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SIYC OFFICERS '20 –'21

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Membership Meeting

February 5, 7:30 pm, via Zoom

Watch your email for your Zoom invitation to our February virtual membership meeting. After a short business meeting,

Ray McCormick

will be speaking on his experiences as a delivery skipper. Ray is a lifelong sailor, fisherman and delivery captain with over 80k miles and 2800 days on the water, from Alaska, down to Mexico and over to Hawaii. If you need to get your boat somewhere, Ray is available – but just not this summer, because he's been hired full time as a lead captain for several boats up north and will be spending his summer fishing salmon in Alaska.



This month's cruising reports start on page 7.

Comments from the Commodore

Ahoy All --

Here we are in the depths of the winter storms -- cold and wind and rain -- but there are signs of hope and regrowth ahead. We're hoping that by the time of the June picnic, we might be able to get together in person.



Dave Mery

I'm certain that we'll have a new slate of officers this spring (with thanks to the nominating committee, George Stonecliffe and Craig Johnston; I know they're working hard on coming up with good candidates.) New officers, an end to the pandemic, spring and summer coming -- this should all mean a renewal of the club's mission, membership growth, and sailing energies.

In the meantime, hang in there! We will continue to meet by Zoom, which actually has had unexpected benefits. Members from near and far away are able to join us. We are able to share documents, photos and speaker materials just as easily as we can do in person.

Our cruising members continue to send us wonderful reports from their diverse locations, bringing sunshine into our lives. If you have a spare moment, please drop them an email to thank them! They are part of the heart and soul of our newsletter.

Enjoy the New Year!

- Dave Mery

Member Story: Rogue Wave!

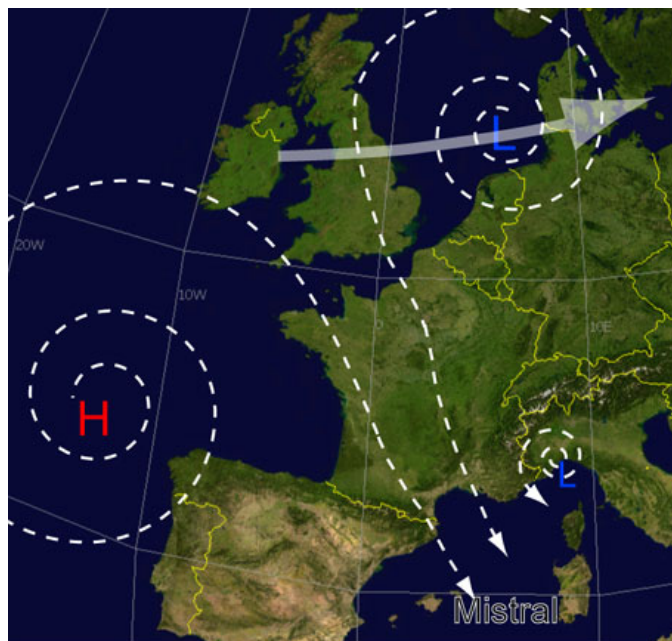
In this new series, we'll feature stories of memorable sailing moments experienced by some of our more experienced members. This first one is by Garry Weber, who told us this tale at SIYC's 2020 Zoom Christmas party.



Garry Weber

I'll tell you my rogue wave story. In 1985 I was sailing in the Mediterranean Sea on the Dufour 35 I had bought in France. With my girlfriend, Carla, we left Marseille, sailing southwest off the south coast of France and Spain. Our destination was the Island of Mallorca, which is across the Balearic Sea from the coast of Spain.

We had wind from a Mistral -- I don't know what the wind strength was but at the worst of it when I stood in the wind the arms and legs of my foul weather gear were flogging pretty violently. We had been running under bare poles but the wind moderated a bit and so we set the storm jib and were sailing a steady 5 knots.



I was steering by hand at the time and the seas were running about 12 feet and very steep. And then there was a wave that looked about twice as high as the rest. As it got closer I was sure it was going to crash right on top of me. I squared the boat up with the wave and the wave came, the stern rose, it splatted against the transom and a little spray of water hit my face. Then the

boat surfed pegging the knotmeter at 12. Solid sheets of water like wavy glass were seen two feet above the lifeline stanchions on both sides. The boat just surfed on the wave, making a huge roaring sound. It scared the heck out of Carla (me too) who was below and didn't know what was happening! Then there were a couple more smaller waves which were not a problem and my knees shook for the next 12 hours till we got in the lee of the Island.

Do you have a story of a memorable sailing or cruising experience you'd like to share in a future issue? Get in touch with SIYC's editor, Barbara Johnston, cellolaw@gmail.com.

Thinking about getting an Amateur Radio License? Do it now!

The Federal Communications Commission (FCC) periodically reviews (and generally increases) license fees. After June or July of this year, they will start charging \$35 for obtaining or upgrading an amateur radio license, which is now available without charge. So, if you have been thinking about getting your ham ticket, now is the time to do it. The license is good for 10 years.

What about the marine radios on your boat?

- No license is needed for domestic use of the VHF marine radio that all of us have, or for that matter an EPIRB, AIS or radar.
- If you have a marine HF SSB radio (2-30MHz), you need a restricted Radio Operator's License, which is free and good for your lifetime. But you also need a Ship Station License, which currently costs \$220 and is good for 10 years. It is unclear if this fee will change.
- If you cruise outside of the US, you also should have the Ship Station License, or you run the risk of getting into trouble with foreign governments (e.g. Canada or Mexico).

- Craig Johnston

Online Lecture Series

George Stonecliffe called this to our attention – a webinar series about preparing for offshore cruising, presented by the Salty Dawg Sailing Association. SDSA is an East Coast sailing organization that focuses primarily on sailing to and within the Caribbean. Nonetheless, some or even all of the lectures may be of interest to SIYC members. The first two lectures are free, but unless you're already a member of SDSA, the cost is \$12 per lecture or \$25 for the entire series of 10.

Here's the list of lectures – All except the first two free lectures are live on the listed date at 7 pm PST, and then available online after that:

- January 21, 2021: Cruising the Lesser Antilles (free)
- January 26, 2021: How is a Salty Dawg Rally Different? (free)
- January 28, 2021: A Recommended Path for Developing Blue Water Skills.
- February 2, 2021: Choosing Your Blue Water Yacht – Monohulls
- February 4, 2021: The Sailboat Purchase Process
- February 9, 2021: Selecting Your Blue Water Sail Inventory.
- February 11, 2021: Satellite Communications at Sea
- February 16, 2021: Outfitting Your Boat for Offshore Passages
- February 18, 2021: Rigging Fundamentals
- February 23, 2021: Ask the Experts, Q&A Session

For more details check out [SDSA's webpage](#).



Board & Membership Meeting Minutes



**Board virtual meeting.
January 7, 2021**

Attendees: Dave & Penny Mery
Dawn & Bill Schuldt
Monica & George Fetzer
Barbara & Craig Johnston

Meeting started at 6:30 p.m. by Zoom due to the coronavirus quarantine.

Treasurer's Report

Monica emailed the Treasurer's Report to the board. It showed expenditures in one line item – the holiday party. \$150 was donated to the Oregon Food Bank plus \$91.97 for prizes for the holiday party contests.

Secretary Report

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. George will upload the files for the club logo for business cards, clothing, burgees, etc. as soon as the drive is established. Penny knows someone with professional experience in branding to consult for advice on clothing and other items.

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.

Monthly Club Meeting

The regular monthly club meeting is tomorrow night. Bruce no longer has his Zoom account. Mark suggested that the club pay for a subscription. Barbara volunteered that she has a paid account that can be used for the meeting. She will send out a meeting invitation tonight.

Respectfully submitted,

George Fetzer
SIYC – Secretary

Membership Virtual Meeting

January 8, 2021

In attendance: Craig & Barbara Johnston, Bill & Dawn Schuldt, Bruce & Lynette Bayne, George & Sue Stonecliffe, Dave & Penny Mery, Garry Weber, Cliff Tannas and Debbie Khoja, Craig Hull, Rudy Marchesi, Sue Fichter, George & Monica Fetzer, Ray and Alicia McCracken, Richard Sandefur (possibly others, sometimes it's hard to tell who is in the virtual room).
Guests: Pierre & Marie Dion, Jeffrey Byrne.
Speaker; Kerry Poe, North Sails

Commodore Dave Mery opened the virtual meeting by welcoming the members and guests and proceeded with announcements.
The Portland Boat Show is scheduled for March 24 – 28, 2021. Details to follow.
A total of \$658 has been donated to the Oregon Food Bank by members and the club. Well done everyone!

Dave has contact info for a company that does logo branding. He is looking into getting club-branded logo clothing and products.

Treasurer's Report: \$241.97 was spent in December for the holiday party. \$150 was donated to the Oregon Food Bank and \$91.97 was spent on prizes for the contests.

Secretary Report. The Board met yesterday. Barbara will host the member meeting on her Zoom account. 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.

Tonight's guests, Pierre and Marie Dion introduced themselves. Their boat "Viva" is at Rocky Point Marina. It is an Amel Super Maramu 2000.

Kerry Poe of North Sails presented information about modern sail materials, design and construction.

Garry Weber announced his retirement. He is planning to ride his motorcycle, perhaps buy an RV, and maybe do some sailing. Congratulations Garry.

The meeting adjourned about 9:30 p.m.
Respectfully submitted,

George Fetzer
SIYC – Secretary

Recipe of the Month: **Turkey Sliders**

-- Debbie Khoja

1 ½ lbs. ground organic turkey (or ground beef or lamb)
¾ cup parsley, finely chopped
¼ cup cilantro, finely chopped
1 cup green onions, finely chopped
5-8 garlic cloves, finely minced or pressed (or 1 t. garlic powder)
½ cup bread crumbs
1 egg
2 t. cumin

½ t. turmeric
1 t. coriander
1 t. pepper
½ t. salt
3-4 T vegetable oil



Mix all ingredients except oil in a bowl. Make small patties. Heat oil in frying pan on medium heat and add patties. Turn over after 4 min or so and cook 3-4 minutes or until done. Place in paper towels to drain. Serve with lettuce, tomato and ketchup on slider buns or small rolls. These patties can also be cooked on a grill.

Sometimes, I serve the patties with rice and a side salad or crumble them into a flatbread or tortilla with feta cheese, chopped tomatoes, spinach, and a yogurt dressing. I made a few variations of this recipe, sometimes the cilantro is dropped, Italian parsley is added, ½ teaspoon of allspice is added, sweet onions or red onions are substituted for green onions. It's a favorite burger recipe for summer BBQs.

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

2021 Calendar

GENERAL MEETINGS		BOARD MEETINGS		CRUISES (see note below)	
Date/theme	Location	Date	Location	Dates	Where/theme
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	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://leakylittleboat.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.

CRUISING REPORTS

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

The Seasickness Struggle

Lord Horatio Nelson, famed British admiral, wrote, “I am ill every time it blows hard and nothing but my enthusiastic love for the profession keeps me one hour at sea.” Lord Nelson served in the British Navy from 1771 to 1805, when he was killed by gunfire in battle. During his service, he lost an eye and a leg, but he continued to lead the navy to many victories. In other words, he was tough, but he was still haunted by seasickness.



I often mention my struggle with seasickness. This is my experience and how I have learned to cope over the past four months.

We decided to make our first time in the ocean our first overnight passage. We planned a course from the mouth of the Columbia River to Newport, Oregon. I was ready to function in the boat as I had for the last three years—cooking, reading, writing, and generally carrying-on while I was not at the helm. I have only been seasick twice in my life, and although I have had regular visits from carsickness, I did not expect to encounter the familiar gut-pulling, brain-draining feeling at sea, especially because I would have so much else on which to focus. I kept my focus on activities around the boat until multi-directional ocean swells set in. Sailors know the multi-directional aspect as a confused sea, and that confusion swiftly rocked my brain into seasickness. My perhaps overzealous intentions were replaced with one intention: sleep instead of puke. And while I did not sleep, I was



able to stop myself from feeding the fish. But Rob was left to captain the boat solo. He was tied—literally, with a safety tether—to the helm for 27 hours.

Beyond the confused seas, the trivial wind hitting us on the nose made it impossible to sail, so the sails stayed down and the engine droned on, adding to my

seasick state. On the next passage, we learned that putting the mainsail up even with no wind helps steady the boat when it rocks over the ocean swell. But for this passage, we rocked and rolled with significant swells coming from three different directions. The autopilot was poor at maintaining a steady course with the confusing swells, so Rob hand steered. With me only able to steady myself as I lay on the cockpit bench, Rob was forced to sustain himself on trail mix, Powerbars, and my leftover energy gels (one-ounce packets of pudding or gel with high amounts of protein that runners squirt into their mouths to maintain energy over long distances). He had to pee over the side, while tethered tightly to the helm, because we know that most man-overboards happen when sailors relieve themselves over the cap rails. And he had to stay awake and alert, predicting the direction of each swell in an effort to steer Mapache to take each hit on her stern, reducing the motion of the boat. My view from the cockpit bench all night was the top of the mast swiftly sweeping across the backdrop of the stars.

27 hours later, we cruised into Yaquina Bay, welcomed by flocks of pelicans and fishing boats. We anchored outside of the channel and took the dinghy to shore for some real food, prepared by somebody else. Our appearances were close to zombies, barely able to communicate our orders and using all of our strength to keep our eyes open. But we were happy to have had made it to our first planned port.



Later, beyond the discovery of a steady sail, I found that music helps quell, or at least distract from, the seasickness. We started playing music from our waterproof Bluetooth speaker, taking my mind out of its foggy bubble to focus on the sounds of The Avett Brothers, Joe Bonamassa, Kenny Chesney, Pennywise, Lucero,

Tom Petty, Iron Maiden, Wu-Tang Clan, and everything in between. Instead of lying supine, I could sit up and sing and dance (if you want to call my moves that). Music really is a form of medicine.

Still, my seasickness persisted throughout our trip down the U.S. coast. I spent many days at sea lying on that cockpit bench. Rob benefited from some Snow-White style entertainment of bird friends regularly alighting on top of me (this might explain the number of times birds have pooped on me). I tried staring at the horizon, Dramamine, ginger-flavored everything (from supplements to tea to gum), vitamin C, avoiding caffeine and alcohol, staying



hydrated, pressure-point wristbands, and even some ridiculous glasses that Nigel Calder (author of the diesel-engine-repair “bible” and experienced world sailor) swears by and that I now think are more of a practical joke (see photo to the right). While all of this helps, the only thing that cured my seasickness was prescription Scopolamine patches. However, a full patch, which lasts for four days, caused increased heart rate, shortness of breath, appetite loss, water to taste metallic and repulsive, exhaustion, and double vision. I finally learned from a friend that the patches could be cut for less potent doses. I started wearing one-quarter of a patch at a time, and it did the trick. I finally felt normal at sea!



I’m certain that part of my seasickness is borne from anxiety about the boat breaking down and about the possibility of seasickness—a self-fulfilling worry. Some other remedies I have yet to try are antihistamine and vitamin B6. Many seasick-prone sailors attest that the real cure is time at sea and that I will eventually be rid of the struggle. I hope I wake up one day and realize I have stopped worrying about seasickness and no longer resort to medication. But maybe I will just have to endure, like Lord Nelson, for the love of this adventure.

A sidenote on music: Our website’s name has a musical origin. It is a lyric from a song that Rob and I found ourselves singing a lot while working on Mapache. The band, [Roger Clyne and the Peacemakers](#) (RCPM — part of which was originally The Refreshments) is a band I grew up listening to. The Refreshments was one of the first concerts I attended as a kid, and RCPM came to be a symbol of a place I regularly visited growing up: “Arizona’s beach”—Puerto Peñasco, Mexico. The band still performs there at least twice per year, raising money for that community. The Leaky Little Boat lyrics, although somewhat fitting in a literal

sense, are meant by the band as metaphoric, which aligns with the ups and downs of Mapache’s journey.

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

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

Merhaba [*“hello, be seated, welcome”*],

January 22, 2021. We continue to be safe and healthy in Turkey. Strict restrictions continue but the number of new Covid cases is decreasing, health Minister Koch has received his first “jab” and healthcare workers are receiving theirs. The next group scheduled to receive the vaccine is 65+.



Looking back on 2020 is certainly a “A sail down memory lane”! In a few days it will have been a year since we cleared out of Cochin, India heading for the Mediterranean.



As I think about 2020, one of the most memorable events of our year was the fact that our two girls, back in the States, were able to figure out how to help us with a resupply at sea which was done by the Saudi Arabian Warship H.M.S. Al-Riyadah 812.



Floating dock, Port Suez. Do not go through the gate!!!!

Another 2020 highlight was being at sea for 66 days without tying up to a dock and then another 60+ days tied to a floating dock in Port Suez but not allowed to go on land.

Covid has put quite a damper on land excursions this year however, In the fall we did a day trip to Side and Aspendos and in November, right before Covid restrictions became very rigid, a three-day trip to Cappadocia.



View from the terrace of our hotel in Cappadocia.

This week cabin fever got the best of us and along the with our Canadian friends on SV Joana, we rented a car and drove to the southernmost tip of Turkey to 1500 year old Mamure Castle. The castle was closed but close by was Anamurium Ancient City which proved to be a large expanse of fabulous 1000 year ruins which we

delighted in exploring.



Göreme National Park, Cappadocia

We are waiting to hear about our visa extension still hoping that at some point in time we will be able to sail to the U.K. For now, we are healthy, happy and in a safe place.

Cheers to all,
Pam & Eric

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

Part 2

***Editor's note:** We featured the first installment of Bruce and Lynette's voyage from Scappoose to San Diego in our January 2021 issue. That installment ended with a brief summary of their encounter with bad weather about 20 miles off of Brookings, Oregon. Bruce starts this second installment with more detail about what they encountered out there.*



We were broad reaching in 10 to 12 knots of wind about 20 miles off the southern coast of Oregon on our way to San Diego. Our intended stop was Eureka, CA to rest and take on fuel. The winds had been steadily increasing from a total calm to about 15 knots or so. With the wind behind us we were making 6 to 7 knots, but that also had the effect of deceiving us about the actual strength of the wind. I was casually paying attention to the wind speed and boat speed and started to see a trend of quickly increasing speed as we started to surf down the waves. The speed increase came on rather quickly and I realized we were carrying too much sail for the conditions, so I headed straight downwind to blanket the headsail with the main. After the headsail was fully furled, I attempted to furl the main, but there was just too much wind in the sail to do it while heading downwind.

I started the engine and turned the boat into the wind to furl the main. As soon as I turned the boat, the full force of the 20+ knots of wind hit us hard, so I released the mainsheet to spill the wind from the main. By this point we were being bounced around like a cork, and I started to get seasick as I usually do in these kinds of conditions. My wife, Lynette, was below trying to sleep as I had taken the first watch. I could hear loose objects being thrown about and I could only imagine how Lynette was taking it (later she confessed that she was hanging on for dear life).

I have successfully heaved to with our boat a number of times, but for some reason I couldn't hold her in a good position under bare poles. I kept the engine running low and in gear to help hold the boat at about 60° to the wind. I would increase or decrease throttle to keep the wind gauge pegged at 60°, which wasn't too difficult to do, even while sick. The ride was rough as the waves were coming from all directions. The seas, as usual in the PNW were quite confused, so I switched tack to see if riding to the other tack would be less rough. I really couldn't tell the difference, so stayed on this tack for the duration. At least I made the attempt to see what the opposite tack was like.

Sometime after 2am the engine suddenly quit. I couldn't get the engine out of gear, so thoughts of a failed transmission passed through my mind. With the engine gone, I could only hold the boat at about 90° to the wind. In most situations that would not be good, but in these confused seas we were not broadside to the waves.

I radioed the USCG for assistance and they mustered a crew to tow us in. They called every half hour to check on our condition and let us know the progress of the rescue boat. When the boat got closer the skipper radioed us for a current position and asked about our condition, the seas, and the boat itself. I assured them there was

no water coming in and that we were fine other than quite sick. The skipper let me know that the seas were much calmer about 6nm to the east. Just our luck that we were 6nm too far off the coast.

When the USCG rescue boat arrived, they lit up the whole area with the searchlights. It made for an eerie scene. They were going to toss us a line to secure to our bow for the tow,



Coast Guard training at the Brookings Bar about 3 weeks after the incidents described in this cruising report.

but neither my wife nor I felt strong enough to make our way to the bow. The only option was to have a crewmember land on our boat to secure the line. The first attempt was at the stern, but we are a double-ender and there wasn't much room for him to land, so they switched to the bow. After a couple of attempts and 2 hard collisions he was safely onboard. The line was secured, and they started towing us at about 9 knots. A rather loud vibration commenced that none of us could identify, so we slowed a bit to reduce the vibration.

Two and a half hours later we were at the Brookings buoy with the USCG reducing the scope of their tow line to take us over the bar. There were small boats scattered around the bar fishing, so the skipper asked me to steer our boat directly behind their vessel to keep away from the fishing boats. Once over the bar they side-tied to us for the final tow to the fuel dock. We tied up around 8am or so. I was still quite weak but was able to answer questions and accompany the officer on a boat inspection. He indicated that the damage caused by their boat would be covered by the USCG, which was a pleasant surprise to me. He didn't have any forms with him, so asked me to come by the USCG station in the next few days to pick one up, which I did.

The fuel dock attendant and the USCG personnel were nice and helpful. They provided information on where to stay, so we booked a room at one of the local hotels. There was a restaurant across the street from the hotel, so we had a late lunch/early dinner and went back to the room to sleep at about 3pm. We slept until 7am the next morning. It felt good to catch up on sleep and sleep in a bed again.

The following morning, Sunday, November 1st, we went to the boat. I inspected and took pictures of the damage. Lynette attempted to tidy up the cabin as best she could. When we had docked the day before, I noticed that one of the dock lines was cut short, and a spring line was going under the boat, which was very tight. I was able to loosen the tight line but couldn't free it. The other spring line had been bound under the tight spring line and when I loosened the tight one, I was able to free the other line. It had not been cut. We had two lines that were good and two lines that had been cut. I made the assumption that because of how taut the line was that this was what was jamming the transmission in gear. The fuel dock attendant called the boatyard owner, and he came over to discuss hauling the boat out the following day at high tide, around noon.

On Monday, November 2nd, we were side tied to a boat and taken over to the travel lift for the haul out. There was no dock at the travel lift so I remained on the boat as it was lifted and walked off the stern when at ground level. As soon as the boat was out of the water, we could see the extent of the

damage. This was not going to be a simple cut the line free and drop the boat back in the water project. The dock line had wrapped three times around where the shaft passes through the shaft housing. It was so tight that the area around the shaft



Crack in shaft housing.

housing had cracked. We resigned ourselves to the fact that we were going to be in the yard for a while. Figuring fiberglass work and repainting it would be at least a week.

The hotel we were in was a bit expensive, so on one of our daily walks we checked pricing at several other hotels and found one that had weekly rates and a kitchen for quite a bit less money. The best part is that the hotel was right across the street from the boatyard. We grabbed food off the boat and settled in for what we thought would be a week's stay at the hotel.

On Tuesday, November 3rd I was able to take the shaft out of the boat and have it spun up on a lathe to see if it was bent. Unfortunately, it was, so I measured it and ordered another one from Portland to replace it. Meanwhile the fiberglass person ground off the bottom paint and barrier coat around the shaft log to prepare for the fiberglass repair work.

By Thursday, November 5th, I had a new shaft and the fiberglass work was done. I still had to paint 2 coats of barrier coat and 2 coats of bottom, plus install the new shaft. I was worried that the strut had been bent and the shaft wouldn't turn freely, so slipped the shaft into the bearings and was pleasantly surprised that it turned freely. By Friday, November 6th, I had the propeller, line cutter, and zincs all back on the shaft along with the dripless shaft seal. All that was left was to align the shaft

and transmission coupler. I was surprised that everything was still in perfect alignment, so I didn't have to adjust the engine on its mounts.



First barrier coat applied.

On Monday, November 9th, I started the painting process with one coat of Pettit Protect barrier coat in the morning. I needed to wait until Tuesday to put the second coat on, so took the rest of the day off. Tuesday, November 10th, had me putting the second barrier coat on in the morning

and the first coat of Pettit Trinidad Pro bottom paint on in the afternoon. The timing of the first coat of bottom paint is critical, as it needs to go on before the last barrier coat completely dries in order for it to bond to the barrier coat. On Wednesday morning, November 11th, I put the last bottom coat on which finished the project.

The boat couldn't go in the water for 24 hours after the last coat of bottom paint, so we set a time for Thursday morning to launch the boat. I was at the boat by 9am peeling off masking tape and getting the boat ready to launch. While removing the tape from the propeller shaft I noticed that the two weep holes that had been at the forward end of the shaft log cutlass bearing had been fibreglassed over. I don't know why I never noticed it before, but at least I noticed it before the boat was launched. These weep holes provide water flow to lubricate the cutlass bearing and are necessary to prevent burning up the bearing.

The boatyard owner was able to contact the fiberglass person and he came in to drill out the holes. He easily found one hole but missed the second one. I noticed the second hole hadn't gone through, so I had him come back to explore for it. He finally found it, but now he had to fiberglass over the exploratory holes he made trying to find the actual hole. This was a huge setback, as it would require going back through the entire painting process after the fiberglass had set. I was really disappointed that I hadn't seen that the weep holes were missing back when I

started the original painting. The fiberglass person was also disappointed that he had forgotten to clear the weep holes.

Needless to say, we didn't launch the boat that day. The boatyard owner felt bad for us and said he wouldn't charge us for anything more, so my yard days were free from that point on. He also gave me the combination for the yard gate so I could work over the weekend and lent me his truck so we could go to the grocery store to get food. We really appreciated all he was doing for us.

On Friday, November 13th, I started the painting process again. The goal was to have it done by Sunday, November 15th, and launch the boat on Monday, November 16th. The painting went without a hitch and we launched the boat on Monday morning as was planned. I motored for the first time under my own power back to the transient dock. It felt good and we had no issues. We were back on the boat and anxious to head south. We had been in the boatyard for two whole weeks. The incident took two weeks and two days out of our travel time to San Diego, and I was nervous about leaving Brookings so late in the fall.

I had been monitoring the weather using PredictWind since we had arrived in Brookings, so was fairly confident of what was to come. We sat through torrential rains and heavy winds at the dock for two days, Tuesday and Wednesday. There appeared to be a small weather window traveling down the coast that was to pass Brookings on Thursday, November 19th. We hoped to catch a ride on that weather window and have it carry us as far south as we could get, and that is exactly what we did.

I have always done postmortems on things that I've been involved with to see if I could learn from them, and if mistakes were made, try not to make them again. What did I learn from this incident? First off, don't leave dock lines on the deck during a transit. Good grief, I'd be a rich man if I had a dollar for every time I've heard that since this incident. Yes, it was a bad thing to do, but I had not thought anything of it as we have high gunwales and have never lost a line over the side, even in seas as bad as we had experienced this time. Well, it was an accident waiting to happen and we suffered the consequences for it. That was the first and biggest mistake that I will never let happen again.

I had just finished reading Lynn and Larry Pardey's book on storm tactics. They are big advocates of heaving to during a storm rather than running with the storm. So, when I turned into the wind my first thought was to wait out the blow by heaving to. This was my second mistake. Not being able to see the sea before me I immediately thought the conditions to be worse than they probably were. Getting sick was a bonus that just added to the situation. If it had been daylight, I might have taken a different approach. In fact, further south as we were rounding Cape



Damage to furler caused by USCG collision.

Mendocino, we were confronted with almost the exact same situation; a quickly freshening breeze with a need to reef while going downwind. The big difference is that this was during the day. As soon as we came about the full force of the wind hit us and we were again bouncing around like a cork. The difference here is that I could see the seas hitting us and saw them for what they were. We reefed and came about to continue our downwind sail under reefed sails. It really would have been that simple that fateful night if I had done exactly the same thing, but without the ability to see, I made these two mistakes that cost us about \$5000 and two weeks.

Postscript: We're looking at about \$4500 in repairs due to the USCG damage. That, a watermaker and new

refrigerator box are the only things standing in the way of future progress southward. We hope to make it to Barra de Navidad for the 2021-2022 Panama Posse season in December.

Bruce & Lynette – S/V No Regrets

Editor's note: Check back in our next newsletter for Part 3.

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.



Scarlet Macaws in Costa Rica 2013 -- Photo by Richard Sandefur

Newsletter Contributions

Would you like to contribute to SIYC's monthly newsletter? Perhaps you have a cruising story you'd like to share. Technical information about sailing or systems? Your favorite recipe or picture? SIYC members are awaiting your input, especially during these 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.
