & pepper
- 4 cups chopped kale or chard
- 1 T. margarine
- ½ onion, chopped
- 1 24 oz. jar of Rao's Arabiatta Sauce  
(Rao's is admittedly pretty spendy but, according to Gail, "worth it". If you must, substitute regular spaghetti sauce plus crushed dried chili pepper to taste.)
- 1 ½ cup vegan or regular ricotta cheese
- 12 oz. won ton wrappers (3" square)
- 3 c. bread crumbs
- Your choice of dried herbs
- ¼ c. melted margarine or olive oil

Bake the pumpkin or firm textured squash. Purée the flesh with the garlic, salt & pepper. You'll need 2 cups of thick purée.

Slice a bunch of kale or chard into thin short ribbons--about 4 cups. In the lasagna pan (if microwavable) melt 1 T. margarine, and microwave 1/2 of a chopped onion until translucent. Add kosher salt & pepper.

Spray lasagna pan. Spread about 1 c. spaghetti sauce in bottom of pan. Using small wonton wrappers (3" square) cover bottom of pan without overlap. Make a layer of kale, followed by a little sauce, then more wonton wrappers. Next the squash purée. Follow with wonton wrappers and a little sauce. Then I used about 1 1/2 c. of vegan "ricotta" made out of cashews. (You probably would just use ricotta.). Then more wonton wrappers and end with more sauce.

I used one 12 oz. pkg. of wonton wrappers and one 24 oz. jar of spaghetti sauce.

Bake uncovered at 350° for 45 minutes. Check at 30 minutes--if it looks dry, add 1/2 to 1 c. water.

Prepare about 3 c. of bread crumbs. Add some dried herbs for color. Mix in about 1/4 c. melted margarine or olive oil. Layer the bread crumbs onto the lasagna, press in, drizzle with a little more olive oil and bake for another 15 minutes until bread crumbs crisp up. Let it sit out of oven for 10 min. before cutting.

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



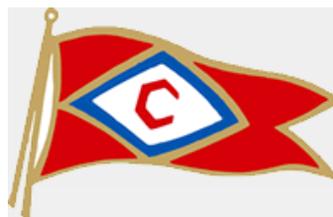
## Club Business

### Increase in Initiation Fee

At the January 3, 2014 meeting, the Board will present for consideration of the membership a proposed increase in the club's initiation fee. We present new members with an SIYC burgee, and magnetic membership pins. The cost for those items has increased so that they now exceed the \$35 initiation fee set by the

Club rules. There will be a vote on a proposal to increase the initiation fee to \$50, effective for prospective members who attend their first event in January, 2014 or later.

## CRYA meeting



As most of you know, our club is a member of the Columbia River Yachting Association, a confederation of 18 different clubs along the Columbia River.

George Stonecliffe attended the CRYA meeting of November 19, 2013, and reported a number of items of interest to our membership.

St. Helens City Docks will have a shore power facility installed this coming spring. 30 and 50 amp pedestals will be placed on the outer docks, and will be activated by card swipe. Fee structure has not been determined.

New composting toilet facilities are to be constructed on Sand Island (across from St. Helens). Completion is scheduled prior to next summer.

The City of Portland has requested that the Duckworth Dock be limited to daytime only stays (one hour before sunrise to one hour after sunset). The State Marine Board will rule on the City's request in January.

The Marine Board has granted \$25,000 towards a new pump-out at Donaldson's Marina.

The Coast Guard is looking to add more anchorage areas for ships, due to the ongoing stack-ups (as many as 9 ships at a time) waiting to enter the Columbia River.

CRYA has taken a stand favoring non-motorized boat registration. The Marine Board is providing facilities for all boaters, but at the present only motorized boats pay the fees that support the activities of the Marine Board.

## Seeking Crew

Want to crew with SIYC members to the South Pacific? Eric and Pam Sellix of *Pied-a-Mer III* are planning to depart from Banderas Bay (Puerto Vallarta) this spring, and they're looking for crew to help with the passage. This could be an extraordinary opportunity to get some experience on the ocean, with a destination in a tropical paradise. If you're interested, contact them by email (see your SIYC roster for addresses).

## Christmas Party!

The holiday season kicked into full gear this year with a well-attended, entertaining and delicious SIYC Christmas party. Initially the festivities were to take place at Craig & Barbara Johnston's house in Scappoose, but winter came early: 4 inches of snow, and a steep, slippery road. George & Sue Stonecliffe graciously agreed to have the party at their house, and did a magnificent job decorating for the occasion. The word was successfully

gotten out and there were about 26 party-goers to join in the fun.

Delicious food (see recipe of the month, above) was followed by the induction of Ray McCracken & Alicia Watkins, *S/V Rowena*, as new members (see article above).

A program of seasonal music was presented by Sue Stonecliffe, Barbara Johnston & Craig Johnston (with Rudy Marchesi a last-minute recruit, on "Jingle Bells"). The club's Christmas tree was decorated with 30 years of members' nautical ornaments, including some spectacular new ones for 2013. There was a wonderful gift exchange (including a bit of sanctioned "stealing") with great prizes. Taunya Coutts won the most coveted of the gifts: Gabrielle Lennartz's decorated boxes full of assorted goodies.

We collected donations for the Oregon Food Bank – In all, \$425, plus substantial canned food donations were received and passed along to the Food Bank. Thank you for your generosity!



## 2013-2014 CALENDAR

GENERAL MEETINGS		BOARD MEETINGS		CRUISES	
December 7	Christmas Party	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 19-20	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	San Carlos, Mexico
<i>Casita</i>	Devon Quinn & Rowan Madix	Alameda, CA
<i>LunaSea</i>	Frank & RaeAnn Haynes	Long Beach, CA
<i>Nashira</i>	Mike Floyd	San Jose del Cabo, BCS, Mexico
<i>Perpetua</i>	Pat & Susan Canniff	Mazatlan, Mexico
<i>Pied-A-Mer III</i>	Eric & Pam Sellix	Sea of Cortez, Mexico
<i>Silvergirl</i>	Bob Hulegard & Robin Fouche	Newport Beach, CA



*Approaching the mouth of the Columbia River at sunrise, after a long ocean passage. S/V Sequoia, July, 2011.*

## Member Websites

<b>Adagio:</b>	<a href="http://sailblogs.com/member/turningleft/">http://sailblogs.com/member/turningleft/</a>
<b>Julia Max:</b>	<a href="http://www.sailblogs.com/member/juliamax/">http://www.sailblogs.com/member/juliamax/</a>
<b>Perpetua blog:</b>	<a href="http://www.sailblogs.com/member/our_journeys/">http://www.sailblogs.com/member/our_journeys/</a>
<b>Perpetua Pictures:</b>	<a href="http://imageevent.com/our_journeys/">http://imageevent.com/our_journeys/</a>
<b>Moonshadow:</b>	<a href="http://www.voyagemoonshadow.blogspot.com/">http://www.voyagemoonshadow.blogspot.com/</a>
<b>Moontide:</b>	<a href="http://www.svmootide.com/">http://www.svmootide.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>Sequoia:</b>	<a href="http://www.svsequoia.com/">http://www.svsequoia.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, Barbara Johnston, and we'll make sure your website or blog 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.

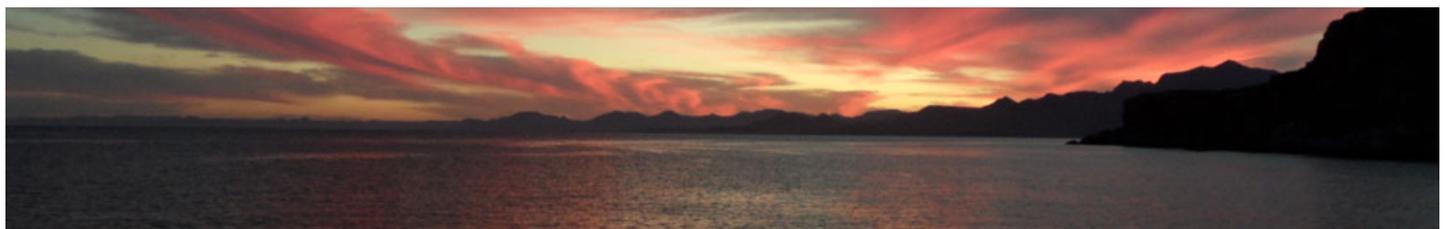
<http://www.webnautica.us/CRYA/>: **Columbia River Yachting Association** – This is the umbrella organization for Yacht Clubs along the Columbia River – SIYC is a member. See especially their links to all the other yacht clubs' websites, and their calendar of club cruises.

<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.



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

## CRUISING REPORTS

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*From Mike Floyd, S/V Nashira*

This month, Mike referred us to a narrative written by his crew-member, Jonathan Cline.

### **Cabo San Lucas, MX, to San José del Cabo, MX, 2013**

After being ashore in Cabo San Lucas for two days, I was convinced by a charismatic skipper after some minutes of conversation to assist him with a short day run in his sailboat down the west coast of Baja California, MX. Mike had heard of me though an adventurous story told with high praise by my current skipper, in which we wrestled a pair of tangled jib sheets and a spaghetti'd roller furling line into



submission while sailing downwind. Of course I denied having anything to do with such an adventure (most adventures actually being mis-adventures), though Mike insisted the story implied I had some measure of skill as crew on a sailboat.

We were to weigh anchor on his Ingrid 38 in Cabo San Lucas, and motor, or hopefully sail, to a marina at the new destination, San José del Cabo. His crew had deserted his ship and he strongly preferred assistance with both getting underway and in docking after the trip. I agreed that single-handing such an operation only adds odds against the players in the game against Neptune, and I would be happy to help. I hoped to leave for the airport the same day, so we decided to attempt departure at first light.

The Ingrid 38, his at least, is a classic sailboat with ancient character, a ketch, and would later prove to leap through the seas with the same sense of spring in her step as an eager child skipping home from school. His sailboat's quality is heightened by hearing the amazing story of how he acquired her, as a boat swapping trade plus pocket change, which could qualify as the deal of the decade. The Ingrid 38 is a blue water boat held in high regard, with a double-ended hull a Viking might be proud to drive. I looked forward to the voyage.

Mike arranged a water taxi for me at the earliest possible hour, from shore to his sailboat at anchor. The taxis are Mexican pangas. The pre-arranged panga was named *Chilango* after its driver. Although *Chilango* had taxied Mike previously, at my requisite time, only the panga named *Chilango*, and not Chilango himself, could be found. Mike attempted hailing another taxi on the radio and was overheard by another buddy sailboat, *Sailor's Run*. The first mate of *Sailor's Run* switched channels, spoke in Spanish with the Port Captain, attempting to negotiate a new water taxi. None of us were successful over the air waves. On a Sunday morning, at 6:30 A.M., presumably after a late night including either Coronas or Margaritas, the docks were a ghost town, free of panga drivers. *Mas tarde*, I waved in another water taxi and had the driver take me to the anchorage where Mike lay on his sailboat, *Nashira*. The driver had asked for eight dollars US. After climbing from the

Mexican panga to aboard *Nashira*, Mike handed over a five dollar bill and I contributed 50 pesos. The taxi driver nodded, accepted the payment, and left to port.

After a rapid look around the cockpit and a check on the already running engine, Mike began work with the manual windlass, going forward to the bow, to weigh anchor. By engaging the engine in idle forward and idle neutral, we shuttled between nearby sailboats, Mike apparently having some difficulty in raising the rode. I hoped that our dawdling around the anchorage with half a total length of rode out wouldn't tangle the chains of the other sailboats. After a long wrestling match in which he obtained only the first bitter end links of the chain, Mike decided to drive *Nashira* off the cliff, meaning, head out of the anchorage just far enough to hit the underwater cliff face, which should allow the chain left out, perhaps fifty feet or more, to hang down completely free from *Nashira*'s bow. We motored 100 feet out into the bay of Cabo. The water was calm and the wind pleasant. The sun, even in the early morning of 7:00 A.M., was hot and dry. After making some way, the anchor fell off from the sands in the shallows into a free fall of ocean. Upon attempting to raise the chain again, finally, we discovered what Neptune had bestowed upon us: a very weighty gift.



The windlass was unable to lift what appeared to be an old mooring block. This behemoth looked to have been birthed from a 5 gallon bucket of cement and iron rod. It had claimed our chain as its own.

An important lesson in boat handling is to use leverage rather than brute force. Those lessons take time to learn in each situation and are rarely evident on the first several tries. Mike had already tried base muscle force with the sweat on his back as witness. We decided to use single purchase to lift with more power, by fixing the idle jib sheet to the chain where the windlass failed, and employing a winch. Mike brought forward a collection of large chain hooks and shackles. He created the match of fittings. The sheet's snap shackle

attached to the hook, and the hook to the chain. I armed myself with a winch handle at the large jib sheet self-tailing winch. First we cranked with three wraps, into the lowest gear, gaining some feet of chain back from Neptune. Then I added the fourth wrap and cranked again but the lowest gear was insufficient. Mike heaved upward on the chain and I jerked the slack into the winch, gaining several inches each time. We made little progress and the purchase was denied, although Neptune's gift could now be seen above the ripping seas, and, if desired, spat upon.

We discussed options to dismiss the foul load and decided, a second time, that more purchase was needed. I asked if Mike had heavy gloves and suggested he wear them. He didn't want to spend the extra time to dig through the cabin for them. Mike snapped the spinnaker halyard shackle to an additional chain hook and attached the hook to the large bar at the top of the block. Four wraps on the winch later, and nearing the limit of the winch's purchase, we needed to look for other options since the iron bars of the mooring block were firmly wrapped around *Nashira*'s chain. Lifting vertically would only bring the block and its rusted iron spikes scratching and lunging at *Nashira*'s hull.

When purchase fails, leverage is next. Mike leaned completely over the caprail. I held his legs on deck, kneeling on his calves with almost my entire weight. Hanging completely over the rail, beyond the point where anyone would normally fall overboard, he was just able to reach the iron bars of the cement block in order to rotate the behemoth in suspended air.

The anchor chain had a full wrap and a hitch around this cursed present from Neptune, as if it were purposely tied to lead sailors to their doom.

One by one, Mike was able to lever and rotate the mooring block, which hung from the spinnaker halyard, to free the wraps of *Nashira*'s chain. By lifting the opposing side of the block, using the iron bars as a lever handle, the chain wrap on the lower side fell free. Mike's hands had become black while wrestling with the rust and muck-covered iron rods. He admitted that wearing heavy gloves would have been a better idea.

The last link of chain fell free of the mooring block. Neptune's cursed gift hung heavily from Mike's hands. We raved at the sea and called out a pox to Neptune. We congratulated ourselves for our handiwork. Mike released his grip on the block, and it dropped into the ocean, creating a huge salty splash as it sank to the depths. It now lies off the undersea cliff beyond Cabo's anchorage. *Nashira*'s anchor now hung free. Within minutes we removed the chain hooks, spinnaker halyard, jib sheet, and cranked the windlass to pull the anchor into its bow roller. We adjusted course and proceeded to San José del Cabo, leaving the mess behind. Neptune's gift may yet foul another ship, if that ship dares to lay chain through the deep undersea cliff in Cabo's anchorage. Maintain sharp eyes, and remember it is best to attempt departing at first light.

Jonathan Cline via Mike Floyd  
*S/V Nashira*

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### *From Devon Quinn & Rowan Madix, S/V Casita*

Life is good here, the weather has been great for the last year we've been here (Alameda, CA). We are living on our boat and loving it. We went to Canada (Sydney, BC) in July and purchased a 1984 Hans Christian 33, hull number 57, we named her "*Casita*" (small home). We took possession in Friday Harbor and trucked her down from Anacortes to Alameda. We are in the process of detailing *Imi Loa* to sell, we will miss her.' Happy Holidays, tell everyone "Hi"!

Devon and Rowan

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### *From Frank & RaeAnn Haynes, S/V LunaSea*

San Francisco to Long Beach /Fall 2013

After a month of fun in San Francisco we finally let loose and headed south in late September. Getting out of the San Francisco Bay was a tour of all the places we had visited including the now empty America's Cup Pavilion and stands. We were heading a short distance to Half Moon Bay mostly because we wanted to acclimate slowly to the travel routine. We both were amazed at how easy it was to slip back into being landlubbers!

Half Moon Bay was just right for an overnight stay. It has a great craft brewpub within walking distance of the transient marina dock. We left early the next morning for the trip down to Monterey. Monterey Bay is a large bay with lots of creatures including whales, dolphins, seals and birds. The journey



down was mild with no fog (finally) and moderate winds. Our stay in Monterey was about 10 days. We wanted to visit the area and the local weather was a series of some big fronts pushing down from the north. We rode our bikes out to the end of the peninsula on a series of great bike paths.

We visited the Monterey Aquarium which compared well to the Newport Aquarium with emphasis on the local species and took a historical tour of Cannery Row and the early trade and mission buildings. Monterey has an incredible rich historical past!



The weather finally offered a 2-3 day window so we headed out for Cape Conception. Although there are several possible stopping points along the coast south of Monterey we decided to take advantage of the weather window and pulled a 34 hours stretch to Santa Barbara. We had read and heard many stories about the possible weather issues at Cape Conception but our biggest problem was all the lights from refineries and oil platforms on and just off the coast. The morning dawned with us successfully around the Cape and into the warm and rich waters between the mainland and the Channel Islands. The sunrise was a vivid display of orange and blue and the dolphins, seals and birds were in a feeding frenzy with too many to count!

Frank and I entered the Santa Barbara marina at about 2:00pm on a warm and sunny Saturday afternoon. A new entrance is always difficult but after little sleep and with the hundreds of recreational kayaks, paddleboards, sailboats and motorboats it was an entrance to be remembered in our nightmares! We made a successful passage to the fuel dock and managed to get one of the last two slips still available to transients. Santa Barbara was the first time we felt the weather change from sort of warm to true t-shirt and shorts weather. We visited the Maritime Museum and biked around the waterfront. The area near the

marina has lots of restaurants but is short on grocery stores and other marine amenities.

After a few days in Santa Barbara we headed for Long Beach with a brief stop in Oxnard at Channel Island Marina. The transient marina in Oxnard was little used and had all the basics; water, electrical hookup and clean showers. After a day to visit with a friend from Portland we headed for Long Beach and arrived in Alamitos Bay Marina after transiting the Los Angeles and Long Island ports. We were not sure what to expect after looking at the marine charts but did not encounter any issues crossing the commercial lanes.

Currently *S/V Lunasea* is docked at Shoreline Marina adjacent to downtown Long Beach. Shoreline Yacht Club is very large and has a very active schedule. We haven't visited them yet but plan to in the New Year.

Upcoming events include The Christmas Boat Parade, Commodore's Ball, New Year's Eve Dinner Dance on the Queen Mary, and once a month dinner dances here at the club house. The Aquarium of the Pacific in Long Beach harbor is wonderful and as good as Newport and Monterey. We view the Queen Mary out our ports. She is lit-up beautifully for Christmas. We walk out to the lighthouse every morning. The local area has many restaurants, stores and is entertaining. Long Beach has a great performing arts center again very close by. The large white sand beach is less than a block away. We are four blocks from our daughter and her husband awaiting the arrival of our first grandchild, Eleanor Haynes Grover. We are enjoying the warm weather in December and watching the city decorate for the holiday season!

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

Dear SIYC Friends,

I apologize for being so late getting this report off. We've had a really busy start to the 2013/14 cruising season. We will try to be better about writing as the season goes on.

We left Portland October 18, driving our Ford Explorer south to San Carlos, Mexico. About 1800 miles/ 26 hours drive time. It generally takes us 4 or 5 days. As usual the back of the Explorer was stuffed with boat parts, supplies, clothes, etc. If she were a boat, her waterline would have been seriously submerged. We followed I-84 as far as Salt Lake City then bailed off onto secondary roads (89 and others) where we were able to maintain decent speed, avoid freeway traffic, enjoy some breathtaking scenery, and visit some interesting places off the beaten path. The weather was perfect. Very little rain.

Pretty snow on the mountain peaks, but none at all on the road surface. We were having a great road trip..... until Thursday afternoon just outside Tucson, AZ.



We stopped at a State Park to use the restrooms. As we left, we noticed the car was idling a little rough, and we had a light on the dash: "Service engine soon". Luckily our iPad had a cell signal. We located and called a Tucson Ford dealer service center. The service manager said that if the warning light was steady and did not go away, we had a problem that needed immediate attention. We got to the Ford dealership a little before closing.

They diagnosed the problem as a bad coil on #8 cylinder. A good motel was across the street from the dealership. By 10:00 the next morning (Friday), the bad coil was replaced, a new spark plug was installed, and we continued on our way, passing through the Nogales Border Crossing around 11:30 that morning.

We were in the so called No Man's Land: Through the US barricades and The Fence, but not yet through the Mexican check point where you must press the much feared Red Light/Green Light button. Red light = stop to have your vehicle searched. Green light = Welcome to Mexico. Have a nice day.

In about a quarter mile the traffic lanes would be restricted by concrete Jersey barriers. Cars to the left lane. Trucks to the right. Just then there was a loud bang under the hood of the Ford followed by other disturbing mechanical noises. I took the truckers' right lane. There wasn't much of a shoulder there, but there was none at all in the cars' lane. I backed off on the gas and tried to coax the car up the steep hill. All the while wondering what sort of damage I was doing to the engine as the battle under the hood continued. Just when the tiny bit of shoulder in our lane was about to be taken away by a chain link fence, the Ford died.

We didn't know it at the time, but our two week long car repair saga had just begun.

In about 20 minutes a marked "Seguridad" vehicle came along. The officer spoke no English at all, and my Spanish was not up to explaining the situation. After ten or fifteen minutes of trying to communicate, he gave up and drove off. In a few minutes another officer drove up. His English was limited, but after awhile a tow truck was called and we were towed into Nogales, Sonora, Mexico. When we passed through the Mexican side of the border, we got the dreaded red light. Our Mexican tow truck



driver talked with the border patrolman and we were waved through without even a cursory inspection.

Unfortunately the tow truck was not able to just drive us back across the border. We needed to have some paperwork done to import the disabled car into Mexico and re-import it to the USA. And the tow truck was needed on some sort of industrial project to which he was previously obligated. So Janie and I spent the rest of the day waiting in a tiny office on a broken down couch. At 6:30 PM the driver came back, hooked us up, and towed us back across the border to the Nogales, AZ Ford Dealership.

The Ford service manager came down to meet us. He opened the shop to let the tow truck put the car inside where our stuff would be secure. Then drove us to a nearby motel. The next day was Saturday and the shop was opened just a half day. They took a quick look at the engine and quickly saw that the newly installed #8 spark plug had blown out of the cylinder head.



When we called the insurance company to get authorization to begin repairs, we were told that spark plugs are normal service items not covered by warranty. It took three days of arguing before establishing the problem to be the cylinder head and not the spark plug. More days were spent waiting for the new cylinder head to come from Detroit before repairs could be made.

It was frustrating and expensive, but in true cruisers' spirit we made the most of it and had a great mini-vacation visiting lots of interesting places in southern Arizona.

Our best to you all,

Jeff and Janie  
S/V *Adagio*  
San Carlos, Mexico

## More from Jeff & Janie



Dear SIYC Friends,

Here are a couple of pictures of our Thanksgiving Feast. This year's party was for nine of us; our longtime friends of the Morgan 40, *Faith* hailing from Vancouver, WA, Chris and Sandy; our fellow Passport 40 owners, Steve and Kristin of *Nautilus* whose home port is Olympia, WA; Leonard of the Endeavor forty something, hailing from Colorado; Ken of the Portland based Hunter 40.5 *Rosebud*; and a non-boater who is a neighbor in the apartment next door to ours, Peter, currently living in Sydney B.C., but originally from South Africa.

We rent an apartment for a month at the beginning and at the end of our Mexican cruising season. That gives us the luxury of not living aboard while we put the boat together at the start of the season and get her ready for bed at the end of the season. The apartment gives us more room for a party than our friends have, and so it has become tradition that we host Thanksgiving. We do the turkey, stuffing, sweet potatoes, and pies. The rest is potluck.

As always the feast was a belly buster.

Friends regaled each other with good stories. The weather could not have been more perfect. We ate on our balcony overlooking the bay and with views of surrounding mountains. We had just enough breeze to keep the mosquitoes at bay, but it was warm enough for short sleeves and shorts. The afternoon and evening sky lit up with pastel colors that reflected on the calm sea and colored the hills with all the warm happy colors associated with Mexico. By the time we cut into the pumpkin and pecan pies and slathered our slices with fresh whipped cream, the stars were coming out.



Thanksgiving is not a Mexican holiday and so preparation takes even more planning than it does back home. We ordered the turkey and pies from the "American Store", aka "Casa Imports" two weeks before the big day.

The owner/operators have filled a niche here in San Carlos by making weekly runs to the Costco in Hermosillo (130 miles north) and to stores in Tuscon (330 miles north). They keep the shelves stocked in their small store and also take orders for items not easily found in Mexico. Here are a few of the items we ordered from the American Store for our Thanksgiving; the turkey, the pies, whipping cream, powdered sugar, brown sugar, corn starch, boxed stuffing mix, Kirkland butter (the local butter is unsalted). Of course things cost more at the American Store. They have to pay a 16% import tax, and also need to mark the price up to cover transportation and handling costs. But when you absolutely need to get American products it is nice to have the service available.

We hope you all enjoyed a wonderful Thanksgiving, and that the rest of your holiday season is joyous. Full of happy family gatherings, good health and prosperity.

Your Amigos,

Jeff and Janie  
S/V *Adagio*  
San Carlos, Mexico

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## *More from Jeff & Janie*

Dear SIYC Friends,

This year we filled the domestic water system (pipes, tubing, pumps, faucets, etc.) with vinegar. I was not sure my idea was going to work. But it worked just perfectly, and so we are feeling good. We were getting little particles of stuff floating in the water coming out of the galley faucet. Even more stuff came out of the foot pump. That was disconcerting since we make a big effort to wipe the inside of our two tanks with one of those synthetic chamois cloths. Our tanks were spotless before we filled them with R.O. water from the water store. So the particles had to be coming from the inside of the hoses, pumps, etc.

On the various ships I worked on, we used to do a yearly shock treatment of the domestic water system with Clorox. It was a long involved process. They'd put lots of chlorine into the water tanks. When I say lots I'm talking LOTS. The tanks were 10,000 or 30,000 gallons each, and there were lots of tanks. Then we'd make a round of the ship, opening every valve, and testing until the proper concentration of chlorine flowed from each and every spigot, shower head, or drinking faucet. We let the chlorine sit in the pumps, pipes and faucets for 24 hours before flushing with fresh water.

I don't want chlorine anywhere near our stainless steel tanks, or the water maker membrane. So I got to thinking about using vinegar. But then how to flush the system with vinegar? Our pick-up tubes are raised a bit off the bottom of our tanks, and our tanks are so long, we'd have to use 5 gallons per tank to fill the hoses, pumps and rest of the system if we just dumped vinegar into the tanks. I thought about putting a plastic sour cream carton at the bottom of the pick-up tube, but I could not get the carton between the tank bottom and the pick-up tube. Then I came up with the idea of using a gallon zip lock baggie. And it worked! I held the baggie in place while Janie helped me siphon vinegar out of gallon jugs into the baggie. Then Janie went over to the sink and pumped the foot pump until vinegar came out at the sink. We refilled the baggie and ran the domestic water pump. We ran water at the galley sink until we got vinegar, then did the same at the sink in the head, and then the shower faucet. Then we switched operations to the other tank. The whole drill took about an hour to complete and we used about 2 gallons of vinegar.

The next day we flushed the system using 10 gallons of bottled water. And then we filled the two tanks with bottled water. 20 five gallon jugs for a total of 100 gallons. That was about two weeks ago. And so far the little floaters have not returned. Our water is crystal clear and sweet!

Things on Adagio are going well. We still have Jesus and Eduardo working for us. I think tomorrow (Monday) may be the last day for them. We have been in the water since November 15. So today (Sunday) makes 16 days afloat. We have made good progress. The cap rail has two new coats of teak oil. Jesus stripped the gallows wood, and I think we have 4 or 5 coats of oil on it now. Looks better than ever. The hull and cabin has been washed and waxed. We have installed all the halyards. The sails are bent on. Eduardo and I took turns going up the mast. Eduardo stripped the Tyvek off and got the tape and Tyvek off the instrument connections.



Then I went up to attach the instruments and vhf antenna. I don't think Eduardo knows all the tricks of squirting some corrosion block into the connections, taping the connections, etc.

Besides...I feel better when I've been up to the head for a good look-see at all the pieces.

While up the mast, I discovered our LED anchor light was not working. We have a replacement on order.

It looks like our old one may have suffered from a near-by

lightning strike. Another boat in the storage yard is having to replace all his electronics; radar, radios, chart plotter, auto-pilot, lights, etc. The bill for the equipment alone ran to \$30,000. So when I install the new anchor light I'll do it in such a way that I can remove it at the end of the season when I take down the wind instruments and vhf antenna.

Our batteries seem to still be working well. I left the dock cord off one night. Left the fridge and freezer running. Next morning, 15 hours later, the batteries were still at 12.5. When I ran the engine to check the charging system we got 125 amps pumping in after the ramp up. So it all looks good. Knock on wood. The Group 27 starting battery is a 2003, and two of the four 8-D's are 2004. So far so good, but eventually I know we will be in the market for at least a new pair of batteries.

The weather is still in the low 80's days and high 60's at night. We had a couple of short rain squalls, but it's been sunny most of the time. Water temps are around 75 and the fishermen are catching lots of dorado and some yellowtail. Also some billed fish. I wonder if the bite will still be on when we finally get sailing. The biggest hold back at this point is waiting on Janie's permanent visa paperwork.

A note to fellow cruisers: The Mexican government is in the process of computerizing their systems and lots of stuff that used to be done locally is now sent to Mexico City for approval before being sent back to the local offices for issuance. This is causing a slowdown in immigration paperwork and also picking up violations that used to just float through the cracks. A case in point: last week about 40 officials arrived unannounced to check on vessel T.I.P.s (Temporary Import Permits). They walked the docks taking photos of vessels, paying particular attention to vessel name boards and hailing ports. They also went through the marina files checking for valid, up to date T.I.P. documents. A number of violations were found. Some of those violations may just be failures to submit the documents to the marina. Others may be expired permits and/or vessels that were never legally imported. Fines up to the value of the vessel or confiscation of the vessel are possible. The government is giving vessels a week to come into compliance so no fines have been levied so far.

Well that's about the news from here. Shawn and Heather - the couple that wrote the Sea of Cortez cruisers' guides visited us in the work yard. It was fun to meet them in person and to have a short conversation with them. They signed our copy of the guide. He was quite impressed by how dog-eared our copy has become.

We hope this finds you all healthy, happy and having grand adventures,

Jeff and Janie  
S/V *Adagio*  
San Carlos, Mexico

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### *The last word from Jeff & Janie*



Hi Everybody,

For a long time we've heard that the old runway and some buildings in ruin that were built for the 1970 movie *Catch-22* are somewhere near where we are moored in San Carlos. But there are no sign posts pointing to the site, and we could not find anyone who could give us directions. So we decided to just go for it. We took our 4X4 Ford Explorer exploring. Driving around in the desert. Following cow and horse paths. Sometimes just driving through the desert making our own road.

Finding the airstrip was not too difficult. After all they did land B-17's on it. So it is long and wide

and pretty much goes straight from the beach to the cut in the mountains. It was not in great shape. Lots of deep rain wash gullies. The macadam was pretty thin. Not meant to last longer than the movie shoot. So the brush did not have much difficulty poking through. But there were sections on which we could drive.

The old stone buildings were more of a challenge to find. They were a ways off from the airstrip. The horse and cow paths often came to dead ends where we could not follow in the Ford. We have a little more ground clearance than a standard sedan, but not that much more. So we did a lot of back tracking and wandering

around in the desert before we spied a rock wall through a small clearing in the cactus and brush. Not too much is left of the old buildings, but we had fun finding them.

Our traveling companion, Peter, was the perfect guest for this small adventure. He was our next door neighbor when we were in the apartment during the boatyard work to *Adagio* before launching and moving aboard. Peter is a WWII veteran RAF fighter pilot. He flew Spitfires in Italy during the war. He has published two aviation themed novels. Additionally he was a geologist for mining and petroleum interests for several years on several continents. He was great company as we circled around the desert looking for Catch-22 Ruins.

We have moved aboard *Adagio*. The heavy dirty work on her is done. Now we are getting things stowed and shipshape so living aboard while cruising the Sea of Cortez will be pleasant.

Jeff's visa is supposed to be ready for pick up in about a week. There is some heavy weather forecast to arrive in a day or two and last for three or four days. It looks like the same system that put Seattle and Portland into the deep freeze will give us some strong wind.

We hope this finds you all healthy, happy and enjoying the holidays,

Jeff and Jane  
S/V *Adagio*  
San Carlos, 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.*



*S/V Adagio at anchor, Aqua Verde, Sea of Cortez, Mexico*