



SAUVIE ISLAND YACHT CLUB NEWSLETTER

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

Vol. 323 October 2011

SIYC OFFICERS '11-'12

Commodore
Garry Weber

Vice Commodore
George Stonecliffe

Secretary
Marianne Mallowney

Treasurer
Ed Mallowney

Rear Commodore
Ed Daugherty

COMMITTEE CHAIRS

Membership
Craig Johnston

Database Editor
George Stonecliffe

Cruising Coordinator
Open

Newsletter
George Stonecliffe

Refreshments
Sue Stonecliffe & Barbara Johnston

Website
Jeff Gerritsen

General Meeting

Friday, October 7th 2011

(First Friday of each Month)

7:30 Business Meeting

8:00 Program

This Month:

*Tom and Kathy Edwards, sv
Ahwahnee, will be presenting a
program on "Transiting the
Panama Canal"*

Cruise Weekend

The October Cruise will be our
Halloween Cruise to be held at the East
Dock of Government Island on Oct 22-
23

Annual Pumpkin Carving Contest
George and Sue on sv Julia Max will be
hosts.

Commodore's Comments

Well, we are starting another season of activities with all of our friends . The first cruise of the season is coming up this weekend September 17th and 18th at the Gilbert River docks. I am not going to make it to this one as I will be helping members Bryce and Cathy Kent to sail their boat (sv Marcella's Wings) down to CA. Dave Mangan will be hosting so come and tell us all about your summer. I should be back in a month.

Enjoy the nice fall weather.

Garry

SIYC Board Meeting

September 8, 2011

The board met this month at the home of Ed and Sarah Daugherty. (BTW-Congratulations are due to Ed and Sarah as they celebrate 50 years of marriage.)

Treasurer reported funds of \$3270. Dues are budgeted from 28 boats. To date, 24 have paid *Activities*- First meeting of the season will be 9/9/11-a pot luck.

Club is looking for speakers and topics for future meetings. Suggestions are welcome.

The Christmas party is scheduled for December 10. Location is still undecided.

Refreshment Chair- The club is looking for someone to chair the monthly refreshments. The volunteer doesn't have to **make** the refreshments but needs to find some club members willing to furnish something to serve with the coffee and tea each month. If we take turns, it isn't such a big task. The next board meeting will be held October 6 at the Kennedy School at 6 P.M. All members are welcome.

Meeting adjourned at 9:20 P.M.

Respectfully submitted,

Marianne Mullowney
SIYC Secretary

SIYC Meeting Minutes for September 2011

Garry Weber, Commodore, called the meeting to order. Guests were introduced including our speakers Sandy and Chris Edmonson (sv Faith Morgan 41), Frank and RaeAnn Haynes (sv LunaSea), and Charlie and Nancy Cooper (guests of the Johnston's).

Committee Reports followed:

1. Membership: Paul Strait (Charter Member) has sent a letter withdrawing his name from our mailing list. Frank and RaeAnn Haynes have attended two meetings so far (they have already paid dues!). Bryce and Cathy Kent (sv Marcella's Wings) joined in June, and are in Astoria heading down the US West Coast in the next week.
2. Treasurer's Report: balance \$3,270.14.
3. Programs:
 - a. September: 'The Recent Japanese Tsunamis' Effects on La Cruz, Mexico', by Sandy and Chris Edmonson
 - b. October: 'Transiting the Panama Canal', by Kathy and Tom Edwards
4. Cruising: The September Cruise is at Gilbert River Docks on 9/17-18 hosted by David Mangan (sv Hawksbill). The theme is Fall Harvest food dishes.

New Business

1. Refreshment Committee: Sue Stonecliffe and Barbara Johnston will co-chair. The schedule is:
October: Jane Woodward and Anita Melbo
November: Craig Hull
December: Christmas Potluck
January: Sue Stonecliffe
February: Sarah Daugherty
March: Barbara Johnston
April: TBA
May: TBA
June: SIYC Picnic
2. Programs welcomes speaker suggestions

- a. Craig Johnston polled the members present about having a Man Overboard Event that might include a speaker, demonstrations, followed by hands-on experience. This will be tentatively scheduled for August 2012.
3. Newsletter input of articles, photos, recipes, jokes are due by the 10th of the month
4. Membership Committee chair position has been accepted by Craig Johnston

Speaker Program followed.
Meeting adjourned at 9:30pm

Submitted by George



sv Imi Loa heading home after last year's Anchoring Cruise

SIYC Clothing & Accessories For 20011/12

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

*** All items come in green and navy except where noted.
***Sizes beyond L will be \$1.50 more.
*** A check made out to 'SIYC' needs to accompany orders.

Mail checks to: Sarah Daugherty

2011-2012 CALENDAR

GENERAL MEETINGS		BOARD MEETINGS		CRUISES	
October 7	Sauvie Island School	October 6	Kennedy School	October 22-23	Halloween Cruise, Government Island E.
November 4	Sauvie Island School	November 1	TBD	November 19-20	Thanksgiving Cruise, Hadley's
December 10	Christmas Party TBD	December 10	Christmas Party	Dec 31-Jan 01	New Years Cruise, Coon Island
January 6	Sauvie Island School	January 3	TBD	January 21-22	Land Cruise, TBD

SIYC CRUISING BOATS – Locations outside of the Pacific Northwest

Boat Name	Owners' Name	Location
Adagio	Jeff & Jane Woodward	West coast of Mexico
Ahwahnee	Tom & Kathy Edwards	Orlando, Florida
Kailani	David & Christy Dykkestén	Panama
Marcella's Wings	Bryce & Cathy Kent	US West Coast
Moonshadow	Richard Sandefur & Anita Melbo	Gibraltar
Perpetua	Pat & Susan Canniff	Mazatlan, Mexico
Rolling Thunder	Bruce, Jan & Max Payne	San Carlos, Mexico
Starbound	Earl & Donna Davis	Hawaii
Wild Rover	Mike & Gail Cannady	South Carolina...

Cruising Letters



From SV Moonshadow, May 05, 2011
Hello everyone,

I am now back on Moonshadow in Malta. I arrived here two weeks ago and the yard wanted to put the boat in the water two days later which was a bit hasty for me. After inspecting thru hulls with the surveyor we determined they all need changed due to rotting backing plates which are between the sea cocks and the hull. So, I'm still here two weeks later. It's taken some time as they are very busy and then Easter Weekend which is a long holiday here. They say I will launch tomorrow. We'll see. I have booked a marina in downtown Valletta (the capital) for the month of May.

Another problem we discovered was one of the sea cock male fittings that the hose slides over was cracked about two inches! Scary! Apparently it has been that way for years. Yes, all sea cocks should be shut when leaving the boat.

Living in a boatyard is only fun for a couple days. A bit inconvenient not being able to use any drains. They have a washroom where I can shower and do dishes.

Update #2

The yard completed the job. They use a wharf at the container terminal for launching but, there is not much room so you cannot stay there long. The next day I headed North to the marina single handed. The wind kicked up out the Northwest, the direction I needed to go so, I beat into 25 kt plus winds for three hours using double reefed main and staysail. Not the way to start a cruising season. I arrived at the marina with the wind gusting 25-30. I had to pick up a mooring and then take bow lines to the dock. There are no side ties here. I managed to get safely tied up and poured myself an adult beverage.

The marina seems very civilized compared to the boat yard with well stocked chandleries and restaurants within walking distance. I had our 22 year old Avon life raft repacked close by. I was nervous because of it's age but, they said it was in great condition, considering, and should last a few more years.

Anita arrives next week so I have to finish a few more projects before the inspection. We plan to stay here a couple weeks and then head West, stopping first at Southern Sicily, then on to Sardinia and the Balearic Islands.

Hope you are all having a good Spring.

Cheers,
Richard
SV Moonshadow



Sept. 10, 2011
Hello SIYC Friends,

Moonshadow is currently in a marina in Gibraltar, having traveled 1100 miles since June. From Malta we went to the southern coast of Sicily, often staying at a marina due to lack of anchorages. Our one anchorage in Sicily was inside the breakwater at Porto Empedocle. We stayed here several days and took a bus to the wonderful Greek temples at Agrigento. We had been at a marina in Sciacca, Sicily for just a couple of days when we learned that Richard's mother had died. So, we flew to Indiana for 10 days. The marina manager was very nice and only charged us 15 Euros/day (\$21) because of the circumstances.

From Sciacca we made the 210 mile passage to Carbonara Bay, Sardinia. It took us 40 hours, very light winds, mostly motorsailing but did fly drifter most of one day. A black squall hit us just as we made landfall with winds of 30 kts plus. Fortunately it only lasted about 30 minutes. Moved on to Cagliari where we stayed in a marina and took a narrow gauge train trip up into the mountains. After Cagliari we stopped at a couple anchorages before going into a marina at San Pietro island close to the SE tip of Sardinia.

We now had to make a 220 mile passage to the island of Menorca. The winds often blow out of the Gulf of Leon, France at speeds of 30 kts plus. They usually curve to the East. We were able

to stay to the south of the strong wind and had a reasonable passage, sailing about 65% of the time. Not bad for the Med. We never had more than about 15 knots.

We anchored in a very protected bay at Mahon, Menorca. We were not protected from the other boats however as it soon became apparent that some of these people did not know how to anchor. We saw lots of boats dragging and guys jumping into dinghies going to the rescue. We remained here for 11 days, &nbs p;partly due to the strong winds but also because Anita wanted to stay for a festival where they have lots of horses. Beautiful black horses are ridden by expert riders into a town square, two at a time. The square is full of people. Young men and an occasional young woman run alongside and put their hands on the sides of the horse to encourage it to rear up. The horses rear repeatedly, in the middle of the crowd. All the while a brass band is playing onstage. There were also horse races down a narrow street lined with people. It was quite an event!

Had a good passage to island of Mallorca and anchored in a very protected bay at Porto Colom. We continued on around the island to Puerto Portals which is very close to Palma de Mallorca. We spent a few days visiting there. Then on to island of Ibiza where we anchored in a lovely bay (Charraca Bay) with clear water and a nice beach with people wearing very little or no swim wear.

The 12 hour passage to mainland Spain was not so great. The wind was stronger and more southerly than predicted and the seas were rough. We stayed a couple of days at the town of Altea and then on to Cartagena. We had heard that Almerimar marina was reasonably priced so headed there next, an easy 22 hour passage.

From Almerimar we took a bus to Granada for a weekend to visit the Alhambra (Moorish palaces built in 13th to 14th century). After returning to Moonshadow we decided this was a good place for Anita to leave from rather than continuing to Gibraltar. So she flew to Madrid, spent a couple of days in museums, and then on to Portland.

Richard sailed Moonshadow the 130 miles to Gibraltar with a cruiser from Denmark. He is currently waiting on crew and then will continue on to the Canaries, Cape Verdes and the Atlantic crossing to Trinidad in December.

Richard and Anita
SV Moonshadow

Sv Sequoia

July 10, 2011

At sea, 31 degrees, 53 minutes north, 159 degrees, 46 minutes west (about 600 miles north of Kauai)

Dear friends and family:

This will just be a brief update to let you know that we left Kauai, despite the many charms of Hanalei Bay, and we're well on our way home. The first couple of days were fairly rugged, with strong winds, high seas and a bit of seasickness. Now the wind has dropped a bit, the ocean has smoothed out, and we could be in a film advertisement for the joys of sailing. For lunch we had delicious smoothies, made with the ripening-too-fast

fruit. In a few days we'll be more heavily into the canned and dried goods, but for now we have an over-abundance.

In Kauai, we rented a car and did some tourist things, including a trip to see Waimea Canyon. But the highlights of Kauai happened right there in Hanalei Bay. We had a visit from Craig's cousin, Andy, who brought along his two charming step-grandchildren to be. (His fiancée's grandchildren). We visited an organic farmers market on Hawaiian native lands, and acquired some very green bananas and papayas for the trip. The market is so popular that they have a start time, and there were probably 300 people lined up at the gate for the twenty or so vendors. I acquired some fresh turmeric root, and we have yet to try it in a curry. (I didn't even know turmeric WAS a root!) But curries are for later in the voyage when stomachs are for-sure settled.

Probably the highlight of all occurred on our day of departure, July 6. We found out that the Pacific Voyagers were coming in that day to land in Hanalei Bay -- these are the 7 Polynesian sailing canoes that have sailed across the South Pacific from New Zealand. Every owner of a small watercraft was out to welcome them, including surfers, paddle-boarders, canoes, Hobie-cats and other small catamarans. The big Polynesian sailing canoes coming into the bay were very dramatic, Some with red-dyed sails, and some with tapa-cloth designs across the sails. Some of the boats had drummers and conch-shell players, and there were other musicians on shore. Unfortunately we'd already deflated and stowed our dinghy, or I think we might have gone ashore and joined the party. As it was, we left Hanalei Bay to the sound of Tahitian drums -- what a send-off for us!

We're having some issues with our electrical-generation abilities on the boat, so I'll bring this to a close, and there may not be further updates. We'll continue, in any case, to report our daily position to the Pacific Seafarers Net, and those reports should be available to you at their website. We hope to reach Astoria the last week of July, and I'll definitely do an update at that point.

Best wishes to all our friends and family!
Craig & Barbara Johnston
S/V Sequoia

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35 degrees, 41 minutes N: 159 degrees, 01 minutes W

Dear Friends and Family:

Let me share a view of the trip from the captain's perspective. Sequoia is now 808 nautical miles almost due north of Kauai after 5 1/2 days of sailing. The mouth of the Columbia is 1500 nm north of Kauai and 1430 miles to the east, and if we could take the most direct route, the whole trip would be less than 2000 nm. Unfortunately, the winds dictate otherwise. Just as for the clipper ships of 150 years ago, we will continue to sail north and start making the right turn only when the wind allows, at about 40 degrees N. So we are not quite 1/3 of the way home.

Each day I look at weather reports to check on the expected winds, but in reality we are just sailing along the path of least resistance. We started the trip in strong east winds and uncomfortable seas. The winds have moderated but, rather than shifting a little south to make flatter sailing, they have shifted a little north of east. The result is that we are sailing close-hauled on the course the winds allow. Although we could make upwards of 8 knots in these conditions, it would be very uncomfortable: heeled over hard, pounding into the waves, lots of spray over the bow. By reefing down (we are currently carrying one reef in the mainsail and 80% of the staysail) the boat's heel is limited to about 15 degrees and the motion is comfortable.

Comfortable is relative, of course. There are only two places in the cockpit that don't get occasional buckets of spray and back at the helm is not one of them. Fortunately, Jeeves, our Monitor wind-vane self-steering has been on the job without complaint (and virtually without adjustment!). Inside the boat is dry and comfortable -- we have all slept well. Cooking and chores are more challenging: Barbara really has to fight the heel and motion when cooking but has turned out very tasty meals. Last evening's dinner was teriyaki meatballs stir-fried with fresh veggies over rice and the last of some Hawaiian cheesecake. But today we will eat the last papaya, and most of the fresh food will start to run out in the next week.

An unexpected surprise has been how warm it has been. The water temperature has only dropped to 82 degrees F and it has been too warm in the cabin, definitely tee-shirts and shorts weather. But as I write this tonight on my 3-6 AM watch (I'm keeping an eye on the radar!) I am wearing light warm-up pants for the first time. By the time we are finally headed west above 40 degrees N it will call for fleece without a doubt.

As chief mechanic, my bane this trip has been our 12V electrical system. Our refrigeration, sailing instruments, lights and computers all run off of 12V, supplied by 3 big batteries weighing nearly 500 lbs. The batteries just store the juice; they are recharged by three redundant systems: the engine's alternator, the wind turbine, and the solar panels. In a triumph of Murphy's Law, all three charge sources have suffered failures this trip. Bummer! The solar panels gas spring-lifts all decided to fail more or less at once, so the panels would not stay extended horizontally. The wind turbine has kept blowing fuses (down to the last one, now). And most importantly, the engine alternator/regulator stopped charging.

Yesterday I spent the day trouble shooting the alternator, replacing the alternator entirely (turns out the old one was worn but not the problem, and the new, unused alternator had been attacked by saltwater in storage). But after a day's greasy work, we isolated the problem to a faulty battery temperature sensor and the engine charging is working again. Fixing the solar panels required lashing a pole to the life rail on each side, to provide a support point high enough for a line to help hold the panels up. Clearly an unexpected use for a boathook, but a successful field expedient solution. Bottom line is that all charging systems are now working and Barbara doesn't have to figure out what to do with a whole freezer and refrigerator of food spoiling.

So the passage is fairly routine now, with just enough excitement to keep it from being totally boring. We're getting plenty of rest, thanks to Mark, our competent crew. The Kindle bookreaders and MP3 players are getting a workout. While the trip seems to stretch long at this point, in a few days we will start turning toward home, and shortly afterward pass the half-way point. And if the winds are very light as we pass through the Pacific high, we will get a chance to do some laundry!

Craig

(Your replies are welcome and encouraged; please send only your words and not a copy of this, as the email is slow...)

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July 26, 2011

45° 43' N/122° 54' W

Scappoose, OR

Dear friends and family:

We made it! We're at home, contemplating the overgrown garden and the deer munching contentedly on everything, and most especially on those Oregon strawberries we've been longing for all year! Oh well – it's good to be home, and everything seems to be in good order. The country is in political crisis, the politics is ugly, and so what's new? We're picking up the threads of our land-based life, and trying to remember old habits (like how, exactly, does that washing machine work?)

We expected the last few days of our passage from Hawaii to be relatively calm and flat, and we expected to motor most, if not all, of the way. It was just as expected, until about 24 hours before we arrived at the Columbia River bar. Then the wind came up, and we were soon close hauled in big, lumpy, confused seas. Nice to have the engine off, but we were soon rolling, banging and slapping, and meal preparation once again became that familiar exercise of athleticism and paranoia. I was doing a dive to the bottom of the refrigerator, which involves removing everything from the top layer, and finding someplace stable to put each removed thing. I've gotten used to using the stovetop, because the stove is on gimbals, so stays relatively level all the time – although it does swing a bit as the boat rolls back and forth. One of the items in the refrigerator's top layer was a tall half-gallon container of orange juice. I put it on the front of the stove, and in a particularly violent lurch, while I wasn't paying close enough attention, it tipped off the stove, hit the floor, and dumped its entire contents into the bilge, the beverage locker, onto the carpets, into the head (bathroom) and onto the floor of Mark's cabin. Expletives were heard. Loud expletives.

Ultimately, we just decided to clean up the hard surfaces and throw towels down over the wet sticky carpeting. After all, weren't we just 24 hours from home? The lumpy seas (we

started to call it “the washing machine”) continued, and we all had difficulty sleeping. I’m sure it wasn’t helped by the knowledge that first light would bring us within sight of land.

At this point we were surrounded by lots of fishing boats. Craig had caught an albacore in the afternoon (that was dinner – YUM!) so it was not surprising that there were lots of fishing boats in the vicinity. We were using the radar almost constantly, because the boats were hard to see in the mists. At night it became much easier, both because the mists lifted, and because the fishers all seem to light up their decks and surrounding sea with big mercury vapor lamps. Even when a fishing boat is over the horizon, you can still see the loom of light above it. (The astronomers – the low light guys – must hate that practice of the fishing boats). At one point, just after I went off watch at midnight, Mark called me to come up, saying he had a boat in sight that he was having trouble identifying – it didn’t appear on the radar. The putative boat appeared to be a sailboat, with spinnaker out, strangely luminescent with a yellow-orange color. But it couldn’t be, because a spinnaker couldn’t possibly be out in that direction – into the wind. Light-bulb moment: it was the moon, just coming up over the horizon. No wonder it didn’t appear on the radar!

For the last few days, we had been adjusting our speed to time our arrival for (relatively) slack water at 5:00 am at the Columbia River bar. That’s the current stage when waves are least likely to be a problem. Of course we knew from friends that the Columbia River is extraordinarily full for this time of year, with a current of 2.5 knots running for most of its length at least up to the Portland area. Thus there really is no slack water at the bar—it’s always flowing out. We arrived about 20 minutes late (not bad for an 18 day passage!) and the bar was a complete non-event. We took pictures at the moment of crossing the bar, and there are no significant waves showing in the background. The sun was shining brilliantly, and the fog we could see just inland from Astoria dissipated before we reached it. We decided not to touch land at all in Astoria, but just bomb up the river as fast as we could, hoping to reach St. Helens by 5:00 or 6:00 pm. We had plenty of fuel left, and we pushed the throttle up to 2500 rpm, which yielded 8 knots of speed. (Speed through water: 5.8 knots, because of the adverse current).

We hooked up the wash down pump, and using river water, washed all the salt off the boat. We stowed lines, inflated fenders, vacuumed the interior, and ate leftovers out of the refrigerator. We were passed by a lot of commercial traffic heading upriver. At one point, we were being passed by a tug towing a barge that was carrying two other smaller barges. A giant Honda car-carrier came up behind him, and passed us both. I didn't know the river was wide enough for that!

The sunshine was quite lovely – apparently coming out just for our arrival. We reached St. Helens at about 6:00 and then had a lovely dinner with a welcoming committee of friends. Glad to be home!

Craig and Barbara Johnston, Sv Sequoia



Clockwise: Barbara flying the SIYC burgee in the Sea of Cortez. Picnic at Johnston's upon their return from Mexico and Hawaii. Ron Hughes entertaining us all at the Picnic!