



SAUVIE ISLAND YACHT CLUB NEWSLETTER

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Cruise to Hadley's Landing Multnomah Channel

Host: Gary Weber

November 22nd -23rd, 2014

The food theme is Thanksgiving.
More information on page 3



Holiday Christmas Party

December 6th 2014

More information on page 4

New Year's Cruise

January 3rd - 4th 2014

More information on page 4

This month's cruising reports
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Commodore's Comments

Preparing for the big chill

- Craig Johnston



As I listen to the weatherman forecasting snow and freezing temperatures, I am reminded that this is the time to winterize our boats. Unlike our sailing brethren in New England, we don't face the severe lows that can freeze saltwater harbors, but we typically see extended periods of temperatures below 20°F each winter.

If the fresh water in your head or sink drain freezes, it may burst a hose or even the through hull. If your engine has a closed-loop cooling system, as most marine diesels do, you probably keep it filled with antifreeze just like in your car. But remember that the raw water side of the system will have fresh river water that will freeze at 32°F. If your hoses, through-hulls, or engine block freeze, you will likely have a boat rapidly filling with water after the thaw.

The solution is to use appropriate antifreeze for systems that are not drained. Here are some suggestions, based on research that Practical Sailor has been doing on freeze protection, corrosion properties and bacterial growth:

1. **For the engine coolant:** use a 50/50 mix of automotive ethylene glycol that includes corrosion inhibitors. PS recommends Peak Final Charge NOAT or Peak Final Charge Global, or for the heaviest duty engines, Detroit Diesel Power Cool Plus is even better. These coolants typically can be used for several seasons. (PS, Oct 2014)
2. **For the raw water system:** use either a propylene glycol or ethylene glycol antifreeze in at least 30% but preferably 50% concentration. This is added by closing the engine raw water through-

hull and pouring the 50% solution into the strainer while cranking the engine until it comes out the exhaust.

3. **For heads:** pour ethylene glycol anti-freeze into the head and pump until the exhaust lines are full. Shut off discharge and intake through-hulls. (PS, July 2013)
4. **For sinks:** close through-hulls and pour RV anti-freeze (propylene glycol based) until it appears at in the drain. Since the drain line starts with some raw water in it, use only full-strength antifreeze.
5. **For water tanks:** A good solution is to drain them. Alternatively, you can add propylene-glycol based antifreeze but if the concentration is not 30% or higher it is likely that bacterial growth will occur during milder temperatures. Practical sailor likes Starbrite -50 Marine and RV Antifreeze, Pure Oceans -50 Marine Antifreeze or Southwin RV Antifreeze, all of which have bacterial growth inhibitors. (PS, Nov. 2014)

Note that ethylene glycol is poisonous and should never be used in potable water systems. But recent finding show that when discharged into the river, it is no more poisonous than the propylene glycol used in RV antifreeze. PS also found that propylene glycol can damage some of the joker valves used in marine heads. I have discontinued the use of RV antifreeze in *Sequoia's* head and will now use the ethylene glycol product.

Do we really need to do it all? Brad Hendrikson, manager of St. Helens Marina, reports very few incidents of freeze damage over the years. Of course many of the big boat owners are doing some winterizing. On *Sequoia* I do all the steps described above except for winterizing the water tanks—our tanks are all below the water line, next to the hull, and we have never had a problem. Also, unlike the engine or sink through-hulls, failure there won't sink the boat!

October East Dock Cruise

By Ray McCracken of S/V Rowena

The 2014 Halloween cruise was held at the east dock of Government Island. Despite the winds, rainy conditions, and storms predicted; the weather was sunny with a few rain showers

Ray and Alicia of S/V Rowena hosted. Five boats attended. Terry O'Shea of S/V Carol Marie, Gary Weber of S/V Cambria, Dave Mangan of S/V Hawksbill, and guest Paul Wise of S/V Open Water.



The food for the event was fall flavors and ranged from make your own baked potatoes with all the toppings, to pasta with creamy sauces. There always seems to be more dessert to choose from than anything else



Paul Came in first place with his Hawaiian shirt outfit complete with a parrot on the shoulder and flashing lights that you could see long before he could, as he walked down the dock. Ray and Alicia also participated in the costume contest dressed as Poseidon

and Amphitrite, the god and goddess of all waters

The annual pumpkin carving contest was won by Dave with his free hand carving of a monkey. Gary was a second with his rendition of a traditional pumpkin with a twist. Honorable mention went to co-carvers Terry and Paul for the SIYC pumpkin.

Despite the weather not being all that great a good time was had by all!

Nov. Thanksgiving Cruise

November 22nd – 23rd 2014



Join us this coming weekend, November 22nd – 23rd, at Hadley's Landing for our traditional

Thanksgiving cruise. Your host will be Gary Weber. Thanksgiving dinner is planned for Saturday around 5pm. There will also be a potluck breakfast Sunday morning.

For your potluck contributions, have in mind the Thanksgiving theme. David will be barbecuing one of his famous turkeys, so you should bring whatever else is traditional – stuffing? Pumpkin pie? Candied yams? Salad? If the weather allows, we'll eat dinner and breakfast on the dock, otherwise inside one or several boats.

If you can't make it by boat, consider coming to the dinner by land: There is a parking area on Sauvie Island about ¾ mile away from Hadley's Landing. Bring a flashlight and your potluck contribution, and wear clothing and footwear appropriate to the weather.



Here's a link to a webpage that describes the trail: [Wapato Greenway trail](#)

This has always been a fun cruise for SIYC members, and we hope to see you there. Questions? Call David at (503) 789-8135

Holiday Christmas Party December 6th 2014

In December, there will be no membership meeting. Don't show up at Sauvie Island Academy; it will be dark. Instead, we'll expect you at the **Johnston** residence in Scappoose!



We've traditionally had high attendance at our Christmas parties, so it may be a good occasion to see members you haven't seen in a while. We'll share a potluck dinner (the club provides roast turkey and baked ham). Your contribution should be something that goes well with a holiday dinner.

The club's Christmas tree will be up, decorated with ornaments from many of the club's past 36 years. Please bring your nautical ornament to add to the tree – mark it with the name of your boat and "2014". Hand crafted ornaments are especially appreciated.



We'll be accepting donations for the Oregon Food Bank – either canned goods or a check payable to "Oregon Food Bank." (We're told that your dollars make a more effective contribution than your canned goods. The Food Bank folks have more purchasing power, and access to close-out sources.)

If the stars line up properly (i.e. if the musicians can get their acts together) perhaps we'll celebrate with some Christmas carols and other seasonal music.



We may need a few more folding tables and chairs to accommodate all of us for dinner. Please call Craig or Barbara (503-543-0945) if you can loan such items.

Directions to come – watch your email!

New Year's Cruise January 3rd - 4th 2015



This year's New Year's cruise to be held at Coon Island-East Dock.

Host is still to be determined, please stay tuned for more information.

This has always been a fun cruise for SIYC members, and we hope to see you there.

Thanks and Appreciation

Special Thanks to Taunya Coutts for all of her hard work on constructing and sewing 42 single sided burgees for the club. Thank you!

Special Thanks to Craig & Barbara Johnston for donating a new coffee pot to the club, we used it at the last meeting – Thank you!

Recipe of the Month

By Charing O'Shea of S/V Carol Marie

Kalua Pig

Ingredients:

- 5 Pounds boneless pork roast. (pork butt)
- 2 ½ Teaspoons liquid smoke (hickory)
- 2 ½ Teaspoons Hawaiian Salt
- ¼ Cup Water

Directions:

1. Pre-heat the oven to 275°- 300° F
2. Make Several shallow long cuts along the roast or pierce liberally with a fork – this allows the salt and liquid smoke to penetrate meat.
3. Rub generously with salt and liquid smoke.
4. Wrap pork with foil, before sealing entirely, pour excess liquid smoke and water over pork.
5. Sprinkle Hawaiian salt on top of pork.
6. Seal pork entirely with foil. Be sure to allow extra room for juice. Try to avoid leaks.
7. Place in oven and let cook slowly for 4½ hours.
8. Take out of oven, open and turn. Seal again and cook for another 1½ hours or until pork spreads upon touch.



Baja ha-ha comes to a close

This year marked the 21st annual cruisers rally from San Diego, CA to Cabo San Lucas, MX. We had two boats from our club participating this year, S/V Penelope (Susan & Peter Gierga) and S/V Ranidan (Jim & Linda Noval).

Latitude 38, the host of the event, wrote that there were 'an unprecedented amount of challenges this year.' Hurricane Vance posed a problem, as well as destruction from Hurricane Odile.

Despite the challenges both boats made it down safely, congratulates to both the Gierga's and Noval's.

SIYC Clothing & Accessories For 2014 to 2015

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

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

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

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

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

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

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



Club Business

SIYC Membership Meeting

November 7th, 2014
Sauvie Island Academy

George Stonecliffe conducted the Club meeting for November 7th. Guests Paul Wise (sv Openwater's 3rd visit) and Tim & Cynthia Bowie (sv Osprey's 1st visit) signed the Guest Book and were introduced. Paul Wise will be inducted at the next event.

The treasurer's report shows \$3,320.53 checkbook balance. George encouraged any picnic expense receipts to be turned in for reimbursement. Recognition was given to Taunya Coutts for constructing/sewing 42 one-sided burgees for the Club's use. Once back from the screen printer the decision will be made as to how they are distributed.

Thanks to Alicia & Ray, George, and all who brought refreshments!

Ray reported that six member boats attended the Halloween Cruise at E. Government Island Dock. Prizes were given for best costume, and best and runner-up pumpkin carving.

The Thanksgiving Cruise will be at Hadley's Landing, November 22-23. David Mangan will host the cruise as well as BBQ a turkey! Bring your favorite side dishes.

The Christmas Party will be held at the Johnston's on Saturday, December 6th. Terry O'Shea will bring the turkey, and George Stonecliffe will supply the ham. Bring your favorite holiday dishes. In addition, 1. Bring an ornament with your boat name for the Christmas tree; 2. Bring a white-elephant gift to share; and 3. Bring a donation check or canned food for the Oregon Food Bank. BYOB or wine for the meal.

The New Year's Cruise has been changed to January 17-18 at Coon Island. Gary Weber will host.

We will have a booth at the Portland Boat Show from January 7-11th in hopes of attracting additional members to the Club. Craig has edited our Club brochure, and will be printing 500 copies to be handed out at the Boat Show as well as when other opportunities present themselves.

5 or 6 boats expressed interest in going to the Seattle Boat Show this year.

The photo program 'Cruising Barkley Sound' was presented by Terry O'Shea (sv CarolMarie) with the help of Ray and Alicia Watkins (sv Rowena). In preparation for more blue-water cruising, this trip last July was intended to be a shakedown cruise. Of course every trip has its moments of truth. Thank you for the delightful program!

--Submitted: George Stonecliffe

Upcoming Boat Shows

Portland Boat Show: January 7 -11 2015

55th Annual Boat Show at the Expo Center
Admission: \$10.00

Hours: Wed - Fri 11am – 9pm

Saturday 10am – 8pm

Sunday 10am – 6pm

Seattle Boat Show: Jan 23 – Feb 1 2015

Seattle boat show indoor and boats afloat.

- Indoor boat show at CenturyLink Field
- Boats afloat at South Lake Union

Admission: \$12.00 / day

\$24.00 / 5-day

Indoor hours: Mon – Thurs 11am – 8pm

Friday's 11am – 9pm

Saturday's 10am – 8pm

Sun 1/25/15 10am – 6pm

Sun 2/01/15 10am – 3pm

Afloat hours: Mon – Friday 11am – 5pm

Saturday's 10am – 5pm

Sun 1/25/15 10am – 5pm

Sun 2/01/15 10am – 3pm

2014-2015 CALENDAR

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

SIYC CRUISING BOATS

Boat Name	Owners' Names	Location
<i>Adagio</i>	Jeff & Jane Woodward	Sea of Cortez, Mexico
<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, Mexico
<i>Penelope</i>	Peter & Susan Gierga	Cabo San Lucas, Mexico
<i>Perpetua</i>	Pat & Susan Canniff	Mazatlan, Mexico
<i>Pied-A-Mer III</i>	Eric & Pam Sellix	San Diego, CA
<i>Ranidan</i>	Jim & Linda Noval	San Diego, CA
<i>Silvergirl</i>	Bob Hulegard & Robin Fouche	Newport Beach, CA

Member Websites

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

SIYC members: Do you have a website or blog for your boat that isn't listed above? If so, please get the information to your trusty editor, Alicia Watkins, and we'll make sure your website or blog is included in future issues of the newsletter.

Other websites of interest to Portland area sailors

<http://www.siyc.org/> Our very own **Sauvie Island Yacht Club**. If you haven't checked out the club website yet, please do so – it's looking really good, and is full of informative articles and spectacular photography by club members.

<http://www.webnautica.us/CRYA/>: **Columbia River Yachting Association** – This is the umbrella organization for Yacht Clubs along the Columbia River – SIYC is a member. See especially their links to all the other yacht clubs' websites, and their calendar of club cruises.

<http://www.oregon.gov/OSMB/pages/index.aspx> **Oregon State Marine Board** – Your source for information related to licensing, safety, boater education, Oregon boating destinations and many other maritime concerns.

<http://www.weather.gov/> The **National Weather Service** – Find out what the weather will be *before* you head out on the water.

<http://threesheetsnw.com/> A Seattle-based website that's chock full of good information about cruising in Puget Sound and farther afield, plus general information that's helpful to any cruiser anywhere.

<http://www.owsa.net/> SIYC women – If an emergency arose while you were out cruising, could you take over from your partner? If not, this is the one for you: **Oregon Women's Sailing Association**. This local organization offers sailing classes (including cruising skills) especially for (and sometimes exclusively for) women.

CRUISING REPORTS

Mike & Gabrielle Dowding, S/V Moontide

On September 18th, we motored from Pirate's Cove to Hayden Island Marina on the Columbia, giving MT her first real excursion since 2011! Crew included Skipper Michael, Admiral Gabrielle, Helmsman Fred Pfhaler, and able-bodied sea-persons Kim Caron, Hans Kerstetter, and Allison Bennett-Rice.



Clearing the Multnomah Channel and beginning our run down the Willamette, we raised sail with great expectations.

Mainsail up! Genoa loosed and unfurled! Mizzen sail hauled away! Every-thing looked good... but there was no wind. Nil.

Nix. Nada... Alas. So, we left everything up, and practiced tacking a few times while under power, in hopes that a breeze might stir out on the Columbia.

"Pretend there's wind, and the boat's heeled over. We're headed for the bank there and we need to turn..." Fortunately, our crew had great imaginations, and joined in the exercises wholeheartedly.

We turned west on the Columbia River and motored downstream for almost an hour, hoping to actually sail, but apparently neither Zephyrus, nor Favonius felt inclined to oblige.

As the afternoon grew long in the tooth, we turned back upstream, past the Willamette, had a pleasant swing past the railroad bridge, passed under the I-5 bridge and docked at Hayden Island Marina. All in all, an uneventful voyage.

Not a bad thing, for the first time out.

Mike & Gabrielle
S/V Moontide
Portland, OR



Peter & Susan Gierga, S/V Penelope

October 22 Provisioning

On Monday we leave San Diego with the BaHa HaHa hosted for the past 21 years by the sailing magazine, Latitude 38. One hundred and seventy-one sailing vessels will line up in front of Shelter Island, pass Point Loma, and begin the 750 mile rally to Cabo San Lucas. Boats and people have been arriving in San Diego all month from as far away as Canada and the east coast.

Our crew arrives Saturday. Alex Bargmeyer, an engineer from my office, and his beautiful wife, Krista, a physicians' assistant, will move onboard for the trip.

Alex and Krista are smart, strong and adventurous. They immediately came to mind when we considered taking crew. They both have American Sailing Association (ASA) endorsements, have sailed with us a number of times and know Penelope and how she handles.

There won't be a lot of time once they arrive, so I decided to provision beforehand. Once we leave San Diego there won't be another substantial grocery store until Cabo and we won't arrive in Cabo for fourteen days. How much food will it take to feed four adults breakfast, lunch and dinner for 14 days?

October 28, On the Way to Bahia Tortugas

Early Tuesday morning I was awakened by the sound of a westling match on the foredeck. Although the ocean was like a mirror and not a whisper of wind could be heard, Peter decided it made sense to rig the Genaker. I wanted to kill him. "You can't make the wind blow by raising the Genaker, honey."

For two hours we sat dead in the water, rolling with the ocean swell, while Peter and Alex wrestled the spinnaker pole. At noon, the men conceded defeat to mothernature.

Still, Peter insisted we didn't have enough fuel to motor all the way to Cabo. All the boats in the BaJa are going to be looking for fuel in Turtle Bay due to the light wind conditions. "Susan, if there isn't enough fuel for everyone in Turtle Bay, how did you propose to get to Cabo? Row?" I conceded defeat to the Captain.

The gods of marital harmony heard my prayer. Just moments before I started to scream angry expletives at my honey, the wind picked up. We were able to sail between four and six knots for the next 24 hours which in turn saved one quarter of the fuel capacity we have on board. I wonder if he ever gets tired of being right?

October 29 Fish On

After not having any fish on board since Garibaldi, Oregon, we now have enough Mahi Mahi to feed the crew and a few others, breakfast, lunch and dinner for the remainder of the trip.

At 6:00 am, just before Peter finished his watch and went below to sleep he rigged up the fishing gear. We had four lines in the water. Two reels and two hand lines.

During the 8:00 am roll call Krista snared one. Peter jumped up to help her reel it in. I had the VHF radio in one hand, responding to requests by other vessels to relay their position to the Grand PooBah. I had the SSB radio in the other hand waiting to provide our report when called upon.





Krista and Peter got the first Mahi Mahi into the cockpit while the Guacamole Division was being heard. By now, Alex was on deck cheering them on. Suddenly the alarm on the second reel informed us a second fish was on the hook. Alex took the second reel. While they were bonking it on the head with the winch handle and I was screaming from the companionway not to let it flop down below, Alex had the second fish near the stern. “Step back, Alex, while I get the gaff.” Peter hollered, “Krista hit it again!”

Krista finally beat the first fish into submission and turned her attention to the hand line near Alex’s feet. As she started to move the hand line it out of his way she realized the hand line had a third fish in tow.

For three quarters of an hour it was a gaffing, bonking, screaming, flopping, blood and guts extravaganza. Finally, we had three 40” plus Mahi Mahi quieted. Peter was gutting, skinning, and filleting as fast as he could and I finished roll call.

For the next hour, Krista and Alex hoisted buckets of salt water from the ocean and washed enormous amounts of blood and guts from everything aft of the dodger. Peter finishing filleting. I filled six one-gallon zip lock bags to the brim and rearranged the refrigerator to hold it all.

We settled into mutually gloating over our fine catch, the smell of butter, garlic and sautéed Mahi emanating from the galley. Just as we prepared to dish up heaping helpings of potato, red pepper, onion, cilantro, fish and scrambled eggs – I call Fish Goulash – the alarm on the starboard reel alerted us of another fish. Simultaneously, the second reel sounded. Breakfast was forgotten and a second round of flopping, screaming, bludgeoning erupted.

After lunch (Fish Goulash) our exhausted skipper and his crew put the fishing gear away. In the afternoon, Krista and me at watch, the wind was out of the north at 8 – 12 knots. Penelope was sailing directly toward her destination at 5 – 6 knots. We made ourselves comfortable in the cockpit each with a book. The men were asleep down below. We took turns standing up every few minutes to survey the horizon. This is what we waited for.

October 30 Bahia Tortugas

We had absolutely no idea how long it would take to sail from San Diego to Turtle Bay. We left San Diego Monday, October 27th. The distance is 360 miles. If our average speed had been 3 knots, it would have taken 120 hours. If our average speed had been 5 knots, it would have taken 72 hours. If we motored all the way it would have taken approximately 58 hours. The initial light wind leaving San Diego had us a little concerned we might end up sailing at 2 knots all the way and not arrive until November 2nd.

By Wednesday we knew we would most likely arrive in Turtle Bay some time on Thursday. Crew morale improves when the duration of our discomfort is defined. We all now knew we would most likely have one more night at sea. The knowing makes everything easier.

We had the anchor down in Turtle Bay approximately 74 hours after our departure from San Diego. Turtle Bay is unlike any place I've ever been. With a local population of about 5,000 people, the small town is surrounded by barren, brown, dusty hills. The infinite hues of light and dark brown, splashed with rare patches of hearty green, are surprisingly pretty. The yellow, red, orange, and purple colors of the late afternoon sky add to the backdrop.



Only one or two of the roads is paved, leaving the majority of the city's streets dirt. The dirt streets have tree roots and potholes everywhere making walking along the street a walking hazard. This hazard is somewhat exacerbated when you've been out to sea for 72 hours and tend to sway from side to side, anyway. Only a handful of the streets have sidewalk and those tend to be misaligned. There are lots of late model vehicles, particularly Toyota, but all are covered with a thick layer of dust.

By anyone's description, 99% of the homes are little more than plywood shacks. Many are painted bright colors and some have decorative concrete walls surrounding small, dirt yards. The dogs, mostly Chihuahuas, freely roam the streets.

November 1: Stranded by Vance:

Tropical storm Vance is twirling around 150 miles south of Mazatlan. The weather system has not decided which way to go. The Baja organizers have determined our best course of action is to stay put. Approximately 750 sailors are sitting around, drinking beer, making up games, trying to keep their expectations and their patience in check until Vance decides what to do. Stay tuned. . .

November 3: On To Bahia Santa Maria:

Alex hurriedly dingied Krista and me to the pier for some last minute provisioning. We'll be out to sea a minimum of three days and two nights. There is nothing in Santa Maria except a sandy beach. No opportunity to buy food there. If the weather worsens and we are forced to hole up for a few days, we'll need more food. We bought cabbage and potatoes, cookies and condensed milk. By 10:00 am the Baja Fleet was underway once again.

Both the wind and the ocean were big and we left with one reef in the main. The average apparent wind was 15 knots across our aft quarter. By late afternoon we had two reefs in the main and the jib partially furled in. Our heading of 170 degrees would take us directly to our destination in 1-1/2 days.

Peter says the sea state was worse than usual. I think his memory is failing him. I remember a number of trips down the Oregon Coast, having to brace myself with one foot against the kitchen faucet and my back against the silver ware drawer to stir a pot of pasta. I clearly remember having to stand up AND pull my pants up in rhythm with an upward swell after using the head. I remember all the coffee cups, dinnerware and pots and pans clanging to one side of the cupboard and clanging back again a few minutes later. I wonder where he was on these previous passages? In this case, the wind is lighter, the swell is shorter and I'm not encumbered with multiple layers of Lycra and fleece. Piece of cake!



November 5 Water Aerobics:

Today we pulled into Bahia de Santa Maria, Bay of Saint Mary. This remote inlet lies approximately 600 miles south of San Diego. The opening to the bay faces southwest which, along with tall mountains necklacing the north shore, lies protected from weather.

We pulled in just after sunrise. To our amazement, two hump back whales were participating in the 7:00 am water aerobics. About 100 yards off our bow, silhouetted by the orange hue of the rising sun, a mother whale and her calf were leaping from the water, taking on air, splashing down, blowing geysers and slapping the surface of the ocean with their tails. We

watched first one and then the other, then both at one time. It was truly an unexpected Ole'.

November 6: Baja Ha Ha Winds Down

At 7:00 am the Baja Fleet left Bahia Santa Maria quietly and colorfully. Many boats flew spinnakers thru the light early morning breeze. Our final leg, and next landfall, is Cabo San Lucas, 180 nautical miles down wind. The winds are light and everyone is tired. We mostly motored, mostly close together, comrades now after our shared adventure.

The tranquil, sunny morning was soon interrupted when Alex, Krista and Peter began again to slay the fish. I think they had 3 tuna and 3 Mahi Mahi caught, killed, gutted, filleted, packaged and placed in the refrigerator in time for lunch. For lunch I sliced the tuna fillet into long thin strips sautéed 4 or 5 pounds in butter and garlic. I shredded cabbage and diced fresh lime for tacos de pascado. Mmmmm, tasty!



About 4:00 pm, we were all lounging comfortably in the sunshine, lost in private thoughts, when that damn fishing reel squealed the announcement of another fish! It was a long, grueling battle, man against beast, but Alex came out victorious again. Peter got to use his tailer for the first time. Soon a 100 pound marlin was being drug, tail first, with a \$2.95 bicycle cable lock. This time the guys had to call on the assistance of the spinnaker halyard to get our fish in the boat.

Peter remarked later, “This is the first time I’ve barbequed a striped marlin while sailing under a full moon to Cabo.”

November 7: Immigration Cabo San Lucas:

Our first order of business was to visit immigration. The Mexican government was threatening to make our lives complicated. It’s particularly stressful not knowing what to expect. Alex and Krista needed to immigrate before they could get on their plane to leave. We needed to get Alex and Krista off our crew list, lest we be accused of throwing them overboard somewhere between here and San Diego. Penelope needed to be checked

into the country to validate her temporary import permit (TIP) and Peter and I needed to clear in to validate our long-stay (4 year) resident visas we worked so hard to obtain while still in Portland.

Victor, a fluently bilingual man, whose business is to assist helpless gringos, like us, check into Mexico had set up shop at the dinghy dock. After a brief wait for our turn, Victor had us legal within minutes. We were so grateful and relieved we headed to the cantina for margaritas.

November 8: Goodbye to our Friends:

There is very little left of our food stores at this time. We have half a head of cabbage, a green pepper, raw oats, 4 Cliff bars and some oranges. Despite our shortage, Alex was able to whip up bacon and Bisquick pancakes.

We spent the morning diving off Penelope into a clear, green ocean, scampering up the swim ladder into the cockpit and rinsing with the awesome fresh water wash down hose Peter installed in the cockpit while in Santa Barbara.

Alex and Krista were organizing their things and packing their bags to go home. Peter, the Captain, signed their American Sailing Association (ASA) log books to certify 800 miles of open ocean sailing.

It's a sad day at the Gierga's. Our friends, Alex and Krista, are leaving. We dingied to the dinghy dock and waited while Alex retrieved the marlin/tuna/mahi mahi they'd had frozen for the trip home. We walked with them to the lobby of the Windham Hotel where the shuttle would take them to the airport. I cried when we said good-bye. Hasta Luego, Amigos.



Susan and Peter
S/V Penelope
Cabo San Lucas, Mexico

Jim and Linda Noval, S/V Ranidan

November 15th Update – Jim and Linda have been traveling with the Baja Ha Ha down from San Diego. The start began with some large open ocean swells.

Finally we left with high rolling seas that seemed to swallow ships whole. The ships disappear when we are in a trough but when we are on top of the wave they then sink into the valley of water. It looks very strange and if you are prone to seasickness at all you'll get it here.





As the sun goes down we prepared for a full night at sea. Nights are very black unless there is a moon. We have been sailing long enough now that we have seen several full moons.

Bahia des Tortugas was our first night of rest –. A couple of nights rest at anchor to recharge our batteries. Sunsets and sunrises are so beautiful at sea!

The next stop is Bahia Maria where we braved the rolling surf to go ashore for a big party. The fleet took up almost the entire bay! The sunset casts a tropical spell on the surrounding landscape. We left at dawn for an early departure to Cabo.

Once in Cabo, we are staying at a resort for a couple of days with our son and daughter-in-law. After 6 weeks at sea, Jim met the sailing requirements for the number of hours at sea. He took his exams and passed! He's now a captain. The real adventure of sailing in the Sea of Cortez begins. But, we'll leave that for tomorrow. Now it's time for some fun!

Jim & Linda
S/V Ranidan
Cabo San Lucas, Mexico



Let's Stay in Touch with our Cruising Members

If you enjoyed the stories from these cruising members of Sauvie Island Yacht Club, please say so. Sometimes the cruisers comment that they feel like they are sending their articles into a black hole, and they never get any feedback. Let's all make an effort to let them know they are appreciated. If you see them, say something. If they are still out cruising, send them an email. If you have questions for them, do ask – it may be the seed for an interesting future report. – Ed.

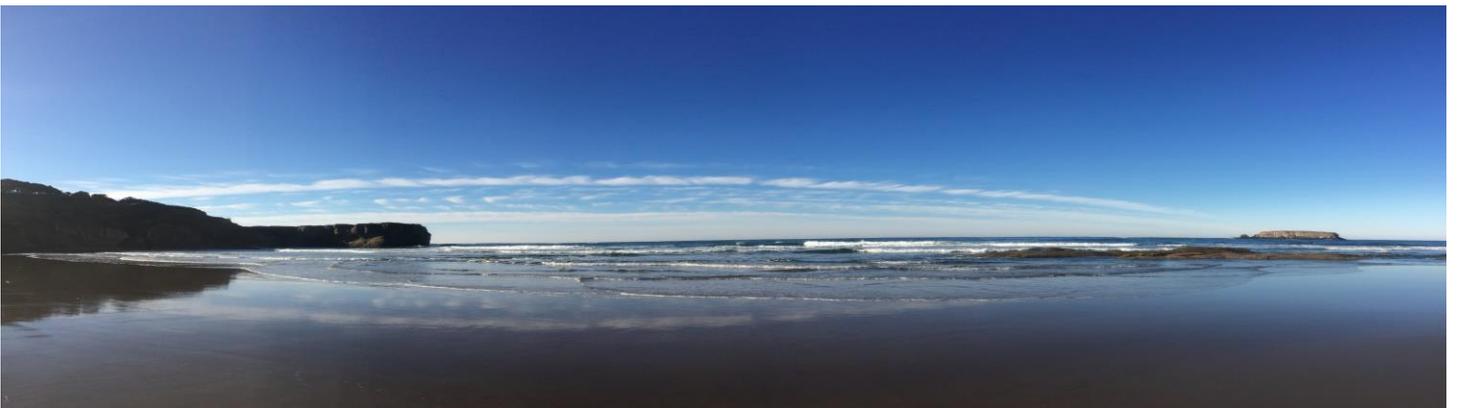


Photo by Alicia Watkins of S/V Rowena