



P.O. Box 2524, Portland, OR 97208-2524 www.siyc.org No. 403, January 2021

SIYC OFFICERS '20 –'21

Commodore

David Mery

david.mery@gsa.gov

Vice Commodore

Dawn Schuldt

grrtshearwater@gmail.com

Secretary

George Fetzer

ghfetzer@gmail.com

Treasurer

Monica Fetzer

mmfetzer@gmail.com

Rear Commodore

Ray McCracken

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COMMITTEE CHAIRS

Membership: Penny Mery

pennymery@yahoo.com

Nominating Committee

Craig Johnston: craig.k7cej@gmail.com

George Stonecliffe:

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Newsletter

Barbara Johnston: cellolaw@gmail.com

Dawn Schuldt: grrtshearwater@gmail.com

Website

Jay Kerr: jay@raintown.com

Upcoming Events

January 8 Membership Meeting

7:30 pm, virtual, via Zoom

After a short business meeting, our speaker will be Kerry Poe of North Sails Oregon. Kerry will discuss the evolution of cruising sailcloth and modern advancements, including the pros and cons of different cloth and construction for the cruising sailor.



Kerry started sailing at a young age successfully racing dinghies. He went on to be a four-time member of the US Sailing Team, campaigning in the Olympic 470 class. Kerry has been working for North Sails since the early 90's and has an extensive coaching background. Kerry has competed in multiple offshore races and deliveries, including Pacific Cup, Newport to Cabo, Oregon Offshore, Van Isle 360, Chicago Mackinac and Swiftsure.

This month's cruising reports
start on page 10.

Comments from the Commodore

Ahoy All --

This past month had an eventful and enjoyable Christmas party for members. Even though we are still stuck with the "Zoom" method of meeting, we can have fun, and build friendships with fellow members. As expected, the Portland Boat show has been postponed, so you're off the hook for now. We will be asking for volunteers to staff the SIYC booth if the show takes place, as now scheduled in late March.

Looking further ahead, the club is seeking replacement officers for all the Board positions. I will continue to be present for Board meetings, in my new role as Rear Commodore. But your support and suggestions are needed to take us and our boats into the future, with a club that provides information and comradeship to existing and new sailboaters interested in exploring near and faraway places from your boat. There is now a nominating committee, consisting of Craig Johnston (craig.k7cej@gmail.com) and George Stonecliffe (georgestonecliffe@gmail.com). If you have an interest in any of these positions -- Commodore, Vice-Commodore, Secretary and Treasurer -- please contact one of them.

Wishing everyone a Happy New Year.

- Dave Mery

SIYC Virtual Christmas Party

The Sauvie Island Yacht Club held its annual Holiday Party in a completely new and different way this year: virtually. In past years, the Club has held the party in someone's home, at the clubhouse of another yacht club, or for the past few years, at Montinore Winery's tasting room. (Thank you, Rudy Marchesi and Susan Fichter!) We shared potluck offerings (which were generally spectacular) drank wine together and sang Christmas carols. But this year, because of the Covid19 pandemic, we had to use a completely different venue: our own homes and boats, by way of computers and internet connections. Yes, we had food

and wine, but it wasn't together. Everyone had to bring their own.

It was a tremendous amount of fun this year. We started with an ugly sweater contest, and quite a few of us did come suitably attired. The winner was George Fetzer, sporting a sweater that either said "naughty" or "nice" depending on which way it was rubbed (we'll leave that up to Monica!)



The next contest was for best sailing photo. Cliff Tannas won with "Halloween Cruise 2019." (See it on the last page of this newsletter.) The third contest was "the favorite thing you've added to your boat." Bruce Bayne won hands down with a new engine! (See photo on page 5). The final contest was "best sailing story". There were many fine tales, and Craig Johnston won with "Schedules Make You Crazy." (One of the other stories told for the contest, but now with pictures, is the first article in the cruising reports, at page 10.)

We then moved on to toasts (some remarkable, heartwarming toasts were given and received), and a Christmas Carol singalong. The Zoom platform meant none of us really wanted to hear the badly delayed performances of any of our fellow members, so everyone sang along with their Zoom microphone setting on "mute." We finished off with a couple of music selections by members: Sue & George Stonecliffe played "Sleigh Ride" (George on jingle bells and Sue on piano), and Barbara Johnston played The Swan for cello with piano accompaniment.

It will be good to get back to real togetherness next year, but this was an excellent substitute!

BoatUS Discount Code



The SIYC has an account with BoatUS that you can use for a discount when applying for or renewing your BoatUS membership. The code is **GA81077Y**. It has just been renewed through the end of 2021. This code will reduce the basic annual membership price from \$24 to \$15.

In addition, you can use this membership to add a West Marine Gold rewards membership that returns \$10 for every \$250 spent.

SIYC's Portland Boat Show Booth - Postponed!



We have now learned that the Boat Show has been postponed to March 24-28. We will be looking for volunteers to staff our booth (assuming the Covid19 situation allows the show to proceed). The boat show has historically been a wonderful source of new members for SIYC. We think that after the pandemic, there will be a whole host of sailors interested in exploring the far horizons and warmer climates aboard their sailboat. They will need the companionship and advice that SIYC can offer.

Get to Know Your Officers: Dawn Schuldt - SIYC's Vice Commodore



Not a native Oregonian, I have lived all over—mostly on Air Force bases when I was younger and as a restless soul when I was older. I have been in the Portland area since 1996 and wouldn't live anywhere else.

I had never even set foot on a sailboat until 1998 when I learned to sail from my former husband on his Erickson 32. My first trip across the bar was in that boat on the day I turned 40. I happily steered across the bar during a small craft warning. It was great fun and I was fearless. (I guess I didn't know any better.). 4 people on that boat seemed a little crowded, so after that trip we set off on a search for a larger boat. After an exhaustive search on the West Coast, we settled on a 1977 Kelly Peterson 44 from Oakland. The boat had been in an accident just prior to being put up for sale that resulted in a new mast and all new rigging. A Bayliner t-boned the Peterson while at anchor in the San Francisco Bay at night. The Bayliner sank and its crew perished. After that, we declared that our boat eats Bayliners.

I had 15 years of sailing up north to the San Juans and Canada every summer. I helped and participated in all the boat maintenance for

those years. All my kids have fond memories of the boat now that they are older.

I joined Oregon Women's Sailing Association in 2001 and then I really learned how to sail and race on other boats. I found that is not so easy learning from one's husband. That experience made me a much better sailor on my boat.

In 2012, I divorced, and my former husband ended up with the boat. Years later, I met Bill, an avid racer and sailor for 30 years. Many of our early dates were on other people's boats. On a sail out of a marina where my old boat was located, we found out it was for sale. Bill and I made an offer and shortly after that. I, once again, along with Bill, were the proud owners of the "Great Shearwater"

A few years after meeting each other, Bill and I decided to get married on our boat. We said, "Let's get married on the boat, it will be fun!" It WAS fun, but a lot of work. So, on the best weather we had in August, we had our reception at Rose City Yacht club where our boat was located. We anchored out with 32 of our closest friends on the Columbia in front of Rose City Yacht Club. Several of our friend's boats rafted up with us. We had Captain Ray McCormick



marry us on that day with our nautical themed vows.

I joined SIYC because of my husband Bill. Years ago, a friend of his had suggested that he join the group because they were a good group of experienced sailors that had knowledge of long distance cruising.

Several years ago, when we were in the process of joining the club, there was a lack of board members. I volunteered as vice commodore because I didn't want the club to fail. After two years I am ready to hand over my position to someone else. I would like to see some new folks as board members to bring new energy and direction.

Donations to Oregon Food Bank



There's still time to contribute to SIYC's annual year-end fund drive for the Oregon Food Bank. Check out [SIYC's page](#) at the Food Bank's website.

Tech Talk

This month we have two articles on offer in the "Tech Talk" department. Both are long and somewhat technical and can be found in full on [SIYC's webpage](#). Here's a short summary of what you can find there.

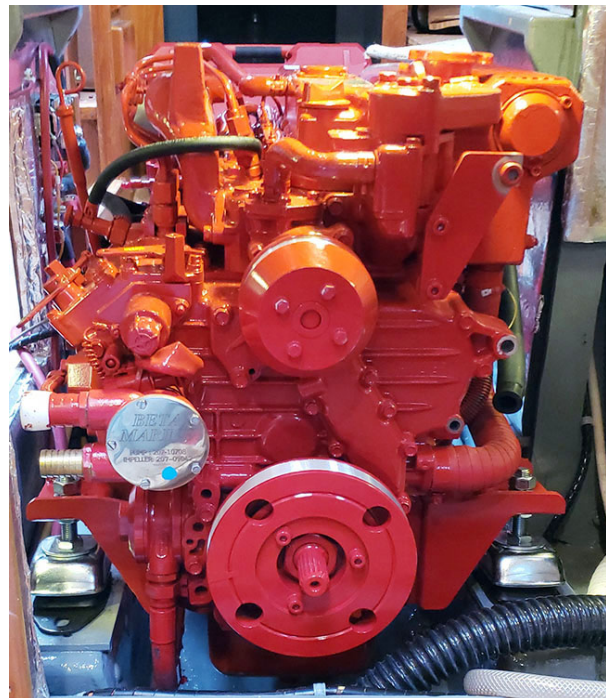
Craig Johnston's article is entitled *What You Need to Know About Propeller Shafts and Couplings*. The idea for this article came from



the fact that during the past three months, three SIYC member boats have had issues with some aspect of their drive shaft – from the propeller through to the shaft's connection with the engine transmission. Most commonly these problems result from wrapping a line or

strands of kelp around the propeller or shaft. The basic anatomy of a drive shaft and transmission coupling are explored, along with discussion of what a boat owner should know about the system, what spares and tools should be carried aboard and what can go wrong. Strategies are outlined for what immediate steps should be taken when a boat's propulsion is compromised by a wrapped line or piece of kelp.

Bruce Bayne's article is entitled *Repower with a Beta43*. In preparation for potential world



cruising, Bruce and Lynette contended with an oil-consuming 40-year-old Perkins engine, ultimately concluding that it would be better to replace it. The article explores the thought process that went into that decision, and the research that was done to settle upon the replacement. Planning and configuration preceded the process of removing the old engine and moving the new engine into the carefully prepared engine compartment. Every stage of the installation is explored, including electrical, plumbing, fuel and exhaust connections. A little bit of troubleshooting was required when the engine was first fired up, and the necessary finishing work is described. The installation was successful. Any boat owner contemplating an engine replacement on their

own boat would do well to study Bruce's steps and strategies outlined in the article.

Board & Membership Meeting Minutes



**Board virtual meeting.
December 3, 2020**

Attendees: Dave Mery, Dawn Schuldt, Monica Fetzer, George Fetzer, Barbara Johnston, Craig Johnston.

Meeting started at 7:30 p.m. by telephone due to the coronavirus quarantine.

Treasurer's Report

Monica emailed the Treasurer's Report to the board. It showed income from selling one burgee.

Membership email list

Mark and George are working on cleaning up the club's email list. The plan is to store it on a Google Drive that officers will have full privileges to access & modify, while members will have read-only access.

New Officers

New officers will be needed in May. Craig Johnston and George Stonecliffe have volunteered to be the nominating committee. They have begun contacting members to see who is interested.

Holiday Party

Dawn, Barbara, Monica and Bruce are the planning committee. They have ideas for three or four games and Dawn has prizes. They have one more meeting planned before the party. The agenda should include Food Bank donations, an update from Dave about the boat show, an announcement about the nominating committee, games, toasts, and stories.

Donation to Oregon Food Bank

SIYC has, for many years, collected canned food for the Oregon Food Bank as a part of the annual holiday party. Collecting food isn't practical this year, since we'll be partying virtually. The budget line item for this year's holiday party is \$250. Only \$100 has been expended for the prizes for the party contests, leaving an available balance of \$150. The party committee is recommending a donation of \$150. The board agreed, subject to the approval of the members at the holiday party.

Respectfully submitted,

George Fetzer
SIYC – Secretary

Membership Virtual Meeting

December 11, 2020

In attendance: Craig & Barbara Johnston, Bill & Dawn Schuldt, Bruce Bayne, George & Sue Stonecliffe, Dave & Penny Mery, Garry Webber, Cliff Tannas and Debbie Khoja, Craig Hull, Rudy Marchesi, George & Monica Fetzer, (possibly others, sometimes it's hard to tell who is in the virtual room).

Commodore Dave Mery opened the virtual meeting with announcements.

Donation to Oregon Food Bank. The Board met on December 3rd and recommends a donation of \$150 to the Oregon Food Bank. The budget line item for this year's holiday party is \$250. Only \$100 has been expended for the prizes for

the party contests, leaving an available balance of \$150. Craig moved to approve the donation of \$150 to the Oregon Food Bank. Monica seconded. The motion passed with no objections.

SIYC has, for many years, collected canned food for the Oregon Food Bank as a part of the annual holiday party. Collecting food isn't practical this year, since we'll be partying virtually, but we've set up a page at OFB just for our SIYC fundraiser, and you can donate any time. <https://give.oregonfoodbank.org/SIYC>

Oregon Food Bank addresses an extremely important community need. Many people are out of work, due to the Coronavirus pandemic, and many of them have never before had to call upon a food bank for assistance. In order for children to learn successfully in school or online, they need to have food in their stomachs. But if their parents are out of work and there is no food in the house, it becomes a very real crisis, not only for them but for our society as a whole. Please help!

New officers will be needed in May. The nominating committee will be contacting members to see who is interested. The current officers will be leaving their positions, so think about what position you want to run for in May, 2021.

Dave thanked the holiday party committee for putting tonight's agenda together: Monica Fetzer, Barbara Johnston, Dawn Schuldt and Bruce Bayne.

After the business meeting, we moved on to party activities, which are the subject of an article on page 2 of this Newsletter.

Respectfully submitted,

George Fetzer
SIYC – Secretary

Recipe of the Month: Easy Salmon Quiche

- Barbara Johnston



You've lucked into a big hunk of salmon (maybe a present from the other boat in your anchorage, or maybe you caught it yourself?), you cooked some for dinner, and now you've got a cold leftover hunk of salmon in your refrigerator.

What to do? If it's at least a cup of salmon, and you've got an oven, here's what to do:

- 4 eggs
- ½ cup Bisquick or other baking mix
- 1 T oil
- 1 ½ c. milk
- ½ t. dried dillweed (or better yet, fresh)
- ¼ t. salt
- ¼ t. pepper
- 1 c. grated flavorful cheese
- 1 c. flaked leftover salmon

Beat together all the ingredients except the cheese & salmon. Pour into a deep pie pan. Sprinkle alternate layers of salmon and cheese evenly over the top and push it down into the egg mixture. Bake at 350° for 45 minutes. Serve warm or chilled.

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



Sawyer Glacier, Tracy Arm, Alaska.



Dancing Stingrays near Cabo San Lucas, BCS, Mexico

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	Zoom (online)	February 4	TBD	Feb. 12-14	Valentine Cruise – Coon Island
March 5	Zoom (online)	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 each other or other boaters, please use social distancing and wear masks.

SIYC CRUISING BOATS

Boat Name	Owners' Names	Location
<i>Mapache</i>	Rob Martin & Sarah Laidlaw	Ensenada, Mexico
<i>Pied-A-Mer III</i>	Eric & Pam Sellix	Alanya, Turkey
<i>Catspaw</i>	Rick & Cynthia Woldridge	Puerto Peñasco, Mexico
<i>No Regrets</i>	Bruce & Lynette Bayne	Chula Vista, California

Member Boat Websites

By His Grace
Julia Max
Ma Makani
Moonshadow
Mapache
Pied-a-Mer III
Rowena
Sequoia

<http://www.sailblogs.com/member/byhisgrace/>
<http://www.sailblogs.com/member/juliamax/>
<http://boatzo.com/sailingourdreams/>
<http://www.voyagemoonshadow.blogspot.com/>
<https://leakylittleboatcom.com/>
<http://www.sailblogs.com/member/sesesail/>
<http://www.svrowena.com/>
<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.



SIYC boats at Sand Island after the race portion of the annual May Race-Drift Cruise

CRUISING REPORTS

From Cliff Tannas and Debbie Khoja, S/V Céleste

Editor note: This is one of the stories told at the SIYC Christmas party this year. Many excellent stories were told, and this was one of the best. In addition, we had the good fortune that Debbie had written it down.

Here is the Cliff and Debbie summer 2020 cruising story. When coming into Rainier City, we didn't think there was enough room on the inside of the dock, however 2 boaters yelled that they would help us. We learned later that when you throw your dock line to someone, you are now at the mercy of their experience. The dock person held the line instead of quickly tying it to the dock



and the wind started pushing the boat away. We yelled to have our line thrown back and that didn't happen. We threw our stern line to the other boater on the dock and it fell short in the water. In our haste and panic, we quickly threw another stern line out which made it to the dock. After securing the lines, we realized the original stern line was wrapped around our propeller. The boaters suggested that we put the engine in reverse and pull the line out. It worked and the propeller was free.

Later in the week and 25 miles downriver, we were pleasantly docked at Elochoman Marina in Cathlamet. After a couple of days, we prepared to head out for Tongue Point near Astoria. We wanted to drop anchor there and watch the beautiful sunsets. With the engine in reverse, we noticed that the boat wasn't moving. A sailor docked across from us, put on his diving gear and went down to see if anything was stuck in our propeller. When he came up, he told us our propeller was missing. We were completely dumbfounded at how we were able to

get into the marina and then counted our blessings that the propeller didn't fall off while we were motoring. We couldn't have picked a better place to lose our propeller. We hired a professional diver who couldn't find the propeller after probing in 4 feet of mud for an hour.



We had a new propeller and key made at Warrenton Propeller Shop. Our sailor friend dove down to put on the propeller and said the nut was too small to fit the shaft. We found a Jenneau parts dealer and ordered a metric nut, washer and key from France. Then the boat was towed to Rocky Pointe Boatyard and that's when we found out the new propeller was not sized to metric standard.

We had to get the shaft pulled from the boat and sent to Sheffield Marine Propeller. They created a metric collar that would fit around the shaft and inside the propeller.

We are very grateful to Craig Johnston, SIYC veteran sailor who spent hours talking to us on the phone and even came out to the boatyard. He and his wife are in their 70's and have sailed across the Atlantic Ocean from the Canary Islands to the Caribbean in 2019. They've also sailed to the South Pacific and many other destinations.

A Carver powerboat owner and his wife offered us a ride from Elochoman Marina to St Helens Marina to get our car. They were docked across from us and were leaving to go back to Portland.

There's a lot more to this story, but the good news is that we now have a new propeller, cutlass bearing, and few other extras done while the boat was hauled out of the water. On December 12, we filled up with diesel and motored our boat back

from Rocky Pointe to St Helens Marina. It was a 2-hour ride and we wanted to make sure the propeller was working properly.

Merry Christmas & Happy New Year!
Cliff Tannas and Debbie Khoja

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

¡Bienvenidos a México!



If you have been following along, you know it has been a struggle for us to get down the western U.S. coast. We made a lot of mechanical repairs, battled seasickness, waited in ports for rough weather to pass, cursed the lack of wind on days we felt comfortable going out, and rescued several disoriented/ smoke-sick birds. And I have personally been shat upon by birds more times than I can count. One bird took it upon itself to shit all over me and my computer while I was typing one of these logs. Rob enjoys joking that any bird flying near me must need to relieve itself. But, hey, it's good luck, right?!



In the end, it took two months, three weeks, and three days for us to get from the mouth of the Columbia River, Oregon, to the port of Ensenada, Mexico ... six weeks longer than we had planned. But we are now in Mexico, we are healthy, and the boat is in one piece and likely in better condition than ever with all of the repairs that we have made!

The COVID-19 pandemic became a real concern to us well after we had made the decisions to leave our Oregon jobs and home and set out on this adventure. After

much thought and research, we decided to stay our course with some minor adjustments. After all, the most repeated advice from those who have undertaken similar adventures is, “Don’t wait. Go now because there will always be a reason to wait.”

The pandemic has impacted our experiences at each port. Museums were closed, interior dining was prohibited, and even the San Francisco Trolley system was shut down. Many friends and family canceled planned trips to meet us. The circumstances were helpful in that we saved money quarantining on our boat. But they were also melancholy, because we were unable to fully experience the historic sites and iconic restaurants, or to meet friends.

The other pandemic impact for us is to our route schedule. Rather than continuing south to other Central American countries in the next year, we will stay in Mexican waters through 2021. Mexico has graciously granted our visas to stay, and we can reduce our impact to their

healthcare system, because we can easily travel to the United States if necessary and to hopefully obtain the COVID-19 vaccine when it is released to us. We will not travel to other countries before receiving the vaccine or before those countries are comfortable with receiving American tourists (many currently are not). So, Mexico will be home for a while, but we could not be happier with this course.



We will explore Baja ports, small islands in the Sea of Cortez, and the western coast of mainland Mexico. Rob and I have traveled to Mexico regularly throughout our lives, and we both consider it a second home. We love the culture, the people, the food, the weather, and the diverse landscape.



Ensenada has been a particularly welcome port. The marina we are in, Ensenada Cruiseport Village, is immaculately clean and maintained—more so than many American marinas that we have visited. It is safe and quiet, and the staff is friendly, helpful, and kind. For example, the security guard cares for a couple of domesticated ducks that reside at the top of our ramp, quacking with them and making sure they have fresh water and food every day. The office staff helped us quickly navigate our customs processes. And everybody cares about upholding COVID-19 precautions, going above-and-beyond with a

“Túnel Sanitizante” (sanitation tunnel), which sprays a mist of sanitizer over one’s entire body and clothing before entering the marina office. The businesses in town take similar care, requiring a temperature check, mask, bleach-mat crossing, and hand-sanitizer application before permitting entrance. And very few people fail to don masks while in public, even outside of businesses.

Within blocks of the marina, Rob has found parts and a specialty mechanic he would never have located in the United States. Last week, Rob discovered that our fuel pump had started leaking. The fuel pump is not customer-serviceable, and the only replacement fuel pump (they don’t sell new ones for our 40-year-old engine) was in Australia for a price of 2,500 Euros plus shipping! Rob practiced his Spanish in a few local parts shops and found a junk yard that had a similar engine from which he could pull a replacement fuel pump. But he wanted a rebuilt pump to guarantee the leak would stop. He was eventually instructed to ride his bike past the Smart & Final store and turn down a side street, where he would find Juan’s shop. Juan turned out to be an expert in rebuilding old engine parts. He confirmed he could rebuild our fuel pump. Rob



Juan's photo of the fuel pump disassembled.

asked how much time and money it would take. After some thought, Juan answered one day and the equivalent of 100 U.S. dollars. We hired him immediately. He sent us photographs of the pump disassembled to clean. From that, we had no doubt why the fuel pump was not customer serviceable. Juan must be a puzzle master with the number of parts involved in that single piece of equipment.

We have learned that with some broken Spanish, persistence, and respect, a person can accomplish almost anything in Ensenada. The bonuses are the daily pleasant and sunny 70 degrees Fahrenheit, the cheap tacos and beer, and the endless entertainment from our neighbors, the sea lions. ¡Bienvenidos a México!



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

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

Welcome to 2021!

We last wrote that “Turkey is taking Covid very seriously” and it continues to do so. Turkey was one of the first Mediterranean countries this summer to open its ports to recreational boats and if you wanted to stay in Turkey beyond the duration of a visa or longer than 90 days, you were required to obtain a resident permit, an “ikamet card”. When we first arrived the end of July, we took a month contract with the Alanya Marina. We soon realized that Covid constraints were



Alanya bench for social distancing.

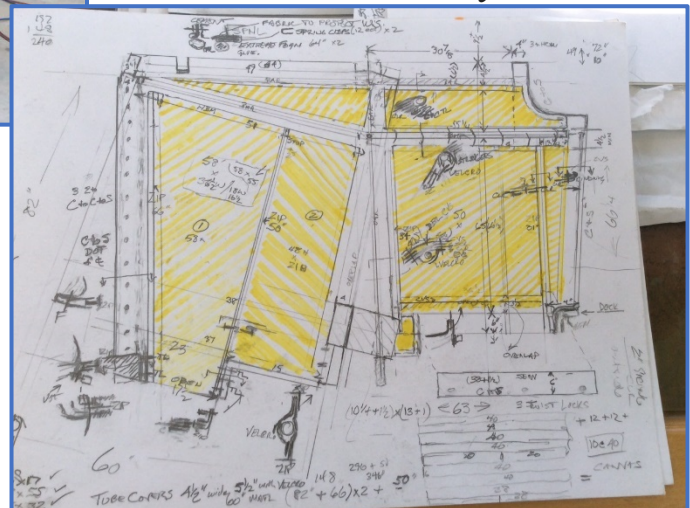
limiting travel throughout the Med so we met with an agent who helped us to apply and receive an ikamet permit which allowed us five additional months in Turkey. Last week we again met with our agent and have applied for a year's residency permit. At this point with country borders changing almost weekly, we would rather stay here in Turkey than find ourselves stranded at sea as we did on our Red Sea Passage. Hopefully, we will be granted the year permit.

Restrictions are changing day by day. Turkey has a FaceBook page that is a Coronavirus Information Center which posts global information as well as specifics in Country. According to last minute news, Health Minister Kota said that starting December 28, every passenger coming to Turkey by air or December 30 by land or sea will be obligated to submit a negative PCR test result made in the last 72 hours. This procedure will be valid until March 1, 2021. Now ikamet holders 65+ are on weekend lockdown and allowed on the streets M-F only between 10am-1pm. It has taken a couple of weeks to work with this schedule, but it's been totally doable. We plan our outings very carefully, travel by taxi, bundle errands by location and schedule appointments accordingly. I had to make a dental appointment last week and was told to come in at 9am but when I told them my age, they immediately told me 10am!



Despite Covid restrictions we find ourselves very busy. We are doing projects that were not necessarily scheduled for winter 2020/2021 but are finding that it makes sense to take advantage of time, availability and cost here in Alanya. Currently

we are on the hard having taken the hulls down to gelcoat and putting on copper coat anti-fouling. We had a stainless-steel frame made for a cockpit enclosure and Eric is working on sourcing canvas, clear material, snaps, zippers, etc. While we could order everything from Sailrite in the US,



shipping packages to Turkey has been difficult so he is trying to locate materials within country.

Our Christmas was probably the most memorable Christmas we've had on Pied-a-Mer. Along with our cruising Canadian friends, Wade and Diane, we put together a traditional Christmas dinner complete with roast Turkey, stuffing, gravy, cranberry sauce, sweet potatoes, broccoli casserole, steamed carrots, and pomegranate/persimmon green salad. Securing a turkey in Turkey was touch and go as the Turkish people, at least the ones in Alanya, don't eat turkey! We weren't sure whether the butcher was really going to produce a bird—but he did. Wade and Diane had made friends with Jean-Eves, a Canadian fellow who is married to a Turkish woman, Tooba, and over the holidays we had also invited Duygu, one of the marina office gals to come aboard for Christmas activities. Both Tooba and Duygu are Muslim and had never been a part of, what to the four of us, was a traditional Christmas celebration. Neither had participated in a “secret Santa” gift exchange or listened to Christmas carols. Tooba was so excited when she received her first Christmas gift and Duygu took photos of the lights and Christmas tree. For Eric and me, this convergence of good things was why we are cruising. It was wonderful.

Here's to 2021! May we all be safe and healthy!

Eric & Pam

Sv Pied-a-Mer III – www.sailblogs.com/member/sesesail/

*From Bruce & Lynette Bayne
S/V No Regrets*

No Regrets' voyage down the US West Coast – Fall 2020

Our house was sold. Most of our possessions that wouldn't fit on the boat were either sold or given away. This was our first big step into the next chapter of our lives. We were excited and apprehensive at the same time. Excited to be actually going and

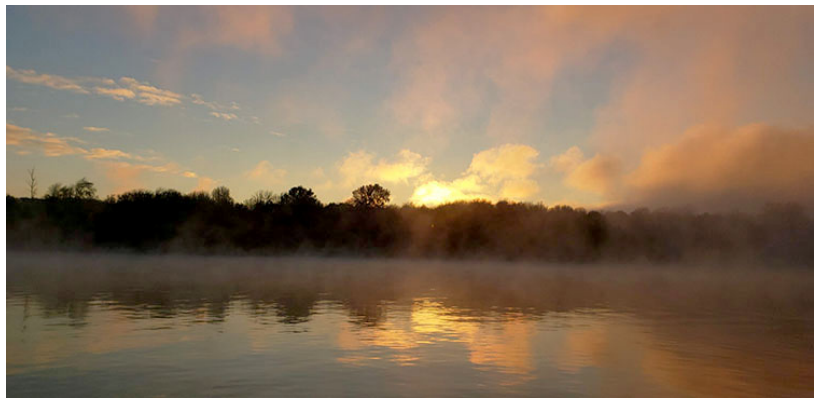


apprehensive because it was late fall, and we didn't know what weather we would encounter on the trip. We were ready and we knew the boat was sturdy and strong, so on the morning of Tuesday, October 27th, 2020, at 6:15am, we pulled in the dock lines and shoved off from McCuddy's Landing Marina in Scappoose, OR.

We were greeted by thick fog as we motored down the channel toward the Columbia River, with Tongue Point as our first stop. We'd made the trip down the channel to St. Helens many times, so even in the fog it was an uneventful passage with our trusty Raymarine chart plotter.



The fog cleared by late morning and we enjoyed an easy passage down the Columbia River by motor to Tongue Point. We anchored off Mott Island just to the east of Tongue point in about 20ft of water around 6pm as it was getting dark.



We made dinner and went to bed, with the plans to rise around 6am and be off the hook by 8am to cross the Columbia Bar by noon.

The next morning, Wednesday, October 28th, was again a foggy morning. We rose at 6am, ate breakfast and were off around 8am, as we had planned. The fog was thick but became even thicker as we continued toward the bar. I am glad we have AIS, as I could "see" every large ship that was anchored or in transit on the river. We had the radar on for those boats that were not using AIS. We were hailed once by an incoming ship to establish our intentions. We agreed to pass port-to-port with our boat staying on the Washington side of the river. There were only a couple of other ships coming in, but they were far enough off that we had no contact with them. The bar crossing was uneventful, and we crossed it near high tide around noon. The fog was lifting, and we could see it was turning into a beautiful day. We even had decent wind.

We decided before the trip to go as far as we could go toward San Diego as long as the weather held. We have a Predict Winds account and were monitoring weather and wave conditions in real time while we were close enough to the shore to have a cellular signal. It appeared like we could make it to Eureka, California with good weather, so we adopted that plan.



The wind was steady the first afternoon and we sailed using our Hydrovane wind vane to steer. At some points we were beam reaching around 5-6 knots. When our speed dropped to 3 knots a few times we switched to motor sailing just to keep our speed up. The seas were relatively light with only the pesky NW swell causing us to roll from time to time.

As it got dark the wind became very light. We had dropped the sails and were motoring around 5 knots at around 2000 rpm. Since we had a new engine, we were varying the speed, as the manual stated that it was good to vary the speed while breaking in the engine. So, we varied the rpms from about 1500 to 2200 on a regular basis, stopping at 2000rpm in the middle for a while. We really weren't in a hurry, as it appeared we had a good weather window to reach Eureka.

As night approached, we hadn't really decided how to handle taking shifts. Since my wife, Lynette, doesn't usually fall asleep until after midnight, she opted to take the first shift from about 7pm to midnight. She made it to 11pm and woke me as she was having difficulty seeing ahead and didn't want to run into anything, so I took over and made it until about 6am, when I woke Lynette to take over.

Thursday, October 29th, was uneventful. Some sailing, some motoring depending on the wind. We were about 15 miles offshore and doing reasonably well. Neither of us were sick, but we still didn't have our sea legs, so were a bit out of sorts. We ate light and watched the miles slowly pass by. Every once in a while, a boat would show up on the AIS, but for the most part we were alone and enjoying good weather. As night fell, I took the first shift and Lynette took the second from 11pm

to about 3am. I was still doing the brunt of the watches but was ok with that as I wanted to ease Lynette into taking watch at night. She did great and I got some sleep.

Friday, October 30th, started off with some decent wind and we broad reached for quite a while. By mid-day the wind was gone, and we were becalmed. The seas were so glassy that I decided to stop to change the transmission oil and



fill the diesel tank from our two 5-gallon jerry cans. After those tasks were finished, we motored until late afternoon when the wind picked up. That afternoon until early evening was the best sailing we had done on this trip. We were on a very consistent broad reach that netted us 6-7 knots.

Probably around 7pm I noticed we were starting to surf down the waves as our speed began to increase with the increase in wind speed, which was now between 15 and 20 knots. I realized I had too much sail up, so tried to furl the sails while heading downwind. I got the headsail furled but couldn't budge the main as it was carrying too much wind. I had already started the engine, so motored around to face the wind. I was then able to furl the main and using the engine, ran bare poles into the wind, which was now gusting over 30 knots. The seas were confused, and we were being bounced around like a cork. Every time I am in those conditions, I get sick, and like clockwork, I got sick. I was using the engine to help hold us at about 60° off the wind in a heave to position. For some reason I couldn't hold us in that position without using the engine, so kept it going.

The conditions continued to deteriorate, and I continued to be extremely sick. It was all I could do to keep the boat heading at 60° to the wind. I had no fear we were in danger as I knew the boat was strong. I was more frustrated that I was so sick and felt helpless and weak from vomiting. Probably around 2 or 3 am, the engine quit

suddenly. I had no idea why, but decided to call the USCG for a rescue, as I had no idea if the storm was going to blow out or get worse over the next few hours. The USCG mustered a boat crew and headed out to tow us in. It took about 2.5 hours for them to reach us. Along the way, they were in touch with us every half hour to get our position and ask how we were doing. During one of the first conversations I had with the skipper, she said that about 6nm to the east of us the conditions were much calmer. Go figure, only 6nm too far offshore.

When the USCG arrived, they offered to throw us a tow line. Neither Lynette or I felt able or strong enough to go to the bow to retrieve the line, so plan B was to land one of their crew on our deck in the rough conditions. They were successful at landing a crew member on deck after about 3 or 4 tries. Unfortunately, not without damage to our bow stem fitting and anchor roller. With us in tow, it took about 3

hours to tow us to Brookings, Oregon.



We arrived in Brookings on Saturday, October 31st, and discovered that two of our dock lines had gone overboard and gotten tangled in the prop. We have a line cutter on the prop, so the lines were cut and not tangled in the prop, but the zincs on the prop shaft must have caught one of the lines and jammed the line between the prop shaft and the hull at the shaft log. What

Brookings Coast Guard training photo from early November 2020, not long after the events described here took place.

came next is a topic for another article, as we were on the hard in Brookings for about 2 weeks getting repairs done.

Editor's note: This has been just the first installment in Bruce and Lynette's saga of their passage down the West Coast of the United States. Check back in our next newsletter for Part 2.

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.



Halloween Cruise 2019 -- First Place winner of Christmas Photo Contest – Photo by Cliff Tannas

Newsletter Contributions

Would you like to contribute to SIYC's monthly newsletter? Perhaps you had particularly interesting cruising experiences that you'd like to share. Technical information about sailing or systems? Your favorite recipe? 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 every month except during the summer, a few days before the monthly membership meeting. The deadline for submissions is the 25th of the preceding month.
