



P.O. Box 2524, Portland, OR 97208-2524 www.siyc.org No. 411, November, 2021

SIYC OFFICERS '21-'22

Commodore
George Stoneclife
info@siyc.org

Vice Commodore
Craig Johnston

Secretary
Debby Khoja

Treasurer
Tim Hryciw

Rear Commodore
David Mery

COMMITTEE CHAIRS
Membership Committee
Ray McCracken

Newsletter
Barbara Johnston: newsletter@siyc.org

Website
Jay Kerr

This month's cruising reports
start on page 14.

November Meeting

November 5, 7:30 pm, Via Zoom
Watch for your email invitation

Our featured speaker: Ian
Weedman, of Brion Toss Rigging,
will answer all your rigging
questions.



And don't forget -
SIYC's Christmas Party
December 4 at 7 pm
IN PERSON at the Stonecliffes'



SIYC Clothing and Caps Now Available

Taylor Made T-Shirts Co. has our SIYC Burgee logo on file now. If you would like to have a jacket or sweatshirt or cap with our embroidered logo, Sue Stonecliffe has their catalog. She will



Comments from the Commodore

In spite of a 'cyclonic bomb' with a barometric pressure drop to 983 mb, the Halloween Cruise went on as scheduled. Seven intrepid sailors participated in one of the wettest and windiest cruises in recent memory. Costumes (see Sue and me above), pumpkin carving, harvest foods, and camaraderie were highlights to this memorable event. Another highlight was inducting Peter and Adrienne, S/V Amazing Grace, into the Club!

Looking forward to the Thanksgiving Cruise, our hosts will be Rudy Marchesi and Susan Fichter. Details can be found in the article on page 3 and in a forthcoming notice by email.

We look forward to seeing you on our November 5th Zoom Meeting where our boat rigging program will be presented by Ian Weedman. Bring rigging questions that you need answered.

George Stonecliffe, SIYC Commodore

bring the catalog and Taylor Made business cards to the cruises, the Christmas party, and all in-person club meetings.

Choose from a huge variety of styles and colors from different manufacturers. With the style



number in hand, you can call Taylor Made and talk to one of their employees. With your credit card number, they will order your garment, have our logo embroidered on it, and mail it to your home. You can also have your boat name embroidered on the front of a jacket for an extra \$5.

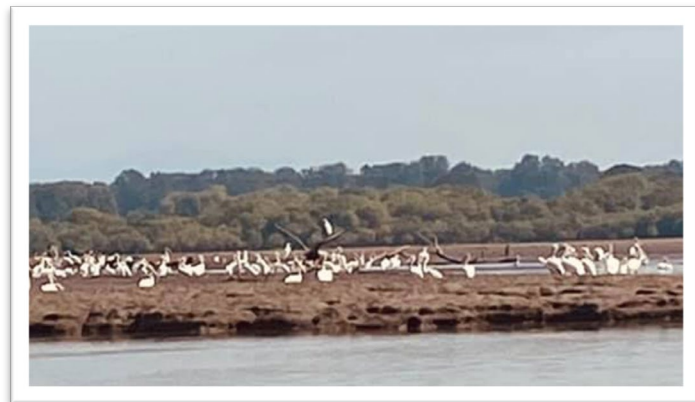
They include your order with orders from other customers so there are no added handling or shipping charges from the manufacturer. Stay tuned for more information from Sue after her rain jacket order arrives. You can also Google apparel items from the Port Authority website to get an idea of their offerings and costs before adding our logo.



Coming Up: Thanksgiving Cruise Gilbert River, November 19-21

This year's Thanksgiving cruise is going to be held at Gilbert River, a nice central location for those coming down from Portland or up river. It's an interesting location because the dock is not connected to the landing, so we will have a wonderful floating event. Since the October cruise was canceled, we can recreate the plans to explore the river and Sturgeon Lake by dinghy or canoe/ kayak.

If you can't bring your sailboat to this cruise, it should still be possible for you to join us for the Thanksgiving dinner event to be held Saturday evening. This will depend upon you or a member boat being willing to launch a dinghy for



the very short trip from the dock adjacent to the Gilbert River boat launching ramp. It would be important to have this all arranged in advance.

Rudy and Susan from SV Allegro will be hosting this year and coordinating the menu. They will be handling the turkey of course! If you plan on going, please connect with them and let them know what you can contribute to our dockside Thanksgiving meal. There are sure to be plenty of grape-based libations given Rudy and Susan's day jobs. Hopefully others will bring some musical instruments and appropriate treats. We ask that you be mindful of the applicable Covid regulations -- bring your mask and enjoy the opportunity to gather safely together.

If you're planning on attending, please bring dockside chairs, a table and if you have it, an awning. If anyone has a propane heater suitable for outdoor use, that would be a great addition. Please let us know you're coming and what you'll be bringing. It would be great having you there!

News from CRYA



The [Columbia River Yachting Association](#) is an umbrella organization for various boating clubs up and down the Columbia River and its tributaries. SIYC is a member. Our Commodore, George Stonecliffe often attends the meetings, and he receives written communications from the club.

George asked that the following letter, important and informative for river users, be shared via the SIYC newsletter. The letter is from [Waterfront Organizations of Oregon](#), to Multnomah County District Attorney Mike Schmidt, Portland Mayor Ted Wheeler, Multnomah County Chair Deborah Kafoury and the Commissioners of the City of Portland and Multnomah County.

Request for Immediate Return to Law and Order *The Waterfront Organizations of Oregon want to communicate STRONGLY the community need for protection and security of our families, employees, customers; our homes, businesses and properties. Law enforcement, incarceration, prosecution and punishment is needed for breaking the laws our society needs. Anything short of that will promote and continue the lawlessness spurred by prior decisions.*

Our neighborhoods, our homes and our properties are being overrun by criminals who have no impunity for their actions knowing that, at most, they will be given a citation, won't be jailed, likely not prosecuted nor convicted or punished. To watch them smash the windows of cars at Delta Park while the parents of the children playing sports are seated right next to the vehicle illustrates how out of control these criminals are.

We are paying a heavy price for the drop in law enforcement staffing seen with the increase of private security services and infrastructure as well as a heavy cost for losses in theft, damage and vandalism and the psychological damage from not feeling safe.

We support the efforts on sheltering, dealing with drug addiction and mental illness. These need not be conflicting goals. We strongly request the immediate focus on doing anything and everything possible to bring back law and order to our city. Some ideas include rehiring retired police, staffing the positions needed to fast track new hires and training, funding private security for neighborhoods and business district associations as a stopgap. The City has the funding available from the budget surplus (\$62M less \$32M set aside). We ask that you invest it

in returning law and order. We ask Multnomah County to restore the law enforcement on the water. The MCSO River Patrol Units have been cut back from two boats and two shifts all the way to one boat and one shift and 25% of that time they are called off for serving papers. Our MCSO RPU protects over 110 river miles, is partially funded by the OSMB and is needed for the crime that is escalating on the water.

Along with the staffing for law enforcement, it is imperative that the criminal justice system be supported including jails, prosecution, conviction and punishment. We ask the city, county and state work together to ensure all areas are robust and effective. We ask District Attorney Mike Schmidt to restore prosecution of all crimes with more resources provided by Multnomah County and the State of Oregon.

While WOOO is a statewide organization and our out of city members are benefitting from the exodus of customers from Portland member businesses, we do support the Portland waterfront and the city itself in thriving and becoming the best it can be. We ask that immediate action be taken before another life is lost, another job impacted because family transportation was taken, another family goes homeless because of the economic impact of crime, another business closure because of increased costs and loss of revenue from customers fleeing or another family leaves fearful to live any longer in a town they once felt safe in.

Please take immediate action.



Member Terry O'Shea Talks about his passage from San Diego to Honolulu.



Note from Editor: Terry O'Shea was the featured speaker at the October 1 membership meeting. He informed and entertained us with the details of his trip. Here are SIYC Secretary Debbie Khoja's notes from the event.

Crossing the Pacific with Millennials and Other Things You Shouldn't Do

Terry is an SIYC member and owns a Hans Christian MKII 38. In January and February 2021, he started planning the voyage from San Diego to Hawaii. He sold his house in 3 days in March 2021 and packed out in 28 days. Moved 70 bottles of Irish whiskey on the boat and shipped his goods to Hawaii along with both cars.

Preparation:

Terry hired a rigger to inspect and tune all rigging. He re-rigged with 316 stainless so it wouldn't corrode (his boat had type 304 stainless which is more subject to corrosion). Terry replaced leaky teak decks, using BBQ skewers soaked in polyester resin to stick down holes, added more resin, and then added 5 layers of gel coat. Life raft was serviced. The coated stainless-steel lifeline was replaced with uncoated stainless steel. 4 Trojan 6V 124 D batteries were installed in June 2020. Updated his captain's license at the Training Resources Maritime Institute (<https://trlmi.com>). They not only do training and proctor the tests, but also

help with all paperwork for USCG licenses and are keen on what jobs are available. Reviewed ship articles, gathered lots of charts, stories and videos on how to do the Pacific crossing. Had crew sign release waivers. Went on Shakedown Cruise.

Provisioning:

28 cases of bottled water
36 rolls of toilet paper
Pre-cooked meals for 6 days with 3 meals per day.
160-gallon diesel tank
175-gallon water tank
Engine and other spare parts
3-pound propane canister.

It's 2400 miles from San Diego to Oahu. Best time to cross is between April and May for the least chance of a hurricane or storm. Plan on 18-28 days sailing from San Diego. Try to get there before June 1. Layout a planned path and review with crew. Check radar and weather faxes. Give the Sail Plan to family.

Watch Schedule:

4 hours on and 8 hours off for 3 crew members. Terry did 6-hour watches so the cook could do 2-hour watches.

Crew:

Daughter's friends Zack and Andy were cooks and signed up to be crew. Everyone else bailed on joining the crew.

Cruise Details:

- Started on May 6, 2021 at 7am - flat seas.
- 1st 4-5 days very rocky; tight watches because a lot of traffic.
- Head SSW until nearly 25°S, and then turn West.
- Before turn, hit the doldrums for 3 days, then bad weather, stayed in our bunks for 2 days.
- After turning West, wonderful sunrises and sunsets.
- Wrote messages and dropped them in glass bottles
- 22nd day – saw the Big Island of Hawaii in the horizon.

- 24th day entered Kauai channel.
- 24 days, 14 hours and 34 min arrived at Ko Olina Marina.

Watched Movies every Night:

Watched 1 or 2 movies every night on a 12-volt TV with VCR. In a store displaying TVs, look behind the TV and find the brick which is a 12V. That's what you want to get. Terry clipped off the AC line; only draws .5-amp hours.

Hiccups:

- Lazy sheet hanging on the lifeline whipped up and down and broke the lifeline.
- Turn buckle failed on the lifeline; added spare turn buckle and fixed it.
- Chafe was on top of the halyards; Terry pulled down the main and genoa to check sails and was shocked to see chafe on top of the halyards.
- Auto pilot broke down every 3 days; had to rebuild it with miscellaneous parts. Started 3 complete autopilots and ended up with 2 autopilots. It was a belt-driven autopilot that goes around the wheel; might be time to upgrade autopilot. **Bring gorilla glue it works well with autopilots.**
- Ran out of propane after 19 days because crew only filled propane canister with 1 pound of propane instead of 3 pounds. They also cooked too much and baked bread.
- Software for weather fax didn't work. Downloaded off SSB onto IPAD. Then Apple off-loaded it when we went offshore. SSB Radio hard to hear. Other backups didn't work.

Tips:

- Packed cabinets with bubble wrap.
- Used the water heater and packed insulation around the water to cook food after running out of propane.
- Charged thru solar panels and had backup batteries
- New Beta Marine Kubota engine for the boat ran well. Ran engine 2-3 hours a day to get out of the doldrums; still had 50 gallons of diesel left when arrived.

- Showered every other day; still had 25 gallons of water left when arrived; had 16 cases of water bottles left on the boat. If the boat sank, Terry's plan was to open the hatches, let the water bottles float up, then gather water bottles and put into the life raft.

Best Purchase:

Garmin InReach Tracker – cost \$350. Unlimited text messages for \$50/month. Never felt alone.

Invaluable Assistance:

- Waikiki Yacht Club said to motor south for 2 degrees to get to wind.
- Ray McCracken was very helpful.

QUESTIONS:

- How many bottles of whiskey left when arrived in Hawaii? **We don't drink when we are underway, so we still had 70 bottles of whiskey.**
- Would I do it again? **Yes!**

Marina Slips in Hawaii and French Polynesia

Ko Olina marina runs \$900 month; in San Diego Terry paid \$1200 month. Kauai marinas are 80% full. Anchorage in Hanalei Bay is empty. We talked to boaters coming from French Polynesia and they said it's not crowded; rumors were that it was. Hawaii has government marinas which are cheap and full. Private marina cost a lot more and have room.

Everyone thanked Terry for an amazing presentation.



Meeting Minutes



SIYC Virtual Board Meeting Notes September 28, 2021

Board Members Present: Commodore George Stonecliffe, Vice Commodore Craig Johnston, Treasurer Tim Hryciw, Secretary Debbie Khoja, Rear Commodore Dave Mery

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

Meeting started at 7:00 pm by Zoom.

Commodore Report: George called Sam and was informed that the **Sauvie Island Academy's** Board wants to wait until the beginning of 2022 before any SIYC in-person meetings are held at their facility. Although SIYC has paid to use of their facility for 2021-22, we can consider this is a charitable donation to the Academy.

Vice Commodore Report:

- Craig reviewed dates for Nov and Dec SIYC Board meetings due to Secretary's scheduling conflicts.
 - **Nov Board meeting** will change to Tuesday November 2.
 - **Dec Board meeting** will remain Thursday December 2. This is a brief meeting to discuss preparations for the December Party.
- **October 1 Member Meeting:** At 8pm, Terry O'Shea will talk about his cruise to Hawaii. We need to streamline the business portion of the meeting to start the presentation on time.
- **November 5 Member Meeting:** Ian Weedman from Brian Toss Yacht Riggers

will present. Craig will ask about the content of presentation.

- **January 7 Member Meeting:** Sarah Laidlaw and Rob will talk about their cruising experiences in Mexico.

Treasurer Report: Tim mailed a \$20 check to Taylor Made Graphics to create the SIYC embroidered logo and permanently maintain the SIYC name and burgee in their files. He also made an online payment for the SIYC PO Box. The annual renewal fee increased from \$84 to \$134. Next renewal is due September 2022.

Secretary Report: September 10 member meeting minutes were approved.

COVID response: George recommended social distancing for monthly cruises. Members should bring their masks and be mindful of applicable COVID regulations.

New Member Requirements and Meeting

Attendance Tracking: Ray suggested we post new member requirements on the website. He asked if Zoom could provide a guest sign in log or list of meeting participants. Prior to COVID, it was much easier to collect guest information at the monthly in-person member meetings. He doesn't have an easy way to get info on guest and potential member attendances for the past year. George asked Debbie to review member meeting minutes from January 2021 to October 2021 and create a potential member spreadsheet for Ray to use and update.

September Cruise to Gilbert River: Craig reported the cruise was cancelled due to bad weather conditions.

October 22-24 Halloween Cruise: George and Sue will host on s/v Sequoia. They will write a newsletter article about pumpkin carving, costumes, and potluck for Saturday night dinner and Sunday morning. Host will decide on prizes and send out reminder email to members with cruise details and RSVP request.

Clothing Status: Sue received the received the Taylor Made Graphics catalog, business cards and embroidered SIYC logo. She will bring them to the Halloween Cruise. The Taylor Made Graphics website has a virus and needs to be repaired before SIYC members can place online orders. Debbie asked if we could add info and pictures on the website for a few items, like hats, jackets, T-Shirts and sweatshirt. After some discussion, it may be easier to wait until the vendor website is fixed. In addition to listing the product and price on the SIYC website, we would need product description, item number and options for size, color and men/women.

November 19-21 Thanksgiving Cruise: Since there may be safety issues with transient boating near Hadley's landing, Barbara suggested using Gilbert River Docks for the Thanksgiving Cruise. George asked if anyone had a large propane heater and no one at the meeting had one. George asked about renting a large propane heater and there was a discussion about confirming how many people will attend the cruise and if anyone else has a propane heater. It was decided to ask these questions at the October 1 Member Meeting. Craig will bring a refractometer to Halloween cruise for members to test their antifreeze. It's important to test antifreeze if it's over 5 years old.

The meeting was adjourned at 7:43pm.

Respectfully submitted

Debbie Khoja

SIYC Secretary

Sauvie Island Yacht Club

Members Virtual Meeting Minutes

October 1, 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*), Ray McCracken (*Membership*), and Jay Kerr (*Website*)

Members Present: Pierre Blouin & Marie Dion, Mark Church, Ed & Sarah Daugherty, Gardner Grice, Jonah Hintz, Cheryl Hryciw, Craig Hull, Rudy Marchesi & Susan Fichter, Penny Mery, Terry O'Shea, Peter Petrik & Adrienne Palmer, Richard Sandefur, Sue Stonecliffe, Alicia Watkins-McCracken, and Paul Wise

Guests: Jonah Hintz (guest of Gardner Grice)

Attendees Unable to Identify by ZOOM: Pop's Lg Phone, Jo 2X4, 503-621-3470

Commodore George Stonecliffe opened the meeting by welcoming the members and guests. He announced the Sauvie Island School will not allow outsiders into their facility until at least January 2022. He reported that we paid \$300 to use the facility for 2021-2022. Richard Sandefur said he is concerned that we maintain a good relationship with the school due to their reasonable facility fees and our long history with them.

COVID Plan for Meeting and Cruises: The November Meeting will be held by zoom. For cruises, members will meet on the docks instead of inside boats. Masks will depend on the conditions and applicable COVID regulations.

Secretary Report: September 10 meeting minutes were approved.

Treasurer's Report: Tim Hryciw said there were few expenditures over the summer. He recently paid \$134 for the Club's post office box and \$20 to Taylor Made Graphics to create our new logo for SIYC clothing orders.

Introduction of Guests: Jonah Hintz owns an Erickson Mark 32. He and his wife Ivy have taken their boat to the Dalles and back. They are currently in Astoria.

September 17-19 Gilbert River Cruise: Craig Johnston reported the cruise was cancelled due to bad weather. Paul Wise was the only member who RSVPed for the cruise.

October 22-24 Halloween Cruise: Location is Bartlett Landing, East Government Island: George and Sue will host on Craig and Barbara's s/v Sequoia. There will be opportunities to win prizes for 3 contests: pumpkin carving, costume, and boat decorations. Jonah Hintz will bring a propane heater and George will bring an 8x8 canopy. Peter Petrik and Adrienne Palmer hope to bring their boat back to Portland from Lewiston, Idaho in time to join. They will make costumes from whatever they can find on their boat. George and Sue are planning a Viking theme for their boat decorations. Paul Wise said there is a picnic shelter with picnic tables and place for a firewood at Bartlett Landing.

November 19-21 Thanksgiving Cruise: Board members will review safety concerns with transient boaters on Hadley's Landing at their next meeting on November 2. They will decide whether to use Gilbert River Docks as a safer alternative. Paul Wise said he hasn't seen any transients lately during his bike rides past the Hadley Landings on Sauvie Island.

Website Status: Jay Kerr reported that he installed a plugin for a development server where he can design templates without altering our website. He wants to simplify the main menu system. Mark Church is working on an index of forms to put on the website. He suggested using a Blog post to advertise a seminar or event and have a link to a sign-up form. George asked if we could use it to advertise the Portland Boat Show to SIYC members and have them sign up for shifts. Mark said functionality is the key and that announcements and technical items could be part of the blog. He suggested advertising cruises and a way to pay our dues on the website.

Clothing Status: Sue Stonecliffe said it was cheaper to use a local company like Taylor Made Graphics in Clackamas. She will bring the clothing catalog to the Halloween Cruise for members to look at. The vendor website is not working, so members need to write down the catalog item number and call the company

directly to place an order. Sue showed an example of the embroidered SIYC logo, burgee, and name. She said sweatshirts cost about \$25-35, caps cost about \$15. Sue just ordered a waterproof hooded jacket for \$50. She will be writing an article for the newsletter.

November 4 Member Meeting: Ian Weedman from Brian Toss Yacht Riggers will give a presentation.

December 4 Christmas Party: It will be held at Commodore George Stonecliffe's house.

January 7 Member Meeting: Rob Martin and Sarah Laidlaw will talk about cruising in Mexico.

Terry O'Shea, featured speaker

The notes from this talk are included in a special article above in this newsletter.

The meeting adjourned about 9:43pm

Respectfully submitted,
Debbie Khoja
SIYC Secretary

Halloween Cruise Report 2021

George & Sue Stonecliffe, Cruise Hosts



The Halloween Cruise survived threatening weather. Seven hardy souls joined to celebrate

the first cruise of the 2021-2022 season. Sequoia, Openwater, and Amazing Grace were the three boats that came to Bartlett Landing on East Government Island



Adrienne Palmer and Peter Petrik, with their boat, Amazing Grace, at Government Island

One highlight of the Cruise was meeting Peter Petrik and Adrienne Palmer on S/V Amazing Grace. They had been on a two-month sailing cruise up the Columbia/Snake Rivers to Lewiston, Idaho and took in the SIYC event as they were returning to Rocky Point Marina. We took the opportunity to induct them into the Club, as they had already participated in four meetings, this cruise, a boat inspection, and paid the necessary fees. To our delight they have offered to conduct a virtual program in February about their trip upriver to Lewiston and back!

Regarding this year's Pumpkin Carving Contest, Paul Wise came in first with his extraordinary Knuckle Pumpkin. The Costume Contest first place was given, also, to Paul Wise for his sniper camouflage outfit! George and Sue dressed in Viking attire while Craig and Barbara dressed in Colonial officer uniform and deck swab attire.

Right: Sue and George Stonecliffe



Paul Wise in his first-place costume holding the first-place jack-o-lantern





Above: SIYC Halloween Cruise participants
Left: Barbara and Craig Johnston
Below: SIYC Pumpkins by (L to R) Paul, Peter & George



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	Puerto Peñasco, Mexico

2021 - 22 Calendar

GENERAL MEETINGS*		BOARD MEETINGS		CRUISES**	
Date/ theme	Location	Date	Location	Dates	Where/ theme
November 5	Zoom	November 2		Nov 19-21	Gilbert River 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

Amazing Grace	https://sailingamazinggrace.com/
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, newsletter@siyc.org, 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.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.

CRUISING REPORTS

This month features a “Part II” report from new members Adrienne Palmer and Peter Petrik (S/V Amazing Grace). They told us last month about their trip up the Columbia and Snake Rivers into Idaho. This month we follow them as they return. Next, we hear from Kim & Chris Taylor (S/V Kaaluna about their progress toward Mexico. Two boats already in Mexico send us updates (S/V Catspaw and S/V Mapache). And the Sellixes (S/V Pied-a-Mer III) are making slow but certain progress toward their goal of sailing away from Turkey towards the UK.

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

Downstream: Same Same, But Different

By Adrienne Palmer & Peter Petrik

There is a saying at the markets in Cambodia and Thailand, when you see rows and rows of vendors selling what appear to be the same exact products. “Same same, but different...”. The merchants will repeat it over and over to point out that while it may look like their goods are what you’ve seen before, the experience of *their* product will be different.



That is what we felt coming downstream from Idaho to Portland on Amazing Grace, our 37' Southerly 115 sailboat. It was the same two rivers, and the same miles travelled. We enjoyed the familiar waters, and now had much more knowledge and personal experience with the safe harbors and other prior unknowns (like bridge heights!). Yet, everything was completely new and different.

The upstream journey took a month, and we were committed to not rush home, and enjoy this experience with curiosity and fresh eyes. We took 34 days to return to the Portland area, with our final destination of Bartlett Landing, to meet up with the SIYC monthly cruise.

What a glorious new world we discovered. Summer had indeed become fall. Days were noticeably shorter. There was a chill in the air every morning. It dipped into the 30s by the first week of October, which was a stark contrast to the blistering heat of our upstream journey. We had our heaters ready to go at night: our diesel heater when at anchor, and our electric heaters when on shore power - which was very sparse on the Snake River. Our winter wardrobe found its way out of the back of the hanging locker. The trees were turning remarkable shades of yellow, orange and red.

We had read that starting sometime in the fall, there would be more frequent easterly winds in this area. That would have been helpful, as most of the downstream journey is headed west/southwest. But our September-October trip still featured winds mostly from the west as we navigated the Snake and Upper Columbia. We don't mind upwind sailing as long as winds are moderate, but the narrowness of the river made forward progress a bit of a challenge on the days we stubbornly insisted on keeping the motor off. So, we motored more often, and appreciated the totally still days when considering the alternative of days with 20-30 knot winds on the nose, against the current, creating quite the chop and swell. We found ourselves even more controlled by weather, avoiding those windy days and just hunkered down for a few days at a time when necessary to make our days underway more pleasant.

We did find several new hidden gems along the way downstream:



New York Island

- New anchorages, like New York Island, that we spotted on the upstream and noted for consideration if winds were reasonable enough to allow a comfortable couple night stay. They were, and it did, and we had a magical time.
- New parks, like Chief Timothy at Silcott Island, that we had to forego on the upstream due to business meetings the following morning, since it had very limited cell/wifi coverage. The island circumnavigation on foot presented us with the most magnificent sky, and we sat in awe of nature.
- And new hikes, like Hat Rock State Park, that we skipped because of the seemingly shallow and limited dockage, but felt emboldened enough to explore on the second try. The reward was beautiful new terrain to explore and land access to a great park and community of deer there.

We also made a point to revisit some of our favorite stops from the upstream trip. We made it back to the Clover Island Yacht Club just in time for their Oktoberfest Party, where we joined in for the festivities,

made new friends and saw many familiar faces from our upstream stop. We revisited our favorite brewery, Burnt Field Brewing, and had more of their “legit pizza” in Boardman. We stayed a few days at Crow Butte instead of only one night, allowing time for the long walk (3 miles each way!) to the Alexandria Nicole Cellars winery we spotted on Google Maps during our short stay on the upstream.



Alone at Fishhook Park

Because it was after Labor Day, it was now off-season, so even the formerly busy boat launches, active with fishing, ski and pontoon boats, were now empty. Most of the parks were all closed and locked up to road traffic. It made for quiet, peaceful stays at places that few people get to enjoy in such a state.

We marked our progress based on the 8 dams along our journey, 4 along the Snake River, and 4 along the Columbia. Downstream locking was much less intimidating, or maybe it was because we had more experience, and at this point, felt like we knew the lock masters as they recognized *Amazing Grace* by name and welcomed us back through.

We had the pleasant surprise of lots of familiar faces and people excited to see us on our return journey. Those that operate campgrounds. Friendly,

welcoming members at the couple of yacht clubs that hosted us on the upstream. They remembered who we were, and where we were going, and wanted to hear our updates. “Did we make it all the way to Lewiston?” “How was the trip?” “Tell us about your favorite places!” We shared many of our learnings, and experiences with the fellow boaters, and we encouraged them to explore the area on their own.

Downstream of Lower Granite Dam, we noticed a truck hugging the shoreline and it appeared to be trying to get our attention. Finally, they found an outcropping that provided a perch to park, honk their horn and wave. We looked through the binoculars. It was the couple that gave us a tour of the dam, then a ride back to *Grace* since we were docked on the opposite side of the dam and walking across is not allowed for security reasons. They were volunteers for the Army Corps of Engineers and lived at a nearby RV park. They recognized *Grace* sailing by. It was heartwarming to think that they wanted to be sure we saw them, and that they were making such an effort to see us off as we continued on our way.

As we approached The Dalles Marina, we felt the reentry into urban waters and familiar territory. Our AIS started lighting up with mostly commercial traffic. We had travelled this part of the river many times, years before embarking on this trip. We knew that level of familiarity would get stronger and stronger as we continued downstream.



Red Trees in Camas

Crossing from the terrain east of Cascades Mountains back into The Gorge is like entering a different universe. We traded parched basalt cliffs, rock and granite canyons covered with sparse dry grass, desert hills, and virtually no humidity; for lush green, moss and mushrooms, fall colors, waterfalls and dense moisture in the air.



The easterly winds finally arrived as we left Hood River. We had magnificent wing-on-wing sailing in 15-25+ knot winds from the Hood River Marina all the way to Bridge of the Gods. It's as if we were being rewarded by mother nature for our commitment in making this trip and our patience of not rushing her.

Entering the lock at Bonneville Dam, we acknowledged that this was it. When we passed through that downstream gate, we would be on the free-flowing Columbia, and our trip was coming to an end. As we reached the bottom of the lock, the Lock Master notified us that considering our air draft, we would be delayed for 20-30 minutes inside the lock. There is a low bridge on the downstream that would need to open for us, and there is “no opening” restriction in place from 5-



Beacon Rock with Fall Colors

5:30pm for road traffic. We laughed and confirmed. We took that time, totally quiet and still, locked inside a 80+ foot deep concrete cave, to sit and reflect.

Two days later, the easterly winds continued, steady in the mid-20s, with gusts up to 45 knots. With only a sliver of genoa, the winds propelled us at speeds up to 8.6 knots over ground from Beacon Rock, around Cape Horn and into Camas Washougal. We “raced” a tug pushing a double-wide barge for about 8 miles of the run and had fun chatting with him on the radio. He may have been intentionally taking it slow to let us stay just in front of him. The winds were a powerful reminder that we are back in the infamous Gorge.

The 2-hour transit from Camas Washougal to the Bartlett Landing SIYC Halloween gathering offered gentle easterly winds, just enough to fill our sails and deliver us to the docks. We were greeted warmly, had 3 line handlers ready to receive us, and we were gifted a pumpkin to carve as part of the festivities!

Adrienne & Peter, S/V Amazing Grace, SailingAmazingGrace.com

From Kim and Chris Taylor, S/V Kaaluna

The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails. - William Arthur Ward.

We've lived on sailboats for 34 years. In February of 2020, I retired and we were finally free to start our dream of cruising, both on land and by sea. Then Covid hit. Since then we've simply been adjusting our sails.



Our original plan was to sail our dear Kaaluna down the coast to the Sea of Cortez during the summer of 2020. After 2 months on the hard in Ilwaco for a pretty

heavy-duty refit, we considered our options: the fact that Canada had closed her borders, Mexico was rumored to be preparing to close theirs, and San Diego was also talking about closing. We had lost a dear friend to Covid in March and were simply not interested in taking unnecessary risks on that front. We realized that there was no way we could get vaccinated in time for us to head south. So we



made the disappointing decision to take Kaaluna back to Island Marina and hunker down and isolate in our trailer for the winter. We are forever grateful for our many friends that opened up their driveways, properties and hearts to us that winter.

We were able to take a couple of great camping trips with the trailer during the fall of 2020 and then the spring of 2021. More on that another time. As spring approached, we went over our lists and tried to make sure (once again) that we had everything we needed on the boat for our trip

down the outside. Then, sadly, my parents' health started to deteriorate rapidly. There were many calls between the siblings, plans put in place and that becoming obsolete. Sadly, we lost both my stepfather and my Mom within two weeks of each

other near the end of June. We were able to care for them and allow them to pass with as much dignity as possible, surrounded by incredible love.

Then came the work. Cleaning out the home and property that my parents had lived on for over 14 years. It was a LOT of work. We had some help from nieces and nephews and cousins (thank the heavens for family!). My siblings all lived in Montana and Missouri, so they weren't able to be there for long, but their help was immeasurable. Chris and I moved our trailer up to the property and spent the next 2 months going through everything, filling, eventually, at least 3 full 30 yard drop boxes with "stuff," having an estate sale, laughing, crying, occasionally looking at piles of things and exclaiming "WHY???" and sharing vast memories. Finally the house was clean and empty, the joint memorial service had been done and the house was on the market. At that point we looked up and realized that, based on our previous experience and comfort zone, it was just too late to head down the coast with our boat. We had the choice to either hunker down and spend another winter in the northwest or truck our boat down to Puerto Peñasco. And when it came down to that conversation, I looked at Chris and made it clear that I was going to move heaven and earth to make sure that I didn't have to spend another winter up here, I... was... done.

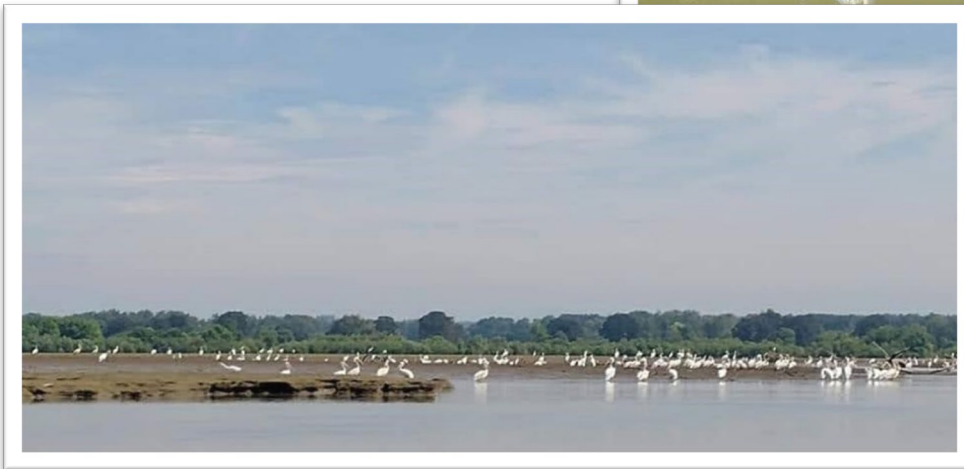
There was a lot that went into the decision. I'm embarrassed to say that the first hurdle was ego. I REALLY wanted to be able to say that we had cruised down the coast with Kaaluna. We loved our previous trip down there with Jasmine Isle. I was small enough to worry that people would look down on us for taking the "easy" way out. Eventually I realized that that was a rather silly worry. We had already made that trip on a smaller boat than our current Mariner 32.

Then we were introduced to Salvador Cabrales, from the Cabrales Boat Yard in Puerto Peñasco. Our friends Rick and Cynthia on CatsPaw and Rob and Sarah on Mapache had their boats at Salvador's yard and, even though they told him about us, he wanted to help. Salvador and his father had made this amazing, heavy duty trailer for hauling boats and Salvador had been hauling boats north and south for a while. We arranged that he would pick us up in Ilwaco and take our boat down to Puerto Peñasco and put her on stands to wait until we could join her.

So, we moved the trailer to our friend's place in Chinook, went back to Island Marina, made lists, cleaned things, removed things, packed things, drove each other

crazy and finally, once everything was as tended to as it was going to get, quietly slipped our lines and head out of our slip at Island Marina for the last time.

We met our good friends Dan and Tammy on Anjuli and Bryan on Air Time at the Gilbert River dock for one last visit. We have spent almost every Memorial Day weekend and most Labor Day weekends on the Gilbert River, exploring Sturgeon Lake, for over 30 years. The area didn't disappoint us. Sturgeon and Crane lakes delighted us with Great American pelicans, blue herons, great herons, snowy egrets, many kinds of gulls, plovers, sandpipers and killdeer,

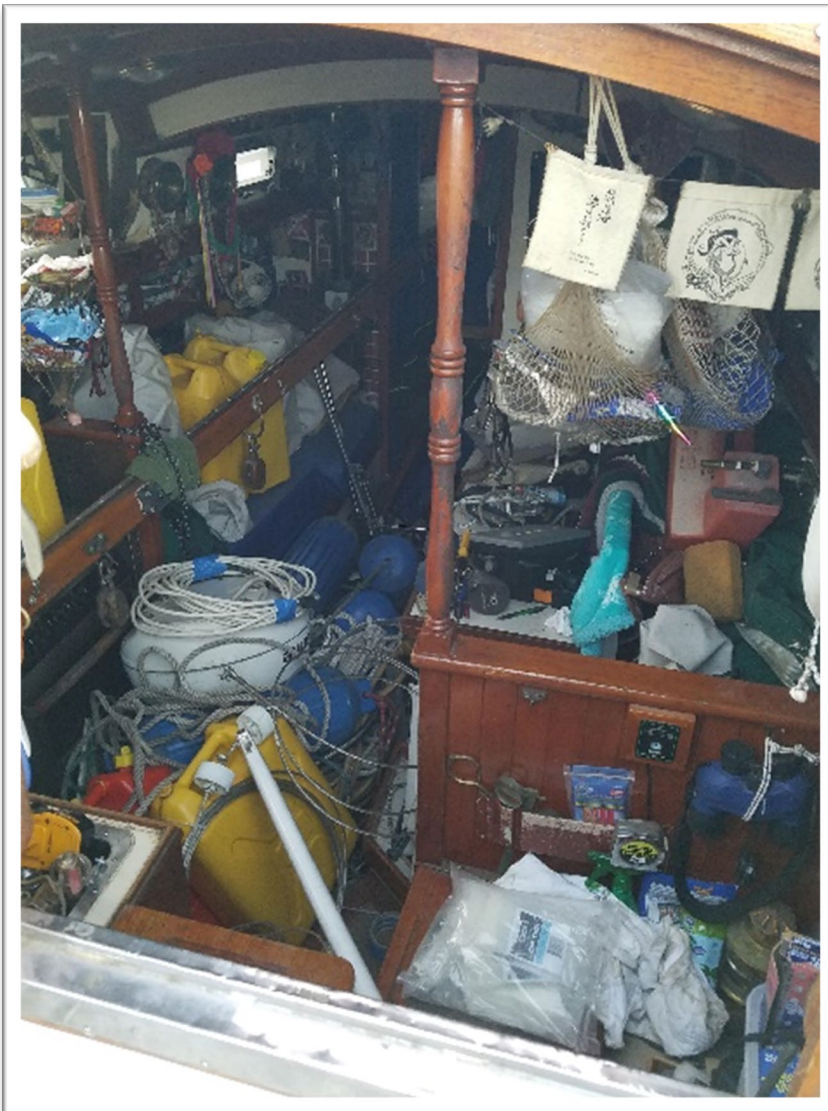


king fishers, red tailed hawks, osprey and even a turkey vulture. The only regular missing from the party were the bald eagles.

From there we had a glorious run, all the way to Cathlamet. Normally we would never be willing to head around Cape Horn in the afternoon as the winds usually come up and make it a lumpy passage but that day was perfect. Glass smooth, no wind, the only downside was that we had finally lost the outgoing tide and were having to battle the incoming tide. We eventually coasted into Cathlamet for a couple of days. Time for a farewell visit to one of our favorite places. We were visited by dear friends, visited the brewery, had an amazing pizza and then, early on a Thursday, in light fog and mist, headed down river. We weren't sure where we would stop, leaving it up to the weather and tide. With the fog lifting and falling again all day, we were very grateful for our chart plotter and radar. We caught a good tide (occasionally making 8 knots over ground!) and made good time down to

Tongue Point, passing it just as the tide was changing. We like to make the crossing to Ilwaco at either slack or ebb tide and we were worried about getting to the mouth of the bar early. So we slowed down, then the tide changed, and we really slowed down. As we were creeping past Desdemona Sands we were able to see quite a few boats catching salmon, the brown pelicans made an appearance and, a first for us, we were visited by harbor porpoises. We made the turn to enter the channel into Ilwaco and, of course, the fog descended for one last time. Eventually we pulled into a spot at the Ilwaco guest dock. By eventually I mean it took us 4

tries to get tied up because the wind kept blowing us off the side tie at the last minute. We finally had to think outside of the box, go to the end tie, then walk the boat around the corner to our intended side tie. Whew!



Friday and Saturday were spent taking down the dodger, the sails, spinnaker pole, boat poles, solar panels, outboard, BBQ, life sling, booms and everything else we could get our hands on and putting them below. We also had to disconnect all of the wiring to the masts and get it coiled and protected during the trip. Everything below had to be padded to protect against vibration. Finally, Monday morning we pulled into the slings and were pulled from the water and gently set on the truck. Now the real work began.

Salvador had to modify his trailer to fit our fat bellied girl on it. While he was tackling that, we had to cut the bow rail off (too tall!) and get the masts pulled. Once the masts were down, we began removing the rigging from the masts and padding and protecting them so that I have a minimum of painting and repairing to

do once we join up with the boat. Finally, with the rigging tended to, the boat secured on the trailer, the roller furling protected with pool noodles and lashed to the main mast, it was time for a break.

We took Salvador to Salt, our favorite restaurant in Ilwaco for some amazing salmon fish and chips and a couple of very tasty IPAs. As we sat outside in the sun, Salvador kept asking us

why we would want to leave paradise. We tried to explain that there is a reason that everything is green up here, but he would have none of it. Eventually we returned to the boat, moved the masts onto the trailer, double checked that everything was secured and protected and said goodbye to our boat and Salvador.



Over the next few days we received frequent feedback and photos from Salvador. Eventually he sent us a picture of our boat, on the trailer with a large Mexican flag behind it. We both teared up knowing that, after over 30 years of work and planning and compromising and

dreaming, and re-doing the dream and compromising again, our baby was finally in Mexico.



For those wondering, why the long trip to Ilwaco, why not use a local yard? Well, Chris and I are pretty intense about doing the work on our boats ourselves. We checked on the local yards and none of them would allow us to wrap our masts and rigging ourselves. As a matter of fact, they didn't want us to even be there when they did the work. So, Ilwaco is one of the last yards that will let you do your own work. Last summer we had Kaaluna hauled out in Ilwaco and placed in a covered space for over a month. We were able to do a great deal of work, out of the weather and ourselves. The people there were helpful, friendly and knowledgeable. It was wonderful to have them help us finally get Kaaluna on her way.

So, a year and a half later, through many twists and turns, tears and laughter, many adjustments to our sails and compass course, we are finally where we intended to get all along. Now, the adventure can begin. Stay tuned....

Kim & Chris, S/V Kaaluna

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

Sunday, October 17. Tonight, Cynthia made a lot of finger food. Humus, olives, melon chunks, dolmas, flatbread etc... And we had several people over into our space under the motorhome canopy. I





made a pitcher of blackberry martinis and got out our jug of Bachanora, a Mexican bootleg mezcal.

As I was listening to different conversations, I realized how strange this gathering would be to non-boaters. Toots and Phil are heading south to Australia, Mike and Katie are heading to Puerto Vallarta, Patricia and David are from Switzerland, Cheryl is heading to Oregon to help deliver a schooner to Cabo San Lucas.

All of us cruising people carry our shower stuff in a bag, we don't always have a "bathroom" where all of our toiletries are on our bathroom countertops. We have favorite stores in different cities, we talk about favorite taco stands in La Paz or Santa Rosalita or Puerto Peñasco. Gypsy Boat Trash are us.

Some of us have end-of-cruising plans. Where to settle. Others of us don't know where we're going to stop. From the conversations, some of us are fairly disappointed with the United States. Others are just having a hell of a time, sailing in the

warm water. Although, from our observation, we are all united in this lifestyle. Rich ones, poor ones, everywhere in between. Old ones, young ones, families, single handers. We're all in this lifestyle together. A motley crew, it's true. Love to all, Reeky.

Rich & Cynthia Woldridge, S/V Catspaw

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



Greetings all, from the land of baklava, Chai (Turkish word for tea), Call to prayer and absolutely gracious people.

Alanya seems to be a melting pot of nationalities and now the marina is alive with people from all over the world who, due to Covid, had not been able to get back to their boats. Most have been away for at least 18 months and are finding themselves with quite a bit of boat work. Very few of these folks are live-aboards as most have villas or apartments in Alanya.

The beaches are still crowded with tourists, mostly from Russia. The gullets are busy taking folks out on day and evening tours, lots of very loud music, disco lights and even weddings.



One of the three huge gullets that dock at our marina.



This month we took a road trip to the city of Antalya, on the shores of the Mediterranean Sea 133 km. from Alanya. Antalya, the city, is in the region also named Antalya—a bit confusing. The city of Antalya was first settled around 200BC by the Attalid dynasty of

Pergamon, which was soon taken over by the Romans. Under Roman rule Antalya thrived. It is a unique city where a visitor can swim in the sea in the center of the city.

We are in need of help with our Raymarine system and the Raymarine repair is in

Antalya. Since we were there, we visited the Old Town Harbor (see adjacent photos) where we inquired about marina space. We were told “no room, maybe next month, but probably not”. There is a much newer marina in Antalya but it certainly does not have the flavor of the Old Town Marina.



Hopefully, by the next newsletter I will have my passport, so stay tuned!

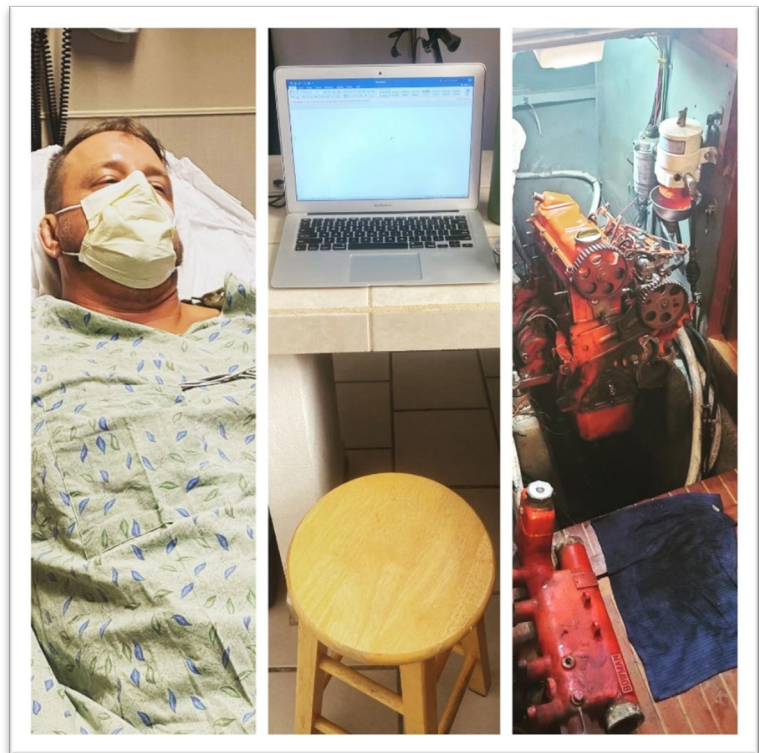
Pam & Eric Sellix, SV Pied-a-Mer III – www.sailblogs.com/member/sesesail/



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

We spent the Sea of Cortés’s hurricane season in Arizona (with quick trips to the midwest and Oregon), while Mapache took a break, out of the water, in Puerto Peñasco’s boatyard. While in the U.S., we were fortunate to spend the summer with our family and friends. We house- and pet-sat, we crashed in people’s spare-rooms, we camped, we dined at old haunts, we created new favorite spots, and Rob had a well-timed, emergency appendectomy. The summer flew, and we did not

get to hang out as much as we wanted with all of the people we had hoped. But there will be next times, whether those be in Arizona or some other corner of the earth. We cannot thank enough all of the people, including my parents, who graciously opened their homes, laundry rooms, and vehicles to us while we visited. THANKS A MILLION!



We are now reunited with Mapache in Puerto Peñasco, and we are wasting no time. We are ready, and set, to go...back to the grindstone. Our goal is to get Mapache back in the water and

sailing south along the Pacific Coast of Central America by November. Rob is tearing the boat apart to complete upkeep and updates. The biggest project is the rebuild of our loving engine. Although the engine helped make many memories, we are ready for less (*knock on wood*) time spent on engine adventures (aka “repairs”). Stage one of that is already complete, with Rob having rigged a system and hauled the engine completely out of the boat, alone. To allow for space to accomplish the boat projects and to have some reprieve from the heat and humidity, we rented a small apartment in town. That is where I spend my days—on the computer for some paid work, and behind the sewing machine for some boat work.

Keep an eye out for more updates soon. We hope you are all well. Thanks for sticking with us in all of Mapache’s adventures.

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.

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, newsletter@siyc.org. 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.
