



# SAUVIE ISLAND YACHT CLUB NEWSLETTER

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

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

No. 338, March, 2013

## SIYC OFFICERS '12-'13

Commodore  
George Stonecliffe

Vice Commodore  
Craig Johnston

Secretary  
Sue Stonecliffe

Treasurer  
David Mangan

Rear Commodore  
Garry Weber

## COMMITTEE CHAIRS

Membership  
Ed Daugherty

Database Editor  
George Stonecliffe

Newsletter  
Barbara Johnston

Website  
Mark Nerczuk

*Happy St. Patrick's Day to all  
SIYC members, near and far!*

Celebrate St. Patrick's Day by joining  
other SIYC cruisers at Martin Slough on  
March 16 & 17. This month's theme:

**Green!**

See details inside, next page.



## *Next Month's Speakers*

**April 5, 2013, 7:00 pm:** (at West  
Marine) Mike and Gail Cannady will tell us  
about cruising destinations in South Puget  
Sound.

See details on the next page.

## *Looking ahead*

**May 3, 2013:** Annual meeting with  
dessert potluck and election of officers  
(Sauvie Island Academy, 7:30 pm)

**June 1, 2013:** Annual Picnic

**And...** This summer, SIYC plans to present  
Lifesling Training (classroom and in-the-  
water). See details page 3.

Be sure to check out this month's  
cruising reports, starting page 10.

## Commodore's Comments

We have good news and bad news. The good news celebrates the induction of our newest members, Rudy Marchesi and Susan Fichter (sv Perseverance). They bring an enthusiasm about our Club's mission to educate and support the dream of blue water cruising.

Three other boats are applying for membership, all of which are attending our Club meetings and looking forward to supporting the Club's monthly cruises.

The bad news results from a review of our current membership. Out of 40 member boats, 17 are inactive, that is, not attending Club meetings or cruises. 10 additional boats are cruising the dream which gives strength to our purpose. That leaves only 13 boats active locally. After 2 boats complete their service on the Board in May, only 3 boats have stepped forward to help guide the Club forward through the five Board positions for next year. Of these 3 boats, they also publish the Newsletter, maintain the Website and Roster Database. One additional boat will handle Membership and SIYC Clothing Sales. Four boats have stepped forward to serve. All others have their reasons not to serve.

Our future is our new members! Please help SIYC by inviting potential members to our monthly programs.

Cheers,  
George Stonecliffe  
Commodore

## April Club Meeting

**April 5, 2013:** *Different location! West Marine, Delta Park. Different start time: 7pm.*

The West Marine store management would like us to finish up by 9:00 pm, so we'll be starting a half an hour early, at 7:00 pm. Come before that if you'd like to take advantage of the shopping opportunities. The West Marine

managers have promised us some special promotions, but they can't be announced ahead of time. Plan to have your purchases rung up at the break to take advantage of the promotions.

After the break (including refreshments) our speakers will be members Mike and Gail Cannady, who recently moved S/V Wild Rover's moorage from the east coast, to Olympia, Washington, and have been exploring south Puget Sound. They'll be telling us all about the hidden destinations that are so often overlooked by those going north for the summer.

## St. Patrick's Anchoring Cruise

On March 16 and 17 we'll be anchoring in Martin Slough. The festivities, centered St. Patrick's Day, will be hosted by Terry and Michelle



Wilson (S/V Conch). The theme will be **GREEN** for dinner and breakfast, and all other times. Green potluck contributions will be especially welcome. Green beans? Green beer? Green eggs & ham? For further details, call Terry or Michelle, 503-357-5472.

## May Club Meeting: Election of Officers and Dessert Potluck

**May 3, 2013, 7:30 pm**  
*Sauvie Island Academy*

This will be our annual business meeting, including an election of officers, a raffle and the always-enticing dessert potluck.

In anticipation of the raffle, we ask that you be on the lookout for items around your boat or home that are in new or near-new condition,

and that other members might like to have. Bottles of wine are always welcome, as are cruising guides, sailing accessories and movie DVDs. This is an important fundraising function for the club. The price of raffle tickets will depend on the number and quality of items donated.

The nominating committee has named a slate of candidates, but we're always looking for new people who want to be involved in the club's management. If you know someone (or you are someone) who fits that bill, please call George Stonecliffe and make a nomination!

The slate put forward by the nominating committee includes the following:

Commodore:	Craig Johnston
Vice-Commodore:	Mark Nerczuk
Secretary:	Sue Stonecliffe
Treasurer:	George Stonecliffe

As retiring Commodore, George will continue to serve with the elected officers as Rear Commodore.

## Annual Dues

Your annual dues are payable in April. Our treasurer, David Mangan, will be accepting checks at the next meeting, or you can mail checks to the club at P. O. Box 2524, Portland, OR 97208-2524.

Here are the different classes of membership, and the annual amounts to be paid by each. Membership is per boat, not per person:

Regular membership:	\$50
Life Member	\$-0-
Post Member	\$20
Cruising Member	\$20

**Life Member:** A member who has paid full dues for at least 20 years.

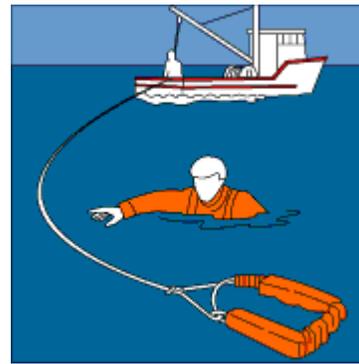
**Post Member:** A member who has paid full dues for at least 5 years and no longer owns a

boat, but wishes to stay involved in club activities.

### Cruising Member:

- Has cruised away from Oregon and Washington at least six months during the last fiscal year (April 1-March 31);
- Has paid full regular membership dues for at least two years; and
- Has made at least three newsletter contributions during the last fiscal year.

## SIYC Summer Program: Lifesling Training



This year the SIYC is planning an unusual warm weather event: training in man overboard (MOB) recovery with the use of the Lifesling. We first did this in 2007 and most of

the attendees were surprised at how hard it was to recover someone in the water. The fact is that, even after reaching the MOB, getting them back on deck is a real challenge, especially for cruising couples. *Skippers, just imagine that it is YOU in the water, and your faithful mate is the one sailing away with a distressed look on his or her face...*

There are new training materials and video available from The Sailing Foundation of Seattle, the creators of the Lifesling, developed in 2010 by a group that included your crusty Vice-Commodore. These are sure to educate folks who have a Lifesling but have never gotten it wet as well as those of us who have had some training but forgotten most of it and could really use a refresher on this important safety drill.

Experience has shown that there are four steps to effective MOB recovery training:

1. Classroom instruction in recovery techniques and Lifesling setup and use.
2. Getting the gear rigged and ready to go on your boat.
3. Practicing rigging the Lifesling and hoisting the MOB on deck.
4. Practicing the sailing drill to get back to the MOB and deliver the Lifesling to them.

While we could do the class training any time, the in-the-water activities are a lot more fun in warm weather. Therefore we are tentatively scheduling the training during the two weeks after the 4<sup>th</sup> of July weekend. Activities 3 and 4 above will take place during a local cruise on the weekend of either **July 13-14** or **July 20-21**, preceded by a weeknight meeting for the classroom training.

At the cruise weekend, we will practice rigging and hoisting a live MOB while the boat is safely tied to the dock, then the next day we would go through the sailing practice with a dummy or a float. (Other groups have had real safety issues practicing MOB recovery with live subjects.) Of course a party would have to follow!

The training should be should be both educational and fun. *If you are planning on being in town at that time and are interested, please RSVP to Craig Johnston (503 543-0945 or k7cej-at-aracnet-dot-com) and let me know which weekends work for you.*

Note that we will also be inviting other folks, like OWSA members, some of whom don't have boats but would like to take the training and crew for skippers who would like to have them.

Please RSVP no later than the May meeting.

*Craig Johnston*

## Fundamentals for Cruisers: Keeping the birds off your masthead instruments



Members Jeff and Janie Woodward write from La Paz, Mexico about this important topic.

We have a new occasional neighbor on the dock here in Marina de La Paz.

One of those neighbors you enjoy

seeing, just not on your boat. You're all familiar with him as he spends a good deal of time in the Portland area when he is not down here enjoying sunny Mexico.

He's an osprey. And one of his favorite pastimes is sitting on the top of masts scanning the surrounding waters for a tasty fish dinner.

He's a nice enough fellow, but he seems unaware of both his own weight and the fragility of sailboat wind instruments.

When we notice him perched on a neighbor's mast, we will thump a stay or a shroud to make him take flight. But for our own mast we have a simple addition that so far has discouraged the osprey and other birds from landing on our mast. We can't take credit for inventing this solution; we borrowed it from another cruiser.

And now we are passing it along to you.

Get some industrial sized zip ties. The biggest, fattest, longest ones you can find. Ours are about 17" long X 3/8" wide. Attach as many as will fit to whatever is convenient on the top of your mast. Make sure you are not interfering with the movement of any of your wind instruments. You want the zip ties to stick up blocking any perches a bird might want to use. You also want the zip ties to dance around in the wind a bit which makes your mast a less desirable perch.



We hope this tip helps you. And we hope this message finds you and yours healthy and happy.

Jeff and Jane  
Adagio  
Marina de La Paz, Mexico

See *Jeff & Janie's cruising reports below in this newsletter.* – Ed.

## SIYC Clothing & Accessories For 2013

### 'Sport-Tek' Brand

#### Sweatshirts

Pullover, hooded-----\$30.00  
Adult-F254

Zip front, hooded----- \$36.00  
Adult-F258

#### Fleece Jackets

Ladies Zip front, hooded-----\$38.00  
Adult-L265

### 'Port Authority' Brand

Competitor Jacket-----\$42.00  
Wind & water resistant  
Adult-JP54

Wind Jackets-----\$52.00  
Full zip  
Adult-J707  
Ladies-L707

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

Mail checks to Sarah Daugherty (see roster for mailing address), or give her your order at the next SIYC meeting.

## Recipe of the Month

When Sara Dougherty brought this dessert to share for the February meeting refreshments, we asked her for the recipe. It would be equally good for a cruising get together.

### Blueberry Betty

1 quart blueberries    1 cup flour  
or 2 pkg. frozen            1 cup sugar  
1Tbs. Lemon juice        ½ cup butter  
¼ tsp. Cinnamon

Preheat oven to 375. Place washed berries in 1½ quart casserole. Add lemon juice and sprinkle with cinnamon. In a separate bowl, sift flour and sugar together and then cut in butter until crumbly. Spread over berries. Bake at 375 degrees for 45 minutes. Serve with ice cream or whipped cream.  
6 servings.

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

## CRYA News

Sauvie Island Yacht Club is a member of the Columbia River Yachting Association. CRYA is an umbrella organization that brings together yacht clubs and other maritime interests along the length of the Columbia River.

Our Commodore, George Stonecliffe attended the meeting on January 15, 2013, and brought back this report.

\*\*\* Call Sarah for color choices: **503/774-3381**

1. Speaker LCDR Bill Wise, US Naval Sea Cadet Corps: nationally organized in 1962, locally meets at Navy Operational Support Center, Swan Island, Portland. Go to [www.pdxdivnsc.org](http://www.pdxdivnsc.org). They don't have any affiliation with the Boy Scouts of America (that is the Sea Scouts). Young people ages 11 to 18 are exposed to activities leading to military service. The focus is on developing leadership, team-building, responsibility, honor, integrity, commitment, self-discipline, and self-worth through different skills and jobs including medical skills, construction skills, diving, sailing, navigating, and other military skills such as marching, fitness, flag display, and firing weapons. The local Corps has 25 cadets and 5 instructors. In the last few years, 8 cadets have joined the military in pay grades from E-3 to E-6!



*Above: Jake Nelson, one of the newest members of the Sea Cadet Corps.*

2. Washington State is increasing their toughness and surveillance of BUI: Boating Under Influence. Boating licenses are being yanked and cancelled.
3. Opening Boat Day is May 4<sup>th</sup>.
4. 'Lady Washington' is stopping in St. Helens on May 18-19<sup>th</sup>.
5. USCG representative at the meeting shared that 1/3 of the local USCG 13<sup>th</sup> District is reassigned to some other Command every year. So every 3

years, the USCG is a totally new slate of personnel!! There is a lot of training and educating of new personnel constantly going on. This can impact the service we feel, and the changing image we observe.

Submitted: George Stonecliffe



## Club Business

### SIYC Membership Meeting March 1, 2013 Sauvie Island Academy

The meeting was called to order at 7:30 p.m. by Commodore George Stonecliffe. Other officers present were Vice Commodore Chris Johnston, Rear Commodore Garry Weber, Treasurer David Mangan, and Secretary Sue Stonecliffe.

#### **Guests: Prospective members:**

Mike Dowding and Gabrielle Lennartz (4th)  
Bob and Karen Naylor (2nd)  
Mart Hughes (1<sup>st</sup>)

Susan Fichter and Rudy Marchesi were inducted as new members by Education Chair Ed Daugherty. Their boat, s/v Perseverance, a 1983 S-2 design sloop is moored at Fred's Marina.

**Treasurer** David Mangan reported \$2,613.42 in the checking account.

**Newsletter** Editor Barbara Johnston reminded us to write back to cruisers who have written cruising letters, so that they won't feel like

they're sending their reports into a "black hole." She also solicited recipes for the "recipe of the month" column.

**Upcoming Programs:** Mike and Gail Cannady will present a program on cruising the South Sound (Puget Sound) at West Marine located near Hayden Island next month. The meeting will begin at 7:00 p.m. instead of 7:30 p.m. at the request of West Marine. Please arrive even earlier to browse and purchase any needed items before we begin. Refreshments will be provided.

Craig Johnston reiterated information about the Life Sling class and cruise scheduled for July.

**Upcoming cruises:** Anchoring Cruise March 16-17 at Martin Slough hosted by Terry and Michelle Wilson. George Stonecliffe has written the questions for the April Navigation Cruise. Most of the questions will be based on the June 2012 chart of Sauvie Island, #18525.

**Refreshments:** We all thanked Sarah Daugherty for the lovely deep-dish Blueberry Buckle. Mark and Becky Nerczuk and Craig Hull are responsible for the next meeting.

**Old Business:** The slate of officers nominated for next year are Mark Nerczuk, Vice Commodore, Craig Johnston, Commodore, George Stonecliffe, Rear Commodore and Treasurer, Sue Stonecliffe, Secretary. Among the few non-cruising active members, no one else was willing to step forward.

**New Business:** New rosters will be sent out in May. Please let George know if any of the information in the current roster needs to be updated.

Dues are due at the April meeting. Please bring your check for \$50 made out to SIYC. In addition to the election of officers at the May meeting, there will be a raffle and a dessert potluck. Please bring any items from the bilge or pantry or bookcase which are no longer needed. Ticket prices will depend on the number of items offered.

The meeting adjourned for refreshments and program setup at 8:00 p.m.

**Program:** Ruth and Randy Webster gave us a very detailed lecture on reading weather FAX files and other information available from shortwave radio broadcasts while sailing offshore. Having sailed to and from Hawaii from Portland 2 years ago on their own 35' boat, their experiences with weather proved very interesting to us all.

\*\*\*\*\*

The SIYC Board met at the Stonecliffe's home on February 27<sup>th</sup> with all members present. Commodore George Stonecliffe reported that he called all active non-cruising members and that Mark Nerczuk was the only one willing to volunteer as an officer next year. He wants to continue working with the website as well. Board members visited Rudy and Susan's boat at the Valentine's Cruise so they will be inducted at the next membership meeting. Adding summer cruises to next year's schedule was discussed.

Next Board Meeting: Wednesday April 3<sup>rd</sup> at the Johnstons' home.



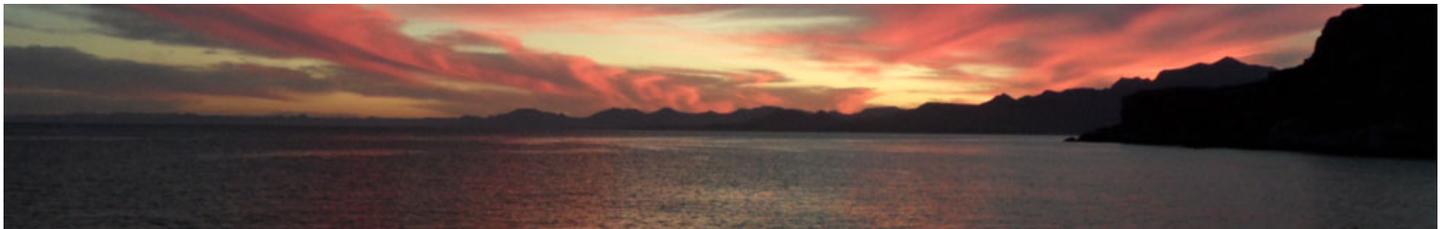
*Chef extraordinaire David Mangan  
SIYC's February Valentine Cruise*

## 2012-2013 CALENDAR

GENERAL MEETINGS		BOARD MEETINGS	CRUISES	
April 5 7:00 pm	West Marine, Delta Park "Cruising South Puget Sound."	April 3	April 20-21	Navigation Cruise
May 3 7:30 pm	Sauvie Island Academy Annual Business Meeting: Dessert Potluck and election of officers	May 1	May 18-19	Annual Race/Drift Cruise (Sand Island)
June 1	Annual picnic, location TBD			

### SIYC CRUISING BOATS – Locations outside of the Pacific Northwest

Boat Name	Owners' Names	Location
<i>Adagio</i>	Jeff & Jane Woodward	Sea of Cortez, Mexico
<i>Ahwahnee</i>	Tom & Kathy Edwards	Placida, Florida
<i>Imi Loa</i>	Devon Quinn & Rowan Madix	Alameda, CA
<i>Kailani</i>	David & Christy Dykkestén	Panama
<i>Lungta</i>	Dan Finkelstein & Kathy Mitchell	West Coast of Mexico
<i>Moonshadow</i>	Richard Sandefur & Anita Melbo	On passage from Costa Rica to Hawaii
<i>Nashira</i>	Mike Floyd	Crescent City, CA
<i>Perpetua</i>	Pat & Susan Canniff	Mazatlan, Mexico
<i>Pied-A-Mer III</i>	Eric & Pam Sellix	La Cruz de Huanacastle, Mexico
<i>Rolling Thunder</i>	Bruce, Jan & Max Payne	San Carlos, Mexico
<i>Silvergirl</i>	Bob Hulegard & Robin Fouche	Newport Beach, CA



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

## Member Websites

<b>Adagio:</b>	<a href="http://sailblogs.com/member/turningleft/">http://sailblogs.com/member/turningleft/</a>
<b>Ahwahnee:</b>	<a href="http://www.sailblogs.com/member/voyage_continued/">http://www.sailblogs.com/member/voyage_continued/</a>
<b>Julia Max:</b>	<a href="http://www.sailblogs.com/member/juliamax/">http://www.sailblogs.com/member/juliamax/</a>
<b>Perpetua blog:</b>	<a href="http://www.sailblogs.com/member/our_journeys/">http://www.sailblogs.com/member/our_journeys/</a>
<b>Perpetua Pictures:</b>	<a href="http://imageevent.com/our_journeys/">http://imageevent.com/our_journeys/</a>
<b>Lungta:</b>	<a href="http://www.lungtalife.com/blog">http://www.lungtalife.com/blog</a>
<b>Pied-a-Mer III</b>	<a href="http://www.sailblogs.com/member/sesesail/">http://www.sailblogs.com/member/sesesail/</a>
<b>Sequoia:</b>	<a href="http://www.svsequoia.com/">http://www.svsequoia.com/</a>

### 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.

<http://www.cbsa-asfc.gc.ca/prog/canpass/menu-eng.html> The **Canadian Canpass website** – If you're cruising to Canada, you'll want to know about this permit system.

<http://www.parks.wa.gov/boating/moorage/?subject=permit> Information about mooring permits required for **Washington State Parks** along the Columbia River and elsewhere.



Sunset off the Oregon Coast. S/V Sequoia, heading south, August, 2010.

## CRUISING REPORTS



*From Richard Sandefur, S/V Moonshadow*

Hello friends –

An experienced sea woman named Gillian joined me here in Golfito, Costa Rica and signed on for the passage to Hawaii after being approved by the admiral. She is about my age and has been sailing since the early 70's.

Moonshadow is on a mooring at the Land and Sea Cruising Club run by Americans Tim and Kate. It is a

comfortable base with a nice club house. The walls are decorated with the names of yachts that have passed through including Sea Tern in 2004 and 2006. Some of you know the owners, former SIYC members, Herman and Nancy.

We decided to take a short land trip to see something other than the water view before shoving off. We travelled by bus a few hours to a small town called San Vito, 3,500 feet above sea level. It was amazingly clean with people sweeping even the tiniest bit of rubbish off the sidewalk every morning. Nice and cool there. Visited the Wilson Botanical Garden, a couple miles from the town, which has many different plant species from around the world as well as many birds and four footed creatures including a Paca, also known as an Agouti, eating figs the birds had dropped.



We returned to Golfito and then took Moonshadow on a five day trip around Golfo Dulce ( Sweet Gulf), a large bay right next to Golfito, 30 miles long and about 8 miles wide. Our first stop was a town called Porto Jimenez. A short walk down the beach road led to a path that went along a wetlands area. We no sooner started down the path when one of us commented that it looked like croc territory. Sure enough a crocodile slid off into the water just a few meters from us. Then we saw another and another and another. A man just across the narrow swamp area and standing barefoot in the water started calling the crocodiles individually by name and they all began heading his way. He told us they were his crocodiles. Sometimes half the fun is just not knowing what is really going on.

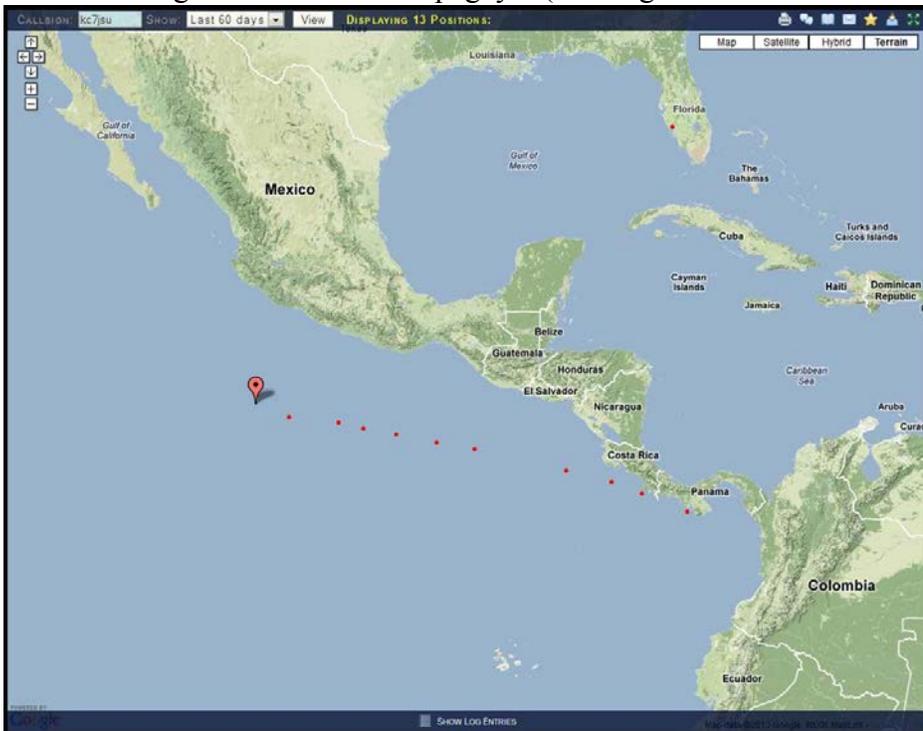
On the same track a few minutes later we saw spider monkeys, Macaws, a Basilisk lizard also known as the JC lizard because it can walk on the water and a Spotted Skink lizard. Then we heard Howler monkeys so back-tracked down the path to try for a few photos of them.

Our next anchorage was Rincon which means private place at the end of the bay. It really was a private place with no other yachts and only an occasional fisherman. We enjoyed the silence at night, only hearing the sounds of the jungle. There were often Sting Rays around the boat along with a few jelly fish. We enjoyed swimming in the clean water but Gillian did get stung a few times.



Returning the 22 miles to Golfito we practiced our man overboard drills by rescuing coconuts then got to de-husk our victims, drinking the milk and eating the sweet meat.

Now back in Golfito making preparations to get underway for Hawaii. We plan to leave Sunday March 3rd, so should be underway way by the time you read this. There is seldom much wind off the coast here and the forecast indicates we will have to use the motor for maybe a couple of days, going very slow to conserve fuel, before catching the tail end of a Papagayo (a strong wind off Central America) and after that the NE trades.



Then hopefully we should zoom along. I estimate around 35 days to make the 4,200 miles to Hilo, arriving early April.

If you would like to follow Moonshadow's progress to Hawaii go to <http://shiptrak.org/> then in the call sign box type KC7JSU. The first track it shows is Moonshadow's trip to the South Pacific in 2002. [The screen capture from shiptrak.org, left, shows Moonshadow's position as of March 13, 2013. – Ed.]

Cheers,  
Richard  
SV/Moonshadow

## *Just in from Richard...*

March 9, 2013

Hi there,

All continues to be well. Changed clocks back one hour, now on Mountain time. Zooming along at 6.3 knots in about 17 kts of wind, after a slow day of 120 miles yesterday. Double reefed main, staysail and scrap of yankee. I am wondering if we have finally reached the NE trades.

Still seeing many sea birds during the day and and dolphins on Gill's watch last night. Also lots of phosphorescence.

Cheers,  
Richard

---

## *From Tom & Kathy Edwards, S/V Ahwahnee*



Greetings from the Ahwahnee Crew in Florida - "Still"

Confirming the rumors – Ahwahnee is for Sale. As you can see by the picture, she is getting her bottom painted and by April 1 should be listed with a broker.

It has been a hard decision to part with our lady. She's given us 22 years of adventure, but the time has come for her to find a new owner. The past two seasons we have gone through the engine, plumbing and revitalized those systems that were shut down during our last few years of cruising. Of course, it makes it harder to let go when she starts looking so good and is tugging at the jack stands to go again.

Also, notice in the picture the blue sky. Oh, how we have enjoyed Florida. And, there is water everywhere for future boating. We've been known to take a Sunday and just go to the beach swimming or sitting in the sun reading. Not sure we are ready to give our winters up down here.

Our plans to go to the Bahamas this season were interrupted by "life." We'll get there but it will be by cruise ship and our crew that was going with us will sign on for the cruise ship also. So it is all good.

One of the advantages of being in Florida is the close proximity of our youngest daughter, Tawni. We try to see her about once a month and recently she came down



to stay for two days and we put her up the mast to run a halyard. Since she is an aerialist by profession, it was a piece of cake for her and she said if she'd had her hoop she could have made money doing a performance.

Speaking of aerial, we went to see the Wallendas perform in Sarasota. Talk about sweaty palms. It is one of those performances you want to watch but you watch with squinty eyes because you don't want to see anything bad happen. Our neighbor in the yard (who owns a real house), invited us up for a weekend in Sarasota and took us to see the Ringling Museum, aquarium and, of course, marinas. He sailed from San Francisco, got married here and is now a Floridian.

If you know anyone interested in a seasoned, well-maintained Pearson 424, give them our e-mail and we'll share particulars. Always a better buy before we talk to the broker.

Sail on and on and on,

Tom and Kathy  
Ahwahnee  
Placida, FL

---

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

Monday, February 18, 2013

At anchor north side Punta Salinas, Isla San Jose

24\* 55.3 N / 110\* 38.5 W

Dear SIYC Friends,



We are on the move again. We were hunkered down in San Evaristo for about a week. The wind was blowing in the 20 knot range and that really chops up the Sea. No fun. Besides, we broke some sail slides on the way from Agua Verde to San Evaristo. In order to cut the old ones off the sail and sew new ones on, we had to take the sail out of the mast slot. To do that we needed calm air or the sail would have been all over the boat. Getting control of it could have been a real wrestling match.

Yesterday at first light it was dead calm. There was a big pod of dolphin and an accompanying flock of pelicans fishing in the anchorage. They caused quite a commotion. There were around two dozen big dolphins, with one or two babies staying in close contact to their mammas. Three boats were in the anchorage including us, and the dolphins put on quite a show for us all, swimming right next to our boats, splashing and leaping. The pelicans were staying just ahead of the dolphins who were pushing the bait fish ahead of them. So while the

dolphins were making things exciting in the water, the pelicans were doing their aerial acrobatics above. Quite the show. And good entertainment while I did my sewing project.

I had the sail ready for service by 1000 and we weighed anchor and got underway for the north side of Punta Salinas, where we are now. This is not one of the more frequently visited anchorages. This time of year the wind is normally out of the north, so generally the lee side of the points is to the south. But we are enjoying a couple of days of light southerlies and so we get to explore some new spots. The sand beach is miles long. And we are the only ones here. We made some interesting discoveries while beach combing. There is the skull and



lower jaw of a dolphin. Two things to note about that: It is much bigger than I would have imagined. There is some hide on the top of the skull. The jaw is clean bone. There are tooth sockets, but all the teeth are gone. The hide is much thicker than I would have thought.

And there is more hair than I would have thought. About a mile down the beach is a sea lion carcass being picked on by a flock of vultures. No real surprises there, except the lack of stink. Both Janie and I were expecting it to be really ripe, but it is not. We also found a fairly rare shell, a paper nautilus. It is a really fragile shell, and the one we found has a few pieces missing, but still it's pretty cool. We will send pictures when we can. The last thing of note was a dried out baby turtle. It was intact, but completely dried out. About the size of a silver dollar. I took a picture, but when I looked on the computer it was out of focus. I think I held the camera too close.

There is an abandoned salt producing flat just a little inland of the beach. The way it worked was that they flooded the flats with a big irrigation ditch to the sea. Then the flood gates were closed and the water was allowed to evaporate by the sun. When it was dry, they collected the salt with earth moving equipment and shipped it off to a cleaning facility in La Paz or other ports. The flats are miles long and miles wide. There is a series of earthen dikes to break the big flat into separate pools. Each pool is about 50 yards by 25 yards. There are the remains of a few buildings on the south side, a left-behind pile of salt about 15 feet tall and about 100' x 20'.



And there are the scattered remains of old pick-up trucks, and bulldozers, etc. The trucks look to be about 1950 vintages. Not much left of them. We don't know the specifics of why the salt production facility was abandoned. Just across the channel in San Evaristo there is a much smaller facility that is still in production. Perhaps it continues to be profitable because of the road - a rough dirt track to be sure, but a road none the less - connecting San Evaristo to La Paz. We were told that much of that salt goes to market in 50 and 100 pound sacks in the back of pick-up trucks. Besides the profit for selling the salt, the sacks are important to aid traction for the pick-ups. On the return trip the pick-up is loaded with groceries and supplies. There are surprisingly few 4x4 vehicles in Mexico. Most Mexicans cannot afford the extra cost. So they make do without.

The weather is supposed to change tomorrow and start coming out of the north again. So we plan to get up early and start moving south. We are thinking Isla San Francisco. It is one of the places we are pretty familiar

with. We will spend a few days there, then when the weather is right we will move further south, probably spending some time in the islands of Espiritu Santo and Partida before heading for the big city of La Paz.

Well I'd better go. The sun is starting to get close to the Gigante mountain tops, the spine of the Baja Peninsula. That's the best part of each day. Sunrises and sunsets. In this part of the Sea they are generally pretty spectacular.

We hope this finds you all healthy and happy. Write us when you can.

Jeff and Janie  
S/V Adagio



---

## *More from Jeff and Janie*

Thursday, February 21, 2013  
At anchor Isla San Francisco  
24\* 49.3 N / 110\* 34.3 W

Hi Everybody,

We've moved just a bit further south. We are now in one of our favorite anchorages, Isla San Francisco, where we are safely tucked in to wait out yet another 'Norther'. The morning HAM radio weather forecast is calling for winds to the high 20's and seas to 7 feet at 7 seconds. I know "7 foot seas" does not sound so bad to you Pacific NW sailors. Back home 7 foot seas are considered calm weather. It's the 7 seconds part that makes things exciting.

Speaking of excitement, we've had a bit of that lately.

On Tuesday, we enjoyed a lovely calm day on the hook in Bahia Amortajada at the south end of Isla San Jose. We took the dink in and walked the beach, hunting for the humpback whale skull and jawbones we saw there a few years back. We found what we think is a disk that fits between whale vertebrae, and some other bits of whale bone, but we never found the skull and jaw. We heard they may have been taken to the marine mammal museum in La Paz.

That night just after the sun set behind the Gigante mountains, the wind began picking up out of the west. Unfortunately the anchorage at Amortajada is completely exposed to the west and to the north. Because there are no other anchorages close by with N or W protection, we decided to wait it out to see what developed. Around 0100 the wind had picked up to around 20 kts. Our dink was hanging on the side from a halyard, which is S.O.P. in Mexico as protection from theft. Additionally it helps keep stuff from growing on the bottom. The increased wind was causing the dink to dance a bit. We could have dropped it into the water and brought it up

close astern of the big boat. That would have given it a nice lee, but then if things got worse and we had to bail, we didn't like the thought of dragging the dink in high winds and confused seas. Too easy for it to capsize and cause bigger problems. So we dragged ourselves out into the weather. Brought the dink aboard. Deflated it. Capsized it over the life raft, and lashed her down. We had a bright moonlit night. Getting the dink stowed turned out easier than expected.

We thought about pulling the hook and getting to a better anchorage. But there are several small islands and rocks between Isla San Jose and Isla San Francisco. Mexican charts are notoriously inaccurate. What you see on the chart plotter and what you see with your naked eye are often in conflict. So we waited for day to break. We set the anchor drag alarm on the GPS, and we made frequent visual checks to guard against dragging. The sea had become lively enough that we moved out of our bed in the vee-berth and slept on the settees in the cabin where the boat's motion is easier. Besides the motion of the boat, we had the lee shore astern of us to worry about. We were in just 12 feet of water and the rocks were just a few hundred yards downwind.

At first light we started the engine and got the anchor up. It was a bit of a struggle. The wind chop was 3 to 4 foot, with lots of white caps. And the anchor chain had collected gobs of sea grass. At times like these we feel glad to have an anchor wash down system. A sea-water pump, a short piece of garden hose and a high-pressure nozzle to blast the goop off the chain and anchor as it comes aboard. Our cockpit depth sounder repeater has been a bit cranky lately. Sometimes it works, sometimes it doesn't. This morning was one of its bad days. So to add to the adventure, we ran up and down the companionway ladder to check our depths as we made our way out to the channel.



Once in the channel, it was a downwind sail to Isla San Francisco. We rolled out a bit of genoa and were scooting along ahead of 5 to 6 foot whitecaps making good 5 knots. We rolled a bit from side to side, but nothing excessive. By the time we were weaving through the rocks and islands, the cockpit repeater decided to come back to life and that made life a little less stressful. In just about an hour we sailed into the anchorage in the lee of the tall mountain of Isla San Francisco, found a parking spot, set the hook, and had breakfast.

It wasn't until we were done with breakfast and started cleaning up the boat that we noticed a 30 foot sailboat aground on the beach in the south part of the anchorage. We hailed her on CH 16. Got no reply. But did get a call from another boat in the anchorage. Sometime around 0100 (about when we were wrestling our dink aboard) there was a commotion in S.F. when the sailboat was noticed to be dragging anchor. They got the anchor reset. But then around 0400 it was noticed that they had gone aground. There were four persons aboard, two couples. The guy on one of the other boats in the anchorage rowed his dink over and found them all asleep. He informed them that they were aground.

When they went up on the beach it was nearly high tide. By the time we saw them it was near low tide. The water had dropped 3 or 4 feet. The entire bottom was dry. The keel was in the sand in just a few inches of water. Luckily the rudder was an inch or two above the bottom. They had set two anchors as far out as they could, and had run the lines back to the cockpit sheet winches. And they had winched those lines bar tight to keep from getting set higher up the beach.

We are not sure about the details. When the afternoon high tide arrived, we were napping. Recovering from

our sleepless night. But two guys returned to the boat anchored next to us in high spirits. They had a big Fortress anchor, some chain and a good deal of rode that they were returning to their boat. The stranded sailboat was afloat, motoring to re-anchor.

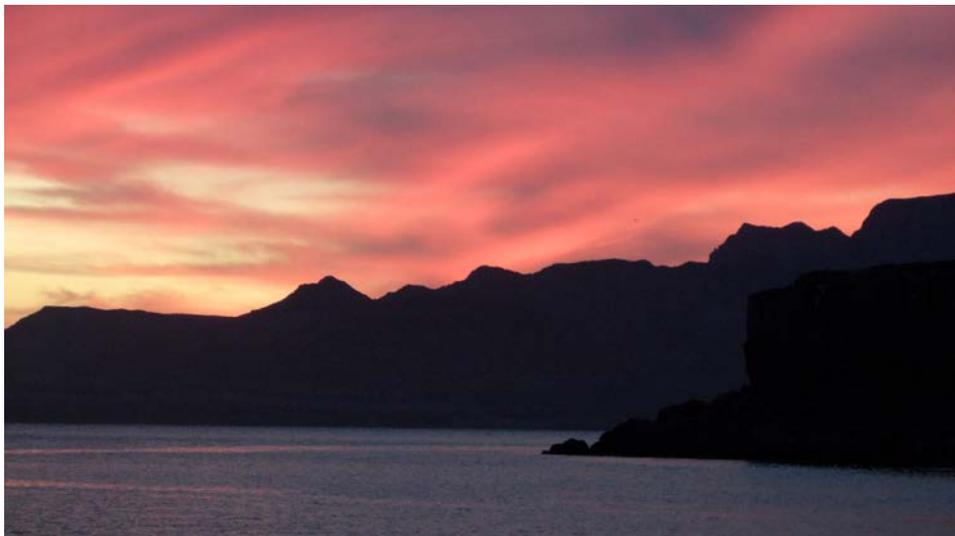
We spent a relatively quiet night with no excitement other than the spectacular aerial acrobatics of the dolphins out in the channel around sunset. They were leaping and splashing and carrying on as only they can. The next morning I was sipping a cup of coffee and enjoying the fading colors of the sunrise when I noticed another sailboat dragging anchor. It has a steel hull and was one of the furthest boats upwind. The wind was blowing around 20 knots and he was closing fast on the next boat in line. I called out on CH 16. The downwind boat came back, but not the dragging boat. So I sounded a couple of blasts on the air horn. The steel hulled boat got his engine on line and in gear

pretty quickly and was able to stop his progress towards the other boat.

Then he started hoisting his chain.

It was heavily fouled with grass and also fouled with the painter of his dink. His dink had been secured with just his bow painter, and when the big boat started moving downwind, the dink began being towed by the big boat's bow. The painter fouled the anchor.

When it rains, it pours! In fairly short order all was made right and the steel boat got himself safely re-anchored.



That's when we heard the call on VHF 16. Our friends in San Evaristo were trying to find a diver. Somehow the outboard on their dink was lost in about 30 feet of water. We don't know the details. We assume the dink capsized and the engine mounts were not tight enough. The night before there were reports of 36 knot winds in San Evaristo and boats dragging anchor. Our friend has a head cold and so cannot equalize the pressure in his ears, so he needed a diver to recover the outboard for him. Eventually one of the other boats anchored in San Evaristo replied. He had diving gear and was able to recover the engine which is now in the capable hands of a local mechanic.

So that's the news from Adagio. We plan to stay here until the weather improves. That's supposed to be around Monday. Once the weather is comfortable for travel, we'll head towards La Paz. When we get there we will have regular internet and will be able to send you some pictures. In the meanwhile we will take some walks on these beautiful sand beaches. Look around to see if there have been any changes in the island since our last visit. And make some new friends among the boats anchored here.

Write us when you can. We love hearing from you.

We hope this finds you all healthy and happy.

J&J

---

## *And a last word from Jeff & Janie*

Hi Everybody,

We left Marina de La Paz this morning at 11:00am and are now in the islands just to the north of the peninsula. We're rocking around a bit, but once we get in the lee of the island we should have a pretty nice ride. It's a beautiful, sunny, warm day.

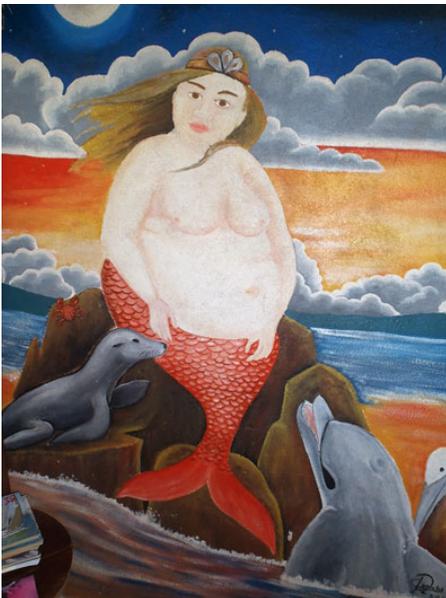
This note is just to remind you that we LOVE to hear from you but we won't have internet access for six weeks. Please use our Sailmail address which is “*whiskey-delta-bravo-seven-six-four-six*” at *sailmail dot com*. (address modified to avoid spam-bots in the online version of this newsletter. – Ed.)

Take good care,  
Jeff & Janie  
s/v Adagio

---

## **Let's Stay in Touch with our Cruising Members**

*Jeff & Janie's last message above reminds your editor of this most important topic: staying in touch with our cruising members. If you enjoyed the stories and pictures 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.*



Artwork seen in Costa Rica by Richard Sandefur, which he has titled “Alternate Crew”