



P.O. Box 2524, Portland, OR 97208-2524 www.siyc.org No. 410, October, 2021

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October Meeting

October 1, 7:30 pm, Via Zoom
Watch for your email invitation

Our featured speaker: Member
Terry O'Shea:
Crossing the Pacific with Millenials
& Other Things You Should Not Do.



This month's cruising reports
start on page 12.



Winterizing your Boat

- Craig Johnston

Why Winterize?

Our boats have several systems carrying water that can freeze and cause damage ranging from burst hoses and cracked pumps to cracked engine blocks, and in the extreme, boats sinking at the dock. A little prevention each fall can prevent time-consuming and expensive repairs next spring. While boat owners in the Northeast or Midwest face extended periods of cold weather that often calls for haulout, storage on the hard, and draining of water and coolant, we in the Pacific Northwest typically leave our boats in the water. But since weeklong spells of temperatures below 25°F usually occur each winter, serious damage can result without protection. I generally winterize in early December when the boat may sit unused for several months or as soon as extended cold weather is forecast.

What Systems Need Winterizing?

Any system with water in it can freeze under the right conditions:

- Engine
- Water tanks
- Marine heads
- Sinks and drains

Protection from freezing can be had by either draining a system of all water or adding antifreeze. What type of antifreeze depends on the system, as toxicity and the effect on rubber and plastic parts is different for each. And of course, there are other maintenance tasks often done in the fall, such as changing the engine and transmission oil. Used engine oil contains acids and combustion byproducts that are best not to leave in place over the winter.

Engine

Most of our boats have diesel engines that have both freshwater and raw water systems. The

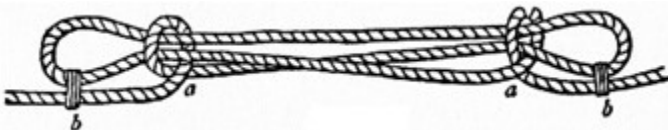
Comments from the Commodore

Our October 1st Meeting will be a ZOOM meeting. We look forward to a program with our Club Member, Terry O'Shea. Terry and his wife Charing have moved to Hawaii and they needed to relocate their boat, S/V Carol Marie (Hans Christian 38 MK11) from San Diego. This past summer Terry made the crossing and he'll share his experiences with us from their home in Hawaii.

The annual Halloween Cruise will be held on October 22-24 at the East Government Island, Bartlett Dock. Pumpkin carving, boat decorations, and a costume potluck dinner add to the weekend ambiance. Hope to see you there!

The Sauvie Island Academy Board will soon be letting us know whether we can proceed with in-person meetings there. We'll keep you posted.

George Stonecliffe, SIYC Commodore



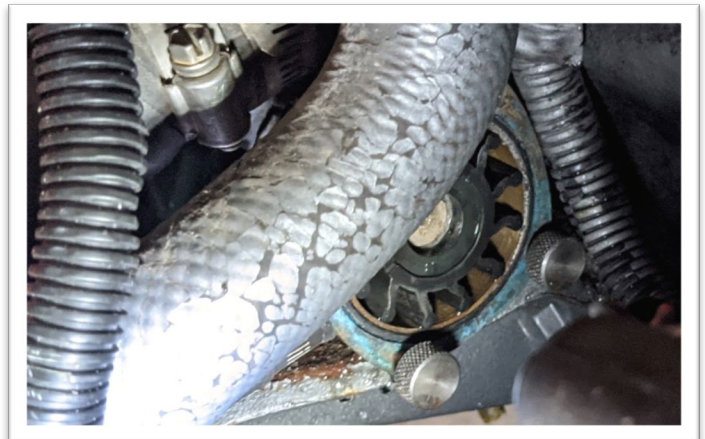
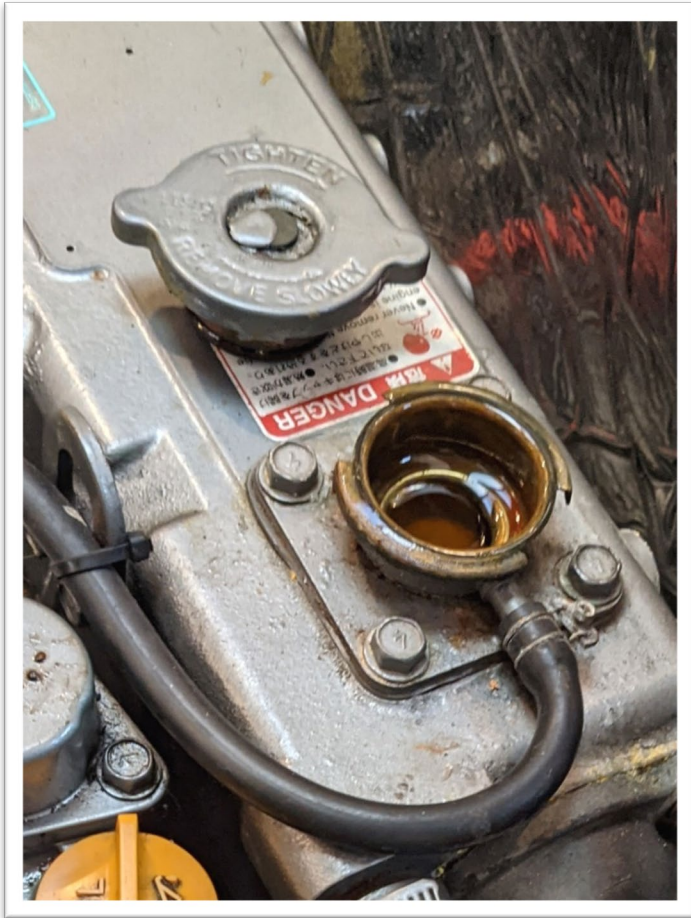
coolant system should contain a solution of either ethylene glycol (EG) or propylene glycol (PG). EG is used in most cars but is toxic to

humans and pets. PG is non-toxic (it is found in everything from toothpaste to many prepared foods) but also more expensive and more damaging to some materials. Both are considered hazardous waste if they have been in the engine for years. While EG is toxic to mammals, research shows that both break down fairly quickly in the river and have similar levels of toxicity to marine life.

Your freshwater system coolant should be changed every 5 years or every 1000-10,000 hours. A glycol refractometer or a coolant hydrometer can be used to determine if the coolant is functional. Drain from the low points on the engine block as well as the pressure water hot water tank heating loop. There are numerous YouTube videos to illustrate. The used coolant should be captured and recycled as it contains lead and other pollutants. Refill with a 50% solution of heavy-duty ELC-rated ethylene glycol coolant. It is important to avoid air pockets that can cause engine overheating and damage; fill through the radiator cap, run the engine, and refill until the level is stable. For added winter protection, I keep the shore power on to the hot water tank (unless drained), on the theory that there will be some convection flow of the heated coolant back through the engine.

To test coolant, remove a few drops of liquid accessed by removing radiator cap. Then place in glycol refractometer and view against a bright light source.

The raw water system takes in river or sea water, passes through the heat exchanger to cool the freshwater coolant, and then injects it into the exhaust riser. Unlike the freshwater system, the raw water system uses a rubber impeller pump that can be damaged by alcohol



or PG, so EG is also recommended for winterizing the raw water system. Super-conscientious boaters change their impellers once a season; while not necessary, *inspecting it* yearly is recommended and fall is a good time to do that. The adjacent photo shows the cover plate over the impeller removed so that the impeller is accessible for annual inspection. A visual inspection is usually sufficient.

To winterize the raw water system, first close the intake thru-hull seacock, then open the strainer and clean the strainer filter. The next step is to run the engine while adding the ethylene glycol full strength. I do this by pouring the antifreeze directly into the strainer. If it is convenient to remove the intake hose, you can put it into a pan or bucket filled with antifreeze. Stop the engine when antifreeze starts coming out the exhaust. This ensures that the engine, hoses, and wet muffler all contain antifreeze. Put a tag showing that the intake is closed somewhere it can't be missed.

Drinking Water System

For our boats wintering in the river, it is not too likely that the water tanks will freeze. There is more of a problem with the hoses, pressure pump or a foot pump. On *Sequoia*, I turn off the pressure water each time we leave the boat. For winterizing, I turn on all of the taps including the shower at the stern until no water flows, then loosen the strainer next to the pump to allow the water in the hose to drain back into the tank. (We had the hand-held shower crack by leaving water in it over the winter.) If you have an easy way to drain the water lines at a low point, that is even better. If you drain the water system including the hot water heater, take care to turn off the AC power to the heating element, perhaps taping the breaker switch in the "OFF" position as a reminder. While some boaters put non-toxic water system antifreeze (which is based either on alcohol or PG) in their tanks, it can encourage bacterial growth unless used full strength and is a pain to flush out in the spring; I don't recommend it.

If your boat has a watermaker and it is pickled, the pickling chemicals will protect the RO membrane. But it is best to drain the raw water intake lines and filters. When pickling our watermaker, I put new filter elements into dry housings, so they are fresh when the system is restarted.

Head and Black Water Systems

The head pump is fairly well insulated from the water outside the boat and can freeze and crack if left full of water, as happened to George Stonecliffe on *Julia Max* last winter in Portland. Prior to winterizing the head is an ideal time to de-calcify the hoses with a marine head treatment or mild acid such as CLR. Then, after flushing the chemicals from the head and holding tank, pump everything dry. I use regular automotive EG antifreeze--I used to use RV water system antifreeze until I learned that it damages the joker valve. I pour antifreeze full strength into the head and pump with the intake closed until it fills the hoses. I then close the seacocks and put a reminder tag somewhere I won't miss it in the spring.

If you have a shower sump, make sure it is drained or pumped dry.

Sinks and Drains

An open through-hull for your sink drain will have constant contact with the water outside the boat and is unlikely to freeze. But hoses may have a low spot and a burst hose could sink your boat. I recommend closing all sink drain seacock(s) and filling the hose up to the sink with antifreeze. Here is a case where the best product to use is RV antifreeze (alcohol or PG based). Again, create a tag as a reminder.

Winterizing the Interior

With our wet winters it is important to keep interior moisture down to prevent mold and mildew growth. On *Sequoia* we have four dorade vents and several hatches that can be kept cracked open to allow a good flow of fresh

air. We also deploy several of the low wattage warming fans to keep air moving.

Other suggestions:

- Clean and dry salty harnesses, life vests and foul weather gear
- Remove any opened food packages, excess clothing, and linens
- Clean and air out the fridge and freezer
- Space cushions and mattresses to allow air circulation

Doing these chores will only take a short day at the boat and will make for a much happier opening day!

October Cruise Halloween theme at Bartlett Dock, Government Island - October 22-24



One of SIYC's favorite cruises is the Halloween Cruise to Government Island. In past years we've often had more than half of the club's active boats attend. The main events are on Saturday, although many boats will arrive Friday evening.

Costumes are the order of the day, followed by a pumpkin carving contest. Then we'll enjoy a harvest-themed potluck dinner together, followed by lighting of the jack-o-lanterns.

Sunday morning, we enjoy a potluck breakfast and then we all head home.

Bring a pumpkin to carve, carving tools, your costume and your contributions to the potluck dinner and breakfast.

Prospective SIYC members Adrienne Palmer and Peter Petrik intend to make the Halloween cruise their final destination before they arrive home from their three-month cruise to Idaho and back (see the first article in the cruising reports at page 12). This would be their 5th SIYC event, qualifying them for membership next month. This would be a great chance to meet them in person.

Some boats will arrive Friday night, and you are, of course, welcome to come and go as you please. We ask that you be mindful of the applicable Covid regulations and enjoy the opportunity to gather safely together.



Meeting Minutes



SIYC Virtual Board Meeting Notes September 7, 2021

Board Members Present: Commodore George Stonecliffe, Vice Commodore Craig Johnston, Secretary Debbie Khoja

Attendees: Jay Kerr (*Website*), Barbara Johnston (*Newsletter*), Ray McCracken (*Membership*), Cliff Tannas

Not Present: Treasurer Tim Hryciw, Rear Commodore Dave Mery

Meeting started at 7:00 pm by Zoom.

Commodore Report

- The next member meeting will be Friday, September 10 by Zoom at 7:30pm.
- The October meeting date will move from October 8 to October 1. It will be Zoom.
- George is waiting to hear from the Sauvie Island Academy Board regarding SIYC member meetings at the school.
- Once approved for in-person meetings, we will try to have a zoom option available.

Vice Commodore Report

- **October 1 Member Meeting:** Craig will ask Ian Wiedeman from Brion Toss Yacht Riggers if he is available to talk.
- **November 5 Member Meeting:** Craig will ask Terry O'Shea to talk about his cruise to Hawaii.

Secretary Report

June Board Meeting Minutes were reviewed and approved. Debbie will email to Board Members.

Newsletter Editor Report

Craig Johnston wrote an MOB recovery article to emphasize the importance of using a Lifesling rather than unconventional methods, such as lifting a person by their lifejacket.

SIYC Website Report

- Jay reported no major website updates were done over the summer. He will research using a commercial PayPal account to accept payments for SIYC member dues with plug-ins.
- Info@SIYC.Org and Webmaster@SIYC.Org are 2 webmail accounts that have been set up on the SIYC website. Jay checks both emails.

September 17-19 Cruise at Gilbert Docks

- Barbara and Craig will host. Craig presented a map of the dock and nearby power line, and it was determined the access was good.
- Barbara said that Kim Taylor had posted a recent cruise to Gilbert Docks on Facebook and the pictures of Sturgeon Lake and wildlife were great. It looked very safe to have a cruise there. No recent reports of meth use activity in that area.

Sauvie Island Yacht Club

Members Virtual Meeting Minutes September 10, 2021 at 7:30pm

Board and Chair Members Present:

Commodore George Stonecliffe, Vice Commodore Craig Johnston, Treasurer Tim Hryciw, Secretary Debbie Khoja, Rear Commodore Dave Mery, Barbara Johnston (*Newsletter*), and Ray McCracken (*Membership*).

Members Present: Bruce and Lynette Bayne, Mark Church, Sarah and Ed Daugherty, Monica Fetzer, Cheryl Hryciw, Craig Hull, Penny Mery, Sue Stonecliffe and Terry O'Shea.

Guests Present: Gene Johnson and Jan Sing.

Commodore George opened the virtual meeting by welcoming the members and guests and proceeded with announcements.

- Pam and Eric Sellix (cruising in Turkey) shared a delicious Lentil Pates recipe in the September newsletter. As former Clatskanie restaurant owners, they enjoyed tasting the local dishes.
- Effective October 1, 2021, Panama is changing their tourist visas to 90 days at a time. It was previously 180 days which

allowed boats to wait out the hurricane season before proceeding to the Caribbean and East Coast. George and Craig briefly shared their cruising experiences in Panama, Gulf of Mexico and Caribbean and which countries they avoided due to pirates.

- George checks emails sent to Info@SIYC.com. He received an email from Carter Birch who just bought a 43' Ron Holland SWAN, and would like to join SIYC. He sent him an email about the SIYC and our zoom meetings. Ray will also follow-up on the membership process.

Introduction of Guests: Ray introduced Gene Johnson and Jan Sing. They bought a Tayana 37 named Palantier from Tony Dagit at Saint Helens Marina. It's at the Island Marina in Slip #12.

Vice Commodore Report: At the October 1 Member meeting, Terry O'Shea will talk about his cruise to Hawaii, "Crossing the Pacific with Millennials and other things you shouldn't do."

Treasurer's Report: Tim reported that website bills have been paid. Next bill will be the P.O. Box payment. The Club received an estimated \$400-\$500 from the Picnic Raffle and Silent Auction.

Secretary Report: Debbie went over the minutes from the May Member meeting. She also thanked Sue Stonecliffe for her efforts coordinating food and supplies for the Annual Picnic.

Sauvie Island Academy: George is still waiting to hear from Academy Board to find out when it's safe to hold SIYC member in-person meetings.

COVID Plan for Meetings: George said the October Member meeting will be held by zoom and he is hoping for a November member in-person meeting. Once we are

approved for in-person meetings, we intend to have a zoom option available as well.

September 17-19 Cruise at Gilbert Docks: Barbara and Craig Johnston will host. There will be a Potluck dinner on Saturday and shared breakfast on Sunday.

SIYC New Website and Reciprocal Clubs: George invited all members to check out the club's new website located at SIYC.org. Please email any comments or suggestions to Jay Kerr at webmaster@siyc.org. Also check out the Reciprocal Privileges section on the website. If you need help accessing the yacht destinations website to view our reciprocal clubs or just have questions, please contact Debbie Khoja at Debbie.Khoja@gmail.com.

SIYC Clothing: Sue Stonecliffe is working with Taylor Made Graphics to get the SIYC embroidered logo created and registered. They will maintain the SIYC name and burgee permanently in their files. Sue will bring the catalog and logo design to SIYC meetings when in-person meetings resume. Members will need to write down the catalog item number, call Taylor Made Graphics to order and pay for clothing to be shipped to their mailing address. Their website is in the process of being repaired. Members can also include their boat name on orders. More info to come later.

Round Robin:

- Craig and Barb Johnston shared their cruising experience in the Puget Sound. Best anchorage was Poulsbo, followed by McMicken Island and Hope Island. Swantown Marina was a modern, slick facility where they could walk to an expensive farmers market with fresh seafood. They visited George and Sue on San Juan Island and were treated to fresh oyster, crab and shrimp for dinner.
- George and Sue anchored near Sucia, Matia and Patos Islands which

offered uncrowded hiking trails. They wouldn't go back to Point Roberts unless they had a bike as it's hard to get around otherwise. Blaine was very enjoyable. However using the loaner bikes on roads with no bike lanes while fast traffic whizzed by was somewhat uncomfortable.

- Debbie, Cliff, Dave and Penney sailed twice on the s/v Celeste on the Columbia River near St Helens. They had good strong winds that kept them busy especially when jibing.
- Tim crossed the Columbia River Bar at 15-20 knot winds with 3-4 ft swells, once he reached the ocean the wind died. It was too foggy to anchor at Neah Bay. Around halfway to Port Angeles, there was a wall of fog behind him with full sunshine ahead. Enjoyed beer and pizza at Port Townsend. Stayed at Bellingham guest dock and followed the wind around the San Juan Islands.
- Mark Church said Peter Petrik and Adrienne Palmer took their boat from Portland to Lewiston, Idaho this summer. With a swing keel and 2 feet of draft, it was easy to navigate low river levels. Their passage through Bonneville Dam was challenging.
- Gene Johnson and Jan Sing took their boat to the Gulf Islands for the first time. They enjoyed Secret Cove, Pender Harbor and Anderson Bay. They encountered more wind than expected there, but also had a 6-hour tack at 7 knots in the Straits of Georgia. They completed an ASA Cruising Course in June and found the San Juans to be very crowded.
- Dave Mery saw a black bear near Coos Bay.
- Ed Daugherty is selling 2 folding bikes and exchanged info with Gene Johnson.
- Terry O'Shea's boat is moored at Honolulu Harbor.

The meeting adjourned about 9:14pm.

Respectfully submitted,
Debbie Khoja
SIYC Secretary

Recipe of the Month: Southwest Bean-Tomato-Corn Salad

- Barbara Johnston



When we are on passage, we like to have an assortment of dense salads on hand which can be dished out for lunch or dinner, either as a main dish or side dish. If a main dish, it needs to include some form of protein.

My plan is usually to make a new salad variety each day. Several days after making the first salad (if the sea conditions allow), crew can have samples of the several salads for a complete lunch.

The alternatives listed at the end of the recipe give you some ways to vary the recipe if you're not able to acquire a particular ingredient at your last port of call.

For those of us who are ashore on a rainy day, this recipe recalls the warm days of summer.

At the first of October (when we're home), we still have tomatoes, cilantro and onions from the garden, but you may have to source some or all ingredients from the grocery store.

Ingredients:

- 1 can of black beans, rinsed
- 12 oz. cherry tomatoes, halved
- Cooked corn cut from two ears
- 1 clove of garlic, minced
- ½ onion, chopped
- ½ cup chopped cilantro (packed)
- ¼ cup lime juice (preferably fresh squeezed)
- ¼ cup olive oil
- Salt and pepper to taste

Directions:

Combine all ingredients, then chill for at least an hour. The flavor of the salad gets even better if the flavors meld for 24 hours.

Alternatives:

- First, amounts of any listed ingredient are flexible. There's no harm to changing amounts and proportions.
- Beans: If you have time and inclination, you can prepare beans from dried, or use any other variety of beans

- Tomatoes: The cherry tomatoes can be replaced by chunked up tomatoes of any size.
- Corn: Fresh corn can be replaced by canned or frozen.
- Garlic: Any form of garlic will work, and if you love garlic you could certainly increase the amount.
- Onion: Any form of onion is OK. Chives? Green onions? Shallots? Why not?
- Cilantro: if you don't like the taste of cilantro, substitute parsley or other leafy herb.
- Lime juice – it's ok to substitute all or part lemon juice but check the taste to see if it's too sour and might need a pinch of sugar.
- Olive oil – any type of salad oil is OK
- Some people like this salad with a spicy highlight – chopped fresh jalapeños or some form of hot sauce, perhaps.

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
<i>Kaaluna</i>	Chris & Kim Taylor	En route by truck to Mexico

2021 - 22 Calendar

GENERAL MEETINGS*		BOARD MEETINGS		CRUISES**	
Date/ theme	Location	Date	Location	Dates	Where/ theme
October 1	Zoom	Sept. 28	Zoom	Oct. 22-24	E. Govt Island, Bartlett Landing/ Halloween
November 5	Zoom	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 the first meetings of this 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

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

SIYC members: Do you have an active website or blog for your boat that isn't listed above? If so, please get the information to your trusty editor, Barbara Johnston, cellolaw@gmail.com, and we'll make sure your website or blog is included in future issues of the newsletter.

Other websites of interest to Portland area sailors

<http://www.siyc.org/> Our very own **Sauvie Island Yacht Club**. If you haven't checked out the club website yet, please do so – it's looking really good, and is full of informative articles and spectacular photography by club members, not to mention back issues of this newsletter.

<http://www.crya.us.> **Columbia River Yachting Association** – This is the umbrella organization for Yacht Clubs along the Columbia River – SIYC is a member. See especially their links to all the other yacht clubs' websites, and their calendar of club cruises.

<http://www.oregon.gov/OSMB/pages/index.aspx> **Oregon State Marine Board** – Your source for information related to licensing, safety, boater education, Oregon boating destinations and many other maritime concerns.

<http://www.weather.gov/> The **National Weather Service** – Find out what the weather will be *before* you head out on the water.

<https://48north.com/> A Seattle-based website that's chock full of good information about cruising in Puget Sound and farther afield, plus general information that's helpful to any cruiser anywhere.

<http://www.owsa.net/> SIYC women – If an emergency arose while you were out cruising, could you take over from your partner? If not, this is the one for you: **Oregon Women's Sailing Association**. This local organization offers sailing classes (including cruising skills) especially for (and sometimes exclusively for) women.

<https://www.noonsite.com/place/canada/formalities/#biosecurity-section>

If you're cruising to Canada and want to know all the border crossing regulations during this time of pandemic, this website may have the best summary and multiple links.

<https://parks.state.wa.us/648/Moorage>

Information about regulations and mooring permits required for **Washington State Parks** along the Columbia River and elsewhere.



Dawn at Neah Bay

CRUISING REPORTS

This month features a cruising report from prospective members Adrienne Palmer and Peter Petrik (S/V Amazing Grace), who made an interesting trip up the Columbia and Snake Rivers into Idaho. They expect to end their downriver trip at SIYC's Halloween cruise, which should be their 5th SIYC event. Next, we learn that the Sellixes (S/V Pied-a-Mer III) are making progress toward their goal of sailing away from Turkey towards the UK. And then we have a report from Sarah and Rob (S/V Mapache) with thoughts about wind.

From Adrienne Palmer & Peter Petrik, S/V Amazing Grace

Idaho or Bust!

Stats:

- S/V Amazing Grace: 37' Southerly 115, 52'1" air draft, retractable keel 2'6" - 6'8" draft
- 384 nautical miles: Columbia (244), Snake (140)
- 21 days underway: 56% (70 hours) sailing, 44% (55 hours) motoring
- 8 Locks/Dams: 4 on the Columbia River, 4 on the Snake River
- 20 Bridges: 5 opening, 15 fixed; ranging from 51.8' - 87.9' of vertical clearance



When we first decided to make the trip upstream to Lewiston, Idaho, we were met with inquisitive looks. “Why would you want to do that? There is nothing to see up there!” Our answer was always the same: Because we can. Because so few people do it. And, because we know that once we venture out across the Columbia River Bar, we may not come back this way for quite some time. There is so much of the world to explore, and we have plans to head to the San Juan Islands and Puget Sound next Spring. We wanted to see how far inland we could go before having to turn around and go back. And we are so glad that we did!

Perhaps our love of the solitude, our willingness to navigate less charted areas, and our acceptance of the fact that some resources may be scarce, is unusual. Before heading out, we carefully mapped out which facilities might have access to power, fuel, pump outs, or potable water. We understood that some days would mean 30+ miles of winding travels with no safe place to anchor or tie up. The pay-off was stunning scenery and finding hidden gems that few people will ever experience.



Sailing on the Snake River

Starting mid-August, in the heat of the summer, we took a month working our way upstream. We traversed a total of 384 nautical miles, spent 21 days underway and had 11 “down days”. Some days we moved only a few miles, and other days more than 30 miles. The prevailing westerly winds made for beautiful sailing conditions, allowing for a downwind sail most of days, with windspeeds from single digits to the upper 20s, and gusts into the 30s at times. We certainly could

have made the trip in less time, but why? There was so much to experience along the way, and we really wanted to absorb the journey. We found quaint towns, breathtaking landscapes, exhilarating hikes and trails, countless wineries and breweries, and some of the most welcoming & helpful people at the marinas, campgrounds and yacht clubs along the way.

To share the day-to-day details of the journey would take far more than this article could hold. Should you embark on this journey, we're happy to provide detailed information and share our thorough research notes and captain's log.

The Columbia River from Portland to Hood River (and the stops along the way) is a path well-travelled. We've made that trip several times before, in both the winter and summer, and we have gone as far upstream as The Dalles. Everything upstream of The Dalles was new territory for us, which was exactly our intention. That sense of new places, discovery and



Anchorage at Miller Island, upstream from The Dalles

adventure, heading into the unknown, is a big part of why we love cruising.

Once we continued past The Dalles, and the further upstream we went, the less recreational traffic we encountered. That was surprising to us. Why would more people not be exploring this extraordinary part of the world? We'd see occasional pontoons, and a plethora of fishing boats when we were near a town, but they stayed very close to their home boat ramps.

There are only a few yacht clubs along the Columbia River, but they were absolutely delightful and so accommodating! You could tell they were thrilled to have guests and wanted to be as helpful as they could. The Walla Walla Yacht Club was having their end

of summer concert the night after we arrived, and insisted we stay (of course, we did!). The Clover Island Yacht Club ensured we had access to their clubhouse,



Guest dock at Clover Island YC

showers, laundry facility, BBQ grills, and ice machines. Several people even stopped by each day to ask if we would like a ride to anywhere in town.

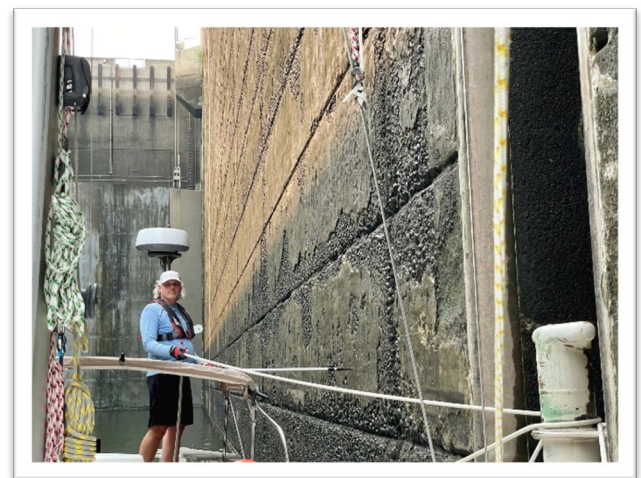


Basalt columns on the Snake River

Once we entered the Snake River, there were no more yacht clubs, and no more towns. Just miles and miles of canyons, basalt cliffs, sweeping hillsides, occasional patches of bright green farmlands or vineyards. There were a couple of parks that were still busy with summer boat traffic. It was before Labor Day, so the parks were still open for the season. We could tell that these parks and campgrounds get very

few requests for transient moorage. They weren't sure what to do with us! But, they were all gracious and accommodating.

The lock masters, particularly on the Snake River, are not accustomed to much recreational traffic. Many of them were excited to see us and wished us well as we left their lock. We were very careful to give ample advance notice, respect the summer schedule and always ask if our tie up plan was acceptable. There were 3 occasions where the commercial barges had to wait for us, as it was “our turn” to lock through. We made a special effort to thank those captains for their patience. We took a tour of the Lower Granite Dam the day before our transit and stopped to talk to the Lock Master in person. He was delighted to hear about our



Navigating the locks.

trip, and even told us that the Little Goose Dam lock master downstream had told him about us a couple of days ago, and to be expecting us.

The basalt cliffs flanking the Snake River's banks, and the fact that the river is 50-80+ feet deep all the way to the edges in many places, made it clear that anchoring is not really common in these areas. As we got further up the Snake, we did note several shallow areas that seem well out of the shipping lanes. We plan to explore some of those on the downstream trip and see if the bottom will hold an anchor. With the amount of basalt and granite, we have our doubts.

Would we even make it to Idaho?

When we set out on this trip, we were not sure of our final destination. Of course, we had our sights set on Lewiston, but in our months of prior planning, the ***Railroad Bridge at Mile 61*** of the Snake River gave us much reason to be skeptical. Would we make it to Idaho, or would that bridge limit our adventure to Lyons Ferry being our furthest upstream stop? All of the charts have that bridge listed at 51.8'. We knew our VHF antenna was about 2 feet of our air draft. If we climbed to the top of the mast and took down the antenna, we would fit, but with very little margin for error! We also knew the risks of having our VHF antenna down, considering the dams and commercial traffic with whom we must communicate. We talked to the lock masters about volume of water flow and checked the US Army Corp of Engineer web site for daily water release information. We talked with the park hosts about water levels. We talked to the commercial tug operators and river cruise captains about their air draft. We even considered how full our fuel and water tanks would be, and therefore how much deeper we may sit in the water. We asked just about everyone that might have had some insight into the various factors that would affect our clearance.

We approached the bridge, VHF antenna in place, in neutral at about 0.3 knots of speed, with a hand ready on the throttle to push hard into reverse if needed. Adrienne stood watch on the stern and directed to stay clear of any lights. Peter kept us on course slow and straight. Thank goodness there was no wind that day! The moment the windex needle could be seen in the foreground of the metal bridge when looking straight up, we knew we would be okay. BARELY! It felt like we had less than 2" to spare, although in reality it might have been as much as a foot! The high fives and smiles kept going for an hour after that bridge. ***IDAHO OR BUST!***

We are sure that on the downstream trip, conditions will be slightly different. Water levels may be different, the swells could prevent us from holding as steady. So, we will pass under that bridge with equal amounts of caution. Had that bridge been unpassable, we would have missed 80 miles of the Snake River and some of the most extraordinary canyons and landscapes. The upper Snake River felt like sailing through the Grand Canyon!

Arrival at the Finish Line

When we arrived at the Hells Canyon Resort Marina in Clarkston, we were met by the self-designated “greeting committee” and told we were their first cruiser guests this year that had made the trip all the way upstream, and that they had only one visitor last year. This was truly a special occasion for them, and they made us feel so very welcome. Since there isn’t really an overnight-safe dock on the Lewiston side due to some low bridges that restrict access, we took a day trip over and tied up at a day dock at a park to spend a day in Idaho.

After a few days of decompressing, reprovisioning, and exploring the sister towns, we are ready to start our downstream journey. The weather has shifted from summer to fall, and many of the seasonal experiences we had on the upstream will be new and different with cooler temperatures and fall colors. The winds will likely be against us much of the time, which may mean more motoring will be necessary. But we are open and ready to receive whatever comes our way.

We are timing our downstream schedule to meet up with the SIYC cruisers at the monthly outing at East Government Island’s Bartlett Landing the weekend of October 22-24 and hope to see many of you there!

Adrienne & Peter, S/V Amazing Grace

From Eric & Pam Sellix, SV Pied-a-Mer III



Merhaba,

Well, things have improved since our September cruising report. Packages finally arrived, 40% customs duty on one of them! Eric replaced the thermostat and igniter on our Australian BBQ and the alarm and sensors on our propane system. Bits and pieces arrived from Sail Rite, and we received a duplicate credit card. However, we still are tied to the dock. As much as Eric wants to get out to make sure that the sails will still

go up, the water-maker will still work, all systems are good, he really wants to finish the cockpit enclosure, which he has been dreaming about for 9 years. So we are still in Alanya with 2/3 of the enclosure completed.





TURKISH TIDBITS

I spent a good deal of time this summer at a beach close to the marina, which is used solely by locals, no tourists at all. It is quite a ways down the coast from the popular tourist area of Kleopatra Beach, otherwise known as the Turkish French Riviera. Summers are very hot and humid in this part of Turkey, this summer being even hotter than normal. Families would begin arriving early in the morning, setting up beach umbrellas and chairs, picnic baskets and inflatable beach toys, organizing themselves for a day of sun, water and friendship, a scene much like what you would see

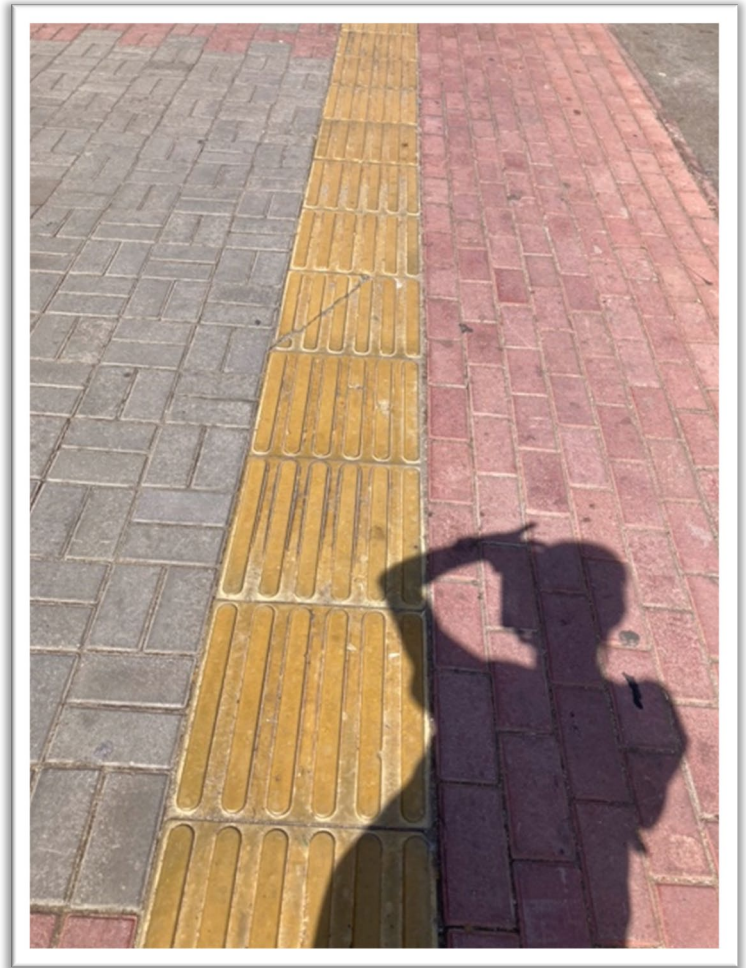
in the United States with one interesting exception. Turkey is a secular country with a majority Muslim population. This was evident at the beach where many of the women were swimming while completely covered up in brightly colored fabrics, long sleeves, long tunics, long pants, head coverings all



in beautiful colors. These swim ensembles are Burkinis. It was interesting to me that Nike has a large collection of Burkinis and much of the research that went into the design was done in

Beaverton. However, Nike does not use the term Burkinis, they refer to the swim ensembles as “modest swimwear”. The New Yorker in their December 9, 2019 issue featured an interesting article “Nike Takes The Modest Plunge Into Modest Swimwear”.

In all the countries we’ve visited we have used public transportation—buses, trams, tuk-tuks, trains, but not in Turkey during Covid. We taxi into town and then try to take care of all our errands “on foot”. I have seen yellow paths on all the major sidewalks but had no idea what they were for until I read a piece from the Alanya Police Department that read



“Don’t Hinder Be Aware
Sidewalks are not parking, but pedestrians walk.
Yellow lines are not ornamental,
They are for pedestrians with vision impaired!”

So of course, I had to take a photo.

PASSPORT RENEWAL IN TURKEY

I need to renew my passport. I still have 8 months before expiration but many countries want 6 months for clearance and by the time we leave Turkey and reach the UK I will only have a couple of months before expiration. I have two choices for renewal. I can go to the American Embassy in Ankara (300 some miles) or I can renew by mail. I am planning on renewing by mail and the other day I began to

research the process. As nothing has changed since my last passport was issued the process seems fairly simple however, we have learned that nothing requiring paperwork is simple in Turkey. The renewal form is filled out online, printed and then mailed to Ankara. The renewal fee cannot be paid via credit card, it must be paid by a cashier's check in USD, from a main branch of Garanti Bank (Turkish Bank). The cashier's checks are valid for ten days and should be received at the Embassy at least three days before the expiration date. The instructions indicate that the bank may not understand what is needed and if that is the case there are two telephone numbers that the bank can call for instructions. So, first step is to locate a main branch of Garanti Bank—the girls in the office weren't sure which were main branches.

Next question, will anyone in the bank speak English? I phoned the bank several times, the office gals phoned—no answer. I still was not sure if I was calling a main branch.

Now, I don't need to actually send my application in until November, but I do need to get my "ducks in a row". I had to visit the bank, find out if someone spoke English, find out if they could do the cashier's check, do I need an appointment, how long would it take, is there a bank fee? My plan was to go with Kerim, our Friday taxi driver, he has translated for us before and his English is fairly good—I usually understand him. The day before Kerim was to pick me up I met a Belgium cruising couple, Monique and Eddy, who have a boat and a house here in Alanya. Having for many years dealt with Turkish red tape, they convinced me that as helpful as Kerim might be, this might be over his head—they have a Turkish friend, Metin, who is a genius at ploughing through the Turkish system.

The next day Monique, Metin and I arrived at the appropriate bank, it was the main branch. Metin took my iKamet (residence card) and explained, in Turkish, what I needed. The bank teller checked with her supervisor and returned telling Metin that I needed to open a bank account. Now, the paperwork from the US Embassy indicated that this wasn't necessary however, as Monique told me, "The Embassy is there, we are here, this is Turkey". I asked Metin what the minimum was to open an account, he told me you didn't need money to open an account—really? OK, let's do it. Naturally, it didn't go smoothly. The teller had my iKamet but there was a problem—when she went to her computer, she found that my iKamet did not have an address with it. The government has quite a sophisticated computerized

system for tracking all kinds of information about residents, but they do not have any boxes to tick for live-aboards. We were told we had to go to the Nüfus Müdürlüğü, the population government office. Monique drove to the office and we were told that they could not help us, we had to go to the Alanya Directorate of Migration Management (immigration). Finally, 45 minutes later Metin said that the marina address was now linked to my iKamet. Of course, Eric doesn't have an address linked to his! Monique drove us back to Garanti Bank where a new clerk spent over an hour setting up my \$0 account! The amount of paperwork was amazing, page after page after page—all in Turkish.

We'll see what happens in November when I go to get my check.

Until next month,

Pam & Eric Sellix, SV Pied-a-Mer III – www.sailblogs.com/member/sesesail/



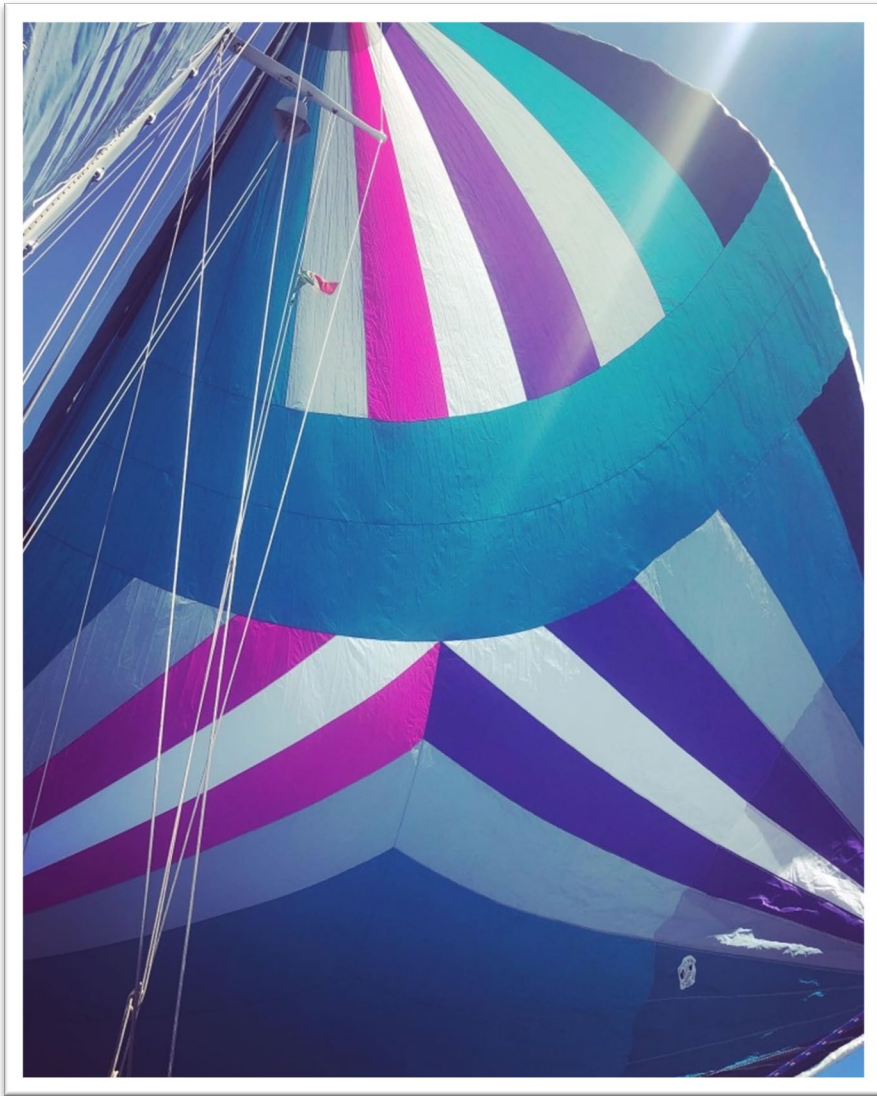
From Rob Martin (RacerRob) and Sarah Laidlaw, S/V Mapache

The Wind

Our feelings about the wind have been a continued flip-flop, hypocrisy, battle of desires, irony, however you want to call us out. We complain tirelessly about our lack of wind when we are at sea and forced to rely on our temperamental engine. Yet we whine incessantly about the excess of wind that keeps us on anchor because it is too strong for us newbies to sail, it creates uncomfortable waves, and it ensures chilly days and nights in ports.

I have never known the wind as I know her now. I have wooed her as we bob along in the ocean, attempting to entice her to whisper a gust, a breeze, or even something more steady. I have learned a healthy fear and respect of her power as I sat in my boat feeling like the wind is tearing through us with only a

chain and metal scoop, dug into some sand, preventing her from pushing us onto a reef. That feeling is worth sharing.



The precursor to a strong wind is a background noise, a buzz to which I fail to pay attention but know I should. It sounds like a ghost sucking the air out of the night. Then, it transforms from background into a powerful plane quickly approaching. The roar of the jet engine comes quickly and unavoidably. The halyards start to tap an eerie warning on the mast, which increases in pace and intensity, cementing my understanding that there is no escape. Then, the rigging starts whistling and a hole in the metal piece around the backstay begins to play like a flute performing a lonely dirge. The waves lift the boat up and let it crash down, creating a jarring thud

against the hull as if the wind has soldered the water into something solid. The ropes, the wood, and the fiberglass start to creak with an increasing energy that transfers to my gut. When the jet plane arrives, the pressure from its force pushes down then pulls up on me, the boat, and the air as it passes over.

The power maintains like a fleet of jet planes continuing to fly by. The consistency allows my brain to adapt and accept. But then the percussion of the boat begins. A cabinet door, slightly loose on its hinges, taps; a jar slides back and forth in a cabinet; the companionway stairs creak; and halyards continue their knocks on the mast at an allegro pace. The tapping, sliding, creaking, and knocking drill into my head, reminding me of every nagging thing I said I would do, but did not. The

incessant performance taunts that one of those things will be our demise. I think of the anchor's set failing, the gear tied on deck escaping, and the lines and sail cover wearing through. Yet, the wind handicaps me in a way that prohibits any double-checking at that point. The sound deafens me. The rocking steals my sense of balance. The only thing I can look at, while standing on deck, are the white caps of the waves that are the wind's army.

The wind keeps us in our boat-cell until it decides to release us or to allow us to harness its power with our sails. We were held by the wind in several spots along the Pacific coasts of the U.S. and Baja. It is those experiences that have kept me humble to and in awe of nature's power. Now, on the east side of Baja, in the Mar de Cortés, we have not been held up by such extreme blows. Rather, we sit in anchorages waiting for the *right* wind. We are traveling north, so we want the wind to blow from the south to eliminate the possibility of the boat beating into choppy waves and to allow for an easier point of sail. And we want sufficient wind to allow us to sail, rather than motor. The luxury of being picky about the type of wind we want to travel



under is not lost on us after our tough ride from Portland, Oregon, to La Paz, Mexico. Our experiences in the Mar de Cortés have been full of peace, beauty, ease, and new friends. More details of the Sea in the next post.

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

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.



Approaching Bonneville Dam, abreast of Beacon Rock

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. We publish every month except July and August, a few days before the monthly membership meeting. The deadline for submissions is the 25th of the preceding month.
