



# SAUVIE ISLAND YACHT CLUB NEWSLETTER

P.O. Box 2524, Portland, OR 97208-2524 [www.siyc.org](http://www.siyc.org) No. 409, September, 2021

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**September Meeting**  
September 10, Via Zoom  
Look for your email invitation



**This month's cruise: Sept. 17-19**  
Gilbert River Docks  
More information page 3



This month's cruising reports  
start on page 7.

## Comments from the Commodore



Although most members are vaccinated against the COVID virus, the Governor has restricted our indoor activities for fear of the variants that are causing some to be hospitalized. Hence our September meeting will be a ZOOM meeting.

Normally our first meeting is a potluck where we are getting back together with friends to share our summer boating experiences. So except for the potluck, we will encourage participants at the ZOOM meeting to share any stories of favorite places, gunkholes, or 'lessons learned'.

With the Labor Day Weekend upon us, the ZOOM meeting will be held on Friday, September 10<sup>th</sup> at 7:30pm. In addition the Gilbert Docks have been reserved for SIYC for the September Cruise on 17-19<sup>th</sup>. Anyone who is comfortable going on this outdoor cruise is encouraged to do so. We hope this year develops your boating skills, excites your boating dreams, and sees increasing time on the water!

George Stonecliffe, SIYC Commodore

## Crew Overboard!

Most of us have given thought to recovering a crew member who has fallen off the boat (COB), but not so many have experienced this in real life. If we can get to the crew in the water, the problem is getting them back aboard, particularly if short-handed. The high freeboard of our cruising sailboats and the difficulty in

hauling up an exhausted person have been the cause of many historical fatalities.

In June of this year, during Seattle's Race Week, an experienced foredeck crewman got tangled in a spinnaker sheet during a gybe and was pulled overboard by the ankle and dragged upside down. Despite mild conditions it took several minutes to get him to the stern, where other crew tried repeatedly to haul him aboard by his life vest. Lacking a crotch strap, it just pulled off his shoulders. After several minutes of effort, they manually put a Lifesling under his arms and used it to haul him out. Sadly, he never revived. (See [full article](#) in [48 North](#), August, 2021).

Comprehensive research by the [Seattle Sailing Foundation](#) on such accidents led to the development of the Lifesling to solve the recovery problem. There are numerous other systems for COB recovery, including some that address dealing with an unconscious victim. But they all feature 1) positive capture of the COB, and 2) mechanical advantage to lift the COB back on deck. It is prudent to take advantage of the extensive testing these methods have undergone before imagining your own, untested, solution.

The SIYC will be repeating our popular Lifesling training next summer for SIYC members and limited guests, tentatively scheduled for late July.

Craig Johnston, SIYC Vice Commodore



## **Coming Right Up: The SIYC Gilbert River Cruise - September 17-19**

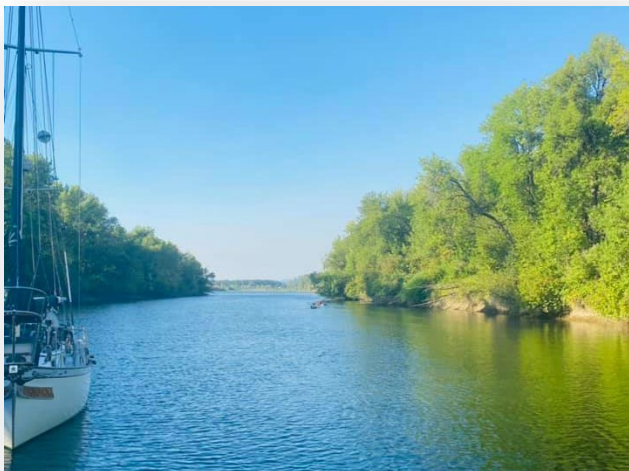
In a recent Facebook post, SIYC member Kim Taylor wrote about how much the Gilbert River destination means to her:

*“Tonight has been lovely. We are at our favorite quiet little dock on the great grey green greasy Gilbert River, all set about with cottonwood trees. We’ve been watching the fish jump and the eagles and osprey cruise overhead. The crickets and the coyotes are singing.*

*“We had a ski boat pull up to the dock just before sunset and, just as we were starting to go all grumpy old folks on those kids, they broke into sea chanteys. Had a lovely time singing with them, had a candle lit dinner in the cockpit of the boat, then waved goodbye to the delightful millennials.*

*“While here at the Gilbert, we took the dinghies up to Sturgeon Lake and the bird show was amazing! Literally hundreds of white pelicans, plus great herons, snowy egrets, sandhill cranes and blue herons. I have never seen the pelicans in those numbers.*

*“All in all, it was a welcome respite from the craziness of the last few months for us and the*



**Alicia and Ray McCracken arriving at a previous SIYC  
cruise to Gilbert River.**

*upcoming stress and work of trucking our boat south to Mexico. But right now, right here, life is good.*

*“Don’t forget to appreciate the good small stuff my friends.”*

For those who are not familiar with the Gilbert River docks, these docks don’t have a ramp to the land. If you bring a dinghy, it may allow you to go ashore, or even to explore by dinghy the extent of the river and Sturgeon Lake.

Our first members may arrive on Friday evening, September 17, and most will arrive on Saturday. We’ll enjoy a potluck dinner together, and then breakfast on Sunday morning. Please be mindful of the applicable Covid regulations and enjoy the opportunity to gather safely together.

## Recipe of the Month: Mercimek Koftesi

- Pam Sellix



This month our recipe comes from Pam Sellix in Turkey. Pam and Eric, aboard Pied-A-Mer III, have been among our most faithful cruising report contributors. Their cruising report for this month can be found later in the newsletter.

Pam says: *“This recipe is really good, if you like lentils and squishy food which I do! I first had these at a Turkish home they were served just like this on a plate. Next to the plate was a plate of fresh, crisp Romaine leaves and a small bowl of lemon wedges. You took a Romaine leaf, put the Lentil blob on the leaf, squirted lemon on the Lentil blob wrapped it up in the leaf and ate it with your fingers. It probably took two to three bites to finish. So much food in Turkey is eaten with fingers and napkins are rarely seen. Guess licking fingers works!”*

MERCIMEK KOFTESI. (Lentil Pates)

1/2 cup red lentil, washed and drained  
1 cup fine bulgur  
2 ½ cups water

1 onion, chopped finely  
2 tbsp tomato paste  
¼ cup olive oil

½ tsp black pepper  
1/3 tsp cumin  
1 tsp salt to taste  
¼ cup hot water  
½ bunch fresh parsley, chopped finely  
½ tsp dried mint/3-4 pairs of fresh mint, chopped finely  
2 green onions, only green parts chopped finely  
Lettuce leaves or arugula  
Lemon wedges

Boil red lentil with 2 ½ cup of water. Make sure the lentils are soft but there is still some water in the bottom. Turn the heat off and stir in fine bulgur, close the lid. Leave for at least 10 minutes to make bulgur absorb all the water and expand.

Meanwhile, sauté onions with olive oil over medium heat. And then stir in tomato paste. Saute for 1-2 minutes and add salt and hot water. Transfer to the pot with bulgur and red lentils. Stir in spices, green onions and parsley. Mix them all. If it is cooled enough mix all with your hands and make pates like on the picture above. If the mixture sticks, wet your hands with water occasionally.

Serve Lentil Pates with lettuce leaves or arugula and lemon wedges. Also keep them in the fridge.

ENJOY



## 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
<i>CarolMarie</i>	Terry & Charing O'Shea	Honolulu

## 2021-22 Calendar

GENERAL MEETINGS*		BOARD MEETINGS		CRUISES**	
Date/ theme	Location	Date	Location	Dates	Where/ theme
September 10	Zoom	September 7	Zoom	Sept. 17-19	Gilbert River
October 8	TBD*	October 7		Oct. 22-24	E. Govt Island, Bartlett Landing/ Halloween
November 5	TBD*	November 4		Nov 19-21	Location TBD/ Thanksgiving Cruise
December 4 Christmas party	Stonecliffe Home	December 2		Dec 31-Jan 2	Coon Island, East Dock New Year's Cruise
January 7	TBD*	January 6		TBD	
February 4	TBD*	February 3		Feb 11-13	Coon Island, Valentine's Day Cruise
March 4	TBD*	March 3		March 11-13	Anchoring Cruise, TBD
April 1	TBD*	March 31		April 22-24	Navigation Cruise, TBD
May 6 – Annual mtg, dessert potluck	TBD*	May 5		May 14-15	Annual Race/Drift Cruise, Sand Island, St. Helens
June 4 Annual Picnic	TBD	June 2			

### Notes:

\***General meetings:** All meetings begin at 7:30 pm, except as noted. We have traditionally met at Sauvie Island School. But for at least this first meeting of the year, we'll be meeting by Zoom. We don't yet know whether the school will be allowing us to meet there this year at all. So, the meeting may be held in another location and/or we may continue to use Zoom. (There is some consideration of using Zoom even when most of us meet in person, so that members who are out of the area or are cruising may be able to join us virtually).

**\*\*Cruises:** These dates and locations for cruises have been reserved for us with the Columbia River Yachting Association. A host will be announced for each cruise. If unable to attend by boat, you are invited to attend by car if the dock is accessible.

## **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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*In September we feature cruising reports from some of our members who cruise in the Pacific Northwest, followed by reports from members in more distant locations. We'll start with a report from our Commodore.*

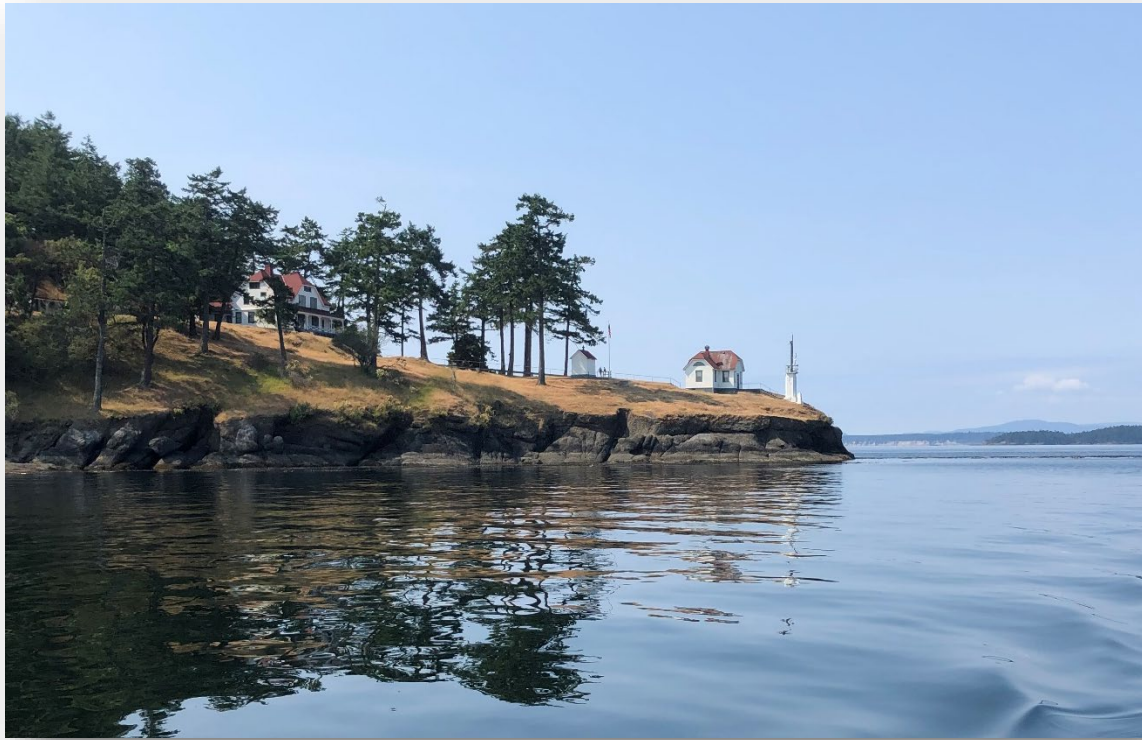
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*From George and Sue Stonecliffe, S/V Julia Max*



## **The Great Northern Boaters' Net**

Every morning at 0800, Sue and I would check in to The Great Northern Boaters' Net – a HAMNet on Single Side-band radio that services Washington State, British Columbia and Alaska.



Turn Point Lighthouse

*[Ed: Great Northern Boaters' Net on 3870 KHz commences April 15 at 0630 Alaska time (0730 PDT) with a roll call at 0700 Alaska time (0800 PDT)]*

Affected by quality of antenna, tuner, amplifier, and ground plane, the radio signal is affected also by the propagation conditions of weather, solar flares, and next door neighbor generator electrical noise. All things considered, some days we can hear and speak with Darlene near Ketchikan, Alaska, but struggle to hear Net Control in Port Alberni, British Columbia.

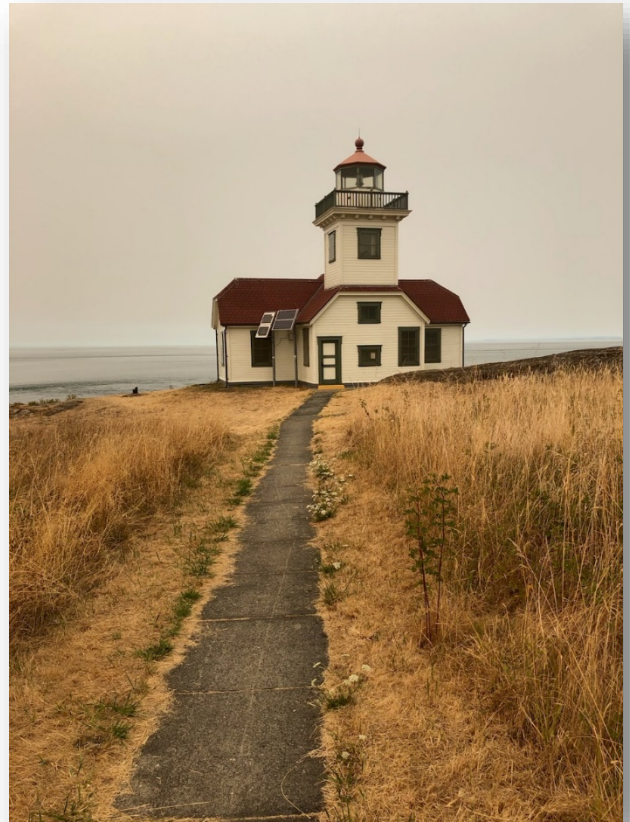


Sue at the radio

A ‘Check-In’ includes our HAM Call Sign, names, boat name, location, weather, the day’s destination, and some light conversation like ‘what is the meaning of life’. So, as we cruised around the San Juan Islands (Friday Harbor, Sucia Island, Stuart Island, Rosario, Patos, Matia, etc), those on the GNB Net would know where we were, and what we had been up to.

This year we enjoyed visiting Semiyamoo Marina in Blaine and Point Roberts, both on the Canadian border. But truth be known, our favorite spot was the bakery in Poulsbo!

George & Sue Stonecliffe, S/V Julia Max



Patos Island Lighthouse

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*From Craig and Barbara Johnston, S/V Sequoia*

## **Cruising South Puget Sound**

We had intended to go to Canada this summer, perhaps as far north as the Broughtons. But as you all know, Canada was not open to US boaters until (theoretically) the second half of August. (Even then, there was considerable Canadian bureaucracy to jump through, and it was unclear whether there was even a process in place for letting US boaters back into the United States.) So we elected to



visit South Puget Sound, an area where we had not visited for years, and even then we barely scratched the surface.

The trip was to have begun with Craig and two friends taking the boat from St. Helens to Port Angeles. They would get to fish on the way (an activity of little interest to Barbara). Barbara would drive up and meet them in Neah Bay or Port Angeles; the crew would then drive home, and we'd continue with our cruising plans. It didn't go quite as planned.

The guys made it to Astoria OK, then talking with other boaters there they found out that Neah Bay (on the Makah Indian Reservation), is closed to non-Indians due to the pandemic. No docking. For sure no crew exchanging. So the trip became impossible on the original schedule, because the hours to the next possible port (Port Angeles) were almost certainly insufficient, given the wind forecast and the hard deadlines of the crew. So, quick change of plans; Barbara drove instead to Astoria, and waited there with Craig for the next reasonable wind forecast.

We waited out some weather in Port Angeles, and then worked our way south, stopping at Port Townsend and Poulsbo. As we headed south, the weather got hotter and the air got smokier, apparently from the British Columbia wildfires. Our first stop was Filucy Bay, where we anchored out, hoping to get a wisp of a breeze (none found). It is, nonetheless, a beautiful anchorage and we'd gladly return another time.

We checked out McMicken Island and Hope Island, both Washington State Marine Parks. Both have nice beaches for landing a dinghy, and mooring buoys for boats under 45 feet (we're 44 feet, so we didn't really trust those mooring buoys.) Both islands also have 2-3 knots of current, through the anchorages, at various stages of the tidal cycle. So you'd better be very careful that your anchor is indeed dug in. At Hope Island, the reversing current turned us around six times, always the same direction, causing lots of hockles in the anchor chain.

Each of the two islands has a nice trail across the island and around the perimeter. In addition, Hope Island has the remains of an old homestead created by the Olympia Beer founders. You can see the old vegetable garden, an orchard full of ripening apples and pears, a few wispy remains of grapes that were once grown there, plenty of abandoned farm equipment and a working windmill. Perfectly tame

deer sit there giving you the “Huh, I was here first” stare. We saw plenty of raccoons, and apparently, they are a real menace if you are camping and want to keep your food supply safe. We mostly saw them down at the low tide line, feasting on shellfish.

Friends with two small daughters visited us while we were at Hope Island, and the girls got a real kick out of all the attractions of the island. We walked the perimeter of the island with them and marveled at the beautiful forest and distant views across the Sound.

We visited the Swantown Marina in Olympia several times, pulled out our bikes and visited a couple of local restaurants, the farmers market (\$\$\$\$) and nearby grocery store (\$\$\$\$). The marina was friendly, well equipped, and well set up to meet the needs of local boaters and visiting cruisers.

We began our return towards home by visiting Gig Harbor, which was overrun by tourists. We stayed at the public dock, in a location that was almost in the “dries at low tide” zone.

We got stuck in the mud on the first try, but fortunately got ourselves unstuck. We tried our luck on the bikes going to Fred Meyer, two miles away, uphill all the way. The shopping was good, but the downhill trip home was a bit daunting, for Barbara at least. It was a two-lane road, no bike lanes, and plenty of traffic zipping right along.



With the Smith Family at Hope Island



With the Stonecliffes at English Camp, San Juan Island

We were just getting ready to leave Gig Harbor when there was a knock on our hull, and who should appear, but Carol Hasse, who made all the sails for our boat and has become a good friend. She just retired, last winter, and is going on her first cruise around Puget Sound in a very long time. She'd been cruising for about two months at that time, and for all we know she may still be out there. The trip was obviously agreeing with her.

We were only able to spend about 10 minutes together before we each had to go our own ways, but what a treat that was!

From Gig Harbor, we went to Edmonds, then Port Townsend and finally Friday Harbor. We met up with George and Sue Stonecliffe there, and they treated us to a fabulous seafood dinner (all locally caught). The next day they drove us around the island, to see all the land-access sights. We especially enjoyed seeing Lime Kiln Point and English Camp. When you visit these places, the history becomes much more real. You can almost see the troops marching up and down and standing under the very same tree that's still there.

As it turned out, we spent four nights in Friday Harbor, waiting for the significant west winds to decrease in the strait. We had planned to head next for Port Angeles, but when the break came, it was obvious that we needed to really boogie to make it to Astoria before the wind along the coast turned and became 15-25 from the southwest. So the first day of our trip homeward we did 84 nautical miles to Neah Bay (pretty much dawn to dusk), and then headed out again the next morning, for the overnight passage to Astoria.



Sunrise, Neah Bay

Just turning the corner out of Neah Bay, we saw several whale spouts not far away. Craig is pretty sure they were grey whales. Partway through that day we were buzzed by an F15 jet, which passed less than 500 feet over us. We assume it was someone having fun, but it was not right, and incredibly loud. Partway through that night, the fog came back, and by the time we were crossing the Columbia River bar in the morning it was quite dense. The ship channel was packed as usual with small open fishing boats, which sometimes didn't appear on the radar, and then emerged from the fog with only moments to change course.

Needless to say, we were exhausted, so we dropped anchor in Tongue Point Lagoon for a three hour nap, before continuing up the river to Clifton Passage, where we anchored overnight.

We're home now, facing mountains of laundry and bushels of tomatoes from the garden. We're glad to have done the cruise to the South Sound, but also happy to be home.

Craig & Barbara Johnston, S/V Sequoia

<https://www.sailblogs.com/member/svsequoia/>

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

## **Are We Human or Are We Sailor?**

There is a line in the song, “Human,” by the rock band, The Killers, that is a reference to a comment by Hunter S.

Thompson. The lyrics are: “Are we human, or are we dancer.” It received a lot of attention from fans and media as grammatically incorrect and because those, who did not know its origin, read its meaning different from that intended. Thompson’s comment was a criticism of society that people were acting as dancers, afraid to fall out of line, rather than being human. The lyric often pops into my head when I explain our choice to set sail on Mapache.



When people learn about our journey, many assume that we are skilled and experienced sailors. That is incorrect, and when people voice that assumption, we often respond that we are adventurers, not sailors. Certainly, we spent our spare time of two summers sailing a smaller sailboat around the Columbia River; Rob and I took a couple of weekend sailing classes; and we attended many lectures on sailing, weather, boat systems, safety, rigging, and sailboat maintenance and repair. We also spent hundreds of hours reading books on all subjects related to cruising (sailing for extended periods of time and distance). But when it comes down to it, we do not come close to having the time on the water that is required for one to hold themselves out as a “sailor.”

Rather, we have logged time on the tops of mountains, in endurance sports, on a motorcycle in untracked rural Mexico, lost in foreign countries, and overcoming challenges in our jobs. We are MacGyvers, not just in repairing and rigging physical things, but of problem-solving life. We seek the unbeaten path, because



Mapache anchored at Caleta San Juanico

we know that the new experiences it holds make its difficulty worth it. In short, we are adventurers. And that is why we feel confident that we possess the skills necessary to take on sailing around the world without being “sailors.”

We recognize that that confidence involves some naivete. But a little naivete might be a good thing. It removes the prejudgment that could have kept us from attempting something like this. It causes us to do things the wrong way. And the wrong way is an efficient and effective teacher. For example, seasickness helped me understand why a sail up, even without wind, is important on a sailboat. A few wild rides on the ocean helped us learn why reading a weather report for the wind gusts and highest wave-heights, as opposed to wind and wave averages, is

wise. Further, not knowing the “correct” sailorly ways has helped us come up with simpler methods for boating tasks.

After exploring several islands and bays outside of La Paz in the Mar de Cortés, we entered Puerto Escondido, a natural hurricane hole (protected on all sides) near Loreto, Baja California Sur. There, a boater’s choice to stay is either docked at the posh marina or attached to a mooring ball in the harbor. We opted for the less pricey option—mooring ball.



Mooring at Puerto Escondido

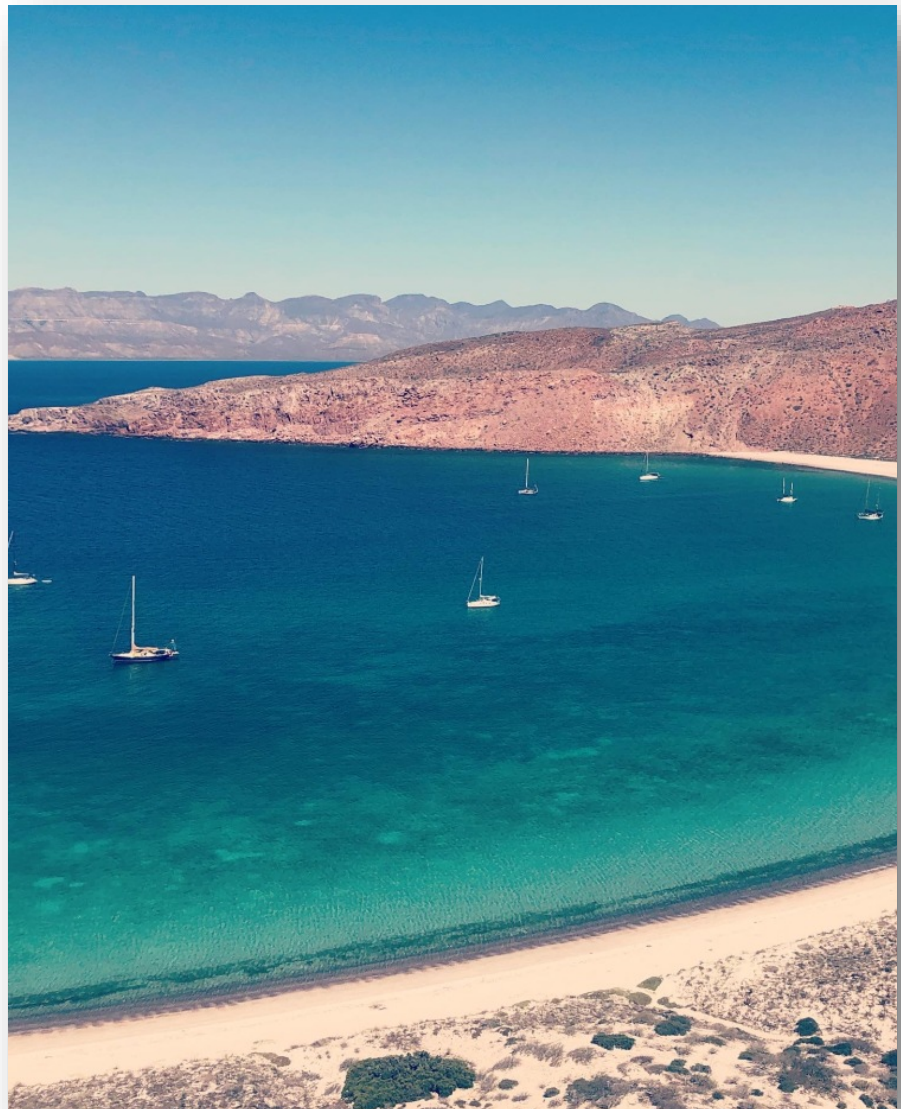
We had never picked up a mooring ball and, failing to recollect the brief explanations we previously encountered, we decided that the best way was to treat it like a person-overboard. \* When picking up a person-overboard, one brings the boat alongside the bobbing victim, allowing easy access at the deck’s lowest point and gate. It also allows the most room for error because one may grab the balance-challenged’s life vest or hand at any point of the length of the boat’s side. We applied the person-overboard technique and easily attached our designated mooring line (rope) to our intended mooring ball. Later, I reviewed some sailing books to find that the “correct” way to hook a

mooring ball is to stand precariously on the front of the boat, lean over the railing with a boat hook (long pole) to snag the ball’s line, and rush to attach the boat’s line before the boat moves too far away. While in Puerto Escondido, we watched many sailors struggle with attaching to a mooring ball, often requiring several attempts. We smugly agreed to stick to our amateur method.

*\*[Editor's note: There has been considerable discussion and controversy about person-overboard techniques. See article by Vice-Commodore Craig Johnston earlier in this newsletter.]*

From Puerto Escondido, we cruised to several more islands and bays in the Mar de Cortés. The east coast of the Baja California peninsula is spectacular with powerful mountains colored with purples, oranges, and pinks. The landscape is dotted with cacti and other scrappy desert plants, showing an occasional bright flower. And the white sand beaches contrast brilliantly with the turquoise shallows, which blend into deep blue water under Mapache's hull. The small islands are crumbs from the mainland, broken off and scattered around the Sea as samples of Baja's geology and wildlife. The only residents of most of the islands and bays at which we anchored were coyotes, goats, lizards, seagulls, and pelicans, with the occasional fishing camp or small grouping of simple houses.

But the water was filled with life—coral, crabs, starfish, urchins, and octopus; all sizes and colors of fish; leaping dolphins and rays; shy turtles and sealions (“lobos marinos” in Spanish, which means sea wolf); grebes, frigatebirds, and, even, the rare blue-footed boobies. Anchored at these lonely but vibrant spots was like living in a beautiful novel with poetic words of the desert's wilds and the



Bahia San Francisquito

sea's riches. We felt far removed from people's pollution, like the 9-to-5 hustle, politics, rush hour, and hurried schedules. The simplicity of being on a boat

anchored in those places meant that our minds were not littered with worry, allowing us to freely enjoy the world around us.



Exploring the mangroves by dinghy

on a quiet beach. We analyzed pelicans' strategies as they broke from their perfect flight formations to dive-bomb the water for fish. I learned to accept jellyfish stings as part of my daily swim. We explored mangroves by dinghy. We followed a dirt road from one beach to a lone streetlamp in the middle of nowhere, that was somewhere to the man who sold us vegetables straight out of his garden beds across from that lamp. We were puzzled by something constantly knocking on our boat's bottom, until we saw large fish eating the marine growth off of our hull. We ate jicama every day, because it was the only consistently available vegetable in the small stores (usually run out of people's living rooms) in the places we stopped.

We watched a lunar eclipse from our boat in an uninhabited bay. The bioluminescence erupted around us with jumping fish as the moon darkened, and a lobo marino howl echoed against the mountains as if the land wolves were howling back. As the moon began to peek back out of the earth's shadow, the morning sun started its appearance. We watched the sharp black and white lines of the lunar eclipse while smooth pastels of the sunrise washed across the sky and water behind us. The sky was awake.



Lunar Eclipse

Our clock was the sun and our only decision was when and which anchorage to head next. Every few days, we would cross our fingers for sufficient wind, weigh anchor, and head out. We always sailed, but the gentle breezes usually required us to incorporate the motor's assistance. Our time in the Mar de Cortés is likely what many of you imaged we were doing our whole trip. Of course, our ever-needy motor gave us a project, requiring Rob to completely



Transmission repair

disassemble *and* reassemble the transmission in our cockpit. The repair to a loose gear-assembly worked, and we recalled the mantra: “Cruising is just working on your boat in exotic places.”



Beach party at Isla Coronados

In these spaces, we met people on other boats with similar goals to us. And through those common interests as well as cockpit happy hours, a handful of those people are now good friends, planning to share the ocean road with us again. Many are in their 30s and 40s. They have worked careers, saving money to attain things like a house and vehicles. But when the time

came, they traded in the dream of owning a permanent land home for a dream of more movement, exchanging the picket fence for an open horizon. Neither is right nor wrong. The boat life is merely what is right for these vagabonds.

Over the course of six weeks, we made our way from La Paz, up the Mar de Cortés, along the Baja peninsula, to Ensenada Alcatraz, which offers a protected anchorage. Alcatraz was our last stop before crossing the Sea from the Baja peninsula side to the Mexican mainland, ending at Puerto Peñasco for the summer. The crossing was a 24-hour trip. We had planned to stop over for one night at Alcatraz before making that leap, but that changed to two nights when the forecast showed a weather system pushing gale-force winds along our intended path around the tip of the nearby Isla Ángel de la Guarda. Two days later, we headed out with the rising sun and a favorable forecast, but quickly encountered big seas and powerful winds that forced us to retreat to the perhaps aptly-named Alcatraz.



Mapache, sealed up for the summer

When we are out of cellular signal, we receive the forecast on our computer through the single-sideband radio. The service we use updates at noon every day. At noon after our retreat, the forecast populated our computer screen, showing that we would be unable to make our escape until the following afternoon. That time came, and our third try had charm. We crossed in a calm sea, with sufficient sailing wind, and we watched the purples, oranges, and pinks of the Baja peninsula and its islands fade behind us.

About 22 hours later, and nine months after leaving Portland, Oregon, we arrived in Puerto Peñasco. It felt like coming home. I joked about sailing our boat to Phoenix (where I grew up), and this is as close as we can get. The last nine months have taught us that, although we understood basic sailing concepts, we did not really

know how to sail. But we have learned, and we feel ready to continue stepping out of line to follow a nontraditional path in a nontraditional way. We are human.

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*



Hi All,

Our summer in Turkey has been a busy time. Our intention was to spend a couple of months anchoring and exploring some of the beautiful Turkish coast however, that didn't happen. Only once did we leave the dock and that was to motor over to the fuel dock for a pump out and then back to our slip—that was our summer adventure!

Waiting for pieces and parts to arrive from the US, New Zealand and Australia

kept us tied to the dock. Some of what we ordered were for safety, some for unfinished projects and a credit card. Week after week we would say, “By next week all of our packages will have arrived, and we can take off”. Well, it hasn't happened yet.

Our only navigating has been with Turkish Customs, quite a challenge. Again, with the help of Google Translate and the marina staff we are sailing through the red tape of customs fees, additional customs fees, labels, and language. We hope to untie the dock lines this fall and get further than the fuel dock.

Until next month,

Pam & Eric Sellix, 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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## **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!*

*Send your contributions to Barbara Johnston, [cellolaw@gmail.com](mailto:cellolaw@gmail.com). We publish every month except July and August, 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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Clifton Channel near Cathlamet