



SAUVIE ISLAND YACHT CLUB NEWSLETTER

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

www.siyc.org

No. 370, May , 2016

SIYC OFFICERS '15 -'16

Commodore
Richard Sandefur

Vice Commodore
Gabrielle Dowding

Secretary
Kim Taylor

Treasurer
Jenny Bruning

Rear Commodore
Craig Johnston

COMMITTEE CHAIRS

Membership
Ray McCracken

Music
Terry O'Shea

Database Editor
George Stonecliffe

Newsletter Editor
Alicia Watkins

Website
Mark Nerczuk



Race Drift Cruise

Sand Island, St. Helens OR

Hosts: Craig & Barbara Johnston

May 21st - 22nd 2016

More information on page 2

Upcoming Club Events

Annual Membership Picnic

June 4th 2016

Summer Sailstice

June 18th 2016

July Cruise to Cathlamet

July 8th-10th 2016

Lifesling MOB Class

July 19th & 22nd 2016

Cruising Reports Start on Page 10

Commodore's Comments, April 2016

Hi folks,

This is the last Commodore report of the season, but I will send out emails reminding everyone of the summer events. It's been a pleasure serving as your Commodore this year and since I have been voted in again I look forward to serving you in the coming year as well.



We had our election of officers at the May meeting and the results were:

Commodore:	Richard Sandefur
Vice Commodore:	Gabrielle Dowding
Secretary:	Kim Taylor
Treasurer:	Jenny Bruning
Rear Commodore:	Craig Johnston

The Race Cruise will be May 21-22. If you have not picked up your race packet there may still be time. Contact Craig Johnston.

We are approaching the end of our fall thru spring SIYC season, but here are the dates of the summer activities:

Picnic (Kelly Pt Park):	June 4 th
Sailstice:	June 18
Cathlamet Cruise:	July 8-10
Life Sling Clinic:	July 19, and July 23-24

Have a great summer and see you at the Race Cruise and picnic.

Cheers,
Richard Sandefur
Commodore



May Race/Drift Cruise

Date: May 21st - 22nd 2016
 Location: Sand Island, St. Helens

May 21st marks the date of the 36th Annual SIYC Race-Drift Cruise. Our only pure sailing event of the year, this is a low-key, friendly race down the Columbia.

Starting at 12 Noon just upstream of Warrior Rock (near St. Helens), the course runs downstream to a finish line off Martin Island, a distance of about

6.4nm. This fun event will feature a separate finish category for full and fin keel boats. As of the week before the race, six boats are signed up, four in the full keel category and two fin keel boats.



Following the race we will gather at Sand Island's S dock opposite St. Helens Marina for prizes and the usual dinner, drinks and lies. All are welcome to join us at the dock regardless of whether you are racing or not. Anyone wishing to join the race should contact Craig Johnston immediately for a race info.

Annual Member Picnic

Date: June 4th 2016
 Location: Kelly Point Park, Picnic Site F
 Time: 12-3pm

This year's SIYC Picnic will be held again at Kelly Pt. Park, on the north tip of North Portland at the confluence of the Willamette and Columbia Rivers. This site was well received last year, scenic and quietly of by itself, but if it rains we will have to create our own shelter. You will have to walk about 200

yards from your car on a paved path to get there.

Food: As usual, the Club will supply hamburgers, hot dogs, and the fixings. Bring your potluck contributions of salads, chips, or desserts. (You can bring your own higher-class meat for grilling if you wish.)

Beverages: The club will supply basic soft drinks. *BYOB wine and beer are okay!*

Facilities: There are no shelters or barbecues, so we will need to bring tarps, ropes, and grills. The park has a good restroom nearby.

Getting There:

From Portland: take I-5 north to exit 307, Marine Drive West. Follow Marine Drive W for 5.1 miles, and then turn right onto Kelley Point Park Rd. Drive to the farthest parking lot and take the paved path to the north.

From Sauvie Island: come into town on Highway 30 and take the St. Johns Bridge across the Willamette. Continue onto N Philadelphia, then turn left onto N. Lombard St. Follow Lombard onto N. Burgard Rd, then left onto N. Lombard. After 2.3 mi., turn left into N. Kelley Point Park Rd.

By water: The picnic area is 20 yards from the Columbia with a sandy beach, about 360 yards SSE of the Kelley Pt. light, which sits out on the end of the long dam running N-S. There are numerous pilings in the water, but *with caution* we think one could anchor and throw a line on a piling, then dinghy to the beach. *No swimming, the current here is too dangerous.* If you are considering sailing here, you might want to visit the park check out site F and the water there.

Summer Sailstice

By, Terry O'Shea

Date: June 18th 2016

Location: Sauvie Island

Hosts: Terry & Charing O'Shea

Summer Sailstice is a virtual sailing event that has the mission of uniting sailors worldwide to celebrate and share their passion for

sailing. The event was founded in 2001 by John Arndt an Associate Editor of Latitude 38, and is held annually on the weekend nearest the summer solstice.

Terry O'Shea and his then Capri 25 "River Bee" celebrated as one of the first 200 boats back in 2001 by circumnavigating Sauvie Island. Today there are over 5000 boats that participate around the world. Every year Terry's continued the tradition of sailing around Sauvie Island, having the crew sign the burgee, and celebrating the solstice sunset with adult beverages.

On June 18th this year we will once again celebrate Sailstice by our annual trip around the island. For the 15th year of Sailstice we welcome all to join us, as part of the SIYC cruise around the island. Details will be in the next newsletter. (for more information on worldwide 2016 Sailstice Event go to <http://www.summersailstice.com>.



If you have any questions feel free to contact Terry O'Shea at

Cathlamet Summer Cruise

Date: July 8th - 10th 2016

Location: Elochoman Marina,
Cathlamet, WA

Hosts: Michael & Gabrielle Dowding

Theme: Farm to Table

"One if by land, two if by sea!"

Mark your calendars for this encore sail to the most hospitable little hamlet that loves cruisers. Do schedule or projects make it difficult to go by boat? Join us anyway! Cathlamet is an easy drive from Portland and has well appointed

cabins, cute yurts and camping as well as RV spaces available. Book early to reserve as they sell out quickly.

Marina Office : [360-795-3501](tel:360-795-3501). If you have any questions, contact Michael and Gabrielle

THINGS TO KNOW

Due to silting, and generally low water, full-keeled boats are strongly advised to enter Elochoman Marina at high tide.

SIYC boats are reserved on dock “E”

- * Ice, showers and nice bathrooms are all available at the marina.
- * Mile 38 Brewing (formally Drop Anchor Brewing) is one block away and overlooks the marina. Open Fri and Sat from 4pm-8pm, they invite guests to bring snacks to enjoy with their fine beer as they offer no food.
- * Cell phones do not work in this area. Cathlamet is a cellular “dead zone.”
- * The marina provides a free internet hot spot in the Pavilion and phone service in the Pavilion.
- * A charming and well stocked grocery is an easy stroll from the marina

THINGS TO DO

- *Fri : 3-6pm: Farmers Market,
4-8pm: Mile 38 Brewing
- *Sat : 4-6pm: Mile 38 Brewing
6 pm SIYC BBQ @ the Pavilion
7:30 pm : “Two Truths & A Lie”

Theme ~ Farm to Table. A large propane grill is included with our Pavilion Reservation. Bring a favorite summer dish and whatever you like to toss on the grill, your drink of choice, plates and silverware. Current menu items include Grilled Chicken Salad Panzanella, Fresh Focaccia w/ Mediterranean Sea Salt and Scallions, and Bread Pudding.

“Two Truths & A Lie” A wickedly funny game where teams try to discern which of 3 “facts” about members boats are 2 truths and which tale is the “Whopper”.

The Farmers Market features abundant local produce, raw honey, artesian goat cheese, fresh beef, lamb and pork for grilling as well as rustic breads and chocolate chip cookies that alone are worth the trip. If you want anything from the market and will not arrive until sat, let Gabrielle know and she will shop for you.

Your hosts: **Michael and Gabrielle,
SVMTCrew**

Lifesling MOB Class

- Dates: July 19th 2016 (classroom)
July 22nd -24th 2016
- Locations: Classroom: Flightcraft
On the water: Sand Island
- Hosts: Craig & Barbara Johnston
- Cost: \$20/members and
\$30/non-member

In July we will reprise our widely acclaimed class in the theory and practice of using the Lifesling man overboard device, which addresses the vital issue of how to get your partner back on board after they have inadvertently left the security of the deck. The training is in two parts: the first an evening class Tuesday, July 19 at Flightcraft (near PDX), covering the reasons for the creation of the Lifesling, theory of how to use it in a variety of short-handed situations, and hands-on looks at the various models and related gear. The second part is a cruise at Sand Island, near St. Helens, from Friday July 22 to Sunday July 24, at which we practice at the dock and then try the boat handling part out in the river.



This is a warm water event and has proven to be both educational and a lot of fun in the past. Many of the those already signed-up have taken the class in the past but are doing so again as a needed refresher (similar to first

aid/CPR training). Both the classroom and in-the-water sessions are necessary to achieve the training goals. At this date we have 23 people and 7 or 8 boats signed up and a few more places are available if interested. You can participate without your boat by crewing on another boat, but the training is most useful with your own gear on your own boat.

Cost is \$20 for SIYC members and \$30 for non-members. Contact Craig Johnston, or by email at: to sign up. Everyone signed up will be getting more information by email by the end of June.

Sea of Cortez Cruisers Rendezue

22ND ANNUAL SEA OF CORTEZ

CRUISERS RENDEZVOUS

August 26th, 27th & 28th

At the Marina in Cathlamet, Washington

Potluck - Saturday the 27th at 2:00 p.m.

Please contact the Elochoman Marina (asap!) at 500 2nd Street, Cathlamet, WA 98612 Or (360) 795-3501 to reserve space for RVs and boats.

People will be arriving on Friday and staying through Sunday. Potluck on Saturday with much visiting, playing of music and storytelling all weekend.

For more information, questions, maps, etc., call or e-mail: Kim Taylor (previously of Jasmine Isle, now of Kaaluna) at

New and Returning Members

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

For Sale

Icom IC-M700PRO with Icom AT-130 Antenna tuner. The M700PRO is a FCC type excepted Marine radio with Ham Bands software installed by Rogers Marine. Covers 160 through 10 mtrs amateur and all Marine SSB frequencies at 150 watts P.E.P.

The Icom IC-130 Antenna tuner tunes all Marine SSB and Ham HF frequencies with either an insulated back stay or Marine whip Antenna.

Will only sell as a pair. Give me a call for price. Art Zehner-



Dahon Mariner 6S. 20 inch wheels. Carrying case included. Never used on a boat or stored in a marine environment. Hardly ever ridden. Instruction & basic repair booklet included.

Purchased new in 2006 for \$410. Yours for \$200. Mike Cannady .

SIYC Clothing & Accessories

Support SIYC with some new threads! To order please contact Charing at a membership meeting or by email:

Some of the many items for sale, price includes logo:

- Port Authority Gradient Soft Shell Jacket
 - \$65.00
- Port Authority Torrent Waterproof Jacket
 - \$55.00
- Liberty Bags Explorer Duffle
 - \$39.95
- Fleece & Poly Travel Blanket
 - \$25.00

Recipe of the Month

By, Muki Kerr

Home-made Yogurt

Ingredients:

- 2 quarts (1/2 gallon) milk
- 3 T plain yogurt with live cultures
- 2 tsp plain gelatin store-bought or prior home-made 1 T honey (opt)

Directions:

- Heat milk, gelatin and honey to 200° F (almost boiling), stir sometimes.
- Place pot into ice bath, cool to 110° F
- Combine prior made live yogurt into a cup of cooled milk mixture
- Mix this well back into pot.
- Pour into jars, screw on lids, place on heating pad set to medium, cover with towel (110° F) for 8 hours.
- Refrigerate. Each batch (1/2 gallon or 2 qts) makes 4- pint jars or 8- 1/2 pint jars. Mix & match. I usually make 2 batches or 1- gallon at a time, makes 8 pint jars.



Delicious on its own, or with some granola and fresh fruit!

Boat U.S. Membership

The SIYC is a participating member of the Boat U.S. Group program, which allows SIYC members a 50% discount on their individual Boat U.S. membership dues. To take advantage you will need our group code: **GA81077Y**. Use the code when renewing your individual membership. There are numerous savings available with a Boat U.S. membership, on a few of which include:

- A 4% rebate at West Marine
- Marina fuel and service discounts
- Towing discount, Insurance and many more. See the whole list at www.BoatUS.com

May Membership Raffle

By George Stonecliffe

The year-end SIYC Raffle made \$382 for the club treasury. It attracted an array of items that all benefited from. A few items were auctioned, including US West Coast and Mexican charts, a Staylock fitting, a chromed-brass rigging turnbuckle, a rope clamp, and a distance/direction electronic view finder. Other items included charts, books, anchor, propane tank, knife, and so much more. Thanks to all for participating and benefiting the club!

Reminder: Annual Dues

Your annual dues will be payable on April 1st. Jennifer Bruning will be accepting checks or you can mail checks to the club at:
SIYC

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

SIYC Club Business

Board Meeting Notes
Wednesday, March 30, 2016

Attendees: Ray McCracken
Alicia Watkins
Jenny Bruning
Clayton Bruning
Gabriel Dowding
Craig Johnston
Kim Taylor

Meeting started at 7:15 p.m.

It was decided that the next Business Meeting would be on June 1st.

The Jenny (Treasurer) reported a balance of \$4,330.64 and reminds those that haven't paid that dues for the 2016/2017 season are now due.

Ray (Membership) reported that three boats would be inducted in the May meeting: BettyLou (Jay & Muki Kerr); His Grace (Mark & Linday Kloepfer) and Faith Rider (the Dunlap's).

Gabriel (Vice Commodore/Programs) explained that the next meeting is the general meeting, a desert dessert potluck and a raffle. Bring items you have no need for, or re-gift something you don't need. This is the time to go through and purge! All proceeds go to the SIYC general fund.

Alicia reported that Muki Kerr has offered to do the newsletter. Thank you Muki!

It was decided that the next Business Meeting will be Wednesday, June 1st.

After much discussion, it was decided that no Blue Water Cruising award would be given this year.

The cruise schedule was decided on for next year, it is:

September 17 – 18, Gilbert River (Kaaluna to host)

October 22 – 23, Government Island – Bartlett Landing (need host)

November 19 – 20, Hadley's Landing – (need host)

December 31 – January 1, Coon Island – East Dock (need host)

January 21, Land Cruise to Astoria Maritime Museum & Englund Marine (need host)

February 11 – 12, Coon Island – East Dock (Kaaluna to host)

March 18 – 19, host may choose location (need host)

April 15 – 16, Riverplace Dock Navigation Cruise (need host)

May 20 – 21, Race Cruise (host tbd)

Craig reminded everyone that the Race Cruise is coming up on the 21st. He displayed the design for this years' t-shirts and we all agreed that they were wonderful. The prices will range from \$15 - \$20 depending on size.

The meeting closed at 8:30.



2015-2016 Planning Calendar

GENERAL MEETINGS		BOARD MEETINGS		CRUISES	
Date/theme	Location	Date	Location	Dates	Where/theme
September 4 Potluck	Sauvie Island Academy	September 2	TBD	Sept. 12-13	Gilbert River Docks
October 2	Sauvie Island Academy	September 30	TBD	Oct. 24-25	Annual Halloween cruise – Government Island E.
November 6	Sauvie Island Academy	November 4	TBD	Nov. 21-22	Annual Thanksgiving cruise – Hadley’s Landing
December 12	Christmas Party - TBD	December 12	At party		
January 8	Sauvie Island Academy	January 6	TBD	Jan. 2-3	New Year’s cruise – Coon Island
February 5	Sauvie Island Academy	February 2	TBD	Feb. 13-14	Valentine Cruise
March 4	Sauvie Island Academy	March 2	TBD	Mar. 19-20	Anchoring Cruise
April 1	Sauvie Island Academy	March 30	TBD	April 16-17	Navigation Cruise
May 6 Annual Meeting/ Dessert Potluck	Sauvie Island Academy	May 4	TBD	May 21-22	Annual Race/Drift Cruise – Sand Island
June 4 Annual Picnic	TBD				

SIYC CRUISING BOATS

Boat Name	Owners’ Names	Location
<i>Adagio</i>	Jeff & Jane Woodward	La Cruz Huanacastle, Nayarit, MX
<i>Casita</i>	Devon Quinn & Rowan Madix	Alameda, CA
<i>LunaSea</i>	Frank & RaeAnn Haynes	Santa Catalina, CA
<i>Nashira</i>	Mike Floyd	La Paz, BCS, MX
<i>On The Bright Side</i>	Taunya	St. Martin, BVI’s
<i>Penelope</i>	Peter & Susan Gierga	Bahia San Gabrielle, Mexico
<i>Pied-A-Mer III</i>	Eric & Pam Sellix	Sydney, Australia
<i>Shameless</i>	Jay & Carolee Tyson	San Jose del Cabo, 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/
Moonshadow:	http://www.voyagemoonshadow.blogspot.com/
Moontide:	http://www.svmoontide.com/
On the Bright Side	http://www.svonthebrightside.wordpress.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/
Shameless:	http://svshameless.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.



Picture by Mike Floyd, La Paz Mexico, looking toward Marina de La Paz

CRUISING REPORTS

Eric & Pam Sellix, S/V Pied-A-Mer III

Hello to all,

Well, the time has come for us to leave the Sydney area and head north. We want to spend time in Queensland, The Great Barrier Reef and sail the Whitsundays, a lot of ocean to cover. We have been asked to speak at a Seawind event in Brisbane on June 18 & 19, which will bring us back down the coast but will be a good place to cross over to New

Caledonia. We have loved our 5 months in New South Wales--

--the places and people. Goodbyes are hard, be it family, long time friends, new friends, anchorages or cities. Recently we have had to say goodbye to all of the above. This is one of the "downsides" of cruising. In reality goodbye is final, our goodbyes are more hopeful. We certainly plan on continued family visits and visits with longtime friends. Fellow cruisers are a very special group and friendships are cemented quickly and to these special people we say, "See you someplace in the world". We would like to think that we might visit favorite cities and anchorages sometime in the future, will we? Lastly, and so special, are the local friendships we have so enjoyed. We were fortunate in Sydney to meet and spend time with several "Sydneyiders" who shared their families and City with us.

At this point enter "technology". Depending on where we are and where cell towers are, we can communicate via email, FaceBook, Sykpe and phone. One of the first purchases we make upon arriving in a new country is a SIM card for our phone which allows us to have local numbers and Internet via cell phone. If you can get a cell phone signal more than 2 bars you have Internet access and no longer have to search for an Internet cafe.

In the last month we have visited and hugged family and friends in Oregon and Washington. We have taken several bush walks, visited wonderful museums, beaches, shops,cafes and anchorages in Sydney. We have spent time with local residents who will continue to be a part of our lives. So, I guess " goodbye" is really not what we are saying. We are saying "till next time" ---Be it in person, email, FaceBook.

Cheers!

Eric & Pam Sellix
S/V Pied-A-Mer III
Sydney, Australia



More from the Sellix...

Greetings all,

Our adventure continues: We sailed up the North Wales coast having the opportunity to do several "bar crossings". Fortunately, the Columbia River Bar has taught us that timing tides and respect are key to a successful transit. We juggled our way north timing our anchorage arrivals and departures to coincide with the tides.

We spent a week at The Boat-Works in Coomera. It was like being at a resort. We could live on the boat while being "on the hard", most boatyards don't allow this and we were allowed to do our own work. This boatyard is like a little city with all of the service people on site. We were in the yard mainly so that Eric could change oil and zincs in the sail drives but the added bonus was to have stainless work done, hull cleaning above the water line and buy the small amount of bottom paint that we needed. Eric also modified our dinghy to work with our old dinghy wheels. The boatyard had FREE laundry facilities-----I washed everything that could be put into a washing machine and a courtesy car was available for provisioning. The showers had hot, hot water with amazing pressure----It was almost like a vacation!

Last week we arrived at Lady Elliot Island, the southern most tip of the Great Barrier Reef. Lady Elliot is not a national park, as are many of the islands, it is a private Eco resort. The island is a 40- hectare (I never remember the conversions here in Australia) vegetated coral cay popular with divers, snorkels and nesting sea turtles! Also it is a breeding ground for several species of tropical birds. As we anchored Manta Rays were swimming around the boat, guiding us through the coral. After anchoring, outside of the restricted zone, we called reception on the VHF radio and were told where to park the dinghy and that we had to come to the resort office and fill out paperwork before we explored the island. After checking in we walked around and then settled down with cappuccinos at the resort restaurant, which overlooked a snorkeling lagoon. This is truly the life of a cruiser----stopping for coffee at an island on the Great Barrier Reef! After coffee we got back to the dinghy, started to the boat and the outboard quit---Eric rowed us back. I asked him if it brought back memories of Princeton Crew----he just glared!!! We then proceeded to travel to Lady Musgrave Island where we anchored and spent two nights. Lady Musgrave is totally un inhabited island, part of the Capricornia Cays National Park. The white beach fringes a dense canopy of unusual trees, Pisonias, which are the roosting place for many tropical birds, including white capped noddies. The leaves of the trees secrete a sticky substance which the noddies use in building their nests. This sticky substance also can trap the birds to the point that they die right where they were trapped-----not sure how the noddies know how to harvest "sticky" for nest building versus getting caught and dying. After Lady Musgrave we did an overnight passage to Great Keppell Island. Our first night was spent anchored at Long Beach, the winds shifted and so did we to Svendsen's Beach where we were protected from south east winds.

At the moment we are at the Great Keppel Marina in Yeppoon, on the mainland. Eric has to have a monthly INR test which means we have to find a medical clinic or hospital, impossible on the smaller remote islands so we head to a marina. The marina has a courtesy car which was so convenient as we were able to drive into town, have the test done and even do a little provisioning.

It's always nice to read the newsletter and especially the articles by other cruisers.

Cheers!

Eric & Pam Sellix
S/V Pied-A-Mer III
Sydney, Australia

Jeff & Jane Woodward, S/V Adagio

Hello Everybody,

It's been way too long since we sent out an email. I'm not sure where to begin. Not sure where I left off with the last email.

I think you know we had to interrupt our trip from Tenacatita Bay to San Carlos with a stop in La Cruz to have new fuel tanks built. They had to do boat surgery to get the old port tank out and the new one in. The starboard tank lived under the quarter berth bunk. That tank came out in one piece, but had to be cut in two to get it out of the boat. So the new starboard tank is two tanks. Connected with 1-1/2" hose at the bottoms. The tanks were made of 3/8" fiberglass and epoxy. I'm a little nervous about having hose connections at the bottom of the tanks with no shutoff valve in case of leakage, but so far no problem.



Removal, construction and installation of the tanks worked out well. The yard took about two, maybe three weeks to do the work before we were back on the boat and ready to sail. While the yard was working on the boat we stayed in a beautiful 4th floor condo overlooking the marina.

My job on the dredges was pushing me to get to Portland on the hurry, so we planned a straight shot, La Cruz to San Carlos. About 600 miles. We moved out of the condo and onto the boat. Watched SailFlow closely, finally found a good four day window and took off for San Carlos.

One of the things I did while the tanks were being built and the fuel lines were getting cleaned was to have the Racor fuel filter housing fitted with quick disconnect fittings. The Racor housing is mounted behind the raw water strainer at the back of the engine box, making it a bear to service if you need to do more than a quick change of the cartridge. I figured quick disconnects would allow me to remove the whole housing and take it to a workbench for a complete disassembly and cleaning without the trouble involved with hose barbs, etc. But the mechanic chose the wrong quick connects. I didn't see them until they were already installed. When we tested the engine against the dock lines, the vacuum gauge on the Racor housing was a little above zero. In the past it had always been very nearly zero. But it was still way low. The mechanic assured me that it was OK. I should have known better.

About four hours into our transit north I notice the vacuum gauge was starting to creep up into the yellow (caution) zone. We had great weather. Nothing we could sail with, but nothing on the nose either. But the vacuum gauge was a constant worry. It kept creeping up. At some point during my night watch I discovered that if I pressed on the disconnect buttons and twisted the hoses at the fittings, the vacuum gauge would go

down into the low zone. An hour later it climbed back into the yellow. I'd do the push twist and the needle went back down.

So we diverted to Mazatlan, arriving Easter Sunday morning. We had Raffa's (the local mechanic) cell phone number. And we were able to use a cruiser friend's slip in Marina Mazatlan. Monday morning after some discussion, we got Raffa to get us some 5/16" hose barbs. We installed them ourselves and the vacuum needle went to zero. When I took the quick disconnect fittings off it was pretty obvious why the vacuum had been high. The fittings reduced the 5/16" fuel hose to about 1/8" and further reduced it with a plunger type spring loaded check valve. There were two fittings feeding the engine. One from the tanks to the Racor housing, one from the filter housing to the engine. The huge reduction in the fuel line was the reason why the engine was sucking so hard for fuel.

Our weather window slammed shut before we could get the engine ready for the trip from Mazatlan to San Carlos, so we spent a week in Mazatlan before we got another three day window. It was a little dicey. I had to make a ten or twelve station graph. Plotting where we would be and what the weather would be at the various stations. We took off with light northerlies in Mazatlan but with heavier weather ahead, but by the time we arrived at the next station the weather moderated or sometimes even went light southerly. The forecast stayed good all the way for four hundred miles.

During the transit I noticed an engine knock I had not noticed before. And the tach stopped working when getting the feed from the port side alternator. This had happened before after a long engine run when the battery bank got topped off. Always in the past the tach would come back to life if we turned on as much load as possible to use up some amps and get the alternators active again. But the port alternator never did drive the tach again this season. I brought both alternators home to a shop that does electrical equipment repairs. The tech guy put the port alternator on the test bench and said it was not working at all. So I guess we have that mystery solved. Hopefully it will drive the tach after it is serviced and reinstalled.

The engine knock is another matter. I had Ole Taylor and Omar Garza, two different diesel mechanics in San Carlos come take a listen. They had some differences of opinion, but after some consideration we finally decided to have Omar rebuild the engine. It has about 4000 hours on it, and since we make some fairly long passages in fairly remote areas lacking expert mechanical repair skills it makes sense for us to have the engine in top shape. Additionally, I just got the results of the oil analysis from the last oil change. This change was made after arrival in San Carlos. The iron, chromium, aluminum and silica parts per million have gone way up from previous samples. Confirmation that some bad things have happened inside our engine. I'm glad we have Omar on the job.

We left Adagio in the workyard. I took the engine box apart to give Omar full access to the engine. We filled out paperwork at Marina Seca giving Omar total access to the boat and to our storage locker. We also gave Omar authorization to have the boat moved in and out of the work yard and storage yard. Additionally we authorized our boat workers, Jesus and Eduardo to come check on the boat during the summer and to work on the boat to do a thorough clean-up after Omar does the disassembly of the engine.

The plan is for Omar to take the engine out of the boat in pieces. The engine will not fit through the galley and companionway in one piece w/o some boat surgery. He'll take the various components, fuel system, heat exchanger, head, etc. off and move them to his shop. When he gets down to the block, he will have the yard crane lift it out. He thinks the dodger, the companionway ladder, and the sliding companionway hatch will have to be removed to give the crane access to the companionway. He'll install plywood and cardboard on the cabin sole and the finished teak of the passageways for protection from bumps and scrapes.

As soon as the engine is out of the boat, Omar will call Jesus and Eduardo to come clean up spilled oil, diesel and coolant. Then the boat will be moved to the storage yard for her long summer hibernation.

Omar will break down the engine at his shop, inspecting the various parts and coming up with a shopping list. Once I get his list I'll make the purchases and send to Omar. A few weeks before we drive south for the winter cruising season Omar will have the boat moved from storage to the work yard. Using the parts and supplies we send him he'll start putting the engine back together. We hope to coordinate things so that he will be finishing his work at about the time we arrive in San Carlos to start unwrapping the boat and preparing her for cruising.

While we were working out all these plans we had a totally unexpected crisis. Janie was attacked by two pit bull guard dogs.

Every year we have Luis of Luis' Tire Shop service our Ford and our outboard. Change the oil in the Ford. Change the lower unit oil in the outboard, install a new impeller, and fog the engine for storage. When we got word the outboard was done and ready for pickup Luis was not at the shop. The Sunbrella cover was not with the engine and nobody at the shop knew where it was. We played email and phone tag for several days until finally we got an email from Luis that the cover would be in his mother's office at the shop.

Early one Friday morning Janie dropped me off at the boat in the work yard and drove to Luis' shop. The gate was closed, so she waited until an employee (who spoke no English) opened the gates and motioned her to drive inside. Janie drove in, and tried to explain that she was there just to pick up the cover. The employee motioned her to walk in. As Janie passed the service bays of the shop and approached the mother's office, she saw two pit bulls charging her from the two story residence at the back of the business. The dogs were in full attack mode. Did not bark or give any warning. Immediately attacked. One from the front and one from the back. They got her in the right hand at the web between thumb and pointer finger and also on the pinkie side of her hand on the finger and on the meaty part of the hand between the wrist and finger. Her legs were where most of the injuries were inflicted. Between ankle and knee. Both sides of both legs.

While the dogs were attacking her, Janie screamed for help. The employee who let her in came and said something in Spanish to the dogs. The dogs immediately broke their attack and went back to the house. Janie used her cell phone to call my cell phone. I got Jesus to drive me to the shop and I drove Janie to Rescate (the non-profit first response center funded by donations from the San Carlos community). The responders at Rescate cleaned and dressed Janie's wounds and called Dr. Canale's office to let them know we were on our way. Since it was still only a few minutes after 8 AM the doctor's office was not yet open.

It took about 4 hours for Dr. Canale to sew Janie up. Most of the wounds were punctures. Almost perfect impressions of the dogs' row of teeth. A few were more open and jagged. The one on the web of her hand was pretty open and a few on her legs were. Dr. Canale advised us to stay in San Carlos over the weekend and to come in for another doctor's visit Monday morning. He wanted to give Janie a couple of days of healing and to make sure there were no signs of infection before we traveled home.

We left San Carlos Tuesday morning. We made it clear to Flagstaff the first day. When we woke in Flagstaff, Janie's leg wounds had bled through the bandages and stained the sheets. We went to the pharmacy at the Safeway for more bandages. The pharmacist took a look and advised us to visit Urgent Care. At Urgent Care Janie got an antibiotic shot in the butt, a prescription for a stronger dose of antibiotic pills than Dr. Canale had prescribed, and a prescription for stronger pain medication. We were on the road north again a little after noon.

We made good time driving through incredibly beautiful scenery in near perfect weather. Sunny blue sky with fluffy white cotton ball clouds. Temperatures in the mid 70's. We stopped for the night in Orem, Utah - a few miles south of Salt Lake City. We made it the rest of the way to Portland the next day. 816 miles in a little less than 12 hours.

Janie went in to our regular doctor the next afternoon. He looked at her wounds, listened to her story, said things looked to be on the mend. We have had three more visits with him. He took out stitches as healing indicated it was time. On the fourth visit he took out the final stitches and said he was done. Janie will just have to wait for her body to finish healing. Which it is doing. Swelling is down. Most of the wounds have closed or are closing. We no longer have to apply bandages. Because she still has a couple that are not fully closed she can only take showers. She's really looking forward to the day she can relax in a hot bubble bath.

That is enough for now. We hope all is well on your end.

Jeff and Janie Woodward
S/V Adagio
Back home in Portland, OR

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

Picture taken by the Woodward's, motor-sailing toward San Jose del Cabo

