



P.O. Box 2524, Portland, OR 97208-2524 [www.siyc.org](http://www.siyc.org) No. 406, April, 2021

#### SIYC OFFICERS '20 –'21

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#### COMMITTEE CHAIRS

Membership: Penny Mery  
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### Membership Meeting

April 2, 7:30 pm, via Zoom  
Aquatic Invasive Species

After a short business meeting, we'll turn our attention to Glenn Dolphin, who has been working for the Oregon State Marine Board now for 14.5 years. He started at the agency and was hired as the Clean Marina Program Coordinator in 2006, a role he kept until 2010 when the agency started the Aquatic Invasive Species Prevention Program. He helped start this all-important program that has a partnership and shared management role with the State Department of Fish and Wildlife, this program is the featured topic of his presentation.



Watch for the Zoom invitation in  
your email!

This month's cruising reports  
start on page 10.

## Comments from the Commodore

Ahoy All –

Spring is here, and many members have been able to get out on their boats and enjoy the sunshine. Some decks are still green, and if that's your boat, I urge to schedule a clean-up day, so you're ready to go when the good weather calls.



The Covid pandemic news from the CDC is guardedly optimistic. If Americans are really able to gather in small groups for the Fourth of July as anticipated, then it may be possible for us to get together for a summer SIYC event – stay tuned!

Officer elections are coming up at our May meeting. The nominating committee has presented us with a great slate, and you can see short bios of the candidates below.

Now get out there and enjoy the spring sailing weather!

*Dave Mery*

## 2021-22 Dues Payment

SIYC's fiscal year runs from May 1 to April 30. Therefore, your annual dues are now owing for the upcoming year. Please send your \$50 check, payable to SIYC, to our treasurer, Monica Fetzer, at the club's address, P. O. Box 2524, Portland, OR 97208-2524. Thank You!



## Officer Candidates

SIYC's annual election will take place at the May member meeting, May 7, 2021. Your nominating committee has presented a slate of officers who are profiled here. Nominations remain open until the night of the meeting. If a member wants to nominate themselves or another member for a position, please let Dave Mery know. And if a candidate wants to publish their profile in the next newsletter, please submit it by email to newsletter editor, Barbara Johnston by April 25, 2021.

**Commodore: George Stonecliffe**



George and Sue's purpose in joining SIYC in 2001 was to prepare their boat as well as themselves for ocean sailing. They headed to Mexico in 2004 in their 34' Beneteau, and subsequently upgraded to their 45' Peterson ketch in 2006. Their cruises have included the San Juans and Gulf Islands, circumnavigating Vancouver Island, two trips to Alaska's Glacier Bay, two trips to Haida Gwaii, a South Pacific cruise from Portland to New Zealand in 2009, and most recently a two-year cruise in 2018-19 from Portland through the Panama Canal to Boston, Bermuda, the Caribbean, back through the Panama Canal.

The Club excites George and Sue's cruising dreams. And the friendships they nurture enrich their lives and sailing experience. George says, "As we get our COVID vaccines, we should expect to return to meetings in person, and monthly cruises where we can share our dreams."

**Vice-Commodore: Craig Johnston**



After learning the rudiments of small boat sailing as teens, one of the first things Craig and Barbara did was to buy a Santana 22. For many years they cruised Puget Sound and British Columbia in a succession of

boats, spending many vacations cruising Desolation Sound and points north. Acquiring the Outbound 44 *Sequoia* greatly expanded their range, and they have cruised her to Alaska, two seasons across the South Pacific, Mexico, Hawaii, Europe, an Atlantic crossing and through the Caribbean, a total of 40,000 nm at sea. Craig is an electrical engineer, musician, woodworker and amateur machinist, and does most of the systems and rigging work on *Sequoia*. He holds the RYA Yachtmaster Certificate of Competence.

Craig has served previously as SIYC Vice Commodore and 4 years as Commodore. An enthusiastic supporter and contributor to the Yacht Club, his current goal is to work with the officers on building the Club's membership and developing a new generation of leaders.

**Secretary: Debbie Khoja**

Debbie didn't know much about sailing until she met Cliff and his S2 36 "Nasty" in 2015. A few months after they married in 2017, they bought a Jeanneau 44 together. She soon learned that owning a boat is a lot different than going for an afternoon pleasure



sail on someone else's boat. She became more interested in learning all aspects of sailing, navigation, seamanship and boat maintenance. Being a cautious person by nature, Debbie completed 3 US Power Squadron courses in 2018 and 2019; and passed the ASA 101 Sailing and ASA 102 Coastal Courses in February 2020. She had some medical setbacks these past few years but is now feeling strong enough to do some serious long-distance cruising with Cliff to the San Juan Islands this summer.

In addition to sailing, Debbie enjoys hiking, biking, and bird watching. She volunteered at the Shriners Hospital from 2017 - 2019 in hospital administration and with the physical therapy department. Debbie retired from the City of Portland after 25 years in 2017 where she worked in payroll, personnel administration, safety and training, and human resources. She is also a US Army veteran with where she worked in personnel administration for 7 years and as a Medic for 3 years.

Debbie is excited about the opportunity to be the SIYC Secretary. She is currently the SIYC Reciprocal Coordinator and has served as Refreshment Coordinator from 2018-2019.

**Treasurer: Tim Hryciw**



Introduced to sailing in the 6 pack race series on the Columbia, Tim fell in love with the thrills and skills of getting a boat on its best line. He met Cheryl, (who had never sailed but was told they needed hands) in a race upriver from Astoria. Fast Forward: with 2 small kids, their first

boat was a 24 foot Aquarius, its biggest trip was up I-5 for 3 weeks of sailing Desolation Sound. The next boat was a San Juan 28 which took the family to the San Juans and Canadian Gulf

Islands for several summers. As a retired electrician/electrical teacher at Benson, Tim says June, July and August are the best reasons to be a teacher.

Tim got a call from a boat broker one day about an unfinished Cascade 42 moored for 20 years on a driveway in Seattle. The owner's wife knew Tim would be the buyer and a voice told her the day it would make its journey down I-5 to our driveway. 4 years and countless hours of Tim's handiwork later, Maria Victoria splashed into the Columbia. She was moored in Olympia for several years, making it easy to explore the Salish Sea and points north.

Tim and Cheryl have enjoyed the Club's monthly presentations, whether being inspired by member voyages or learning safety and weather tips. They look forward to getting back together for weekend cruises with the club's awesome members.

### ***Member Stories:***

### ***Schedules Make You Crazy!***

--Craig Johnston

### **What could possibly go wrong. Let me count the ways...**

After commissioning *Sequoia*, our new Outbound 44, our first summer was spent circumnavigating Vancouver Island and learning the ropes on our boat. By late summer we were in Desolation Sound entertaining our former exchange student, Cori, and her parents. Our two weeks together nearly ended, we anchored in Gorge Harbour, close (so we thought) to Campbell River where they were scheduled to start their flights home to Vienna, Austria.

Unfortunately, we were pinned in place by a fierce southerly gale that blew 40 knots up the Straights of Georgia. As the day of their flight approached, we anxiously listened to the weather forecast. On the morning of their flight,

the peak of the storm had passed, and we decided to venture out into still strong southerlies and sail around the bottom of Quadra Island to get them up to Campbell River. We knew it was going to be rough, but Barbara and I were confident the boat was good for it.

In anticipation of 30 knot headwinds, we rigged the solent jib (about half the area of our genoa), put the third reef in the main and kitted ourselves out in full foul weather gear. We motored out the Gorge entrance and were out in the strong headwinds when the motor died—we had been motoring a lot and had run our fuel supply down to near zero (**mistake #1**). Since the sails were ready to go, we hoisted them and started tacking south. Unfortunately, and inexplicably, we were still towing our Zodiac (**mistake #2**).

Immediately we were sailing close-hauled and heeling hard over, making hull speed into the rollers, with the dinghy flying off the waves on a 50' painter. When one side of the towing bridle broke, the dinghy veered wildly and turned turtle. In the narrow confines of the channel, unable to motor, we felt we had little choice but to continue driving upwind. (**This was mistake #3; we could have turned downwind and sailed back toward the Gorge entrance.**)

With Cori and Barbara minding the boat. I got the painter onto a sheet winch and laboriously winched the wounded dinghy up to the low side of the boat and dragged it into the cockpit. I wound up on the cockpit sole with the dinghy on top of me as I collapsed it. We were then able to continue tacking to the south in the wind and rain.

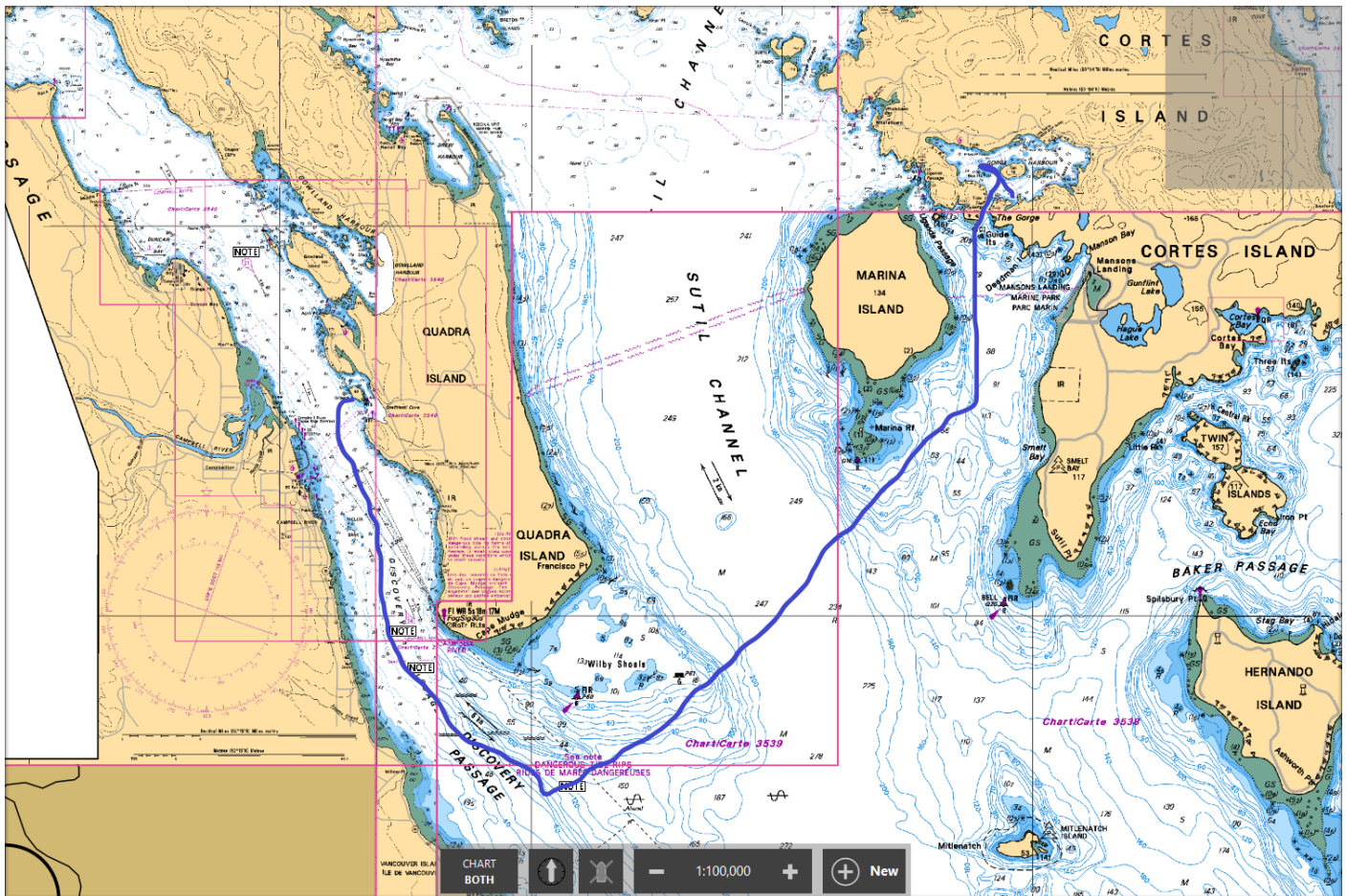
Although not an experienced sailor, Cori was dressed for the conditions and stayed with us in the cockpit to sail the boat. Her parents, also non-sailors but a lot less adventurous and without full foul weather gear, stayed below. (**This was mistake #4, as they were unprepared for the rough conditions and 35-degree angle of heel and I lost touch with their condition.**) They wound up spread-eagled on the cabin sole and were overcome with seasickness.

The planned course was to tack south until we could bear off on a beam reach to cross Cape Mudge, the south end of Quadra. A study of the chart will show that the bottom shoals from the 250' depths of the Straights there, creating notoriously steep waves in a strong southerly. As soon as we fell off on the beam reach, we were making 9+ knots and taking terrifyingly steep waves on the beam. **(mistake #5)**. The skipper quickly decided to harden back up to get further south of the rough conditions at the Cape. Once clear of the Cape, we made a 90 degree turn to sail downwind into Discovery Passage.

As we all know, going from a hard slog to windward to a downwind run completely changes the perceived conditions: the apparent wind drops by almost twice the boat speed and the ride is drier and, unless the seas are massive, more controlled. This left us time to take a breath and contemplate how we were going to find dock space in Campbell River

without auxiliary power. After discussion, we decided to sail past the Campbell River harbor and turn right into Quathiaski Cove, where, if needs be, we could anchor. Fortunately, now that we were sailing upright, the engine started. Holding our breaths, we motored to the fuel dock to fill up.

By this time, we had learned of the ordeal Cori's parents had been through down below. Although we had discussed with them that the trip was going to be rough, I think they had no idea of what they were going to be in for. They had been frightened and embarrassed, and when they found out that the cove also had a ferry terminal for the short trip to Campbell River, they left us for solid ground and the more stable ride. After filling our tanks, we motored over to Campbell River and were able to see them off at the airport. What had been a



wonderful cruise together had a rocky conclusion.



Any experienced Coast Guardsman will tell you that every marine disaster is the compounded result of numerous errors in judgement and equipment failures. In doing a postmortem, we concluded that *Sequoia* was indeed up to the voyage; the problems arose from the skipper's mistakes. We realized afterward that Cori and her folks could have gotten from Gorge Harbour on Cortes Island to Campbell River with two taxi rides and two ferry trips, which would have been a bother but a lot more comfortable. By failing to build time into our schedule, we got into a crunch with the hard deadline of their plane flight and the lack of time to wait out the weather. In all, this experience helped cement our foremost cruising motto:

### ***Schedules make you crazy!***

P.S. Far from putting her off sailing, Cori and her future husband joined us for 6 weeks in the South Pacific 3 years later and they are both enthusiastic sailors to this day. I do not think her parents sail.

***Editor's Note: Do you have a cruising story you'd like to share? If so, please send it to Barbara Johnston, [cellolaw@gmail.com](mailto:cellolaw@gmail.com). The best stories seem to be scary situations we have encountered in the past that today seem educational, and sometimes funny.***

## **Board & Membership Meeting Minutes**



**Board virtual meeting.  
March 10, 2021**

Attendees: Dave Mery, Dawn Schuldt, George & Monica Fetzer, Bill Schuldt, Craig & Barbara Johnston, Mark Church, Jay Kerr

Meeting started at 6:30 p.m. by Zoom.

Website Redesign Proposal: Mark and Jay presented a proposal to update the club's website. The site is hosted on Word Press. The site and domain name have been sponsored by Jeff Gerritsen and Mark Nerczuk, former club members. The club needs to take ownership of its domain name and pay for the web hosting service. Estimated costs are \$50/year for the domain name and \$15/month for the web host.

Jay briefly explained the difference between web pages vs. posts. Pages are static while posts are dynamic. Posts can be listed from newest to oldest and categorized by subject so viewers can find what they are looking for.

Mark will send out an email describing the website redesign. He needs comments back from the board in response.

### Treasurer's Report

Monica shared a proposal for next year's budget. There were some questions, comments, and changes, including the costs for the web site.

The Commodore thanked Barbara for doing a great job publishing the club newsletter.

Barbara said she is getting good content submissions from the members.

The meeting adjourned at 8:00 p.m.

George Fetzer  
SIYC - Secretary

**Membership Virtual Meeting  
March 12, 2021**

Members in Attendance: Craig & Barbara Johnston, Bill & Dawn Schuldt, Bruce Bayne, George & Sue Stonecliffe, Cliff Tannas and Debbie Khoja, Craig Hull, George & Monica Fetzer, Mark Church, Tim and Cheryl Hryciw (possibly others, sometimes it's hard to tell who is in the virtual room).

Guests: Peter Petrik and Adrienne Palmer

Vice Commodore Dawn Schuldt opened the virtual meeting by welcoming the members and guests, Peter and Adrienne. Their boat, Amazing Grace, is at Tomahawk Bay, Hayden Island. It is a 37' Southerly and they've been exploring the Columbia River with it.

Nominating Committee: Craig reported the slate of nominees for the Board election at the annual meeting in May: Debbie Khoja, Secretary; Tim Hryciw, Treasurer; Craig Johnston, Vice-Commodore; and George Stonecliffe, Commodore. Candidates will be listed in the next newsletter.

Treasurer's Report: Monica reported on the proposed budget for next year, including some funds for website maintenance.

New Business. Mark Church reported on the website redesign ideas and concepts. There was a discussion about what to include/make available on the website such as the membership roster, the budget spreadsheet, ...etc. Mark suggested that certain things can be posted and password protected so that only board members can make changes. Also, if the club wants to have organizational email

addresses for the officers, there would be an additional cost for an email server. The email address format would be: [officertitle@siyc.org](mailto:officertitle@siyc.org) That way, the email addresses on the website would not change from year to year.

Round Table Discussion. The members shared their plans for cruising this summer. There is some talk that Canada may open up to cruisers sometime in June. Craig spoke about things to look for/look out for when preparing your boat for the summer. Although the club doesn't normally schedule events during the summer, there was some discussion about having some summer local events/cruises this year. Craig suggested a man overboard drill up by Sand Island by St. Helens after the water warms up in July or August. Is the club going to hold the annual picnic this year?

The meeting adjourned about 9:30 p.m.

George Fetzer  
SIYC – Secretary

**Recipe of the Month:  
Anzac Biscuits**

-- Anita Melbo  
S/V Moonshadow



While in Whangarei, New Zealand several years ago we were invited to a British cruisers potluck to be held on April 25<sup>th</sup>, ANZAC Day. The ANZAC Day holiday commemorates soldiers from Australia and New Zealand who fought at Gallipoli in WWI. The Anzac biscuits are good keepers, so well-suited for packages from home for the troops.

Shopping at a local store I spotted “Anzac Biscuit Mix” in the bulk section along with a recipe. “Great, perfect thing to take to an ANZAC Day potluck” I think to myself. Having spent many months with British cruisers I was well aware that their “biscuits” are our “cookies.” However, I was now focused on the word “biscuit” and had completely erased from my mind the British to American translation.

On the appointed day I proceeded to make my biscuits while musing to myself that it was an unusual biscuit recipe. Of course when I removed the pan of “biscuits” from the oven I realized I had actually made cookies. Our British friends had a good laugh over my story.

#### Anzac Biscuits

Yield: About 20

- 1 Cup Rolled Oats
- 3/4 Cup Flaked Coconut
- 1 Cup all-purpose Flour
- 3/4 Cup Sugar
- 1 Cup Butter
- 1 Tbsp Golden Syrup
- 1 Tsp Baking Soda
- 2 Tbsp Boiling Water

Preheat oven to 350 degrees. Mix oats, flour, sugar and coconut together in a large bowl. In small pan melt butter and syrup over low heat. Dissolve baking soda in boiling water, add to butter and syrup mixture. Add to dry ingredients and combine. Roll into walnut size balls and place on greased cookie sheet (or use parchment) allowing room for cookies to spread.

Bake approximately 14 minutes. Cookies should come out when light golden brown color.

#### Notes:

Golden syrup is not common in the US. I found Lyle’s Golden Syrup, which I had bought while in New Zealand and Australia, at New Seasons.

Sweetened or unsweetened coconut can be used. I used sweetened.

Anita Melbo  
s/v Moonshadow



Australian and New Zealand soldiers at Gallipoli

***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
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.

## SIYC Cruising Boats

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

## Member Boat Websites

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

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](mailto:cellolaw@gmail.com), and we'll make sure your website or blog is included in future issues of the newsletter.

# CRUISING REPORTS

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

## Florence to Eureka

*Editor's note: Rob and Sarah are currently en route from Ensenada to La Paz, Mexico. Their most recent communication updates parts of their Fall 2020 West Coast journey they had not written about previously.*



After Florence, Oregon, we sailed overnight to Port Orford. We did not time it well, traveling faster than anticipated with big swells and winds pushing us around Cape Blanco. (You might recall that was where we picked up our first seabird refugee.) We arrived in Port Orford before dawn, and gingerly tucked into the very edge of the bay—just enough to get out of the rocking seas. We anchored and, after the intense night rounding Cape Blanco, enjoyed a deep sleep, knowing we were safe even though our only clues of where we were was a faint marker light, barely visible in the wildfire smoke, and our GPS and radar. We woke up the next morning with not much more visibility, due to the persistent and thick smoke. We took the dinghy to shore in search of a warm breakfast and some extra engine oil, as our engine had started a small leak. The leak was not alarming, just the engine working out some kinks after running more than it had in some-20 years.

The water at Port Orford is beautiful—turquoise and clear, which was a sharp contrast to the gray and opaque air surrounding us. We could see hundreds of bright-orange and red starfish, as well as spiny urchins. Part of the reason for such

clear and life-filled water in a busy port is that the marina is completely on land. A huge crane conveys ships up and down the steep cliff that overlooks the bay.



**This should be a view of Mapache at anchor at Port Orford, but for all the wildfire smoke!**

We stretched our legs with a quick walk into town and found oil at the town dollar-store, thanks to a tip from the gas-station attendant, as well as a filling breakfast at a local greasy-spoon. We found our boat again through the smoke and we got underway to our next destination, a small bay amongst the sea-stack rocks for which Oregon’s coast is known. The anchorage we chose was Hunter’s Cove.

The sea stacks of Oregon’s coast are beautifully ominous. I like to call them “rockbergs,” providing a landscape that is both intriguing and threatening. Much like icebergs, sea stacks are formed from great forces of nature. Many are the result of lava flowing to sea and cooling into hardened basalt, then, as sea levels receded, wind and waves formed them into their current, towering haystack shapes.

We arrived in Hunter’s Cove just before sundown, anchored easily, made and ate dinner, and again fell quickly and deeply into sleep. (This is also where we picked up our second sea-bird refuge.) A big swell rocked us awake early the next morning, and we accepted the wakeup call to move on to Brookings, Oregon. As we approached Brookings, we decided to take advantage of the favorable seas, rerouting to cross the Oregon-California line and dock in Crescent City, California.

Our arrival in Crescent City was well-timed, and we tied up to the transient dock in the late afternoon. The marina there is fairly priced and well-maintained with wide dock-space and decent showers and laundry facilities. Many cruisers had suggested that the town does not have much to offer, but Rob and I found the opposite. With our first dinner at a cute and tasty restaurant, located on the spit between the beach and the marina (Schmidt's House of Jambalaya), to discovering two craft breweries in town (SeaQuake Brewing and Port O'Pints Brewing Co.), to the grocery and auto supply within walking distance and an Englund Marine store in the marina, we were sold. We also managed to make three new friends at the marina, two of whom were also headed to Mexico, and one with incredible life-stories, including a real message-in-a-bottle connection. We happily waited out a storm in Crescent City, then set out one night, in order to make our next new port in daylight. We shoved off with the help of the two new cruising friends and the expectation of fairly calm seas. But 10-foot seas greeted us just past the protected bay. Mapache bucked like a tortured rodeo bull.

There are several respected sailing weather applications that we use in addition to NOAA's website. On our way down the Oregon and California coasts, the forecasts from each rarely aligned. Until our departure from Crescent City, we had deferred to the proprietary applications, but our experience on that night pushed us to trusting NOAA in U.S. waters over all others. That night—and for the rest of our trip down California's coast—NOAA's predictions were the closest to reality. That is not to say we will stop using the proprietary applications. Those applications have turned out to be very useful in Mexico, where NOAA's forecasts cover broader, less focused, swaths of the ocean.

I remained calm in the rodeo ride, but after 30 minutes, Rob decided that the constant and intense hand-steering required by that sea was not something he wanted to endure on our 18-plus-hour tour to the next stop of Eureka, California. We agreed to turn around. That required some timing, some skill, and some luck. We waited for a big set of waves to pass, knowing that there would be a small break before another big wave rolled up. Rob then turned the wheel, making sure not to over-shoot the turn, ensuring that the next wave did not broadside us (which has a greater potential to roll boats). We were back at our spot at the Crescent City Harbor District marina within two hours of our initial departure. I am sure that our friends did a double take when they saw that Mapache had reappeared the next morning.

We ended up waiting out another storm system in Crescent City (foreshadowed by the waves that had kept us there). Our second attempt was uneventful. However, we arrived at the entrance channel for Eureka, California, in the dark and at a low tide, but I have already written about that thrilling experience.

They say that people learn best through experience, and it seems that Mapache's crew is hell-bent on applying that learning technique. Maybe it is because I am happier when overcoming challenges, when things hurt to find the sought success. I am more comfortable and happier when pushing to finish a long run through the mountains, as compared to a relaxed jog around the park. I enjoy a walk that is slightly too far to get to a nice restaurant (we call those "Sarah's death marches," with my repeated encouragement of, "just a little further, guys!"). Thus, the getting to the next place is part of the enjoyment of our trip, especially when it is uncomfortable in the moment.



Eureka

After crossing into Humboldt Bay, our time in Eureka was enjoyable AND easy. A friend and former Eureka resident once remarked to me that "Eureka has a reputation of being a little trashy, but the scenery is beautiful, and the people are the best." I could not agree more with her second and third points. Humboldt County, California, is a beautiful slice of the world. It is bordered by the

Redwood Forest on one side, with rivers and bays feeding the ocean on the other. It is picturesque. And the people are just as beautiful.

The first person that I met when we stepped foot on the Eureka Public Marina dock immediately offered to let me use his bathroom key while we waited to get ours from the harbor office. Another day, after moving to anchor, that person, Paul,

graciously watched my backpack so that I could go for a run. I came back to get the backpack and, with it, a six-pack of craft beer from a local brewery. Then there was Joe and his dog, Max, who came up to say hello and find out our plans. We soon found out that Joe had sailed our planned course to Mexico a couple decades prior. Joe offered valuable advice and the use of his car while we were in town. Tim wandered up soon enough, inquiring about our solar panels because he planned to install his own for when he takes his boat to Mexico (it seems every sailor in these parts feels the call of Mexico). Then, Tim was offering knowledge to us, including the best spot to anchor for free nearby. Another evening, we came out of the boat to find Steve and Rudy checking out our rig. They immediately invited us for beer at Steve's 1960s wooden boat. We sat in the beautiful cockpit chatting



Eureka Sunset

about Steve's adventures circumnavigating the world on foot (he hitchhiked around the entire world in the 70s) as well as his sailing adventures and Rudy's mountaineering path. By the end of it, Steve had given us beer and two of his books, and the two explorer friends had entertained us with some solid real-life stories. Rob found more new friends at Humboldt Jiu Jitsu, and I visited old friends, Nate and his dog Indy, who had relocated to the area.

Eureka and Crescent City are yet more examples of places where cruisers' warnings were wrong. Many had spun warnings of prevalent theft- and trash-filled streets in Eureka. But that simply was not the reality we encountered. The information flow from one cruiser to another, to another, turns one negative comment into a town's whole story. The telephone game is a dangerous one and often results in missing good spots and good people.

We peeled ourselves away from Eureka with a feeling that we were leaving a piece of our hearts there. And perhaps Poseidon felt that too, because, within two hours of our departure, I heard our engine alarm sounding and we found what our engine had foreshadowed in Port Orford—our bilge was filled with oil. We shut the engine

down and, again, returned to our place of departure. That day, we enjoyed the most pleasant and consistent wind of our whole trip along the western U.S. coast. Mapache sailed peacefully back to Eureka. We repaired the engine and enjoyed some bonus time with friends. Double takes have treated us well.

Rob & Sarah – S/V Mapache – [www.leakylittleboat.com](http://www.leakylittleboat.com)

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

Greetings from Alanya,

Eric and I have finally received our iKamet cards (visa extensions) which will allow us to remain in Turkish waters for another year. Our hope is to spend time this spring and summer sailing up and down the coast, anchoring out and here exploring



more remote areas while using the marina as our home base. Our goal is to be in the UK by summer 2022—time will tell.



**ANOTHER ROAD TRIP: Sapadere Kenyon (Canyon)**

We have established a very nice relationship with our taxi driver, Kemir. We asked him if he would recommend some sights near Alanya and if he would spend the day with us, driving and sharing his knowledge of the area. He agreed, so, with our “bubble boat buddies”

Wade and Diane we spent a wonderful day in the Taurus Mountains. We first drove along the coast heading SE, passing banana plantations, greenhouses, countless resorts and then turned into the mountains.



On the way to the Kanyon, Kemir drove us first to his family home where his mother spends the summers. Kimer is explaining to Diane that his mother still uses the fireplace for cooking meals.

We passed through small villages, and endless picturesque scenes, as the car moves higher in altitude.

Eventually, snow and ice are found on the edge of the road in the

shade. At the end of the road there is a car park area, small restaurant with “take out only”, a picnic area and a small gift shop. There was a small entry fee about \$2.75 USD. At the end of the 750 m. walking path which winds through the canyon there is a huge waterfall and a natural pool. We enjoyed lunch at one of the picnic tables and then drove back to the marina. A wonderful day.



We continue to work away at boat projects, the biggest and most frustrating is the cockpit enclosure. We are trying to avoid having to have all the necessary pieces and parts sent from the US but are having trouble sourcing the needed materials here in Turkey. If only we spoke Turkish!

Until next month,

Greetings to all!

Eric & Pam

SV Pied-a-Mer III – [www.sailblogs.com/member/sesesail/](http://www.sailblogs.com/member/sesesail/)

## **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.*

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Potluck dinner on the dock -- SIYC Race/Drift cruise, May 2012.  
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](mailto: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 25<sup>th</sup> of the preceding month.*

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