



# SAUVIE ISLAND YACHT CLUB NEWSLETTER

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

Vol. 326.5 January 2012

## SIYC OFFICERS '11-'12

Commodore  
Garry Weber

Vice Commodore  
George Stonecliffe

Secretary  
Marianne Mallowney

Treasurer  
Ed Mallowney

Rear Commodore  
Ed Daugherty

## COMMITTEE CHAIRS

Membership  
Craig Johnston

Database Editor  
George Stonecliffe

Cruising Coordinator  
Open

Newsletter  
George Stonecliffe

Refreshments  
Sue Stonecliffe & Barbara Johnston

Website  
Open

## *General Meeting*

*Friday, February 3, 2012*

*At 7:30 pm*

*Speaker: Ed & Sarah Daugherty  
'Chartering a Barge on the  
European Canals'*

## *Cruise Weekend*

The Valentine's Cruise will be held  
February 11-12 at Coon Island

## **Commodore's Comments**

Hello everyone

You are probably already tired of election news but SIYC is also starting the process of nominating new officers for the elections in May. So far we have two nominations: George Stonecliffe for Commodore and Sue Stonecliffe for Secretary. Thank you both for stepping up! We are looking for nominees for Treasurer and Vice Commodore. The roster has information about the duties of the officers. It is basically two nights a month, the monthly meeting, and the board meeting that is usually a dinner hosted by a board member. You get to eat some great food! The present officers will help you get started and are always there for

support. If I can do it anyone can!!!

See you all at the next meeting on Feb 3rd.  
Garry

**Check-out**  
**Our Website Address:**  
[www.SIYC.org](http://www.SIYC.org)


**SIYC Clothing & Accessories  
For 20011/12**

- Short-sleeved collared sport shirt----- \$20.00  
Adult - K420 Ladies cut - L420
- Long sleeved ----- \$28.00  
Adult - K320
- Sweatshirts
- Pullover, hooded ----- \$24.00  
    Adult - PC90H
- Crew neck----- \$17.00  
    Adult - PC90
- Zip front, hooded ----- \$32.00  
    Adult - -F258
- Fleece Jackets
- Zip front ----- \$40.00  
    Adult - JP77  
    Ladies cut - LP77 (no green)
- Fleece Vests ----- \$30.00  
    Adult - JP79 Ladies cut - LP79
- Wind Shirt (v-neck nylon) \$24.00  
    Adult - JP72
- Zip Front Nylon Jacket\$30.00  
    Adult - JP70
- Anorak ¼ zip pullover, hooded ----- \$32.00

\*\*\* All items come in green and navy except where noted.

\*\*\*Sizes beyond L will be \$1.50 more.

\*\*\* A check made out to 'SIYC' needs to accompany orders.

**March Club Discussion Program**

Ahoy sailors! The March meeting will be concentrating on getting to sea, that is preparing yourself, your vessel, your gear and your plans in order to safely and uneventfully get from your slip out into the Pacific Ocean and back again. **Not a presentation to watch and ask questions about, but an open forum discussion, encouraging all participants to add their experience, questions, thoughts, knowledge, well, you get the idea...**  
Have you crossed the bar yet? Afraid of it? Knowledge can turn fear into good preparation. What worked? What didn't? Fuel? Fuel? Fuel? Sea state? Tide? Current? Jack-lines? Rig prep? Dingy? Canvas? Sails up? Life jackets? What did you do? What will you do? Why do it? What path will you follow (where to turn)? Crew? Mal-demer... what to do? VHF? Cell service? AAA? NOT!! Make a list of your thoughts, opinions, and questions; hike up your shorts and come discuss with us!!!!

Ron & Wendy Hughes  
s/v "Best Revenge"

P.S. Additional Topics of Interest that may be covered are SSB Radio, DC/AC Wiring Compliance Issues & Safety, Approaching Unknown Harbor Entrances, and AIS Systems.

## SIYC New Years Cruise: 2011-2012

In the waning days of 2011 A.D. a small group of Intrepid Mariners congregated at Coon Island for the annual New Year's cruise. The East Dock was overwhelmed by a huge collection of huge boats with (no doubt) huge central heating systems. David Mangan was our vanguard having arrived alone on Friday night established our outstation on the West Dock.

By Saturday afternoon we were:

Hawksbill – David Mangan  
Cambria – Garry Weber  
Julia Max – George and Sue Stonecliffe  
Ursa Minor – Nick and Gail Wigen

Although the weather was dry a canopy was erected and a fire built in David's Superior Fire Container. As the sun went down the temperatures quickly dropped so refuge was taken in Ursa Minor for the Best Cruise Potluck Ever. Shish Kabobs, Sausages, Crab Louis, Beef Stroganoff and Christmas Cookies for dessert.

After dinner the table was cleared and a set of dominos was retrieved from Julia Max. The first round of the game was the Best Round Ever (or the Worst Round Ever) when Gail ran her string on her first turn leaving the rest to spend some time performing long addition. It was a close race to try to finish the game before the arrival of 2012 but in the end the clock was the victor. The New Year was ushered in with Glow Necklaces, Squawkers and a 5-gun salute from Hawksbill's Spud Gun. It was the Best Spud Gun Salute Ever.

Morning dawned clear and cold with just a touch of ice on the docks.

After a huge breakfast, the Best Cruise Breakfast Ever, coffee was finished, hikes were taken, equipment was stowed and everyone scattered on the mirror-flat channel for home.

All in all it was the Best New Years Cruise Ever.

## 2011-2012 CALENDAR

GENERAL MEETINGS		BOARD MEETINGS		CRUISES	
February 3	Sauvie Island School	February 2	Ed & Sarah Daugherty's	February 11-12	Valentine's Cruise: Coon Island
March 2	Sauvie Island School	March 1	TBD	March 17-18	Anchoring Cruise

April 6	Sauvie Island School	April 5	TBD	April 21-22	Navigation Cruise
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### SIYC CRUISING BOATS – Locations outside of the Pacific Northwest

Boat Name	Owners' Name	Location
Adagio	Jeff & Jane Woodward	San Juanico, Mexico
Ahwahnee	Tom & Kathy Edwards	Charlotte Harbor, Florida
Kailani	David & Christy Dykkestén	Panama
Lungta	Dan Finkelstein & Kathy Mitchell	Puerto Vallarta, Mexico
Misty Blue	Ken and Ruth Frazee	San Carlos, Mexico
Moonshadow	Richard Sandefur and Anita Melbo	Trinidad
Perpetua	Pat & Susan Canniff	Mazatlan, Mexico
Rolling Thunder	Bruce, Jan & Max Payne	San Carlos, Mexico
Starbound	Earl & Donna Davis	Hawaii

## Cruising Letters

Hi Everyone, (Installment 2 from sv Lungta: Astoria to Wrangell Narrows, AK)

We had a fairly uneventful trip up to Victoria, where we passed through Canadian customs. As we left Victoria and worked our way around the corner of Vancouver Island, we enjoyed a glimpse of the peak of the elusive Mount Olympus, covered with sunrise-pink snow.

We spent a few days in Campbell River, BC, seeing David off (Dan's father) and dealing with a number of equipment issues – which shouldn't have been a surprise as this was really our first extended use of the boat as a cruising vessel. We replaced the house batteries (9 years old – not bad!), the mainsail boom which snapped during a surprisingly low-speed jibe, and the main pressure water pump. As we waited for David's seaplane, we watched a couple of bald eagles snatching salmon entrails from the water. (People were cleaning the fish and tossing them into the water for tourists to watch.)

We spent a few days poking around some spectacular and remote coastline in Desolation Sound. If we'd had more time in life, we would have spent time in this amazing area before this, but since we were on our way to Alaska, we didn't stay long. The first half hour after we arrived the three of us were all whispering as if we'd just stepped into a cathedral. We anchored around 9pm (!), and went for an hour's paddle during a blazing sunset. The next day we tromped through the rain forest enjoying the huge trees and lovely ferns and poked around the tide pools, especially enjoying the brilliant purple starfish. This is one of the most spectacular places any of us had been, and it just got better as we made our way north.

We made our way through the Queen Charlotte Islands and up through the Inside Passage. We were amazed at how the scenery continued to get more dramatic every day, the very long, very deep, very narrow waterways, which require attention to the tides, with lots of snow-capped mountains and blindingly white waterfalls. We learned about because of the fast tidal currents that are sometimes present. We learned about navigating near large cruise boats, tugs pulling barges, and rafts of logs. They say that if you can safely navigate the Pacific Northwest, then you can navigate anywhere – and we understand why!

As we headed further north, the terrain got more remote, the towns fewer and smaller. One night we anchored near a place called Namu that used to be a thriving community built around a cannery. Many canneries in these waters have gone out of business, as refrigeration has been added to the fishing boats and they haven't needed to depend on shore-based ice. This used to be a town of a couple thousand residents but is now a ghost town.

We had a potentially serious misadventure in a First Nations town named Klemtu. We had been finding it difficult to find places to anchor, because the shores drop off steeply in most places, so if it's shallow enough to drop an anchor, then it's often too close to the rocks. So we pulled into the Klemtu harbor and tucked into a corner that wasn't directly in the way of the main traffic. The chart for this area was pretty old and not as detailed as we're used to – from all we could tell, the bay was 65 feet deep and sloped up to 20 feet or so. Sounds good. When we dropped the anchor, we were exactly on the 65-foot sounding. At 3:30, though, we woke up to the depth alarm, saying that we were in 18 feet of water. How could that happen!? We considered pulling anchor and moving, getting a 'really' early start on our day, and a few other options – but then Dan noticed that the boat was tilting. We were aground, and unable to make a move! We decided to launch the dinghy, go into town and wait for the tide to come back up. We wandered

around town for a few hours in the early morning, before the town woke up, catching glimpses of our boat from time to time and seeing it tilt more and more each time we did. It stopped around 20 degrees off vertical, tilting forward and to port.

We talked with an early-rising woman who told us that boats go aground here several times a year(!) When we made our way back to the boat, we found that although a few things had fallen off the tabletops nothing significant had broken. Thank goodness we live on a cement boat! We cautiously started all systems and resumed our travels north.

We pushed through several long days, with the idea that we'd appreciate having more time to dawdle through the Alaskan wilderness. We passed through Ketchikan the weekend of July 4<sup>th</sup>, but the evening's fireworks display was called off (for the 10<sup>th</sup> year in a row!) because of the strong gusty winds that were swirling around the town. After leaving Ketchikan we passed through the Wrangell Narrows. This is a 25-mile stretch that gets as narrow as a tenth of a mile, but sees quite a bit of traffic and has a reputation for being a nail-biter. The best way to time this narrows is to begin near the end of the rising tide, then continue to travel as it slackens off, and exit on a falling tide. Clever, huh? The entire passage is marked with lots of navigation aids, including 62 numbered buoys – the standard “red, right, returning” applies heading north, but because of the meandering route it isn't always as easy as it sounds. But it was fun!

>> Kathy & Dan, Lungta

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December 18, 2011  
SV Misty Blue  
San Carlos, Sonora, Mexico

### **Medical Emergency**

I thought I would let everyone know of the medical emergency we experienced in Mexico. We were in San Carlos, having just splashed the Misty Blue from dry storage and tied to the dock. We had delayed our departure south for a few days, awaiting the evaluation of a medical condition, by a local doctor, which I had been dealing with for several months. He gave me the all clear and we were preparing to depart early the following week, along with another boat we met the previous year.

I might add, we had joined DAN (Divers Alert Network) (one does not have to be a diver) the previous year and at the last minute decided to renew our membership. For \$55 a year, they provide \$100000 worth of medical evacuation for the entire family...a real deal! The afternoon before Thanksgiving, my wife developed some very severe abdominal cramps. After an hour, it appeared that they were not going away, so I hauled her up to our vehicle and transported her to the San Carlos Medical Clinic. Being an RN, she feared she had an obstruction and rupture of her bowel! Dr. Mike Laux, at the clinic agreed, started an IV and antibiotics, then she was transported to Guaymas Hospital via ambulance. An X-ray was taken and the diagnosis was made...yes, an obstruction and rupture was confirmed. I might add this is a life threatening condition!

I asked that she be evacuated to Tucson immediately, explaining that we had evacuation insurance. Dr. Laux made a phone call to DAN and the wheels turned into action. Ruth spent the night in the Guaymas Hospital and was evacuated to the University of Arizona Medical Center about 9 am the following morning. It would have occurred earlier, except the Guaymas Airport is a daytime airport. She arrived at the hospital in Tucson before 12 noon.

To make the story short, Ruth had a five-hour emergency operation, spent 7 days in ICU and 12 more days in the Hospital. When she arrived in Tucson, she was in kidney failure, septic shock and a blood pressure of 60 over 40. The doctors said, had she arrived much later, they would not have been able to save her life!

While still a very sick girl, she is home in Friday Harbor, happy and on the long road to recovery...we will probably be here for a year, which includes a reconnection operation in six months.

You might hear good or bad things about medical care in foreign hospitals...all is fine and good, until it happens to you...and the nurses and doctors speak a different language! This changes one whole perspective on the issue and home really sounds good!

We are ever so thankful for having joined DAN...and I should add, they flew her home following the hospital stay. I guess I would encourage everyone to purchase evacuation insurance when going overseas!

Ken and Ruth Frazee  
SV Misty Blue

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Dec 19, 2011

Hello everyone,

Once again Moonshadow may be at sea when you read this. I am writing from the harbor in Mindelo, Ilha Sao Vicente, Cape Verdes Islands. We plan to start our trans Atlantic crossing in a few days, planning to arrive Barbados early to mid January. It's a little less than 2,100 miles and we are hoping for a 17 days passage or less.

We had a good six-day passage from the Canaries to Isla Sal, Cape Verdes, averaging 5.6 kts. for the 850 miles. A bit rough the first two days then very light winds from astern so flew drifter to leeward and poled yankee to windward with very little rolling.

We spent a few days on Sal, anchored in a small fishing harbor. Not much going on there. We did take a mini bus about 20 miles south to a really nice beach.

We went out to eat the night before leaving for Mindelo on Sao Vicente and apparently Alexandra got food poisoning. We knew she was not 100% but did not realize she was that sick until after we left. It was a 120-mile passage and she was not able to get out of her bunk. The passage went well though and Alex pretty much recovered after a few days.

The Cape Verdes Islands lie about 16 degrees north and 350 miles off the coast of Senegal, Africa. They were discovered in 1456 by a Portuguese explorer and obtained their independence in 1975. The people are of European and African descent. They seem to have some things in common with the West Indies. Think Bob Marley. Their motto is "no stress" read; "little opportunity." You may have heard of the singer Cesaria Evora, their diva. She may be the best known person from the Cape Verdes. Unfortunately she passed away at Mindelo while we were there. The next few days her music was being blasted from ships at anchor close to us in the harbor and all over town as well.

We enjoyed going to Club Nautico, the local watering hole and meeting place where we heard more local music.

Moonshadow and crew are ready to get to sea again. Next stop, Barbados!

Cheers,

Richard

SV Moonshadow (Ed. Note: Arrived in Barbados Jan 5; now in Trinidad)

From sv Wild Rover:

So, why in the world would you bring the boat back from the tropics? Many people seem to be wondering why we brought the boat back. What about beautiful warm weather, crystal clear water, white sand beaches, etc.? What about the carefree, nomadic lifestyle? The answer is: there is a time for everything in due course. When we left the Pacific Northwest in 2000, we told people we might be gone for 10 years--mostly to keep them from thinking we'd be right back. It has turned out to be 11 years (with the last 2 years being part-time). While had the time of our lives, and will always treasure the memories that cover 12 foreign countries, we are not getting any younger. We want to have a plan for the boat as we age, just like we have a plan for ourselves. Overnight ocean passages were getting harder to recover from. Warm weather is great, but it is accompanied in most places by severe weather (high humidity, hurricanes, thunderstorms, cyclonic frontal passages, etc.) The tropics are nice, and we loved the East Coast, but being away made us treasure what we have in the Pacific NW. We kept no home other than the boat for 9 years, and despite looking extensively, we never found anywhere else we'd like to grow old. So, we're back.

How hard was it to truck the boat? Not as hard as we thought. We learned a lot in the process. Like for instance, it's cheaper to truck in the off-season, and it's cheaper to truck from the East Coast than from the Gulf Coast. If you can find a trucker yourself, you save money, but if you go through a brokerage you have another layer of insurance and legal protection if something goes wrong. Boatyards see boats come and go on trucks all the time. Everyone can give firm quotes quickly. The trailer Wild Rover was on could have handled a boat 10 ft. longer. We were an "oversize" load, but not one big enough to require pilot cars or extraordinary permits.

Moving a boat on a transport ship is another alternative, but in our case it would have been more expensive, even when you added on the boatyard costs on each end. When you move by ship, you motor onto the ship as it's gate is submerged. Sort of a neat thing we've followed with two friends' boats. You don't have to take the mast down or use a boatyard at all. One of the boats we know who did this got to ride along with their boat once the water was pumped out of the ship and their boat was secure in its cradle. Like being on the hard, while at sea. Unfortunately, now days, it's rare that the owner gets to accompany their boat on the ships. (That might have been worth paying for...) Again, if anyone wants more detail, just send us an email. The boat now has the mast back on, and is secure in her slip at Swantown in Olympia. We're happy!

Gail and Mike Cannady  
sv Wild Rover

Merry Christmas Everybody (12/25/11) from sv Adagio:

Janie and I are just back to the boat after a nice Christmas dinner at the yacht club. Ham, scalloped potatoes, lots of different salads, lots of different deserts. We're stuffed! There must have been about 200 people at the dinner. We had some live music. A guy on guitar and a lady singing Christmassy songs. There were eight at our table. Our good friends Ken and Linde of Rosebud; folks we have known in passing for the past several years on a boat called Magic Carpet, and their friends on another boat. Can't remember the boat's name, but he is Olaf and she is Ling-Ling. He German. She Chinese.

It's a beautiful day. It dawned clear, bright and calm. But as the day went on the wind started piping up. Now the flags are all standing straight out and there are little wavelets in the marina fairways. Adagio is straining on her spring lines and is gently rocking from side to side a few degrees. Her lines are making little groaning noises.

Yesterday we took a walk through the Carocal. It means a type of sea shell in Spanish. A really nice neighborhood that overlooks the marina and the mooring basin. We drove up to the top, then got out and walked. The streets are really steep and all the streets are cobble stones. So it's not an easy walk. But worth it. The homes are beautiful. Nice gardens. Wonderful patios. Lots of color and charm. At the bottom of one of the dead end streets was a little public beach. The pictures attached are all from our walk.

After our walk we went back to the boat. Had a snack, then read in the cockpit until it was time to go over to Ken's and Linde's RV. Linde made a birthday dinner for me. Beef Wellington. Yummm!!!

When the wind pipes up it gets pretty chilly. Enough that you want long pants, shoes and socks, and a light jacket. But as long as the sun is out, our cockpit with it's full enclosure canvas is a nice warm sun porch. All the windows capture the sun's heat. Yesterday it got to be over 100 back there. I found myself opening windows to cool it down. The boat is pretty much ready to go sailing. We are just waiting for weather now. So it's nice to lay in the bean bag chairs in the warm cockpit and read books for hours at a time.

So that's how we are spending our Christmas. We hope all your Christmas wishes came to pass. That Santa was generous to you. And that the New Year will be healthy, happy and prosperous.

All our Love,

J&J

Hi Everybody from sv Adagio:

12/29/11

It looks like the weather is finally letting up for us. So as of right now the plan is to leave San Carlos for San Juanico tomorrow afternoon around 2PM. The wind is supposed to be 10 to 14 knots from the Northwest, more or less parallel to the general lay of the Sea of Cortez. That will put the wind on our starboard stern quarter, a very comfortable sail. The seas are supposed to diminish from a sloppy 5 feet at 5 seconds - what it was yesterday - to a comfortable 1 to 2 feet at 5 seconds. And they should be on the stern quarter. So we should have Fair Winds and Following Seas as the saying goes.

For you Google Earth fans, here in San Carlos we are at 27 degrees 57 minutes north, 111 degrees 03 minutes west. We will be headed for Caleta San Juanico which is 26 degrees 22 minutes north, 111 degrees 26 minutes west. Just about 100 miles distance.

We plan to leave San Carlos around 2PM tomorrow (Friday, December 30). If all goes well we should arrive in San Juanico on Saturday morning, December 31. What happens next will depend on weather. Aqua Verde is about 60 miles further south at 25 degrees 31.5 minutes north, 111 degrees 04 minutes west. Another wind event is forecast for New Year's Day, but according to the forecast the wind is strongest out in the middle of the Sea and less strong along the coast. So we may be OK to move south along the Baja coast. If we have to hunker down we will. If we can move south we'll do that after we rest a day. It's supposed to be warmer and calmer the further south we go. We are all for that! We will miss our electric space heater when we lose our dock cord.

Janie is still coughing and stuffed up. Yesterday we went to the doctor just to make sure her pneumonia is not coming back. The doctor listened to her lungs and they are clear. He thinks she is having allergies to the dust down here. He wrote two prescriptions. One is for a steroid nose spray to relieve swelling. The other is for anti-histamines.

If you have any photos or forwarded emails that you want to share, send them now. We will have access to our hotmail and Facebook accounts until about noon tomorrow. After that we will only be able to access our SailMail account. SailMail will not accept anything other than plain text messages. And only about two pages in length. Anything with any sort of attachment or graphic will get bounced. So send everything you have now while we can pick it up. Or it will have to wait in the hotmail mailbox until we get an internet connection again. That may not be until La Paz in a few weeks unless we can bump into an unsecure wifi from a beach home or hotel. Possible, but not likely.

I'll attach some photos that we took at a little restaurant and a very rustic fishing village north of San Carlos. It is on a very bumpy dirt road that parallels the coast. The food was delicious. Seafood soups, fish every way you can think of cooking it, crab and clams. I think the favorite was a "pregnant tostada" (tostado embarazo). It had a flat crisp tostada shell on the bottom, then a mound of picked crab meat about 1-1/2" high, some little bay shrimp on top of the crab meat, and sliced avocado on top of everything. Very mild. Very tasty. Very fresh.

We hope everybody has a festive New Year's Eve, and a wonderful 2012 full of happy, healthy, prosperous adventures!

J&J

sv Adagio