



# SAUVIE ISLAND YACHT CLUB NEWSLETTER

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

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

No. 372, December, 2016

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## Upcoming Club Events:

### Portland Boat Show

January 11 - January 15, 2017

Portland Expo Center

*Volunteers needed, see schedule on page 3.*

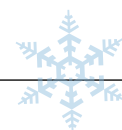
### January Land Cruise

Saturday, January 21, 2017

Eglund/Astoria Maritime Museum

Hosts: Chris and Kim Taylor

*Cruising reports start on page ?.*



## Commodore's Comments, December 2016

Hello members  
and friends,

In this post election reality, I've noticed a few boats celebrating with dock parties, while others have replaced their ensign with a Cascadia flag and some are flying the skull and cross bones. Left Marine is advertising "escape packages" which include many of the items needed for your boat to be self sufficient like, solar power, water makers, institutional size packages of TP and teak gun racks (for tagging wild game).



Being independent and prepared has always been part of the sailors mantra, so this is not necessarily a surprise. Personally I'm taking a wait and see position since at my age and station there's probably not much more I can do.

I take solace in having cruised in the Middle East just after the Iraq war and remember how well we as individual Americans were treated despite our then unpopular leader.

I hope you and your family can enjoy this holiday season. The tradition of giving will help us, at least temporarily, to look beyond our differences and think about others' needs.

Happy holidays!  
Richard Sandefur  
Commodore  
Sauvie Island Yacht Club



## SIYC New Year's Cruise

**Date:** Saturday, December 31, 2016  
& Sunday, January 1, 2017

**Location:** Coon Island, West Dock  
Multnomah Channel

**Theme:** Hearty Midwinter Fare  
& Celebratory Beverages

**Hosts:** Barbara & Craig Johnston

This year we have the opportunity to celebrate the new year on Saturday night of our cruise to the East dock of Coon Island. The theme is "Hearty Midwinter Fare and Celebratory Beverages." The latter category brings to mind champagne (or the politically correct but less exciting "sparkling white wine" if it's not from la belle France). Craig and Barbara will host on Sequoia. Bring your tarps, tables and heaters, too. Folks will start showing up Friday, December 30th.

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## Thanksgiving Cruise Report Hadley's Landing

The Thanksgiving Cruise was held at Hadley's Landing on November 19-20. Eight boats braved the showery weather with the help of two canopies and four propane heaters. Dave Magnan's 20 pound BBQ turkey highlighted the dinner pot-luck. The spread included mashed potatoes/gravy, grilled vegetables, corn, fruit salad, cranberries, pumpkin torte with whip cream, pumpkin pie, and pecan pie. Yum! Sue and Anita lead an hour-long hike to prepare for the evening feast.

Boats included hosts George and Sue, *Julia Max*; Richard and Anita, *Moonshadow*; Paul, *Openwater*, David, *Hawksbill*; Gary, *Cambria*; Barry and Beryl, *Jubilee*; Terry and Michele, *Conch*, and Mike and Karen who walked in from the parking lot in pitch black! Well done to all!

George Stonecliffe  
*S/V Julia Max*



## SIYC Holiday Party

Montinore Estate, December 10, 2016

Rudy Marchesi and Susan Fichter graciously opened the tasting room of their vineyard, Montinore Estate, for the SIYC Holiday Party. The sun was setting as we all arrived, showing us a beautiful view of the vineyard. Holiday cheer filled the space as members and friends came together to celebrate the joys of the season. Montinore Estate had a beautiful tree they allowed us to adorn with our ornaments; it was a treat to spend some time looking at the tree, seeing what members had contributed over the years. Wonderful wine was available to purchase by the glass or bottle. The food, as always, was amazing!



A true treat was listening to the beautiful music of Sue Stonecliffe, Barbara and Craig Johnston. There is no better way to put a smile on your face than to be surrounded by those you love listening to beautiful music. Thank you so much Sue, Barbara and Craig.



The night ended with the wildly popular white elephant gift exchange. Possibly inspired by our surrounding, there were a record number of wines. Ed Daugherty tried, tried, tried... and tried again, finally keeping a bottle for himself. There were other amazing boat treats from guide books to deck keys. Everyone had a great time! We even had a few pirates among us, stealing the booty from other sailors. Merry Christmas!



Alicia Watkins  
S/V Rowena



## CRYA Guest Speaker Provides Update on OMB Safety Programs

Boating Safety Program Manager for the Oregon State Marine Board, Randy Henry, spoke at the Columbia River Yacht Associations General Meeting on November 15, 2016. He presented an update on OMB's Boating Safety Programs – including mandatory Boaters Education; Law Enforcement, and now Guide Boat licensing and regulation. He oversees 32 contracts with County Sheriffs Deputies – and coordination with Oregon State Police. Safety concerns with growing Guide Boat activity led to OMB's 2010 Review; and subsequent 2014 Regulatory and Enforcement Authority. Also in representation of the Oregon State Marine Board, Randy has been attending the current Ports and Waterways Safety Assessment Meetings sponsored by the Coast Guard; an important report for the readiness of Coast Guard that has not been performed since 2000.



The facts behind the Marine Board's efforts to update its Programs are accidents and fatalities. So far this year there have been 17 deaths: a fairly high number for recent years; since 20 fatalities in 2012. Nine were on motorized vessels – and more than eight involved non-motorized vessels – while more on non-motorized craft – these losses include a triple fatality of a fishing boat capsized at Winchester Bay. In that case, none were wearing life jackets – altogether nine out of this years seventeen lost were not. The Board has also noticed the third fatality now in the last two years of an individual wearing an inflatable pfd – but not successfully deploying it.

The Marine Board looks hard behind these numbers to determine causes, and safety improvements. The difficulty is that likely only 10-15% of all boating accidents are reported. State law requires any accident with \$2,000 or more total damages – any significant injury requiring treatment – and any death – be reported. A little over 70 major accidents were detailed: 37 on rivers; 8 on the ocean; 9 in bays; and 20 on lakes. 256 people were involved; and as well as the 17 fatalities, 43 serious injuries were reported. Based on boater's claims, \$400,000 in damage was listed.

Major accidents or loss involving non-motorized vessels included six sailboats, nine pwcs, eight hard-side vessels such as drift boats or canoes – and one paddle board user. The Board recognizes that – because of the higher costs and impact of losses involving motorized vessels – these accidents are reported in much greater proportion than non-motorized incidents.

### “Looking closely at the details: a major trend is distracted operators...”

Looking closely at the details: a major trend is distracted operators – often resulting in the most deadly accidents. ‘High energy’ catastrophic collisions have more than doubled in the last two years due to this cause. Randy displayed several recent accident photos: jet boats crashing together in the Dalles; ski boat striking a paddle crew boat on the Cottage Grove reservoir: to the propeller marks gouging from an over-the-top, maiming injury collision on the lower Willamette. One of the year's worst was the June collision of a speeding Guide boat into a small fishing boat on the Multnomah Channel: while again, an example of distracted operation – OMB has been concerned with charters safety performance. Working with Public recommendations from the Guide Boating Advisory Committee – stricter licensing requirements, higher license fees – and importantly, effective background checks – along with Law Enforcement has resulted. The Board has had more Charter license revocations in the last two years than in any time earlier. Twelve suspensions have been issued: and 50-60 Conditional use licenses are being monitored. This season OMB – in cooperation with County Sheriffs, and the Coast Guard performed on the water inspection survey of Charter operators during Buoy 10 on the lower Columbia – at St. Helens – and up to Snake River Hell's Canyon. A general emphasis for ‘Make Way’ and preventing ‘Rule 9’ violation in shipping channels was included.

Increasingly the Marine Board sees Boating Under the Influence ‘a serious factor’; more incidents in 2015, and 2016: 50 citations were issued this year alone. Impairment from Marijuana use has increased; and in fact was the primary intoxicant in four recent cases. Addressing the number of bar

(Continued)

## OMB Safety Programs (continued)

crossing accidents up and down the coast, Randy will conference this Spring with Coastal Coast Guard Station Commanders, and Law Enforcement Officials to determine if improvements in prevention can be made.

The Board has seen increasing requests from Communities for more no-wake zones, or enforcement: the Multnomah Channel, Newberg pool on the Willamette; Chetco river and Nehalem Bay. Such as in the case of the entire Multnomah Channel; consensus has been that effective enforcement – not more rules – is a priority. Overall the Marine Board concludes the need for more targeted methods of prevention. Current statistics bear the story: of 40,000 2016 law enforcement contacts with boaters – 4,400 warnings were issued, along with 1,300 citations. Five percent of citations were for unsafe operations one or two percent were for BUI. To date the Number One citation has been for Registration – within the 17,000 motorized vessels visited (significantly, over 22,000 contacts with non-motorized vessels were also made). The Board sees an urgent need to increase emphasis on contacts for suspected unsafe operation.

Writing citations for endangerment has not always been as common – officers realized the definitions are not always clear cut in legal terms. Each year OMB operates a 2 week Academy for Marine Officers: traditionally the first week in-classroom; the second week on-the-water. The Board is moving to replace the classroom setting with an online section; results of online studies are effective: and can be more broadly offered as updated information at anytime across the State. The Oregon State Marine Board will emphasize Officers familiarities and confidence in intervention, of behaviors that are unsafe.

Comments following included Larry Talbert, CRYC, inquiring on possible new rulings regarding life jackets; Randy relayed that as part of the Bill proposed for a Permit system – with education and enforcement of the hugely increasing non-motorized population now accounting on average for some 60-70% of fatalities – a requirement for life jacket use on any form of craft or device in certain rivers would be included.

## Stray Current and Electrical Shock Drowning Class (Part 2)

**Kevin Ritz, Guest Speaker**  
**SIYC General Meeting, January 6**  
**Sauvie Island Academy**

Kevin Ritz ABYC Master Marine Technician, and Marine Electrician will return for the second part of his class on *Stray Current and Electrical Shock Drowning*.

Stray current is insidious, silent, and invisible. It can also be lethal.

Last year Kevin introduced us to his family, including the memory of his 8 year old son Lucas who died as a result of Electrical Shock Drowning. Learn to test for it, recognize it and fix it. This class may well save your life or the one of someone you love.



Lucas Ritz



### Teach, Learn, Care (TLC) Campaign

Lucas Ritz

For more information, click this link:

<https://www.youtube.com/watch?v=-jtgQoJTQWw&list=PLdUOIvy9BQy4gPr7-yq4Cxfv6Y78tk1-m&index=1>



## Portland Boat Show SIYC Volunteers Needed January 11th-15th, 2017

For the third year SIYC will have a booth at the Portland Boat Show and we have a ball! Could you help represent the club by tending the booth for a couple hours? If so, contact Gabrielle svmtcrew@gmail.com or 360-567-5922.

Here is our booth schedule so far:

### Wednesday, January 11th

Show hours: 11 a.m. - 1 p.m.

11 a.m. - 1 p.m.

1 p.m. - 3 p.m.

3 p.m. - 5 p.m.

5 p.m. - 7 p.m.

7 p.m. - 9 p.m.

### Thursday, January 12th

Show hours: 11 a.m. - 9 p.m.

11 a.m. - 1 p.m. Ed and Sara Dougherty

1 p.m. - 3 p.m. Craig and Barbara Johnston

3 p.m. - 5 p.m.

5 p.m. - 7 p.m. Greg Mardock and Holy Vevhoeven

7 p.m. - 9 p.m. Gary Weber

### Friday, January 13th

Show hours: 11 a.m. - 9 p.m.

11 a.m. - 1 p.m. Cynthia Woldridge and (Rick?)

1 p.m. - 3 p.m.

3 p.m. - 5 p.m. Rick and Sue Hoglen

5 p.m. - 7 p.m. Kim Taylor (Chris?)

7 p.m. - 9 p.m.



### Saturday, January 14th

Show hours: 10 a.m. - 8 p.m.

10 a.m. - noon Richard Sandefur and Anita Melbo

Noon - 2 p.m. Jay Kerr and Tim Hryciw

2 p.m. - 4 p.m. Mark and Linda Klopfer  
Cliff and Debbie Tannas

4 p.m. - 6 p.m.

6 p.m. - 8 p.m.

### Sunday, January 15th

Show hours: 10 a.m. - 6 p.m.

10 a.m. - noon

noon - 2 p.m.

2 p.m. - 4 p.m.

4 p.m. - 6 p.m.



## Seattle Boat Show

January 27th-February 4th, 2017

Indoor: CenturyLink Field Event Center  
Outdoor: Chandler's Cove, South Lake Union

## Recipe of the month: Simple Shortbread Cookies:

Alicia Watkins, S/V Rowena, Inspired by Ina Garten

Living on the boat I am acutely aware of how many ingredients I can fit on the boat, that will stay fresh on the boat, and what Ray will not toss after seeing go unused for a few months. So, in the spirit of our lifestyle, I decided to search out a great 'simple' cookie recipe. Shortbread cookies quickly won out after seeing the short list of ingredients and thinking of all the possibilities. I can dress (decorate) them up, or down depending on the occasion. Heck, I can even throw in some fun flavors depending on my mood.



### RECIPE

#### Crucial Ingredients:

¾ cup unsalted butter (room temp)  
1 cup sugar  
1 tsp vanilla extract  
3½ cup all-purpose flour  
¼ tsp salt  
Sugar to sprinkle on top

#### Fun Ingredients:

Almond Extract  
Slivered almonds  
Sprinkles  
Various amazing chocolates  
And much, much, more!

#### Instructions:

- Pre-heat oven to 350°
- Cream together butter, sugar, and vanilla.
- Sift flour and salt together then slowly add to butter mixture. Mix together until full incorporated.
- Place in a flowered dish with plastic over it, refrigerate for minimum of 30 min
- Remove from fridge, roll to ½" thickness, cut to 3"x1" rectangles or cookie cutter shapes.
- Bake for 20-25 min

The joy of this cookie is that you can truly make it your own. Dip or drizzle with chocolate, ice and decorate, or simply season with your favorite extract.



## 2016-2017 Planning Calendar

General Meetings		Board Meetings		Cruises	
Date/Theme	Location	Date	Location	Dates	Where/Theme
September 9 Potluck	Sauvie Island Academy	September 7	TBD	Sept 17-18	Gilbert River Docks
October 7	Sauvie Island Academy	October 5	TBD	Oct. 22-23	Annual Halloween Cruise — Government Island East
November 4	Sauvie Island Academy	November 2	TBD	Nov. 19-20	Annual Thanksgiving Cruise — Hadley's Landing
December 10 Christmas Party	Montinore Vineyards	At Christmas Party	At Christmas Party	Dec 31- Jan. 1	New Year's Cruise Coon Island — East Dock
January 6	Sauvie Island Academy	January 4	TBD	Jan. 21	Land Cruise — Englund / Astoria Maritime Museum
February 3	Sauvie Island Academy	February 1	TBD	Feb. 11-12	Valentine Cruise Coon Island Ease Dock
March 3	Sauvie Island Academy	March 1	TBD	Mar. 18-19	Anchoring Cruise — TBD
April 7	Sauvie Island Academy	April 5	TBD	April 15-16	Navigation Cruise — Riverplace Dock
May 5 Annual Meeting/ Dessert Potluck	Sauvie Island Academy	May 3	TBD	May 20-21	Annual Race/Drift Cruise — Sand Island
June 3 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>Faith Ryder</i>	Mike Dunlop and Peggy Shaw	Channel Islands, CA
<i>Nashira</i>	Mike Floyd	La Paz, BCS, MX
<i>On The Bright Side</i>	Taunya	St. Martin, BVI's
<i>Penelope</i>	Peter & Susan Gierga	San Diego, CA
<i>Pied-A-Mer III</i>	Eric & Pam Sellix	Fiji
<i>Silvergill</i>	Bob Hulegard & Robin Fouche	Newport Beach, CA



## Member Websites

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

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, [aliciawatkins@gmail.com](mailto:aliciawatkins@gmail.com), and we'll make sure your website or blog is included in future issues of the newsletter.



### Social Media: SIYC Facebook Page

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.



## CRUISING REPORTS

### Jeff & Jane Woodward, S/V Adagio Part 1- Electrical Problems in San Carlos

Hi Everybody,

We thought we would be at sea today. Our plan was to get up and move the boat to the fuel dock to top off the fuel tanks first thing this morning. Then park the boat on the seaward side of the shallow spot in the harbor to avoid getting blocked in by today's minus tide. Then move the car to the storage yard. We were expecting to be on our way to the Baja by this afternoon.

But when we turned the key to move the boat nothing happened. No spin of the starter motor and instant hum from the engine. No click of the starter motor. No nothing. When I crawled into the space below the cockpit to try to see what was up, I found loose wires everywhere. The ten pin plug connecting an electrical harness to the engine panel was a no brainer. I plugged that in and the key spun the starter motor and the engine fired right away. But we had no tachometer. Not knowing what wires belonged connected to each other. And afraid of doing serious harm, I phoned our electricians who had been working on the tachometer and associated wiring yesterday. Obviously they had left some things undone. But today is Sunday. The only day of the week these guys take off. And they were not picking up. Frustrating, but I don't blame them. I don't think I'd pick up either.

So we spent today polishing windows. Moving unnecessary stuff off the boat, organizing. Helping other boats get off the dock to cross over to the Baja. And repeatedly dialing our electricians, only

to reach their voice mail. Finally in the late afternoon one of the guys picked up. He was sorry for the goof up and said he'd be over first thing tomorrow morning. Our weather window stays open for a few more days so crossing tomorrow will be fine.



The work on the tach might be interesting for some of you. The problem is that when our battery bank gets completely full, which happens when we are motoring on a long passage, the tach stops working. This affects both the tach and the hour meter on the tach. It has been an issue for us for several years. From time to time we would have an electrician try to solve the problem. But we never stayed long enough in any port to get the issue completely solved. This year we had to swap out the inverter/charger and decided to give the tach job to the electricians after the inverter/charger work was done.

Our electrical system is a little complex. We have two battery banks. The house bank is made up of four 8-D gel cell batteries. The starter bank is a single group 27 gel cell battery. All together that's about 700 pounds of batteries. 1000 amp hours. To charge the batteries we have two alternators on the engine, an externally regulated Balmar 110 amp that feeds the house bank, and an internally regulated Valeo 60 amp. There is a battery link combiner that connects the two banks so that the two alternators will work together to fill up both battery banks. In addition to the alternators we have three 85 watt solar panels feeding a Morning Star regulator which feeds the house bank.

(Continued)

## CRUISING REPORTS

### Jeff & Jane Woodward, S/V Adagio Part 1 Electrical Problems (Continued)

The tach is powered by the Balmar alternator. After much head scratching and diagnostics this is what we believe has been going on. Both the Valeo regulator and the solar panels have been backfeeding the Balmar. Once the batteries get full the Balmar starts working less. Apparently this has been happening sooner than either the solar panel regulator or the Valeo alternator starts backing off. So the Balmar has been getting backfed by the other two charging sources. And so it has been shutting down completely, letting the other two take the full load of whatever was being taken out of the batteries. With the Balmar shut down the tach stops working.

Our solutions: For the solar panels we installed a solenoid so that whenever the key is on, the solar regulator is off. For the Valeo alternator we installed a toggle switch on the engine panel near the tachometer. The switch opens and closes the battery link combiner. This will allow us to eliminate the possibility of backfeeding the Balmar with amps from the Valeo. We ran the engine at the dock long enough for the Balmar to shut down then activated the toggle. The tach came back to life. So we hope we have found the final solution to this tach issue.

With any luck our electricians will have us up and running before noon tomorrow. Then we will be free to move off the dock and put San Carlos in our wake. We are looking forward to a beautiful full moon sail across the sea. By sunrise Tuesday we hope to be tucking into an anchorage at San Juanico on the central Baja peninsula.

We hope this finds you all healthy and happy. May your holidays be full of good cheer. And 2017 full of happy adventures.

Sincerely,

Jeff and Janie  
S/V Adagio

Trying to get out of San Carlos, Sonora, Mexico



### Jeff & Jane Woodward, S/V Adagio Part 2 Sailing to San Juanico

Hi Everybody,  
Hope you are all enjoying a beautiful day!

Right now we are motor/sailing north of Isla Coronados, just a little bit north of Loreto after enjoying two days in beautiful San Juanico. We had hoped to stay there two more days, put the dink in the water and take a hike or two, but our weather guru Gary says the wind gods have decided to throw a brisk, 30k – three day, Norther at us beginning Saturday, so the prudent thing to do, unless we wanted to be anchored in San Juanico for another week, was to up anchor and head south. Today we will have internet and cell coverage for a couple of hours (beginning now) before we are out of range again for at least two weeks. We hope to spend tonight in Honeymoon Cove on Isla Danzante, then move Friday morning the next 22 miles to Aqua Verde, a wonderful spot to wait out a Norther for a few days.

Our crossing from San Carlos to San Juanico was spectacular. A bright almost full moon made it easy to be on watch and see what you were doing in the cockpit. There was very little moisture, and it was warm enough for just a light jacket and a watch cap. We split the night up with me sleeping from around 6:30pm to 1:00am, and Jeff sleeping from 1:00am to 7:00am. We don't usually go that long, but it was such an easy passage it worked out just fine. It was an 18 hour crossing, with six hours of straight sailing. We didn't have any issues, the engine purred right along, and we reached San Juanico about 10am. Pretty nice.

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## CRUISING REPORTS

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### Jeff & Jane Woodward, S/V Adagio Part 2 Sailing to San Juanico (Continued)

San Juanico is a fairytale anchorage, at least to me. The first night we were there a huge, orange full moon came up out of the ocean silhouetting the pinnacle reef that protects the anchorage from the swells of the sea. As it rose it became white and lighted up the mountains all around us in an unearthly glow. The boat was calm and quiet, and there wasn't a sound to be heard except the lapping of wavelets against the hull. So special after such a rough six weeks getting ready for the cruising season. The next day we just laid around in the 80 degree weather in the cockpit, reading books and enjoying ourselves. As the sun set in the west we took our sundowners to the bow, sat on our bean bags and watched the planets and stars pop out of the night sky. Two hours later the moon rose, just a little farther north than the night before, again creating a golden rim on the pinnacle rocks before rising into the sky and blinking out our view of the stars. We came inside, ate a wonderful bowl of chicken and potato soup, and called it a day.

This morning we were going to inflate the dinghy and go exploring, but instead we are on our way south. No worries, we are having a wonderful day.

Would love to hear from you. Please write to us at WDB7646@sailmail.com. **PLEASE do not hit reply to our emails. Start a new one. Our radio is slow and each character comes in one at a time. We don't need to read again what we sent you!**

Hope you have a wonderful Holiday Season!

Love,

Jeff & Janie Woodward  
S/V Adagio  
Loreto, Mexico

*If you enjoy 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*



Woodwards, Sea of Cortez Mexico