



# SAUVIE ISLAND YACHT CLUB NEWSLETTER

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

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

No. 365, December, 2015

## SIYC OFFICERS '15 -'16

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## **New Year's Cruise**

With hosts Chris & Kim Taylor

January 2<sup>nd</sup> - 3<sup>rd</sup> 2016

Coon Island, Multnomah Channel

Theme: Comfort Food

We will be on the West Dock this year  
More information on page 2

## **Upcoming Club Events**

**January Membership Meeting**

January 8<sup>th</sup> 2016

**February Membership Meeting**

February 5<sup>th</sup> 2016

Cruising Reports Start on Page 8

## Commodore's Comments, November 2016

Greetings friends!

It seems this can be the gloomiest time of year for me as the Winter Solstice has not yet arrived and we're not quite over the winter hump. I cannot quite yet envision what my next summer adventures will be. I



turn up the heat on Moonshadow and look around at some of the memorabilia that adorn her cabin, like the tiki from Easter Island, the hand woven basket from Vanuatu, the porcupine quill found while exploring Turkey, the Panama Canal registration certificate. I remember those warm sunny days blasting along in the trades under reefed canvas and ghosting at a couple knots when the wind eased.

Two aspects of cruising I enjoy are the planning before the voyage and of course basking in the afterglow of a successful passage. This time of year I'm quite happy to be warmed by those memories, knowing that pleasant sunny days and unknown passages await.

Happy Holidays and stay warm!

Richard Sandefur  
Commodore



## January New Year's Cruise

**Date:** January 2<sup>nd</sup> - 3<sup>rd</sup> 2016  
**Location:** Coon Island, West Dock  
Multnomah Channel  
**Hosts:** Chris & Kim Taylor  
S/V Kaaluna  
**Theme:** Comfort Food

Start the New Year right, with a SIYC cruise! Chris & Kim Taylor, your hosts, will be there Thursday night for a New Year's Eve celebration. All those who wish to join them are encouraged to do so.

Saturday, January 2<sup>nd</sup>, there will be a community potluck dinner on the Island. The Taylors have tarps for the enclosures to help with the cold. If you have a portable heater to contribute that would be great! Sunday morning will be a potluck breakfast before all the boats depart.

Looking forward to see you all soon!

## Jan. Membership Meeting

**Date:** January 8<sup>th</sup> 2016  
**Location:** Sauvie Island Academy  
**Time:** 7:30pm

The speakers for the January meeting will be from Rocky Point Boat yard. They will be fielding questions related to boat repair and maintenance. Think of it as "Click and Clack the Tappet brothers" of boating. Please send your questions about electrical, structural, systems or general boat stuff to Gabrielle, so she can give them to the speakers in advance



## Nov. Thanksgiving Cruise

By, Cliff Tannas

This Thanksgiving cruise was blessed with beautiful weather, sun bathed afternoon, autumn colors and a golden misty morning.



This was an awesome turnout with were 9 boats in attendance: Osprey, Carolmarie, Perseverance, Julia Max, Nasty, Openwater, Rowena, and Moon Shadow

Saturday evening we feasted on Dave's succulent barbequed turkey, complete with an abundance of delicious side dishes, topped with some Marchessi fine wines



and a splash of rum apple cider. Debbie added a touch of class with her autumn décor.

We all huddled together around the heaters under a clear moonlit evening, sharing salty adventures and dreams.

As the morning fog lifted, we were greeted by a good hearty breakfast, complete with Dave's barbequed bacon and Richard's fresh baked biscuits.

Thanks to everyone who contributed to making this a fun event.



## SIYC Holiday Party

On December 12<sup>th</sup> Rudy Marchesi & Susan Fichter hosted a wonderful SIYC Holiday Party at their beautiful vineyard, Montinore Estate.

The spread was amazing as usual with so many amazing cooks in the club. Wonderful wines and other libations were enjoyed. All tables were full with old and new members alike. It was an amazing time celebrating the



season with our fellow members.

The Montinore Estate Christmas tree was beautifully adored with various SIYC ornaments. What fun it was to look around the tree and see all the creative ornaments from our members.

White Elephant gift exchange was lively as ever with fun stealing, jeering, wonderful participation.

Sue Stonecliffe not only played us beautiful music on the piano, but also printed lyric sheet so all the members could participate in a singalong. Slowly everyone migrated into the tasting room and the choir grew. What fun!

Thank you so much to Rudy & Susan for sharing their beautiful Vinyard with us for another amazing SIYC Holiday Party.



## Recipe of the Month

By, Debbie Khoja

### Italian Pesto Pasta Salad

#### Ingredients

- 8 ounces dried elbow macaroni
- 1 7 - 8 ounce jar purchased basil pesto
- 1/4 cup red wine vinegar
- 1/2 teaspoon kosher salt

- 2 15 ounce cans cannellini beans, rinsed and drained
- 1/2 5 ounce package baby arugula (3 cups)
- 2 ounces Parmigiano-Reggiano cheese, shaved
- 1/4 cup pine nuts, toasted

#### Directions

1. Cook macaroni according to package directions. Drain and rinse well under cold water; set aside.

2. In a large bowl stir together pesto, vinegar, and salt. Add beans, cooked macaroni, arugula, half of the cheese, and half of the pine nuts. Toss well. Serve at once or cover and chill up to 6 hours. Top with remaining cheese and pine nuts before serving.



## SIYC Clothing & Accessories For 2015 to 2016

We have a new Merchandise Chair, Charing O'Shea. She is working on getting a possible new vendor with new items available.

Stay tunes for new options and pricing. If you are interested in ordering contact, Charing O'Shea, at the meetings or email at

### Social Media



The club has decided to create a SIYC facebook page! If you haven't yet liked our page please do so. We will be posting upcoming events and cruises, sharing pictures and connecting members.

## 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 (\$10 for every \$250 spent) 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)

## New Inductee's

The holiday party was not only an amazing party, we also gain new members!



Tim & Cheryl Hryciw have a 42' Cascade named *S/V Maria Victoria*. We are so pleased to welcome them to the club. I am sure they will be a great addition!

Stay tuned for bio in upcoming newsletters.

## Note to Cruisers

Thank you for sharing your cruising adventures with us! You inspire us to get out there.

Please remember to submit three cruising reports per year to:

## New and Returning Members

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

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## 2016 Boat Shows

### Portland Boat Show

Dates: Wednesday January 13<sup>th</sup> 2016  
to Sunday January 17<sup>th</sup> 2016

Location: Portland Expo Center

Time: Wed - Friday 10:00am - 9:00pm  
Saturday 10:00am - 8:00pm  
Sunday 10:00pm - 6:00pm

Admission: \$10.00 - Adult, Kids Free

We will be having a booth again at this year's boat show. If you would like to participate and haven't signed up yet please contact Richard Sandefur at: [yachtmoonshadow@hotmail.com](mailto:yachtmoonshadow@hotmail.com)

### Seattle Boat Show

Dates: Friday January 29<sup>th</sup> 2016 to  
Saturday February 6<sup>th</sup> 2016

Location: CenturyLink Field Event Center  
Chandler's Cove S. Lake Union

Time: Mon - Thurs 11:00am - 8:00pm  
Friday 11:00am - 9:00pm  
Saturday's 10:00am - 8:00pm  
Sunday 10:00pm - 6:00pm

Admission: \$12.00/day Adult



Charing O'Shea is out of town on family business. Club Business for this month will be included in next month's newsletter. Stay tuned.

The Portland Boat member sign-ups are as follows:

Wednesday January 13<sup>th</sup> 2016  
 11:00am – 3:00pm Ed Daugherty  
 3:00pm – 6:00pm **OPEN**  
 6:00pm – 9:00pm Cayton & Jenny

Thursday January 14<sup>th</sup> 2016  
 11:00am – 3:00pm Richard & Anita  
 3:00pm – 6:00pm Gary Weber  
 6:00pm – 9:00pm Ray & Alicia

Friday January 15<sup>th</sup> 2016  
 10:00am – 2:00pm George & Sue  
 2:00pm – 5:00pm Craig & Barbara  
 5:00pm – 8:00pm Tim & Dennis

Saturday January 16<sup>th</sup> 2016  
 10:00am – 2:00pm Alicia & Ray  
 2:00pm – 5:00pm Terry & Charing  
 5:00pm – 8:00pm Paul W & Kim T

Sunday January 17<sup>th</sup> 2016  
 10:00am – 2:00pm Terry & Charing  
 2:00pm – 6:00pm Rudy & Susan

## 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	San Carlos, 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	Luperon, Dominican Republic
<i>Penelope</i>	Peter & Susan Gierga	Bahia San Gabrielle, Mexico
<i>Perpetua</i>	Pat & Susan Canniff	Mazatlan, MX
<i>Pied-A-Mer III</i>	Eric & Pam Sellix	Sydney, Australia
<i>Shameless</i>	Jay & Carolee Tyson	Ensenada, 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>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.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.

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## **CRUISING REPORTS**

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

Been a busy time since Thanksgiving. We've taken on new crew – Pat and now Laura – both who bring a really lovely positive energy and thoughtfulness to the boat. Pat joined us in Georgetown Bahamas and immediately started figuring out our energy flow problems and helping us decipher many of the ins-and-outs of our electronics. Laura joined us in Caicos and she is wonderful at organization and first aid – as we found out when Pat stepped on a sea urchin and embedded his foot with spines that needed to be pulled!



Some of the highlights of our trip so far has been swimming with the dolphins for 1.5 hours in Georgetown. They mostly did their own thing, but occasionally would swim by quite close and give us a good



solid look. In the Caicos we enjoyed watching the sea turtles, seeing puffer fish and snorkeling off four different ship wrecks of varying ages swimming distance from our anchorage. The sands were very white, soft and powder like there. The downer was Fiona and Jay getting hit by a jellyfish, which was super painful! Some of our struggles have been with our hatches leaking profusely. When we get to Puerto Rico we're having a hatch expert go over them with new seals. But in the meantime, with our low profile we take a lot of water over the deck and it makes for an extremely wet ride. So far, we've been bashing everywhere we've headed, and until we get to the Virgin Islands it's going to continue to be more of the same.

We tried to get from Caicos to Puerto Rico, but the boat couldn't handle that much bashing and was suffering damage. The sails on this boat are probably original – as they are a laminate racing sail. Their age is showing – we knew there was a little delamination started back in Ft. Lauderdale – but the strain of our efforts is too much and the sail is tearing on the luff. We'll be getting a new sail in a couple of months from some fellow cruisers who are sail making experts. In the meantime, we have to baby this one along.

We've also been struggling with some engine problems. We replaced a fuel injector in our stbd engine and after a second breakdown, a fuel filter. Bleeding the lines became our next challenge, but I think we've got her running well. The next week or two should let us know. The port engine had the water pump freeze up and destroyed the belt. We thought it was an impeller... we had a new pump so we just replaced it. It worked well, however after twenty hours motoring in passage – it overheated again... there's more to figure out on that side.



On the passage from Caicos to PR – we were off the coast of the Dominican Republic in the middle of the night. Both engines had overheated, we had just gotten the sails back online after a pin at the top of the jib broke, when all of the sudden the boat started rounding up. The guys would get her back on course, only to round up into the wind yet again. At first we thought we'd lost steering, but the rudders were responding fine. Eventually we realized we were anchored – and couldn't move except we were slowly being dragged a little bit backwards... but mostly we were staying still. Since it was the middle of the night and we couldn't see anything – we assumed we'd picked up a net. In the morning we were able to get the daggerboard up all the way – and when we checked under the boat, nothing was there. We were able to move at that point – and the overheated engine started up, so we took off and motored to a nice anchorage in the DR and put our destination to Puerto Rico off until we'd recovered a bit. At this point, we're assuming we had a net caught on the daggerboard – which seems so unlikely (we'd raised it up so there was only a foot showing and it doesn't have anything to "catch" on it.)

We had a great time in Ensenada, meeting a nice couple who took us around. Prices were great, and there was lovely coral reef close by. After a few days we went to Luperon to check into the DR. This has not been a great experience. The harbor here is extremely dirty – the beauracracry is intense, and the navy closes down the harbor, we're not even allowed to leave at night. For this area, it's better to travel at night, because the heat from the islands comes down off the hills creating a lee affect, that calms the waters that are flowing against us. It's very tranquil – sometimes you can sail, but often you have to motor and at least you aren't bashing.

Anyway – that's all for us now – we're getting ready to head to Puerto Rico soon. Pat will be leaving us and we're looking for another crew member to add on at that point.

Taunya, Fiona Annika and crew  
*S/V On The Bright Side*  
Luperon, Dominican Republic



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

November 12<sup>th</sup> 2015

Hi Everybody,

We've finally arrived back in San Carlos and have started getting Adagio ready to sail again. Here are a few pictures of the final miles of our drive. These were all taken south of the border. First is a group of shrines. These remind us of the dangers of the highway, the strength of the ties that bind family and friends, and the religious faith of the people who built them. Second is a pickup truck we passed loaded with bicycles among other things. Third is a long line of northbound 18 wheel trucks lined



up on the highway awaiting inspection before crossing the US border. Fourth and last is a mural painted on a wall alongside the road.

Crossing the border went well. For any of you who might be following us down there were a few changes from previous years. The compound right at the border looked pretty much the same as always. We were not declaring any imported items, so did not stop. We just kept to the left and continued on Highway 15. A few miles down the road was the inspection station. The button to push for a red light/green light is no longer in operation. Now there is a battery of cameras pointed at the oncoming cars. And wouldn't you know it - we got a red light! Whistles and horns sounded. Lights flashed. A sign lit up directing us to an inspection aisle. A young woman in uniform came over to the car and directed us to roll down the windows. Our Ford Explorer was loaded. We could not open the back doors without having all sorts of stuff roll out of the vehicle. Clothes. Paper towels, toilet paper. Five big bags of styrofoam beans for filling bean bag chairs. Bottom paint. A re-built anchor windlass. Food items that we like that we can't find in Mexico. And the list goes on.

We had visions of the customs lady emptying the Explorer onto the concrete, and then leaving us with the task of re-loading the car. But she took one peek through the driver's side rear window, moved a couple things around to peek underneath, then waved us on. We didn't even have to get out of our seats. The inspection station at KM 21 is abandoned. There were a few official cars there, but the gates were gone and we just rolled along. There were a couple of road stops that we assume are drug and weapons inspection stations. Lots of police cars making a temporary road block and lots of uniformed police and army folks with automatic rifles. These seemed to be random stop inspection stations. We saw some cars being gone through, but we were just waved through and didn't get stopped.

We did have one incident worth noting. We had stopped for a coke and a pee break somewhere a little north of Hermosillo. As we left the Pemex station and accelerated back to highway speed something flew out the rear window. We are not sure how it happened. Perhaps I pushed the wrong button on the key fob. But somehow the rear window opened up, and because the car was so stuffed a bag went flying. It turned out to be Janie's bag with all her jewelry, all her meds, and all her underwear. There was no turn around near, and just a narrow right hand breakdown lane. Fortunately there were two 18 wheel trucks parked close to the Pemex station giving us some protection from oncoming traffic. So I backed the Ford about a 1/2 mile. Parked in front of the nearer truck and retrieved the bag. Traffic had veered around the bag and so it was still intact. We closed the back window, repacked the escaped bag, and continued on our way.

Traffic was fairly light. There was not much road construction, so we made good time, doing 65 to 75 mph most of the way. From the time we crossed the border to the time we rolled into San Carlos took about 5 hours. We arrived early enough to stop off at the lawyers' office to get things rolling on Jeff's immigration papers. We also stopped off at the real estate office to pick up the keys to our apartment and to chat with our friends there. Then we drove down to the marina where we got a warm and friendly welcome from Jesus and Eduardo, our boat workers. Big smiles. Hugs all around.

Wednesday was a full day of getting passport photos taken, a trip to the Telcel office to get a Mexican chip put in our phone and to get the Mexican air card for our computer turned on. A trip to the grocery store. The trip through the produce section was wonderful. We loaded up on papaya, pineapple, bananas, cilantro, peppers, etc. There were watermelons too, but we'll save them for another day. On the way home we stopped off at our favorite BBQ chicken joint where we got a whole chicken, a pound of tortillas, some roasted jalapeno peppers, a pint of coleslaw, a pint of macaroni salad, roasted whole baby potatoes, and roasted onions to go for about \$7. That was dinner Wednesday night, and leftovers are lunch today.

This morning (Thursday) the yard started hand sanding the bottom in preparation for anti-fouling paint. I started uncovering the boat and going through the interior looking for damage done during the summer. I found a few water stains where port lights leaked, but the roach and mouse traps were empty and all in all the old girl is looking pretty good. The exterior is pretty dusty. Lots of leaves and debris, but at first blush it looks like our homebuilt tarp cover did its job.

The weather is great. Yesterday's high was just shy of 80 F. There is lots of signs of heavy summer rain. Some rain puddles here and there. And lots of green where we normally see brown.

To-Do list is long and we seem to be adding to it faster than we check things off. So I'd better get back to work.

November 15<sup>th</sup> 2015

We are taking a day off. Which seems long overdue. The past several weeks have been non-stop. We have been either driving, coping with Janie's brother-in-law's stroke, ultimate death and funeral, and with closing down the Portland house for winter. We hit the decks running here in San Carlos. Been to the lawyers to get things going on Jeff's permanent visa. Got the necessary passport photos at Leys, and made a grocery run to Guaymas.

Adagio was moved to the work yard the next day (Friday the 13th). The yard started hand sanding and painting the hull. While the yard was doing the bottom, we opened her up to check for damage and to start the recommission process. All the sticky traps we set out inside the boat were clean, but two of them in the storage locker had a lizard skeleton and a mouse skeleton along with a few bug remnants. We did find a couple places where water found its way through portlight gasgets, but no real damage. Also about an inch of water in the bilge. We think the water entered around the mast collar.

While we were cleaning inside the boat, we discovered a broken hinge on the toilet lid. Boat toilet seats are nowhere near the same size as any other toilet. We figured it was a wild goose chase, but we quit working on the boat a little early and made the 20 mile round trip to Home Depot in Guaymas. It was our lucky day. HD had the exact hinge set hanging on their plumbing rack. The screw holes even had the same footprint.

Saturday morning was Jesus and Eduardo's first day working for us this year. We were able to disassemble the tarp and pvc tube cover we put on the boat last spring, wash it, and fold it away for use next spring. Then Jesus and Eduardo gave the boat a bath while Janie and I worked inside. I was able to replace a failed bilge pump switch and to reassemble all the engine hoses - the exhaust and the raw water intake hoses that I had needed to remove in order to access the bilge pump.

About 2 PM a storm blew through. None of our wind instruments are installed yet so we can only guess at the strength of the wind. It must have been at least 40 and could have been higher. We had an aluminum extension ladder tied off to the cap rail, but the wind blew the bottom of the ladder away from the boat and the ladder extended itself several feet, making it impossible to reposition the ladder from our position up on deck. Our neighbor in the yard came to our rescue and we were able to get down off the boat. The yard was in chaos. Garbage cans and all sorts of stuff was blowing across the lot and getting pinned on the fence separating the work yard from the storage yard. Lots of ladders were blown away from their boats. Halyards were slapping. Loose running rigging was streaming from their spars and flying in the wind. Paint brushes, roller

handles and trays and empty paint cans were blown across the yard. Adagio's hull was moving on the stands enough to loosen the belly stands at the amidships. The yard had not run a chain from the midship stands to each other. It was Saturday and after noon, so the yard was closed down. There was no chain on our stands, and there was no yard personnel to give us some. So Eduardo and I scouted the yard looking for chain. We finally found two short pieces of chain, and I was able to shackle them together and install them. About then the sky turned purple/black and big fat raindrops started falling. The wind had dropped quite a bit, but Janie did not want to get back in the boat. She was a little shaken by the experience of being inside the rocking boat with no escape, so we figured it was time to call it a day even though it was only 3:30 or so.

We knocked off Jesus and Eduardo, and Janie went to the car to wait for me. I was in the middle of reconnecting the propane tanks to the stove, reinstalling the battery to the ignitor, and bleeding the lines to the various burners, the broiler, and the oven. By the time I finished doing that and was walking from the work yard to the parking lot the sky had cleared, the wind went calm, and the sun was out. Go figure!

This storm has taught us a few lessons. From now on we will always tie the ladder down both at the top of the ladder (on the boat side) and at the bottom. We will take a turn of line around the rungs of both ladder sections so that the ladder cannot self extend. And we will always make sure the yard installs chains between all pairs of boat jacks.

Later yesterday evening we had a pretty substantial rain and quite a display of lightening and thunder. It has been raining off and on today. Nothing extraordinary, but I'm glad we are not trying to work on the boat today. Instead we watched the Sunday morning TV shows, are doing some laundry, making some Skype calls and generally recouping our energy in order to get back to work tomorrow.

We hope this finds you all healthy and happy,

Jeff and Janie

*S/V Adagio*

San Carlos, Sonora, Mexico

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## ***Jay & Carolee Tyson, S/V Shameless***

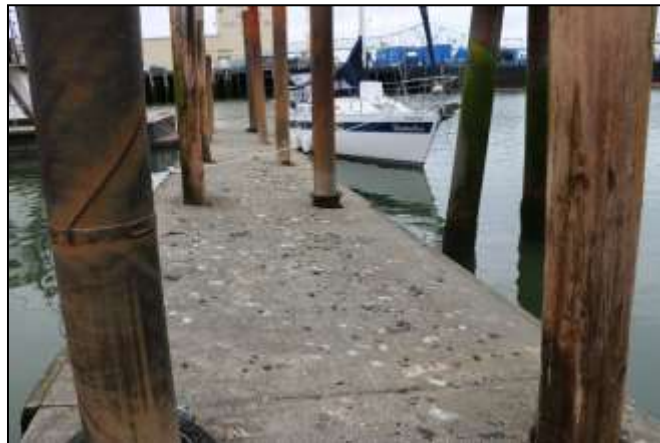
### **LIFE ON THE HARD IS HARD 9/6/2016**

We completed most of the pre-cruise refit projects on our 1988 Norseman 400 on the water in our home port, which was Salpare Bay Marina in Portland, Oregon. However, we decided that we would complete the last two projects (remove the prop for rebuilding and install the refrigeration keel coolers) in Astoria on the hard instead of using a yard in Portland. Even though money always has a hand in boat project decision making, the most significant factor was that we could do the work ourselves. Knowing how our boat



systems work and are put together is very useful information, as it turns out. Astoria is one of the few boat yards that still allow do-it-yourselfers. And, you can liveaboard while you are doing the work. Sweet! Or so we thought.

We arrived in Astoria West Basin Marina a day early. We walked over to the boat yard and took a look at the haul out approach. Looked pretty easy. It must have been close to high tide, although that didn't register until the following morning. On June 15<sup>th</sup>, we motored the short distance to the haul in time for our 8:00 am lift in a really, really low -1.2 tide. Things looked a lot different now. One end of the water landing dock was wedged up on a sand bar and gave the dock a twisted, steep angle. The two dock line cleats were on the opposite side of the dock (not the boat side), and the dock was practically covered with duck doo-doo. Step over the dock lines and into the duck droppings. Oh well, shoes wash. Just don't trip.



The lift, wash, transport, and block of Shameless went as planned. The inspection of her hull did not. Apparently, Shameless was on meth during her two-year freshwater stay in Portland. Her hull was blistered at the waterline. She had over 500 fingernail-sized pock marks down each side. Bad girl! Before we knew it, a week had turned into a month and Shameless had received a rebuilt prop, new keel coolers, AND a complete bottom job.



It takes a long time to cleanly sand the entire hull of a 40 foot sailboat, and a vacuum is required to capture all the dust. (Environmental reasons, again.) The sander that Englund Marine rents for \$50 per day is junk and doesn't work worth a darn. We bought our own sander and used an old Rigid shop vac with a collection bag. There is a Home Depot in Warrenton.

Living on a boat for a month on the hard presents some serious challenges. First of all is water. Or lack thereof. Due to environmental reasons, there is no water allowed in the yard in Astoria. The only water is at the boat wash off area, where it is collected in drains, filtered, and recycled. It smells like rotten fish. Yep. Gag me. So, all the water you have is in your boat's holding tank. And since it is a dry yard, all the seacocks must be closed so that the sink drains don't spill overboard. Dishes were washed in a bucket in the sink, then the bucket was hauled down the 16 foot extension ladder and dumped in the wash off area drain. Dirty dish water say hello to dead fish.

Our holding tank only holds 27 gallons and draws seawater to flush. Wait...not on the hard it doesn't. There is one porta-potty in the yard for everyone to use, which was emptied on Monday. Usually. And it usually ran out of toilet paper by Saturday night. We got used to the schedule. Plus, we got a lot of exercise going up and down that 16 foot extension ladder.

But the most challenging thing about the boat yard in Astoria is the log peeling–stacking–loading operation literally right next to the boats. It is close. On the same blacktop lot close. The workers start at 6:00 am sharp. So does their big log moving equipment with their incessant backup beepers.

But worse than the noise is the bark dust. When the wind starts blowing every afternoon, the bark dust starts flying. Bark dust is not friendly to eyes or wet paint. It gets in everything. In clothes. In skin. In canvas. In dock lines. Even in interior upholstery. So keep all the hatches, ports, and companionways closed. (It's a good thing Astoria doesn't get that hot.) And when the work is finally finished and the boat is back in the water, plan a visit to the laundry. Even the dock lines came clean in the washing machine using just cold water and Tide.



All things considered, the time spend in Astoria was well worth it. The prop is reinstalled and works beautifully, the new 12 volt Frigoboat fridge and freezer keep our food cold and cocktails iced, and the three coats of new hard anti-fouling paint didn't fall off when we launched.



And when we didn't feel like washing dishes in a bucket and feeding the dead fish, the Portway Tavern was walking distance from the yard and the marina. They have a great menu and amazingly well-prepared food. (The best grilled halibut we've ever had, prime rib on Friday, and a perfect, fresh dinner salad.) Plus, the bartenders pour a kickass drink - which is required after sanding and painting all day. We also made a new friend – the manager of the boat yard, Steve Barkenmeyer. Right?!

Left: washed dock line. Right: bark dust imbedded dock line.

## Reciprocity 10/9/2015

There are many reasons people join yacht clubs. The enjoyable comradery and an opportunity to share sailing experiences with other like-minded and enthusiastic people is at the top of the list. One of the often overlooked and valuable benefits are the reciprocal privileges offered by other yacht clubs.

We started our journey in Portland, Oregon and are in the process of making our way down the west coast of the US to Mexico. Although our most memorable overnight so far was spent anchored in San Simeon Bay, California we do look forward to tying up to a dock to get a mental break from ocean sailing and a complete night's sleep. Taking advantage of reciprocity also helps to minimize travel expenses. And while marina fees aren't that expensive in Oregon, they can be considerable in Southern California.



We found that we didn't need a pre-arranged agreement between Sauvie Island Yacht Club and other yacht clubs to enjoy their reciprocal privileges. Belonging to *any* yacht club was enough to get us free or reduced-priced dock space. All the places we stayed included free electric and water, except Astoria which charges \$3 per day for electricity no matter how much you use.

We didn't make reservations at any of the yacht clubs. We called a day or two in advance of arrival to inquire if they had dock space available. If they didn't, we called another yacht club or nearby marina. We heard from our cruising friends aboard 54' Colisti that they had trouble finding a marina or yacht club that could accommodate a yacht of their size.

None of the yacht clubs we stayed at had a reimbursement program. They just let us stay for free. We did have to fill out a basic information form, provide our USCG documentation (or state registration), proof of insurance, and a state-issued ID (or passport).

We found that [www.yachtdestination.org](http://www.yachtdestination.org) has a great mapping feature (which we used for planning and getting a layout of the marinas), but isn't up to date regarding the available yacht clubs and what they offer. Here is a recap of our experience to date.

1. **ASTORIA** has the most complex reciprocity system so far.
  - a. 6/14/2015 - Checked in with the Harbormaster at the West Basin Marina.
  - b. 6/15/2015 - Paid our slip fee for two nights. \$20 per night. Electricity is \$3 more. (The rates increased in August, 2015 to \$30 per night for a vessel our size.) When we asked about reciprocal privileges, the Harbormaster told us there were no official reimbursement forms and to contact the yacht club.
  - c. 6/16/2015 – I sent an email to the reciprocity email address on the Astoria Yacht Club webpage, but did not get a reply. So, on 6/18/2015, I sent an email to the Astoria Yacht Club Commodore.
  - d. 6/19/2015 – He emailed back and said to make a copy of our receipt from the West Basin Marina, our Sauvie Island Yacht Club Card, and include our vessel's make, model, and length - and mail it to the Astoria Yacht Club, PO Box 323 Astoria, OR 97103. They do not accept anything at the Yacht Club office, which is located at West Basin Marina.
  - e. 6/20/2015 – Mailed the requested information.
  - f. 7/10/2015 – Received a check for \$20 at our home mailing address (North Plains).
  - g. 7/13/2015 – Our daughter delivered the check to us during her visit to Astoria.
  - h. 7/14/2015 – Deposited the check in the nearest ATM, downtown Astoria.

The Harbormaster told us that that Astoria Yacht Club would bill Sauvie Island Yacht Club for the \$20. We don't know if this actually happened. I hope not.
2. Coos Bay, OR – no yacht club. Paid \$19.69/night at Charleston Marina.
3. Eureka, CA– no yacht club with dock space. Paid \$29/night at Woodley Island Marina. Very nice. Peaceful.
4. **GOLDEN GATE YACHT CLUB** - San Francisco, CA. This club gets our vote for friendliest yacht club and staff! We received one free night and paid \$25 per night for three more. The location can't be beat. The Sunday brunch is amazing and only \$15. The staff is very helpful and the funny bartender pours a stiff drink. Highly recommend.
5. Half Moon Bay, CA – no yacht club. Stayed at Pillar Point Marina for \$30 per night.
6. **MONTEREY BAY YACHT CLUB** – Monterey, CA. They offered us two free nights, but there wasn't room at their 35' dock for our 40' sailboat because another boat was docked there. So, we stayed at the Monterey Public Marina for \$30 per night. The water in Monterey Bay was literally as clear as a swimming pool. The harbor walk provided an easy path to the Monterey Bay Aquarium. A very memorable stay.
7. San Luis Obispo – no yacht club. We picked up a mooring ball for \$15 a night. The nearest store was a 1.65 mile walk one way. We needed to stretch our legs, so we went for it. We found out that RV spots lining the roadway went for \$65 per night. Wow.
8. **SANTA BARBARA YACHT CLUB** – Santa Barbara, CA. We received one night free. The woman who works the front desk was very friendly and accommodating. We spent additional nights at the Santa Barbara Public Marina for \$40 per night. The SBYC charges a 15% fee on top of cost, plus tax, for food and beverages. Two pints of beer in the yacht club set us back \$15.41, not including tip. Yikes. Lesson learned.

9. **VENTURA YACHT CLUB** – Ventura, CA. Three free nights! \$40 per night if we had stayed longer, but we didn't. The club has really great beach access. The “free” trolley doesn't appear to have a set schedule, so don't be in a hurry to get back to the boat if you venture out to provision.
10. **ANACAPA YACHT CLUB** – Oxnard, CA. Three free nights! If we had stayed longer, the price is \$50 per night. We happened to bump into Frank Laza, a former cruiser, during a walkabout. Frank sells Duffy Electric boats. He gave us a delightful tour (wine or beer included!) through the Oxnard Canals on one of his adorable boats. Since he has sold over 500 boats there, he had wonderful stories to share about all the colorful residents in the multi-million dollar canal homes.
11. **DEL REY YACHT CLUB** – Marina Del Rey, CA. Three free nights! \$50 per night if we had stayed longer. The yacht club is located about a mile from the beach. We walked from Marina Del Rey to Venice Beach to the Santa Monica Pier and back. About 8 miles. After a cold beer at the boat, we took a refreshing swim in the yacht club's huge saltwater pool. Lovely! They also have a 15% fee and expensive pricing, so we didn't eat or drink in the yacht club.
12. **ALIMITOS BAY YACHT CLUB** – Long Beach, CA. Three free nights! Got a rental car to provision at Winco (9.8 miles away) before sailing to Catalina Island with two Portland friends. I am amazed how expensive food and especially produce is in the other grocery chains (Ralphs, Vons). And believe it or not, alcohol is less expensive in Oregon, unless you can find a California Costco.
13. **SAN DIEGO YACHT CLUB** – San Diego, CA. Three free nights! \$1.50 per foot per night after that. Yep, \$60 per night for our 40' boat. If you want to spend an entire month in San Diego, the least expensive option may be the ritzy Kona Kai Resort. For boats up to 49 feet, their price is \$19 per foot per month, or \$740. Which works out to \$25 per night for us. But, they only rent slips by the month at that price. Daily rates are \$3.00 per foot!

*For a lot more photos of the boat yard, visit our Facebook page: SV Shameless*

Jay & Carolee Tyson  
S/V Shameless  
Ensenada 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*

