



SAUVIE ISLAND YACHT CLUB NEWSLETTER

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

www.siyg.org

No. 357, February, 2015

SIYC OFFICERS '14 –'15

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Website
Mark Nerczuk



March Membership Meeting

Speaker:
'Frugal by Choice'
Neil and Nancy Sirman
Friday March 6th 2015, 7:30pm
More information on page 3

Upcoming Events

March Anchoring Cruise
Grandma's Cove, Columbia River
March 14th - 15th 2015

April Membership Meeting
Friday March 6th at 7:30pm

This month's cruising reports
start on page 10

Commodore's Comments, February 2015

Shared Dreams

This time of year, some of our best cruising is in our dreams. When it is 40 degrees and drizzling for the umpteenth day in a row those warm days of summer look pretty good. Or better yet, we can dream based on cruising reports of tropical anchorage complete with palm trees, warm-water snorkeling, and cruiser potlucks.



In January we found some other sailors who share our dreams. For the first time, the SIYC had a table at the Portland Boat Show. Under the impetus of Vice-Commodore Richard Sandefur and with the support of a number of club members, our low key presence resulted in names of a dozen new boaters who share our dreams. This was good P.R. for the club and I have asked Gabrielle Lennartz (s/v *Moontide*), who was an active participant and has professional trade show experience, to analyze our first-time effort and make recommendations for doing it again next year. Thanks again to all who participated. At our February membership meeting we also got the chance to experience the timeless quality of the dream. Hearing our speaker, Sharon Sites Adams, talk about getting the bug and just doing it nearly 50 years ago was impressive. Her single-handed crossings, without the benefits of GPS, SSB radio, a water-maker or any of the other “necessities” of modern cruising make our cruises today look a lot easier and safer. Her advice to “go simple, go now” is worthwhile to consider as we try to plan for every offshore contingency. Our boats and technology are different, but we all share the dream.

Craig

March Membership Meeting

‘Frugal by Choice’ Neil and Nancy Sirman

Neil and Nancy Sirman completed an eight year circumnavigation aboard “Active Light” a Cape George 36. Nancy will touch on provisioning without refrigeration and Neil will go over the finer points of preparing a boat for cruising. Their slide presentation will be of a portion of their trip from Thailand through South Africa including India, the Seychelles, Mali, Blenheim Reef and Chagos.

Come join us Friday March 6th 7:30pm at the Sauvie Island Academy.

March Anchoring Cruise



March brings our annual anchoring cruise. This year we are going to be at Grandma’s Cove on the Columbia River.

Grandma’s Cove is located just upriver of the Vancouver Railroad Bridge on the Oregon side of the river. We will be sharing the cove with Schooner Creek Boat Works.

At this time there is not a cruise host. If you are interested in hosting this cruise please let Craig or Richard know.

Thanks and Appreciation!

Thank you to George Stonecliffe for representing our club at CRYC.

Valentine's Cruise



What a glorious weekend it was to be on our boats and enjoying the beautiful sunny winter weather.

Ray and Alicia of S/V Rowena hosted this years' Valentines Cruise to the east docks of Coon Island. They arrived Friday night enjoying an easy trip downriver and arriving by sunset. Saturday morning other boats began to arrive, Paul Wise of S/V Openwater made it first in time to join in for breakfast. Soon after Dave of S/V Hawksbill, Gary of S/V Cambria, Richard and Anita of S/V Moon Shadow, and Craig and Barbara of S/V Sequoia were all snugly tied to the dock.

Although brisk, there was little wind and no precipitation. We decided to have our usual potluck on the docks. It was grand! Good friends, stories and comradery. There was a brilliant sunset that gave us the most beautiful scenery as we chatted and ate our tasty red spread. We all retired to Craig and Barbara's boat for dessert and a movie – or just more stories and chatting.



The next morning we shared a potluck breakfast on the docks and then a fun hike around the perimeter of Coon Island. In

places the trail was pretty overgrown, but that didn't stop this group of fearless adventurers.

After our hike we decided it would be a long voyage for most of us back to Portland so we should get underway. Another great cruise with a fabulous group of people!



Recipe of the Month

By Susan Gierga of S/V Penelope

Susan's Famous Guacamole

2 large, ripe avocados
½ tomato, chopped fine
¼ C. pineapple, crushed
1 tsp (heaping) minced garlic
Lemon juice of 1/2 lemon
Salt

Combine ingredients and smooch.



New Members



Cayton – “I grew up a native of the desert and moved to the Pacific NW because I loved the climate. I am an engineer by training and temperament; a scientist by vocation and passion. This has combined to give me an interest in a variety of areas

which I am continually striving to become more skilled in. I purchased Nevermore after a fairly intense and exhaustive search with an unfortunate false start. She has turned out to be a much better decision than I was initially aware. While there have been some heartaches and expenditures that were unexpected (she is a B.O.A.T. -- 'nuff said) I wouldn't have traded the years with her for another ship.”

Jenny – “I had a conversation recently with a friend who had her kids in swimming lessons. She asked when I learned how to swim. I replied that I always knew how.



Truthfully, I am positive my father threw me in the deep end when I was in diapers and said "Sink or swim!" I swam. Later family activities advanced to on top of the water activities. Early sailing memories are of my father and me in the middle of some lake in a day sailor. He would say, "Aim the boat at that tree there and don't lose the wind." Sometimes it would take most of the afternoon to stay on course then return to our starting point. When I met the Cayton, he challenged me to go underwater. It was a challenge that opened up a world to me that I will always treasure. Then he continued to challenge me. Together we began to learn to sail large (and for me) very complicated boats.”

Soon thereafter we embarked on a path that was a dream we never thought to achieve, let alone allow to cement in our imaginations. The

dream to buy, outfit and move on board a ship of dreams. The ultimate goal is to take this ship and head her into the wind towards the distant horizon. Some days the tasks that face us are terrifying and frustrating, every day is rewarding and satisfying as we mover close day by day to our blue water retirement goal..



S/V Nevermore

SIYC Clothing & Accessories For 2014 to 2015

To give you an idea of what you can purchase, here is a short list.

Sport Tek Tech Fleece Ladies Tech Fleece Full-Zip Hooded Jacket; Ladies sizes xs-4XL
\$49.00

1/4-Zip Pullover; Adult sizes xs-4XL
\$47.00

Sport Tek Super Heavy Weight Sweatshirts
Crew neck; Adult sizes xs-4XL
\$37.00

Pullover Hooded; Adult sizes xs-4XL
\$43.00

Full Zip Hooded; Adult sizes xs-4XL
\$47.00

See me, Sarah Daugherty, at the meetings or email at



Club Business
SIYC Membership Meeting
February 6, 2015
Sauvie Island Academy

This meeting was called to order at 7:30 p.m. by Commodore Craig Johnston. Also present were Vice-Commodore Richard Sandefur, Treasurers George Stonecliffe and Terry O'Shea, and Secretary Sue Stonecliffe. Guests were Nat and Tara Downing, Hans and Allison Kerstetter, Debbie Khoja, Jay Fraser, Marti Dell, Tim Bowie, Holly Verhoeven, Greg Mardock, Riley Moody, Becky Correll, and Cayton and Jennifer Bruning. In total, there were 44 present.

Ed Daugherty inducted new members Cayton and Jennifer Bruning and Kimberly Winkler into the club.

Treasurer George Stonecliffe reported \$3,480.00 in the checking account and all dues paid.

There were general announcements given by the newsletter editor and webmaster. Refreshments next month will be provided by Ed and Sarah Daugherty, Nick and Gail Wigen.

Garry reported 2 boats attended the New Years Cruise: Cambria and Moonshadow. Alicia and Ray volunteered to host the Valentine's Cruise at Coon Island on February 14-15.

We have two speakers lined up for the next two membership meetings, Neil and Nancy Sirman, circumnavigators in March, and in

April, Dr. Ann McCartney, teacher of wilderness medicine.

Richard reported that 13 people helped man the booth at the Portland Boat Show. 13 people asked to be contacted for further information. Gabrielle will write a follow-up summary with suggestions for next year.

Craig mentioned that we need volunteers for officer positions next year. All members should consider volunteering as the present officers have served 4 years.

George reported on the recent CRYA meeting, highlighting the potential coming of a LNG terminal on the Oregon Slough, Port of Portland in 2018. At least 2 ships per week will be loaded with the gas headed for China. Recreational boaters should be listening to VHF channels 16 and 13 to be aware of their movement on the Columbia River.

The meeting adjourned at 7:50 followed by refreshments. Sharon Sites Adams, the first woman to cross an ocean single-handed gave us a wonderful account of her adventures across the Pacific Ocean as a young woman in the 1960 and 70s. She had photographs on display and her book, Pacific Lady for sale.

SIYC Board Meeting February 4, 2015
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The SIYC Board met at 6:30 p.m. at the home of Richard Sandefur and Anita Melbo. Commodore Craig Johnston, Vice-Commodore Richard Sandefur, Treasurer George Stonecliffe, Secretary Sue Stonecliffe, and Barbara Johnston attended.

Craig Johnston volunteered to write the Navigation problem for the Navigation Cruise. We need hosts for the February and March cruises. Garry Weber and Rudi Marchesi will host the Race Cruise in May, having won the race last year.

George Stonecliffe will:

1. Create a list of members not cruising and qualified to become an officer.

2. Send an article for the Newsletter summarizing the potential plans for the LNG terminal on the Columbia River.
3. Update and print the roster for 2015-16.
4. Write a letter to our reciprocal yacht clubs to keep the list current.
5. Write the wording for a new rule in our By-Laws where more than 2 adults own one boat.

Respectfully Submitted,
Sue Stonecliffe, Secretary

Marine Updates

By, George Stonecliffe

Reported by the Oregon Marine Board at the January CRYA meeting:

At St Helen's City docks, the new power pedestals are in operation - and the City is upgrading the cleats on the inside slips to accommodate larger 1" lines.

CRYA Speaker reports on LNG plans on the Columbia River at January meeting

Next, President Kudrna introduced Fred Myer, Waterways Management Planner for the Port of Portland, to review the Liquefied Propane Terminal proposed locally. Ken stated that he, and Executive Vice president Andy Meyer, had been contacted by Members regarding last week's City of Portland's Planning and Sustainability Commission hearing on the proposal. To address the City, both Andy and Ken wrote a Letter asking that the CRYA be included in its process of Review, from the specific perspective of representing our Member's access, and movement, on the waterway. While the CRYA cannot represent any viewpoint regarding favor, or disfavor, of the project itself, Ken is pleased to have Fred provide us with information this evening.

Fred Myer - prior to his work with the Port of Portland, he is retired from the US Coast Guard - working in the areas of Marine Safety, and Law Enforcement. He has a direct

familiarity with the Coast Guard's 'Waterway Suitability Assessment' evaluation process - performed for the three Liquefied Natural Gas facility proposals earlier on Oregon's coastal regions. Even though no longer in the Coast Guard, he feels he has an accurate sense of how the Ship's transit would be handled. He asked Brooke Berglund, Community Affairs and Tour Outreach Manager for the Port, to first give a description of the proposed facility itself.

Brooke provided copies of the project's informational booklet - noting the site's location - space adjacent to Terminal 6, along the Columbia's Oregon Slough. The Port's assessment has been positive; the site itself is well suited - the company, Pembina, is a Canadian firm already an established, safe provider of propane to the Portland area. Twin, direct rail lines - extend from Alberta, Canada, to the Port; another Canadian company has long also efficiently used this transportation link for export of potash, from adjacent Terminal T-5. Pembina's investment in the new Export facility would be near \$500 million; stating a permanent work force of some 40-50 high paying jobs. If construction begins next year, the plant could be on line in early 2018. The plant would include receiving tanks for the liquefied gas delivered by rail car - refrigeration equipment to move it to two, large storage tanks totaling a capacity of 800,000 bbls, and the dock facility itself to fill the ships designated as 'VLGC's - Very Large Gas Carriers. Two, or three, of these up to 720 ft vessels, would be loaded each week - based on the supply at the facility. The fuel is shipped to overseas markets; the Port of Portland notes this as a positive effect for the environment - in the sense that it has spurned possible coal exporting facilities here. The Port signed a memorandum of agreement in September 2014 with Pembrina; currently, the process includes the company's application for a zoning change to the City of Portland specifically allowing for the transfer of the fuel by pipe, in addition to the currently permitted rail, and truck transfers.

Questions cited concerns whether there could be many more ship sailings; Brooke noted that to enable much more, the facility would have to have substantial capacity added. Also, from questions whether the facility would have on-site ammonia storage and use for refrigeration - Brooke, and Fred commented they did not think so - the storage tanks are double walled, and insulated.

Addressing Impacts to waterway users, Fred Myer relayed that firstly, the Captain of the Port - in this case, the Coast Guard Sector Commander, based in Astoria, must receive an official Notice of the Proposal for evaluation. While this has not yet occurred, when he does receive it, his job is to recommend a Security plan. To manage transit to the Mouth of the Columbia, along the 103 mile waterway from Portland, he is charged with not only safety, but with the duty to facilitate all types of public commerce - which includes the interests of individual boaters. When the vessel is in transit, some form of surrounding Security zone will be determined. There is no indication now whether this would be with a moving enforcement escort - or varied with an additional presence aboard, and/or with broadcast Notice to Mariners. While regulations allow enforcement of up to a 500 yd security zone surrounding the vessel - his comment is that this should not prevent boaters' passage past. It means that the Coast Guard must first have some contact with an approaching vessel - whether directly - or by radio - to determine its intent. Permission to pass may involve an escort in some cases, or verbally by radio.

Several comments from Delegates questioned how the security procedures described could practically deal with the multitude of traffic on this waterway - a prime example being the congested spring, and fall, fishing seasons. So many operators of small boats - especially paddle craft - do not have a radio - nor can everyone possibly be acquainted with the situation, and its importance. Many fishing boats, and other sport vessels, may be moving at a high rate of speed. In some areas of the

Columbia, 500 yards is altogether the width of the river. Fred noted that the Coast Guard will be broadcasting Notice's to Mariners - on Channel 16, as well as channel 13 - and commented that already, out of the some 1,500 ship transits annually to Portland, a few have involved some type of security zone for hazardous cargo, without major disruption. It is early to predict how the proposed regular movement of the LPG ships will affect us, he commented - mainly for us to feel that the security attendant with them should not necessarily be a problem.

The Port of Portland has a link on its web site outlining the proposed Pembina facility; it will be regularly updated showing Permitting, and Public Comment schedules. Currently, the City of Portland is accepting public comment prior to the next Planning and Sustainability Commission hearing March 17.

Fred, and Brooke, appreciated to speak with us - and will provide follow up on questions - whether any Ammonia process would be involved; also what additional amount of construction, beyond what is planned, would have to occur before any additional shipments could be possible.

Upcoming Seminars and Classes

Safety at Sea

When: March 14, 2015 8:30am-5pm
Where: Columbia Crossing Club house.
Cost: \$145.00 for the full day
For more information go to www.sailpdx.org

Crossing the Columbia River Bar

When: February 28th, 2015 9am – 1pm
Where: Clark County Waste Water District
Cost: \$35.00 pay at the door
For more information e-mail Deputy Baker:
ccsmarine@clark.wa.gov

2014-2015 CALENDAR

GENERAL MEETINGS		BOARD MEETINGS		CRUISES	
Date/theme	Location	Date	Location	Dates	Where/theme
September 5 Potluck	Captain's Moorage	September 4	TBD	Sept. 13-14	Gilbert River Docks
October 3	Sauvie Island Academy	October 1	TBD	Oct. 25-26	Annual Halloween cruise – Government Island E.
November 7	Sauvie Island Academy	November 5	TBD	Nov. 22-23	Annual Thanksgiving cruise – Hadley's Landing
December 6	Christmas Party - TBD	December 6	At party		
January 2	Sauvie Island Academy	December 30	TBD	Jan. 17-18	New Year's cruise – Coon Island
February 6	Sauvie Island Academy	February 4	TBD	Feb. 14-15	Valentine Cruise – Coon Island
March 6	Sauvie Island Academy	March 4	TBD	Mar. 14-15	Anchoring Cruise
April 3	Sauvie Island Academy	April 1	TBD	April 18-19	Navigation Cruise
May 1 Annual Meeting/ Dessert Potluck	Sauvie Island Academy	April 29	TBD	May 16-17	Annual Race/Drift Cruise – Sand Island
June 6 Annual Picnic	TBD				

SIYC CRUISING BOATS

Boat Name	Owners' Names	Location
<i>Adagio</i>	Jeff & Jane Woodward	La Cruz, 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>Penelope</i>	Peter & Susan Gierga	Manzanillo, MX
<i>Perpetua</i>	Pat & Susan Canniff	Mazatlan, MX
<i>Pied-A-Mer III</i>	Eric & Pam Sellix	La Cruz, MX
<i>Ranidan</i>	Jim & Linda Noval	La Paz, MX
<i>Silvergirl</i>	Bob Hulegard & Robin Fouche	Newport Beach, CA

Member Websites

CarolMarie:	http://www.svcarolmarie.com/
Julia Max:	http://www.sailblogs.com/member/juliamax/
Penelope:	http://cruisingwithcaptainpeterandtheadmiral.com/
Perpetua blog:	http://www.sailblogs.com/member/our_journeys/
Perpetua Pictures:	http://imageevent.com/our_journeys/
Moonshadow:	http://www.voyagemoonshadow.blogspot.com/
Moontide:	http://www.svmoontide.com/
Pied-a-Mer III:	http://www.sailblogs.com/member/sesesail/
Ranidan:	http://persimmonsky.wordpress.com/
Rowena:	http://www.sailblogs.com/member/rowena/
Sequoia:	http://www.svsequoia.com/

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.

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.

CRUISING REPORTS

Jeff & Jane Woodward, S/V Adiago

This morning we are at anchor in Bahia Tenacatita with about 18 other sail boats and a couple of motor boats.

19°17.9 N 104° 50.2 W. We have been here four days, and it looks like the weather will keep us here for another week. Eventually we need to go north to La Cruz, in the same bay as Puerto Vallarta. There is a fiberglass/paint guy there who comes highly recommended by other cruisers and we're hoping he will be able to help us with a problem we found on the boat. We'll share more about that after we start actual repairs.



For those of you getting ready to blast off from the "real world" to join the cruising lifestyle here's a hint: get everything done that needs to be done to your boat now while you are in a place where you have known technicians and support, where you can get parts and expertise easily. Once you cross the border, a lot of support goes away, and you need to look much harder to find any help you might need. Of course boats will always need some work and you will find yourself searching for expert help from time to time.



Janie and I have the boat to ourselves again. Which is nice, but we also enjoyed having my niece, Dawna visit for a week. She got the full meal deal.

She flew in from Portland to Manzanillo on Alaska Airlines on Saturday, January 31. We had taken a slip at the Isla Navidad Marina at the Grand Bay Resort in Barra de Navidad to make it easier for her to join the boat. As it turned out that was a great move. The taxi from the airport was able to deliver her to the head of the dock, and the weather took a turn that made being in the marina much more enjoyable than being anchored out.

The day after her arrival was Superbowl Sunday. Somehow a few of us cruisers managed to convince the Grand Bay Hotel management that a

Superbowl Potluck in the hotel lobby bar would be a good idea. The cruisers would supply the snacks, and we would buy our drinks from the bar. The hotel would set up a big screen TV and arrange the lobby furniture around it. If you have not had the pleasure of seeing the Grand Bay Hotel in Barra de Navidad, you might lose a bit of what a fantastic Superbowl party we enjoyed. Go on Google and check it out.

By kick-off we had about a hundred people sitting around the big screen TV in couches and over-stuffed chairs. There were more TVs over the bar and in odd corners of the room. Adagio had popped two garbage bag liners full of popped corn and a tray of sausage stuffed jalapeno peppers. Other boats supplied BBQ'd mahi mahi,

guacamole, and other finger foods. The room was almost equally full of Seahawks' and Patriots' fans which made the cheering and groaning pretty evenly divided.

We had planned to head out to the Tenacatita anchorage (about 20 miles north) on Monday but the weather report was not good. So we booked ourselves in for another night at the marina and took the 20 minute bus ride to Malaque. A few minutes after we sat down to a table at a beach front palapa restaurant in Malaque the storm arrived. Dark clouds moved ashore from sea; forks of lightning were followed by explosions of thunder with visibility reduced to a hundred yards. We had to move our table and chairs from the wall overlooking the beach back into the interior of the restaurant 30 feet or so, to keep dry. It was a dramatic scene, and we were very glad not to be sitting at anchor in the middle of this chaos.



In the morning the sun came out and dried the docks. We checked out of the marina and headed north to Tenacatita Bay. There was not much wind and the little that was there was on the nose; so we motored to Tenacatita dragging the dink behind us. The seas were still up from yesterday's storm and Dawna suffered from mal de mar. We stuck Scopalomine patches on her and fed her Stergeron tablets without much relief. When we arrived in the tranquil waters of the anchorage in Tenacatita she slept for hours.

The next morning Dawna was feeling much better, so we took the dink up the Jungle River through the mangroves. We saw lots of different types of birds and spotted a 4' crocodile sunning himself on a log. The next day we moved the boat to the Aquarium just west of the main anchorage of Tenacatita and went snorkeling. We saw lots of tropical fish, sting rays, a few eels and lots of coral. On the way out of the aquarium we saw a momma humpback and her calf. The momma and her baby were between us and the shoal water of the snorkel grounds so I gave them 20 degrees of course change to open things up a bit. We remember when a boat and a whale tried to occupy the same place at the same time here in Tenacatita a few years ago. We are not aware of how the whale fared, but it totaled the boat. So we try to give whales a bit of space when we can.

When we changed course the whales did too. Janie thinks Momma was teaching her baby what sailboats are all about. Maybe she's right. Anyway the whales stayed with us for about an hour - sometimes to starboard sometimes to port but never more than a couple hundred feet from the boat and often much closer. Dawna had a huge grin to be so close to the whales, hearing them blow while the boat was quietly moving under sail.

Janie's face was not so happy and serene until finally the whales left us to pursue other interests.

We spent that night anchored in Cuastecomate. We took the dink in for a restaurant dinner at one of the Palapa restaurants. Next morning we motored back to the marina in Barra de Navidad. We had a lunch date with the artist who painted Janie's dancing ladies.

We bought the dancing ladies during the annual La Manzanilla Art Walk a few weeks ago.

During last year's Art Walk Janie fell in love with a large oil painting of a flamenco dancer done by Linda Kauffmann, a local artist. So when this year's Art Walk came along, we made a bee-line to Linda's home/studio to see about the dancing lady. Unfortunately that



painting had sold, but Linda had done another painting of flamenco dancers. And this one's colors match our home in Portland much better. We bought the painting, but weren't sure of how to get it home. After some discussion, Linda agreed to meet us for lunch at the Grand Bay Hotel on the day before Dawna flew home. Linda would have the painting rolled in a tube ready for transport, and Dawna could take it as her carry on baggage.

It all worked out wonderfully. Dawna was able to put the rolled painting in the pilots' coat locker on both legs of her flight home, and our dancing ladies are now resting comfortably on Dawna's spare bed awaiting our return this summer when we can properly stretch and frame the painting. During our lunch with Linda, the artist, we learned that she had never been on the water which she sees everyday from her home overlooking the bay. So we invited her and her husband for a day sail and now we have an even closer relationship with the lady who created our dancing ladies.

Later we swam in to the beach for bocce ball, and after that it was the Mayor's Raft-Up where all the boats prepare appetizers to share. The Mayor (Robert of S/V Harmony) anchored his dink in a protected section of the bay and the rest of us tied up in a circle. We passed around finger foods, told stories and got to know each other. It rained off and on all day, nothing major, just enough to get us to close the overhead hatches from time to time. It is 77 degrees out and we are in shorts so life is good.



We had a weather window to scoot up and around Cabo Corrientes and left Tenacatita. We will be staying at La Cruz, a small suburb of Puerto Vallarta, for 2-4 weeks having a bit of work done on Adagio. We will be staying in Marina Riviera Nayarit, a very nice marina within walking distance of a quaint Mexican town. It should be a nice stay, regardless of the dirty work. At least it's on the outside of the boat!

It was a nice trip up from Tenacatita to La Cruz and arrived safely in the afternoon. Now it's time for a shower, a nice dinner and bed.

Jeff & Jane
S/V *Adiago*
La Cruz, Mexico

Pam & Eric Sellix S/V Pied-A-MerIII

On passage from La Cruz to Mazatlan we did breakfast and lunch at anchor at Isla Isabella. Snorkeling and hiking followed lunch. Frigate (the males are the colorful ones), Blue Footed Boobies (the females have light green feet, colorful males--again) and lovely anchorage. The boobies just watched me---



they weren't bothered by my walking around.

Pam & Eric
S/V *Pied-a-MerIII*
Mazatlan, Mexico



Mike Floyd S/V Nashira

Currently I'm driving south . I found the lumber to repair the sailboat. It was old growth fir from a 500 year old tree. The plan is to strap it to the roof of a car and drive it down to La Paz myself. I hope to be there by next weekend.



Mike Floyd
S/V Nashira
La Paz, Mexico



Devon Quinn & Rowan Maddox, S/V Casita

In May, 2013 we cruised the Sacramento/San Joaquin Delta for the first time. We really enjoyed ourselves so we planned another trip for this past summer. The plan was to anchor the first night at China Camp (the same as last year) and anchor the second night at Decker Island (on the Sacramento just downstream from Rio Vista) before continuing on to Franks Tract. When we selected the specific dates for the trip, one consideration was the tide. If timed correctly, it is possible to get a boost from the flood tide up the Delta adding 1 or 2 knots of speed. We picked a day with a flood tide during the morning and picked dates around the full moon to provide light in case we had to travel at night.



We departed Alameda on Sunday 8/10/14 at 1pm. After motoring down the estuary and under the Bay Bridge we hoisted the sails at 2:30 and had a nice sail to China Camp. By the time we arrived at the anchorage we had 20 knots of wind from the south and several knots of current from the north. We set the anchor but the wind kept pushing us forward of the anchor causing our anchor chain to rub on the hull. In

Sailing north across the bay just after passing under the Bay Bridge.

our days on the Columbia River we had a few experiences with winds and reversing currents resulting in the anchor rode getting wrapped around the keel. It is something we definitely did not want to ever experience again. This stopped happening when we started using an anchor kellet and after we switched to all chain rode we didn't think it would be a problem but the forces acting on the boat at China camp were very strong and we did not want to risk it. So at 6:30pm (about 30 minutes after dropping anchor) we decided to raise the anchor and find another place to stay the night. It was shortly before sunset and would soon be dark. Our choices were to go back to Richmond, or continue forward. Backtracking wasn't appealing, especially against a 20 knot wind, so we raised the sails and crossed San Pablo Bay toward Carquinez Strait.

We didn't have a backup destination selected (something we should always have) so I got on my iphone and tried to find anchorages or marinas with guest docks that were deep enough for us. I had slow internet and came across a Latitude 38 article that mentioned that part of Vallejo Marina had been dredged recently but didn't specify which part. The chart showed the northern half of the marina to be deeper than the southern half. This seemed promising since the guest dock was in the northern half. However, if the chart data was from before the dredging then it seems likely they would have dredged the southern half since it was much shallower. I knew there were a few marinas closer but I couldn't find much info on them, I was tired, and we hadn't eaten anything all day, so we settled on Vallejo and enjoyed our moonlit sail across San Pablo Bay.

The trip up the river was uneventful, and as we approached the marina we still didn't know for certain which side was deeper but we decided to go to the guest dock. We had estimated we would arrive at the Vallejo marina shortly before high tide and we were on schedule. High tide was forecast to be +7 ft. The charted depth was 8 ft (at mean low water) so even if the marina had silted in to the point that the depth was 0 ft at low water (very unlikely) we only draw 6 ft so we shouldn't run aground at high tide. And IF we did run aground it would just be silt and the tide was still rising so we should be able to get back to deeper water. It was all very sound logic but it was still quite unnerving entering a strange marina in the dark half expecting to run aground. Devon did an amazing job of maneuvering through the marina and he did a very graceful pirouette at the guest dock to get us pointed toward the exit for an easy departure in the morning.

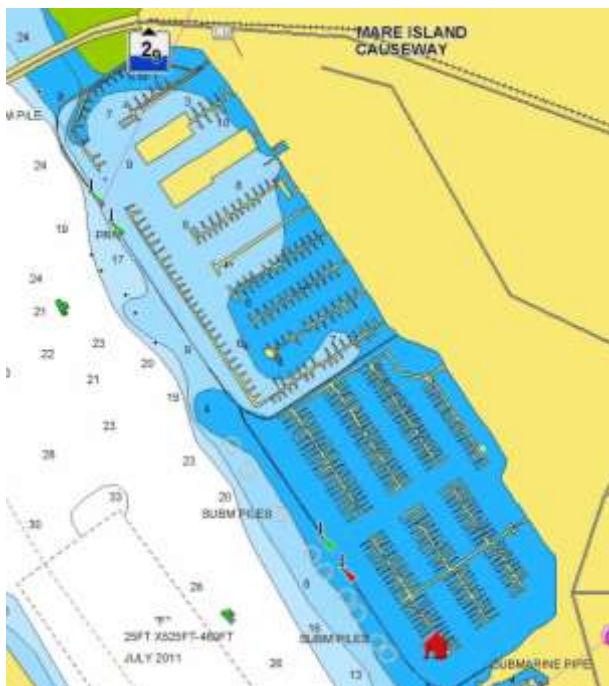
We were too busy getting to the dock to pay much more attention to the depth other than to make sure there was enough water to avoid running aground. It wasn't until after we were all tied up that we checked the tide forecast for the next low tide and compared it to our current depth. Sitting at the guest dock we were in 9 feet of water which meant there were 3 feet of water between our keel and the bottom. The tide was still rising but by low tide the following morning it would be 5 feet less than the current level. $3 - 5 = -2$, not good because that would mean we would have 2 feet less water than the amount required to keep us floating.

We really did not want to move the boat, we were very tired (it was approaching midnight) and we just wanted to have a glass of wine and go to sleep. We tried to find fault in the numbers, we took our handheld depth sounder out and checked depths around us to see if our reading was a fluke, we discussed getting up really early before the tide dropped too low, we even tried to convince ourselves that 2 feet wasn't so bad. Maybe it was all loose silt and we would just sink into the mud. Maybe the boat would stay balanced and remain upright sitting on the bottom. If we fell over would we fall toward the dock or away from it? Would either scenario hurt our boat or hurt the dock?

In reality we probably could have stayed there, our keel is quite long and wide and we probably

would have just sunk into the silt and stayed upright. But we also knew that we wouldn't sleep very well and decided that that was an experiment for another day. Reluctantly we untied the docklines and navigated our way back out into the river and motored in through the southern entrance. We looked for sailboat masts to guide us toward the deeper areas of the marina, they were all clustered in one section so that's where we went.

We found an empty slip near other sailboats and pulled in, but when we checked the dock box it had a lock so we knew that slip belonged to someone and didn't want to risk them coming back with us in their spot so we moved to another slip. It wasn't as deep but didn't appear to be occupied. By our calculations there would be maybe an inch or two of water below us at low tide, but that's all you need so we tied up and fell into bed.



Vallejo Marina – Where we ended up saying is marked by the red house symbol. The guest dock is the one without fingers. (left)

The following morning we walked into town for some breakfast and then checked in with the office and paid for our one night. We would have liked to get back on the road pretty early but we had to wait for the tide again. It was deep enough in our slip but on our way in we went over several areas that were much shallower, so it wasn't until 11:30am that we were back underway.

We motored back down the Napa River at higher rpm than usual hoping to get back to Carquinez Strait in time to catch at least part of the flood



Decker Island – The anchor symbol marks our location. Apparently Horseshoe Bend used to be the path of the main channel of the Sacramento River

tide. Shortly after reaching the Strait and just as we were going under the Carquinez Strait bridge Devon discovered a lot of water coming in from our “dripless” shaft seal (the seal keeps water from coming into the boat where the shaft for the propeller goes through the hull). To be fair it's called a dripless shaft seal, not a “leakless” shaft seal and at this point it wasn't dripping, it was flooding. We were still at a pretty high rpm from our motor down the river, Devon immediately had me bring the rpm down and after a few minutes he determined that at our typical cruising rpm water was no longer coming in. We briefly considered turning back and returning to Alameda, but with no immediate threat we chose to continue on to the Delta. Fortunately the previous owners of our boat were really good about keeping documentation for the various

equipment and systems on board so when we got back to Alameda after our trip Devon was able to figure out how to do some adjustments and the seal longer leaks, even at higher rpm. We were very happy to figure out that we hadn't missed the flood tide but since we were quite a bit behind schedule we decided to motor sail rather than sail, with the jib and the motor running at moderate speeds were able to make 7-8 knots upstream, which was great.

The wind picked up throughout the afternoon and it was mostly from behind and occasionally on the beam so we probably could've made great time under sail alone but we really didn't want to enter a strange anchorage in the dark so we kept the motor on. We reached the upstream side of Decker Island at 4:30 and had the anchor down at about 5 PM. We found a nice spot in the lee of some trees, the wind was blowing about 20 knots at this point and the trees provided a lot of shelter. As evening fell, the wind calmed, we made a nice dinner, had some wine, and relaxed into Delta mode.



That's all for now, next month we will share the rest of our Delta Cruise. We hope everyone is enjoying the longer days as spring approaches. Wishing everyone fair winds and calm seas,

Our first evening at Decker Island. (left)

Rowan & Devon
S/V Casita
Alameda CA

Peter & Susan Gierga, S/V Penelope

Monday Jan 19 – Finding the Right Words

I spent 30 days at “home” for the holidays. I had the profound opportunity to share my time with approximately 45 people whom I love. I had an epiphany. Part of my homesickness, previously, had to do with my feeling of letting people down or hurting their feelings by leaving. What I know now is everyone is doing just fine without me. Like some kind of magical catharsis I was able to say “so long” and feel a newfound freedom to relax and enjoy this epic adventure Peter and I are so fortunate to experience.

A month is a long time to be away. Given his mobility, it's a wonder Peter didn't simply sail off to greener oceans while I gallivanted around the Pacific Northwest. But, Penelope was holding steadfast to her anchor when we pulled alongside her in the dinghy. In two days we'll cross the Sea of Cortez for mainland Mexico. I'm terribly happy and excited for the next leg of our adventure.



Tuesday Jan 20 – Back to Normal

It took all day to put everything away. I brought back a number of new things; a new coffee maker, ship's log book, 2015 yoga calendar, DVDs, galley cook book, sail repair kit, slippers. It's like Christmas all over again.

When he wasn't entertaining and potlucking on other boats, Peter spent a good deal of time while I was away on boat projects. He described a number of projects I can't really see. He replaced the remainder of the potable water tubing he hadn't done previously. He rebuilt the toilet mount. And, apparently he spent many, many hours sitting alone in the cockpit listening to some sort of ghastly rock and roll music while re-stitching all around both sail covers by hand.

Wednesday Jan 21 – Health Insurance

Today we obtained Mexican health insurance. Once we went through the time, trouble and expense to get resident visas we became eligible. Our agent, Salvador, escorted us through the process. For \$200 per year (for both of us) we have full coverage provided by the Mexican government. Obviously, we won't know how good it is until one of us has an illness or an injury but according to Salvador all we have to do is present our insurance card at the clinic – for minor issues – or at the hospital – for serious concerns – and we will be fully covered. No co-payment. No deductible. It's an amazing relief to have health insurance once again.

Thursday Jan 22 – Into the Deep End

Why not just jump right into the deep end, I always say. Our first day out was more than we bargained for. We both knew a north wind was in the forecast and had intended to go just as far as San Gabrielle on the Isle of Espiritu Santo, 12 miles south.

We were underway by 7:00 am and conditions were good. For some reason, which I can't remember right now, perhaps because Gabrielle was somewhat out of our way and we are both anxious to get on down the road, we decided to turn east, crossing the Canal de San Lorenzo, past Isla Cerralvo and on to Bahia de Las Muertos. This was a big mistake.

Isla Cerralvo is an island, approximately 16 miles long, lying about 6 miles off the Baja peninsula. The waterway between the island and the peninsula is known as Canal de Cerralvo. At the narrowest, the channel is only 4.5 miles wide. The channel runs approximately 25 miles in length and currents can get up to 2.5 knots. With adverse current, strong winds and steep waves, the channel can become very challenging. The wind picked up to 30 knots as we maneuvered through the narrow channel. Our heading was due east so with the wind and waves out of the north we had eight foot seas every eight seconds right on the beam, for over six hours.

I tried to sit outside and keep Peter company but every once in a while a rogue wave would rise up from out of nowhere and douse the cockpit. Once my clothes were wet I said, "To heck with this." and went down below. To make matters worse, I've been on land for so long I was feeling pretty nauseas. I'm sitting in a spot down below, trying not to think about throwing up, where I can keep my eye on Peter in case he falls down, falls out or has a distressed look. Everything is on the floor once again. I don't even bother to pick anything up, I just try not to trip over it on my way to the head.

We're not in any danger, really, except possibly being nailed by a random projectile or falling to the floor trying to move around. Penelope thinks it's fun! Of the many improvements Peter made while I was away, today I am most enamored with the new latch on the bathroom door. Under these conditions, in the past, the door would loudly slam open and later loudly slam closed without the slightest warning, startling anyone within ear shot to near heart failure. For all my many blessings, the new latch on the bathroom door is deeply appreciated today.

Sunday Jan 25 Oh, What a Sail!

I came on watch at 8:00 pm. We'd been running the engine most of the day trying to scamper across the Sea of Cortez to the mainland side of Mexico to avoid being caught out here with our proverbial pants down. There is big wind predicted for Monday or Tuesday and the further south we are the better off we'll be.

Just after 8:00 pm, I noticed the wind was 12 – 17 knots, apparent, solidly on our aft quarter. I eased back on the throttle ever so gradually just the way Peter has taught me. Once out of gear and confident the wind alone would carry us at just over 6 knots, I killed the engine. Ahhhhhh, all I heard was blessed quiet. For the next 15 hours the wind held at 12 knots, 17 knots, 12 knots, 14 knots, never changing direction. Penelope did what she loves most – sail. The only sound was a playful ocean splashing against her hull, Penelope and the ocean frolicking through the night.

For those of you who sail on the Columbia River, you may have a hard time getting your head around the notion of one single port tack for 600 miles but, that is exactly what this crossing may be. I should note, for your information, sometime in the night I heard a conversation between locals on the VHF radio. I asked Peter to turn off the transmit feature on our AIS. I decided I didn't want to announce our location from the sea in the middle of the night to nearby strangers.

During the night a dozen or so squid and 4-inch flying fish jumped on board. This morning Peter gathered them up for bait. "No! No! No! Not in my freezer, you don't!"

Monday Jan 26 – A Working Relationship

The tone of our trip transforms over time. Saturday morning, as we slowly motored out of Bahia los Muertos and waved good-bye to Mark and Joni, we both felt a little anxious. A long passage, three nights underway, and an unfamiliar destination each contribute to a certain apprehension.

Peter and I slip into a new way of being together. We easily empathize with the feelings of the other. A little scared, a little excited, followed by sleep deprived, tired, battered and bruised, uncomfortable, and stinky. We each try to be thoughtful, patient and considerate of the other. Peter says we have a "working" relationship while underway. We each have our jobs to do. I keep meals, snacks, and coffee coming and keep the galley tidy. He reefs and unreefs the sails, enters way points and considers the timing and safety of our course relative to weather and known hazards. We interact primarily at shift changes. He reports what he observed in terms of wind and sea state. I inform him what is available for breakfast/lunch/dinner down below.



Now on day three, the end is in sight; one more night at sea. We should arrive in Bahia Tenacatita tomorrow about first light. Once you know what's required, the chore feels less daunting.

We've decided to take 2 nights and a full day rest in Bahia Tenacatita before our final 200 mile push to Zihuatanejo. Our moods are completely changed. In lieu of anxiety, apprehension and dread, we feel peaceful and accomplished. We know in about 18 hours this boat will come to rest and so will we.

Tuesday Jan 27 – This Place is Awesome

From 10 miles off shore you can smell the humid soil and the lush vegetation of the tropics. I told Peter this fragrance makes me want to buy real estate, like we did when we visited Molokai in 1999.

Following a well-deserved siesta, we inflated the dinghy and went to shore. Timing of our shore landing was impeccable, thanks to Peter's patient willingness to wait and watch, count the ebb and flow of the wave cycle, get a sense of its rhythm and "go for it" on the smallest possible surf break.

Thursday Jan 29 – Fueling up

This morning, after coffee, we raised the anchor and left for Barra de Navidad. No hurry, only 12 miles away. The wind was very light. Fish were jumping out of the water all around us. Peter said, "If a guy can't catch a fish here he may as well give away his fishing gear." We hooked a 15 pound Cravelle Jack. We pulled him near to the boat, removed the hook and let him go. We have three packages of Mahi Mahi in the freezer. It's not in my heart to kill this fish when we have plenty. "Bye, bye!"



Apparently, President Pena, of Mexico, has not heard there is an abundance of petroleum on the market at this time. Diesel was over \$4.00 per gallon! I've read in the paper, the federally owned and operated Pemex intends to open itself to competition by 2017. Perhaps they are stockpiling a large cash reserve before capitalization of the industry.

We purchased 198 liters (51.5 gallons). This is the most diesel we've taken on since our run from Coos Bay to Sausalito. It makes sense. We were out four days and three nights. We burn approximately 1.1 gallons per hour when the engine is running. After fueling up, we motored away from the marina and lagoon at Barra and crossed Bahia de

Navidad to the northwest corner of the bay and anchored near the small town of Melaque.

Tuesday Feb 3 – Centro Mercado

With my English/Spanish dictionary in hand, I headed for the centro mercado. The mercado of Zihuatanejo is one square city block, covered. Under the cover you'll find 20-30 vendors. Some sell beans and rice. Some sell vegetables. Some sell meat and still others sell dairy products. Has no one told these guys about the "super market"?

It can be hard to find what you are looking for unless there's a picture of it on the label. Very few merchants speak any English and I found my dictionary contains many words they don't understand. The dialect varies vastly in different areas of the country. I find it hysterical when I ask a question, using my very best Spanish pronunciation, and they say, "No Ingles!" That's NOT English, that's Spanish! It's quite overwhelming - between not recognizing what you are looking at and not knowing how to ask for what you want, shopping can require a lot of time and a lot of patience. I was exceedingly proud of myself. I managed to arrive home with exactly the items I had set out to get. Almonds, oats, granola, tomatoes, avocados, chips, eggs, yogurt. Score!



Friday Feb 6 – Ixtapa

The towns of Zihuatanejo and Ixtapa lie within 10 miles of each other. Zihua is “old Mexico” while Ixtapa is modernisms attempt at urbanization. The difference is night and day. We took the dinghy to the beach and paid the dinghy boy 10 pesos to pull us onto shore and guard the dinghy while we’re gone.

Then we walked four blocks to the street where the buses run. Notice, I didn’t say “to the Bus Stop”. When you get to the street where the buses run you watch for a bus that has big letters spelling Ixtapa on the windshield and simply wave down the driver. Ten pesos to ride the bus. Some drivers make change, others don’t. It’s best to have your \$10. Peso coin at the ready.

The drivers here are a trip. I’m surprised I don’t hear tires screeching and bumpers crashing continuously. I’ve yet to see an accident. Let’s say two lanes are narrowing to one. Around here, the driver will accelerate to beat the other cars to the convergence and cut in front with centimeters to spare. Or, for pedestrians crossing the street, the driver will speed up as if they are hurrying to mow you down while frantically blasting his horn as if he’s out of control and can’t stop. The pedestrian picks up the pace and scampers across the road to safety. It’s a continuous game of chicken.

We entered at the public beach where for \$5. Pesos you have access to showers, toilet and changing room. Soon, I was comfortably seated in an Adirondack type chaise under a large canvas umbrella. Peter walked off to find the Ixtapa Marina. Later, we followed the same process in reverse to get home. We stopped at a downtown tienda (store). Our selection of 4 Frescas, 1 apple, 1 avacado, and 1 bag of chips cost 69. Pesos or less than \$5.00 US.

Monday Feb 9 – Fortuitous Encounter Fortuitous Encounter

I met a woman on the beach today, Carol, who became nostalgic as she revealed that her father, John Edwards, had created and built the company that produced Hans Christian Yachts. Peter and I have lived aboard our 38-foot Hans Christian for almost eight years. We love this boat. She is beautiful to look at both inside and out and spectacular to sail. She is both elegant and remarkably sea worthy. Of all the boats we’ve seen and been aboard, we’ve yet to find a single boat we appreciate as much as Penelope. We sat down over dinner, and Carol told me the story of her father’s love affair with life, travel and adventure.

“He looked at the world as an adventure. Dad graduated from Long Beach State as an educator. He believed education was vitally important.” He taught middle school electronics in southern California and often took underprivileged students from his classes in central Los Angeles sailing to show them a different perspective on the world.

His other passion, sailing, boat design and rebuilding and outfitting boats inspired Mr. Edwards to create a yacht that was both sensuous and seaworthy. Inside, the abundance of teak, the soft curves, numerous hand holds, rounded corners, intimate spaces and efficiency meant time spent aboard was both safe and luxurious.

Carol’s parents met on a blind date in Los Angeles. Carol was 10, her brother, Conrad, 12, when her father moved the family to Japan. Most quality boats, such as the Cheoy Lee which the family sailed, were built in Asia at the time. Mr. Edwards spent a great deal of time visiting boat yards and boat building facilities and eventually commissioned a manufacturing plant in Taipei, Taiwan. Over the next 20 years, Hans Christian Yachts produced close to 1,000 custom built yachts, 33-, 38-, 43-, and 48-foot in length.

It is with profound gratitude, Peter and I spent an evening, sharing our stories and enjoying dinner with Carol and her husband, Max, on the beach of Playa La Ropa, Zihuatanejo, Mexico.

Tuesday Feb 17 – Moving On

This morning we checked out with the Puerto de Capitan. We are required to register our crew list and travel plan at each port of call. The crew list is in case Pedro gets really mad at me and throws me overboard. They'll know there were supposed to be two people on board. The travel plan is in the event we go missing, they'll know where to begin their search. It feels good to know someone is keeping tabs on us. You, too, can watch our progress if you download the free app, "Marine Traffic" and search for our MMSI number which is 367562350.

We went shopping for a few groceries. I bought 3 apples, 1 cabbage, 6 carrots, cookies, crackers, 2 packages of cheese, 2 avocados, 2 tomatoes, almonds, raisins, a large yogurt and a loaf of bread for \$30.00. People may say Mexico has gotten expensive and that is probably true in terms of hotels and five star restaurants but groceries are still dirt cheap. Groceries HAVE to be cheap or the locals would starve. I believe I read somewhere the minimum wage in Mexico is \$8.00 per day. Yes, you read correctly, per day!

Passage Weather is predicting wind from the south and south west the next several days. After the weekend the wind is projected to swing around to the north. We need to leave while the leaving is good. There are no protected anchorages between here and Santiago, about 180 miles north. Our goal is to head straight there. It should take about 48 hours. I'll update you on our passage once we've arrived.

Susan and Peter
S/V Penelope
Manzanillo, Mexico

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.



Photo by Jeff & Jane Woodward of S/V Adiago