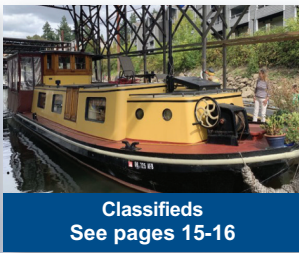


Freshwater news

The best things to do, find and love on our local waterways



OREGON & SW WASHINGTON'S BOATING, FISHING & WATERFRONT NEWS SINCE 1984 VOL. 39 • NO 4 • APRIL/MAY 2020

We may have all come on different ships, but we're in the same boat now. ~ Martin Luther King, Jr.



The water brings serenity in these uncertain times.



Broad Reachings

by Eric Rouzee

Sailing Serendipity

Good things sometimes manifest themselves in the most unlikely ways. Case in point: I have one childhood friend who managed to bump into a young lady on a sidewalk in a large Canadian city, utterly destroying her bag of groceries. Instead of the expected angry shouts and timid apologies, the two got to talking, found that they had much in common, started dating, and before you knew it, were moving in together and living a life of domestic bliss. On the rare occasion where I've been involved in something similar, I've ended up with nothing more than a complementary piece of fruit. Typically delivered via something similar to a thrown fastball, accompanied by a warning to never let that happen again — or else!

Here's a slightly happier case of serendipity, however. Not long ago, my Ever Patient Wife® and I were sitting at the Port Townsend Vineyards wine bar in downtown Port Townsend, when our server noted that I was wearing an Oregon Offshore tee shirt, which she asked about. I gave her a quick description of the race, and we started discussing sailing. Turns out she and her domestic partner owned a Cal 34 named *Mist*, and were entered in Port Townsend's first race of the year, the Shipwright's Regatta. Put on annually for the last 30 years by the Northwest Maritime Center and the Port Townsend Sail-

ing Association, the Shipwright's Regatta is open to any sailing vessel, be it wood, fiberglass or otherwise, and all levels of racing experience are welcome to join.

Heidi Haney (our server and boat co-owner), in a rash moment of generosity that she probably later regretted, offered me a crew spot, which I immediately accepted. The die was cast. In the days leading up to the race, I kept a sharp watch on the weather forecast, and come race day, the weather gods were calling for southerlies at 12 knots, gusting to 19, with partly sunny skies. About as good as any Pacific Northwest sailor ever gets to hope for. In addition to your author, the crew consisted of owner Heidi (her partner and boat co-owner Jon Nason was under the weather and couldn't join us); Jake Rubinowitz, a sailor with more bluewater experience than the rest of the crew combined, multiplied by a factor of probably seven; and Jeff Eichen, a local Port Townsend photographer serving as our official onboard media crew member. Jeff shoots a lot of beautiful photos, sailing and otherwise, and added a general sense of well-being to our crew. Not to mention providing a first for me of having someone on board for a race whose primary duty was to capture the event on film (actually on pixels). That's about as close as I'll ever come to sailing a Volvo boat with a



What more can you ask for in February? Blue skies for the 30th annual Shipwright's Regatta. Photo Credit: Jeff Eichen, jeichen.zenfolio.com

media rep on board.

Anyway, the crew arrived at the Port of Port Townsend Boat Haven Marina, boarded *Mist* and got her ready for the race. We noticed fairly quickly that the forecast southerlies were actually more westerly, and the prediction of 12 knots was looking a little conservative. Nevertheless, we headed out into Port Townsend Bay under mostly sunny skies, enthusiastic for the race.

With co-owner Jon not on board, Heidi had earlier asked if I'd be willing to take the helm. I usually try to avoid putting someone else's fiberglass in my own hands (which my insurance agent no doubt appreciates), but what the hell, the winds were going to be moderate at best, and we were out there mostly to have fun, so I accepted. The fleet was reasonably sizeable, somewhere in the neighborhood of thirty boats. This being Port Townsend, there were plenty of beautiful wooden boats to admire, as well as a handful of full-on race machines, and a nice fleet of Thunderbirds, also a Port Townsend staple. *Mist* herself is an older Cal 34, kept in beautiful condition by Heidi and Jon, and just a lovely boat to sail.

continued on page 12

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Anglers Find a Unified Voice in the Face of Coronavirus

Dear Angling Community,

As you are all aware, our communities, nation and the world face a public health emergency due to the Coronavirus (COVID-19) pandemic.

The Washington Department of Fish and Wildlife (WDFW) closed recreational fishing statewide for two weeks to promote additional social distancing. Following WDFW's announcement, the Oregon Department of Fish and Wildlife (ODFW) closed salmon and steelhead fishing on the Co-

lumbia River because the two states jointly manage fisheries on the Columbia and seek to have concurrent regulations. This period may be extended if the risk of exposure to COVID-19 is still high.

It is important that we rise to the challenge and support one another as a community during this time of uncertainty. Please do your part by following social distancing and stay at home/stay safe mandates from public officials. Please also support health care workers and first responders and their families who are on the front line of this

battle by donating money, masks, gloves or other requested personal protective equipment.

If you can, please consider supporting our angling community as well. The economic fallout from this pandemic will be severe. We urge you to rally around our local angling community to support guides, tackle shops, bait companies, boat dealers, etc. and their employees whose livelihoods will be impacted. If you're able, think about booking guided trips in advance or stocking up on tackle, bait or marine equipment by

ordering online.

If you do plan on fishing, please strictly adhere to social distancing and stay at home/stay safe directives: stay local and minimize travel, don't go if you're sick, fish only with members of your household, avoid groups and don't crowd the banks, and stay 6 feet away from anyone not in your household at all times. Both the ODFW and WDFW websites will have the most current and correct information. Do not rely on social media to obtain this information. When fishing opens up again – and it will – we aim to hit

the ground running and boost the web of industries that rely on recreational fishing: guides, hotels, motels, restaurants, diners, tackle shops, boat dealers, and the like.

We are all in this together.

This is a public message from:

Association of Northwest Steelheaders
Coastal Conservation
Association Washington
Coastal Conservation
Association Oregon

News from your Columbia River Yachting Association (CRYA)

by Doug Romjue

Hello to all of our members, readers of Freshwater News, and fellow boaters. For those of you who aren't familiar with the Columbia River Yachting Association, we are an organization comprised of member clubs (local yacht and cruising clubs), non-member associate groups such as the Power Squadron local chapters, the Coast Guard and Auxiliary. We also work closely with the Oregon State Marine Board and local law-enforcement offices.

As you might imagine, things are not the same this season. Opening Day, the Annual Golf Tournament/Fundraiser, interaction with local and state agencies such as the Marine Board and River Patrol, The Daughters of Neptune program, and of course the annual Cruise Schedule guide. At this point, the Cruise Schedule has been printed and member clubs should have received copies to distribute.

Opening Day – We are very aware of the disappointment that must have been for everyone with the canceling of Opening Day. Given all the stay-at-home orders and the social distancing restrictions, as well as so many clubs and organizations being shut down, it was the only prudent option. Clubs can make their decisions for themselves as to how they choose to handle this, but since the whole of Oregon and Washington are basically on quarantine through the end of April, it is hard to imagine that suddenly having groups of hundreds of boaters would be OK.

But we are trying to figure out what we might be able to do later in the year for a boat parade of some sort, should the restrictions end. Again, talk to your delegates and let them know what you would like to see in such an event. At this point it is envisioned as a "Celebration of Boating Day." We have time to figure that one out.

Projects – We have a long list of accomplishments that we are

pretty proud of. Anyone who has boated for long in our area is aware of the many changes to our city, county and state docks, and we have supported many of those programs that enhance the boating experience for our members. The only drawback is that we usually try to advance these efforts with cash donations, and not fund drives. Recently we have been talking about what upgrades CRYA could drive on its own with the funds that we have been accumulating. One project that could be duplicated at many locations is for shelters and tables similar to the Sand Island Shelter (opposite St. Helens) at some more of our favorite destinations.

We feel that Government Island would be a great place to start. We are in touch with the Oregon State Parks Gorge Unit manager about what it will take to get approval, and the process looks to be pretty straight forward from initial conversations. We will soon be asking our delegates to vote on the commitment of funds to build the first shelter. Please, talk with them and let them know your thoughts. A good use of our money or not? We will get more on this subject soon and how everyone can participate in the creation of such a great facility.

Communications – Each month we diligently take meeting minutes, then send those out to the clubs and delegates and hope that these notes are interpreted properly — but we need a better way! Many of our clubs use simple contact programs that provide the framework for a newsletter-style document that can have pictures, links to current events, heads-up on future events, as well as some kind of sign-up option.

We are looking into the cost to implement a system that would enable CRYA to send communications directly to anyone who would opt into the program. This could include meeting minutes, informa-

tion from the Marine Board, and other important news that concerns boaters. We will be asking the delegates to vote on appropriating the funds toward setting this up in the near future. Club members should speak with their CRYA delegates to let them know what they think about this proposal.

Meetings – Every month on the third Tuesday at 7pm at Portland Yacht Club we have a meeting where delegates and representatives from our organization come together to discuss work that needs to be done. We also try to have a guest speaker each month on topics of interest to the group. For the same reasons as above, at least for now we will not be having any regular monthly meetings until the restrictions are lifted.

Standing Committee Meetings – The standing committee is a group of members who work to handle the business end of the organization. These officers and their roles can be found on our website at www.crya.us. We are currently working on a plan to have meetings over a service such as Zoom.

Golf Tournament – At this point in time we will be moving forward with our plans to have the Golf Tournament in September. Given the amount of people that might be involved there may be restrictions on how much we can gather as a group. But our hope is that we can have small groups (teams) that are able to be on the course with no issues. Please watch for articles on this subject on our website and in Freshwater News.

How can I learn more? – The CRYA general meetings are open to anyone who wants to learn more. To be a part of the membership, joining a boating club or yacht club is a great way to start. Boating Clubs such as NOTS (Northwest Outboard Trailer Sailors) or TNW (Tollycrafters Northwest) are cruising clubs or clubs with specific "brands" of boats as the focus. They are inex-

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Neal Moore Sets Out Again on Trans-Continental Paddle

by Peter Marsh

Indefatigable river traveler Neal Moore returned to Astoria in January to begin his second attempt to make a continuous coast-to-coast paddle. After spending a week in the bunkhouse at Pier 39 to prepare his gear, he set out up the Columbia River on February 1, which all the locals insisted was too early and too cold for anyone in their right mind! He enjoyed some clear but breezy weather and reached Portland in about 10 days, for a well-earned rest until March, when he set off into the gorge and found freezing conditions and some snow flurries.

He continued on, taking his way steadily upstream through the four dams, then entered the Snake River for the first time, having followed the Columbia to Spokane two years ago. “Absolutely nobody on this

river — zero boats and no people,” he reported. “It feels like the first episode of the Twilight Zone. I’m surrounded, enveloped by rugged beauty every which way I look. In five days I’ve only met one soul.” He reached Lewiston, Idaho—the head of barge navigation — at the end of March.

“I’ll be hiking, portaging, and paddling my canoe to link the Snake to the Clark Fork Rivers of northern Idaho,” he wrote on his Facebook page. “My selected route will take me due north 200 miles from Lewiston up the “Rails to Trails” White Pine Scenic Byway (Hwy 3), along the St Joe River, across Coeur d’Alene Lake, and finally up Hwy 95 to Sandpoint. From there I’ll skirt the top of Lake Pend Oreille to catch the mouth of the Clark Fork, my next major river heading east. I’ll be in an essential state of isolation, camping wild and off the road as much as possible.”

The reason for his early start was to portage across the Rockies in time to catch the early snow melt in the streams running east to the Missouri River, where he came to



Neil Moore departing Astoria Feb. 1, 2020.

grief two years ago. With some luck and lots of effort he should be able to reach St. Louis by the end of summer. The long-term plan is

to float down the Mississippi to the Gulf then up through Alabama and Tennessee into the north east and down the Hudson to NYC...you

can read all about his route and his latest update on his blog on Facebook.

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Boating Industry Groups Call on Marine Lenders to Defer Boat Loan Payments

Over the last few weeks, the coronavirus — officially known as COVID-19 — has brought most aspects of everyday life to a grinding halt. With each passing day in this new reality, it is becoming increasingly clear the economic crisis unfolding alongside this global pandemic could have lasting societal impacts once the health risks have subsided. Interestingly, boating appears to be well-positioned to benefit as house-bound consumers have rapidly migrated in significant numbers towards boat dealers, marinas, ramps, and waterways yearning for the restorative and calming experi-

ences only boating and water can provide.

While there are many challenges the recreational boating industry must navigate in the coming months, one looming issue in particular must be addressed in the near term if we are to position the industry for the future — keeping existing boaters in their boats and loans. If we are to collectively weather this storm, marine lenders need to temporarily postpone boat-loan payments for those who have been furloughed or laid off. This practice helps boat owners and business owners mitigate the financial burdens likely to emerge over

the next few months, keeping our industry strong and adaptable throughout this challenging period.

Boating has always been a favorite pastime for families, regardless of income level — most boat owners have an annual household income of \$100,000 or less. So, it is important to keep existing consumers in the lifestyle and on the water. New boat sales following the Great Recession were nearly half of what they were beforehand, which in turn affected manufacturing jobs, causing the closure of 35% of our industry’s dealers.

If we don’t act now, we’re at risk of replaying this same situation all over again just when a massive wave of consumers has been knocking at our door in order to get on the water. Postponing boat loan payments is not a radical idea; this practice is similar to efforts we are already witnessing from home mortgage lenders in their own responses to COVID-19.

in helping but valid concerns related to organizing a coordinated banking response due to anti-trust regulations. Of course, any bank or lender can make this business decision on their own, as Bank of America, Chase, and Wells Fargo have done on the home mortgage front.

Allowing customers to defer their mortgage payments during the COVID-19 crisis is the right thing to do and good business. Other financial entities understand that the fallout from mass evictions would extend beyond homeowners and reverberate throughout the economy. Marine lenders would be wise to heed this approach and do the same. Such an action will keep current customers in their boats and open the door for a rapid, industry-wide recovery.

As we consider the many hardships that everyday Americans and businesses will face over the coming weeks and months, a family’s ability to make payments on their boat should not be top of mind. Rather, many Americans will be looking to the outdoors and their favorite pastimes as a return to normalcy after this difficult period has passed. We are already seeing the pent-up demand for getting outdoors and into a boat play out across the nation. Marine lenders can assist in this transition, both for boat owners and the entire recreation boating industry alike.

Please join NMMA and MRAA in encouraging our valued consumer lending partners to defer existing boat loan payments for the duration of this crisis. The future consumer you might save may be your own.

Bank of America announced last week that it will allow borrowers to defer mortgage payments on a case-by-case basis that can be extended on a month-to-month term. Additionally, the Department of Housing and Urban Development, Fannie Mae, and Freddie Mac announced they are suspending foreclosures and evictions for at least 60 days. Those announcements were also followed by the state of New York declaring certain borrowers in the state could forgo their mortgage payments for up to 90 days.

This week, NMMA and MRAA held calls with top leaders at the National Marine Lenders Association, and there was strong interest

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The Northwest Experience

Our New Reality: How the Frog Ferry Can Help

by Jim Farrell

As we all are trying to live with the reality of our current world crisis, you may be wondering and worrying what's to come next. Our world will never be the same, but maybe in this time of self-isolation we'll take a closer look of how we function as a society. More of us are working from home and quite possibly, more companies will find they don't need their employees to be physically setting at a desk in a brick and mortar building. This could certainly change how we commute in the Portland-Vancouver metro area.

Maybe what we're going through will help us through another looming disaster, the "Big One". Most experts agree an earthquake up to 9.0 will hit the Pacific Northwest at some point. According to Oregon State University professor Chris Goldfinger "There is a 33% chance of a major Cascadia Subduction Zone quake happening in the next 50 years". (This zone is a 1,000 kilometer (for those of us who still have a hard time envisioning a kilometer can use 621.33 miles or 540 nautical miles) fault line that runs from northern Vancouver Island to northern California.) The last destructive earthquake on the NW coast happened on Jan. 27, 1700.

Given that we in the Pacific Northwest are mostly surrounded by water, help and emergency services doesn't have to stop when our bridges and overpasses are damaged as we have many commercial

and private boats that may be pressed into service. If the dedicated group of Portland area companies, public entities and private individuals who together have formed "Friends of Frog Ferry" to give our area a transportation alternative have their way, in a year they'll have the ability to move 6,000 passengers each day using just four ferries running from Vancouver to Oregon City. Just think what the ability to move emergency personal and supplies throughout our river system means to our area when our highway infrastructure fails in a major earthquake.

The group has been working on 'Best Practices and Demand Modeling' are now ready to move ahead as they now have the funds (\$200,000 from ODOT, \$40,000 from PDOT) to do the Operational Feasibility and Financing study this summer and by next year they'll make the go or no-go decision. At a recent press conference Susan Bladholm, founder of FFF stated, "Bringing a new mode of public transit to any region isn't easy, but if we work together, we can make it a reality."

James Paulson, Worksystems board chair encouraged community members along the river to help the team build a community benefit plan. Paulson also stressed the FFF is working in connection with communities of color and marginalized communities to ensure their voices are included in the early stages of planning.

Charlene Zidell of the Zidell Family of Companies that own 33 acres of riverfront under the Ross Island bridge remembered what it was like to grow up in their river family and reminded all that "We forgot that the river can be a transportation system also." She also spoke to the importance of creating a public-private partnership to make the ferry a certainty.

As the world is grappling with the new reality of a worldwide pandemic, Susan shared her thoughts:

"At Friends of Frog Ferry, we know bringing a public ferry service to the region is a marathon and not a sprint. It's too early to tell how our effort will be impacted, but my belief continues to be that we need more transit options that are time and cost efficient, that connect people from all walks of life to good-paying jobs in the downtown core, that build our emergency response capacity, and that reduce our greenhouse gas emissions. I hope our fellow Portland and Vancouver residents will abide by the shelter in place restrictions and keep themselves and those around them healthy. We're all in this together and I enjoy hearing stories about the focus on the 'we' instead of the 'me.'"

"We are living in unprecedented times and hope this finds you and your loved ones healthy and well. Many of us have become living room warriors and are on social media regularly; we encourage you to follow our work on the FFF



Potomac Water Taxi similar to what the Friends of Frog Ferry envision for Portland.

Facebook page. This is a great way to spread the word and build support for Friends of Frog Ferry. If there is any silver lining in what we are all experiencing today, it's that we can take our clues from history and what our emergency services are experiencing now can better

prepare us for future disasters.

See the Friends of Frog Ferry Facebook page at www.facebook.com/Friends-of-Frog-Ferry

(Jim suggests that if you support this proposal, you can invite your Facebook friends to "like" it.)



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Oregon Closes Recreational Hunting and Fishing to Non-Residents

Oregon Department of Fish & Wildlife (ODFW) is closing recreational hunting, fishing, crabbing and clamming to non-residents due to concerns about travel to Oregon to participate in these outdoor activities. Such travel could spread the virus and put more of a burden on Oregon's rural communities. The restriction extends until COVID-19 restrictions are lifted and it is deemed safe to travel into Oregon. This order does not apply to anyone living in Oregon for less than six months who has not yet established residency.

Some states, including Washington, have closed hunting and fishing to limit the spread of the virus. While seasons remain open in Oregon (except for Columbia River salmon/steelhead fishing), resident hunters and anglers should not be travelling to participate. ODFW is hearing concerns from rural communities about people visiting to hunt and fish and placing additional burdens on their limited resources.

"Rural communities are concerned about the potential impact of COVID-19 on medical and emergency services, search and rescue and their citizens. Some have asked us to close seasons to reduce travel," said ODFW Director Curt Melcher. "We would like to keep seasons open to give locals an outlet during this difficult time, but that doesn't mean it's OK to travel to these communities. Stick close to home and fish at your local lake, pond or river and do not go crabbing or clamming unless you live on the coast, and then only to places where access is still open."

ODFW monitoring has shown that while Oregonians are still participating in fisheries, clamming, shed hunting, and wildlife viewing it is in significantly lower numbers and that the majority of participants are doing it close to home and practicing social distancing. "We appreciate that many Oregonians

are taking the Stay Home, Save Lives order seriously," added Melcher. ODFW field staff monitoring participation in the field have seen out of state license plates and out of state angling and shellfish licenses in use.

Staff are also fielding numerous calls from non-residents inquiring about plans to come to Oregon to hunt or fish. "ODFW believes this action restricting non-residents will help local communities enforce the restrictions on out-of-state travelers violating the order, and putting local resources and residents at risk," said Melcher. "We appreciate everyone's understanding at this difficult time and look forward to seeing you outdoors again in the future when this passes." ODFW anticipates there will be opportunity for non-residents who have already purchased a 2020 license to participate in hunting, fishing or shellfish opportunities later in the year.

Oregon residents who do choose to hunt, fish, crab or clam are reminded to:

- Stay close to home rather than travelling far. The Governor's Executive Order says hunting and fishing are OK, but to limit travel.
- Practice social distancing and stay six feet away from anyone who doesn't live in your immediate household, including when outdoors.
- Check access where you are headed as the area may be closed. State Parks are closed, counties have closed some parks and boat ramps, beach access is closed in some areas and national forests and BLM lands have closed recreation sites.
- Stay home if you are sick.
- Carry needed supplies with you to minimize non-essential stops—including buying your license/tag online instead of making a trip to a license sale agent if possible and bringing all needed food, water and sanitization supplies with you.



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We will have hole in one competitions, and prizes for best hole shot. Tastings as well. What a great way to end this Spring and Summer of turmoil – a day on the course.

Sign ups available online at www.crya.us
For more questions, contact President@crya.us



The Search is on for *Comitan* – Part Four Australia to Mauritius and Reunion Island

by Marili Green Reilly

Walk the docks of any marina and you will hear stories. Boaters are all of one ilk: they like to talk of their adventures. And if what you need is advice, you have only to ask the first boater you meet to hear and get an answer or be pointed toward a resource. During the building of the *Comitan* in the 1970's Josiah Taylor shared advice around the yard at Yacht Constructors with others working on their boats. Bringing *Comitan* back here in 1993, Charles Turner looked to Hans Geerling, Wade Cornwell, Tom Green, and others at Cascade Yachts for advice on rebuilding it. He later traded his project to someone for a Newport 28 to finish and relaunch.

Talk to others, listen to their stories. Someone you know may have heard about a boat that had been rebuilt from the hull up after a propane explosion in California tore off the cabin and deck unit as easily as a teenager rips into a new electronic game package. Gloria Turner wants to know where that boat is today, so let me know what you learn about Cascade 36 hull #100: cascade-



Comitan was purchased by Charles Turner and brought back to Cascade Yachts in Portland to be refitted. If you know its current whereabouts, let us know.

marili@gmail.com.

Josh Taylor launched his Cascade in 1977; he wrote to the Slocum Society Sailing Club Newsletter in September 1985 "I started out with 5 anchors from Portland, Oregon, and still have the same 5 anchors aboard." Josh equipped

the boat with a HAM radio and alternative power generation sources, noting in a letter to Newsletter editor Don Holm that the seas around South Africa are "rough during winter here, not enough wind to charge the batteries, BUT solar panel keeps them up okay. I have enough battery to chew the rag with amateur radio stations of South Africa every weekend."

He loved exploring the countries he visited and wrote from Australia in 1980 that for much of 1981-82 he set out from various ports in Australia on a Suzuki 185 Trail Bike, his few needs in a rucksack, to explore the countryside. He shared with newsletter readers, "I have spent some time learning to ride a bike safely. Most of my dangers here are wild women and (the) danger of falling overboard when I take the dinghy ashore. People here are pretty careful drivers during the day-

time when I take the bike ashore. I call it my shoreside dinghy."

A local newspaper in Gove, Northern Territory, Australia, picked up his story while S/V *Comitan* was one of eight yachts anchored in Fannie Bay, including boats from Switzerland, Belgium, Brazil, and Holland. "*Comitan* had only one spot of trouble on its voyage," Ian Howarth wrote in 1983. He was "forced to anchor at Valencia Island off the NT Coast when a navigational error and a poor chart contributed to them temporarily losing their bearings."

Two experienced sailors were flown out from Darwin to lend him assistance, but in the meantime, "The VB Perkins barge *Fourcroy* spotted the yacht anchored near the island, passed over accurate charts of the area, and told Josh exactly where he was." When the would-be rescuers arrived, they "helped bring the old man of the sea and his young crew to the safety of Fannie Bay."

That young crew member, Penny, remained aboard when they sailed away from Gove June 3, 1983. The 20-year-old had answered one of the usual notices he posted at area boat-

ing clubs when it was time to move on: "Crew wanted for 36-foot Cascade sloop; no pay, no investment; leaving for Cocos Keeling, Mauritius, Durban; please see Josh Taylor at Gove Boat Club..."

According to the abbreviated log Josh left with the Turners, he stopped in the lee of Raragala Island to repair the steering vane. They left there at 0845 on June 18 at "slow speed," his log notes, only to "hit underwater ridges. Ten minutes to work free. Returned to anchorage. 0915 depart 2nd time, try other part of bay for exit. Clear of Bay to outside at half tide. 15-20 feet out."

Comitan stopped at a few more anchorages, then he and Penny and another crewman departed Darwin July 14, 1983. They arrived at Australia's Christmas Island, about 1,700 miles west, on July 26, and spent 11 days there. From there, they sailed on to Direction Island in Australia's Cocos (Keeling) Islands to spend nearly a month.

By September 25, 1983, S/V *Comitan* had crossed most of the Indian Ocean, arriving at the Customs Wharf at Port Louis,

continued on page 7

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NMTA Re-Schedules Anacortes Boat & Yacht Show for Late June

The Northwest Marine Trade Association (NMTA), in conjunction with its partner the Anacortes Chamber of Commerce, today announced that it has rescheduled the third annual Anacortes Boat & Yacht Show, originally set for May 14-17, 2020, until Thursday June 25 - Sunday, June 28. "The safety and well-being of our staff, members, exhibitors and attendees is our first and foremost priority," said George Harris, President/

CEO of the NMTA. "In light of this and the fluid and continuously changing COVID-19 situation, our Board of Trustees met and we made the unanimous decision to reschedule the Anacortes show to June 25 - June 28, 2020." All tickets that were pre-purchased for the original event dates will be honored during the new dates.

For more information on the event, please visit Anacortes Boat & Yacht Show website.

The Search is on...continued from page 6

Mauritius, just east of Madagascar. During the voyage from Cocos Keeling to Mauritius, the rudder split along the leading edge. “We almost lost it,” he later wrote to the Sailing Club Newsletter. “The crew I had was in a hurry. I am not in a hurry.” He hauled out in Mauritius to mend the rudder, but his letter indicated that it “did OK ... but I will add still more glass to make sure.”

When he returned to the Customs Wharf “to clear formalities” a year and a day later, he was “met by Ruth Boydell of Schooner *Sketty Belle*,” a young skipper he had befriended during his time in Australia. “Ruth brought birthday cake and candles” — to help celebrate his 77th birthday.

Josh welcomed a new crew member to join him for the southwesterly cruise to Reunion Island where he wrote “Yacht cleared by Doctor. Yellow flag down.” The simple entry gives no hint at the difficulty of that passage. He wrote to the Sailing Club Newsletter in October 1984, that the 120-mile trip from Port Louis in Mauritius to Port des Galets, La Reunion Island “turned out to be the hardest I have had on the trip.” The island has “numerous mountain peaks over 10,000 feet high and brightly lit towns all around it,” so it wouldn’t have been hard to spot, except



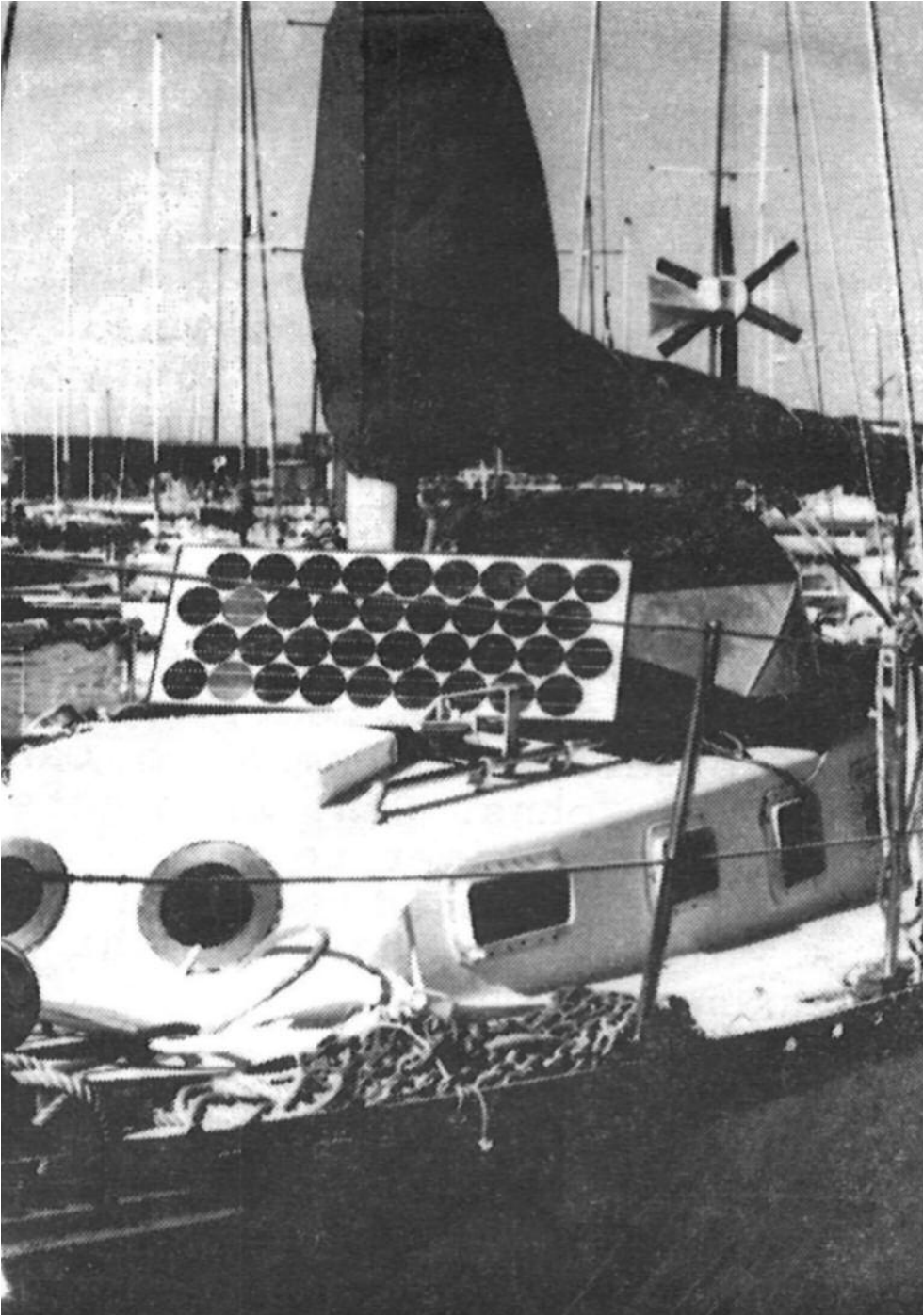
Damage from the propane explosion reached all the way to the bow of the Cascade 36, Comitan (Hull No. 100).

that “it rained hard. Visibility dropped to zero for over the last half of the trip. Almost ran into the island...”

He wrote again before leaving for Richards Bay South Africa: “Should be a 10-day trip, probably take twice that long because I am going to take it easy going across. I have on board for the trip one Heidi. Don’t know her last name yet. She has been on board three days and helped me get *Comi-*

tan back into the water.” In addition to helping with repairs while the boat was hauled out, the 22-year-old had also managed provisioning for the next leg, and “has already brought back much more vegetable and fruits than we can use on the trip.”

It would be a difficult crossing, and he would spend another year cruising South Africa, exploring new ports, and renewing friendships.



Josh outfitted Comitan with a solar panel on the bow and a wind generator on the stern. He told the Slocum Society Sailing Club Newsletter the “solar panel is more dependable.” (Slocum Society Sailing Club Newsletter, September 1985)

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44' Motor Yacht Abandoned off Columbia Bar, Drifts onto Arcadia Beach

The official Coast Guard report does not say why Jeff Magnuson, his wife, and his dog were making the passage from Anacortes, Washington, to the Columbia River at the end of February in their 44' motor yacht *Island Fever*, or if they were intending to go further south when they encountered a change in the weather. But apparently, Magnuson, 55, and his wife, 56, were caught out and could not cross the Columbia River Bar, which was closed to recreational craft.

On February 28, they made a distress call to the Coast Guard Sector Columbia River Command Center and C.G. Station Cape Disappointment dispatched a 47-foot Motor LifeBoat (MLB), which arrived on scene at 3:45 p.m. and assessed the situation. They noted the weather conditions as wind 25 mph, seas 12-feet, air temp. 42 degrees F. — not extreme or particularly dangerous, especially for this time of the year. There was no mention of the yacht's engines being out of action or the owner requesting a tow in advance.

However, the MLB crew determined that it was unsafe to tow the vessel across the bar anyway, due to the yacht's lack of stability, wild motion, and the deteriorating conditions. The lifeboat crew instructed the *Island Fever* to remain offshore until weather improved and wear lifejackets. The MLB returned to base while the two boaters maintained a radio sched-



44' *Island Fever* beached near Newport, Oregon.

ule with the CG sector watchers. Around midnight, the couple may have asked to be taken off; the report quotes Magnuson as saying "We just got battered and bashed."

A second crew from Cape Disappointment was mustered, crossed the bar, and arrived on scene at 2:45 a.m. It was again determined unsafe to tow the yacht or transfer the crew. A helicopter hoist was decided as the safest method with the

MLB crew remaining nearby to assist. A Coast Guard MH-60 Jayhawk from Sector Columbia River arrived overhead at 4:15 a.m. The rescue swimmer was lowered to the vessel and assisted the woman into a rescue basket and she was hoisted into the helo. Due to worsening conditions, the rescue swimmer decided that the man and dog needed to enter the water first.

The hoist was accomplished safely and the helicopter landed back at Astoria Airport at 5:45 a.m.

on February 29 — Leap Year Day. The survivors declined medical services and were picked up by a relative. The abandoned vessel drifted south for several days until it was washed onto the beach two miles south of Cannon Beach at Arcadia Beach State Recreation site. It was declared a write-off and Coastal Towing and Salvage of Newport was hired to salvage the yacht.

They arrived with three flat-bed trucks and two backhoes by driving

along the beach from the Tolovana ramp, driving on the historic automobile route along the beach that rounded Hug Point at low-tide before the modern highway was built in the 1930's. After several hours excavating sand and hauling on the bow, they were unable to pull the boat onto a trailer. They returned the next day with a bigger backhoe and succeeded in removing the boat without major damage.

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Astoria Completing \$10 million Renewal of Six Waterfront Bridges

Work will continue to completion in June.

In the boom years of the 1890's, there were over 20 salmon canneries on the Astoria waterfront, but a

century later, when developers began restoring these properties, they concentrated their efforts on the five blocks from 6th to 11th Street in the downtown area. Over the next 20 years, several successful businesses had replaced the canneries, including breweries and restaurants with front seat views of the Columbia River.

In 2017, this business model was threatened when the Oregon Department of Transportation condemned the short bridges that allowed for vehicular access to the piers and supported the old rail line that carried the Astoria Riverfront Trolley. The city of Astoria received 90% funding to replace the bridges from the Oregon Department of Transportation through the Local Highway Bridge Program, with the remaining 10% provided by the city. OBEC Consulting En-

gineers provided the engineering services. Legacy Contracting of Stayton, Oregon bid \$10 million for the job and was awarded the construction contract.

The project was split into two parts: the odd numbered streets (7th St, 9th St and 11th St) were closed to all traffic and reconstructed from Oct. 2018 to July 2019. In the second phase, from Oct. 2019 to June 2020, the even numbers (6th St, 8th St and 10th St) are nearing completion. They can easily be identified by the tall booms of the three crawler cranes that are stationed at each crossing though out the job. All businesses on the river side of the tracks are accessible by foot, but the Astoria Trolley cannot resume full service until the entire project is complete and the tracks re-aligned.

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News from the... U.S. COAST GUARD

13th District

CG Cutter *Alert* Joins International Exercise in Mexican Waters

The U.S. Coast Guard Cutter *Alert* returned to its homeport following a 69-day Eastern Pacific counterdrug deployment off the coast of Mexico to disrupt the flow of narcotics and migrant smugglers. The crew also participated in the North American Maritime Security Initiative (NAMSI) Pacific Exercise in and around Puerto Chiapas, Mexico. This was a three-day effort by forces of the USA, Canada, and Mexico to improve operational coordination.

The exercise focused on enhancing information sharing and integrating actions during at-sea counterdrug interdiction operations. "It was a great experience to participate in and be a part of such a culturally diverse operational exercise," said Petty Officer 2nd Class Cristina Hickey, a Spanish translator and *Alert* crewmember. "I thoroughly enjoyed conversing in Spanish with my foreign counterparts and

learning more about their missions." Crews from the Coast Guard Air Station Sacramento, Coast Guard Cutter *Benjamin Bottoms*, Pacific Strike Team, Pacific Tactical Law Enforcement Team, Pacific Area/D11 command center and Joint Interagency Task Force South also participated in the exercise.

"I'm proud of the hard work that our crew put into our Eastern Pacific patrol," said Cdr. Tyson Scofield, *Alert's* commanding officer. "I am especially proud of the professionalism that the crew showed during our joint exercises. They displayed a high level of skill during the landing and launch of a Mexican helicopter for the first time. Most importantly, our crew created personal and professional relationships with their North American peers which will help to counter the flow of illegal narcotics into all of our countries."



U.S. Coast Guard Cutter *Alert* sails near Puerto Chiapas, Mexico, while participating in a three-day North American Maritime Security Initiative exercise to improve operational coordination. Photo credit U.S. Coast Guard

Coast Guard Sews Masks for fight against COVID-19

Coast Guard aviation survival technicians, better known as rescue swimmers, undergo some of the most intense training available in any military branch. They are highly conditioned rescue and survival experts drilled to operate in a variety of adverse maritime environments. Rescue swimmers achieve proficiency in advanced skills such as helicopter rescue, operational fitness, survival and emergency medicine. However, the ability to sew is probably the least known skill of every rescue swimmer in the Coast Guard.

"The North Bend AST shop makes and repairs a lot of aviation equipment as part of our regular duties," said Chief Petty Officer Roderick Ansley, chief of the rescue swimmer shop at Coast Guard Sector North Bend, Oregon. "We sew and repair air-frame upholstery, gear bags, equipment, flight suit patches. Stuff gets beat-up pretty good in our line of work. We can repair it all."

As the world continues to grapple with the complexities of a global pandemic, Americans are treating the emergency response as a war against an invisible enemy. This new war effort has seen a flurry of volunteers trying to meet the desperate need for medical supplies and personal protective equipment like gloves, gowns, face shields and masks. The Bay Area Hospital in Coos Bay sent out a request for assistance in procuring and manufacturing PPE. They even developed a blueprint for surgical-grade masks. They could disseminate the pattern and even supply the medical grade materials.

The North Bend rescue swimmer shop is stepping up to assist their local community first responders the best way they know how. The shop has 13 active-duty swimmers, operating in a round-the-clock rotation at both Sector North Bend and at the Air Facility in



US Coast Guard rescue swimmers sew surgical-grade masks for their local hospital. April 2020 (Courtesy USCG)

Newport. "We broke up the work into teams," said Petty Officer 2nd Class Chad Morris, an aviation survival technician at Sector North Bend. "If we aren't flying or doing maintenance, we're cutting materials, assembling layers, stitching seems, adding elastic. We do as much as we can and then the other team picks it up there."

"This community has always supported the Coast Guard," said Ansley. "During the partial government shutdown last year, when we saw a lapse in pay, they came out in droves to help us. They were here when we needed them most, and now we have another opportunity to give back."

Morris has been a rescue swimmer in North Bend for about five years and was recently accepted to the Coast Guard's Officer Candidate School and he's also planning to marry his fiancée soon. "Everything is up in the air right now and we just don't know what the future holds," said Morris. "But we focus on what's right in front of us, and that means pitching in and helping our neighbors any way we can."

"To be a Coast Guardsman means to be a servant of the people," said Ansley. "But I don't want people to think that we're the only

ones working on this. Many other community members have been leading the charge.

Ansley encourages others who have the means or skills to assist in the manufacturing of medical supplies for healthcare workers, visit their local hospital's website and find ways to help. Pull up the blueprints, and start sewing. If you can't sew, find another way to help your community. In the meantime, the rescue swimmers of Sector North Bend thread the needle so others may live.



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When Portland Was “The Liberty Ship Capital of the World”

by Peter Marsh

This title may sound strange today, but it was made popular in the 1940's by Larry Barber, marine editor of the Oregonian during World War II, and reprised by him in the 1980's when he wrote a regular column for this publication. The war ended 75 years ago, and there are very few people still alive who remember its effect on the Rose City. Larry's job was to cover the news of the city's shipyards, especially the three created from the ground up in a few months by a brilliant team of engineers under the leadership of Henry J. Kaiser. He was the great industrialist who had made his fortune and reputation as a contractor on the huge dams built in the 1930's during President Roosevelt's New Deal.

Larry retired from full-time work in 1972 and became a freelancer, sending stories to national and regional publications. In 1978, the Oregonian asked him to write another remembrance of the war years.

Realizing that the public's wartime memories were rapidly fading away, he titled it “Ship capital just a memory now,” and wrote another fine column on this brilliant chapter of Portland's history. He recalled how Kaiser's son and right-hand man Edgar arrived in Portland a few weeks after the December 6, 1941 attack on Pearl Harbor to inspect the vacant waterfront properties where a yard could be established.

There were a few anxious weeks before President Roosevelt approved a second wave of shipyard creation that included a site in Portland, downstream of the St



A crowd of workers gathers for the launch of the famous Ten-Day Ship in Portland, unaware that the guest of honor about to make a surprise appearance is President Franklin D. Roosevelt on a "secret" tour of U.S. cities playing an important part in building his "Arsenal of Democracy."

Johns Bridge. This was considered a very unlikely location for a major shipyard, but Edgar Kaiser was a brilliant manager who eventually opened two more yards on Swan Island and Vancouver, and recruited an industrial army of 100,000 people to work in them.

The St Johns yard was called “Oregonship” by everyone, and began work on a brand new design that was based on a traditional English cargo ship. At first, this new “emergency ship” was criticized for its functional blunted-bowed shape and called an “ugly duckling” by everyone from FDR to the man in the street, but that changed when it was given a name six months later. Liberty ship had fine ring to it, and was the name

that became famous when it began delivering desperately-needed cargoes to the British Isles, under siege by the German forces that had over-run the mainland of Europe.

The entire city joined in the war effort as they competed week-by-week with Kaiser's California yards in Richmond to build the most ships in the shortest time, working around the clock. This rivalry caused them to develop and perfect a method that we now call “modular construction” and think is very modern. Kaiser's local yards built over 750 large vessels, including Liberty and Victory ships, oil tankers and 50 aircraft carriers between 1941 and 1945, and made a huge contribution to the war effort.

Today the city and the state are facing the greatest challenge since the war years, but this time we are not being asked not to pick up our tools and build ships, boats and trucks—just to stay home. We, the staff of the Freshwater News, feel that this is the time to re-tell the story of the war years, to remind us of the time when Portland helped to win a war of a very different kind.

Portlanders Resourceful After Grim News of Pearl Harbor by Larry Barber

Few traces remain except memories and photographs of the era when Portland could claim to be the nation's Liberty Ship capital, a wartime industry that at its peak built ships faster than anyone else in the world, setting records that will never be beaten. From 1941 to 1944, the Kaiser-operated Oregon Shipbuilding Corp.(Oregonship) turned out 332 Liberty Ships, the “ugly ducklings” of World War II that became a major element of the Allied war effort.

Henry Kaiser and his son Edgar came to Portland in early 1941 and opened the first shipyard on 87 acres north of St. Johns. They had a contract to build 31 cargo ships to a modified British design, but only a few hundred workers. Henry J. Kaiser had started his career as a photographer, then switched to road building and then dam building, participating in the construction of the Grand Coulee and Bonneville dams. Edgar, his eldest son, received his training at the dams and was the general manager of the local Kaiser shipyards.



Prefabricated double bottom sections are stacked up at Oregon Ship Company in Portland, in front of the 11 building ways where Liberty ships were mass-produced at record speed in 1941-43.

The Kaisers brought to Portland some of their best dam builders and engineers to supervise the shipbuilding operations. They figured making ships was much like making dams except the building was with steel rather than concrete. Men aged 18-40 were being conscripted into the armed forces, so the Kaisers sent out recruiters to the Dust Bowl and southern states to find unemployed farmers and laborers. They even arranged for trains dubbed “Kaiser Karavans” to bring them to the Rose City.

Then these immigrants had to find some sort of housing and attend evening classes to train as welders, electricians and shipfitters. The Kaisers were the first shipbuilders in the nation to accept thousands of local girls and housewives who volunteered to learn these skills, beginning in April, 1942. It took 226 days to finish the first Liberty, the SS Star of Oregon, then the race was on to build them faster. The ships were pug-nosed and slow with an 11-knot maximum speed, but they carried 10,000 tons, a good cargo in those days.

As Oregonship gained tempo, and the demand for more ships grew, the Kaisers opened a second yard at Swan Island that built 146 oil tankers, then a third in Vancouver that built 30 tank landing ships (LST), 50 escort or “Jeep” carriers, 31 troop transports and over 20 big C4 cargo ships. The output of the local Kaiser yards made them the only rivals to the four Kaiser yards in Richmond on the east side of San Francisco Bay.

The Portland Liberty Ship yard had a large shop to cut steel plates to needed shapes, an assembly building where plates were put together into certain forms, and a large open space where assemblies were prepared to go on the eight ways. When the yard was really moving, it launched three or four ships a week, and one afternoon it slipped three ships into the river and delivered three others to the government, a feat that made a great publicity stunt.

A few months later, the yard put together its “10-day ship,” the SS *Joseph N. Teal*, named for a former Portland lawyer, and delivered it three days later.(The launch was watched by FDR, and news of this amazing feat went around the world.) However, Kaiser Richmond went one better by launching

a ship seven days after keel-laying. In both cases the assemblies had been made up and placed conveniently close to the ways, ready to be lifted into place, welded and painted.

The wartime yards were financed with government money to get ships afloat as quickly as possible. Portland-built Liberties went everywhere, and 36 were lost to enemy action or wrecked. The first of the Portland Liberties, the SS *Star of Oregon*, did not finish its first voyage. It was torpedoed off the southern African coast when returning from India with a load of iron ore. The next three Portland ships met similar fates.

Nonetheless, most of the liberties did reach their destinations and supplied Great Britain with enough food, oil and armaments to withstand the German attacks by sea and air until D-Day in June 1944.

Over 600 ship loads of war materials, machinery, food, clothing, lard and steam locomotives went across the North Pacific to the Soviet port of Vladivostok in Siberia. More than 20 of Portland's new Liberty ships were lend-leased to the Russians and hastily renamed using the Cyrillic alphabet. The Russians were tolerated as allies but were not popular.

“After Pearl Harbor, Local Yards Built 1,076 Vessels in War Effort”

Eighteen American shipyards built 2,710 Liberty ships and Oregonship built one seventh of them, reducing the time to 20-30 days during 1942-43, This was by far the largest class of ships ever produced, and they carried two-thirds of all U.S. cargo during World War II. Oregonship went on to lead the program to produce 99 steam turbine-powered Victory ships and 33 Attack Transports—also in record time.

Four existing local shipyards were expanded to build small warships for the US Navy and fit out bare hulls of aircraft carriers built on Puget Sound. They were Commercial Iron Works under the Ross Island bridge, Willamette Iron & Steel (WISCO) on NW Marine Drive, and Albina Engine & Machine Works on the east bank downstream from the Broadway Bridge. They too set records for speed, quality and invented many

continued on page 13

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Sailing News™

In the Galley with
Capt. Sandra Thoma

Spam is Good After Sailing Through the Storm

The U.S. Territory of Guam is an island in the western Pacific, 30 miles long, 8 miles wide, and 13 degrees north of the equator. Apra Harbor is a deep water port on the western side of the island formed by Orote Peninsula in the south and Cabras Island in the north. The southern end of the harbor is the location of Naval Base Guam. The northern end is the commercial port, which handles about two million tons of cargo a year. It is considered one of the best natural ports in the Pacific and attracts many visitors.

Sumay Cove Marina is in the far inner, protected part of the harbor, which had a small naval yacht club with moorage for Catalina 22's and 30's, and a dingy dock stacked with Lasers. A few sailboats owned by navy folk rested at anchor between the dock and the shallows. Some navy employees lived aboard larger yachts stern-tied to the seawall. In 1976, my friend Jim lived aboard with his family on a 52 foot Cheoy Lee. I was 14. He was 15. I had been sailing for a year. He had been sailing since he was a baby. I sailed the Lasers and Catalina 22's while he sailed any kind of boat that needed crew.

1976 was not only the year I learned how to race Lasers, it was also the most epic storm season in the western Pacific in over a decade. Storms and typhoons rolled through that part of the world with frightening frequency. Tropical Storm Nancy formed in late April of that year. It charged past the Philippines and toward Guam building to a typhoon as it came. Everyone said it was going to be "the Big One."

Everything that could be tied down was. Everything that could be shuttered was made fast. We stocked up with canned goods, candles and batteries, then filled washing machines and garbage cans with fresh water. Then the storm turned away and headed out to sea. It was a non-event. "The weather people have no idea what they're talking about, what a hoax," people said.

My big concern at the time, being 14 and totally addicted to racing Lasers, was that Typhoon Nancy would interrupt the spring race series while I was in the lead! It was my best season ever in my one-year sailing career. Imagine my relief when the storm stayed

out to sea and the race committee decided to hold the race. Jim was on the committee boat, since this was The Girls Race series. "It's a bit blustery," he said, as he helped me rig my boat.

I looked around at the flags snapping in the wind. "Sure," I said, "but wind is good, right?" Jim just shook his head. "Whatever, loser," he said. We had affectionate names like that for each other. I was having a great, super-fantastic time sailing the upwind leg and my boat, *Toe's Up*, was earning her name. We were screaming up wind. I was heeled over so far my butt was in the water and I was in front. I did have a bit of an advantage, being a year or two older than the other girls, and I was tall, and muscular. I had the weight to keep the hull flat.

It happens often in sailing, as in life that things are a blast... until they are not. Suddenly, without warning, the tremendous gust I was riding stopped. As in No Wind At All. That is the nature of a gust, after all. Otherwise, it would be called sustained wind. I did not have time to move my weight inboard, and over I went, with my boat, in an ungraceful backwards capsize.

When you learn to sail a dinghy, you learn how to slide over the windward side as the boat tips, then stand on the centerboard to right it, but no one ever tells you what to do should you fall backwards into the drink. The good part of this was that my boat went over with me, and did not continue sailing without me. The bad part was that my boat came apart, and started floating off in various directions in the chop and wind. As soon as I caught the centerboard, the tiller and rudder floated out of the gudgeons away from me. My boat floated off in another direction while I side-stroked to rescue the rudder with the centerboard under one arm. My ball cap was forever lost to the drink, and my sunglasses no longer to be seen.

The other good part was that my boat did not turtle. Somehow the sail rig kept the mast afloat. And the best part was that Jim was in the committee boat. I saw him in the bow of the orange zodiac that was zooming toward me when I was at the top of the swells. He jumped in the water in T-shirt and shorts, collected my sailboat, and swam toward me. The parts of the

boat were coming together, but it was still a bit dicey.

I discovered that the tennis shoes I was required to wear while racing — I usually wore flip-flops if I wore any shoes at all — were a real hindrance to swimming. Boat shoes had not been invented then, and as soon as my shoes soaked up water, it was like I had rocks strapped to my feet. The big, fat, orange flotation jacket I had to wear was not much help either, as it kept me afloat, but made it challenging at best to swim against the chop to *Toe's Up*.

Jim had no such hindrance. He was barefoot and had no flotation jacket. And he was strong as an ox. In fact, that was my affectionate name for him — you big ox. He fetched my boat, then reached out a hand to me.

"I'm taking these blasted shoes off," I said, and peeled them off, then wrapped a leg up on the centerboard.

"You okay" Jim asked. He reached an arm up over the gunnel, and together we flipped ourselves in the cockpit as the boat righted.

I pulled the mess of my hair out of my eyes, and coughed up some salt water. "I'm fine," I replied. "Sail back with me?"

"You a crazy girl, loser," he said.

"Just take the tiller you big ox," I grinned back at him.

It was one raucous ride back to Sumay Cove with our combined weight in little *Toe's Up*.

Needless to say, the race committee had a busy day picking gals up out of the drink, and the race was ultimately cancelled as no one finished. Typhoon Nancy turned



Black eyed peas and rice island style with curry and corn pudding.



S.V. Tranquility on a joyous close reach.

out to be a non-event for most everyone except sailors and surfers, so a month later, when Tropical Storm Pamela built to a typhoon, then a super-typhoon, no one paid the weather forecasters much mind — even when the storm was barreling straight for the island.

Sure, people boarded up their windows and rolled up rugs. Some

people filled washing machines and trash cans with water again, but many didn't. The day before the typhoon hit, the palm trees were blowing sideways and folks started thinking maybe it was time to stock up. By the end of the day, the shelves of the grocery stores were bare. Pamela hit the island with peak winds of 150 mph, and

continued on page 12

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Broad Reachings... continued from page 1

We got into our pre-start, made a horrible mess of making the start line on time (thanks completely to the helmsman) and started working our way to the first mark. The committee had set up a triangular course with instructions to circle it twice, and finding the course to that first mark (heck, every mark) was pretty easy since I'd graciously allowed the entire fleet to start before us and lead us to the next turn. Crew of *Mist*, you're welcome.

Oh, and those predicted winds of 12 gusting 19? I can't say for certain what they really were, but I'm willing to bet they were closer to 19 gusting 26. I'm not completely sure. What I am sure about is that on the tiller, I was spending a fair amount of time just trying to steer a straight course and control the weather helm, even with the traveler eased to make things mildly easier. On a positive note, I got a full body workout for two hours, and didn't have to pay some overpriced yoga/barre studio for the privilege of reminding me that I'm not 30 years old anymore.



Headed for the finish on Port Townsend Bay. Photo Credit: Jeff Eichen, www.jeichen.zenfolio.com

We finally managed to cross the finish line, eased off to the west, and had a nice little post-race sail in the general direction of the Olympic range before dousing sails and heading back to the slip. Thanks to the crew, we made a beautiful docking, which was opportune, since Jon had managed to make it down to the dock just in time to see us pull in, his beautiful boat none the worse for wear. A pretty nice ending to an awfully nice sail.

There was talk of heading over to the post-race beer-and-pizza party, but we decided to congregate at the wine bar instead. Which seemed only right, given its role making the whole day happen in the first place. Glasses were raised, reds and whites were quaffed, and toasts were made with a nod to the hands of fate, which brought us all together and got us all out on the water together.

A special thanks to the crew, by



Sailing and smiling. Co-owner Heidi Haney enjoying the downwind leg. Photo Credit: Jeff Eichen, www.jeichen.zenfolio.com

the way, for not mentioning my less-than-impressive helm work, and for not throwing crushed fruit in my direction (other than maybe

a glass or two of cabernet, post-race).

Talk about serendipitous...

The Galley...continued from page 11

had sustained winds of over 73 mph for 18 hours.

The utility grid on the island was completely wiped out, as well as the two radio stations. One of my favorite memories from that time is watching the palm tree in our yard fall over, taking most of the yard with it, and after the typhoon, seeing a Toyota sedan sticking out of the windshield of a dump truck. It was a couple of weeks before the runways could be cleared and supplies flown in.

There were people lined up at the Air Force Base, where my family lived, the center of the recovery effort. Fresh water was flown in and we had to carry our jerry cans to the water truck every few days to get water. My Mom taught me how to cook on a tiny Sterno stove — we did not have bottled propane

back then. Most of our dinners were fried Spam and green beans, Spam and beans, or hot dogs and beans. Spam wasn't a novelty for me. Spam on white bread with mustard was standard fare after a morning of sailing or scuba diving.

We bathed when it rained, wore the same clothes until they were salt-air crusty, and got really good at cooking on a Sterno stove. In the evening we played board games or visited the neighbors. It was three months before we had running water, and another six before we had electricity. Some years ago, my Mom told me how terrified she was at that time. "You must have made me feel really safe," I said. "Because for me, it was like sailing at the tail end of a storm — a real adventure."

While I hope we do not need

canned-food recipes by the time you read this article, I thought I'd share a couple...if not for the present, then for some time when the fresh provisions aboard run out.

Chicken Corn Chowder (My Mom's recipe)

- 1 can whole corn
- 1 can creamed corn
- 1 can cream of chicken soup
- 1 teaspoon dried parsley
- Dash of chili powder to taste
- ½ cup milk made from powdered milk (optional)

If you have some bacon, potato and an onion, cook the bacon in a medium pot until almost crispy. Remove. Save the bacon fat in a jar for just in case you run out of cooking oil at some future date.

Chop the potato and onion, and

brown in a little bacon fat.

Add all other ingredients. If you don't have any bacon or potato or onion, it'll be good anyway.

Black-eyed Peas and Pasta (My recipe)

Sounds weird, right? But this dish is delicious — hot or cold.

- 1-2 cans black-eyed peas
- About 1 tablespoon chopped garlic
- About 1 tablespoon chopped parsley
- ½ tablespoon oregano

Bacon (if you have it), olive oil if you don't, or remember that bacon fat you saved when you made corn chowder?

- ¼ cup Parmesan, if you have it. Or Swiss, or maybe a bit of Jack if its starting to be too hard for

sandwiches. We're not being picky here.

- Orzo pasta, or as small size pasta as you can find
- Cook pasta till just al dente, drain and set aside.

Sauté the herbs lightly, add the black eyed peas and mix for a minute or two.

Rub a baking pan with oil. Layer in the pasta and black eyed peas, starting this pasta on the bottom. Cover with the grated cheese.

Bake at 350 for about 20 minutes. Yum.


Leftovers - add chopped celery and carrots and a little vinegarette to cold left-overs of the beans and pasta for a nice salad.

Be well everyone, and may the force be with us.

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Liberty Ship... continued from page 10

ideas and tools to help cut the amount of labor and materials needed.

Gunderson Brothers also on NW Marine Drive built molded wood lifeboats by the thousands, and small landing craft by the hundreds. Dozens of companies supplied parts and services for the shipyards, including Iron Fireman, which cast and machined over 275 of the old-fashioned 2,500 hp steam engines for the Liberty ships, and Hesse Ersted, which built electric anchor winches for Victory ships. Remarkably, you

can see the interior of the factories of these two companies, which have been preserved and converted into multi-use urban centers in S.E. Portland, where you can now find purveyors of coffee, food or beer. (www.reddonsalmon.com and www.ironfiremancollective.com)

To pay for it all, the government pressed its war bond drives, which were widely promoted in the shipyards and in the downtown area. Oregon residents purchased \$520 million worth — an average of \$425 for every man, woman and child and a huge sum, allowing for inflation. Everybody who was here remembers those trying days of food and gasoline rationing, traffic jams, bond drives, blackouts, air

raid wardens, fingerprinting, recruiting campaigns, and Russians here to pick up lend-lease ships and goods. When fresh meats, butter, fats, sugar, coffee, shoes, canned fruits and vegetables became scarce — we were to red and blue ration stamps and “points.”

For the motorist, there was rationing of gasoline, tires and spare parts. The average citizen was granted one ration book with 32 coupons, each good for four gallons. This had to last eight months (over 33 weeks). This meant that most people walked part of the time and joined car pools to get to work. At night, the blackout was enforced and it was dangerous on the roads because drivers had to fit

their automobiles with headlight covers that only showed a slit of light. A great fleet of aging buses was put into motion, running to the shipyards from all parts of town and further afield. Yes, World War II changed Portland in ways we can only imagine.

P.S. Although the Kaiser shipyards quickly closed, they are still centers of industry and one of them, Vancouver, is open to the public. This is now the Columbia Business Park, south of state Highway 14 along the Columbia River. A viewing tower and interpretive panels are at the Henry J. Kaiser Shipyard Memorial at the boat ramp in Marine Park at the east

end of the waterfront. The large fabrication buildings and the ways overgrown with shrubs are all original from 1942.

Today, you can hardly imagine that this was the finest shipyard in the world, according to many admirals and marine engineers. It eventually employed 39,000, in three shifts, making it the region's biggest ever employer. Twice that many attended Vancouver's biggest-ever event on April 5, 1943 when 75,000 watched first lady Eleanor Roosevelt launch the first escort carrier USS Casablanca. Unfortunately, there are no memorials or signs about the forgotten wartime history of Portland.

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Polaris to Discontinue Production of Rinker, Striper and Larson FX Boat Brands

Polaris Inc. announced it has made the strategic decision to focus its marine investments and growth efforts on its flagship boating brands. As a result, Polaris will stop producing Rinker, Striper and Larson FX boat brands at its Syracuse, Indiana plant in June. Polaris purchased the Larson FX and Striper brands in 2019 and the Rinker brand as a part of its Boat Holdings acquisition in 2018.

"This decision was made after extensive consideration of every available alternative," said Bob

Mack, president of Global Adjacent Markets and Boats, and senior vice president of Corporate Development & Strategy, Polaris. "We were fully prepared to expand these brands and our presence within their respective segments of the marine industry. But today, considering market dynamics and the continued uncertainty around the sustained impact of the COVID-19 pandemic, we have decided not to move forward with investing the necessary resources to maintain and grow Rinker, Striper and Larson FX,

and will discontinue production of those brands."

The action entails closing the Syracuse facility which will result in the elimination of 120 jobs. Some of the employees impacted by the decision will have opportunities at Polaris Boats' Elkhart campuses. "We deeply regret the impact this will have on our employees, boat dealers, sales representatives, suppliers – and, of course, our Rinker, Striper and Larson FX customers," Mack continued. "However, today's decision will allow us to concentrate

our investments on driving growth and innovation within Bennington, Godfrey and Hurricane and strengthening our leadership in those segments."

Polaris will continue to provide customer service and parts support for Rinker, Larson FX and Striper

boats and will honor the warranties of boats purchased from Polaris. The company will continue to produce its Bennington, Godfrey, and Hurricane boat brands in its two campuses located in Elkhart, Indiana.

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LIVE ABOARD this beautiful 48' 1950 Canal Style Boat w/a 50' Covered slip at Waverly Marina in Sellwood / Portland. Stunning Unobstructed South facing view! No property taxes. Engine is original DAF DA475, 6-cylinder, runs, good condition. Bottom painted in 2019. DeVries steel hull. In US since 1980, from Holland. The boat is \$90K and Slip is \$100K. For more pix and info email danof@comcast.net



Motorized Swimfloat - Approx. 30 X 15 feet, 2015 construction, wood deck built on two fiberglass pontoons. Helm folds and stows under a hatch; outboard motor needs service. Unregistered. \$13,000 OBO. 719-685-6687.



Beautiful New 33' Wooden Houseboat For Sale. Marine Ply hull w/ fiberglass set in epoxy. Twin propane engines, composting head, wood stove and 400 w of solar panels. Vintage bronze port lights throughout. This boat is a work of art and a must see! 192k. For more pictures and info check out Waterwoody.com or e-mail; elwoodairbrush@gmail.com



40' 1979 Tollycraft Tri-Cabin and Boathouse. Impeccably maintained fresh-water boathouse kept. 454 Mercs 4-blade propellers. 2 heads. Diesel furnace. Kohler 7.5 kW generator. Magnum inverter. Satellite antenna. 150 gals water 300 gals fuel. Two helm stations. Auto-pilot. Teak interior. New Raymarine Doppler radar and three MFDs. Flybridge canvas. Bow winch w/ 160 feet chain rode. Nick Jackson crane mid-ships.Boathouse 57' X 28'6". Overhead door clearance 18'6". Crane in the boathouse. Boat and boathouse \$125,000 Byron of Oregon Yacht Sales — 360-904-7544 or Douglas — 503-931-0190

SAILBOATS50



CT 41 KETCH (1974) LIVEABOARD ON MULT-NOMAH CHANNEL. FRP hull, Teak decking, 75 hp Volvo Penta diesel, Aluminum Masts, Windlass, Head w/shower, Radar, VHF, Five Sails, \$32,000. 503-309-3097

SMALL BOATS & DINGHIES70

Dinghy and motor for sale. Zodiac C260 8.5" inflatable dinghy in great condition. \$950. 3.5 HP Tohatsu motor seldom used. \$500. Both of these items were purchased locally about 8 years ago and have been stored in boathouse. Contact Al Parr, parr@comcast.net , 503-665-7873.

WATERFRONT LIVING/SPACE150-199

BOATHOUSES162

Larson Built Boathouse



- Float Size 68 X 30
- Well Size 54 X18
- OH Door Size 20' H X 18' W
- New Springs
- New 50 Gallon Water Heater
- Storage Cabinets & Work Bench
- Steel Siding & Roofing



Asking \$87,500. Call the Listing Broker: Mike Maynard 916-276-3351 Irwin Yacht Sales

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WATERFRONT LIVING/SPACE150-199

MOORAGE175

COVERED SLIPS & BOATHOUSE SPACE
STARTING AT \$152 PER MONTH DREDGED IN 2002

26' to 36' slips on the Columbia River opposite PDx Airport. Avoid I-5 congestion. Secure card lock parking. Call Bill at Rodgers Marina 503-287-1101

DOCKS190



Dock at Tyee Yacht Club dock, will fit up to 50 foot yacht, buy dock for \$12,000.00 and join Tyee Yacht Club and only pay about \$250.00 a Month for docking and Club dues. Call Dave Mossbarger, 971-200 9284.

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WATERFRONT LIVING 150-199

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Do you have a USCG license? Seasonal positions May - Sept. Looking for pilots to drive jet-boats for popular tour boat company in Portland. Good pay! Good fun! Apply now to andy@willamettejet.com PT positions available. Must have USCG license and pass drug test to be considered.

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OF INTEREST TO BOATERS 300-400

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17-FT GLACIER BAY, 2013, twin 150-hp Yamahas, tandem trailer, low hours, like new condition, full canvas, fish finder, all navigation electronics to go offshore, owner transferred out of state, make offer, must sell...



ONE OF NICEST FLOATING HOMES in Portland, 700 SF, split level, 2 bedroom, 2 bath, fully upgraded throughout, tie up at your front door, awesome views, too many features to list priced to sell...



J-109 SLOOP, 35-ft LOA, 2005, one of the nicest J-Boats on the market, great Pacific Northwest cruiser, Yanmar diesel with less than 200 hrs, AC, refrigeration, full sail inventory, \$172,500. Call now for private showing...

☐ **\$125** Run your color photo ad and 30 words until your boat or floating home sells (up to 6 months, boats and floating homes only).

☐ **\$50** Run one time color photo ad, and 30 words of copy.

☐ **\$25** Run one time text only, no photo.

- Additional words (above 30) are \$.75 each.
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- For photo ads, please submit digital color print (no slides or negatives).
- Ads may be submitted by mail, email, fax or in person.
- Payment must accompany ads, Visa and Mastercard accepted.

☐ ☐ Expires: __/__/__ 3 digit verification code on back of card: _____

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Riverhouse East - \$434,000 MLS#20591076.
Lovely new listing open floor concept, new floors, fantastic kitchen, 2 bedrooms, 2 baths - Super re-model! Lots of storage, family room, Master with view & deck. Great outdoor space, Palm Trees, 2091 sf, 2 Reserved Parking Spaces. **220 N Hayden Bay Drive. Call Susan Colton 503-936-0161**



JBMI - Outside Slip Ownership. Beautiful Floating home with oversized decks, balcony, sunroom, slip is 35 x 89. Spacious interior 2 bdrm, 2 bath on main leve plus could be a 3rd up or/ Suite with wetbar and full bath. Over 2250 sf. South Facing. RMLS# 20353176. Price \$550,000. **Call Susan Colton 503-936-0161.**


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**PUBLISHER'S
NOTICE:**

All real estate advertising in this newspaper is subject to the Fair Housing Act which makes it illegal to advertise "any preference, limitation or discrimination based on race, color, religion, sex, disability, familial status or national origin, or an intention, to make any such preference, limitation orA discrimination." Familial status includes children under the age of 18 living with parents or legal custodians, pregnant women and people securing custody of children under 18.

This newspaper will not knowingly accept any advertisin for real estate which is in violation of the law. Our readers are hereby informed that all dwellings advertised in this newspaper are available on an equal opportunity basis. To complain of discrimination call HUD toll-free at 1-800-669-9777. The toll-free telephone number for the hearing impaired is 1-800-927-9275.





Hayden Island – Riverhouse Condominium!! – \$385,000, 1,816 Square Feet – A Unit – 3 Bedrooms – Open Floorplan & Completely Remodeled Kitchen! This beautiful condo features Mt. Hood/Hayden Bay views + It includes a boat slip! Level patio, lawn and swimming pool for entertaining! For more information call Megan Westphal with Eleete Real Estate 971-998-3071

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contact call 503-543-3939
www.scappoosemoorage.com**

HELP PROTECT OREGON'S WATERWAYS

Follow State Aquatic Invasive Species (AIS) Program Laws

Boats may not be launched with ANY aquatic species on the hull, motor, trailer, or any other exterior surface. Drain plugs must also be removed from all water holding compartments prior to overland transport.

Operators of out-of-state motorboats in Oregon are required to carry an Aquatic Invasive Species Permit. A portion of Oregon boat registration fees support the AIS program.

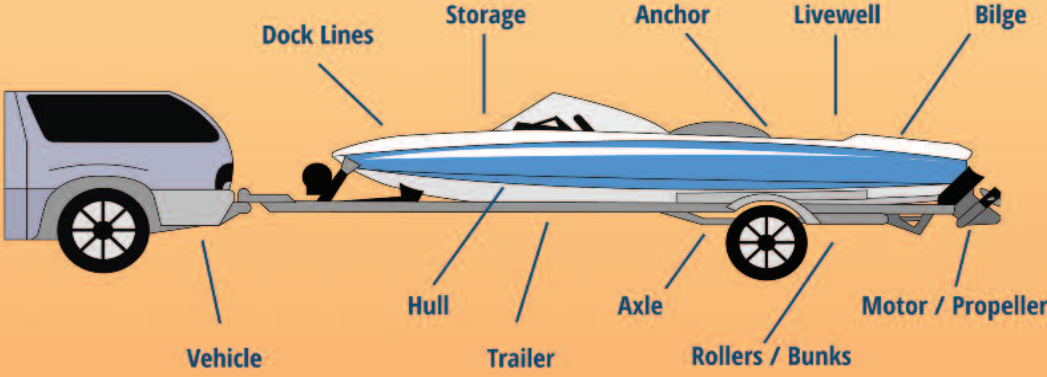
All boats transported into the state are required to be inspected at any open roadside boat check station along their route.

New for Non-Motorized Boaters in 2020

Operators of all watercraft 10 feet and longer are now required to carry a Waterway Access Permit. A portion of this permit fee funds efforts to prevent the introduction and spread of AIS.

CLEAN - DRAIN - DRY AND PULL THE PLUG


Always inspect and clean these areas:




For more information, visit www.BoatOregon.com



INVASIVE SPECIES IN OREGON



Eurasian Watermilfoil
(*Myriophyllum spicatum*)




New Zealand Mudsnaills
(*Potamopyrgus antipodarum*)

INVASIVE SPECIES NEAR OUR BORDERS



Hydrilla
(*Hydrilla verticillata*)



Zebra / Quagga Mussels
(*Dreissena spp.*)