



P.O. Box 2524, Portland, OR 97208-2524 www.siyc.org No. 405, March, 2021

SIYC OFFICERS '20 –'21

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grtshearwater@gmail.com

Secretary
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Website
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Membership Meeting

CHANGED DATE!

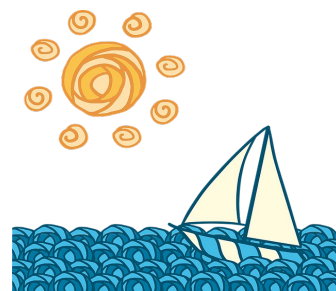
March 12, 7:30 pm, via Zoom

Our previously scheduled meeting date and time coincides with broadcast of America's Cup coverage. Some SIYC members will have divided loyalties, and we'd like to have as many of you as possible at the members meeting. Hence the postponement!

Important meeting: We have nominations to make for next year's officers, a new budget for FY 21-22, and a new member boat to welcome.

Round Table: Getting Ready for Summer Cruises. Following the business meeting, we'll open up for freeform discussion on preparing your boat and planning for your summer destinations.

Watch your email for your Zoom invitation to our March 12 virtual membership meeting.



This month's cruising reports
start on page 8.

Comments from the Commodore

Ahoy All –

As I write, we've just made it through a major winter event – hopefully our last for this season! I hope that all our members and friends made it through the snow and ice without major damage to themselves, their homes, their businesses, AND their boats! Don't forget that some of our more experienced members are often available to answer questions, give advice and perhaps even a hand, if you need it in the face of a boat emergency.



If you haven't already heard the news, I'm happy to announce that our nominating committee has come up with a slate of officers for the club year, starting in May. The proposed candidates are George Stonecliffe for Commodore; Craig Johnston for Vice Commodore; Debbie Khoja for Secretary, and Tim Hryciw for Treasurer. If there are other members out there who would also like to run for any of these positions, please let Craig Johnston (craig.k7cej@gmail.com) know.

We continue to meet by Zoom, and we hope to see you at the rescheduled meeting on March 12! The pandemic news is starting to get a bit better, and it sounds like we'll be able to resume our in-person meetings in September. Stay warm and stay safe!

Dave Mery

Online Lecture Series

George Stonecliffe first called this webinar series to our attention last month. It's a 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.

Now a new series has been announced. Unless you're already a member of SDSA, the cost is \$12 per lecture or \$25 for the entire series of 11.

Here's the list of lectures – Except as indicated, the lectures are live on the listed date at 7 pm PST, and then available online after that:

- **March 2 - Refit/Restore an Older Boat: Part I - Above Decks** presented by Steve Madden, M-Yacht Services
- **Pre-recorded - The Cruiser's Medical Kit** presented by Jo Barnes, long time cruiser and Ocean Class sailor
- **March 4 - Weather Models 101** presented by Nick Olson, PredictWind
- **Pre-recorded - Basic Diesel Maintenance: Keeping Her Humming** presented by Russ Owen, Salty Dawg World Class Sailor
- **March 9 - Refit/Restore an Older Boat: Part II: Hull and Below Decks** presented by Marc Mayo, M-Yacht Services
- **March 11 - Becoming a Successful Cruising Couple** presented by Salty Dawg World Class sailors Lisa McKerracher and Pierre Caouette, s/v *Biotrek*
- **March 16 - Choosing Your Cruising Multihull** presented by Gino Morrelli, Morrelli & Melvin
- **March 18 - Our Favorite Dinghy** - Panel Discussion, moderated by Hank George, SDSA President; Panel: Jo Barnes, Brian Stork, Barbara & Ted Owen - Salty Dawg World Class and Ocean Class sailors
- **March 23 - Transition from Coastal Cruising to Extended Time Aboard** presented by Bob Osborn, s/v *Pandora*
- **March 25 - Sails: the Fundamentals** presented by Jamie and Behan Gifford (Sailing *Totem*)
- **March 30 - Q&A Session, Ask the Experts**

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



Member Boat Project: Jack-Line Cover

--Sue Stonecliffe

Sunbrella seems to last forever, but not really. Dodgers, for example need replacing once in a while. I have sewn a number of awnings, weather cloths, sail covers, and sun covers for winches, jerry jugs and even dinghy chaps. So what needs sewing now, my Sailrite sewing machine sitting idly in a spare room at home? Our boat came with a spool of jack-line webbing which we have enjoyed using every time we go out on the ocean. This spool had a sun cover



Sue's new cover completed and installed.



The old cover

that never fit right. All the turn snaps on the back made it easy to remove for cleaning. However, this winter I noticed a significant hole in the top and the fabric had become stiff. So I decided to tackle the project of redesigning and sewing a new one.

I had plenty of scraps on hand. All I had to do was purchase a roll of plastic sheeting in order to make a pattern. I traced around the spool front and back, marking the spots for the fasteners and cutting straight across the bottom. A strip of fabric made up the "tire" going around the spool. But how to slip it on and keep it from blowing off?

Here is where the fun began. We decided all the corroded turn-snaps looked ugly and the original design unnecessarily enclosed part of our tubular hand rails. The 3 fasteners on the circular spool did not form an equilateral triangle but the bottom 2 could attach nicely to the lower rail of the handrail. The top fastener had to be offset several inches since the size of the spool wasn't exactly the same as the distance between our railings. The previous person who made this cover put a hole at the top for that fastener so it never fit correctly. George suggested the cover should have only one opening so I slit the front, using Velcro as my closure. This cover won't enclose the railings so the fasteners will go through the fabric on the back of the spool using leather to prevent chafe.

Sewing projects for the boat don't have to come out perfect. Mine rarely do. Still they bring renewed satisfaction to this wonderful part of my life while fostering creativity and pride of ownership.

Board & Membership Meeting Minutes



**Board virtual meeting.
February 3, 2021**

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

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

Nominating Committee Report

Craig reported that there are a couple of people who may be interested in running for positions on the board, but the search continues.

Vice-Commodore Report

Dawn has speakers lined up for club meeting this Friday and for the meetings in April and May. For the March meeting, Dawn noted that the America's Cup race will be televised at the same time as the club meeting, March 5, 2021 at 7:30 p.m., so perhaps we could all watch it together. There was some discussion of that idea but no decision was reached.

Treasurer's Report

Monica emailed the Treasurer's Report to the board. The club received a thank you letter from the Sauvie Island Academy for the donation. Monica reported that checking account balance as of January 31, 2021 was \$2,309.75 compared to a balance of \$2,309.93 one year ago, an 18 cent difference from last year to this. She does not anticipate any

significant expenditures for the rest of the fiscal year.

Secretary Report

George had nothing to report.

Adjournment

The Commodore thanked Barbara for doing a great job publishing the club newsletter. There being no further business, the meeting adjourned at 6:50 p.m.

Respectfully submitted,

George Fetzer
SIYC - Secretary

**Membership Virtual Meeting
February 5, 2021**

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

Guests: Pierre & Dion, Nathaniel Lodwig. Speaker; Ray McCormick, USCG Master Captain.

Commodore Dave Mery opened the virtual meeting by welcoming the members and guests, and asked Nathaniel to talk about himself and his boat, Kim II which is currently at Friday Harbor.

Nominating Committee: Dave asked for a report from the nominating committee. Craig reported the slate of nominees for the Board election at the annual meeting in May: Debbie Khoja, Secretary; Tim Hryclw, Treasurer; Craig Johnston, Vice-Commodore; and George Stonecliff, Commodore.

Boat Show: Dave reported that the Portland Boat Show is a wash for us. They are trying to combine it with the Sportsmen Show, but we won't be participating.

Treasurer's Report: Monica reported that checking account balance as of January 31, 2021 was \$2,309.75 compared to a balance of \$2,309.93 one year ago, an 18 cent difference from last year to this. She does not anticipate any significant expenditures for the rest of the fiscal year.

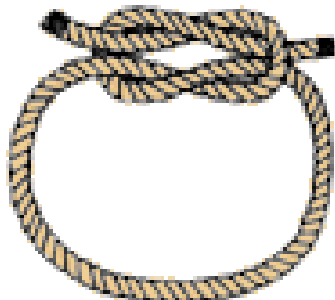
Secretary Report. The Board met yesterday and what was discussed has already been reported.

New Business. Craig suggested that the club distribute marketing materials to moorages and marine businesses in the area to attract new members. Social media could also be helpful in this regard. The discussion was tabled for a future meeting to discuss this in more detail.

Speaker: Ray McCormick, USCG Master Captain talked about his years of experience sailing and delivering boats around the world. There was Q & A time and Ray showed pictures of many boats he has delivered and talked about the trials and tribulations of delivering boats.

The meeting adjourned about 9:30 p.m.

George Fetzer
SIYC – Secretary



Recipe of the Month: Garlic White Sauce for Pasta

-- Muki Kerr



Ingredients

1 pkg pasta
3-4 Tbs butter or bacon fat
1/2 onion
2-3 garlic cloves minced
2 c milk or half and half
3 T Flour- for thickening
salt and pepper to taste (about 1/2 tsp)
1/4 pkg cream cheese cut into smallish chunks
1.5 cup parmesan cheese
Optional add ins:
bacon crumble, mushrooms (cook with onions)
shrimp or chicken chunks
1/8 c white wine or sherry
(spices you could add: oregano, basil, parsley, just a pinch.)

Directions

Boil pasta; meanwhile make sauce. Melt butter, chop and add 1/2 onions and cook till soft (about 4 minutes), add 2-3 garlic cloves. Cook over medium for 1 minute. Don't burn garlic. Add flour and cook 1 minute, stirring constantly. Don't burn flour, just cook till toasty smelling, you're cooking off the raw flour taste. If it's too dry add butter. Will be lumpy, just cook till toasty. Stir in the milk and cook, whisk or stir frequently, until sauce boils and thickens. Add salt, pepper and parmesan and cream cheese. Stir until melted. Mix with pasta.

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

Notices

Beautiful Island Marina - Sauvie Island, has moorage available! 45' Slips, 1 x 50' End Tie Rates: \$390 / Mo. Moorage, \$40 / mo Shore power. (+ Possible live aboard opportunity - call for info).

~ A sailboat only marina ~

Contact Mike - 503.954.4451.

Placement of notices in the SIYC newsletter is available on an occasional basis, free to members and SIYC supporters.



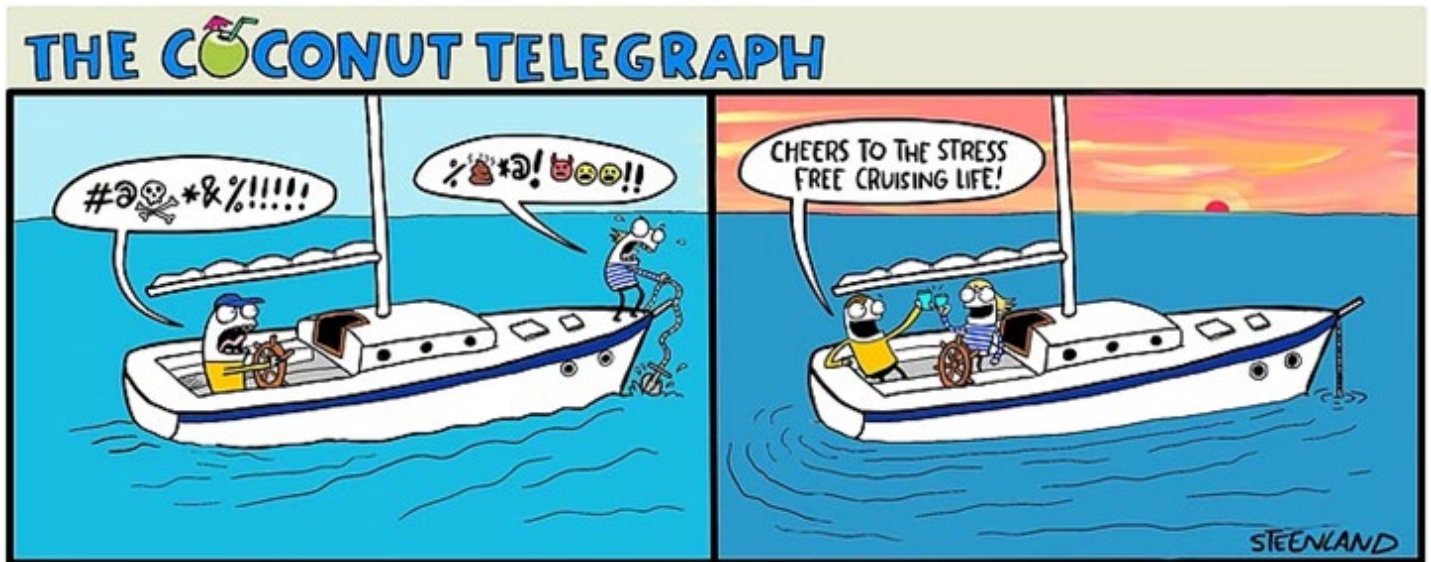
2021 Calendar

GENERAL MEETINGS		BOARD MEETINGS		CRUISES (see note below)	
Date/theme	Location	Date	Location	Dates	Where/theme
March 12	Zoom	March 10	Zoom	March 20-21	Anchoring Cruise
April 2	Zoom	April 1	Zoom	April 16-18	Navigation Cruise – Downtown, River Place
May 7 Annual Meeting	Zoom	May 6	Zoom	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.



Sunset viewed from Coon Island, February 2015. Photo by Barbara Johnston.



SIYC Cruising Boats

Boat Name	Owners' Names	Location
<i>Mapache</i>	Rob Martin & Sarah Laidlaw	Southbound from 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

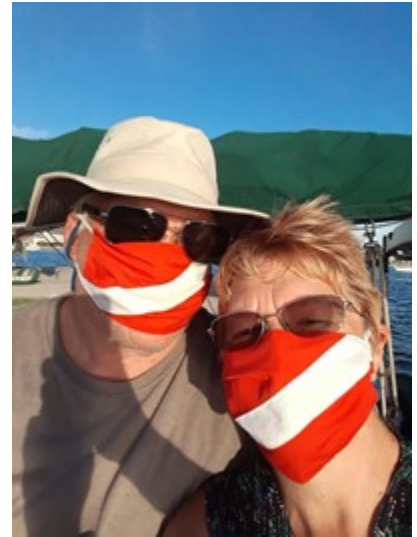
By His Grace	http://www.sailblogs.com/member/byhisgrace/
Julia Max	http://www.sailblogs.com/member/juliamax/
Ma Makani	http://boatzo.com/sailingourdreams/
Moonshadow	http://www.voyagemoonshadow.blogspot.com/
Mapache	https://leakylittleboat.com/
Pied-a-Mer III	http://www.sailblogs.com/member/sesesail/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

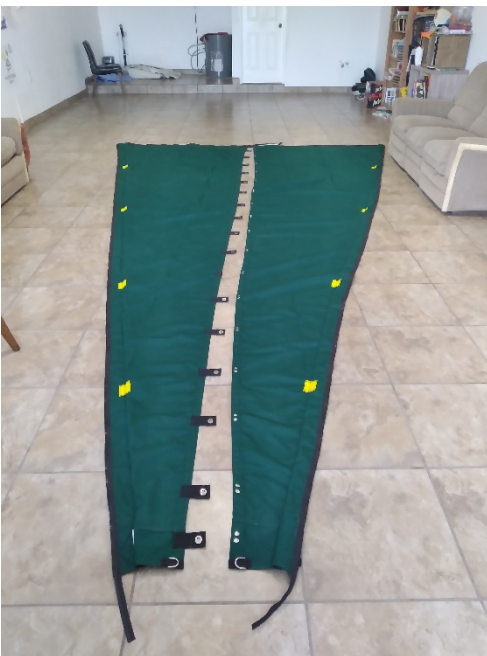
CRUISING REPORTS

From Cynthia and Rick Woldridge, S/V Catspaw

The past few months have been enjoyable and sometimes frustrating. We arrived in Puerto Peñasco mid-October with the intent of getting our projects done quickly and being in the water by no later than the beginning of December. The goal was to meet up with Rob & Sarah on Mapache for Christmas. Well, as the saying goes, "Cruisers' plans are cast in jello." It is now nearing the end of February, yet we're still on the hard and still working on projects...although I can happily report that we are definitely getting close to completion.



Our projects have predictably gone like most boat projects. This project leads to that project, which leads to another project. We had a list, of course, of what we NEEDED to get done... due to functional needs or safety...and a list of what we WANTED to get done before we splashed.



Our first "Ah ha!" came when we realized that attempting to sew stackpacks for both sails on the boat would be extremely difficult. Primarily due to not having a flat place on the boat that is long enough to lay out my fabric. On the other hand, we have this lovely cruisers' lounge right here at the boat yard that is more than spacious enough, as well as tables on which to set up my machine. Ok, plan B... we'll stay long enough to get the sewing done. I got all my pieces laid out, cut out, marked and ready to sew, when I discovered that the Sailrite I had borrowed from my daughter-in-law had apparently contracted moisture while living in the PNW (I know that's a shocking concept) and the entire bobbin assembly was

one large ball of rust. I won't bore you with my mental breakdown at this point, but the end result was that we ordered a new machine from Sailrite, had it shipped to our RV Park in Tucson and a week later we drove up to get it and I was able to get on with my sewing. As of this writing, the main cover is up and only needs some tidying up on the lazy jacks and the boot that goes around the mast completed. The mizzen is sewn, but still needs some tweaking... I did not take into consideration that we have raked masts. Those of you that know me, know how much I adore sewing and my enthusiasm for a large sewing project. You can compare it to, say, being drug naked through cactus.



Part of our delay in splashing has been due to trips back North. The first was made shortly before Christmas, to spend time with family and friends for the holidays. It was a quick trip, and took 2 weeks out of our schedule, but was well worth it, as I was having some serious holiday blues. The second trip was to return to OR to get our COVID vaccinations, which kept us away from the boat from January 13th - February 10th. While we both begrudge the lost time, we're thrilled to have more peace of mind regarding our health.

We returned to Puerto Peñasco fired up to wrap things up so we can enjoy a few months back in the Sea of Cortez, before hauling out again. I've been frustrated that this will be such a short cruising season for us, but I received some very wise advice from a dear friend who is a former cruiser. She reminded me that we're retired.



Each trip back allowed us to enjoy time with our peeps, pick up items necessary for projects and enjoy some beautiful driving... and miles of boredom on I-5. Every project improves our home's safety, function or comfort. Cruising isn't just being on your boat, sailing. It's all the myriad things you do both in the water, on the hard, purchasing, planning and preparing. Cruising is a state of mind, as well as an activity.

We are enjoying the community here at the yard, the spectacular sunsets, the fabulous food and, yes, the projects. Do we feel the

pull of the Sea? Undoubtedly. Do we want to put the sails up and feel the power of the wind? Of course. Are we working toward getting back in the water? Unquestionably. Are we cruising? Absolutely!

Our next report will be from somewhere in the Sea... likely La Paz. Until then, stay safe.

Rick & Cynthia
S/V Catspaw

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

Newport to Florence

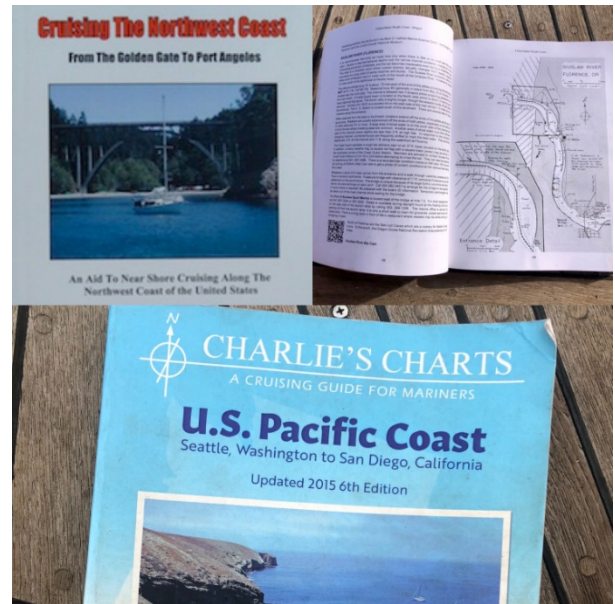
Editor's note: Rob and Sarah have been in Ensenada for several months now. They're bringing us up to date on parts of their West Coast journey they had not written about previously.

Upon arriving at each port, Rob and I plan our next passage. We research possible destinations, their distances from us, and their entrance geography. We estimate how long the passage will take, check weather forecasts, determine the accessibility of their marinas or anchorages, study potential hazards, and review any other information that could help make the passage predictable. We always make plans B and C, knowing that nature or the boat could disrupt our perfect plan A. From Newport, Oregon, we decided on Florence as our next destination, despite some people warning against it.



The seafaring community is decidedly opinionated. In an Internet search of any one place to dock or anchor a boat, you likely will find a half-dozen forums and blogs plus another half-dozen social-media posts carrying-on about how awful AND how wonderful it is. Some opinions are based on personal experience, while others are

based on stories told at the local pubs or the virtual pubs (social media, sailing forums, and blogs). For the western U.S. coast, Rob and I considered that diverse “dicta,” but ultimately relied on port descriptions in three books: *Charlie’s Charts*, the *U.S. Coast Pilot*, and *Cruising the Northwest Coast*. The *Charlie’s Charts* book series is the cruisers’ “bible” when it comes to ports and anchorages. The series is divided by region. It provides detailed descriptions and drawings of approaches, marinas, amenities, and local resources. The *U.S. Coast Pilot* books provide similar but drier descriptions of major ports with definitions of navigation markers and rules, as might be expected from a government book. *Cruising the Northwest Coast* is a small book,



independently published by sailor George Benson, sharing his first-hand knowledge of little-known, free, and budget anchoring spots on the Pacific Northwest coast. Those three books acted as our guides for our trip from Portland, Oregon, to Ensenada, Mexico. We intend to continue our reliance on books as we circumnavigate. And, of course, we will consider other cruisers’ and fishermen’s advice, but with the grain of sea salt it deserves.

In researching Florence, we heard from sailors who avoid it because of the long, narrow, and ever-changing channel through the Siuslaw River that leads to the town, and because of the bascule bridge that must be opened to access the town and marina. Fishermen warned us to avoid Florence because of the strong and unruly current, which has caused some boats to get pushed off-course, run aground, and a few, to sink. But every port has its naysayers, and any port could be dangerous for a captain lacking attention to the tide or their boat. The books represent Florence as a beautiful, quaint coastal town with a nice marina and convenient restaurants and shops. The books also warn of the channel, bridge, and current, but describe how they can be managed. So, we set out for Florence, leaving Newport at 6 a.m., which allowed us plenty of time to arrive at the Siuslaw River bar entrance with sunlight and a favorable tide.

Animals often grace our passages, and we view the sightings as good luck. On this passage, we were massively lucky, sighting a pod of humpback whales fishing or playing some 100 feet from the boat. We could smell them before we saw them, because their blowholes spray their fishy burps high into the air. As we watched the whales breach and dive, Rob noticed a large wake crossing close in front of us. He quickly scanned the area for the boat he had missed, then saw the wake's actual cause: a 40-foot humpback rolling up to the surface about 30 feet ahead of our bow. As its slick, dark back gracefully arched to dive, I knew that its roll down would take much longer than the time it would take our boat to cover the sea between us. I turned and yelled to Rob to TURN. He was already disengaging the autopilot and spinning the wheel hard to the left. His actions came just in time, and our boat paralleled the giant while it continued its dive and we motored on a perpendicular course.

Whales continued to amaze us along our West Coast journey. We saw many humpback pods, some gray whales, and a few Sei whales. Some gracefully

powered alongside of us, rolling up for breaths and above-water spies of our boat. Others communicated with each other through leaping bellyflops or repeated slaps of their massive tailfins. Witnessing the sound and power of their tail slaps made us understand what tiny mortals we are in their watery world. Throughout our journey, we recognized whale presence through the smell from their pungent spouts and a fuzzy, disturbed area on the horizon. With those telltales, we would keep a stern eye out for whale wakes just in case we needed to turn off a collision course again quickly.



**Motoring up the Siuslaw River (the orange sky is caused by wildfire smoke, which stuck with us along the entire Oregon and Northern California coasts.)
Photo by Mike Brotherton.**

Mapache reached the mouth of the Siuslaw River around 2 p.m., it was a 4.5-mile river ride to get to

Florence. I contacted the bridge controller as we entered the river's channel. The closest bridge operator lived in Eugene, which is over an hour drive from Florence. That was no problem for us, because we had expected a wait and already planned a safe anchoring spot just before the bridge. As we motored to that spot and prepared the boat for docking, Rob pointed out that someone was taking photographs of us. Our wait at anchor was long enough to eat lunch before the bridge operator hailed, "Captain Robert Martin," on our VHF radio. That was the first time Rob had officially been called "Captain." For him, it was a surreal and proud feeling to be recognized as more than some drifter.



The Siuslaw River Bridge is a historic site, built in 1936 with a distinct Art Deco style. It has a Gothic spirit with a meaty concrete base and chunky embellishments. As a bascule (or draw) bridge, it splits to open, allowing each half of its middle section to swing up to a steep angle. Rob and I are accustomed to much larger drawbridges in Portland, where our almost-60-foot mast (measured from water level) could enjoy a football field's length to maneuver side-to-side as it passed underneath. However, the open Siuslaw River Bridge left a significantly smaller gap between its two pieces, appearing to us to be a mere 15-feet-apart. That means that a sailboat with a tall mast must precisely shoot the gap, especially with the river current between the cement bridge-legs rocking the boat as it passes through.

Rob lived up to his professional title and captained Mapache neatly through the drawbridge opening. We docked the boat at the marina as a man approached and offered to email us the photographs he had taken as we were coming in. He also encouraged us to start the boat log that we had been planning. So, from a Florence

coffee shop, I launched our website, and that photographer became our very first virtual crew.



For the next couple of days, Rob and I enjoyed the beauty and amenities of Florence, including comfortable marina accommodations, accessible stores and restaurants, and Rob’s first proper British high-tea at the local tea house. We also learned about the town. Perhaps appropriate, following our first close-encounter with the great beasts, Florence has a history with whales. In 1970, a whale body washed onto one of Florence’s beaches. The authorities decided that the best way to dispose of the massive carcass was to blow it up. But the 20 cases of dynamite accomplished little more than rocketing chunks of whale flesh like a morbid fireworks display, and covering an over-quarter-mile area in blubber. Still,

Oregon’s Florentines have a sense of humor, and during the year we arrived in their town, they renamed that beach Exploding Whale Memorial Park. The video of the explosion reportedly became the world’s first “viral” video, well before the Internet established a marketplace of viral sensations. I suppose that Mapache’s launch into her Internet space could not have been from a more appropriate location.



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

Late breaking update from Rob & Sarah:

We have been living in Ensenada aboard Mapache for three months. We really love it here. We feel at home, have made good friends, and have become regulars at our favorite restaurants, coffee shops and breweries. But we must continue our journey. On March 1, we untie the dock lines and head out on the next leg of our trip— destination: La Paz, Baja Sur, Mexico. We will be stopping along the way in uninhabited anchorages and some small-town ports. It should take us three weeks to reach La Paz. You can track us in live time here:

<https://share.garmin.com/RobertMartin2>.

Thank you for being a part of our journey. We somehow feel safer and happier knowing that friends and family are watching.

Nos encanta Ensenada (We love Ensenada).

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

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

ROAD TRIP WEST: Eric and I continue to be thankful that we are in a country where we are comfortable and safe. Covid restrictions continue, restaurants closed, no public gatherings, social distancing, masks, weekend lockdown, and for those of us that are 75+ (the government calls this elderly!) we are still allowed out only M-F 10 am to 1 pm. The government is making a distinction between “tourists” and “locals” and given that we are living in Turkey, we along with our Canadian buddies, Wade and Diane, consider ourselves locals and do respect the restrictions.



However, on occasion we play the tourist card, rent a car and go on a road trip. So, given that we expect to spend almost another year in Turkey, a couple of weeks ago



Eating take-out during our road trip

we decided to check out a group of marinas west of us. We went through a couple of police roadblocks, we were all masked, Wade would show his Canadian driver's license and we would be waved on.

We stayed in B&B's, ate take out and enjoyed seeing new scenery while

scoping out marinas at Finike, Kas, Fethiye, and Marmaris. The marinas were bigger than Alanya Marina with large live-aboard/expat communities, more goods and services, but were more expensive. We probably will continue to make Alanya our home as we feel very much a part of the Turkish culture here at the marina. Altogether, our trip was 600 km, mostly by coastline, with the mountain route on the way back—a nice three-day break.



The Mountain Route



Fethiye on the Turquoise Coast

INSURANCE DRAMA! For several years we had our boat insurance through Pantaenius USA. We were disappointed when we were notified that they would not cover us for our 2020 Red Sea Passage. We then switched to Jackline Insurance through the Gowrie Group and were given the coverage needed for our upcoming passage. In 2019 we had gone back to the states for the holidays and upon returning to the boat, which we had left in Thailand, we found that the loss of electricity on our dock at Krabi Boat Lagoon had caused our batteries to completely fail.

Eric had been planning, at some point, to switch to Lithium batteries and that time had come. The end of January, with new LiFePO4 batteries installed, we sailed from Thailand to Cochin, India and then began our epic Covid Red Sea Passage.

A couple of months after arriving in Turkey, we sent a list of upgrades and additions to Jackline, this list included our LiFePO4 batteries. On December 1, 2020 we received an “urgent” email from Gowrie saying that our policy would be discontinued as of December 31. Markel, the underwriters for our policy, would

not cover a boat with LiFePO4 batteries. Markel said that if we replaced the Lithium with AGM's our coverage would continue. We had sailed from Krabi, Thailand to Turkey over 6,000nm with batteries that Markel still believes have safety issues.

So, here we were in Turkey with Covid, December Holidays, and needing to find someone who would insure us with the Lithium, as replacing new batteries seemed to be a last, last, last resort. We wanted both full hull coverage and third party insurance for marinas. Our days were filled with phone call after phone call, email after email, rejection after rejection. We found that with many Insurance brokers our location (Turkey) was an issue, a couple of companies cited our 2018 dismasting as a problem, some would not cover a US flagged boat. We had contacted Pantaenius only to find that US boats had to go through Pantaenius Germany and then, after contacting Germany, we were told that they could cover us only if Delaware was our Port of Registry, not US CoastGuard registered but Delaware registered. We have seen many Delaware registered boats flying the US flag but none of them have ever been US boats!

We now have a policy with Allianz here in Turkey but are hoping that at some point Markel changes their policy. There is some hope as they are now, on a trial basis, covering small boats with Lithium batteries——there is Hope!



Delaware State Flag

RESTRICTIONS AND DELAWARE REGISTRY. Speaking to both topics, we had an interesting event on our dock this weekend. Around 1700 a boat came in and Eric and I watched as the “marinaros” (marina dock staff) helped tie the boat up across from us. We were interested in the flag on the stern, we couldn't identify the country. Once the boat was secure, I went over and introduced myself and asked about the flag. Lo and behold it was

the Delaware state flag——Delaware registry.

In conversation with the Romanian single hander, he questioned why we had been in the marina so long. My answer was simply, “Covid”. His response was, “But why? You can go anywhere for fuel, food, water”. He also told me that he refused to have a Covid test because he wasn’t going to allow anyone to stick something up his nose! Turkey requires a Covid test 72 hours prior to arrival, he knew this but was not going to comply, his last Port was in Cyprus, he could have easily been tested. The fellow obviously had not been paying much attention to world news, let alone cruising news. Well, Turkey doesn’t mess around and he was told he had to leave the marina. He was not playing fair with Covid and Covid got him. We think he was going to go west to Finike and see if he would be allowed to come in there.

Hopefully next month we will have a visa for another year in Turkey.

Greetings to all!

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

Part 3

***Editor’s note:** We featured the first two installments of Bruce and Lynette’s voyage from Scappoose to San Diego in our January and February 2021 issues. We left them in Brookings, Oregon, waiting for a weather window to head south.*



Fast forward to Thursday, November 19th, when we were finally able to leave

Brookings and continue our journey to San Diego. This was our first weather window after splashing the boat on Monday, November 16th. It was an iffy window,

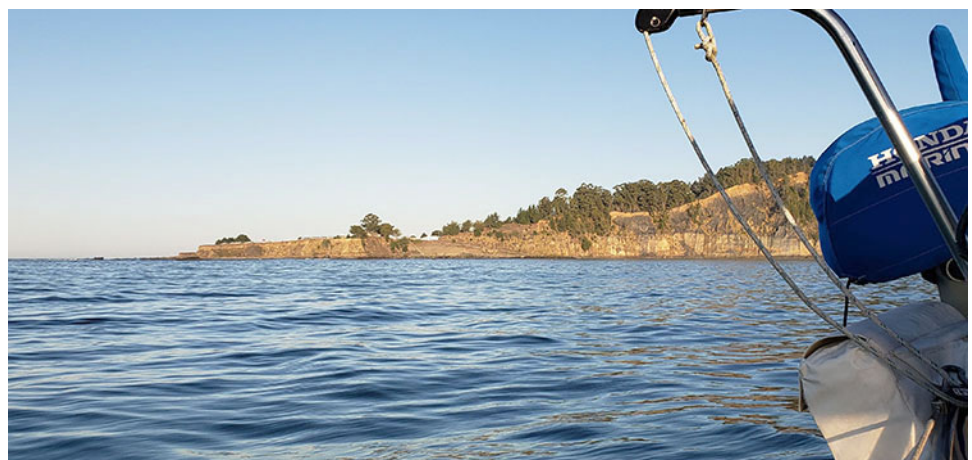
but we were both getting anxious to leave. Winter was coming and the weather windows that I had been tracking were becoming fewer and fewer. The saying in Brookings is if you haven't left by Halloween, you aren't going to go. It was November 19th, so to say the least, we were anxious.

The previous two days had been windy with rain, so the seas were still a bit big. I called the USCG around 7am to check on the bar conditions as there was a small craft warning for the bar, but it wasn't closed. They said 30ft and under were restricted. I told them we were 40ft, and they said to stay to the middle of the channel and be careful.

The Brookings marketing material states that the Brookings bar is the least dangerous bar on the coast. Well, that morning it was showing its teeth. The crossing was very rough with rather large waves and deep troughs. Lynette and I commented to each other that these bar conditions were worse than any crossing we had done at the Columbia Bar. We'd crossed that bar at least half a dozen times with no incidents. It was an interesting experience for our first day out following our "adventure" two weeks prior. To say we were apprehensive was an understatement. We had been wishing for a bit better conditions but felt we had to push on to keep within the current weather window (the weather looked nasty coming down from the north).

Our goal was to see how our stomachs felt and take it easy to Eureka. We made it to Eureka in great time motor sailing and found that due to high seas the bar was closed. It was mid-day on Friday, November 20th, so we hove to for a few hours to see if the bar would open. It didn't, so we pushed on.

We chose to anchor overnight at Shelter Cove, and got there just as night was setting in. Having never been to Shelter Cove, we tiptoed past the buoys and found a spot in about 30ft of water to anchor. I was trying to



Not So Sheltered Cove

get us tucked up into the cove as far as I could to avoid the NW swell. We didn't get far enough in, so consequently we had a night of constant rolling. Ugh, I almost got seasick again, as the boat would roll from side to side quite violently and then stop maybe for 3 to 5 minutes, then it would start again, over and over again, all night long. We couldn't wait for morning so we could get under way.

As soon as day broke on Saturday, November 21st, we started the engine and weighed anchor. Because the bow roller had been damaged, I had quite a bit of difficulty retrieving the anchor. The chain would hang in the gypsy due to the extra drag the roller was causing. It took about half an hour to finish weighing the anchor. That was the last time we anchored during our voyage, as I didn't want to repeat that ordeal.

We checked the weather and it looked good, so we headed south not knowing where our next stop would be. Again, light winds, so mostly motoring or motor sailing. With the stem fitting damages I didn't want to put undue strain on the forestay, so didn't use the headsail for the rest of the journey. Luckily, we are cutter rigged, so we deployed the staysail as an alternative. It's smaller, but still quite functional.

While on route south Lynette spotted two whale spouts off the starboard bow about 50 yards. One was larger than the other, so we assumed a mother and calf. A few minutes later we saw a very long pectoral fin come out of the water, signifying these were humpback whales. That was our only brief encounter with whales, but we felt fortunate to have not missed the encounter.



Next stop, Bodega Bay. The weather was starting to collapse a bit, as we closed in on Bodega bay, so we opted to tuck in there for a few days to let the blow go by. We arrived mid-day on Sunday November 22nd. Spuds Marina is tucked in rather far from the

entrance to the bay, so there was a bit of negotiating crab pots and channel markers to get there. We took on fuel and were assigned an end tie for the night. After settling in, we checked the weather and decided it was necessary to stay for two nights, so paid for a second night at the dock.

Bodega Bay is a quaint little town with a history of where the Alfred Hitchcock movie, *The Birds*, was filmed. Unfortunately, without transportation (no Uber, or Lyft and only a bus once a day) we were stuck to wander around the docks. We did laundry and ate a late lunch at a fantastic small restaurant across the street from the marina. We had the best clam chowder we had ever eaten.



Bodega Bay's tourist attraction.

The next day we opted to walk into town to get groceries as we were running low on supplies. We got local advice as to which store was better (there were only two) and headed out for the 1.2 mile walk into town. It was a nice walk that took us past the café that was used in the movie, so took a picture of the sign. We didn't stop as there were lots of people there being tourists. With groceries in hand, we walked the 1.2 miles back to the boat and settled in for the night.

Early on Tuesday, November 24th, we left the docks and headed to Monterey. Again, an uneventful motor sail down the coast. On approach to Monterey on Wednesday, November 25th, I called my nephew to let him know we were going to

be stopping in Monterey. He lives in Hollister, which is about 45 minutes from Monterey. He offered to put us up in a hotel and have us come to Thanksgiving dinner the next day, so we checked the weather and saw that a storm was going to blow in that wouldn't allow us to leave until Friday, so we accepted his offer. This was to be a great diversion from our travels and an opportunity to spend some time with family. It was a wonderful Thanksgiving.



Thanksgiving – My first helping!

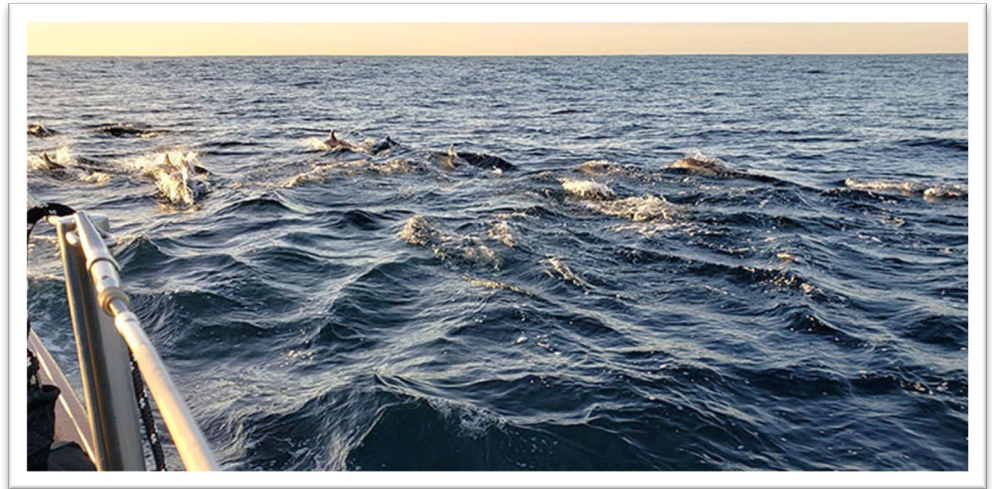
We fueled up and left Monterey on Friday, November 27th at noon. The seas were calm, and winds were very light, so we spent the day motoring south. We still were anxious to get as far south as possible before the next store rolled in, so continued to motor at about 5 to 5.5 knots. Our immediate goal was to get south of Point Conception, where it seemed the weather was more stable.

Our original plan was to stop at Morro Bay to see Lynette's cousin and family, but after reading about the approach, decided to forgo stopping and kept heading south. We weren't tired and both of us were feeling pretty good. Our motto was to keep heading south if the seas and winds were favorable. So, we did just that. Also, in our original plans we were going to anchor at one of the Channel Islands as an overnight, but due to the anchor roller damage and the difficulty we had weighing anchor at Shelter Cove, we decided not to. We really didn't even discuss pulling into Santa Barbara as we didn't want to waste the time. The weather looked good, and it seemed like we could make it all the way to San Diego without rough seas or heavy winds, so our goal changed to continue on to San Diego non-stop. This last passage was so uneventful that it was almost boring. I decided to accidentally spice it up by taking the inside passage past the Channel Islands where I thought we would be shadowed from the NW swell. After making the commitment to the inside we did lose the swell but didn't plan on so much large ship traffic.

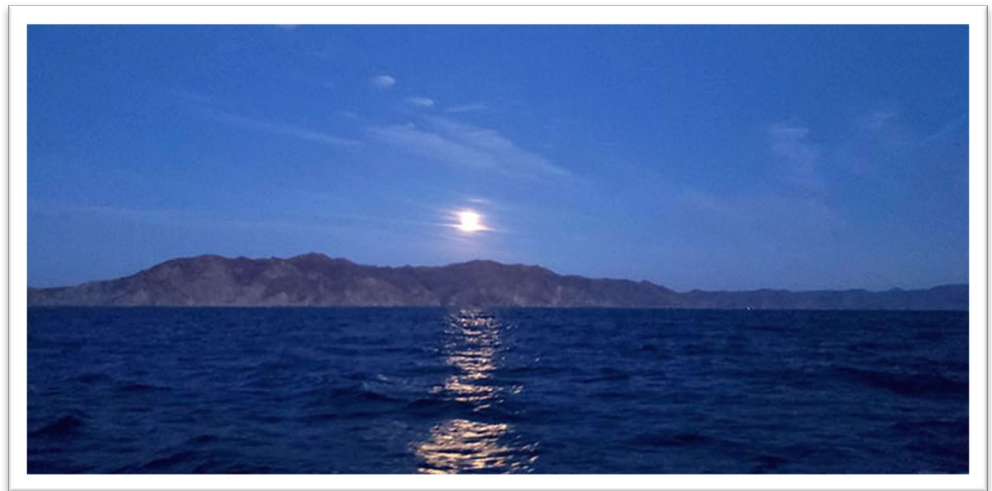
Lynette didn't feel comfortable taking a shift with so much traffic, so I managed to do an all-nighter staying out of the way of the big ships. The shipping traffic separator ran pretty close to the islands, so we hugged the islands all night long. We were just passing between Santa Cruz and Anacapa Islands as day broke on Sunday,

November 29th. After the Channel Islands we at our stern I was greeted by a shoal of porpoises. They didn't hang around long, but they did put a bright spot on my morning. Lynette missed them as she was still sleeping.

The wind came up for a bit and we sailed at 4-5 knots for a while until our speed dropped to around 3 knots and we went back to motor sailing. Late in the afternoon another shoal of porpoises came and played in our bow wave for quite some time. I decided to get some photos and do a movie but found after I got back to the cockpit that I had mistakenly thought the red light on the phone was indicating I was recording, when in fact it was indicating the opposite. The only movie footage I got was of me walking back to the cockpit. Oh well. I still had some still images of them playing in the bow wave.



As we approached Catalina Island that evening, I decided to take the outside route as I didn't want a repeat of the traffic we had passing the Channel Islands. We reached



Catalina at sunset, with the full moon rising over the island. It was a picture moment. Lynette took the first watch and I slept. When she woke me around midnight we were almost to the end of the island. Once clear of Catalina I shifted course and headed directly toward Point Loma at the entrance to San Diego bay. All the while just motoring as there was next to no wind.

We entered San Diego harbor around 11am on Monday, November 30th, and called the marina in Chula Vista to let them know we were getting close. We were motoring on fumes, having not fueled since Monterey. Except for the brief sail on Sunday, we motored the entire distance. Our new Beta 43 engine did us proud. We averaged 6 to 8 gallons per hour. The marina turned out not to have a fuel dock, so we backtracked a mile to the closest fuel dock and filled the tank and jerry cans.

We arrived and docked without mishap around 3pm. The journey was finally over. It had seemed like a whirlwind trip bypassing all the interesting places to stop, but



Sunrise on Approach to San Diego

after losing 2 weeks in Brookings, we felt we needed to get it over before the weather got worse. Even though we lost 2 weeks and had to spend the money to stay in a hotel and fix the boat, we were able to put a positive spin on the incident. We met some really great people who helped us while we were there, and if we hadn't been delayed, we wouldn't have had the opportunity for the fantastic family Thanksgiving dinner at my nephew's home. What a great voyage!

We're here in San Diego with family nearby. We did Christmas with Lynette's daughters and have been enjoying the warmer, sunnier weather. Boat projects and a sail to Catalina are in our future for this spring. After that, who knows. We had originally planned to do the 2020 Bajahaha, but it was cancelled due to the pandemic. Maybe later this year things will have settled down and we can continue our journey south. Here's to a better 2021. Happy New Year!

Bruce & Lynette, S/V No Regrets

From Mike Floyd, S/V Nashira

Four legged friends

It was a new and pleasant experience having a dog on board for the weekend. Since Nashira is on a mooring ball in San Diego, it meant a long swim or instead we used the tender, which is a canoe. I fashioned a platform for the dog in the middle of said canoe, which made it a simple hop step and jump on board...literally.

All was well for the first night but the German Shepherd wanted below deck. I agreed since she was so well behaved, but what was the best method? It did not seem like a good idea to put her in a sail bag and try to lower through the front hatch. So my other best friend and I fashioned a slide out of a Therm-a-Rest and the companionway steps. All was well as REXY made her way and gained momentum to a soft landing of pillows. Following was a wagging tail and a bunch of laughter which I think could be heard ashore.



The next morning went fine as it was easy for REXY to go up the steps. We needed to go ashore and get water which made it easy for the dog to go on land for a needed walk. We also motored across the bay and even hoisted the main to try and catch a little wind. REXY was content. All in all, it was wonderful. Plus, it was a chance for me to try out my new 12vt car/boat vacuum.

Mike Floyd, S/V Nashira

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.



Four guys swapping stories on a 2014 SIYC cruise --
Photo by Barbara Johnston

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.