

# Freshwater news

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



Larry Barber  
See pages 8-9



Northwest Sailing News  
See pages 11-12



Classifieds  
See pages 15-16



OREGON & SW WASHINGTON'S BOATING, FISHING & WATERFRONT NEWS SINCE 1984

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## Broad Reachings

by Eric Rouzee

### The Weather Outside is... Delightful?

A weird thing happened a week or so ago in February on the Admiralty Inlet in north Puget Sound; maybe you heard about it. For several days, including a weekend no less, it actually stopped raining! The constant, overcast, gray drizzle morphed into a blue sky with just a few clouds, and the official “Center of the Solar System,” the Sun made a special multi-day appearance. Really, I swear I’m not making this up!

Even more unbelievably, as I gazed out at Ludlow Bay on that Saturday, there was wind and plenty of it. Not being one to look a gift horse in the mouth — I’ve gotta look up the origins of that phrase someday — I brought a fresh cup of coffee to my ever-patient wife, and gently suggested that it looked like a truly lovely day to take *Legacy*, our Catalina 36 out on the bay and stretch her legs a little. I diplomatically glossed over the probable wind chill index out on the Sound, and pointed out that it was a rare treat to get



Morning calm before heading out. Photo Credit: Eric Rouzee

weather like this in the Pacific Northwest in February — or any month, for that matter.

She opined that it looked awfully cold out there, so I countered with the promise of multiple Coffee Nudges waiting for her at the Port Ludlow Resort when we returned to the marina.

That did the trick!

We boiled water for hot chocolate drinks, donned multiple layers normally reserved for the kind of weather you’d find off Cape Elizabeth, and headed down the hill to the Port Ludlow Marina. Cold or not, it really was a gorgeous day as we boarded *Legacy*,

pulled off the sail covers, rigged lines, and finally headed out into the bay and onward to the Admiralty Inlet, where we raised a reefed main and partially unfurled the Genoa.

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## The Northwest Experience

### Remembering the WWII History of Higgins Motor Torpedo Boat PT 658

by Jim Farrell

Growing up when this writer did in the Pacific Northwest, I never was far away from our local involvement in the two world wars. In 1917, my grandfather was stationed with the Spruce Production Division at Twin, Washington on the Straits of Juan de Fuca. (Over 30,000 troops were sent into the forests to log spruce that fed the vast kiln-dried mill at Vancouver). Two of my uncles served in World War II, one was a gunner in a Sherman tank who was killed during the Battle of the Bulge, while the other was a tail gunner in a B-17. During “The Bulge,” he was given a rifle then put on the frontline because the bad weather kept the Army Air Corps from flying. He was trapped for three days behind German lines.

My early childhood memories are of the Navy and Coast Guard ships that had patrolled the coast and were laid up prior to decommissioning and scrapping in the 1950’s. Many of the gun emplacements along the Washington and Oregon coasts can still be visited, and periodically unspent artillery ordnance is found on the beaches.

(This winter, anti-aircraft shells were found on North Beach in Grays Harbor County Washington. These 20mm rounds are believed to be from the 1940s, which makes their stability unknown. They have the resemblance of large rifle ammunition. Many of them were encased in a black rock or sludge. The Grays Harbor County Sheriff’s office is warning the public

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PT 658 snug in her boathouse on Swan Island. photo by Jim Farrell



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# Marine Board Seeks Written Public Comment on Towed Watersport Rules in the Newberg Pool

The Oregon State Marine Board is accepting written public comment on proposed rule changes to boat operations on the Willamette River in the Newberg Pool. The Board directed staff to draft rules at their January 22 meeting held in Salem. The proposed rules would

amend regulations on the Willamette River between river miles 30 and 50 to restrict wake surfing in multiple areas and define other areas in which all towed watersports, except wake surfing, would be prohibited. Additionally, the public can pro-

vide testimony on the proposed rules at a public hearing on March 9, 2020, from 9 a.m. to 4 p.m. The hearing will be held at the Marine Board office, 435 Commercial Street N.E., Suite 400, in Salem. Written comments will be accepted until March 22, 2020, at

11:55 p.m. and can be submitted to [osmb.rulemaking@oregon.gov](mailto:osmb.rulemaking@oregon.gov) or by U.S. Mail to Jennifer Cooper, Administrative Rules Coordinator, Oregon State Marine Board, 435 Commercial Street N.E., Salem, OR 97301. Testimony by

telephone will not be accepted. To view the proposed rule language, visit [www.oregon.gov/osmb/info/Documents/Rulemaking/Rule-makingNotice\\_NewbergPool.pdf](http://www.oregon.gov/osmb/info/Documents/Rulemaking/Rule-makingNotice_NewbergPool.pdf).

# New Boating Laws for 2020 to Improve Environmental Stewardship, Safety, Education

The 2019 legislative session was a busy one in which seven bills were introduced by the Oregon State Marine Board. All of these passed, including the operating budget. Most of the legislative concepts were in response to issues brought forward from boating clubs, advocacy groups, and agency partners. There were also several non-agency bills sponsored by legislators on behalf of environmental groups or private citizens. One allows the Marine Board to consider land use planning (Goal 15) in any future rulemaking on boat operations on the Willamette River (HB 2351). Another, HB 2352, creates a towed-watersports education program within the Marine Board and requires an additional education endorsement for anyone engaged in wake surfing and wakeboarding activities on the Willamette River (Newberg Pool, RM 30-50) in Clackamas, Marion and Yamhill Counties.

Here's a run-down of the new legislation and some of the changes coming to recreational boaters that began on January 1:

- To minimize the spread of aquatic invasive species, motorized boaters will be required to "pull the plug" when leaving a waterbody and during transport to allow any water-holding compartments to drain (transporting live crab or fish is against the law per ODFW regulations). The fine for failure to pull the plug is \$30 for non-motorized boats and \$50 for motorized boats and is a Class D violation. Law enforcement was also given the authority to order a person back to an aquatic invasive species boat inspection station if a boater bypasses the mandatory boat inspection station and the station is within five miles. If a person fails to go back to the station for an inspection/decontamination, they can be charged with a Class C misdemeanor (\$1,250 and or 30 days in jail). Protecting our waterways from aquatic invaders is

- the goal and compliance with boat inspection station requirements is vital to achieving it.
- Boat Rental Business (Livery) registration will be required so the agency can gather more information about the type of boats being rented and provide businesses with applicable boating-safety education and outreach materials to pass along to their customers to help make the waterways safer and protect the rental business from liability. There is no charge associated with registration, but failure to register is a Class B violation (\$265 fine). Current motorboat registration discounts apply.
- There's no longer a 60-day boating-safety education card exemption for new boat owners. Taking a boating safety course and carrying a boating safety education card is now required when operating a motorboat over 10 hp, regardless of when the boat was purchased. A new boat owner will need to take an approved boating safety education course and carry a boater education card before taking the boat out for a spin, just like a motor vehicle requires a valid driver's license. Most states have some form of mandatory education requirement and out-of-state boating safety education cards are accepted; however, if the resident state doesn't have boating safety education, the boat operators will need the Ore-

- gon boater safety education card. The mandatory education program was first enacted in 1999, so the program is now 20-years old.
- The definition of reckless boating was updated to reflect the motor vehicle code. The Marine Board and the courts can now suspend a boating safety education card if the operator is convicted for reckless boating or boating under the influence of intoxicants (BUII). Suspensions allow for up to one year for convictions of reckless boating and 1-3 years for BUII. On another note, the fine was reduced for not carrying a properly fitting life jacket from a Class B violation (\$265) to a Class D violation (\$115), to mirror a seat belt infraction in the motor vehicle code.
- Motorized boat titles and registrations were increased by 33%, or \$1.45 and fees are combined into a flat fee based on boat length. Title fees will increase to \$75 and the boating safety education card will increase to \$20. Replacement boating safety education cards will increase to \$16.
- The Waterway Access Permit replaces the Aquatic Invasive Species Prevention Permit for non-motorized boats 10' long and longer. Permits are available online through ODFW's eLicensing System and the one and two-year permits are available

continued on page 4

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E-mail: [fwn@freshwaternews.com](mailto:fwn@freshwaternews.com) • [www.freshwaternews.com](http://www.freshwaternews.com)

### CONTRIBUTING WRITERS

Sandy Carter, Trey Carskadon, Frank Colistro, Adam Fry, Peter Marsh, James Farrell, Hobart Manns, Marili Green Reilly, Eric Rouzee, Sandra Thoma, Jourdan Trudeau, Walter Valenta, Gleb Velikanov, Dale Waagmeester

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## Washington State Considers Delaying Ban on Copper Paint

Boating industry stakeholders offered reserved support for a Washington state bill that would delay implementation of a ban on copper-based antifoulant paint from January 2021 to January 2026. The legislation was introduced after a year-long study by the Washington Department of Ecology failed to resolve questions about the environmental impact of copper bottom paint as compared to alternative less harmful formulations.

After January 1, 2026, SB 6210 would ban the sale or application of antifoulant paints containing more than .05 percent of copper in the state of Washington by boatyards or owners. The bill or similar legisla-

tion must pass this year to avoid a near-term ban on copper paint. NMMA and other stakeholders support amending the bills to require continuing a scientific investigation by the Department of Ecology of the efficacy of low leech-rate copper paints, as well as so-called “green” formulations that can contain harmful chemicals like cybutryne.

Washington State enacted a copper paint ban in 2011, effective in 2018. However, a review by the Department of Ecology found that some non-copper alternatives might be more harmful to the environment than the copper-based paints they would have replaced. This uncertainty caused the legis-

lature to delay the ban until 2021 and directed Ecology to review risk assessments, scientific studies, and other relevant analyses regarding the toxicity and environmental impacts of antifouling paints.

Concerned that they do not know exactly what is in copper paint formulations or the alternatives, the Department of Ecology requested that the bill require paint manufacturers to disclose the contents of their paint formulations upon request. If you have questions, please contact NMMA vice president for state government relations, David Dickerson at [ddickerson@nmma.org](mailto:ddickerson@nmma.org)



Eroding copper painted hull.

### New Boating Laws...continued from page 3

through the Marine Board’s Boat Oregon Store. There are three permit options: one week (7-days) for \$5 (through ODFW), one year for \$17, and two years for \$30. Rental businesses for non-motorized boats can receive bulk discounts for Waterway Access permits. A portion of the revenue will continue to support aquatic invasive species prevention program and new revenue will support non-motorized boating facility grants

to facility providers for improvements or development of non-motorized boating access.

#### Non-Agency Legislation:

- **HB 2652** – “The Helmet Law,” requires outfitter guides to offer helmets (whether for purchase or rent) to customers when recreating on waterways with Class III or higher whitewater rapids. The Marine Board approved rules for implementation during their October Board

meeting, held on October 24, 2019.

- **HB 3168** – Grants authority to the Marine Board to make rules for non-motorized lakes previously regulated in statute to allow the use of electric motors at not-to-exceed slow-no wake speed. Since the passage of the bill, two petitions have been received for Gold Lake and North and South Twin Lakes, which the Board will consider during their January 22 board meeting in Salem.
- **HB 2351** – “The Willamette Greenway Bill” requires the Marine Board to consider Land Use Planning Goal 15 for any new rulemaking or special regulations relating to the operation of boats within the Willamette River Greenway from Cottage Grove Reservoir to the confluence with the Columbia River. The Board considered Goal 15 during their October 24 Board meeting and opened rulemaking for the Newberg Pool and

Lower Willamette River from below the falls to the confluence. Rule Advisory Committees have been convened and will consider rules to bring to the Board in the future. HB 2352 — creates a towed-watersports education program within the Marine Board and requires an endorsement for boaters who wakeboard and wake surf on the Willamette River between river miles 30 – 50 (the Newberg Pool). This education requirement applies to the boat operator who must pass an approved towed watersports education course (with a minimum passing score of 70%) and affix a special decal on their boat. The education course will consist of a home study manual (downloadable PDF) and a proctored exam held in various locations near the Newberg Pool, the local sheriff’s office and the Marine Board office in Salem. The cost of the course is \$60 and the boat operator may apply for their towed watersports education card and decal for their boat at that time. The decal is specific to the boat. The boat operator must also report the factory loading weight and other manufacturer data to the Marine Board in the decal application. Course and application materials will be available on the agency’s website and the test available at the Marine Board office in Salem by January 1. The Towed Watersports Education Card and decals are valid for two calendar years and must be renewed. There are no additional testing requirements after first earning the Towed Watersports Education Card.

- **HB 2835** – The bill requires state agencies to post notice before restricting or closing a site on state public lands where the public may access floatable natural waterways. The bill also re-

quires the Oregon Department of Transportation to notify certain agencies of recommendations to fund bridge projects under the draft Statewide Transportation Improvement Program and consider public access sites near proposed bridge projects. The Marine Board will be notified by state agency partners of any construction closures and will post this information on the agency’s interactive Boat Oregon Map, which currently shows all of the developed public access sites in the state. Public boating access facilities are owned and operated by city, county, state and federal entities.

With all of these program updates and fee changes, the agency is working closely with marine law enforcement and other agency partners, rental businesses, and facility managers to implement these new laws as smoothly as possible and to allow time to coordinate education and outreach. The ultimate goal is not to cite people, but to educate and improve safety for all water users, protect our waterways from aquatic invasive species, and understand the impacts of boat operations on shorelines, sensitive habitats, and property.

The Marine Board’s mission is to “serve Oregon’s recreational boating public through education, enforcement, access, and environmental stewardship for a safe and enjoyable experience.” These new laws touch on each area of our mission, but ultimately, it’s up to each and every boater to display courteous and considerate behavior toward other users, employ practices that protect the environment, and recognize the impacts of boat operations on others so everyone can have a fun and safe time on the water.

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The Northwest Experience...continued from page 1

“Don’t touch, don’t move, don’t transport” any similar device if found. If you see one of these rounds, leave it in place, mark its location and call Grays Harbor County Dispatch at 360-533-8765.)

As with all history, if we forget it, we’re doomed to repeat it. Throughout the region, our war defense history is on display for future generation to learn what it took to defeat authoritarian, nationalistic, hate-filled regimes. Portland is lucky as they have a very special boat on the Willamette River completely restored by eleven extremely dedicated World War II veterans.

Beginning in 1992, they located a half sunken PT Boat (Patrol Torpedo) in the mud of San Francisco Bay and contacted the estate of the former owner and barged her to Portland with the hope to fully restore the boat to her former glory. No, not Kennedy’s PT 109 that those of this writer’s age grew up hearing about, but the last remaining WW II PT boat in the world that is fully operational, including her re-armament, the PT 658.

It took 12 years of restoration until September 2004 before PT 658 was seaworthy and ready to be launched. With clear skies in 70-degree weather, the boat cleared the dock at the Swan Island. Bob Hostetter, a former PT executive officer, stood at the helm as she headed out into the Willamette River. He later turned over the helm to former PT-231 Skipper, Ed Jepsen. Also, on the bridge was former PT-150 Skipper, Russ Hamacheck.

For approximately 45 minutes, the boat patrolled the river with her three V-12 high octane gasoline Packards roaring as they did in 1945. One can only imagine what the original eleven veterans felt when they heard the three V-12’s fire up and feel the PT-658 cut through the water as it did over 60 years ago during their Navy service aboard Naval ships and PT boats in World War II.

“I wanted to hear the sound of those Packard engines turn over ... one more time and feel the rumble of the three Packard’ under my feet, it felt like nothing else in the world,” said 95 year-old Frank Lesage, the only surviving member of the original group that worked to restore PT 658. Frank served on a PT boat in the Mediterranean as a gunner’s mate on the twin 50’s battling the Nazis.

PT boats were the smallest and

most heavily armed Navy vessels during World War II. Torpedos, machine guns and depth charges gave PT boats enough fire power to attack enemy ships, barges and shore installations in the South Pacific, Alaska and European war combat theaters. The commitment the original eleven veterans (only Frank Lesage still alive) made has been continued by a very dedicated group of volunteers who are keeping the dream of the of the original vets alive.

This group, Save The PT Boat Inc. ([www.savetheptboatinc.com](http://www.savetheptboatinc.com)), have also built a boathouse for the PT-658. The boathouse provides weather protection for PT 658 and contains the PT 658 Heritage Museum and is moored inside Vigor’s Portland shipyard and has been PT 658’s home base seven years. The relationship between PT 658’s crew and Vigor’s workers has grown in respect for each other: for the expertise Vigor’s workers have and willingness to help the PT 658 organization; and for the determination of the PT 658 crew to preserve, maintain and keep a piece of WWII history alive and operational.

(Vigor just recently bought the Christensen Yacht Plant in Vancouver for building aluminum landing craft for the US Army, then were themselves bought out last year by Global investment firm, The Carlyle Group (NASDAQ: CG) and private equity firm Stellex Capital Management).

Their efforts have been aided by many in Portland’s boating community, like marine surveyor, Allison Mazon, ([www.almsurvey.com](http://www.almsurvey.com)) who never charged for her services and according to the group, has been an invaluable asset with her knowledge of boat construction and mechanical systems. As someone who has used Allison myself for both buying and selling of sailboats, believe me, she knows her business inside and out and their assessment of Allison is right on.

Many other companies and unions have also pitched in like A-deck Dental, Caffall Marine Services, Sheffield Marine Propeller, the late Chuck Kellogg, Iron Workers Local 29 and many others like the current group I met who were all working on the boathouse and improving the museum, and come from all different walks of life.

PT-658 is now available for chartered rides so old and young alike can experience what the smallest fighting vessel sounded and felt like during World War II.



Higgins 78-foot torpedo boats of Motor Torpedo Boat Squadron 13 (MTBRon 13) moored in Attu, Alaska, Jul 9-43. Note PT-75 and PT-78 nested outboard of their squadron-mate and PBY Catalina patrol plane taking off.



The crew of the PT 658 working in the museum.

The ramp to the boathouse and museum is ADA approved. PT-658 (Save The PT Boat, Inc.) is a 501 (c), (3) Non-Profit Organization that is supported with donations and grants. She is available for viewing by appointment on Mondays and Thursdays, contact ([www.savetheptboatinc.com](http://www.savetheptboatinc.com)).

A concern for the PT 658 group is the change in ownership of Vigor. They’re unsure of their month to month rental of the berth from the new owners. Maybe it’s now time for Portland’s boating community to help find a permanent home not only for PT 658 but for other historical vessels like the WW II Landing Craft LCI-713. What better tourist attraction could Portland add than at OMSI, where you’d be able to visit not only the Barbel-class submarine USS Blueback, but the Higgins ’78 PT Boat 658 and the Landing Craft LCI-713, all at the same location?

What would you, dear reader pay to have maybe a ride on the PT 658 to feel the rumble of the Packards start up and accelerate to 40 knots? How about adding the thrill of taking off and landing on the water in the Canadian (Canso) Catalina PBY9767 ([www.facebook.com/PBY9767/](http://www.facebook.com/PBY9767/)) that sank the German U-Boat 342 SW of Iceland

in WWII and the only PBY certified to take off and land on water? That may be possible sometime between June 30 and July 8 as the

two meet on the Willamette as they did throughout the world during WWII.

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# Schools Mini Boats

by Peter Marsh

The Columbia River Maritime Museum held a “Miniboat Summit” in Astoria on January 21 to show the public — and three Portland TV stations — the latest news in their growing miniboat program. Nate Sandel, the museum’s education director first saw a mini boat at a STEMposium in 2017 on the east coast, where dozens of the 5’ long boats have drifted and sailed across the Atlantic in both directions. They are equipped with waterproof satellite beacons that allow the school children who assembled the boats and fitted them out to follow their progress.

Sandel was so impressed, he put out a call to fifth grade teachers in Oregon and Southwest Washington beginning in the 2017-2018 school year to assemble their own boats for the long and uncertain voyage across Pacific Ocean. He also worked with Japan’s Consul General in Portland to find partner classes in Japan who would accept an identical boat gifted to them by the American schools, and launch it to sail eastwards towards the NW coast.

Now in its third year and with more than 55,000 nautical miles



traveled to date, the Miniboat Program was ready to launch the 2020 fleet of student built boats and invited the community to attend an informal ceremony to dedicate three boats. This year’s classes came from Warrenton, Columbia City and Vancouver and each made short presentations about their boats, then conduct a sparkling cider christening and bottle-breaking. Videos from the Japanese schools showed their location and how they were

named and decorated.

Finally, there was an official hand-off where one class passed their boats on to the Columbia River Bar Pilots, who will launch their miniboat as far out into the ocean as they travel to meet incoming ships. The other option is to ask the U.S. Coast Guard, who are happy to launch the miniboat off Baja California where it is likely to get a good start on its way into the NW trade winds.



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## And the Winners Are — 2019 Portland Race Results

By Ailona Dondore

Portland area sailors and their friends and families celebrated their accomplishments in the 2019 racing season during the recent awards banquet hosted by OCSA (Oregon Corinthian Sailing Association). By all accounts, the event was a rousing success with tall tales shared, laughter aplenty, drinks flowing easily, and great food. Awards were presented by OCSA, RCYC (Rose City Yacht Club) and SYSCO (Small Yacht Sailing Club of Oregon).

Congratulations to the following 2019 trophy and first-place award recipients!

- OCSA Sailor of the Year: Gregg Bryden**  
*For the individual who has gone beyond the call of duty in his/her contributions to the sailing community*
- OCSA Good Times: Bill Sanborn**  
*Deemed the sailor who always seems to have had the most infectious good time*

- OCSA Welcome Slough: Coleen Belisle**  
*A new sailor who has put forth extra effort to be involved in the sailing community*
- OCSA U.S. Sailing Sportsmanship: Doug Pihlaja**  
*Awarded to the individual who has exhibited Corinthian sportsmanship both on and off the water*
- OCSA Participation & Performance Trophy: David Paul on Nelly**  
*Presented to the boat entering and doing outstandingly well in select races*

**And, more winners...**

**PHRF:**

**A Fleet**

*Velocity*, Tom Keffer: PYC Opening Day

*Lolita*, James Miller: SYSCO Spring Series, PYC Summer, SYSCO Twilight Series

*Myst*, Rod Buck: SYSCO Grow the Sport Race

*Misty*, Pam Sesar: PYC Rose Festival

*Goose Chase*, Bruce Shibley: SYSCO Summer Series

*JamJam*, Tom Kelly: PYC Robert A Smith

**A-1 Fleet**

*Riva*, Scott Campbell: CYC Oregon Offshore

*Abstract*, Mary Hartel: RCYC Long Distance

**A-2 Fleet**

*Abstract*, Doug Pihlaja: CYC Oregon Offshore

*Lolita*, James Miller: RCYC Long Distance

**B Fleet**

*Nelly*, David Paul: PYC Opening Day, PYC Robert A Smith

*Oceanus*, Kerry Poe: SYSCO Grow the Sport Race

*Margaret*, David Shepherdson: CYC Oregon Offshore

*Apple Pi*, Rock Kent: PYC Rose Festival

*Pajema*, James Shaw: SYSCO Summer Series

*Hot Dog*, Ollie Kunz: RCYC Long Distance

**C Fleet**

*Junkyard Dog*, James Severs: SYSCO Spring Series, SYSCO Summer Series

*Pajema*, James Shaw: SYSCO Twilight Series

**General**

*Bite Me*, Phillip Campagna: SYSCO Dual Bridge Duel

**One-Design: Cal 20 Fleet**

*Hot Dog*, Ollie Kunz: SYSCO Spring Series, SYSCO Summer Series, SYSCO Twilight Series, SYSCO One Design, PYC Robert A Smith

*River Dance*, Michelle Bennett: PYC Rose Festival, PYC Summer, SYSCO Duel Bridge Duel

**Catalina 22 Fleet**

*Paula Jean*, SYSCO Spring Series, SYSCO Twilight Series

*Max ERP*, Jody Schultz: SYSCO Summer Series

*Gray Pride*, Don Woodhouse: SYSCO One Design

continued on page 7



# Tollycrafters Northwest Celebrates 35 Years

Tollycraft Northwest (TNW) is celebrating 35 years on the Columbia and Willamette Rivers this year. Formed in 1985 as a “Why Not” idea for all Tollycraft owners. It started as a forum to get together and share ideas regarding our boat and the changes that owners have made to improve their boats.

Tollycrafts Northwest members have a wealth of information regarding where to get parts and upgrades for the Tollycraft line of boats.

Size of boats in our club range from the 17-foot Runabout to the 48-foot CPMY and many sizes in-between.

TNW has cruises each month, starting in March and ending in October, cruising to destinations both on the Columbia and



Tollycraft “Chilly Willy 2” at Beacon Rock.

Willamette Rivers. We have no clubhouse, we are a cruising club and many of our club members are members of other yacht clubs in the Portland area. Many owners cruise up north and/or fish during the summers at the coast, and many of the TNW members are Christmas Ship participants.

If you are looking to add something interesting to your Tollycraft boating experience please contact us for further information.

For further information please contact Commodore Lois Simmons at 360-835-2666 or at [hiouchi@comcast.net](mailto:hiouchi@comcast.net)

## Race results...continued from page 6

### J-24 Fleet

*Deadbeat*, Jeff McDonald:  
SYSCO Spring Series,  
SYSCO Twilight Series  
  
*Rush*, Gibb Elliott:  
SYSCO Grow the Sport Race  
  
*Bite Me*, Phillip Campagna:  
SYSCO Summer Series

### J-105 Fleet

*Abstract*, Doug Pihlaja:  
SYSCO Spring Series,  
SYSCO Twilight Series

### Martin 24x Fleet

*Bad Habit*, Karen Anderson:  
SYSCO Spring Series,  
SYSCO Grow the Sport Race,  
SYSCO Summer Series  
SYSCO Twilight Series  
  
*Apple Pi*, Rock Kent:  
PYC Summer,  
SYSCO Dual Bridge Duel

### Melges 24 Fleet

*Myst*, Rod Buck:  
PYC Opening Day, SYSCO  
SYSCO Spring Series,  
SYSCO Summer Series  
  
*Blur*, Ashley Lund:  
SYSCO Twilight Series

### Merit 25 Fleet

*OBI*, Michael Morrissey:  
SYSCO Spring Series,  
SYSCO Summer Series,  
SYSCO Twilight Series  
SYSCO Dual Bridge Duel  
  
*Kestrel*, Bruce Newton:  
SYSCO Grow the Sport Race  
  
*Nausicaa*, Bill Wagner:  
SYSCO One Design

### Ranger 20 Fleet

*Thunder Pig*,  
Jacqueline Pitter:  
SYSCO Spring Series  
  
*Papagayo*, Michael Barth:  
SYSCO Summer Series  
  
*Sea Glass*, Darren Posey:  
SYSCO Twilight Series  
  
*Flying Frog*, Gregg Bryden:  
SYSCO Dual Bridge Duel

### Venture 21 Fleet

*Lipstick*, Shelly Johnson:  
SYSCO Spring Series,  
SYSCO Twilight Series,  
SYSCO Dual Bridge Duel  
  
*Gilded Lady*, Jan Burkhart:  
SYSCO Summer Series

### Level:

#### A Fleet

*Papagayo*, Mike Barth:  
SYSCO Grow the Sport Race

#### General

*Misty*, Pam Sesar:  
SYSCO Spring Series,  
SYSCO Twilight Series,  
SYSCO Duel Bridge Duel  
  
*Wide Load*, Alan Sekol:  
SYSCO Summer Series

### Cruising

#### A Fleet

*Misty*, Pam Sesar:  
SYSCO Summer Series  
  
*Breakaway*, Dan Petrin:  
SYSCO Twilight Series

#### B Fleet

*River Weasel*, John Osborne:  
SYSCO Spring Series,  
SYSCO Summer Series  
  
*Cando*, Rene Emch:  
SYSCO Twilight Series

#### C Fleet

*Aventura*, Ken Stephens:  
SYSCO Spring Series  
  
*La Dolce Vita*,  
Scott Stevenson:  
SYSCO Summer Series

*Blew Streak*,  
Gary Kapezynski:  
SYSCO Twilight Series

### D Fleet

*TRYST*, Dee Turner:  
SYSCO Spring Series,  
SYSCO Summer Series  
  
*Comin in Hot*,  
Courtney Carter:  
SYSCO Twilight Series

### General

*Vaporware*, Richard Samuels:  
SYSCO Grow the Sport Race  
  
*Chinook*, Tod Bassham:  
CYC Oregon Offshore  
  
*La Dolce Vita*,  
Scott Stevenson:  
SYSCO Dual Bridge Duel  
  
*Cando*, Rene Emch:  
RCYC Long Distance

Detailed 2019 results for CYC, PYC, RCYC & SYSCO can be viewed at <https://sailpdx.org/>



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# Lawrence Barber (1901-1996) — Last Marine Editor of The Oregonian Newspaper

By Peter Marsh

“As a boy, I was a very normal child. I had to be because I grew up in Normal, Illinois — the site of the Illinois State Normal (Teachers) University,” Larry Barber wrote to an old friend in 1992, after publishing his first and only book at the age of 88. “Tango Around the Horn” was about the last commercial sailing ship to fly the US flag and its voyage from Portland to Capetown in 1942. By then Larry had re-established himself as “Mr. Boating” — the acknowledged expert on the history of shipping and boating on the Columbia and Willamette Rivers through his monthly column in the Freshwater News.

Lawrence Foster Barber was born Oct. 7, 1901. His father was Professor Frederick Delos Barber, a professor of physics at the university, and a distinguished academic in his field of science education. Growing up in the mid-west, surrounded by farming communities and 100 miles from Lake Michigan, Larry Barber could hardly have guessed that he would leave Illinois behind, make a new life in distant Portland, Oregon, and eventually earn the honorary title of “Mr Boating” on the great Columbia River. He attended the college where he found he had a talent for writing as a reporter and later editor of The Vidette, the weekly student newspaper.

He also worked part-time for the local paper, the Daily Pantograph,

until he graduated with a two-year teaching diploma. He taught geography and history in a junior high school for one year (1923-24) and didn’t think he was really cut out for teaching. He returned to Normal to complete his degree, but fate intervened when the editor of the Daily Bulletin, based in the neighboring town of Bloomington, offered him a job as a reporter on the West Side beat. “This included the railroad shops and the rougher side of town and I got along fine,” he wrote.

Two years later, in 1926, he left town with a couple of school pals who invited him to join them on “a summer land cruise by Ford Model A to the west coast.” As they drove north along the California coast, he looked for work as reporter in the big cities, but was turned down at every try. The Oregon coast towns were only connected by primitive dirt roads, so they turned inland, crossed over the 4,310-foot Siskiyou Pass, then followed the Willamette River north to Portland. That was where Larry found a summer job as a junior reporter at the Oregonian newspaper and bid his friends a safe journey home. “That temporary job lasted 42 years,” he loved to point out.

One of his first assignments in 1926 had been to visit a ship loading lumber at the Eastern & Western Lumber Company dock. This was the only article from the 1920’s that he saved. What made this story newsworthy was that this was a sail-



Larry Barber retired from the Oregonian in 1969 after 42 years service--35 of them as shipping, then boating editor.

ing ship, a rare sight at the docks after World War I. He met the captain, a German of the old school, and wrote: "Captain Windhorst was last here in 1912 when the view along the beach was filled with square riggers instead of the powered carriers that predominate today."

In 1928, at the age of 27, he was promoted to the post of motoring editor. Having spent the first year covering the local automobile news, he decided in the summer of 1929 to try something more adventurous: driving the entire 367-mile route along the Oregon coast in one day. This had never been done or even attempted before — the only previous effort in 1926 had turned into an endurance test that lasted four days! In what would be called an “extreme driving challenge” today, they left Astoria at 3 a.m., and found all the narrow dirt and gravel roads were dry, the six private ferries were all operating daily, and the one leg on a beach was crossed safely at low tide. They arrived in Crescent City, California just 21 hours later.

He married Edna Mae Mars in 1929 and they eventually settled into the house on North Kerby Avenue where Larry lived until he died in 1995. In 1930, he set out on another long-distance adventure: to drive over 1,000 miles to the construction site of the Boulder Dam — a huge public works project that had captured the public imagination in the western states. He crossed the sparsely-settled cattle country of eastern, then crossed the Nevada desert, stopping at isolated ranching and mining settlements until he reached the small town of Las Vegas, population 5,200.

He found a small temporary town for the workers on the dam at Boulder, where Henry Kaiser’s company was constructing the roads and delivering concrete for the dam that rose up in the narrow of the Colorado River. This is where he



Barber’s first boat, Little Shaver.

first wrote about the Henry Kaiser organization, which was a partner in the dam-construction team. (Kaiser would become a fixture in his writing during World War II.)

The Barbers had one son, Lawrence Eugene Barber in 1932, and Larry made the big move across the newsroom to the marine desk where he stayed until his retirement in 1967. When he began covering the waterfront, many of the steam ships in the port were built in the boom years of 1917-20 after the USA entered World War I — when FDR was the assistant secretary of the US Navy. Over 1,400 ships were launched in this period — most too late to join that war effort. That resulted in a slump in shipbuilding that lasted 20 years, as low-cost war surplus ships displaced the vessels built in the early 1900’s.

By 1932, the last square-rigged ships were laid up and seemed unlikely to sail again. However, there were other ships that made for an interesting yarn, like the *Storm King* — the annual supply boat for the Alaskan salmon canneries, or the occasional scandals involving the “City of Roses” notorious local “dance barge” Swan. More seriously, the Port of Portland’s administration was embroiled in very questionable business practices in the early 1930s. The commissioners and general manager James A. Polhemus were suspected of favoritism in setting rates for dry-docking, dredging, leasing docks etc.

The controversy climaxed on November 20, 1933, when Frank Akin, a private auditor who had been appointed by Governor Julius Meier to investigate the charges, was murdered. No one was ever prosecuted for the crime, and port officials successfully fended off the accusations. For whatever reason, none of Larry’s typical columns on commercial shipping for that entire decade were preserved in his files.

It was in the mid-1930’s, with the Depression keeping prices down, that he was able to afford a small motor cruiser he called *Little Shaver*. He became an enthusiastic boater exploring the Columbia every summer with his family, and began coverage of the local yachting scene for the Oregonian. Of course, motor boating as recreation was frowned on in the war years and the amount of gas needed would severely deplete a family’s coupon book. But many yachtsmen joined the Coast Guard Auxiliary and conducted regular security patrols with their own boats.

He was paying close attention to local business circles in the fall of 1940, when the Kaiser men began appearing in Portland. This was the

starting point for his five-year mission to document and publicize the Kaiser company’s shipbuilding exploits, when the war effort took over the waterfront. By this time, Britain had triumphed in the short but deadly Battle of Britain in September 1940, but still stood alone against the might of a re-armed Germany that ruled the entire continent with its fascist allies in Italy and Spain.

When FDR appealed to the nation to become the Arsenal of Democracy, Larry Barber found himself in a unique position as an eye-witness to the transformation of his hometown into a shipbuilding powerhouse unlike anything that had ever been seen. At the age of 40, he became a full-time war correspondent on the home front. His job was to publicize and communicate the achievements of the marine industry that at its height employed 130,000 workers, and inform and motivate the entire city to support the war effort and keep producing more ships at a record pace.

He began writing a weekly column plus larger features as the stories presented themselves. In the summer of 1942, he found time to review his files and compile a list summarizing all the hundreds of events he had noted. It gives an authentic first-hand view of the development of all three Kaiser shipyards and two of the smaller yards in the region. The speed at which ships were being produced for the war effort was the main theme of Larry’s work, and he dubbed the city as “The Liberty Ship Capital of the World.”

In the spring of 1942, there was a surprise waiting for him 20 miles downriver in the small port of St Helens, which specialized in loading lumber from the local mill. At the dockside, he found what was likely the most remarkable nautical story of his life: the plan to ship lumber from the Columbia River to South Africa in 1942 on a converted square rigger, the 396-foot Tango. This attempt to revive commercial sail in the middle of the world war was apparently so unexpected that there were no government rules prohibiting it!

The ship was re-rigged as a six-masted schooner at the dock and a few crewmen were recruited for the long trip through two oceans where it was open season for Axis raiders and submarines on any ship they found. Larry’s story was immediately blocked by the official censor until the ship was far out to sea, when the story filled the front page of the Oregonian’s Sunday edition on May 24. That was all he knew

continued on page 9

## FISHERMAN’S OATH

I am a fisherman for life.  
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Fishing is not an escape.  
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## Barber...continued from page 8



Sternwheeler Henderson

for the next 40 years...

Larry took all his own photographs for the Oregonian with the standard press man's camera — a Speed Graphic single-shot 4" x 5" model he loaded with glass photo-plates he carried in a shoulder bag. He shot most of the fine photos that illustrate this book. (He continued to print 8 x 10 black and white photos from his collection of negatives in his own darkroom for the next 50 years.) He covered the rise and fall of the Portland and Vancouver shipyards which at their peak employed over 100,000 people and produced 1,074 vessels. By the end of the war Larry would be on first-name terms with the Kaisers and would continue to correspond with them into the 1960's.

In 1942, he was a charter member of the Portland Power Squadron — a national organization with an educational mission, many of whose members joined the CG Auxiliary. Other squadron members joined the military. Larry promoted the Power Squadron throughout the community in his newspaper column. At one point, the Portland Squadron grew to be the largest squadron in the country with more than 1,100 members. Times have changed since then and the Portland Squadron shrunk to its current size of about 130 members.

Larry was also a member of the Portland Yacht Club for over 50 years, and published the club's yearbook, the Portlight, for almost 30 years. In 1947, he bought a 31-foot motor cruiser, the *Rambler*, in which he made ten long coastal trips to Vancouver Island and the Straits of Georgia in British Columbia with other club yachts. This was at a time before marinas, guidebooks or modern navigation equipment, but that never seemed to bother Portland's daring coastal cruisers. He sailed in the 1959 Transpac Race from Los Angeles to Hawaii as what is now called an "on-board reporter" on the 73-foot ketch *Zia* with owner, timber tycoon Robert Johnson. In 1960, he was appointed to the Oregon State Marine Board by Governor Mark O. Hatfield and served 13 years, twice as chairman.

After 35 years of marriage, his wife Edna died in 1964. At PYC, he met Mrs. Elizabeth A. Gilliam whose late husband had been a member, and they married in 1966. He retired from the Oregonian on Jan. 1, 1969 having served more than 35 years as marine and boating editor, a national record. He worked tirelessly on behalf of the boating public, and his journalistic byline became "Mr Boating." He won several awards: one was a wartime

prize for a photograph taken at the Oregon Shipbuilding Corp. yard, another was the Thomas Fleming Day Award for excellence in boating journalism. Both included trips to New York and honorariums.

Larry's last, active assignment for the Oregonian was in 1972, when he wrote a story on drifting the Rogue River. But he continued to be a prolific writer, free-lancing for the national magazines *Yachting* and *Power Boat* among others. In 1987, then aged 85, he took the difficult step of selling the old *Rambler*, which had carried him 55,000 miles over 40 years. "I loved that old boat," he said. "But I got a bit too old and decrepit — me, not the boat!" (As some consolation, he was able to sell the *Rambler* for three times as much as he had paid.)

He had certainly earned the right to slow down, but another challenge appeared like a message in a bottle when he learned that he had unfinished business with the *Tango* — he square rigger converted to a six-masted lumber schooner for its final voyage from the Columbia River to South Africa in the middle of World War II. He determined to turn the story into a book and conducted an extensive search for information at the age of 85. For the next decade, he continued to contribute stories on local maritime history to the boating paper *Freshwater News* until he died suddenly at the age of 95, in 1996.

In the late 1980's, Larry found another outlet for his stories about local maritime history at the local boating paper "The Freshwater News." Publisher Jim Canton gave him the opportunity to reprise many of his favorite articles, beginning with the last of the square-rigged sailing ships loading wheat for northern Europe in the 1920's and ending with the arrival of fiberglass yacht production in the early 1960's. In 1994, he re-wrote a two-part story for the 50th anniversary of D-Day titled "When Portland Was the Liberty Ship Capitol of the World."

This is remarkably well-written for a man of his age, and was my first clue to the part he played in the war at home. To the end of his life, he couldn't resist calling the Liberties "ugly ducklings" one more time. In truth, it was the tankers that deserved this unfortunate nickname for the many ways they were overlooked in favor of the cargo carriers and naval ships, which could not leave the dock without the fuel supplied by the tanker fleet.

I had been reading Larry's nautical history stories for the *FW News*, but had never succeeded in starting a conversation. The launch

party for the book in 1989 at the Oregon Maritime Museum in downtown Portland presented me with the chance to introduce myself. He was then 88, and after hearing him speak about the struggle to research the ship, I realized this was my first and only opportunity to connect with him and the rapidly-fading history of commercial sail in the NW.

The next day, I decided to get on board, so to speak, by asking him if I could purchase a couple of photos of the *Tango* with a view to printing and selling historic ship postcards. He agreed, and insisted on re-printing the images I chose. He showed me his darkroom in the basement of his house in NW Portland, and charged me \$50 each, which was more than I anticipated, but this did include the rights to publish and sell the images.

Remember this was before the digital revolution in printing, so I had to find a low-cost printer with a press in his garage who could produce the cards, and he suggested I get 1,000 because that gave me a much lower price per card. I found a few more interesting photos and ended up with half a dozen different historic nautical cards and a very small business that might even pay for some of my gas if I was visiting Astoria or Seattle. That was also the decision that started me on the long voyage I have taken to preserve and publicize Larry's work.

I've sold a few thousand of those cards, and probably made a little profit, but the real return from that \$100 investment was when his wife Liz Barber invited me to come back and visit them again. I was able to talk with Larry about the book, and from then on pay close attention to his stories for the *Freshwater News* about the good old days on the river until he died suddenly at the age of 95 in 1996. He requested that his ashes should be cast into the Columbia River.

When Liz called me after the funeral, I realized she wanted some company, so I began visiting every week. It wasn't long before she suggested I contribute to the household

by "cleaning up the mess in the basement." I agreed, and began sorting the thousands of prints that covered everything from the Liberty ships to yacht-club cocktail parties, and faded copies of the Oregonian that went back as far as the 1929 motoring adventures.

I began sorting them and soon saw that some were of more interest to me than the rest, so I put them aside for safe keeping. When Liz moved into a retirement home a few years later all those photos would have gone into the dumpster if I hadn't rescued them. That was when I became the custodian of the "Barber photo archive," a collection of a half dozen cardboard boxes holding images, newspaper clippings, and other materials. I discussed this with Jim Canton the founder of this publication, and managed to trace the people involved in some of those old photos. But I understood that Jim wasn't really interested in having me continue the kind of writing that

Larry had been doing so well, so I began covering the real "news" on the waterfront.

I dragged the boxes from house to house in Portland, until I moved to Astoria in 2002, where I began seeing the history of the Columbia River in a new light. Thirty years later, I am still slowly selling that same printing of the cards and very occasionally a *Tango* book from my website. Recently, I have found some ways to write about World War II in Portland on the 75th anniversary of those epic years — well illustrated with Larry's photos of the Kaiser shipyards and especially the Liberty ships.

Larry's son, Eugene 'Gene' Barber was born in 1932 and died in 2012. He attended the University of Oregon and was later drafted and served in Korea. He was employed for most of his career at Shaver Transportation Co., working first as a tugboat deckhand and later as a dispatcher.

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# Pacific NW Offshore International Yacht Race Selects Ilwaco For Race

As a celebration of the opening of the 2020 boating season, the first annual Pacific Northwest Sailing Days will take place from May 2 to 8 on Washington’s Long Beach Peninsula. The event centers around the start of the Pacific NW Offshore International Yacht Race from the Port of Ilwaco on May 7, 2020, and will also include the U.S. Coast Guard’s Blessing of the Fleet, charter boat rides, small town parades, a kick-off party and auction, family friendly activities, a public market, and a photo contest.

“We’re thrilled to spend a week celebrating our maritime heritage and hosting the yacht crews, friends and fans for this exciting race,” said Andi Day, executive director, Visit Long Beach Peninsula. Beginning May 2, sailing yachts participating in the Pacific Northwest International Offshore Yacht Race, a qualifier for the Pacific Cup and the Vic-Maui International Yacht Race, will be arriving at the Port of Ilwaco. Current entries include *Escape Artist*, *Abstract* and *Free Bowl of Soup* – all J/105’s, as well as *Aja*, *Red Sheilla*, *True Love*, *Margaret*, *Velocity*, and *Rage*, a Wylie 70 built by event sponsor Schooner Creek Boatworks.

The race will start in Ilwaco at 11am on May 7 and finish in Victoria, B.C., on May 10. This is the first time it will be hosted at the Port of Ilwaco, a historic fishing port with an 800-slip marina, bou-



The event starts on May 7, NW Sailing Days scheduled for May 2nd-8th, on the Long Beach Peninsula.

tique hotels, restaurants, pubs, a bakery, cannery, art galleries and shops, a yoga studio, and a seasonal Saturday Market.

Charter boats will offer ticketed passengers passage to view the start of the race up close. Land-based platforms to watch the race include several spots at Cape

Disappointment State Park including the Cape Disappointment lighthouse, the Lewis & Clark Interpretive Center, North Jetty, Benson Beach, the North Head Lighthouse lookout, Bell’s View lookout, and a scenic overlook off the Hwy. 103 loop.

Other events during Pacific Northwest Sailing Days include “Opening Day” festivities, boat rides for the Blessing of the Fleet, Ilwaco’s Children’s Parade, the season opener of the Saturday Market at the Port, and an opportunity for the public to see the moored yachts from the docks at the Ilwaco marina. Related activities at the Columbia Pacific Heritage Museum and Cape Disappointment State Park will also be offered.

The Pacific NW Offshore International Yacht Race is sponsored by Schooner Creek Boat Works. Corinthian Yacht Club of Portland founded the 193-mile race 45 years ago. The race launches from the Port of Ilwaco, goes up the Washington Coast, and down the Strait of Juan de Fuca to Victoria, B.C.

For Sailing Week details, please visit [www.pnwsailingdays.com](http://www.pnwsailingdays.com). For destination information, access [www.VisitLongBeachPeninsula.com](http://www.VisitLongBeachPeninsula.com). For Race Information go to [www.cycportland.org/race-information](http://www.cycportland.org/race-information).



Summer Saturday Markets in Ilwaco.



Charter boats will be offered to people wanting to view the race close-up, go to [www.cycportland.org](http://www.cycportland.org) for ticket information.

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## NORTHWEST

## Sailing News™

In the Galley with  
Capt. Sandra Thoma

## Bourbon Cake and Don't Get Run Over

Stuart Island is the western most island of the San Juan archipelago. The island is long, and tilted so the length of the island runs from south east to North West. Reid harbor is a well-protected, tree-lined anchorage entered from the south east end of the island. It's one of our favorite anchorages, and makes for a good overnight stay before jumping off to Canada.

The north end of the island has a reef, marked by Turn Point Lighthouse. The lighthouse sits on a bluff, warning ships to stay clear as they make the turn around the island on their way to or from the Straits of Juan de Fuca, going to, or coming from Canada or Alaska. This water-highway is marked on the charts as Boundary Pass.

*Tranquility* was sailing a beam reach below Turn Point Lighthouse when my story begins:

Late August and there was wind. Anyone who has ever sailed in the San Juan Islands knows that wind in August is a rare occurrence and not one to be missed. *Tranquility*, our 36-foot Catalina, had glided up the southern shore of Stuart Island, bound for Poets Cove, five nautical miles across Boundary Pass on the Canada side. Poets Cove is where we would clear Canadian Customs.

We skirted the outside of the reef in the hope we would see a pod of orca. Dark brown, wavy kelp marked the reef, and the outgoing tide rippled water foaming around the edge. Orcas sometimes come by on the out-going tide. We did not see any orca. We headed north to cross the shipping lanes at as close as we could to ninety degrees.

Instead of orca, we saw an enormous container ship off to port, making its way north. It was small on the horizon, but huge when compared to the size of the land masses it was passing.

"It's a long way off," I said to my Darling First Mate.

He nodded, and looked at the ship through the binoculars. "I agree," he said. "Probably not a factor."

I reached out my hand for the binoculars. "Probably not a factor," I said. Still close enough, or large enough that I could see the vessels name on her rust-brown and gray hull through the binoculars.

"We could turn on the engine if you're worried."

I did not want to kill the sailing vibe. I also did not want to kill us by being run over by a container ship. The International Regulations for Preventing Collisions at Sea, affectionately known as the ColRegs, state that in this situation, since *Tranquility* is a "Vessel under Sail and the Container Ship was not constrained in its ability to maneuver," that TQ had the right of way. To be clear, there is no such thing as "Rule of Tonnage." There is such a thing as Common Sense!

Common Sense prevailed. "Let's tack," I said. "I'm going to call Vessel Traffic."

My crew knows that command on *Tranquility* is a benevolent dictatorship, not a democracy, so the sheets ran, and the helm was over, and *Tranquility* was soon running parallel with the direction of the on-coming vessel, in short order. I tuned in channel 11 on the VHF.

"Victoria Traffic, Victoria Traffic, Sailing Vessel *Tranquility*"

A woman's voice responded "Go ahead, *Tranquility*."

"Vessel Traffic, We are a white and blue sailing vessel, at the north end of Stuart Island. We intend to transit south to north across Boundary Pass for Poets Cove."

Pause. Then, "*Tranquility*, the vessel *Sun Moon* (name changed for this article) is currently north-bound off Lime Kiln making 20 knots. Give us a call when you've crossed."

"We have the vessel in sight. Will call on the other side. *Tranquility* standing by on 11 and 9."

I put down the radio. "I guess we can go," I said to my Darling First Mate and we made ready to tack. I was just about to throw the helm over, when I heard "Sailing Vessel *Tranquility*, Sailing Vessel *Tranquility*, Vessel *Sun Moon*."

I held my hand up, "Hold on," I said to my First Mate, and picked up the radio. "*Sun Moon*, *Tranquility*, go ahead."

"Ah yea, *Tranquility*, are you the sailboat near Turn Point?"

"Affirmative," I replied.

"*Tranquility*, would you mind holding off, and passing us astern?"

Let's say you're sitting at an intersection and you have the green light, but just as you start to go, an 18-wheeler calls you on your cell and says their brakes don't work well, and they're probably going to blow the red light. You'd stop and

let them go. There is no Rule of Tonnage. There is Physics. And it was nice for them to call.

"*Sun Moon*, we will hold off, and pass astern."

I smiled at my crew and shrugged. "We're in no hurry."

That evening *Tranquility* rested at anchor in Port Browning and my Darling First Mate and I clinked wine glasses. "Fun sailing today," he said. He was quiet for a moment, then said, "Remember when just seeing a ship like that on the horizon terrified you?"

I nodded. "Still intimidating," I said. But there was a shift. When I first sailed *Tranquility* on the Salish Sea many things were intimidating. Such big water, with rocks and reefs and tides and currents and fishing boats, power boats, tankers, ferries, container ships, log booms, crab pots, stray kelp and floating logs. There was so much to learn. I studied cruising guides. Every year I did some kind of training, eventually earning my Coast Guard Captain's License. A dear friend of mine and mentor, who ran the education program for Oregon Women's Sailing told me "A safe boat is a fun boat." All the



Bourbon cake makes a great treat for St. Patrick's Day.

learning made me a Safer Captain. And sailing on *Tranquility* is more fun because of that.

Note: The Waggoners Guide is a handy reference for what radio channels to use when navigating in Puget Sound and the San Juan Islands. I have the channels written on the inside front cover of my log book on the navigation station, along with a handy reference for how to make radio calls. I make sure everyone on board knows what the channels are and how to use them. Contrary to popular belief, channel 16 is not a preferred hailing frequency — unless there is an emergency. For non-emergency communications, knowing the Vessel Traffic channels and ship to ship channels saves a lot of time and will get a better response.

When I called Victoria Traffic, I knew that the oncoming container ship would hear me, because they are required to monitor that channel in Boundary Pass. Standing by on that channel made it possible for them to call me.

I may have mastered communication on *Tranquility*, but baking remains a bit elusive. *Tranquility* has a tiny stove, heated by an alcohol burner, like a Sterno stove. The heat is totally analog, and temperature is controlled by knowing when to crack the door on the oven to let heat out. Still, this cake is so delicious, I'm itching to make it when we have guests aboard this summer.

continued on page 13

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Broad Reaching...  
continued from page 1

Yeah, about those shortened sails. If you’ve done much sailing up in the Salish Sea, you know that particularly in the summer, winds can be a little light, charitably speaking. The cruising is spectacular, but you might be doing it under auxiliary power. Not so in the winter. As often as not, it blows plenty up there, enough so that power outages and downed trees are semi-normal. After all, this is the region where it’s not unusual for the smaller boats of the Washington State Ferry system to get cancelled from time to time. And let’s not forget how the north Puget Sound winds managed to sink sections of the Hood Canal Floating Bridge back in February of 1979.

I’ll grant you that on that day, sustained winds were around 80 mph with gusts into the triple digits, not exactly what we were expecting. Nevertheless, we didn’t feel any particular need to push things too hard on a quiet little day cruise. And you know what? We didn’t actually need every last square foot of sail that day anyway. We took off on a lovely little beam reach,



Chilled, but not shaken. Staying warm at the helm. Photo Credit: Eric Rouzee

headed in the general direction of Whidbey Island. Sailing past Tala Point and the entrance to the Hood Canal, seas were maybe two feet or so, just enough to make it fun without making it uncomfortable. A little further east we scooted

nicely past Foulweather Bluff, the beach at Hansville, and finally Point No Point. And then we were suddenly very grateful for that reefed main and genoa.

We cleared the lee of Point No Point, and the full-on southerlies blowing up the sound hit us. Winds increased by five-to-ten knots, seas went from two feet to four, and we approached hull speed. With full sails up, *Legacy* is pretty happy up to 15 knots, more than that and we usually think about shortening sail. So the fact that we were already in reefed mode was more than welcome. Spray and occasional green water came up and over the bow, our heel increased appropriately, and Whidbey Island got closer and closer. At some point, the general consensus of the crew was that it would be far better to gybes onto a port tack as opposed to running into one of the beaches in Useless Bay...



Winter in the Pacific Northwest? Photo Credit: Eric Rouzee

So we carefully flopped the main and genoa over and pointed in the general direction of Marrowstone Island. Running with those southerlies gave us a chance to warm up and enjoy a little hot chocolate before turning back for a beat on starboard tack. (No doubt it also gave my wife a chance to contemplate the Coffee Nudges I had promised.) When we were off Kinney Point at the southern end of Marrowstone, we put the coffee mugs down, brought *Legacy* around onto that aforementioned starboard beat, and started earning our way back to Port Ludlow.

It was actually a great sail home, and when we fell off to

starboard and made the entrance to Ludlow Bay, we were both in high spirits. We worked our way into that very protected inlet, furlled the headsail and dropped the main, and headed for the barn. After cleaning *Legacy* up and putting her to bed, I made good on my promise, and we walked next door to the Port Ludlow Resort for more than a couple of coffee drinks at the bar of the Fireside Restaurant. Our faces were flushed, our hair had that “just back from the regatta” tousle, and the coffee drinks went down with the kind of alarming ease that you can only appreciate after a windy day on the water.

A little bit chilly. But oh, so delightful.



Kicking up the Salish Sea... Photo Credit: Eric Rouzee



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### In The Galley... continued from page 12

I came across the recipe at a winter potluck. Roy from Alabama (not my hubby — a different Roy) made the cake. "This is delicious," I told him. "May I have the recipe?"

"Sho," he said with a thick Alabama accent. "That'll be fifty-buck."

"I ain't got fifty-buck," I said using my best southern-speak.

He grinned a huge toothless grin, "Then you ain't got no recipe."

"I'll make you some cookies," I said.

"No, the recipe is fifty-buck. Far-an-sqwar."

The next day Roy came by my winter boat - which is an Airstream — and handed me the recipe written on an index card. And a week later, I gave him a batch of my Monster Cookies. Far-an-sqwar.

The cake would be a spectacular finish to a St. Patrick's Day out on the water.

#### Roy's Rum (or Bourbon) Cake

- Cake
- 1 cup chopped nuts
- 1 yellow cake mix
- 1 small package vanilla Jell-O instant pudding mix
- 4 eggs
- ½ cup cold water

- ½ oil
  - ½ cup Rum (or Bourbon)
  - Grease and flour a 10" Bundt pan
- Mix all ingredients, adding the nuts last.

Bake for 45 minutes to an hour. Poke with skewer or knife. Cake is done when it comes out clean. Cool completely on a wire rack.

- Glaze
- ¼ cup real butter
- ¼ cup water
- 1 cup granulated sugar
- ½ cup rum (or Bourbon)

Melt butter in a saucepan. Stir in water and sugar.

Boil on low heat for 5 to 10 minutes. Remove from heat. Stir in rum or bourbon and return to heat

for 2-3 minutes. Poke holes in the cake with a skewer, then pour glaze over cake while still in the pan.

Allow cake to soak up glaze and serve. (Even better if you let it sit in the pan awhile before serving)



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Are you a sailor who would like to try skipper your own boat in a race (or races)?

Do you have your own boat and crew (required), but have done little or no racing?

Are you interested in being a part of a Race Committee crew for one or more races?

Portland Yacht Club is offering an introduction to Racing Class that is open to the public on Saturday, March 28.

This is great exposure to racing. You can also be a great help

to a Race Committee even without knowledge about racing. Please join us, we would appreciate your assistance.

Do you want to learn how to help set racing marks using the "Herb Cooper" ("PYC's racing tender")? If you answered "YES" to any of the above, then this class is for you! We will have class time and on-the-water training with experienced racing mentors on YOUR boat with YOUR crew.

Time: 10 a.m. to 4 p.m. at

Portland Yacht Club. Saturday, March 28.

Cost is \$10 per boat. You can pay at the door but do call ahead if possible so PYC can get a head count. 503-285-1922

Lunch will be available for purchase at PYC. (PYC takes credit cards only for payments.)

If you only have cash, ask a PYC member to see if there is a possibility you can arrange for payment in cash to a member. PLEASE join us.





# CLASSIFIEDS

BOATS1-99

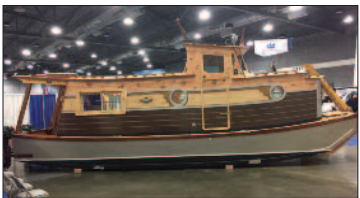
POWER20



**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; out-board motor needs service. Unregistered. \$15,000. 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 MULTNOMAH 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



**106' Custom Boathouse 1970 w/Apartment.** Exterior 37'W X 106' L, Boat Well 21'5" W X 83'9" L, Electric Door 22' H X 22' W, Aluminum Multi-Chambered Floats. Shipyard Built. NOW \$205,000 Contact Irwin Yacht Sales, Jim Taylor 360-901-1293

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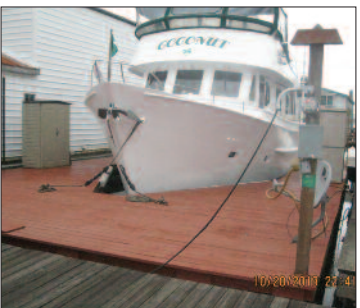
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DOCKS190



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