



SAUVIE ISLAND YACHT CLUB NEWSLETTER

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

Vol. 317 December 2010

SIYC OFFICERS '09-'10

Commodore
Garry Weber

Vice Commodore
George Stonecliffe

Secretary
Marianne Mullowney

Treasurer
Ed Mullowney

Rear Commodore
Ed Daugherty

COMMITTEE CHAIRS

Membership
Ed Mulowney

Database Editor
Susan Gierga

Cruising Coordinator
Open
Contact George Stonecliffe for more information.

Newsletter
Susan Gierga

Refreshments
Sue Stonecliffe

Website
Jeff Gerritsen
jeff@gerritsen.us

General Meeting

Friday, January 7th 2011

(First Friday of each Month)

7:30 Business Meeting

8:00 Program

This Month:

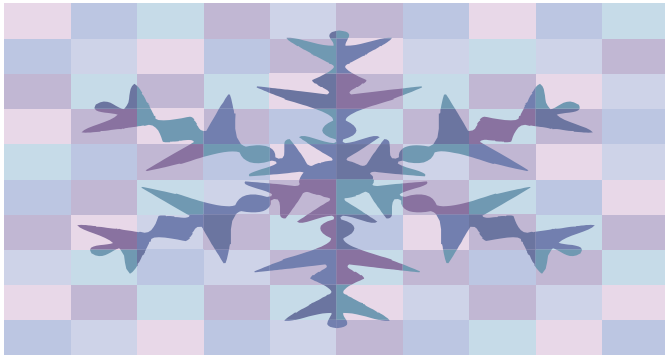
Join our friends Richard and Anita who are cruising on SV Moonshadow. While Moonshadow is waiting in Malta, Anita and Richard are spending the winter in Portland.

Listen to them share a photo presentation and talk on the Indian Ocean, Gulf of Aden and the Red Sea. They will share sailing tips, what it takes and highlight some of their stops.

Cruise Weekend

January is the month for our traditional Land Cruise. What would **you** like to do? Bowling? Movies? Dinner? Call our Commodore, Garry Weber, with ideas.

Happy Holidays from the SMC Board!



Commodore's Comments

The New Year's cruise is fast approaching and is a great way to end the old year and start a new one with good friends !!

We will be initiating two new members, Roan and Devon Madix, at the January 7th meeting. Please come and welcome them to our club.

*Joyeux
Anniversaire*

Mark & Becky Nerczuk 12/20
Barry & Nora Repman 12/18
Susan & Peter Gierga 12/31

"Love is what makes two people sit in the middle of a bench when there is plenty of room at both ends"

Please continue to send letters, articles, educational opportunities, recipes, ideas for programs, and other information our Newsletter Editor Susan Gierga at susanmgierga@hotmail.com Or if your contact information has changed let our Database Coordinator know; again, Susan Gierga – susanmgierga@hotmail.com.

SIYC Clothing & Accessories For 2009/10

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.

*** A check made out to SIYC need to accompany orders.

Note: sizes beyond L will be \$1.50 more.

Happy Birthday!

Lunn Ashbridge 12/18

Susan Canniff 12/1

Matt Kramer 12/27

Gloria Ludlow 12/10

Gail Wigen 12/13

Jeff Woodward 12/24

Art Zehner 12/11

"And in the end, it's not the years in your life that count. It's the life in your years."

Abraham Lincoln

2010-2011 CALENDAR

GENERAL MEETINGS		BOARD MEETINGS		CRUISES	
September 3	Sauvie Island School	August 31	TBD	September 11 – 12	Gilbert River Docks
October 1	Sauvie Island School	September 28	TBD	October 23 – 24	E. Government Island
November 5	Sauvie Island School	November 2	TBD	November 20 - 21	Thanksgiving at Hadley's Landing
December 11	TBD	At Christmas Party	TBD	December 31-1	New Year's Cruise Coon Island
January 7	Sauvie Island School	January 4	TBD	January	Land Cruise
February 4	Sauvie Island School	February 1	TBD	February 12-13	Valentine's Cruise Coon Island
March 4	Sauvie Island School	March 1	TBD	March 12-13	Anchoring Cruise
April 1	Sauvie Island School	March 29	TBD	April 16-17	Navigation Cruise
May 6	Sauvie Island School	May 3	TBD	May 14-15	Race/Drift Cruise Sand Island
June 4	Annual Picnic	At Annual Picnic	TBD		

SIYC's November Cruise Report

Thanksgiving Cruise Report::

David Magnan makes a mean BBQ turkey! The Cruise at Hadley's Landing attracted seven boats for the Thanksgiving Potluck. The boats included Commodore Gary's 'Cambria'; new members Devon and Rowen on 'Imi Loa'; David on 'Hawksbill'; Susan and Peter on 'Penelope'; Nick and Gail on 'Ursa Minor'; Terry and Michele on 'Conch'; and George and Sue on 'Julia Max'. In addition, Richard from 'Moonshadow' walked into the Landing, and shared dinner with us.



Many doubted the weather expecting heavy rain, but we were delighted to have blue skies on Saturday, for travel shared their up



A Sunday food, and

but we were delighted to have blue skies on Saturday, and the main potluck. Although it was brisk, 'Conch' effective propane heater on the dock warming things particularly at dinner.

breakfast potluck squeezed into 'Julia Max'. Friends, good stories were enjoyed by everyone.

George Stonecliffe

ATTENTION ALL SIYC MEMBERS!

If you have information regarding any of our cruising boats, updates on locations, etc., PLEASE let me know! We can only keep this section current if we have the information!

Crusier Liaison: Susan Gierga

Received from Barbara and Craig Johnston:

Chacala, Nayarit
December 10, 2010

Dear friends and family:

We arrived last night at this "picturesque fishing village" (-- Lonely Planet) but haven't yet been ashore. Looks like lots of tourists (or at least hopeful local entrepreneurs) have read the description - the palm-fringed beaches are lined with palapas (open air restaurants) waiting for the customers. The anchorage is a bit rolly here: some boats that have perhaps been here longer, have set two anchors, fore and aft. That way you're assured (assuming no bad weather) that your motion will be hobby horsing instead of cradle rocking. Hard to say which is worse. In any case we slept long and soundly last night, even with only one anchor.

We left Mazatlan on Sunday, just at sunset, heading south to arrive at Isla Isabela just after sunrise on Monday morning. The various guides show two anchorages at Isla Isabela: one at the south end where there is a fishing camp on the beach, and the other, on the east side, just south of two large rock formations called "Las Moñas" (Spanish for "the dressmaker forms"). We checked out the south cove, but it looked too rolly, and the chartlets we have show various rocks, just underwater, at varying locations. (As an aside, the official charts showing details like these, are nonexistent in most of Mexico. Instead we must rely on hand-drawn chartlets in various guidebooks, prominently marked "not for navigation." They often - and in this case - don't agree with each other. What would you use them for, if not for navigation?)

But I digress. We motored around to the east side, where 4 different sailboats were anchored. The available anchoring space was surrounded and crowded by many, many crude floats, consisting of bleach bottles, old pieces of Styrofoam and boat fenders. There were a number of pangas (small open fishing boats) tending the floats, pulling up nets apparently attached to the floats, and setting new ones. We found a spot, and put our anchor down in beautiful crystal clear water. We could see the anchor on the bottom. We could see tropical fish among the rocks below. We had aimed the anchor for a patch of sand, but instead it wound up on a massive rock, apparently part of an old lava flow. We would regret that, because with every wave, and every shift of the slightest breeze, the chain would move across the lava rock, transmitting every sound to the bow of the boat, a few feet from our (attempting to sleep) ears. On our first snorkel, Craig and I were able to lift up the anchor enough to move it to the patch of sand, but never mind, the chain was still across the huge rocks. In three days, the anchor never did dig in, because there was never enough wind to pull the chain. So in the end it didn't matter whether the anchor was sitting on the lava flow, on the sand, or not even present at all.

The snorkeling was fabulous! We managed to leave all our tropical fish books at home, so I don't remember all the names, but there were convict fish, Moorish idols, angelfish, and plenty of smaller and larger ones. The guys on the pangas were catching huachinango (red snapper) and they wanted to trade us some, even as we were putting down the anchor. We put them off that first day, but the next day they were back, and we acquired two huachinango. The price? They wanted cookies and Coke. We didn't have any cookies we were willing to part with, but we found some packets of trail mix they liked, and we gave them our last three Cokes. (Obviously Coke is a desirable trade good - we don't drink it ourselves, but we clearly need to lay in a good supply for future trades.) The pangueros told us that the fishing camp has no families - men only. And apparently they sustain themselves on cookies and Coke. They seemed very friendly. One took minutes of video with his pink cell phone,

memorializing us, our boat, and all its equipment. That afternoon they stopped by with a huge red fish ("pargo"?) and a hammerhead shark. No thanks!

We got together for dinner that evening with Ann and Mark of Blue Rodeo, which was anchored close by. The little huachinangos from the morning's trade were delicious barbecued. We made plans to rendezvous the next morning to go ashore and explore the island. We were joined by Don and Deb of Buena Vista and we landed our dinghies in the south cove, on the beach in front of the fishing camp. The fishing camp consists of 12-14 galvanized iron palapas (sheds) in varying states of disrepair and rust. Furniture consists of the molded plastic tables and chairs which are available so cheaply everywhere. One sign indicated that the government has a project to update the palapas in the very near future, planning to spend \$75,000 pesos. Other signs indicate that the island is a national park, dedicated to conservation consistent with development and eco-tourism. Various paths around the island are shown on one sign.

Already, the birds for which the island is famous were in evidence everywhere. The signs were streaked with white bird guano. On top of the national park sign there was a small roof, and on top of that, a frigate bird seemed to be permanently camped, sitting on his outspread wings, in a gesture that looked for all the world like he was gesturing, "Whatever!" There were lots of frigate birds wheeling in the air, pelicans sitting in the water, but no sign yet of the blue footed boobies for which the island is so famous.

Along the base of the hill behind the camp are 10 or 20 plastic outhouses, every 10 feet or so. Each outhouse is painted with a number and/or a name. The paths around the island begin by walking between two of the outhouses, and finding the concrete steps climbing upward through the forest. The forest seems to consist entirely of one species of tree, uniformly about 12 -15 feet high, with leaves like a ficus benjamina and small fruits or nuts the size and color of small limes. On top of the trees, the frigate birds were flying around, and establishing nests in the canopy. Some birds sat on nests, others were building nests, and still others were still looking for mates. The males have a pouch under their beak, and when they're looking for a mate, they inflate the pouch, it becomes bright red, almost translucent, and they make a sort of woodpecker noise with the inflated pouch. After they've found their mate, the pouch deflates, fades to orange then brown, and finally seems to disappear altogether.

The frigates seemed not to care that there were human hikers close by or underneath. We seemed to be invisible to them. I took plenty of pictures, although none that showed the red-pouched males close up.

The blue-footed boobies seemed to be confined to the coastal areas. We saw our first pair of boobies on a cliff overlooking the south bay, and then another in the underbrush as we approached the Las Moñas beach. The pair in the underbrush seemed to be doing a courtship dance, facing each other, heads bobbing up and down, and occasionally touching beaks. (I noticed in reviewing the photos later that this pair had metal bands on their legs. There appears to be some degree of research going on with the birds, although we did not find any bird researchers. Later, on the beach, we did talk with some fisheries researchers who were spending a week there.)

The blue feet are certainly striking. It's almost as though they have their party shoes on. We noticed that some boobies have pale yellow feet, and we speculate that those may be the adolescents. When we reached the shore, there were thousands of boobies, most with blue feet. A few were doing the courtship dance, others were sitting on nests, but most just standing around. They certainly were aware of us, and kept a careful eye on us if we seemed to get too close (I was very glad to have the telephoto lens on the camera).

The trail to reach the Las Moñas coast was strenuous - plenty of steep ups and downs, with occasional bushwhacking where the trail wasn't very obvious. When we got close to the coast, the grasses were covered with burrs, which soon covered each of us. These were the most aggressive burrs I've ever seen, and must have been the particular subspecies that inspired Velcro. In the center of the island is a perfectly round crater lake, green and dank looking, with various evidence of civilization floating in the middle (Coke bottles) or scattered around the edge (an

old wheelbarrow, with only shards of rusted metal and a perfectly intact wheel).

Back on the beach of the south cove (Bahia Camchin according to the government sign and the labeling on some of the pangas, but not identified as such on any chart), we saw a stingray which one of the pangueros had caught, and then turned over to a government researcher. I asked the researcher about the line-dancing behavior of the rays we had seen off Cabo San Lucas (see my previous email), but he didn't really know - maybe trying to shake loose some parasites? I still prefer to think of them as having fun.

While we were anchored by Las Moñas, several boats came and went. Others stopped by and looked at the anchorage, moving on, apparently having decided it wasn't secure enough, or too many rocks, or too crowded, or too many fishing floats. For ourselves, we were really glad to have spent three days there. The snorkeling was spectacular, and the birds unlike anything we've ever seen.

Christmas is fast approaching, and we'll be heading to the Bay Area for Christmas, leaving the boat in or around Puerto Vallarta for a few weeks. So right now there are conflicting pulls on our time. Christmas presents? Christmas cards? Hard to think about in this tropical climate.

We'd love to hear from you, but please don't hit the "reply" button. Or if you do, please delete our original message from your return message. We expend lots of electrons, hard earned from the sun or the wind or our diesel engine, just to get our message out on our extremely slow ham radio connection. We'd rather not expend more electrons just to read our same words coming back at us -- We're saving those electrons to hear from YOU!

All the best to friends and family!

Craig & Barbara Johnston
S/V Sequoia

SIYC CRUISING BOATS – Locations out of the United States

Boat Name	Owners' Name	Location
Adagio	Jeff & Jane Woodward	West coast of Mexico
Ahwahnee	Tom & Kathy Edwards	Bahia del Sol, El Salvador
Glaoch Ne Mara	Rick Brady	Mazatlan, Mexico
Kailani	David & Christy Dykkesten	Bocas del Toro, Panama
Moonshadow	Richard Sandefur & Anita Melbo	Malta
Perpetua	Pat & Susan Canniff	Mazatlan, Mexico
Rolling Thunder	Bruce, Jan & Max Payne	Puerto Vallarta, Mexico
Sea Tern	Herman & Nancy Ford	For Sale...
Sequoia	Craig & Barbara Johnston	Southern California
Starbounc	Earl & Donna Davis	Hawaii
Wild Rover	Mike & Gail Cannady	South Carolina...

ATTENTION ALL CRUISERS:

Your letters are the highlight of our newsletter!!!... We really want to hear from you...Where you are... adventures...recipes... photos...cruising tips...gossip...well, you get the idea. ☺

A Letter from our Friend Norm Peterson:

Paying Washington Sales Tax on an Old Boat

By Norman Petersen

As most of you know, I have moved out of Oregon to Washington. Because of that I had to pay sales tax on my boat and register it in Washington. I have strong feelings about the injustice of the law; however as a single individual, I can do nothing but pay it. I am writing this to let others know what I found out about the process so that others can keep the tax paid to a minimum.

I did a lot of searching on the internet to find out how much tax would be due. The effort was useless. I could not even find a copy of the law to read. I assume the law really exists but it is beyond my capability to find it. Hopefully a lawyer can. I did find a case where a non resident man was having a boat built in Washington and the state claimed he owed tax because was staying in Washington when he was supervising construction. After many court battles and appeals, he finally won. This was an early indication of the predatory nature of the state in collecting this tax.

I finally called the state and after the normal frustrating pushing phone buttons, I ended up talking to Raymond who is a tax agent. I inquired about the tax due without giving any details except the year, make, and model of the boat. He immediately asked what I thought the boat was worth. Luckily I didn't give him a number. He then looked up some data and told me \$23,000 and I would owe \$1900. He then told me that if it is insured for less than that number could be used. I did not volunteer the information. Finally he told me that if I had receipts for repairs then they could be deducted from the value.

I spent a lot of effort digging up old receipts which amounted to \$27,000. I then listed them in a spreadsheet which I sent to him so that he could indicate which repairs would be acceptable. Luckily I did not send any receipts. He called back and told me that he only repairs that have not been done yet were usable. At this point, I began to suspect they were collecting data to use to keep the tax at maximum.

In the mean time, I was transferring my car to Washington and mentioned to the clerk that I needed to register my boat also. She indicated that she could also transfer the boat. It told her the above story and she confirmed that they were indeed collecting data. She said that she could help me register the boat.

Apparently the law states that the tax is due on the "fair market value" of the boat whatever that is. The tax rate depends on location of the boat. If you can, keep the boat in the lowest tax rate place when paying the tax. Any repairs that are needed can be deducted from this nebulous fair market value. Hence the first question they will ask is "What do you think the boat is worth?" Just say you don't know. Let them figure it out. I don't know if you can argue with their value or not. You can present estimates of repairs that need to be done to bring down the value. I got a bunch of estimates worth

about \$15,000.

Back at the helpful license place, they took the state value and subtracted the estimates to get \$8,000 fair market value. I paid tax on that. I may have been able to get more estimates to bring the value down more, however at this point I just wanted to be done with it.

Finally, the license place clerk determined that the value that the state puts on the boat for the annual excise tax was \$4,000 less than the value that Raymond gave me and I was stuck with. This shows that this is a game they are playing because they have no way to determine the "fair market value."

My advice to others is to not give any information to the state that is not legally required. Find a license place that is not hostile. Make sure estimates are totally honest. If you can find out what the excise tax value is, do it. It may help with the value they claim for the sales tax boat value. By the way, I was told that the rumor that a boat owned over 10 years is exempt is not true. I have no way of knowing if they are lying without consulting a lawyer which cost too much.

Hopefully this will help others when they have to deal with the problem. I understand that there is a group in Oregon working to challenge the law. If somebody can find them, that may help.
