



P.O. Box 2524, Portland, OR 97208-2524 [www.siyc.org](http://www.siyc.org) No. 407, May, 2021

#### SIYC OFFICERS '20 –'21

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Website  
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### Annual Meeting

May 7, 7:30 pm, via Zoom  
Election of 2021-22 Officers

Speaker: Mary J.M. Hartel



Mary, an experienced ocean racer and delivery skipper, will tell an entertaining story of the 2018 Pacific Cup ocean race aboard a J-105 sailboat.

Watch for the Zoom invitation in  
your email!

This month's cruising reports  
start on page 9.

## Comments from the Commodore

Ahoy All –

Our annual meeting and election of new officers is coming up on May 7. I and other Board members look forward to turning over the reins to the new Board. As I reflect back on the past two years, I'm proud to have brought the organization through the Covid-19 pandemic with continued energy and forward movement.



We've been flexible enough to reduce the club's expenditures while taking advantage of some cost savings that were available because all events were "virtual".

SIYC's future holds great promise – we'll be returning

to in-person meetings – hopefully in time for the first fall meeting in September. Monthly club cruises should also be able to resume in September. There seems to be some impetus to put together one or two summer events and we're all looking forward to the annual picnic on June 5.

I hope you're looking forward to summer sailing as much as I am – we all deserve it!

*Dave Mery*

## 2021 -22 Dues Payment

SIYC's fiscal year runs from April 1 to March 30. Therefore, annual dues are now owing for the 2021-22 year and are delinquent if not paid by May 1. If you haven't yet taken care of it, 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!

## Annual Election

SIYC's annual election will take place at the May member meeting, May 7, 2021 at 7:30 pm. Your nominating committee has presented a slate of proposed officers who were profiled in the April newsletter. Nominations remain open until the night of the meeting.

Each SIYC boat membership is entitled to one vote. Usually, a couple or family group is associated with one boat, and therefore gets one vote.

Voting at the Zoom meeting will be done using a ballot through the Zoom software. For those who cannot be present at the Zoom meeting, you can absentee vote by sending an email to [ghfetzer@gmail.com](mailto:ghfetzer@gmail.com). Include the following ballot form, marked with your votes. Your absentee ballot email must be received by 7 pm PST on May 7, 2021.

### SIYC Annual Election

#### Commodore:

George Stonecliffe \_\_\_\_\_

[write-in] \_\_\_\_\_

#### Vice Commodore:

Craig Johnston \_\_\_\_\_

[write-in] \_\_\_\_\_

#### Secretary:

Debbie Khoja \_\_\_\_\_

[write-in] \_\_\_\_\_

#### Treasurer:

Tim Hryciw \_\_\_\_\_

[write-in] \_\_\_\_\_

## **SIYC Annual Picnic**

### **BIG NEWS! - In person!**

**When:** June 5 at noon is the date of our annual picnic. This will be the first time we've met together since March, 2020.

**Covid-19 precautions:** Covid-19 remains a risk at this time. Members must evaluate their own immune status and the risks to themselves and others if they participate in this activity. Be aware that state regulations may require different or additional precautions.

**Where:** The picnic will take place outdoors, at Big Island Marina, on Sauvie Island, starting at noon on June 5.

**The plan:** The Club will provide burgers & buns; side dishes and desserts come from member contributions. We'll enjoy lunch and conversation together, there will be a "passing the gavel" ceremony to bring on the newly elected officers, and then our annual fund-raising raffle.

#### **Bring:**

1. Your food contribution to the potluck lunch
2. Your chair and, if possible, a portable table.
3. Your own beverage
4. Your own plate, cup, cutlery, and other implements of destruction.
5. A portable barbecue with fuel, if you have it (please let Dave Mery know if you plan to bring a BBQ).
6. Overhead shelter if rain is threatening.
7. Your musical instrument, if you'd like to participate in group singing/music.
8. Raffle contributions (see below)

**Raffle:** This annual event is a major source of fundraising for club projects. This year we hope to raise at least \$400 to cover the cost of updating our website. We'll be selling raffle tickets at \$1 each. We encourage everyone to bring an item or two (or many): surplus boating equipment, cruising guides and reference books, and items of more general interest, such

as home-made treats, bottles of wine, decorative items, and other goodies that might be of interest to other members.

### **Member Stories:**

#### **Crescent City Trouble in 2017**

**"Electrolysis attacks copper particularly if there is poor grounding."** – George Stonecliffe

As 'Julia Max' traveled south around Cape Blanco, Oregon, on July 8<sup>th</sup> we ran into 45 kt winds and 18' seas about 20 miles offshore. Calling the Coast Guard at 10:30 pm, we less than politely asked where the forecasted 25 knot winds were. Checking offshore buoy reports, they reported 10 kt winds off Brookings. After a late night in Brookings, we decided to travel to Crescent City, and leave the boat for what turned out to be 90 days. This is where I decided to have hip replacement surgery on my other hip (first hip was replaced in 2016). It was desperately apparent in the Cape Blanco maelstrom that I was not fit for cruising.

October 11<sup>th</sup>, three weeks after hip replacement surgery, Sue, Peter Rose (a PYC friend), and I traveled to Crescent City, and headed south to Chula Vista via San Francisco (Ghirardelli's chocolate sundaes!), Monterrey, and Avalon on Catalina Island. It was a fast trip because we were joining the Baja Ha-Ha 2018 which was leaving on October 28<sup>th</sup>. While moored in Catalina, we were shocked to find that our Max Prop zinc and 1-1/2" collar shaft zinc were gone, and our 1" thick SSB ground plane zinc was paper thin...!

The plot thickened as we were on the third leg of the Rally about 100 miles from Cabo San Lucas. Winds were light, and motors were running when we noticed that we had slowed down to a stop even though our engine was running. Sue had noticed a 'slick' in the water behind the boat. When measuring the ATF fluid level in our transmission, there was none. The VHF call to rally boats in the area mentioned the circumstances and asked for ideas. A flurry of

help came our way, and many had already surmised that a pin hole had developed in our transmission cooler, allowing the ATF fluid to be sucked into the engine and discharged overboard. We graciously accepted gallons of ATF fluid to augment what we were carrying and proceeded to pour in ATF on a regular basis. We slowed our engine speed way down and proceeded on to Cabo San Lucas where we were last to pull into our reserved slip well after dark.



Thanksgiving, visited Cook Engine, and bought one transmission cooler, and one raw water lift pump which was next in line. Later in our trip along the East Coast of the US in Annapolis, we took preemptive measures, and replaced our Yanmar heat exchanger (made with copper tubing, etc.) since we were going offshore to Bermuda and the Caribbean before returning back through the Panama Canal. The fear of electrolysis has diminished over time. But we will not soon forget the 'hot marina' of Crescent City.

George Stonecliffe, S/V Julia Max

***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 include difficult situations we have encountered in the past that today seem educational, and sometimes have a touch of humor.***

## **Online Lecture Series**

George Stonecliffe first called this webinar series to our attention earlier this year. 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 (Part I or Part II).

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.

### **Part I**

- May 4 - [History of Antigua and Nelson's Dockyard](#)
- May 6 - [ParaAnchors and Sea Drogues](#)



Talking with Jeff Dykes at Cook Engine in Portland, we determined the pinprick in our Tranny Cooler was caused by electrolysis. My immediate worry was what else had been affected? That is, what was next down the line in the engine/transmission that could have been attacked? We jury-rigged a temporary transmission cooling solution using a small car radiator, a five-gallon bucket of water, and the appropriate hoses and fittings. (Thank you, AutoZone!) We flew home to Portland for

- May 11 - [Refit/Restore an Older Boat: Part II – Hull and Below Decks](#)
- Pre-recorded - [It's Not All About the Boat](#)
- May 12 - [Windvane Self Steering](#)
- May 13 - [Being Found - EPIRBS, AIS and PLBs](#)
- May 18 - [Innovations On Deck and Below](#)
- May 19 - [Safety at Sea - Dealing with Stressful Situations](#)
- May 20 - [Heavy Weather Sail Trim](#)
- May 25 - [The Sailboat Selling Process](#)
- May 27 - [Q&A Session, Ask the Experts - Spring/Summer Series Part I](#)

## Part II

- Enroll in the [Entire Spring/Summer Series Part II](#)
- June 1 - [Weather Routing Tools](#)
- June 3 - [Innovations in Offshore Sailing Yachts](#)
- June 8 - [Offshore Power Management/Off the Grid](#)
- June 9 - [Successful Offshore Fishing](#)
- June 10 - [Using the Salty Dawg Comprehensive Offshore Checklist](#)
- June 15 - [Trim for Control](#)
- June 17 - [Route Planning Strategies - A Cruisers Perspective](#)
- Pre-recorded - [Seamanship Tips to Ensure a Safe Passage](#)
- June 22 - [Heavy Weather Tactics](#)
- June 23 - [Catamaran Heavy Weather Tactics](#)
- June 24 - [Caribbean Weather Patterns and Impacts on Sailing](#)
- June 29 - [Q&A Session, Ask the Experts Spring/Summer Series Part II](#)

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



## Membership Meeting Minutes



Membership Virtual Meeting  
April 2, 2021

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

Guests: Peter Petrik and Adrienne Palmer, Glenn Dolphin, Stephanie Thompson.

The virtual meeting opened by welcoming the members and introducing the speaker, Glen Dolphin from the Oregon State Marine Board, Aquatic Invasive Species Prevention Program; second-time guests, Peter and Adrienne; and first-time guest Stephanie Thompson. Stephanie works at West Marine. She is interested in sailing around the world. Her boat is moored @ Tomahawk Bay.

The picnic committee has selected Saturday June 5, 2021 at the Big Island Marina on Sauvie Island for the annual picnic. It will be BYOB and BYO Chair. A couple of people will bring barbeques and the club will provide burgers & buns. Please bring your surplus boat gear to donate for the raffle as a fundraiser for the club.

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 voted on at the May meeting

Secretary's Report: Annual dues are \$50 for full membership, \$20 for cruisers. Dues are payable as of April 1st and are delinquent if not paid by May 1st. Please mail a check for your dues to the club: SIYC, PO Box 2524, Portland, OR 97208-2524.

Treasurer's Report: Monica reported on the proposed budget for next year. \$250 has been allocated for web site conversion and maintenance.

New Business. Mark Church reported on the website redesign ideas and concepts. Mark and Jay Kerr are working with Jeff Geritson, a former club member, to transfer ownership to SIYC. Blue Host will handle the paperwork process for \$150. The new website will have five email accounts available for officers, so the email addresses don't change every time the personnel change. The format will be [officertitle@siyc.org](mailto:officertitle@siyc.org)

Guest Speaker: Glen Dolphin from the Oregon Marine Board Aquatic Invasive Species Prevention Program spoke about the importance of minimizing opportunities for invasive species to enter our waters. The program is now in its' twelfth year. It is funded by a tag fee. Washing boats at the ramp and drying out the bilge before relaunching are important steps to reduce the spread of invasive species. He answered questions about how this applies to sailboats that are seldom hauled out. The meeting adjourned about 9:30 p.m.

George Fetzer  
SIYC – Secretary



## Recipe of the Month: Garlic Butter Roasted Carrots

-- Kim Taylor



### INGREDIENTS

- 2 pounds carrots, diagonally cut into about 2 to 3-inch pieces
- 5 tablespoons butter
- 4 garlic cloves, minced
- 1/4 teaspoon salt
- 1/4 teaspoon fresh ground pepper
- Chopped fresh parsley, for garnish

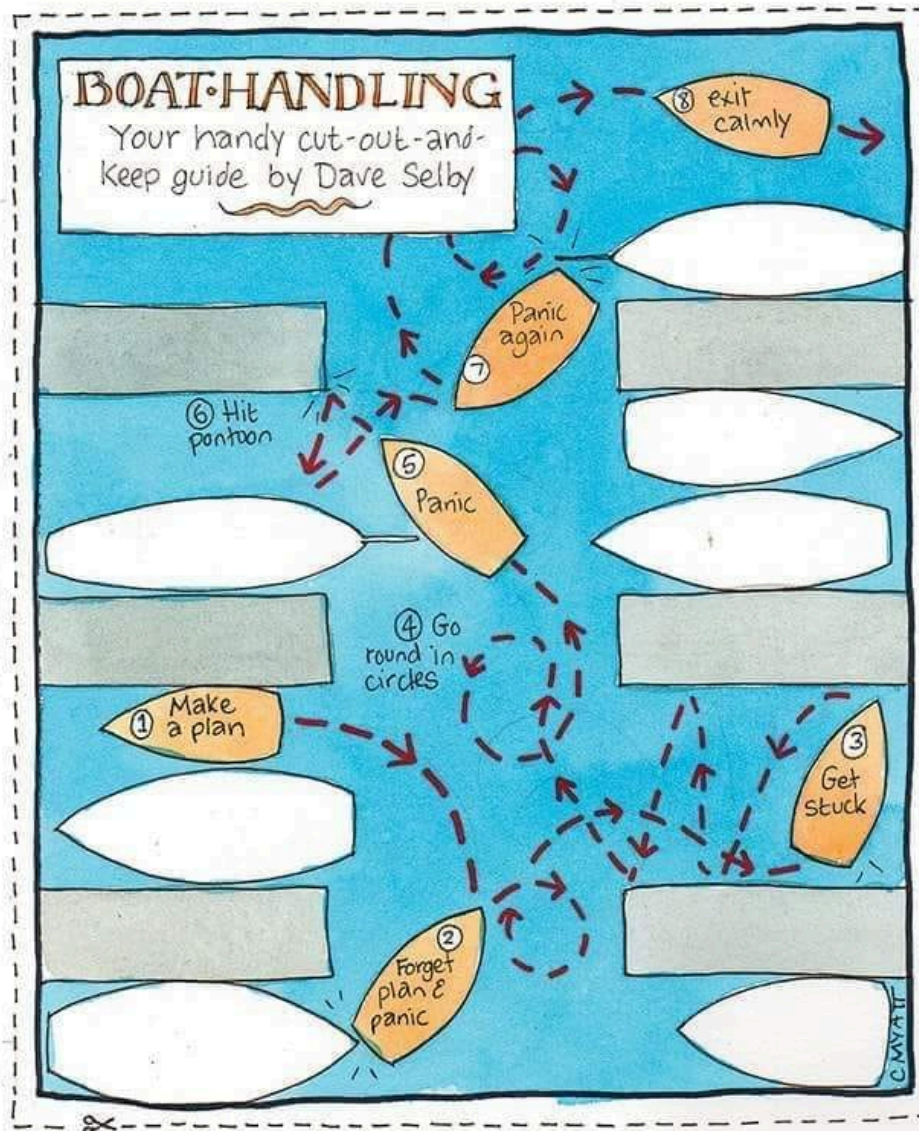
### DIRECTIONS

1. Preheat oven to 425F.
2. Grease a baking sheet with cooking spray; set aside.
3. Cut up the carrots and set aside.
4. Melt butter over medium heat in a large nonstick skillet or pan.

5. Add garlic and cook for 3 minutes, or until lightly browned, stirring very frequently. DO NOT burn the garlic.
6. Toss the carrots with the garlic butter either in the pan or pour the butter over them in a mixing bowl. Toss until well combined.
7. Transfer carrots to previously prepared baking sheet.
8. Arrange in one layer and bake for 22 to 30 minutes, or until carrots are tender.
9. Remove from oven and transfer to a serving plate.

10. Taste for seasoning and adjust accordingly.
11. Garnish with fresh chopped parsley.
12. Serve.

***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
May 7 Annual Meeting	Zoom	May 6	Zoom	May 14-16	Annual Race/Drift Cruise – Sand Island
June 5 Annual Picnic	Big Island Marina				

**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	Sea of Cortez, Mexico
<i>Pied-A-Mer III</i>	Eric & Pam Sellix	Alanya, Turkey
<i>Catspaw</i>	Rick & Cynthia Woldridge	Sea of Cortez, 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

*From Rick & Cynthia Woldridge, S/V Catspaw*

April 2021: Catspaw has left the harbor! At long last, we got Catspaw back in the water and headed south. Our time in Puerto Peñasco was wonderful, but it feels sooooo good to be back on the water.

We left Puerto Peñasco on March 27th, our 17th



anniversary. Our first stop would be La Gringa, which is the northern most anchorage in Bahia de Los Angeles. Figuring an average hull speed of 5 kts, it's a 30-hour run. The seas were a bit unsettled and there was no wind for the first 4 hours, but gradually the wind began building from the northwest, which was perfect since we were headed almost due south. We put up the mizzen and pulled out the jib and had a wonderful sail for the next 16 hours, averaging 6.5kts. We had a fairly boisterous sea running, so sleeping was a bit challenging. Oddly enough, it's easier sleeping while motoring than sailing because the engine noise drowns out the racket of all the junk that you realize isn't as secure as you thought, rattling and banging in the lockers. I finally stuffed my plush stuffed frog into the liquor locker to stop the crashing.

For those planning on going cruising, I highly recommend making a lee cloth for your berth or

settee. It makes all the difference in unsettled seas when trying to catch a few hours' sleep on your off shift. Of course, they only work if you put them up. P 8:00PM, Rick goes below and lays down on the settee.



Lee cloth aboard Catspaw

About 30 minutes later, I hear a loud crash. I jump up and look below and ask him if everything is ok. He mumbled something about stupid and his head hurt. Seems he neglected to put up the lee cloth and just as he was dozing off, the boat lurched to port, depositing him rather unceremoniously on the floor. Marriage counseling tip: Such moments are not a good time to laugh hysterically... at least not if the motor isn't running to cover your sniggers.

Around daybreak, we lost most of our wind, so we motor sailed for a few hours before getting enough wind to take us the rest of the way in. We spent a very peaceful night at anchor and pulled the hook around 6:30AM the next morning. Destination...Santa Rosalia...23 hours away.

The trip to Santa Rosalia couldn't have been more different. The wind was totally fickle. It's ahead, it's from behind, it's from the port, it's from starboard. We pulled out the genoa, then we rolled it back up. And again. And again. Pull up the mizzen. Drop the mizzen. Then we realize that we're running nearly 8 knots, putting us in Santa Rosalia about 4:00AM. One heck of a current was pushing us south so we throttled back to an idle and we were still making five+ knots. Motoring can be a bit boring, but then you're treated to flocks of pelicans gliding above the water, the magnificent geology of Baja, the spectacular sunsets and marvelous star show, and you realize it's all good.

We arrived at the Fonatur Marina at Santa Rosalia about 7:00AM, tied up at an empty slip and tidied up the boat before heading up to check in. We knew we would be in Santa Rosalia for a couple days as there was a strong system blowing through. We didn't mind, since we'd never been here before, we were looking forward to exploring this historic town.



Santa Rosalía is a port city, with a regular ferry which connects with Guaymas, Sonora, on the other side of the Sea of Cortez. It is an interesting, little town of about 14,000 people and a colorful history. The French company El Boleo founded the town in 1884

and exploited copper mines there until they closed in 1954. Remnants of the mining equipment is seen throughout the downtown area. As you wander throughout the town you can see the French influence in the architecture. We meandered past the main part of town and through neighborhoods, saw some lovely homes, lowly hovels and were greeted by the ever-cheerful residents.

Our next jump was to Puerto Escondido, a journey of about 24 hours. Thirty minutes out of Santa Rosalía, a pair of fin whales decided to make an appearance to guide us down the channel between Isla San Marcos and mainland Baja. They only surfaced a couple times, and I wasn't quick enough to grab a photo, but it was a very nice start to this leg of our journey. Always a good omen for the journey. We caught another current and were making 6kts on a sea of glass. Yes, you guessed it... no wind, nada, zip! There wasn't enough wind to raise our courtesy flag, let alone a sail. Still, it was a lovely trip with whale and dolphin sightings, lots more of my pelicans and always the beautiful scenery.

Our final leg was from Puerto Escondido to La Paz...again about 24 hours. It also was a completely windless passage and while I begrudged the fuel, I will definitely not complain about the glassy sea state. We had several whale sightings, a pod of Dolphins that kept us company for a time just at the southern tip of Isla Danzante, until 3 "ecotour" boats came charging over trying to get their fares as close to them as possible. Being smart creatures, the dolphins simply dove and disappeared.

By the time we ate dinner, the wind had died even more... which we didn't think was possible ...and we truly were gliding through glass. As night fell, the star show was amazing! It's like seeing old friends...Andromeda, Cetus, Draco, Lyra... taking

me back to my childhood, when Daddy would sit out in the yard and point out the constellations to us. The moon rose just as Rick was coming on watch at 2:00AM. Magnificent!

So, here we are at anchor in La Paz. Rob and Sarah on Mapache are anchored next to us, as well as another Cabraliano boat. We'll be here for another week, then we'll begin the trip back north to Puerto Peñasco. We'll be taking our time going north, so we can enjoy all the villages, islands and anchorages that we couldn't stop at last year, due to COVID. It will be a lot of fun to share some of our favorite places with Mapache's crew.

Until next time, wishing you fair winds,  
Rick and Cynthia  
S/V Catspaw



Sunset over Isla Angel de la Guarda

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

## Neptune's Cat

We left Ensenada after declaring it our new home. Over a barbeque of carne asada, quesadillas, and light beer, one of the coaches at the MMA gym, where Rob had been training, suggested that Rob stay to act as the Muay Thai coach—a dream job for Rob. That night, we conspired to purchase property in the valley just outside of town, where we got married two years ago. And I created a business plan to sustain us in our new life there. The next morning, we untied our dock lines and continued our adventure on Mapache.



Our course takes us south down the Pacific coast of Baja, Mexico, around Cabo San Lucas, and up into the Sea of Cortez. We plan to spend some time in and around La Paz before meandering north along the east coast of Baja, landing in Puerto Peñasco for the summer. We will wait out the local hurricane season there, visiting family and friends, and taking some land adventures.

Our first two passages from Ensenada were a dream. Mapache ran easily through the water, escorted by literally hundreds of leaping dolphins for hours at a time. The usually lonely ocean suddenly and fully occupied, with every patch from us to the horizon exploding with a dancing silver body. We stopped several times to help clean up the dolphins' watery home, netting three balloons, two plastic bags, and a plastic bottle.



Our first stop was the sleepy little bay of Puerto Santo Tomas. Fishing huts, a couple of pink stucco houses, and several trailers dotted the green hillside. A half-dozen pangas bobbed against their mooring balls in the foreground. Once there, we spent our time as many imagined our trip would be filled: reading and relaxing through the afternoon sun, followed by viewing the sunset as if it were a movie at a float-in theater. A friend recently sent me a cartoon, portraying, in the first frame, two people stressed and yelling while

operating their boat. The second frame showed the same two people sipping cocktails in their boat's cockpit and exclaiming, "cheers to the carefree cruising life." The Mapache crew has undoubtedly spent more time in the first frame.

After another easy, dolphin-accompanied ride, we arrived at our second anchorage by moonlight. We anchored in the lee of Isla San Martín. The island protects the anchorage from westerly weather, and a manmade rock-wall creates a barrier against southerly swell. We woke the following morning to another beautiful setting. The island is a green dome skirted by sandy beaches and lava rock—a reminder that the island is a dormant volcano. A few fishing huts decorated the island, and colorful pangas patiently waited for their owners to take them fishing.

Rob checked on our beloved engine. Of course, she had offered another puzzle to solve—she is never one to leave us wanting of something to do. This time, it was a bolt sitting underneath her. Rob quickly found the bolt's rightful home and tuned the engine, checking it over for any additional brainteasers. We stayed at San Martín for a second night, taking one break from the serenity to jump in, and quickly out of, the 60-degree water.

On the fourth day, Neptune reminded us that he is boss. We needed to get to our next destination, because a northerly storm was forecast to bring big wind and bigger waves from the unprotected direction of our San Martín anchorage. We motor-sailed (sailed with the extra push of the motor to speed our course) in 6-to-9-foot waves, feeling like a new toy for Neptune's cat. In order to lessen the batting of the cat's paw, which hits harder when a wave strikes the side of our boat, we made a zig-zag course ("tacked" in sailor terms), turning into and then away from the waves. Every time we turned back with the waves and looked toward the rocky promenade that we needed to round, Rob would curse, "those rocks are not moving!"—meaning we were not getting any further south along them. Of course, that was not true. We were just moving at the notorious tortoise-pace of a sailboat.

We made it into Bahía de San Quintín and anchored in the location designated by the maps and guidebooks. Rob offered to make lunch, knowing that the task would reverse my progress with seasickness as waves continued to swat against us. We rocked side to side to side on anchor, and Rob employed every strategy he could to stay on his feet while keeping sandwich parts on their plates. Another cruiser in Ensenada had told me that it is possible to navigate the changing sandbars to get into the protected areas of the inner bay at San Quintín. The guidebooks clearly warn against this, noting "only those with a shallow draft and a sense of adventure should attempt entering the inner bay." Our draft is anything but shallow, drawing 6.5 feet. But we have a strong sense of adventure that grew stronger with each rock of the boat.

We picked up our anchor, and I stood on Mapache's bow with polarized sunglasses, while Rob watched for my hand signals directing through the sandbars. At the entrance to the inner bay, the water was indeed calm. I saw the sand glimmering through the water ahead, and Rob saw the depth sounder reading four feet below our keel. My hand signal and his yell simultaneously confirmed that we would not push our adventurous sense further. We found a 20-foot-deep channel just to our port side and spent the next week anchored at the entrance of the inner bay, waiting for a break in the large waves at sea.

The morning after our arrival at Bahía de San Quintín, we had visions of our time in Ilwaco, Washington, as a parade of sport-fishing boats charged out of the inner bay

to sea. We remained with the local fishermen—the pelicans, terns, and cormorants, who were plucking their breakfast out of the water surrounding us, along with a couple of gray whales, who were feeding off the muddy bottom nearby. Gray whales feed by scooping up mud and using their baleen to filter out the tiny shrimp, crab eggs, and amphipods that they enjoy.



We took our dinghy all the way into the inner bay to the town of San Quintín, which sits on a volcanic field, surrounded by a dozen dormant volcanoes. We docked at the Old Mill Restaurant. The restaurant name comes from when a group of British tried to set up farms and a flour mill in the late 1800s. The venture failed because the group was unable to overcome the severe droughts common in the area. Perhaps an unintended snub of the attempted colonists, San Quintín is now a flourishing agricultural center, shipping its produce all over North America.





Sarah walking a beach in Bahía de San Quintín

Seeing our empty gas can and backpacks, the local fisherman tying up his boat offered to drive us the five kilometers into the town center. We jumped at the luck of finding a ride without even trying. But the success of obtaining groceries, a full can of gas, and a filled propane tank by 11 a.m. was too easy. The dinghy motor decided to repeat the failure that had haunted us back in Santa Barbara. We had paid a dinghy “expert” in Santa Barbara to repair it, and our doubts in his diagnosis now came to fruition. We were seven miles from Mapache

with strong wind and current thwarting any rowing attempt. As Rob removed the motor cover, another local walked up and offered to help. He did not have the tools Rob needed, but he did have a fishing boat with a powerful motor. We accepted his offer to tow us back to Mapache. As we set out, the man retrieved three Tecate beers from a cooler between the boat’s bench seats, joking that it was his lunch and handing us each a can. Of course, we gave each of our new friends money for their troubles, and I am sure that they expected it, but it remains heartening to meet people who are willing to do something completely unscheduled and beyond their job description to make a stranger’s day easier.

Finally, we saw a gap in the forecasted big waves to let us jump to our next southerly destination. We set out on what we thought would be a bumpy but reasonable ride to Bahía Tortugas. We and our new course-mapping program estimated that the journey would take us 27 hours, with the opportunity to stop at Isla de Cedros in 19 hours. We again found Neptune’s cat in the ocean, and this time, he had grown more aggressive, seeming to forget his toy was play not prey. The waves were larger than forecasted and coming from a direction that again

forced us to tack. Although Rob was able to hold a course that took the least wave-abuse, we regularly got knocked on our side. The boat teetered violently and incessantly, putting our rails under the water, flooding the walkways of the boat, and throwing items about the inside that had—even through the turbulent times in the Pacific Northwest seas—been secure. It took us 30 sleepless hours to get to the planned 19-hour stopping point of Isla de Cedros, during which I repeatedly vowed to quit and to sell the boat.

The island of Cedros can only be described as majestic. It is made up of towering red, orange, and purple mountains, with cloud halos circling their peaks and turquoise water lapping their bases.

The town of Cedros is pressed into one side of the island, abutting a harbor created by two breakwater walls. The harbor is peaceful with calm water, sunshine, and the comforts of a small town, while managing to remain dominated by the area's natural beauty.

A pudgy seal swam over as we entered the harbor and floated on his back alongside of us, inspecting our boat as we maneuvered to drop anchor. George (the obvious name for the curious creature) kept us company, softly spraying an occasional snout-full of water, as we napped in the afternoon sun. I woke with a clear mind



and the realization that we were never in any real danger at sea, it just felt like it. So, I revoked my vows. A few days later, we headed to Bahía Tortugas, praying that Neptune's cat was napping.

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*

*Merhaba*

Our adventure in Turkey continues, but at a slow pace. We finally have our new i-Kamet cards (resident permits) which allow us to stay in Turkish waters for another year. We're still hoping to sail to the UK but right now that's not possible, so we wait.

We just received our first Covid vaccine shot or "jab" as the locals call it. There seemed to have been an issue with our government ID and we waited for weeks trying to find out what the problem was. I finally ended up having to go to the Alanya Ministry of Health and was helped by the Director. We still don't know what the problem was or still is, but he gave us our jabs! We go back May 12 for our second one.



Covid restrictions are keeping us pretty close to the marina with occasional taxi rides into town. Last week we did tour the Alanya Museum and visited a mosque, both very interesting. The weather has been perfect for taking walks and the scenery breathtaking.

Eric is continuing to work on our cockpit enclosure having just placed a big order with Sailrite in the US.



Unfortunately, our permissions to travel will not be increased after the second vaccine. At this time, again because of our age, even with two doses of vaccine there are restrictions for travel. We still are allowed out on weekdays only between 10 & 2 and weekends are lockdowns. If people need to travel, they must contact the police and get permission. For basic foods such as bread, meats, milk we are permitted to walk to the nearest store—many markets are closed. The closest market that is open this weekend is 1½ miles one way, which is a healthy walk that I enjoy but I don't need anything at the moment—I am out of wine but doubt the police would consider that essential!

Above are a couple of pictures from one of our walks along the coast, past a closed-down resort close to the marina. Covid is taking its toll.

I thought that this month we would share a bit of Turkish culture, the Evil Eye. It is known in Turkish as *nazar*, and its history stretches back to ancient Mesopotamia, Greece, and Rome through to the Bible, Medieval Europe, and the

modern day. The word *nazar* derives from Arabic, meaning literally “look” or “glance.” The harmful power comes from emotions such as envy or greed, meaning that its victims are people who own something precious: a child, a happy relationship, wealth, fame, or healthy crops and animals. The Evil Eye fixes on these fortunate things and – exactly how is not explained – causes them to fall into illness, failure, and conflict.



Evil eye seen on a building wall.

When faced with this magical power, it is natural that people found a magical solution. The blue eye symbol is often found on plates, pottery, jewelry, and glass. Although the blue eye is a depiction of an evil eye, people believe that a symbol in the same shape as an evil force can deflect the evil away, much like the best antidotes to snake poison are often made from the poison itself. For more information, see [www.theguideistanbul.com](http://www.theguideistanbul.com).



We have two evil eyes on Pied-a-Mer; one is from our Lebanese son-in-law and the other a gift from a Turkish friend. (See photo, left). The Evil Eye is found in many forms in souvenir shops and as decoration on buildings. The Alanya Museum had a display of Roman artifacts and in the display was a necklace with Evil Eye.

Hope all is well with everyone!

Eric & Pam

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

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## **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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SIYC boats at Sand Island -- SIYC Race/Drift cruise, May 2015.  
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 July, 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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