



# SAUVIE ISLAND YACHT CLUB NEWSLETTER

P. O. Box 2524, Portland, OR 97208-2524

Vol. 332, September 2012

## SIYC OFFICERS '12-'13

Commodore  
George Stonecliffe

Vice Commodore  
Craig Johnston

Secretary  
Sue Stonecliffe

Treasurer  
David Mangan

Rear Commodore  
Garry Weber

## COMMITTEE CHAIRS

Membership  
Ed Daugherty

Database Editor  
George Stonecliffe

Newsletter  
Barbara Johnston

Website  
Mark Nerczuk

## *General Meeting*

*Friday, October 5, 2012*

(First Friday of each month at Sauvie Island School)

7:30 Business Meeting

8:00 Refreshments

8:15 Program: Trip to Haida Gwai, BC,  
Canada (George & Sue Stonecliffe)

9:15 - RAFFLE (see details next page)

## *Upcoming Cruise Weekends*

**September 22 & 23:** At the Gilbert River Docks, hosted by George & Sue Stonecliffe. Food theme: Summer BBQ/picnic. Call George or Sue for more info: 503-352-9414

**October 20 & 21:** At East Government Island Docks, hosted by Mark & Becky Nerczuk. Bring a pumpkin to carve, and a costume to wear to dinner. Food theme: "something scary" or "trick-or-treat". Call Mark (503-577-5662) or Becky (503-577-5660) for information.

Be sure to check out this month's  
cruising reports, starting page 9.

***Don't forget!*** Carol Hasse of Port Townsend Sails will be the guest speaker at our November 2 meeting. This is one not to miss - and a great way to show our club off to prospective members. See more details inside on page 3.

## Commodore's Comments

It was inspiring to hear our guests, Mike and Sandy Wilson, share their growing love for sailing. They described their sailing lessons leading to friendships, racing opportunities, and finally the purchase of their 36' Catalina sloop. In fact Mike has already been offshore on another boat's entry into the 'Bridge to Bridge'. Do you remember your first years in sailing? It's a lifetime addiction, isn't it?

Looking back through the SIYC historical files it is impressive how many sailors the Club has touched. This last year, we have had four member boats head south adding to the existing members, making eleven boats that are currently cruising out of the Pacific Northwest. As we build our membership numbers, we will continue to inspire and educate and follow those who come our way.

Our website [www.siyc.org](http://www.siyc.org) continues to reach out to the community of sailors and potential members. A new brochure heralds our purpose. And the best marketing we have remains your word-of-mouth. The Wilsons were invited and encouraged by Nick and Gail on sv *Ursa Minor* for example!

--- George Stonecliffe

## Raffle

For our October 5 meeting, bring your unwanted but desirable nautical or other items to be raffled off at the end of the meeting. Your contribution can be anything you think might be popular with other members – from fenders and cruising guides to a box full of homemade brownies or a bottle of wine. We're raising funds to cover Carol Hasse's honorarium and travel expenses, when she makes her highly anticipated appearance at our November membership meeting.

## October Meeting Speakers: George & Sue Stonecliffe



The program at our October 5 meeting will feature George and Sue Stonecliffe, describing their journey

up north to the islands formerly known as the Queen Charlottes, and now known as Haida Gwaii. The area, off the northern British Columbia coast, is known for its sometimes rough weather, as well as the spectacular cultural resources of the Haida people.

Don't miss this opportunity to learn about George & Sue's sailing experiences and their encounters with amazing artwork, heritage sites and Haida people.

## America's Cup Party, October 7<sup>th</sup>

George and Sue Stonecliffe invite you to a party at their home to watch the America's Cup on NBC. The airing will be October 7<sup>th</sup> from 1:30pm to 3:00pm. Bring your own beverages.

Party Time: 1:00pm to 3:00pm  
Address: 10962 NW Lucerne Ct.,  
Portland (Google Map) or call for directions

Please RSVP to 503/352-9414

## November Meeting Speaker: Carol Hasse



You must not miss our November 2 meeting, and Carol Hasse is the reason! The last time she spoke to the club, six or seven years ago, we packed the room with interested members and guests, all of whom were very reluctant to go home at the end of the

evening. Her talk will focus on sail selection and trim for cruisers, and she'll have valuable information for every one of us, no matter our experience level.

Carol Hasse has logged over 45,000 offshore miles in northern and southern latitudes on boats varying from 25 to 101 feet. She spent the mid-1970s sailing a Jim Brown Searunner trimaran to the South Pacific and building a 47-foot Ed Monk-designed ketch with friends, which launched a renowned career as sailmaker, sail-training instructor, and seminar speaker. She's a founding director of the popular Port Townsend Wooden Boat Festival, and since 1978 she's run Hasse and Co., Port Townsend Sails, a loft the Seven Seas Cruising Association hailed for making the best sails for cruisers.

### SIYC Clothing & Accessories For 2012/13

#### 'Sport-Tek' Brand

##### Sweatshirts

Pullover, hooded-----\$30.00  
Adult-F254

Zip front, hooded----- \$36.00  
Adult-F258

##### Fleece Jackets

Ladies Zip front, hooded-----\$38.00

Adult-L265

#### 'Port Authority' Brand

Competitor Jacket-----\$42.00

Wind & water resistant

Adult-JP54

Wind Jackets-----\$52.00

Full zip

Adult-J707

Ladies-L707

\*\*\* Call Sarah for color choices: **503/774-3381**

\*\*\* A check made out to 'SIYC' needs to accompany orders.

Mail checks to: Sarah Daugherty  
10207 SE 92nd Ave  
Portland OR 97086



## Club Business

### SIYC Board Meeting Sept 6, 2012

The SIYC Board Meeting was called to order at 7:15 p.m. at the home of Craig and Barbara Johnston. In attendance were Commodore George Stonecliffe, Vice Commodore Craig Johnston, newly appointed Treasurer David Mangan, Secretary Sue Stonecliffe, and Newsletter Editor Barbara Johnston. Absent was Rear Commodore Garry Weber.

The treasurer reported one dues check deposited. 14 members had not yet paid their dues. David will notify them. Barbara read the Rule under Dues in our Bylaws regarding the Discount for Cruising Members. She will write an article for the Newsletter to prompt discussion at the next General Meeting.

The Newsletter will be sent out a few days after the 15<sup>th</sup> of this month due to Barbara and Craig's vacation. Craig will write an article about tuna fishing.

The Webmaster needs an updated officer list and boats cruising list. Newsletters and current calendar will also be posted.

Craig led the discussion about programs for the year. Our guest speaker for the November 2<sup>nd</sup> meeting will be Carol Hasse on the subject of sail trim for cruising. She will cost the club around \$300 for honorarium and mileage. She will stay at the Johnston's home. The October meeting will include a raffle to help defray her costs. Craig will set up a Life Sling program for next summer starting with a lecture and demonstration at West Marine followed by 2 sessions at the dock and on the water later in the summer.

George and Sue will host the September 22/23 cruise to Gilbert Island, Summer BBQ theme. We need a host for the October cruise.

Volunteers to chair Refreshment and Cruise Committees are needed.

The meeting adjourned at 8:30 p.m.

Respectfully submitted,  
Sue Stonecliffe, SIYC Secretary

## **SIYC General Meeting September 7, 2012**

The meeting was opened by Commodore George Stonecliffe and a Potluck Dinner at 7:30 at Sauvie Island Academy. 12 members were present. Guests Mike and Sandy Wilson were introduced as prospective members. Mike spoke about acquiring his Catalina 36 "Malu Lani" presently docked in St. Helens Marina.

### **Treasurer's Report**

David Mangan was introduced as our new Treasurer who announced that 14 members

still needed to pay their \$50 dues. Bank balance currently stands at \$2,854.32.

### **Committee Reports**

Newsletter Editor Barbara Johnston will add website and blog addresses. She welcomes cruising reports from members offshore or nearby, recipes, photos, sea chanties, jokes, etc. etc. Her deadline is the 10<sup>th</sup> of each month for publication around the 15<sup>th</sup>.

Webmaster Mark Nerczuk will update the website with current information. He would also like articles and photos.

Programs planned by Craig Johnston:

October: slides show by George and Sue Stonecliffe of their trip to Haida Gwaii (formerly the Queen Charlotte Islands)

November: Carol Hasse will discuss sail trim for cruising

April: Life Sling training session starting at West Marine and continuing later in the summer with sessions on the dock and on the water

Refreshments sign-up sheet was passed around. We still need a volunteer to call these people as a reminder each month. October meeting: Gail Wigen/Michele Wilson.

George will attend the CRYA meeting this month but would like a volunteer for this position who could also inform the club of any training opportunities or education in the vicinity.

### **Cruise Reports**

Upcoming cruises: Gilbert River Docks September 22/23. Host George and Sue Stonecliffe. Summer BBQ theme.

Halloween Cruise October 20/21 at East Dock, Government Island. Host Mark and Becky Nerczuk.

## Old Business

5 Rosters were given to Ed Daughtery, Membership Chair.

Craig showed us the new SIYC Brochure published this summer by himself and Richard Sandefur. Pick one up if you have a place to post it or someone to give it to. Richard walked the docks during the summer and gave them to anyone interested.

## New Business

George and Sue Stonecliffe will host an America's Cup Party at their home during the NBC broadcast of the next event in San Francisco Bay, October 7, 2012 from 1330 to 1500 PDT. Please come at 1:00 p.m. and BYOB. RSVP at 503-352-9414.

At the October meeting, we will raffle any nautical items to raise money to defer the cost of Carol Hasse's program in November.

**Next Board Meeting:** Thursday, Oct. 4<sup>th</sup>, 6:00 p.m. at Stonecliffe home. George closed the meeting at 8:30 p.m.

## The September Meeting Program:

Craig and Barbara (s/v Sequoia) locking through Bonneville Dam to Hood River.

Respectfully submitted,  
Sue Stonecliffe, SIYC Secretary

## Have you seen our new SIYC brochure?

Produced this summer, the brochure is intended to provide information for prospective members. Ask to see one at the next SIYC meeting. Although we have a limited supply, be sure to ask for as many as you need to entice your sailing/cruising friends to check us out!

Have you checked out our website?

<http://www.siyc.org/>

Webmaster Mark Nerczuk has done a spectacular job of bringing the club into the 21<sup>st</sup> century. There you can see photos of cruisers in the Northwest and further afield, you can find out about the club's history, learn who the current officers are, and review more than a year of past newsletters.

It's our hope that the website will be a real draw to bring in new members – our future. Tell all your sailing friends!





## 2012-2013 CALENDAR

GENERAL MEETINGS		BOARD MEETINGS		CRUISES	
September 7	Sauvie Island School	September 6	TBD	September 22-23	Gilbert River Docks
October 5	Sauvie Island School	October 4	TBD	October 20-21	Halloween Cruise, East dock, Government Island
November 2	Sauvie Island School	November 1	TBD	November 17-18	Thanksgiving Cruise, Hadley's
December 8	Christmas Party TBD	December 10	Christmas Party	December 29-30	New Years Cruise, Coon Island
January 4	Sauvie Island School	January 3	TBD	January TBD	Land Cruise, TBD
February 1	Sauvie Island School	January 31	TBD	February 16-17	Valentine Cruise, Coon Island
March 1	Sauvie Island School	February 28	TBD	March 16-17	Anchoring Cruise
April 5	Sauvie Island School	April 4	TBD	April 20-21	Navigation Cruise
May 3	Sauvie Island School	May 2	TBD	May 18-19	Annual Race/Drift Cruise (Sand Island)
June 1	Annual picnic, location TBD				

### SIYC CRUISING BOATS – Locations outside of the Pacific Northwest

Boat Name	Owners' Name	Location
Adagio	Jeff & Jane Woodward	West coast of Mexico
Ahwahnee	Tom & Kathy Edwards	Port Charlotte, Florida
Imi Loa	Devon Quinn & Rowan Madix	West Coast US to Mexico
Kailani	David & Christy Dykkestén	Panama
Lungta	Dan Finkelstein & Kathy Mitchell	Sea of Cortez, Mexico
Moonshadow	Richard Sandefur & Anita Melbo	Trinidad
Nashira	Mike Floyd	West Coast US to Mexico
Perpetua	Pat & Susan Canniff	Mazatlan, Mexico
Pied-A-Mer III	Eric & Pam Sellix	En route to San Diego
Rolling Thunder	Bruce, Jan & Max Payne	San Carlos, Mexico
Silvergirl	Bob Hulegard & Robin Fouche	West Coast US to Mexico

## Member Websites

<b>Adagio:</b>	<a href="http://sailblogs.com/member/turningleft/">http://sailblogs.com/member/turningleft/</a>
<b>Ahwahnee:</b>	<a href="http://www.sailblogs.com/member/voyage_continued/">http://www.sailblogs.com/member/voyage_continued/</a>
<b>Julia Max:</b>	<a href="http://www.sailblogs.com/member/juliamax/">http://www.sailblogs.com/member/juliamax/</a>
<b>Perpetua blog:</b>	<a href="http://www.sailblogs.com/member/our_journeys/">http://www.sailblogs.com/member/our_journeys/</a>
<b>Perpetua Pictures:</b>	<a href="http://imageevent.com/our_journeys/">http://imageevent.com/our_journeys/</a>
<b>Lungta:</b>	<a href="http://www.lungtalife.com/blog">http://www.lungtalife.com/blog</a>
<b>Pied-a-Mer III</b>	<a href="http://www.sailblogs.com/member/sesesail/">http://www.sailblogs.com/member/sesesail/</a>
<b>Sequoia:</b>	<a href="http://www.svsequoia.com/">http://www.svsequoia.com/</a>

### Calling all Blogs

Do you have a website or blog for your sailboat? We'd like to expand this section to include all of our members who have cruising websites and blogs, whether they are now cruising or not. Please let us know, and we'll add yours in this section.

Or maybe you update friends about your travels from Facebook? If you'd be willing to accept SIYC members as "friends," tell us how to connect with you on Facebook.

Please send website, blog or Facebook information to Barbara Johnston

### Let's Stay in Touch with our Cruising Members

In order to keep our great reports coming in, we need to let these cruisers know that their reports are appreciated. So when you see a cruiser who has written something special for our newsletter, be sure to say something. If the cruiser is far away, they'd love to hear from you, and to know that their reports are appreciated.

As Marianne wrote in the SIYC Newsletter last May, about a *former* club member:

"He wrote several articles for the newsletter during his travels and said he was always disappointed that even though his stories were published, he never had any feedback from the editors or members. He felt he was writing to a void.

"I was wondering if we thank those sailors who send in their stories or if the members might need to know that those travelers would like to hear from our members who do read the stories.

"Seems so simple and a way to stay in touch."

## Dues payable (or not) by our cruising members

Cruisers, did you know that you may be able to have your dues waived when you are out cruising full time? Our club rules provide that you can request a waiver if you meet the following conditions:

- You've been a dues-paying member for two full years
- You've have been cruising the last 12 months outside continental US waters
- You have contributed, or plan to contribute at least 3 newsletter articles per year
- You write to the treasurer from a foreign port, requesting a dues waiver

Cruisers who have been granted dues waivers will of course continue to receive the newsletter, and are welcome (and encouraged) to participate in all club activities when making visits back home. Once you have been granted a dues waiver, it will continue for so long as you are cruising outside of the continental US, and continue to contribute at least three newsletter articles per year.

If you are a cruiser who wants to request a waiver, send a request, including a description of how you meet the qualifications, to treasurer David Mangan at the club's mailing address, P. O. Box 2524, Portland, OR 97208-2524

There has been some discussion about changing these rules – do you have comments or suggestions about whether or how they ought to be changed? If so, please write to your newsletter editor, Barbara Johnston.

## Dues payable by other members...

If you haven't paid your \$50 annual dues yet (and you know who you are!) send a check right away to SIYC treasurer, David Mangan, at the club's mailing address, P. O. Box 2524, Portland, OR 97208-2524

**Please continue to send letters, articles, photos, educational opportunities, recipes, ideas for programs, and other information to our Newsletter Editor Barbara Johnston. The submission deadline is the 10<sup>th</sup> of each month.**

**Or if your contact information has changed let our Database Coordinator, George Stonecliffe, know.**



## CRUISING REPORTS

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*From David Mangan, S/V Hawksbill:*

*CREWING ABOARD S/V TORTUGA: HAWAII TO SAN FRANCISCO*



So There We Were: Over two weeks out from Hawaii on our way to San Francisco, and we were enduring two and a half days of 35 knot winds and 12 foot seas. It was dark. The wind was howling in the rigging of the little 32 foot Westsail. We are huddled in the cabin, wondering how much longer this would go on. I dig in my pack for that little package of Bonine. If I even think about if I need one of those awful tasting pink pills (they Taste pink, y'know), I'd better take it NOW. It was awful. I was ready to call the attendant and get off the ride.

Leaving Hawaii was uneventful. We were on a starboard tack and my bunk was on the uphill side of the salon. The lee cloth

kept me from falling onto the sole, but I never really trusted it. I put some luggage between me and the edge so I wouldn't hang out over the empty space. Not real comfortable.

About the second night out a gull of some kind tried to land on one of the solar panels. He did a cute little dance for a while, hopelessly trying to find a footing on the slippery moving glass. He gave that up, flew up and circled the boat for a while, then landed on one of the lifelines and proceeded to settle in for the night. How he kept his balance and managed to get any rest is beyond me. But at dawn, he stretched one wing at a time, then his legs, and finally with a little leap took off and we never saw him again.

The only dolphins we saw were a few at the very beginning of the voyage. I think they were the designated dolphins for that day to give a sendoff for the yachts leaving Hanalei Bay on behalf of the Hawaii tourist bureau. "Have a nice trip. See ya" and they were off. We bashed against the wind and waves for many days until all of a sudden the wind died.

The ocean never seemed so large until we were dead in the water. No wind. Only 25 gallons of diesel left and over 1,000 nautical miles to go. Omygod. Will I ever see my kids again? What happens when we run out of food? How much water is left? We motored for about a day and a half until finally the wind picked up and we were off and running. But unfortunately the wind kept on picking up. A lot. Pretty soon we were down to the storm jib, reefed staysail and triple reefed main.

The storm was finally over and we set out on deck to change sails. Everything was going according to

rehearsed plan. Dave K up on the bow, Eric at the ready by the mast. All of a sudden a halyard was swinging wildly in the breeze, slowly going higher and higher, wider and wider. Out of the mouth of Dave comes some four letter words I didn't think he knew. Eric stares up in horror. Oh, F\*\*\*. Oh, well, there's nothing to do but go up the mast and get it – otherwise we'll be nothing but a report on the back page of the Oregonian: “Three sailors lost at sea. No fuel on board. Died of apparent dehydration and starvation” We rig a makeshift harness, flip down the mast steps, and up Eric goes while Dave and I hoist him up. It took a while for him to negotiate around the radar midway up the mast. He grabs the errant halyard and slowly, carefully, retraces his steps down the mast. Success. We will live to see another day!



After that, the winds moderated and we set as straight a course as possible for San Francisco, since we were now down to about 8 gallons of diesel. As we sailed closer, the weather got colder to the point where we were putting on our thermies. Wait! This is supposed to be summer! The fog thickened. Yup, must be nearing San Francisco. I put away my camera, knowing I'd never get that picture of the Golden Gate Bridge that I'd anticipated from the very beginning of the trip. Never saw it. Just a couple of amber lights overhead as we passed under it. Darn. But finally we pulled into the marina right at Fisherman's Wharf just as the sun came up and the fog began to lift. We had to laugh at each other as we

stumbled along the dock like drunks, after being in a washing machine for 21 days. That shower was the best ever.

The takeaway message from the trip is that if you are spending time, money and energy getting your boat and your selves ready to go cruise the world, put down the books and magazine articles, put away your tools for a while, and get yourself out on the ocean for at least a few nights out of sight of land on a good boat with a competent captain. Ocean sailing is NOT ANYTHING LIKE river sailing. It's uncomfortable and frightening most of the time, and you are always short on sleep.

To be fair, we didn't get wet and usually sailed at 5.5 to 6 k. I saw the meter hit 9 at one point. *Tortuga* had been raced to Hawaii in the Singlehanded Transpac and the owner had to get back home to work, hence our job of delivering the boat back. Dave King was the skipper. He estimated the trip would take 21 days. He was off by just a few hours, and we had at least a gallon of diesel left when we arrived at Fisherman's Wharf. What a guy.

It's important to go with a captain and crewmembers who are experienced in ocean sailing. At one point I was at the helm at night, the wind was picking up, and the rail was digging in the water. I was scared to death we were going to heel all the way over and capsize. The other members just gave me a look that said “What?! This is what sailboats do – they heel over and go faster. Get a grip.” If I'd been by myself I would have shortened sail and crawled along at a snail's pace, thrashing about in the seas.

Don't get me wrong, it's not all bad; we had a few nice days where we could laze about on deck and watch the sun sink slowly in the west, we caught up on a lot of reading, and learned about sail trim, weather isobars, SSB radio, and I learned to use the sextant! It really works, and it's not as hard as the books make it seem. The sense of accomplishment for a challenge undertaken is immeasurable. When everything on the boat works, it's o.k. But if something breaks, you could be in a whole lot of trouble really fast and it's a long, long way to shore. The danger is very real and very scary.

All this being said, would I do it again?

In a heartbeat.

David Mangan  
*S/V Hawksbill*



*From Craig Johnston, S/V Sequoia:*

#### *TUNA FISHING IN COASTAL WATERS*

*S/V Sequoia* made a short offshore trip in the last week of August to fish for Albacore tuna. I was joined by familiar crew Mark Downing and past SIYC'er Jim Mask. We left from the Astoria West Basin early Wednesday, crossing the bar uneventfully shortly after the turn to flood. That afternoon, about 5:30, we caught one fish, 24 lbs. After the usual 90 minutes of hard work it was fileted, the cockpit cleaned, and all put into the freezer vacuum sealed. At 8:30, much to everyone's horror (and delight), we hooked another much larger fish; after fighting it for 20 minutes (during which I never got it closer than 20' to the surface), it finally spit the hook and saved us the chore of dealing with it in the dark. The return across the bar the next morning, at full flood, was uneventful and we were able to carry the flood tide to above Longview, motor-sailing home.





Fishing for Albacore is similar to fishing for other kinds of tuna or Mahi-Mahi in tropical waters, but can be pursued close to shore in Oregon and Washington during the later parts of the summer. The basic gear is a 6-8” plastic squid with a weighted head that is trolled about 100 yards behind the boat at speeds of 4.5-7 knots. Although many power boaters troll at higher speeds, our action was at speeds of 5.5-6 knots. In previous years, I’ve caught a fish at 4.5 knots, making this a ideal form of fishing for cruising sailors. Fishing action was all within 40 miles of shore, just north of the Columbia Canyon. Key indicators are water

temperature above 62°F and birds working schools of baitfish on the surface.

All in all we had a good offshore outing—light breezes, sunshine (the second day at least), and we shared about 20 pounds of first class tuna, vacuum sealed and frozen, at the end of the trip.

Craig Johnston  
S/V *Sequoia*



*From Jeff & Janie  
Woodward, S/V Adagio:*

*PREPARING FOR A RETURN TO  
TROPICAL CRUISING*

Friday, 7 September 2012  
Aboard *Dredge Oregon*  
Miller Sands near Tongue Point

Dear SIYC Friends,

Tonight is the first SIYC meeting of the season. Unfortunately Janie and I will miss it. I don't get off work here on the river until 1900 hrs, and by the time I get ashore via the crewboat and drive from Astoria into town, the meeting will be winding down.

It was good seeing all of you who participated in the Cathlamet Sea of Cortez Rendezvous a couple of weeks ago. We hope to be able to attend the October meeting before heading back to the boat.

We still have a month and a half before we start driving down to San Carlos for the start of the 2012/13 cruising season in Mexico. But we are already pretty busy getting ready. Here's a brief breakdown of our major chores:

Anchor Chain. Our anchor chain was beginning to bleed rust. While in the yard in San Carlos we investigated having it re-galvanized in Mexico. It seemed like something we should have been able to do down there, but after weeks of false leads and disappointments we gave up, loaded the chain into the back of our Ford Explorer and brought it home for re-galvanizing at Valmont, Pacific States Galvanizing in Tualatin, OR. We tried to declare it at the border so we won't have to pay duty when we bring it back down to Mexico, but the officers at the border check point would not put anything in writing. They just said we would have "no problem" bringing it back in. I hope they are right. We've seen the "no problem" movie a few times now, and sometimes the ending is not what we were led to expect. For those of you needing chain re-galvanized, Valmont did a great job. It ended up costing almost twice what we were expecting. They had to sandblast the chain. That cost about \$250. The galvanizing itself also cost about \$250. We have 250' of 3/8" G-4 chain. To replace it with new would be about \$1000. So I think it was worthwhile getting it re-coated. If we had taken it in a year or two ago we might have saved the cost of the sandblasting.

3% Foreign Transaction Fees: Towards the end of last season we started noticing that we were getting charged a 3% Foreign Transaction Fee (FTF) for all ATM transactions and also for credit card purchases. This was a new fee that our banks did not charge until last year. That 3% really adds up, so when we got home we started shopping for different ATM and credit cards. Finding cards without FTFs was hard. Janie can give you better details, but I believe we ended up getting a Capitol One Visa Platinum Card. And we switched our banking over to Fidelity Investments Cash Management Account which we will be able to access using our new debit card. The Capitol One card charges no Foreign Transaction Fee, but they are starting us off on a really low credit limit compared to what we have with established cards. One nice thing about the Capitol One card is that it has pictures of us on the face. That might make it more difficult for an identity thief to make false charges on our account. The Fidelity account charges a 1% FTF, but they absorb the normal ATM transaction fees, so it works out.

Dental Work. We are really bummed over the dental work we had done in Mexico. Between the two of us, over the five years we have been in Mexico, we have had 12 crowns done. They cost about \$400 apiece, about 1/3 of what they cost at home. We were really singing the praises of having our dental work done in Mexico. We really liked the dentist and thought she was doing a good job. But....This year my medical insurance included some dental coverage for the first time. So we went for dental exams just to check and be sure the work we had done down there was good. Long story short: we need to have 11 of the 12 re-done. The prep work was good. The crowns were good. But the fit of the crowns was not so good. There were gaps between the tooth and the crown just below the gum line which allowed decay to develop. Ouch!!

SSB Antenna Wire: When I disconnected the antenna wire from the backstay while decommissioning the boat last year I found the wire strands had blackened. GTO-15 wire was not available in Mexico so we visited Rodgers Marine and bought a new length of wire to take back down with us.

Meds: We buy most of our prescription drugs through a mail order service (Medco) which offers a substantial discount. The only problem is that they normally will only ship a 90 day supply. Since we are gone 7 months of the year, we need to plan ahead and give ourselves enough time to jump through the hoops necessary to get the 210 day supply we need before we leave.

Misc.: Of course we have lots of boat parts and supplies to buy before we go south. We keep a spread sheet in our laptop which keeps track of engine consumables (oil and fuel filters, zincs, etc.), and preventative maintenance supplies (timing belt). We will need to make a Costco run for engine oil, toilet paper, paper towels, and a list of other stuff that is either horribly expensive or of inferior quality, or just not available in Mexico. We also have a bit of epoxy and fiberglass work that we need to plan out and for which we will have to purchase supplies.

I'm afraid this is pretty boring stuff. But it's all necessary. It's so much easier to get the stuff we need to keep the boat and ourselves in good shape when we are at home with good phone and computer connections, a dependable mail delivery system, a car, and in a place where we share the English language. It takes a little organization and a little foresight. The elimination - or at least the reduction - of hassles during the cruising season is worth the effort.

I've attached some pictures of the pipeline Dredge *Oregon* at work. Most of the pictures are of us working near Miller Sands, a few miles upriver of Astoria. (see below, and next page –*Ed.*)

I hope this is of some interest to the club. If it generates any questions give us a call. We are in the roster.

All our best.

Jeff and Janie

S/V *Adagio*

On the hard, San Carlos, Sonora, Mexico







Photos of pipeline Dredge *Oregon*

