



P.O. Box 2524, Portland, OR 97208-2524 www.siyc.org No. 401, November 2020

SIYC OFFICERS '20 –'21

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November Membership Meeting Friday, November 6 at 7:30 pm

Watch your email for your invitation to our Zoom meeting. You can join with or without video. If a computer or smartphone doesn't work, you can also call in from any phone.

Our speaker for this meeting will be member Craig Johnston, who will talk about sailing downwind. What sails and control lines do you need? How is ocean sailing downwind different than sailing on the river? Craig has lots of photos and a few videos to illustrate his talk.



This month's cruising reports start on page 8.

Commodore's Comments

Moving Forward, Virtually

- *Dave Mery*

Ahoy All -- The virtual meetings seem to be doing well. If you have been trying to get on or have not received the logon information just prior to the meeting and are having troubles please let me david.mery@gsa.gov or Mark Church dogear99@gmail.com know. We can try to assist you.

Many thanks to Debbie Khoja for deciphering the Yacht Destinations website for us and for creating a helpful set of instructions. (See more information in the article below.)

We will be needing new officers next year, please consider throwing your hat into the ring. It is very rewarding and fun. If you are interested in Commodore, Vice Commodore, Treasurer or Secretary please let any of the officers know.

Reciprocal Privileges

- *Debbie Khoja*

Did you know that SIYC has a membership in Yacht Destinations? This organization has a website that currently lists over 170 yacht clubs in the Pacific Northwest, Canada, and Alaska. We have reciprocal privileges with over 80 yacht clubs at this time. (Be forewarned that the website may not have the most current information. It's worth checking directly with the clubs you may want to use before leaving your home dock!)

Your first try at logging into the Yacht Destinations website may run into difficulties. We've created easy-to-follow directions for you. They are published on [SIYC's website](#) via a link on the "Reciprocal Privileges" page.

It's very important to confirm moorage availability before arriving at the docks. Many clubs offer moorage on a space available basis, most are free, but some have specific reimbursement instructions. Remember to take your membership card and fly the SIYC burgee.

A Virtual Christmas Party?

The Board is considering holding a virtual Christmas Party on the evening of December 11. This is something that we'd do via Zoom, and would definitely be BYOB! This has come up once or twice in our monthly Zoom meetings, and many people like the idea.

Do we have any volunteers? Have any of our members out there experienced anything like this? What sorts of activities are popular and feasible? Please send your answers to Monica Fetzer, mmfetzer@gmail.com, and we'll determine whether this might be a good activity for the club in this year of social distancing. Monica has already agreed to work with one or two other volunteers, so we're halfway there!

Tech Talk:

Connecting the Boom to the Mast: A Loosey-Goosey History

- *Craig Johnston*

This is a story about the evolution of the gooseneck fitting on the mast of *Sequoia*, our



Broad reach, on passage to Hawaii

Outbound 44. The mast, boom and gooseneck were made by Ballenger Spars in Santa Cruz, CA. A 1/4-inch-thick stainless plate attached to the mast supports the boom. It was originally fastened by ten 1/4-20 machine screws to holes

threaded into the mast. While making ocean passages the original fastening has not proven durable.

The loads on the gooseneck are complex. The main halyard pulls up, and the vang and mainsheet pull down. The more problematic loads are lateral when the sail is eased while sailing downwind. In high winds there will be a strong lateral force. Even more of a problem are the dynamic loads that occur during light to moderate winds combined with significant waves as the sail alternately fills and slats.

In March 2003, we set sail for the Marquesas in the South Pacific. As we sailed across the Pacific, typical conditions were 25-35kn winds and 6-10' seas, with the point of sail varying from a broad reach to dead downwind. By the time we reached New Zealand in November, the gooseneck mast fitting was loose, as the 1/4-20 screws were stripping the threads in the mast. Our mast is of typical size for *Sequoia's* powerful rig and has a wall thickness of about 0.150 in. Thus only three threads of the screw are engaged, and the aluminum is just not strong enough to support the loads, particularly the dynamic load.

We found a wonderful rigger in Auckland to add a furler to our Solent stay and he also suggested drilling out the threaded holes and replacing the machine screws with monel pop-rivets. Monel is strong and stable in the marine environment (and expensive!), although if you are really into the metallurgy you will recognize the potential for galvanic corrosion with aluminum. The rivets held up during our second season in the South Pacific.

In June of 2010 we were preparing for a cruise to Mexico and Hawaii and decided that it was prudent to replace the original 304 stainless wire rigging which had seen two full seasons in the tropics. We took the boat to Brion Toss's yard in Port Townsend, WA to rereg. Brion elected to drill out the monel pop-rivets, perhaps because of the possibility of galvanic corrosion, and replace them with aluminum riv-nuts



A riv-nut is a collapsible fastener that can be

Riv-Nut, side view and end view

inserted from one side of a panel, compressed like an accordion to lock it in place, and has a threaded hole for a removable screw. Since the gooseneck was designed for 1/4 in. screws, the riv-nuts require a larger hole (almost 3/8 in.) and so the mast holes were drilled out. After clinching them in place, I used Loctite on the machine screws so they would not work loose.

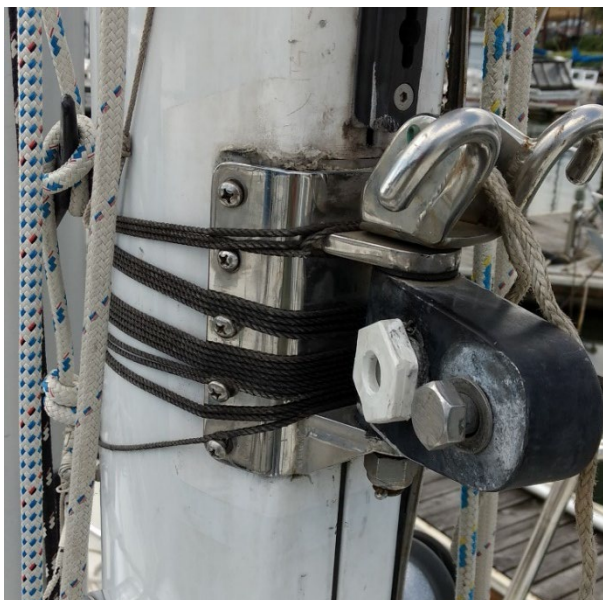
In August 2010 we sailed down the West Coast, pausing in the Bay Area and San Diego to wait out the hurricane season in Mexico. If you have done this passage you know all about big waves and powerful downwind sailing. Following winter in Mexico, we made passage to Hawaii – a beautiful downwind run of 18 days, and after a couple of months in the islands, sailed home by heading North up around the Pacific high. Lots of offshore downwind sailing.

In the spring of 2017, we shipped *Sequoia* to Europe and began a wonderful cruise, the first summer in the Baltic, then the next down the coast of Europe, crossing the Atlantic in December 2018. Much of our sailing was off the wind with the attendant loads on the rig.



Sequoia sailing downwind, photo by George Stonecliffe

As we finished the European leg of the trip it became apparent that the gooseneck fitting was loose again. The aluminum riv-nuts had stretched and become loose in the mast. Because the screws were firmly glued to the riv-nuts with Loctite, there was no danger of the gooseneck coming off the mast. But unfortunately, it was also impossible to unscrew the fasteners, as the riv-nuts just spun in the mast.



Sequoia's gooseneck with field lashings (boom removed).

The downwind crossing of the Atlantic, in light and variable winds, caused a worrisome amount of sloppy movement of the fitting. To control this, I lashed the gooseneck fitting to the mast with many turns of heavy tarred seine twine. This worked fine to get us home.

The lesson was clear: the aluminum riv-nuts were not strong enough. Fortunately, stainless steel riv-nuts are also available. Talking to the spar maker Buzz Ballenger, he acknowledged that the whole system had been inadequate for the loads of big rigs like ours, but he had found a simple solution: use the screws, but glue the fitting to the mast with 3M 5200. This is a strong polyurethane adhesive-caulk, one you do *not* want to use for a fitting you will ever want to remove!

So, the fourth (and hopefully final) iteration of the gooseneck attachment is stainless steel riv-nuts (crimped with Loctite to prevent galvanic action), stainless screws, and about 100 sq. in. of the recommended 3M 5200. I also used the opportunity to machine and re-bush the intermediate piece of the fitting. I will let you know after the next passage if it's all good enough...



After new riv-nuts and 5200. The red line is for the 3rd reef tack, which can be pulled down from the cockpit.

Final note: *I highly recommend lashing as a temporary repair. Everyone should carry a spool of tarred nylon seine twine—lashing with it is a cheap and remarkably versatile fix for many fastenings on the boat. We carry spools of tarred nylon of two sizes, one about 1/16" and the other 3/32", which have good friction and hold up amazingly well in the sun. Some*

lashings on Sequoia (such as the horseshoe buoy rack) are 19 years old and still completely functional. Lashings can be put on in all conditions, including when using machine tools would be difficult, and can solve a wide range of problems.

Get to Know Your Officers: Commodore Dave Mery

This month we're starting a new series of articles to tell you a bit more about SIYC's currently serving officers. We find that if you didn't know people before the pandemic, it's pretty hard to get to know them now. So here's a little bit to get you started.

Dave Mery lives with his wife Penny on Alegre, their Hardin 45, at Island Marina on Sauvie Island. Alegre has been around the world with her previous owners, Gordon and Joan Mery who lived on her for 32 years.



Dave has sailed since he was a teen and has been involved with boats the majority of his life including a 20 year career in the USCG. Dave now works for GSA and is the property manager at the Hatfield Federal Courthouse and The Pioneer Courthouse in downtown Portland. Dave and Penny will eventually cruise on the Columbia River when they retire. Dave and Penny have two grown children living in Oregon.

Recipe of the Month: Dairy/Gluten-Free Chocolate-Coconut Mousse

-- Alica Watkins-McCracken



Alica served this delectable treat at one of our cruise potlucks. Astonishingly simple to make, it's very suitable for preparation in your boat's galley if you have a refrigerator or ice box.

Ingredients:

- 2 Cans coconut milk (full fat, not "light")
- 2 Cups chocolate chips, your choice. (semi-sweet or dark chocolate.)

Optional:

- 1 T Coconut oil - for added coconut flavor.
- Seasonal fruit - I love Strawberries or Bananas.
- Shaved dried coconut.
- Whipped cream or non-dairy substitute

Heat coconut milk (mixed with coconut oil, if used) to a bare simmer, stirring constantly. Slowly add all chocolate while stirring. It will take approx 10-12 minutes for all chocolate to melt and be incorporated into the coconut milk. -- Very Important to complete this process fully!

(continued on next page)

Remove from heat and let cool uncovered - this can take hours. Once cooled pour into bowl/container, cover, let chill overnight.

Scoop the chilled mousse into bowls, and top with fruit, coconut and/or whipped cream. Makes 10-12 servings.

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

2020-2021 CALENDAR

GENERAL MEETINGS		BOARD MEETINGS		CRUISES (see note below)	
Date/theme	Location	Date	Location	Dates	Where/theme
September 4	Zoom (online)	September 3	TBD	Sept. 18-20	Gilbert River Docks
October 2	Zoom (online)	October 1	TBD	Oct. 23-25	Annual Halloween cruise – Government Island E.
November 6	Zoom (online)	November 5	TBD	Nov. 20-22	Annual Thanksgiving cruise – Hadley’s Landing
December 11 Christmas Party?	Zoom (online)	TBD	TBD	Dec. 27-29	New Year’s cruise – Coon Island E. Dock
January 8	Zoom (online)	January 7	TBD		
February 5	TBD	February 4	TBD	Feb. 12-14	Valentine Cruise – Coon Island
March 5	TBD	March 4	TBD	March 20-21	Anchoring Cruise
April 2	TBD	April 1	TBD	April 16-18	Navigation Cruise – Downtown, River Place
May 7 Annual Meeting/ Dessert Potluck	TBD	May 6	TBD	May 14-16	Annual Race/Drift Cruise – Sand Island
June 6 Annual Picnic	TBD				

Note: The club will not be sponsoring cruises this year because of the Corona Virus pandemic. But these dates and locations for cruises have been reserved for us with the Columbia River Yachting Association. There will be no hosts. However, members are free to gather at these places at the designated times. If you are interacting with other club members there, please use social distancing and wear masks.

SIYC CRUISING BOATS

Boat Name	Owners' Names	Location
<i>Mapache</i>	Rob Martin & Sarah Laidlaw	Richmond, California
<i>Pied-A-Mer III</i>	Eric & Pam Sellix	Alanya, Turkey
<i>Catspaw</i>	Rick & Cynthia Woldridge	Puerto Escondido, Mexico

Member Boat Websites

By His Grace	http://www.sailblogs.com/member/byhisgrace/
Julia Max	http://www.sailblogs.com/member/juliamax/
Ma Makani	http://boatzo.com/sailingourdreams/
Moonshadow	http://www.voyagemoonshadow.blogspot.com/
Mapache	https://leakylittleboatcom.com/
Pied-a-Mer III	http://www.sailblogs.com/member/sesesail/
Rowena	http://www.svrowena.com/
Sequoia	https://www.sailblogs.com/member/svsequoia/

SIYC members : Do you have an active website or blog for your boat that isn't listed above? If so, please get the information to your trusty editor, Barbara Johnston, cellolaw@gmail.com, and we'll make sure your website or blog is included in future issues of the newsletter.



Sunset at Pasito Blanco Marina on the island of Gran Canaria in the Canary Islands.

CRUISING REPORTS

From Rob Martin (RacerRob) and Sarah Laidlaw, S/V Mapache

The Tortoise Race

Rob always describes sailing with other sailboats as a tortoise race. And much of sailing, especially our type of sailing—in a heavy ocean-going boat—is slow. Our hull speed is 7 knots, but when fighting current and waves with minimal wind, we move even slower. The cruising life (sailing as a means of travel) requires acceptance of the fact that nothing happens fast.



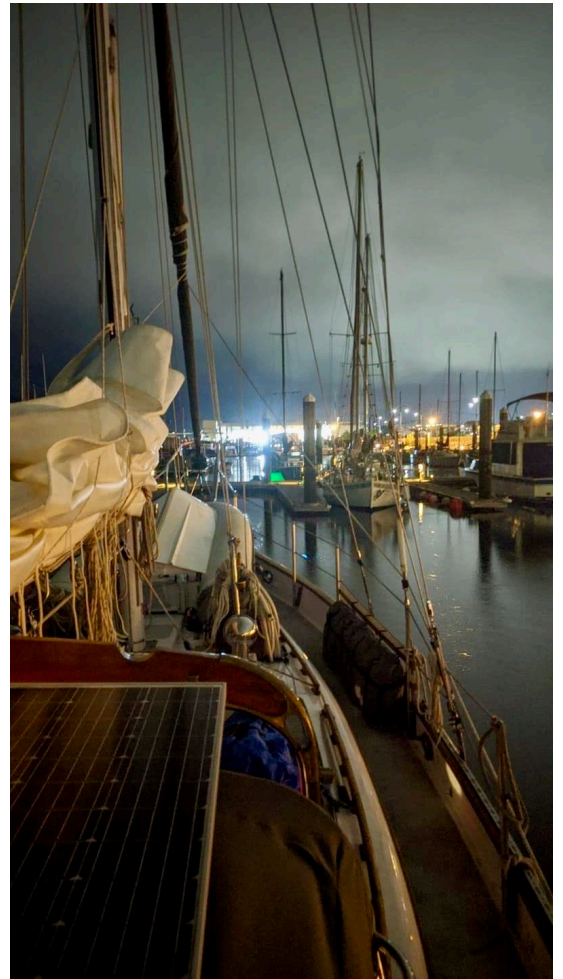
It is a life away from the hustle of the 9-to-5, where really anytime can be 5 o'clock. It is supposed to be leisurely. But coming from a life of impossibly stacked deadlines and to-do lists longer than the day, living leisurely seems stressful. It is not the environment for which I am programmed. How am I supposed to get anything done waiting for my email to load for longer than a few seconds? I have already thought of 10 other things I need to do while waiting for the first thing on my list to happen. To accomplish a menial chore like emptying the trash, I must move seven other things to get to the compartment where the trash bags are kept. I want to make lunch, and it is another game of moving things around to cook and clean. I want to upload this post, but the signal is weak here because it is just so ridiculously peaceful. How am I supposed to live with this peace?

An oft-quoted definition of cruising is: endless hours of boredom punctuated by a few moments of terror.

That rings true for our cruising adventure so far. A perfect example of that was our last passage, which was from Crescent City, California, to Eureka. We had waited almost a week in Crescent City for favorable weather (to us that means waves under five feet and wind less than 20 knots—more seasoned sailors would go out well before the seas quieted to that). It paid off in that the eight-hour passage was boring—slow-rolling swells and not much wind. It was entering Eureka where the moment of terror occurred. We know to never enter a new harbor at night. We also know to never enter a bar (where a river meets the ocean) during an ebb (the predominant river current is leaving the river, leading to low tide). But we did exactly those two things.

We had radar and reliable GPS, and the captain believed that, because the ebb was almost over, we would be fine (he approved this story). As we got closer to the bar, the waves started to build but, at that point, it was too late to turn back. To do so would put us in more imminent danger of being rolled by a big wave. We were surfing in on 10-foot waves. I looked back at Rob at one point and saw a wave rising behind him in the darkness.

The captain redeemed himself and handled the boat well. We made it through the bar in 15 minutes, and our terror was over. Returning to the slow life, we entered the marina and aimed for our assigned slip, taking it very slow...to the point that we were not moving. We had hit the bottom and were stuck. But that was no additional terror, it was more of the slow life. We knew the marina had a reputation for irregular dredging, the bottom was sand, and it was low tide (we just entered the bar at the end of the ebb). So, we had a good laugh and sat still, with no other choice, for 45 minutes. Then, the tide gently lifted us and we took a spot on the outside pier with plenty of room underneath.



Run aground, 30 feet from our assigned slip! We patiently waited 45 minutes for the tide to lift us.

At the beginning of October we were interviewed by Public Radio Correspondent Tom Banse, and he published two stories about us: one written and one radio. The radio story aired on National Public Radio’s Morning Edition. Check out both pieces [here](#).

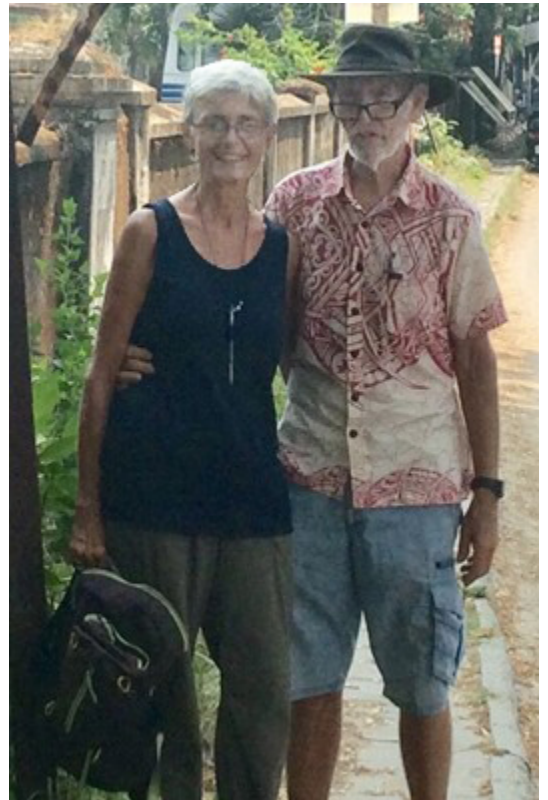
We are thrilled and humbled by this! Thank you so much to NPR and to Mr. Banse. And thanks to the Humboldt Yacht Club for letting us use their club space to do the interview.

Rob & Sarah – S/V Mapache – www.leakylittleboat.com

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

A brief summary of the last few months, an adventure for sure. We are currently in Alanya Marina in Alanya, Turkey having traveled from Cochin, India up the Red Sea and through the Suez Canal. We did have the usual “pirate worries” that come with the territory but that was nothing compared to Covid-19 and all ports being closed.

We couldn’t use our water maker as neither of our Honda generators were working. Yes, we now have two Hondas on board. (We just received parts from the US and both are currently working.) So, not only were we going to need fuel and provisions as we traveled from India to the Med but water also. We planned our first stop in Djibouti as we knew we would need fuel, food and water. Also, the only ATM that would give US dollars was in Djibouti. We knew that Egypt preferred US dollars and while we brought quite a bit of cash from the states, we needed more. No problem,



Pam and Eric in India

we figured we would deal with the money issue later, knowing that at least the Suez Canal fees could be paid by credit card. Well, surprise-surprise, at this point while we were sailing along, a Pandemic had developed. Ports that were planned stops were closing, one by one. What To Do?

I will back track a bit. We did have crew, a young British couple who were on their way home to the UK. Their previous experience was limited to two weeks on a mono hull, but they were great. They did, however, have to be back in the UK by the beginning of May. This was to become a huge problem.

Our first resupply for fuel and water was “at sea” by a Saudi Arabian Warship -- H.M.S. AL-RIYADH 812. This had been arranged by our daughters notifying the Oregon Coast Guard who in turn notified an international US Coast Guard contact who in turn notified the closest warship which was about 50 nm away from us. Once the warship was within VHF range they hailed us and gave us instructions as to how we should proceed. We received 160 L of petrol, 8 cases of water, 4200 tea bags and a case of Nescafé! We had not requested the tea or coffee but were glad to have them. I have used the boxes of Saudi tea bags as trading items. The Saudi Navy would not let us pay them for any of the supplies.

We had two more resupply adventures. The second was in Sudan. We were on a mooring ball about 6 miles off Port Sudan and received supplies via our agent, Captain Hamil. He arrived in a 24’ sailboat. Also in the boat were two young men and a doctor. The doctor pointed his temperature gun at each of us as he stood on his boat and we stood on Pied-a-Mer. Supplies were handed over, fuel decanted and a rather large payment made to Captain Hamil—\$850.00 USD! The fee included not only fuel and food but a hefty agent fee and we paid for the boat to bring the agent, doctor and supplies.

The next resupply was done in Port Ghalib, Egypt. This time we were allowed to tie up at the quarantine dock and take on cases of water, bags and boxes of food and fuel. We were not allowed off the boat.

Then, for two months, we were tied to a floating dock in Port Suez. We could jump off the boat, walk 45 steps to a locked gate and then 45 steps back to the boat. At that point we had not been on land for over 100 days. Our agent in Port Suez was wonderful, Captain Heebie-Prince of The Red Sea Company. He also works

with the British navy and was able to arrange for our crew to disembark and fly back to England. We would give Captain Heebie our credit card (Eric said he would never do this—well, he did it!), Capt. Heebie would get money from the ATM. I would make up a provision list, give it to Capt. Heebie and he had a fellow who did my shopping—an Egyptian personal shopper! There were always surprises! Toothbrushes instead of toothpaste, toilet paper instead of paper towels, tomato paste instead of canned tomatoes, Nutella instead of peanut butter. All said and done, we were safe with 24/7 police guards inside our locked floating dock.

After 2 1/2 months at the floating dock in Port Suez, hearing that Turkey was open to foreign boats was wonderful news and we began preparations for transiting the



Working with Captain Heebie on the canal paperwork.

Suez Canal. Details for a Canal transit must be made by an official “agent” and we had the best of the best, Ehab Soukar, better known as Captain Heebie, Prince of the Red Sea. We had paid our Canal fee when we first arrived in Port Suez. The amount of the fee is based on the measurement and weight of the boat plus an unknown formula of unknown specifications. It's been known that similar boats have paid significantly different fees.

The two fellows who came to measure Pied-a-Mer had come empty handed, nothing with which to measure. We supplied them with a large tape measure which, of course, was in inches not meters! Captain Heebie was on board and once the measuring completed, we paid our \$237.00 USD Canal fee.

Boats transiting the Canal are required to have a Canal Pilot on board as a guide only, not to “Captain” the ship through the transit. We had heard many stories of “Canal Pilots and Baksheesh”. It is customary to present the canal pilot with a gift of money, preferably US dollars, a meal and maybe another small gift. Articles that we had read told of rude angry pilots who demanded a certain amount of money to humble pilots who were happy with whatever they were given. To avoid problems

with the pilots we gave Captain Heebie two twenty-dollar bills (the going rate) and he took care of the “gift”. The canal transit is a two-day journey and early in the morning on June 24, Mohammed, our pilot for the first leg of the canal arrived. Kar Kar, our “man Friday and good friend”, helped with our lines and off we went---for some this would be a "Bucket list" adventure but for us it was, " This is how we get to the Med".

We had beautiful weather for both days of our transit. Day #1, we left Port Suez at 0412 traveling at 5+ knots and arrived in Ismalia at 1250. We tied up to the cement wharf and spent a quiet night. Robio, our pilot for the second half of our transit arrived at 0430 the next morning and off we went. Traffic in the canal moves north in morning and early afternoon and south later in the day and night. In addition to the two sailboats that we were traveling with, we saw only one other pleasure craft, a powerboat going south. We were continually passed by cargo ships, container ships, barges, etc. The canal is very narrow in parts reminding us of the Columbia River, we were used to being very close to huge vessels. On Day#1 both sides of the canal were mostly sand dunes but there was much more activity on Day#2, a railroad bridge under construction, military installations, lots of flags waving on shore, people waving at us from small fishing boats sitting peacefully on the sides of the canal.



Pied-A-Mer III transiting the Suez Canal

When we reached Port Said it was time for Robio to leave us. We had been told that we would be directed to a dock where he would disembark but this was not the case. At 1145 he was picked up underway by an old fishing boat, he jumped off Pied-a-Mer, onto the boat and off they went. This was a well-orchestrated move as the boat never touched us—he jumped off and on!

Once out of the canal we spent about 12 hours in a very high traffic area of cargo ships, anchored ships, fishing boats with nets out and oil well heads. As we dodged the various vessels and objects, we were escorted by a pod of dolphins which entertained me as I fixed dinner. (Thank You Seawind for my panoramic view in the galley!) That night the unique experiences that we encountered on this passage were whirling around in my head and I was having trouble staying alert on my midnight to 4 am watch. The following is an excerpt from my journal: “While on my midnight watch I was still hungry and, this is awful to admit, I ate the following—2 slices of apple bread, 6 Oreos, 1 bag of Crispy Chips (the kind I don’t like) and 1 small package of Sour Cream and Onion crackers”. Maybe I had been a bit stressed!



Two tourist "pirate ships" dominate the Alanya Marina

The Suez Canal was behind us, the Red Sea was behind us and Turkey awaited us with open ports. We booked a month at Alanya Marina in the province of Antalya. Our next decision was where to spend the winter? We spent a month contacting marinas in the Med, reading reports from other cruisers, reading Covid

updates (which seemed to change daily), understanding Schengen (we had lots of questions on this one) and, of course, studying weather patterns. By the end of a month we decided that our best option was to stay here in Alanya until late

February-early March.

The marina is quite large and filled with local boats and two large “tourist pirate boats”. Along with Wade and Diane on a Canadian monohull, S/V Joana, we are the only foreign cruising live aboards here for the winter. I am struggling with the Turkish language and Eric is finding it impossible. We are loving the food in Turkey. Every Friday the marina takes the four of us to a Bazar which has the most amazing selection of local produce. We have never eaten such luscious fruits and vegetables. We have done just a few day trips in and near Alanya and next week we will be going to a Cappadocia.

More Turkey adventures in the next newsletter,
Eric & Pam -- S/V Pied-a-Mer III -- www.sailblogs.com/member/sesesail/

From George & Sue Stonecliffe, S/V Julia Max

From Neah Bay to Portland, Part II



George & Sue in San Juan, Puerto Rico.

If you read our last cruising report, you would remember that we became entangled on a crab pot buoy line just 5 miles north of Gray’s Harbor. Following the tow by the US Coast Guard and tying up to the marina dock, the diver who had been hired to cut the line off our propeller shaft spent time in the water with us, helping to get the shaft pushed back into the transmission.

A nearby dock had been invaded by a large number of sea lions who continually serenaded us with their loud chorus of grunts and moans and general complaints. Our diver, who had bright orange round lenses in his SCUBA mask swam over to swim with the sea lions. Instead of getting out onto that dock, he stayed in the water and commandeered a gathering of about 30 pinnipeds who had jumped off the dock

and now gazed at him, silent, heads above the water, probably wondering who this monster from outer space might be? The scene appeared to be exactly like a minister preaching to an attentive congregation as the diver spoke and gesticulated with his hands. It was a humorous scene we will never forget.

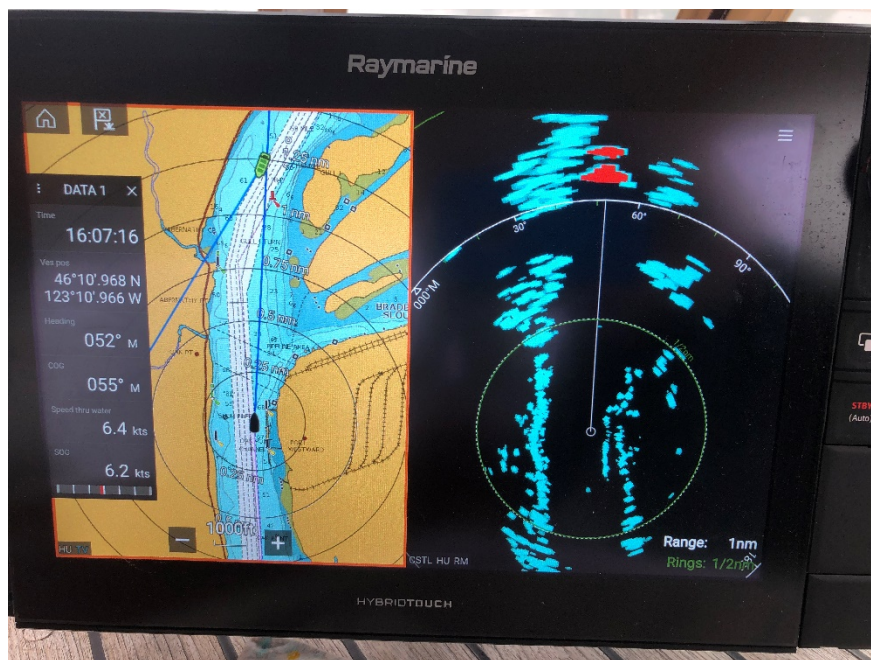


Julia Max heads into the smoke and fog.

Julia Max left the dock the next day, but the transmission began slipping once again about 30 yards off the dock. George threw out the anchor and retightened a set screw on the propeller shaft and we were on our way, promising not to put the engine in reverse until we arrived safely at Schooner Creek Boatyard.

Coming across the Columbia River Bar at sunset with the flood current posed no other problems

than thick smoke from the California and Oregon fires. Radar was absolutely essential on the river as well as the ocean. We learned that using a split screen on our chart plotter gave us better imaging of the ships and work boats than a radar overlay on the chart plotter. Note the big red splotch on the radar screen warning us of an anchored or moving ship.



Approaching our anchorage in Tongue Point long after dark, fishermen had fishnets strung across the entrance and within the basin. We avoided them with the help of huge flashlights and recognizing the small white blinking lights marking the ends of the fishnets. Our

second night on the river, we anchored behind Cottonwood Island in a little hole near popular beaches, recommended by Barbara and Craig Johnston. We found it quite peaceful with the smoke keeping everyone else home.

We pulled into Schooner Creek on September 18th and were lifted onto the hard. They recommended replacing the shaft due to wear, but everything else looked just fine. We did add cutters onto the shaft to avoid any further entanglements. Work on the stanchion bent by the Coast Guard boat went quickly, but repair of the stern split cap rail is taking longer. By the time you read this, Julia Max should be safely moored once again at her slip in Portland Yacht Club, ready for her next adventure.

George & Sue – S/V Julia Max – www.sailblogs.com/member/juliamax/

From Rick and Cynthia Woldridge, S/V Catspaw

Greetings from Catspaw and crew! Well, this update is long overdue and for that we apologize. The truth of the matter is that our trip last year down the Pacific coast was rough and fairly uncomfortable and when we were in a port we simply were having too much fun. A fairly anemic excuse, but there you have it. This will be a very abbreviated account of our year with limited pictures, but we promise to send additional "posts" of our travels going forward.



2020 has been a rather unusual cruising season. Due to COVID-19, we were unable to do as much exploring and hiking as we'd like since the islands in the Sea of Cortez were mostly closed. That's not to say we didn't have a wonderful time. Even with the restrictions, the people of Mexico were warm and accommodating, the food was superb as always and the Sea and country

beautiful.

Due to several factors, we chose to make the jump all the way up the Sea to Puerto Peñasco. Partly because we stored our car and RV in Tucson, but mostly because all the yards in Guaymas and San Carlos were not allowing anyone to stay on their boats after haulout. The yard in Guaymas at which we had originally scheduled to haul, told us we would need to get a hotel and only be allowed 24 hours to summerize the boat before leaving town. Yikes! Since returning, we've learned that the yards in Guaymas and San Carlos still allow no living aboard and no longer allow you to do your own work on your boat. Double yikes!!



In contrast, we cannot say enough good things about the Cabrales Boatyard in Puerto Peñasco! After completing our mandatory quarantine (and being cleared by a "hazmat-suited" health inspector), they hauled us out, pressure washed us and moved us over to the dry yard. They

allow you to stay on your boat until you're ready to leave and allow cruisers to do their own work or hire it out if desired or necessary. They bend over backwards to accommodate whatever you need.

We've never been away from Catspaw for any length of time. Getting her ready to be left for several months was a daunting task, but thanks to a handy checklist given to us by Diane and Bob Bergstrom, we had it all done in 2 days. We gave away any perishable and other food items that we didn't think would fare well...or have the possibility of attracting cucarachas! I spent most of one day shrink wrapping items with my Food Saver and stowing them in Home Depot buckets. We had no "preservation" tape, so we used blue painters' tape on the hatches, lazarettes and anything else that we thought should be taped shut. With one final look back at our home, we stepped into a cab for the first leg of our journey Stateside.

The summer was wonderful visiting family and friends... due to COVID, not as many as we'd like... but Catspaw and the Sea continually tugged at us.

We are now back in the Cabrales Boatyard and are in the throes of putting Catspaw back in order so that we may continue on our journey in the Sea of Cortez. Since we have some fairly big projects to complete before we splash, we made the decision to bring both our car and RV into Mexico. This gives us the luxury of a clean (and airconditioned when necessary) place to retreat to at the end of the day, as well as transportation to get groceries or supplies when needed.



We were thrilled to discover that while the exterior of Catspaw was covered...and I do mean covered!... in dust, the interior was pristine. No dust, no bugs or critters (thankfully!) ...pristine! The tape really did its job. Also, the full bucket of water we left sitting on the galley floor was still about 1/2 full. Apparently, the sunshade we put over the entire cabin top and the foil we put over the windows and portholes did the job of reflecting heat away from the interior.

The boat is now clean outside, halyards and sheets have been washed and put back up, the sails are back where they belong, groceries and supplies we brought from the states are stowed and we're ready to start our projects. As of now, our plan is to splash by the end of the month so we can meet Rob, Sarah and Mapache in La Paz for Christmas. Having said that, I learned early on that cruisers' plans are cast in jello.

Lessons learned (not necessarily in order):

1. Remove your headsail from the furler! We were tempted to leave ours on, as we saw several boats that hadn't removed theirs. The owner of the boatyard told us that every year there are those that don't (against advice) and depending on the year, are ripped to shreds by the strong winds.

2. Sunshade is critical! You can readily buy it in-country at Home Depot (thinner/cheaper approx. \$5/meter) or at hardware stores (very good quality approx. \$8/meter).

3. Preservation tape is the best, as it won't stick or leave a nasty residue, but blue tape worked just fine and is what we see on most boats. Having said that, we were gone almost exactly 4 months and the blue tape had definitely reached its end. Another month and we would have been pulling it off in little pieces.

4. A Food Saver is extremely handy for summerizing any dry goods which you plan to leave on the boat.

5. Spice packets don't survive Mexican summers! I shrink wrapped all my spice packets and they still were hard as bricks and had to be tossed.



6. Do a thorough clean of the boat before you leave. Aside from simple good boat hygiene, it'll save you a lot of hot work when you return.

7. Don't be stingy in spreading boric acid in the sinks, thruhulls, around hatches, lazarettes, portholes...virtually any place cucarachas might enter the boat.

8. Stow life rings, lifelines or throw lines below or in a lazarette. We stowed the others, but we left the life ring up because I'd made a sunbrella cover for it. MISTAKE! When I took the cover off, the attached picture is what we found. Uggh!

Until next time wishing you all good wind and calm seas,

Rick and Cynthia
S/V Catspaw

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.



Rainbow in Santa Cruz de Tenerife, Canary Islands

Newsletter Contributions

Would you like to contribute to SIYC's monthly newsletter? Perhaps you had particularly interesting experiences in your summer cruising that you'd like to share. Maybe you have some technical information about sailing that would be of interest to other SIYC sailors. Or how about that great recipe you prepare aboard your boat? Pictures are great, too! All of these things would be enjoyed by other SIYC members, especially during these socially distanced times when actually getting out on the water, not to mention socializing with each other, can be more difficult.

Send your contributions to Barbara Johnston, cellolaw@gmail.com. We publish very month except during the summer, a few days before the monthly membership meeting. The deadline for submissions is the 25th of the preceding month.
