









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

VOL. 39 • NO 6 •Summer 2020

Smile... You're still in Freshwater!



A Gorgeous day in North Portland Harbor. Photo by Ryan Smith

Dear Readers,

This publication was introduced to our local waters in April 1984 with this invitation from Jim Canton.

"Welcome to the premier issue of Freshwater News — a local publication for residential and recreational boating enthusiasts, from floating home and liveaboard residents, cruising and racing sail and power boaters, their families and crews. Our aim is to provide you, this dynamic and enthusiastic group of local boaters, with a vehicle for communication, containing as much genuine news as we can find, and a forum for the exchange of ideas.

Many of us have dreams and plans for casting loose and taking that cruise of a lifetime, or making that next Swiftsure, Vic-Maui, or even Transpac, and many of us have already achieved some of these goals. So we will present tips, trips, ideas as well

as 'war stories' of these adventures. But the vast majority of us are busy using our local rivers for living, cruising, racing and working, so perhaps we'd like to know something of the history of these beautiful rivers and islands, meet an assortment of interesting and unique river folks, or see how our moorage neighbors did in the local races.

We open today's publications eager for news and names of our friends and neighbors — and yes, even ourselves — as to what's gone on and what's going on in this one area of our lives that's most important to us. But, as Rodney Dangerfield says, "We don't get no respect" on the river. So we think it's time for real local news coverage of residential and recreational boating coverage HERE."

Fast Forward 36 years:

We hope you agree that the publisher, Jolene Coats-Walsh, and her small dedicated staff have kept this tradition alive and well for the last twenty years. It's been quite a journey through bad weather and good, from winter storms to summer heatwaves, and we have done our best to maintain the standard set by the paper's founder, Jim Canton.

Now it is our unfortunate task to announce that the good ship Freshwater News has left the dock for its final monthly trip across the freshwaters of Oregon and SW Washington. It's time for us to set our course in a new direction — destination unknown. This is a farewell but not a goodbye. Who knows what the next chapter may hold?



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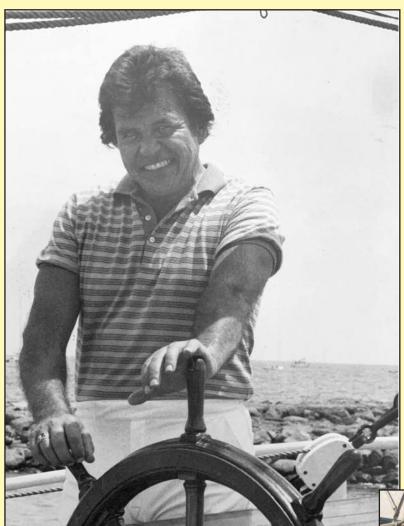
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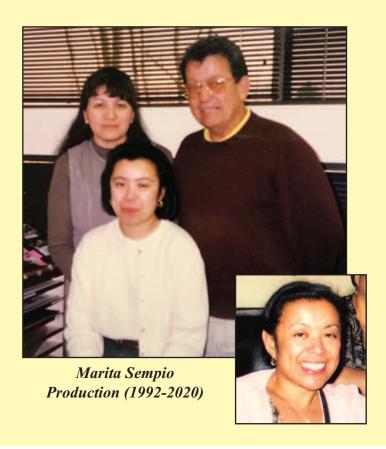
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~ Jolene, Bob, Marita and Peter

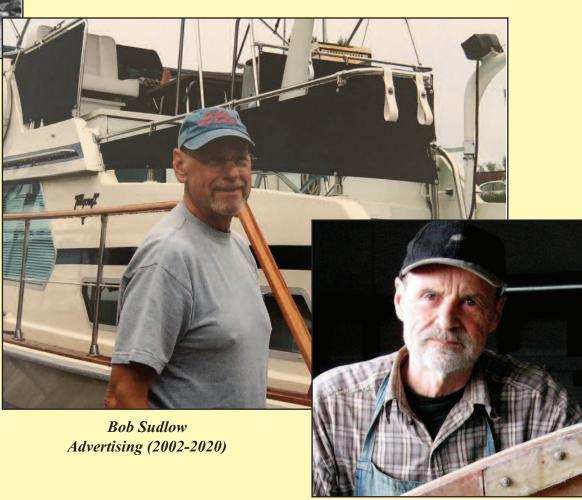


Jim Canton - Founder/Publisher (1984-1998)





Jolene Coats-Walsh - Publisher (1999-2020)



Peter Marsh Editor (1988-2020)



Jolene Coats-Walsh Publisher Marita Sempio

Peter Marsh Editor Bob Sudlow Advertising Sales

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PO Box 954 • Lake Oswego, OR 97034 • 503-283-2733 • Fax 503 283-1904

E-mail: fwn@freshwaternews.com • 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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A Cast Away®

by Hobart Manns



Remembering the "Best Years of Our Lives" with the Freshwater News

It's 1952 and I had just finished a year's combat duty in Korea. Upon returning to the states, I was assigned to duty at Camp Rucker in Alabama. The new assignment was in a heavy artillery unit, at battalion headquarters. After a short time, the officer in charge of this unit became aware of my love of

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fishing and outdoors. (What a lifelong blessing that has been!) One of my new duties was to write the fishing and outdoors feature for the official Camp Rucker newspaper.

Under the header of "Fishing By Line," the perk this new job offered was a three-day pass to collect information on local fishing locations, methods, gear and more. At this point in my life I hated bugs, however one bug that bit me caused a reaction that laid dormant until much later in life: that bug had injected ink into my blood!

Fast forward 35 years and I entered the office of Jim Canton, owner of Freshwater News, and asked if he wanted or needed someone to write and speak to the fishing and outdoor segment of the boating world. Jim and I agreed and with that I had a new task as fishing correspondent for the paper. That handshake lasted 23 years!

Jim Canton's passing at an early age allowed new owner Jolene Coats-Walsh to determine if she wished me to continue, and fortunately, she did. I had then, and still do today, a great passion about the misdeeds of political science and Politicians and their effects on wildlife and resources. The loss of access to water and public lands, user taxes and fees, I could go on

Saying "Goodbye" for the last time is important. With the sad passing of Freshwater News, this is my only chance to thank both the founder, Jim Canton, and Jolene for allowing me to share information with you for 23 years. Both owners cared a great deal about all of you readers and Freshwater News served the outdoor, fishing and boating communities with a passion seldom found in today's world. Jim, Jolene and all of you who read my views, shared and used the information, and even those who had opposite views, THANK YOU for reading. The goal of Freshwater News was to make you THINK. Jim, Jolene and I loved every minute.

Hobart Manns



A Columbia River summer Chinook fishery beginning on the upcoming 4th of July weekend was set today by fishery managers from Oregon and Washington. This is the first recreational summer Chinook fishery since 2018.

Fishery managers approved the season after scientists from the Tribes, states, and federal government revised the upper Columbia summer Chinook forecast to 65,000 fish on Monday. Sockeye and steelhead angling closed last Thursday due to ESA take limits on Snake River sockeye salmon. Most sockeye will have migrated

past the fishery by this upcoming holiday weekend and it was determined that a Chinook-directed fishery starting then would not accrue any additional impacts.

According to Tucker Jones, the Ocean Salmon and Columbia River Program Manager for ODFW, "We are definitely concerned about Sockeye returning to the Snake River, but it seems likely that we can provide access to relatively abundant hatchery summer Chinook while not further impacting these endangered fish. That being said, we will be carefully monitoring the fishery to make



sure our assumptions hold true."

The season will be open from the Tongue Point/Rocky Point line near Astoria, Oregon, upstream to the Oregon/Washington border (upstream of McNary Dam) from Saturday, July 4 through Wednesday, July 8. The bag limit is two

adult hatchery Chinook salmon per day. Anglers must release all sockeye and steelhead unharmed.

For more information about upcoming Columbia River seasons, including regulation updates, visit ODFW's online fishing reports at www.myodfw.com.

Drinking and Boating? Ye Be Warned!

The Marine Board, marine law enforcement from 18 county sheriff's offices, Oregon State Police, and five Oregon U.S. Coast Guard Stations participated in Operation Dry Water during the July 4 holiday weekend, as part of a nationally coordinated effort to reduce the number of accidents and fatalities related to Boating Under the Influence of Intoxicants (BUII).

"We have multiple patrols scheduled this season to catch impaired boat operators," says Randy Henry, Boating Safety Program Manager for the Marine Board. "We also have new tools. The legislature gave us the authority in 2020 to take your boater education card for up to three

ON THE ROAD OR THE WATER.

YOU'RE HEADED NOWHERE FAST



years, if convicted."

Many marine officers have completed specialized training to recognize alcohol and drug impairment. This includes prescription drugs, alcohol, inhalants, marijuana, or any other substance that impairs a person's ability to make sound judgments and to

safely operate a boat. The effects of drugs and alcohol are also amplified on the water with the combination of sun glare, wind, waves, and other environmental stressors. Alcohol also dehydrates the body making sudden immersion into cold water at an even greater risk for drowning.

Impaired boaters can expect to be arrested or face serious penalties. In Oregon, the consequences of being convicted of BUII include the possibility of jail time, \$6,250 in fines, loss of boating privileges and a one to three-year suspension of the boater education card and potentially being court-mandated to take another boating safety course. Marine officers can arrest boaters on observed impairment and can legally obtain blood, breath or urine if a boater fails field sobriety testing. Officers have already arrested three people for BUII this year and at least two fatalities appear to have involved alcohol or drugs.

"Overall, recreational boating is safe if boaters wear life jackets,

boat sober, and keep a sharp lookout. Waterways are becoming more crowded with a variety of mixed boating and other activities, so it's important to pay attention to what's going on around you and to follow the navigation rules of the road.

If boaters changed two things; wear life jackets and abstain from impairing substances, accidents would be rare," says Henry. "We're facing a high number of boating fatalities already this year just from cold water and life jackets not being worn. We really want to keep alcohol and drugs out of the mix, or we'll be at record high fatalities for 2020. We want to ensure that boating remains safe and fun."

Henry goes on to say, "The public is our ally in safe boating. If you see an impaired operator or someone who is operating in a way that threatens others' safety, call 911 and report it. That's how we can work together to save lives."

For more information about Operation Dry Water, visit www.operationdrywater.org.



www.SportcraftMarina.com

Thanks for So Many Great Years, Freshwater News!

Irwin Yacht Sales would like to take this last opportunity to say thank you to Jolene, Bob, and the entire crew of Freshwater News for all the wonderful years we have had together. Jim Irwin always raved about this outstanding local publication, and loved the fishing

reports and local stories. He believed in Freshwater News, and was a proud advertiser, being one of the only brokers to consistently run full page ads for our clients, year in and year out.

Since he passed the torch on to me over six years ago, I have also found Freshwater News to be one of the finest and most wellregarded local publications. I loved carrying on our tradition of the full-page advertisement, with proven results, and in today's age of digital media, it was always nice to have a physical paper to actually

hold and read.

Irwin Yacht Sales wants to wish the staff and Jolene all the best in the future, and thank you for being our partner for so many wonderful years. Jolene, Jim was always so proud of you, and loved the heart and soul you put into Freshwater

News. From our entire crew — we wish you fair winds and calm seas as the paper sails off into the sunset. You will truly be missed.

> Fondly and respectfully, Matt Maynard Owner Irwin Yacht Sales

BoatUS Says FCC's Message to Boaters Relying on GPS is 'Tough Luck' Controversial order threatens reliability of hundreds of millions of GPS units

The nation's largest advocacy, services and safety group for recreational boaters, Boat Owners Association of The United States (BoatUS), says an April 22 decision by the Federal Communications Commission to give mobile satellite services operator Ligado Networks, a private equity company, the green light to build and operate a land-based industrial 5G (fifth generation) wireless network will negatively impact the reliability of the nation's Global Positioning System and harm boating safety.

Ligado's slice of licensed "L-Band" spectrum designated for space-based navigation and communications is located near lower frequency bands used by hundreds of millions of GPS units used in public safety, health, government,

transportation, military, commerce, agriculture and more.

A founding member of the recently launched Keep GPS Working Coalition, BoatUS believes that as the Ligado network is rolled out, instances of signal interference will increase. This will give current GPS users no choice but to either purchase new GPS units or potentially suffer continued interference. The loss of a GPS signal at a critical moment is a significant safety concern for any vessel operator relying on this popular and widely used technology.

The coalition said that FCC's

decision disregarded mountains of evidence highlighting the interference issue, ignored established technical standards, relied only on limited studies with vague and impractical criteria to access interference, and was made during the COVID-19 pandemic when a final decision was circulated only among the five FCC commissioners as stakeholders were dealing with the health crisis.

The commission ignored serious concerns from the federal government as well as agencies including the departments of Defense, Transportation, Commerce, Interior, Justice and Homeland Security, as well as NASA, the National Science Foundation, Federal Aviation Administration and U.S. Coast Guard.

"As a recreational boater, I must have a reliable navigation system," said BoatUS Manager of Government Affairs David Kennedy. "With this decision, FCC is permitting one private company to upend the entire reliability of GPS. It's unfathomable that the lone federal caretaker of our national radio spectrum shows such disregard, even after admitting there are cases where federal and private GPS

users will suffer harmful interference. It's a message that in essence says 'tough luck' - you are on your own."

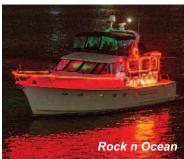
Boaters may remember Ligado's former name, LightSquared. In 2010, FCC suspended consideration of its prior proposal to use its licensed spectrum for a 4G LTE network also citing unresolved concerns over radio spectrum interference with GPS, forcing the company into bankruptcy. In May of this year, Ligado announced \$100 million in new funding from unnamed sources.

Christmas Ships Update

by Doug Romjue

It is an important tradition for years to come.

boats, more displays and more members to help us grow the tradition for our community to enjoy. That is our goal. Bring joy and a holiday tradition to others in our community and in some cases around the world with our live-



me, being in the parade and giving joy to those on shore, and I am still excited each year to start finding ways to make it fun for the participants and for the viewers on shore. My boat Tidechange — the one with the manger scene — is about to start its 40th year as a Christmas Shipper, while its skipper is still a relative newbie with only his 29th year coming up. As things begin to open up from our Covid-19 issues, we hope that you as the viewers of our parade will work to help out all of the riverfront dining and hotel locations with your support. We can only hope that this year the restaurants that have been our main supporters for so many years with their generous donations can still be a part of the Christmas season for our guests. It will be our 66th season of Christmas Shipping, and that is a long-standing tradition that we hope to maintain for many more

But, we can always use more





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Founded in 1908, Portland Yacht Club is one of the only clubs that has both power and sail members. Consider, too, the cost of moorage and dues at PYC is generally less than commercial marinas for moorage alone. There are two ways to join: Associate Membership (Non-Mooring) or Boat Owning. Make this your year to join!



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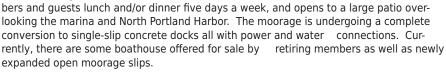
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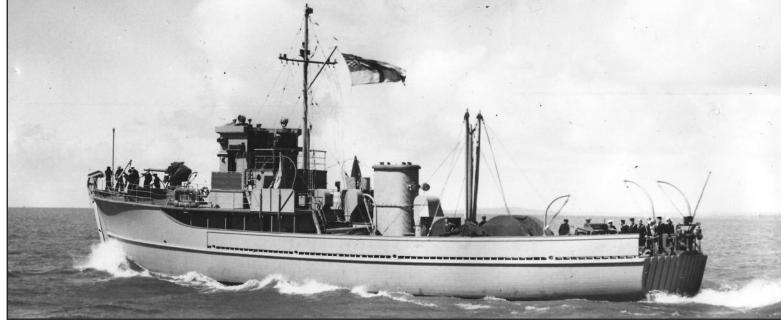
PAGE 6 FRESHWATER NEWS SUMMER 2020

No Reprieve for Astoria Marine Construction Co. — Founded 1924

by Peter Marsh

2020 has been a difficult year for everyone, and Astoria has certainly had its share of problems including virus outbreaks at the big fish processors, and the closure of several popular restaurants and bars. But the demise of Astoria Marine Construction Company has meant more than the loss of a local business, it marks the end of a century of traditional wooden boat and yacht building on the lower Columbia. This boatyard commonly called "AMCCO" was first established on the Netul River opposite the site of Lewis & Clark's Fort Clatsop at the end of the World War I ship-building boom.

In 1924, a talented local boatman and engineer named Joe Dyer took over the location, eventually employing many of the experienced Scandinavian craftsmen who had learned their trade in Europe. They maintained fishing vessels and commercial craft through the 1920's, and really got



A total of 561 of these 136 ft wooden minesweepers were built in the USA during the war. This one was transferred to a British crew and was on its way to the Panama Canal and then to Britain to serve in the Royal Navy. Very few YMS are still afloat, but one built in Astoria survived in Thailand after conversion into a charter yacht.

into their stride in the 1930's when they won important contracts. The first was in 1931, with the design and construction of the 120'

wooden car ferry *Tourist III* for Captain Fritz Elving's Astoria — North Beach Ferry Co. He was a tough old Swede who was a well-known waterfront character, who had to compete with his bitter rivals: the Columbia Transportation Co., for survival in the ferry business across the Columbia. This boat was too big for his small launch ways, so Dyer leased space at the Port of Astoria, assembled a big crew and managed to finish the job in just 90 days—as he had promised.

Classic PYC Motor Yachts Built in the 1930's

There were no more orders for working boats during the tough years of the Great Depression, but the Columbia River Yachting Association saw the opportunity and approached Joe in 1934 to design a racing and cruising sailboat that was named the Columbia River

One Design, or CROD. This became a successful class in the local regattas for the next thirty years with nine hulls built between 1934 and 1940, and three more after the war. (This was considered a very successful design before the arrival of fiberglass in the 1960's.)

By 1936, AMCCO had built a reputation among Portland's yachtsmen for top quality work, and Dr. Wallace Haworth chose Dyer to design and build a luxurious 50-foot motor yacht named Phantom. It was powered by twin V-8 automobile engines, which was considered very advanced for those days. Five years later, the beautiful varnished woodwork was painted grey when the Phantom became part of the war effort with the Coast Guard Auxiliary, patrolling the river with a machine gun on the foredeck.

The hull must have been well-built, because seventy years later,

the *Phantom* was given a new lease of life when it was superbly restored and become one of the best-known classics on the river, under the ownership of Portland Yacht Club member Chuck Kellogg. It was often seen as shows put on by the Pacific Northwest Classic Yacht Association until Kellog's tragic death, and is now based in southern California.

AMCCO followed this with another fine motor yacht, the 45' Merrimac. The original owner, J. W. "Mac" McRae of Portland, had decided he wanted a new boat as well. Rather than getting an expensive custom-built design, he opted for a 45-foot kit boat from Bay City, Michigan. AMCCO assembled the kit, but changed many of the details, requiring new parts to be custom cut in the shop. Many years later, the Merrimac was brought back to AMCCO by an enthusiastic owner for restoration.

continued on page 7

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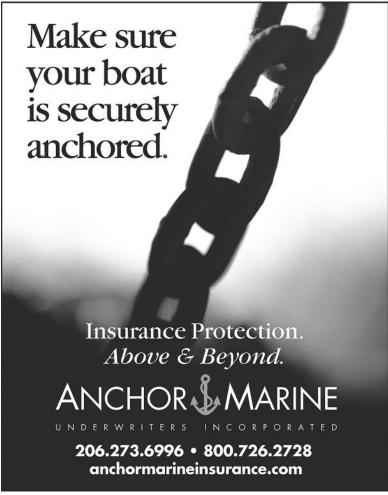


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Christmas Ships...continued from page 5

streaming of many of the parade nights. Does this entice you to begin working on your boat decoration for the upcoming Christmas Ships season? It is coming to a river near you this December. It is never too early to begin that process, and even long-established Christmas Ship participants work to upgrade or change their displays.

For me, it is coming up with an idea on how to make my steam train engine get some smoke "puffing" out of the stacks! Ideally it would be one addition that appears to cover the train from both sides of the boat. Yes, there can be a lot of thinking involved in how to make the best looking, yet weather and windproof design possible. As you read this, think about how you would come up with your own Christmas Ships display. With that, you can join us in the 2020 season. You will find that it is a tradition that gets into your blood, and creates moments for family and friends that just can't be described.

Saying that Christmas Shipping can be addictive is putting it mildly. My children grew up with me in the parade, and now their children will come and watch the parade to see Grandpa and Grandma's Boat leading the fleet. If you haven't seen one of our parades, that is a shame.

We try very hard with social media and mainstream news stories that talk about our event and the way to either watch or join. Over the past few years, I have been searching for friends from my childhood from both school and neighborhood to invite them to join me on a reunion night on my boat in the Christmas Ships parade. Very few people will resist the invitation to an event such as this, and I'm happy to say that I have been enjoying catching up with many of them in the last few years. I have tried to group those that have similar ties, and it has been very rewarding to talk about the past, and what we are doing today in our lives.

How can you get involved? We have a lot of information on our website www.christmasships.org where you can find our schedule for the 2020 season. It also has our meeting calendar where you can find the dates for our general meetings, and new participant meetings. We look forward to meeting you, and seeing what ideas you might have for your boat to become one of the fan favorites in the years ahead. This year we are starting a mentor program so that when you sign up we will pair you with someone who has the knowledge

to get you started. They will help you build your first display, and show you what to expect — your obligations are minimal — and work with you to make sure you are comfortable on your boat in the parade in a safe and controlled manner.

So, what are you waiting for? Send us an email, or send in your application to join and that will trigger our response to get you ready for the coming year. It's as easy as that. You will become a more capable and confident boater as any member would attest to. I would also like to take this opportunity to thank all of the staff at Freshwater News for the years of support to our organization. We can only hope that one day soon they will be ready to rejoin our boating community and restart one of the long traditions of our NW Boating lives. We will miss working with you a lot!

Christmas in July? What could be better? Get started now and contact us right away. Thanks for considering joining our group. Yours in Boating — Doug Romjue — Secretary and Columbia Fleet Leader of Christmas Ships Inc. For more information contact me at dougromjue@comcast.net

Astoria Marine Construction... continued from page 6

Under the Beall family of Portland, it became a frequent winner in wooden boat shows.

Next, in 1938, came a 52-foot gaff-rigged schooner designed by Fenwick Williams for Edward Hefty of Portland. She was named the *Pagan*, and was the last yacht AMCCO built before World War II swept across Europe. In 1940, the U.S. Navy began increasing its fleet with a new type of 137-foot wooden minesweeper, the YMS class, which was also transferred to the Royal Navy under the Lend-Lease program.

World War II: Twelve 136' Minesweepers Launched

On April 1, 1941, the Navy awarded AMCCO a \$1,312,000 contract to build four minesweepers. Now Dyer began expanding the yard and purchasing more wood-working machinery and a full metal-working shop. The size of the ways and building shed more than doubled in a few short months. By the next year, AMCCO was employing about 400 men and women. They launched a total of twelve sweepers, nine for the US Navy, three for the British and one for the USSR.

This equipment and the workforce was revived at the start of the Korean War for a bigger and more complex minesweeper called the AM class. Although only five ships were involved, they required more work than YMS. Construction was



Phantom is a luxurious 50-foot wooden motor yacht designed by Joe Dyer and built by the Astoria Marine Construction Company in 1936. It was restored by Portland Yacht Club member Chuck Kellogg, but is now based in southern California.

a mixture of traditional wooden shipbuilding and lamination with modern adhesives, so the contract was for about \$2,000,000 per ship for just the basic hull.

After the war, AMCCO returned to its commercial roots, but a couple of projects produced well-known sailing yachts. The first was the 45' English-style cutter *Katy Ford*, the personal sailing yacht and floating home of Heine Dole, who was the resident marine engineer during the war. After many years cruising around Puget Sound and the San Juans, she found a home in British Columbia, but can be seen at Port

Townsend festivals fairly often.

Don Fastabend came to work in 1950, in time for the last yacht built at AMCCO, the Patronilla, designed and built by John Omundsen in 1957 for Bill Forrest. This was one of a group of PYC yachts that raced to Hawaii in the 1959 Transpac. By 1960, the Navy work had really dwindled down, and Dyer announced the yard would be closing at the end of 1961. He decided to offer to lease the property to the dozen remaining men in return for half of any profits, so they all put in a thousand dollars for working capital.

Then the king crab business

start to boom in Alaska, and they wound up with the maintenance of five of the big king crab boats, and other customers started to return until they were hauling one or two fish boats a day, year-round. In 1968, Joe sold the business to the crew. He died in 1974, and by 1975, the last of the ten owners still on the job was Fastabend, who was the youngest one of the bunch.

I met him in the early 2000's and he allowed me to explore the cavernous workshops equipped with ancient cast-iron tools like huge band saws, planers and lathes that dated back to the company's heyday in the 1940s. A team of

local historians sponsored a survey that they submitted to the National Parks Service, and AMCCO was listed on the National Register of Historic Places in 2013, shortly before Don died.

But when Don's son Tim took the helm, he was faced with the suit filed by the Oregon DEQ over the toxic chemicals found in samples of the soil and sediment — most dating from the war years. The legal case would work its way through the courts until there was no choice except to close the entire site and demolish it—a slow, sad process that was continuing into July 2020.



Marina Moorage and Boat Sales info: www.mccuddysmarina.com



PAGE 8 **FRESHWATER NEWS SUMMER 2020**

10-Day Ship — New World Record Set by Wizard

by Larry Barber

Portland-Sept. 23, 1942: A new world record for shipbuilding was established by Henry Kaiser's Oregon Shipbuilding corporation when it launched the Liberty ship Joseph N. Teal only 10 days 11 hours and 54 minutes after its keel was laid. This more than cut in half the previous record of 24 days established August 28 by Kaiser's Richmond, Cal., No. 2 yard, for a ship of similar size and design. Oregon ship's previous record was 26 days.

The 34,000 employees of Oregonship had thrilled for ten days at the sensational rise of the ship, hull 581. The keel was laid at 12:01 a.m. Sunday, September 13. Twenty-four hours later the bottom had been welded together and inner bottom sections were being placed. Two days after the keel-laying, bulkheads and steel sides were being set into position by two giant whirley cranes. Five days after the start, the main deck and hatch tops were being installed, while a crew of burners, welders and shipfitters

were tying together the 90-ton all-steel deckhouse structure on the ground.

The tenth day after keel-laying, the vessel stood high upon the ways, her house structure, stack, masts, and much interior work in place. Smoke rose from her stack as engineers dried out fire brick and prepared for a "smoke-andwhistle" launching. As she rode down the ways, the Joseph N. Teal was 87 per cent complete, compared with an average of 79 per cent completion for other Oregon Liberty ships. Construction of a large horse-shoe-shaped ramp on the pre-erection platform facing the No. 5 shipway was the tip-off that the Teal's ceremony was to be enhanced by distinguished visitors.

Henry Kaiser Attends Launching

Sponsor of the ship was Mrs. John Boettinger of Seattle, daughter of President and Mrs. Roosevelt. There were no matrons of honor. Howard Nesbitt, pipefitter, presented a bouquet of savings



The SS Joseph N. Teal was a Liberty ship built in a record 10 days at Kaiser's first Portland shipyard. It was launched in September 1942, watched by and Henry Kaiser and President Roosevelt, who stopped by for the christening on his West Coast tour of war production facilities.

stamps to Mrs. Boettinger. Present at the launching was Henry J. Kaiser, head of the Kaiser war-time enterprises, just back from Washington with a go-ahead signal for construction of three experimental cargo airplanes.

"This new record ought to stand for a while, at least. Certainly nobody will cut it in half. The best they can do is to shave off a few hours, or possibly a day," said his son Edgar F. Kaiser, general manager of the Kaiser yards in the Portland area, The Joseph N. Teal was also delivered ready for cargo service only 14 days after keel laying.

Editor's note: That was the front page story of the Oregonian, but the most notable fact was left unsaid for two weeks: there was no

mention of President Franklin D. Roosevelt attending the launching, making this the biggest event in Portland's World War II history. This was necessary because FDR's 8,000-mile by railway to visit important wartime industrial centers on the Great Lakes and West Coast was kept an official secret by the president's personal security team. So, two weeks later, the Oregonian was able to run this correction:

President Was Here -F.D.R. Chats with Kaisers

Yes, it was true. That rumor that President Roosevelt came to Portland to see Henry J. Kaiser's "boys" launch their ten-day miracle ship, the Joseph N. Teal, September 23, was true. His office in

Washington has officially announced the fact upon the president's safe return to his capital desk. But newspapers did not mention a word of it — even hint at it — until the official release came from the White House. Some 14,000 shipyard workers saw "the chief" during his 70-minute visit to Oregon Shipbuilding corporation, and a lot of them accepted his spoken request to them to help him keep the visit a secret.

The Portland visit came as a distinct surprise to the vast majority of men employed in the plant, as well as all Portlanders, although most of them had sensed for two days the fact that something very unusual

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Dike Marine Service & Storage and Norgard Boat Hauling Now Selling Used Boat Parts. Bruce and Debbie bought the trucking business from Tim Kirkpatrick back in 2017 and changed the name back to Norgard Boat Hauling. Their driver's name is Ed Humfleet (no not Ed Norgard). Their daughter Deb Jr. joined the company last year and is in charge of the boat

parts division. Their son Raymond also works in the yard as the heavy lifter, helping to unload boats. He is learning metal fabrication from his Dad and he helps his sister take parts off the boats to be sold in our parts department,

Dike Marine Service disposes of boats for boat owners, insurers, plus derelict and sunk boats with no identificaton, etc. They are also

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Wake-Surfing Zones for Newberg Pool

The Oregon State Marine Board approved new towed-watersports activity zones on the Willamette River (RM 30-50) in the Newberg Pool during their May 13, board meeting, defining designated areas for wake- surfing enthusiasts. The new zones go into effect on July 1, and are as follows:

Yellow Zone 1, River Miles 46-47.6, in which wake surfing and waterskiing are allowed but other towed watersports are prohibited;

Yellow Zone 2. River Miles 31.8-33.2, in which wake surfing is allowed but all other towed watersports are prohibited.

All Red Zones, wake surfing is prohibited; all other towed watersports are allowed.

All towed watersport partici-

pants must observe applicable proximity rules for slow-no wake:

- Wake surfing: 300 feet from dock structures
- Wakeboarding and Tubing: 200 feet from dock structures
- Waterskiing: 100 feet from dock structures

Slow-no wake is defined as "operating a boat at the slowest speed necessary to maintain steerage and that reduces or eliminates waves that appear as white water behind the boat."

The Towed Watersports Endorsement requirement for those wake surfing and wakeboarding on the Newberg Pool is still required for all operators of watercraft engaged in those activities. The New-

berg Pool app on the Marine Board's website will display the new rules when they go into effect on July 1, so boaters know where they are on the river and which rules apply, including distance requirements based on the towed watersports activity from structures.

Boundaries between zones are marked by buoys and "Slow-No Wake" signs are stenciled on the I-5 and railroad bridges. Signage with QR codes to the Newberg Pool app are placed at nearby launch facilities.

Boaters are reminded to take a few minutes getting acquainted with ramp signage and regulatory information online as part of their routine trip planning and preparation.



Products on the Market

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to take with you that you won't be able to attach or strap on. Go to www.westmarine.com or a store near you. Price: \$699.99



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the foredeck for securing your gear while paddling. At only 23 pounds, it's easy to transport while inflated or while stored in the backpack style transport/storage bag. Go to

www.westmarine.com or visit a store near you. Price: \$499.99

Planning A-Head for Trips on the Water

by Jenny East, Oregon Sea Grant/OSU Extension Service

If nature calls while on the water, it helps to plan "a-head." Given current conditions related to the COVID-19 pandemic, some recreational boating facilities may have reduced levels of services available. If access to shoreside restrooms is limited and the boat does not have an installed head, a back-up plan for you and your family will make for a better trip! Suggested supplies to bring with you include a portable toilet or bucket with a fitting lid, gloves, toilet paper, hand sanitizer, and a garbage bag to pack out trash. Several local boating, fishing, and outdoor sports supply stores will have what you need.

Portable toilet dump stations

are available to use after your trip. Many are installed near a holding tank pump-out station on the guest or fuel dock of local facilities. For disposal, turn the dump station on, lift the lid, and pour contents into the basin. A hose with non-potable water is available to help with rinsing the portable toilet or bucket. Look to the visual instructions posted on the side of the dump station if needed.

To prevent clogs and keep the system working, garbage including personal wet wipes, paper towels, food packaging, and fish waste should be placed into a trash can. Our facility partners work hard to keep boat-waste equipment available and packing out all trash is appreciated. (A video highlighting dump station use can

be found on the Oregon State Marine Board's YouTube channel.)

While planning your trip, check out the interactive map at BoatOregon.com which shows all of the boat holding tank pump-out systems, portable toilet dump stations, and floating restrooms across the state. A second option is an app called "Pumpout NAV" which highlights the location closest to you. The app is free and available for Apple and Android mobile devices.

Boaters can access a majority of the 80 waste disposal locations in Oregon for FREE. Dump stations at some river access sites may charge a small fee. Through a partnership with the United States Fish and Wildlife Sport Fish Restoration Fund and the Oregon State Marine Board, Clean Vessel Act (CVA) grant funding is available to marinas and boating facilities to help with the installation and maintenance

of equipment, and to provide education about location and use.

Enjoy your time out on the water while staying healthy and safe. Thank you for helping to keep waste out of waterways.

Jenny is the Boating Outreach Coordinator with Oregon Sea Grant and Oregon State University Extension Service. She can be contacted at Jenny.East@oregonstate.edu or 503-821-1117.



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The Northwest Experience

"In the Beginning" or The Making of a Cruising Sailor

By Jim Farrell

A small lad grew up in the wilds of the Olympic Peninsula, on an 80-acre "stump farm" that overlooked the Strait of Juan de Fuca. He would spend his nights breathing the sweet smell of the sea as it drifted into his upstairs bedroom and fall asleep with the mellow sounds of foghorns, as the ships slipped by unseen in the fog. On most clear days, he could watch freighters and the white sails of the sailboats as they sailed serenely past. Most evenings around four, the fog rolled in and would hover over the "lower forty" obscuring the Straits, working its way south until it engulfed the barn, pig pen, chicken coop, and then the house, with its sound-deadening, curling mist.

Stories by Jack London, Robert Service, Mark Twain, and Robert Louis Stevenson all filled his head with the excitement of the sea, which ingrained in him the desire to experience life on the ocean and inland waters of the Pacific Northwest. The young lad's first experience aboard a real boat hadn't turned out well. His dad's friend, Benny Hughes had bought a runabout and as the lad attempted to board, the boat moved when a wave hit, causing him to lose his balance which in turn caused his foot to strike the windshield, breaking it. Now Benny, a long-confirmed bachelor who had never spent time with kids, was a little more than irritated with the elevenyear-old and the kid was never invited aboard again. Other summer days would be spent fishing in the small creek that cut through the undergrowth of the forest just below the 'lower forty', using just a wiggly worm on a hook attached with a line to a fresh-cut alder sapling.

Once a month his family would head for Port Angeles for shopping and visiting friends, where the lad and his friend would head to the waterfront to look at the ships and fishing boats. Moored to the dock alongside the ferry Coho was the US Coast Guard cutter Winona (WHEC-65). One day the two twelve-year olds were standing on the dock, mesmerized by this large Coast Guard vessel, when a friendly CPO invited the pair aboard and gave them a tour that ended with a large piece of cherry pie a la mode in the galley. For two kids who've only been around rowboats and log-rafts, that cutter was impressive.

At thirteen he spent his summer in Seattle with friends of the family, where he at last learned to handle a 14' sailboat, albeit on the calm waters of Lake Washington. Although, truth be told, there were a few (maybe a little more than a few) mishaps as he learned the fine art of boat handling. Little things like watching out for the boom's swing as they tacked in a stiff wind or figuring out how to quickly let the mainsheet run free before that strong gust flipped the little boat over...again.

As the years rolled by, his proficiency with small rubber rafts. canoes, skiffs and rowboats improved. Well a little anyway, he married and started a family and showed his kids the fine art of getting back aboard a capsized dinghy by flipping it back over and bailing it out. It wasn't too long before they learned that any trip around water inevitably meant getting wet, whether it was jumping into it themselves or Dad screwing up and flipping it over. It finally was decided by the family to buy a power boat and he found a used 22' Glasply a Northwest classic, made in Marysville Washington and built as tough as Portland's own Cascade sailboats.

His kids had visions of water skiing behind the Glasply, but that wasn't to be until Dad worked



The author at the helm on a typical summer day in the Pacific Northwest during one of his cruises.



Celebrating a successful trip to Barkley Sound.

through a few issues with the boat. Well, maybe it wasn't so much the boat's issues, but more his ignorance. Not only did he have to work through the various mechanical skills like trailering it. Did anyone know that it was best to disconnect the trailer's wire harness before backing down a ramp to launch the boat? He learned to

carry a spare tire for the trailer, following a wasted weekend trying to find an open tire store halfway to Port Angeles from Portland late on a Friday night. Or how does the trim tab help get the boat up on a plane, wait... why does the oil from the outdrive look like it has water in it? Oh h***, what's wrong with the engine now, as the

boat drifts toward the rocky shoreline? So much to learn!

Navigation back then was knowing how to use a sextant, compass, read paper charts and maybe an "RDF" (radio direction finder) or "Loran" (LOng RAnge radio Navigation). It also helped to know how to figure your DR, (dead reckoning, or knowing the last place you were) which kind of helps when the electronics fail — when, not if! There were no 'chart plotters' or even a GPS, as they were stuff that only the military had.

Finally it dawned on him, that he had a lot to learn and took a course at Clackamas Community College on the use of a sextant from 'Capt. Blacky' (Jim) Johnson and met while in class a retired electrical engineer, Ken Williams who had built a 34' Bill Crealock designed sailboat in his back yard. Each Memorial Weekend for years until Ken was diagnosed with dementia, he would help him take his boat up the coast from Warrenton, north to either Canada or somewhere along the Strait of Juan de Fuca, where Ken would sail for the summer. Each Labor Day, he would help Ken bring the Libra back to Warrenton. It was on these sail trips that he became a confirmed "sailor" and learned to love the Northwest waters.

Powerboats lost their draw

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10-Day Ship... continued from page 8

was about to "break" with the launching of the Joseph N. Teal. The ramp building facing the No. 5 shipway was the tip-off that the ceremony was to include distinguished visitors. Then on the morning of the 23d, the guards in the plant were doubled, the pass gate was closed to outsiders, and workers were on the alert with one eye on the main gate.

Special Train Pulls In

As the usual noon-launching hour drew near, some of the men noticed a lineup of cars near the entrance, dropped their tools and sauntered toward the launch area to be on the ground floor for whatever was about to happen. A ten-car train of Pullmans, diners and business cars was drawn into the shipyard plant by one of the yard's diesel-electric locomotives. It was brought to a halt beside the line of automobiles. Waiting there were Henry J. Kaiser, Edgar F. Kaiser, Albert Bauer, manager of the yard, and a number of local navy and army officers.

A force of plain clothesmen appeared upon the scene and soldiers with bayonets and combat helmets formed a ring around the rear of the train. Fifteen minutes later the president emerged upon the rear platform of his car, stopped and looked at the circle of ship workers hardly more than 50 feet away.

The men and women nearby recognized him immediately and clapped briskly, a few whistling.

The president dismounted from the train to a waiting automobile and took his place in the front seat.

He was joined by the Kaisers father and son — in the rear seat. A squad of tall, athletic young fellows who came on the train took their places around. The entourage started for a quick "look-see" of the shipyard that holds all the better records. As they swept along, the young men were forced to run to keep up. A motorcyclist rolled along bearing a navy photographer in his side car. Around the huge assembly plant, through the storage yards, and past the end of the plate shop, the caravan rolled.

Entire Plant Surveyed

Riveting hammers, ringing bells, and the other shipyard noises shut off quickly as word spread that something new was happening. All big cranes stood still. Men and women poured from shops and ways toward shipway No. 5. By the time the caravan reached the new ramp, it was estimated that 75 per cent of the day shift workers were crowded along the sidelines, standing upon stacks of welded assemblies, hatch coamings, seated upon scaffoldings of neighboring hulls, and peering out of building windows within view of the area.

The crowd clapped and cheered as the cars swept by, and the president waved his hand, or doffed his hat. Three cars rolled on up the ramp, stopped at the crest with the president's car in the middle. where he was given an unbroken view of the S.S. Joseph N. Teal, the launching ways, and the christening platform. The Kaisers — father

and son — crouched low beside the car. Later they moved into the car with Governor Sprague. Guards were in evidence on every hand.

Another big cheer and handclapping rose from the thousands of men who grouped around the shipways as they caught their first glimpse of the distinguished visitor and recognized him. The christening and launching ceremony started immediately and was over in less than ten minutes. Some of the crowd called for a speech, which was fortunately taken down by FDR's last personal secretary, Grace Tully.

"I have been very much inspired by what I have seen and I wish that every man, woman and child in the United States could have been here today to see that launching and realize what it means in the winning of this war. You know I am not supposed to be here today (laughter) (the crowd really went wild), so you are the possessors of a secret which even the newspapers of the United states don't know, and I hope you will keep the secret because I am under military and naval orders, and like the ship that we have just seen go overboard, my motions and movements are supposed to be secret. I do not know whether they are or not. You are doing a wonderful piece of work for your country and for our civilization, and with the help of God we are going to, see this thing through together."

Editor's Note: The passage of time has revealed more "secrets" about this historic event, which I am happy to add. When Edgar F. Kaiser stated "This new record,



Liberty ship deckhouse lifts.

ought to stand for a while. Certainly nobody will cut it in half,' he didn't realize his challenge would immediately be accepted by the Kaiser shipyard team in Richmond, California. Two months later, they launched the SS Robert E. Peary in 4 days, 15 hours and 29 minutes, and delivered in seven and a half days. Some writers called this a "stunt ship" because it slowed progress on other vessels in the yard, but it was good for morale and has never been beaten.

Also, history reveals that Henry Kaiser's plan to build a fleet of

HK1 very large troop-carrying planes to beat the U-boat menace never materialized. "HK" stood for Hughes-Kaiser, but the partnership quickly broke down because of Howard Hughes' obsessive desire for perfection, while Kaiser was famous for getting the job done! Hughes carried on alone until the H-4 Hercules single short flight in 1947. Ironically, his great wooden flying boat is now housed in the Evergreen Aviation & Space Museum in McMinnville, less than 50 miles from Kaiser's Portland shipyard.

Northwest Experience...continued from page 10



The perfect end to a cruise in the San Juans — a quiet anchorage with only one neighbor.

when he figured out that it wasn't about the destination, but the voyage. Once he slowed down, a whole new world opened to him. A world of quiet as the sails filled and the boat heeled over while cutting through the waves. A world of wildlife and the feel of the wind and rain while navigating through a storm. This was invigorating at times, while on the other hand... damn it could be terrifying. It was a world of interesting people and

cultures that he encountered in small hidden coves and islands. This gave him the beauty of a sunset at sea or the brilliance of a sunrise, and all without the accompanying roar of an engine.

Today that young man has thousands of miles of blue/green water under his keel and is an "old timer." What he has experienced throughout his lifetime constitutes in his opinion, a true "Northwest Experience." All the times he ran

aground, got caught in storms, had things break at the worst possible moment, or even wrapped lines around the prop. This all helped him become a better sailor, and what a life sailing on the Pacific Northwest waters was been. But as in all things, there is an end--both for him and for the paper that has given him the chance to tell so many of these sailing stories.



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Broad Reachings

by Eric Rouzee

What This Ridiculous Column Has Taught You

I can't remember the exact day and year, but somewhere in the blurry past around ten or eleven years ago, I received a phone call one afternoon from Jolene Coats-Walsh, the owner and publisher of Freshwater News. Jolene, who has since been immortalized in this ridiculous column simply as, "My Editor" asked me if I'd be interested in writing a monthly column for her publication. I just figured she'd temporarily taken leave of her senses and would eventually see the error of her ways, but I agreed to meet with her anyway. It was at that initial meeting that Jolene mentioned getting paid actual money to write for her. That's when I KNEW she'd lost it. But who was I to complain? And thus was born this monthly journey into the absurd.

As we prepare to say "so long" to this wonderful publication that has so ably covered the local and

regional (and sometimes national and international) boating scene, it occurred to me that because Jolene took a flyer on my dubious writing skills, we've (hopefully) learned our share of fun facts about sailing, cruising and racing (to say nothing of sitting around in waterfront bars talking about sailing, cruising and racing). I'd leave that observation as is and move on to something else, but in all honesty, I owe Jolene at least 900 words in this column, and I'm already 24 hours beyond my deadline. Like that should be some big surprise to her. So, for what it's worth, here's what this ridiculous column has taught

20 Knots Over the Deck

Back in December of 2012, you learned that personal relationships in the sailing world can often be governed by the "20 Knots Over the Deck Rule." To wit, almost



You catch the fish, then you feed the fish. Kaneohe to Portland on board Riva. Photo Credit: Eric Rouzee

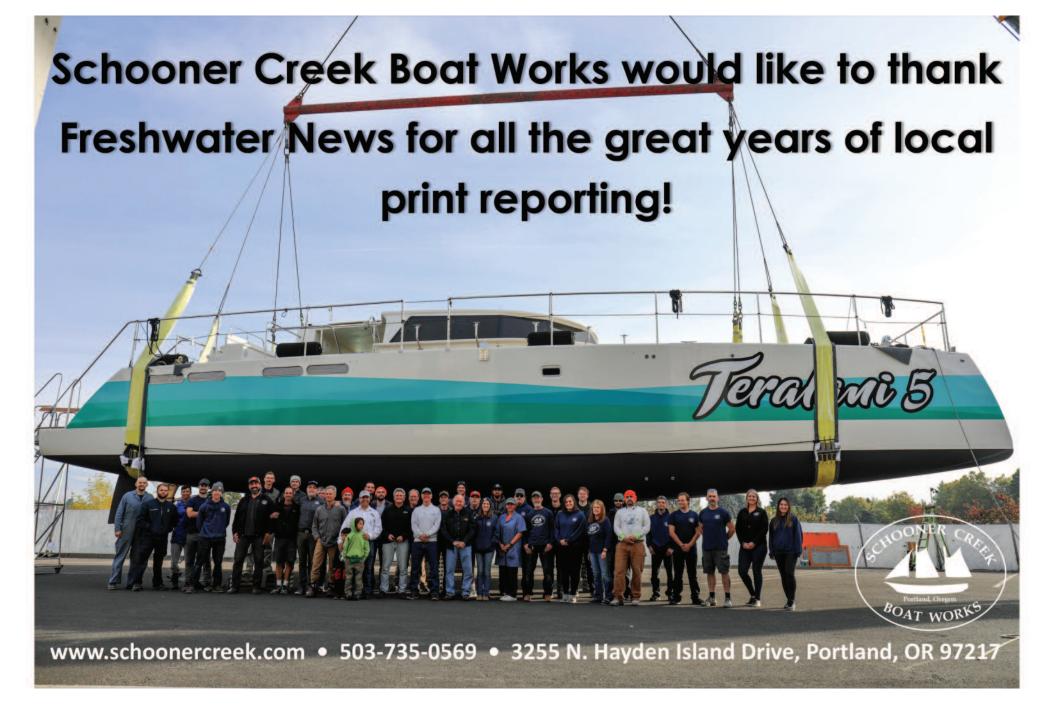
someone who either can or can't handle the wind, spray and general motion of a sailboat when you're getting 20 knots over the foredeck. As proof, you were introduced to my then-girlfriend Sandy, who in

promptly launched the entire con- learned that Diane is very defitents of her breakfast into the wanitely a "20 Knots Over the Deck ters off Des Moines Marina. Then person," which is not to say that she steadfastly refused to return she hasn't had a few moments of every one of my phone calls.

Which is good, because I went 1987 went sailing with me ONCE on to meet Diane, whom you know

everyone can be categorized as on Puget Sound, where she as my "Ever-Patient Wife." You

continued on page 13



Broad Reachings... continued from page 12

discomfort on board *Legacy*, our Catalina 36. The difference being that you have to get her offshore in an 8-to-10-foot quartering sea before she gives in to "mal de mer."

Speaking of which... Breaking the Streak

If this column hadn't put you to sleep by then, you were taught in September of 2016 that just because someone (in this case me) has managed to make it 44 years without losing lunch overboard, you're never too old to learn. Which is what occurred to me on board Riva, Scott and Jody Campbell's J-46 on a passage from Kaneohe, Oahu to Portland, Oregon. Take note, rookie and veteran sailors alike: no matter how much elegance and panache you try to project in that situation, your dignity (along with lunch) is headed for the heaving brine! But before this final installment of Broad Reachings devolves into a Barf Fest Celebration, let me remind you that:

Bowmen Are Mostly Crazy

In 2016, you learned that most bowmen (hell, pretty much ALL bowmen) are at least a bubble off plumb, if not totally bonkers. You learned about one local bow master who worked barefoot in any weather, all while smoking a cigarette, and never seemed to miss a spinnaker set or headsail change. Or the story of a celebrated America's Cup bowman who once supposedly jumped from the Newport, Rhode Island bridge because he'd been late to the dock and was just trying to make it on board. At the time, I told you it was a story too good to fact check, and I've dutifully never bothered to check out its accuracy. And I see no reason to start now. And while we're on the subject of crazy:

The Thermodynamic Properties of Sitting on the Rail During an Oregon Offshore

Somewhere in the last decade (and don't ask me when) I described in detail the Thermodynamic Properties inherent in pretty much every Oregon Offshore EVER, particularly for those of us sitting on the windward rail. As a reminder (as if you didn't already know this), you're dealing with three types of Heat Transfer Systems at play here. You've got your Convection System (the wind is blowing over and around you, dragging heat from your body on all sides); you've got your Evaporation System (every raindrop or





The Pirates Cove. It was cool because of its cast of colorful characters. And Traci's rumrunners. Photo Credit: Traci McMurray

green water spray that lands on you and eventually evaporates, dragging heat from your body, again on all sides); and finally my favorite, the Radiation System, which basically says that the cold air around you, plus the cold deck you're sitting on, (yeah, you've got it) is dragging heat from your body and depositing it into either the atmosphere or somewhere below decks. Yeah. And we PAY ACTUAL MONEY TO DO IT. And finally, you learned that:

The Pirates Cove Was Cool

In the May 2013 edition of Freshwater News, you were introduced to that now-defunct section of the Island Café, The Pirates Cove. That little alcove, just off the bar, where sailors went to drink owner Traci McMurray's deadly Rumrunners whilst discussing all things sailing and simultaneously telling staggering lies to every nonsailor who entered. Never, NEVER forget our description to two young ladies of how to sail at night up the Washington coast without getting lost (a well-lighted set of northsouth traffic lanes complete with stop lights and a yellow underwater median line). That lie alone should get us all a year in purgatory when this whole thing is over. Lastly, speaking of cool:

Freshwater News and My Cooler Than Cool Editor

I have no appropriate words to describe what a joy it has been to write for Freshwater News for all these years, and in particular for Jolene Coats-Walsh. She allowed me the latitude to cover just about any sailing subject, and more importantly for her sanity didn't get upset each month when I breezily passed by my deadline, sometimes by several days — and why should this month's column be any different? Freshwater News (and by that I mean Jolene) let me entertain you with just about any sort of story, and rarely edited for more than simply my abhorrent spelling. So thanks to all of you for reading this stuff, and a special thanks to Jolene Coats-Walsh for probably eschewing her good sense and actually publishing everything I sent in.

I still can't believe she paid me for this stuff, though...



Losing body heat via three thermodynamic systems on the Oregon Offshore. Photo Credit: Eric Rouzee

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In the Galley with Capt. Sandra Thoma

It Was Never Really About the Food

It was August 2012. I was standing outside the downtown Portland office building known as The Black Box. The Black Box is a dark, glossy rectangle plopped down a block from the Portland waterfront. I entered the black box every day, used up all my energy, and emerged at night, drained. In other words, I worked there. On the day of which I write, I was plotting my escape from the black box. I had a copy of a local boating magazine in my hands. It was entitled Freshwater News. The paper had recently been acquired by an ambitious young woman who wanted to grow the paper. She was looking for authors to write about sailing topics and cooking aboard.

I stood on the steps of The Black Box, studied the sky, and imagined the possibilities. I like writing, I thought. And I love sailing and cooking aboard our sailboat. I am not a great chef, but I worked in the upscale world of French Cooking for a number of years, and I know my way around a galley. I knew a little about sailing - having been on or around boats since I was a kid, and had recently become owned by my first ever big-er sailboat.

I sent an email to the new owner of the magazine. "I can write about sailing and cooking aboard," I said. I sent a sample of something I'd written for another magazine. She replied that she'd love to include my articles. And so it began.

Around the time I started writing for Freshwater News, I also enlisted as crew on my friends' race boats. I raced on a C&C 34 and on

a Martin 24-1. I sat in I-5 traffic and donned foulies so I could haul sheets and grind winches every Thursday and Sunday. Most of the time, it was sailing bliss. There is truly nothing like the thrill of full canvas and water shushing by the hull, and the light in your crewmates eyes when your boat rounds the mark first. Sometimes it was not so fun. It was always a learning experience.

There was the time on the Bridge to Bridge Race from Astoria to Newport, where I was at the helm, we were running downwind with 5 foot following seas and the kite was full, and I spotted a humpback off the starboard side, and lost the helm and the boat rolled on its ear, causing the spinnaker rig to foul. Because of that, the First Mate had to go up the mast - a truly terrifying experience in five foot seas. We won the race despite my poor helmsman ship, and because our youngest crew member refused to throw in the towel when we were be-calmed in the fog in the night.

There was the Oregon Offshore Race where we crossed the bar in eight foot seas, and I learned that eight foot seas with three foot wind waves means there are actually three foot breaking waves ON TOP of the eight foot swells. I also learned that it is possible to be so scared all you can do is focus on the task at hand — and that is a good thing.

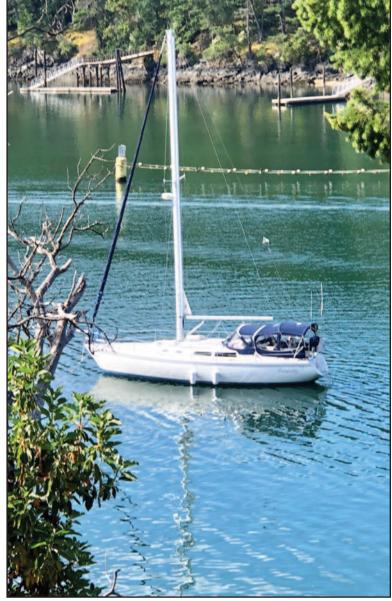
There was the time on another Oregon Offshore when we were on day two of the race, and I came up for watch to find us at the same exact place off the Washington

Coast we were at when I went off watch in the wee hours. I think I might have actually cried. I was horribly sea-sick at the beginning of that trip and spent much of it in the cockpit staring at the horizon. I'd asked a crew-mate to please get me a cup of noodles since he was down below getting himself one. He said something like "get it your own self because your mommy didn't come on this trip," to which half the crew — all women, glared at him. One of the gals, to this day a dear friend, said she'd get me one, because she is a mommy and can be my mommy for a bit. It should be noted that all three of us gals on that trip were mommies, and we chose to spend Mother's Day cold, wet and miserable, because we love sailing.

There was the time during a Thursday night race series when my skipper trusted me as helmsman, so he could coach some newer crew members. I love nothing more than being at the helm. It is exhilarating. On one particular race, we had a great start and we were running first as we rounded the upwind mark, and stayed in first all the way to the downwind mark. The spinnaker was busting full, and boats were catching up with us, and a game of chicken ensued as we approached the mark. At which point shouting was happening, and my eyes were big as saucers. I clutched the helm, and did my best to execute my skippers instructions. But ultimately, I was not made as tough of stuff as I'd like to think, and we lost the race because humiliatingly I missed the mark, and hung the rudder up on the mark.

At that point, I decided to go sail my own boat, a Catalina 36, dear Tranquility, that had sat neglected while I became obsessed by racing. It might have been that my skipper, dear friend that he was, encouraged me to do so. I wrote about cooking aboard on all of those races

I wrote about cooking aboard on all of those races and race voyages. There were Monster cookies for winter races, and inventive ways to pack noodle and meatball casserole and black bean stew for Oregon Offshores. I discovered



The author's Catalina 36, Tranquility, in a quiet cove in the San Juan Islands.

I loved writing about cooking aboard, and I loved being creative in the galley. Sailing, and racing in particular, is physically and emotionally demanding. It's important to have food that nourishes the body and spirit, and I enjoyed rising to the challenge of making that kind of food.

My company took me to Seattle for a three year stint right around the time my oldest daughter enlisted in the Air Force and my youngest was beginning Middle School. It was time, I decided, to fulfill my life-time dream of living aboard my sailboat. And the correllary dream of sailing on lovely, salt-water, tree-lined Puget sound. My boyfriend and I sailed Tranquility up the coast, through the Straits of Juan de Fuca, and down to Puget Sound.

That was the time we almost sunk our boat. It was the middle of the night. There was a lot of water in the boat. Water almost up to the floor-boards. The bilge pump was barely keeping up. We had no idea where the water was coming from, but I knew it was not from the water coming over the bow. We started running the manual bilge pump at every watch change. It should have been a clue when we entered the Straits and could sail a beam reach and turn off the engine, that the water stopped coming in the boat. Yes, dear reader, if you haven't guessed already, the raw water pump had blown a leak and had been spewing water into the bilge the entire way up the coast. That was my first real awakening that being owned by a boat meant a lot more than knowing how to pull strings to operate the sails.

Then there was the time when we ventured up to the San Juan Islands with my youngest daughter and her friend for a week vacation. It rained the entire week. The kids had a blast landing the dinghy in knee-deep water in jeans and tshirts. Their hoodies were wet, their shoes were wet, their jeans were wet, the ancient furnace on the boat did not work, and the entire boat stunk of wet teenager and clothes. We had a great time on the trip, and fell in love with the San

Then there was the time my darling boyfriend discovered that I don't always know exactly where I'm going, and the circa 1990's chartplotter is hard to read, and the most important lesson of all - a Land-based navigation mark is attached to land. I learned the incredibly hard lesson that it is so much better to wait for the rising tide, than be pulled off the rocks (Sorry *Tranquility*).

There was the time I invited a girlfriend out sailing on Puget Sound on a blustery spring day. I failed to give clear, specific instructions on how we'd manage lines bringing Tranquility back to the dock. I ended up getting pulled off the dock into the water, in my full foul weather gear. I learned how big those PFD's get when they inflate and how really frigging cold the water is. I came away with a broken arm as a momento, and a painful reminder that my crew cannot read my mind.

For each and every one of those experiences, there were at least a dozen that were nothing short of joyous — easy sails, sunny skies, peaceful anchorages, smiling faces, and many, many great meals aboard.

And so, I kept writing for Freshwater News. I wrote about trying to not catch the galley on fire while cooking steaks, and savory curry noodle dishes for vegetarian friends, and how to bake a birthday cake or brownies in the Suzi-bake oven of an alcohol stove. Every article was a new ad-

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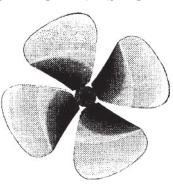
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In the Galley... continued from page 14

venture, just like every voyage. I took writing classes, and published in other journals and started a blog. I asked friends for recipes to try cooking aboard. We invited friends and family aboard and I cooked for them. My boyfriend's brother asked if there was anything in the galley I just could not do — because of the tiny space and all. My boyfriend grinned at me from the cockpit. "She doesn't seem intimated by any of it," he replied. I knew that he was talking about much more than operating the galley.

I kept writing for Freshwater News while I sailed with dear A & M in the Caribbean and Mexico. I wrote Freshwater News articles while I earned my Captain's License. In the years that followed. my Darling Boyfriend became my Darling Hubby. We tied the knot on a beautiful summer day in the San Juan Islands. One of my daughters finished college and moved to Arizona. One of my daughters joined the Air Force, made me a Grandma, and started college. My darling hubby and I sold our house and quit our jobs to travel and sail full-time, and I wrote for Freshwater News.

I wrote about my Darling Hubby mastering the art of crabfishing. I wrote about our summer of hosting friends and the delicious food they cooked aboard. I wrote about pub-hopping through the Canadian Gulf Islands, and peaceful harbors and midnight squalls. I wrote about sunrises and sunsets that were heart-wrenching beautiful — the kind one can only truly experience while at anchor. I wrote at length about how to cook fresh caught crab. I wrote about holing up in a storm in Victoria and finding amazing scones and tea. I loved writing, it turns out, as much as I love sailing.

The creed I lived by was that the food we prepared in *Tranquility*'s little one-butt galley would be as wonderful as the beautiful places we sailed to. And my mission held to share those beautiful places and wonderful food with you, Dear Reader.

Wait... I need a tissue before I bring this to a close... be right

Now, eight years later, I write this sitting in the cockpit of *Tranquility*, in a quiet harbor in the northern Islands. My Darling Hubby and I had planned to take *Tranquility* as far north as Hadia Gawai, just south of Alaska, this summer. And I was so looking forward to writing about it. Instead we are here, just south of the Canadian border, and will go no farther north, and this will be my last *Freshwater News* article.

In last month's issue of Fresh Water News, I wrote about how overwhelming it was to provision and buy boat parts and figure out each and every thing I would need to take to *Tranquility* for a two-week shelter in place. It was a lot like preparing for a passage after not having seen my boat for six months. I said I would write to you about what I brought, and how I figured it all out. Instead I am writing my farewell. Provisioning, as it turns out, was easy. Writing this farewell is not.

Every single time in my life that I have stepped on a boat, and there

have been many times because I've been kicking around on boats since I was a kid, I've stretched myself. I've learned about who I am, and what I am capable of, and what I am made of. I've never found what I'm not able to do - except maybe jibe a spinnaker from the foredeck. I've only found what I need to learn, and what I didn't know I could do, and what brings me Joy.

Writing for *Freshwater News* has been just like sailing. I didn't know what I was capable of, or what tremendous joy sharing the adventure of sailing and cooking aboard would be. Now the tide has changed. Nothing ever stays the same. Time to head out to new waters, new adventures. I will miss this a great deal. And I will finish the book I've been writing.

One last recipe. This one is special. It's what my Darling Hubby makes for my Birthday every year — and that is appropriate because it is also the anniversary of when I first wrote for *Freshwater News*. Make this with lots of love, and remember — the best and biggest thing we can do is to nourish ourselves, and those we love, and that nourishment most certainly includes sharing the things that bring us joy — like open sails and a quiet harbor.

Peach-Blueberry Cobbler

Peel about 3lbs (6-8) peaches in a large bowl. Peaches are easy to peel if you let them sit in a bath of hot water for 5-10mins.

- Toss in a cup of fresh or frozen blueberries
- 1/3 cup of sugar (I used brown sugar)
- 1 tsp of vanilla or almond extract
- zest of one lemon
- 2 tablespoons of cornstarch

Pour mixture into a large baking dish and cover with one of the topping mixes below.

Traditional Topping:

- 2 cups flour
- 2/3 cups sugar
- ½ cup brown sugar
- 1 tsp cinnamon
- 2 sticks of cold butter

Use a hand-mixer or a fork to



The latest item on the menu of the Tranquility is spotted prawns, freshly caught by the crew.

combine butter and flour mixture. Mixture should be the consistency of pebbles. Since its August and warm, my mixture turned out like crumbly cookie dough. It made a wonderful, crispy topping

Another topping:

- 2 cups oatmeal (not instant)
- 1 cup toasted, unsalted almonds, coarsely chopped
- 1 teaspoon baking powder
- ³/₄ teaspoon fine sea salt
- 2 cups milk (or substitute coconut or almond milk)
- 2 large eggs
- ½ cup turbinado sugar or light or dark brown sugar, plus more for topping, if you like
- 1 teaspoon vanilla extract or 1/4 teaspoon almond extract

In a small bowl, whisk together oatmeal, almonds, baking powder, and salt.

In a large bowl, whisk together remaining melted butter, milk, eggs, sugar, vanilla or almond extract, and nutmeg. Whisk oat mixture into milk mixture, then pour it over the peaches and berries, shaking the baking dish to evenly distribute liquid and oats.

Bake until firm and pale



Sandra recommends grilling or sautéing spotted prawns to preserve the flavor.

golden, 35 to 45 minutes

On another note, my Darling Hubby recently expanded his fishing skills to include Spotted Prawns. I've heard people boil them, which seems like a sin to me. My favorite way to cook them is on a grill, slathered with some garlic butter, or flash sautéed in a pan with butter, garlic and fresh basil. Serve with a nice, green salad with a citrus dressing and an

IPA from a local brewery. Yum, Yum!!

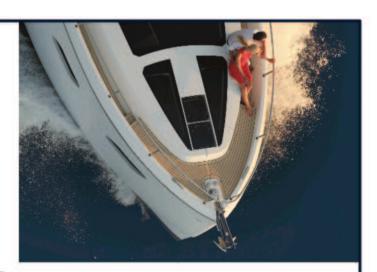
And a final note, as if this writing, *Tranquility* is finally ditching the old alcohol stove and getting a spanking new propane stove. Some changes really are for the better. I will miss you all so very much. Thank you for reading my words and sharing my adventures.

Fair Winds and Bon Appetit!!



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PAGE 16 **FRESHWATER NEWS SUMMER 2020**

The Search is on for *Comitan* – Part 6 **Josh Taylor Recognized for Circumnavigations**

By Marili Green Reilly

Sailors like to tell stories, and Josiah "Josh" Taylor had a lot to tell. He shared many tales with Ruth Boydell, the young skipper of the Sketty Belle, and with his son, Tom, both of whom have recently sent me their pictures and memories of him. One story you may have overheard on the docks sealed the fate of the Cascade 36 Josh launched in 1977. According to Tom Taylor, "Dad lit his stove at anchor in San Francisco Bay in 1991, and the propane in the bilge blew the top off his boat. Dad was not harmed but it singed his hair."

After that, his dad became a "land sailor." Recalling that "Dad sold Comitan for one dollar in 1991," his youngest son added that "he didn't want to pay the fines for polluting San Francisco Bay." (I would like to locate the current



When his eldest son, Jack, joined him for a cruise through American and Western Samoa in 1980, the pair enjoyed doing some deep sea fishing together. Josh is seen here at age 73. about two years into his world cruise.

owner of Cascade 36, Hull No. 100. If this story of the explosion sounds familiar and you know its whereabouts, please get in touch with me at cascademarili@ gmail.com.)

After spending 13 months in the ports of South Africa, Josh Taylor followed his usually successful practice for engaging crew by posting notices at the Royal Cape Yacht Club in Cape Town. The young woman who answered his call left him a note of resignation after only a few days, so Josh set sail on his own, December 18, 1985. He headed for St. Helena Island off Namibia, arriving at the port of Jamestown on January 4, 1986.

There, he once again ran into Sergio Testa, a fellow member of the J. Slocum Society and a frequent correspondent with the Society's Sailing Club Newsletter. "Sergio climbed up Comitan's mast (to) change running light," Josh recorded in his log. By the time he embarked on his Atlantic crossing, January 20, he had signed on another crew woman, Veronica. They stopped at San Pedro Village, Fernando de Noronha Island on February 9, then set sail again on February 13. His log reports crossing the Doldrums at noon on February 18.

Comitan arrived in Bridgetown. Barbados, on April 7, 1986, and Veronica took her leave May 6 at Martinique. Other crew joined him for a few days' cruise of Martinique, then Josh sailed solo to St. Lucia. Arriving in Rodney Bay, May 25, he was again "greeted by Ruth Boydell, captain of the schooner, Sketty Belle (and) received a much-needed hug."

In early November 1986, Josh had the boat hauled out in Rodney Bay, getting the bottom cleaned and painted for \$300. A few weeks later, a new crew woman, Yvonne, joined him, and he helped her "obtain indefinite USA stay" through the U.S. Consulate in Fort De France. On November 27, they "departed Martinique with load of 125 cans beer and 100 bottles French red wine." Yvonne would be with him off and on throughout the next year as he explored the Caribbean, and his log notes they "cleared Yvonne into USA" at Cruz Harbor, St. Thomas, February 19, 1987.

On June 16, at 0400, Comitan made the final landfall of its world cruise: Fort Lauderdale, Florida. There Josh paid a shipyard \$360 to have the boat "hauled out, bottom cleaned and painted, prop shaft strut re-bolted to hull, zincs installed, and mast unstepped." The summary of Josh Taylor's cruising log ends July 2, 1987, when he wrote: "secured yacht for trucking to Sausalito, California. Trucking price \$5,500."

Comitan arrived in California July 16, two months short of his 80th birthday and just three days short of the 10th anniversary of its launch at Westerlund's Marina in Portland. In Sausalito, the Cascade 36 was re-launched and the mast restepped for \$350, then Josh took a slip at Clipper Yacht Harbor for \$216 per month. Yvonne, the last of his young female crew, resigned and returned to Florida. Josh's correspondence with Ruth Boydell continued. She shared with me an exchange with Tom Taylor in 2017: "I did write to your Dad for a while, but my writing slipped away. He was always good for news," she said, adding "I am amazed how well Josh communicated even through his deafness. He did love his radio," she noted. "In fact, he inspired me to learn much more... I now teach big ship radio!"

Throughout his 10-year cruise, Josiah Taylor had taken on 36 crew members, half of them women, and visited at least 25 countries and islands. His exploits were written up in the local newspapers in Bowen, Australia, and Durban, South Africa; in Portland's Senior Profile; in letters to the Slocum Society Sailing Club Newsletter and — 32 years later — in Freshwater News.

It was in these interviews and letters that Josh revealed some of his personal side. He told Richard Compton of Durban's The Daily News, "I suppose I use my yacht more for getting somewhere than



Reunion Island in the Indian Ocean, October 1984, Josh hauled out and hired a local man to clean and paint the bottom.

the love of sailing itself." The November 14, 1984, article notes he was divorced — "the wife just didn't like sailing, I guess" — but he had three sons and a daughter, and he admitted to missing his kids and his seven grandchildren. "We keep in touch," he added. "I'll be back within a couple of years."

The last log entry, January 1, 1988, notes "Comitan being reconditioned for further cruises." The 1991 propane explosion put an end to those plans. In 1993, Chuck

Turner ponied up a buck for the shattered yacht and brought it back to Portland to put back together. Turner, who had more interest in sailing a boat than rebuilding it, would trade it for a Newport 28 within a couple of years.

In the 2017 email exchange with Ruth Boydell, his youngest son, Tom Taylor, recalled, "I sailed with 'Captain Bligh' in 1971, after I got out of the Navy," before his dad built Comitan. "Jack, the eldest

continued on page 22

Island Sailing Club's New Look and Attitude

If you haven't been to the blue have new Tohatsu 4-cylinder highboat house on Dock D in the Tomahawk Bay Marina recently, it's community at the Island Sailing Club (ISC), founded in 1979. This year, the club has undergone major upgrades under the stewardship of new owner Stephen Frankland. He is a life-long sailor who discovered the ISC in the 1990's, and thought: "It was the greatest thing ever-they wouldn't stop me from taking their boats!" The club was part of the reason he fell in love with Portland, he says.

As a popular sailing instructor with certifications from ASA, Nautic Ed, RYA, ICC, Frankland says he loves to share the wonderful world of sailing and the joy it brings with the endless number of wonderful people like him who have been "called by the sea." Under his leadership, ISC has edited, updated and added to its fleet of 18 boats, and now offers Cals, Catalinas, Wavelengths, a Zap, C&C Lancet, and Newport ML11, ranging in sizes from 20-30 feet. Many smaller boats

thrust outboard motors, and Frankland is first in line for a new time to discover the unique sailing shipment that will make the rest more efficient and environmentally friendly. Most larger boats feature diesel engines.

ISC has been working with local sail makers, who have already equipped several boats with new sails, and has a long-term plan for the fleet's future sail inventory. As with everything concerning ISC, Frankland's choices revolve around the club members and their sailing goals. He plans to continue adding reliable and well-found boats to the fleet. He believes that having a fun sailing experience requires "skill, seamanship, and confidence in your boat."

Under his ownership, ISC has developed more of an academy model to teaching, he explained. His idea is to give students the best training and a way to practice their skills through club membership. Towards that end, ISC has expanded the entry level course to 18 hours, run over three sessions. Sailing classes,

which used to be weekly club events, are still available to folks interested in learning or expanding their sailing skills, especially when looking at membership.

What hasn't changed at ISC is the warm, encouraging atmosphere. "It's a long-term perspective focused on helping our clients and members reach their sailing goals," Frankland says. "We believe once a student has had some lessons with our instructors, those who are focused on their sailing goals will see that ISC is a great way to achieve those them."

"In response to Covid-19, we are not running standard public classes where students share space with strangers," Frankland added. Instead he is offering private instruction with flexible scheduling for clients and closely associated friends. While the club continues its cruising group and racing activities, they are currently on hold.

For more information on the remade Island Sailing Club, stop by 515 NE Tomahawk Island Drive, Slip D-85, call (503) 258-6675 or visit, https://Islandsailing.org



Island sailing club has a total of 18 boats from 20-30'—all available to members.



The ISC clubhouse is located on the water in the Tomahawk Bay Marina.

Photos courtesy ISC

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Ilwaco Offers Safe Harbor with Plenty to Do

As boaters from Portland, Seattle and beyond take to the water this summer, the Port of Ilwaco offers great options to safely enjoy the charms of this serene fishing village and its many attractions. Fishing season is off to a red hot start, and charter passengers are returning with their limit, reports Mike Cassinelli, owner of Beacon Charters. Salmon fishing is scheduled to continue through September with a two-fish limit which can be a Chinook or two marked coho. Fishing in Ocean Area 1 is open seven days a week. "Make sure you always check fishing regulations before heading out," suggests Butch Smith, Coho Charters' owner. "Some areas have different rules."

The Port of Ilwaco continues with upgrades to its facilities with more improvements to be completed by the 2021 season. This summer, look for a graded and leveled boatyard, a new marine Travelift, and construction of a large building for vessel maintenance, repair, or deconstruction. Please initiate all reservations for marina slips and boatyard spots at www.portofilwaco.com.

While some in the household are out fishing, landlubbers in their families will find unique shops and galleries, seafood markets and more. Highlights include an amazing independent bookstore, Time Enough Books, and the festive Sat-



Delicious freshly-caught seafood is offered by several restaurants on the Ilwaco

urday Market, which runs through September 26 from 10 a.m. to 4 p.m. The gallery of artist Marie Powell, renowned for her vibrantly colored paintings and prints, looks out to the 800-slip marina. Powell will be joined by two other local artists, Luisa Mack and Penny Treat, for an open studio sale with art and jewelry specials on July 17, 18 and 19 from 10 a.m. to 4 p.m.

At the port, great food can be found at Salt Pub and Waterline Pub and nearby in Seaview at The Depot Restaurant, Shelburne Hotel Patio and North Jetty Brewing. All offer outdoor seating. Picking up take out for a breezy picnic is an-



the Pacific Ocean.

other popular option. The Long Beach Peninsula Visitors Bureau has prepared helpful Visitor Guidelines to assist with planning for a safe visit. The guidelines can be found at www.visitlongbeachpeninsula.com.

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Onboard Lifestyle's Video Blog Reveals Family Life Afloat

When Teal Goben, his wife Linh, and 12-year old daughter Emma sailed into Ilwaco, Washington on their 43' catamaran on February 18, they were on their way south in a weather window after they had spent a month sitting out the stormy weather in Grays Harbor. They moved across the river to the Port of Astoria's west basin to explore the city and only expected to stay a few days before continuing down the coast. Before they knew it, they were overtaken by an unexpected event — the corona virus. The result was a stay for

a total of four months in the river.

During their stopover, they continued upgrading the boat's gear, including replacing all the blocks and halyards, and installed an almost new main boom they found via a phone call to Schooner Creek Boat Works in Portland. Freshwater News learned some of this information by talking to them on weekly visits, while remaining a safe distance away on the dockside, but discovered a lot more by watching their weekly video blog online called "Onboardlifestyle.com"



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The Onboard Lifestyle family cruises fulltime on a 43.5' catamaran SV bāsik built in 1993 that they have been upgrading for several years prior to returning to the Sea of Cortez. This was their quarantine berth at the Port of Astoria.

(inset) Teal and Linh Goben are liveaboards, parents and cruisers on their custom fiberglass catamaran. They hope their videos inspire DIY boaters and dreamers to achieve their goals

We learned they have made over 100 episodes chronicling their experience over the last couple of years, re-fitting their yacht SVBasik and equipping it for fulltime living aboard and cruising. In

the last episode they filmed their overnight trip to Newport on June 19-20, while Emma took care of their boat dog and anticipated her upcoming 13th birthday celebration on the Yaquina Bay.



River Alert: Willamette River Shoals Surprise Boaters

The Oregon State Marine Board annually receives complaints from boaters grounding on shoals and sandbars on the Willamette River, especially near Willow Island and New Era Bar, located at RM 32 near Canby. From the surface, the river can be deceiving. The channel is narrow and takes an intentional effort to learn how to

navigate. Here are some pointers on finding the channel in this stretch of the river for motorboats:

- Line up the range markers on the banks of the river (to the north and south) to identify the channel.
- Seasonal red and green buoys are maintained by the US Coast Guard and mark the channel at its narrowest point.
- Depth finders and chart plotters are a valuable aid in determining underwater obstructions, hazards, and shoals that exist in many areas of the river.
- Digital charts are available from NOAA for the Willamette River. Paper charts are also

available at nautical supply stores, many fishing tackle shops, and will show historically shallow areas. Local boating retailers are an excellent source of information as well.

Note that all charts and all other references can become out-ofdate quickly depending on winter flows and moving sands and

Large trees with root balls and shifting sand bars can become obstructions upon which an operator can ground a boat, damage a propeller or break an outdrive unit at any time, at any location, on any

continued on page 20

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PLEASE!! IT'S THE LAW!

River Alert... continued from page 18

Oregon River. It is incumbent on the boat operator to start slow to observe the conditions, survey the area, and use these tried-and-true tools.

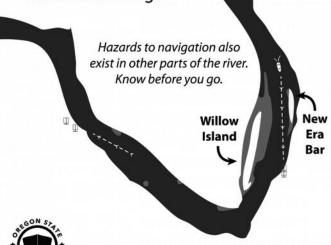
A question agency staff are routinely asked is, "Why doesn't the Marine Board better mark these areas with buoys?" The decision to place a waterway marker is based, in part, on the geography of the area and existing navigation markers. This shallow area at river mile 32 on the Willamette River is already marked with range markers, US Coast Guard buoys, and is well-described on nautical charts. Plus, it changes little from year to year. In addition, the shallow areas are primarily bedrock and river currents make it very difficult to permanently affix buoys, even with heavy anchors.

Oregon's rivers are dynamic and ever-changing. Boaters assume the obligation to know the waterway and operate responsibly. Operators should understand that an area has hidden obstructions until they have surveyed it, especially in tidally influenced areas and rivers or areas with stronger currents.

CAUTION BOATERS Be aware of USCG

navigational aids for shallow conditions in this and other areas of the river.

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For step by step directions on

how to add someone to your purchase group, visit https://myodfw.com/articles/how-make-grouppurchase-els

"Fishing and hunting is all about getting outdoors with friends and family," said Linda Lytle,

ODFW license sales manager. "This new feature will make it fast and easy to buy licenses and tags for them, too."

This new feature is available to hunters and anglers with an online account. To open an online account, visit https://odfw.huntfishoregon.com/login Remember to use the Verify/Look up feature if you have purchased an annual license since 2016 or have preference points or any other certifications (such as Disabilities Permit, NW Goose Certification, Pioneer License).

Since ODFW launched its new online licensing system, online sales have grown from 12 percent to nearly 50 percent of total sales and about 60 percent of the state's hunters and anglers have opened an online account. All ODFW licenses and tags can also still be purchased at license sale agents throughout the state.

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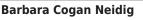
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Comitan - Part 6... continued from page 16

sailed with Dad in Samoa, and his middle son (Ron) took care of Dad until he passed in 1999."

Tom wrote that he spent some time in 2017 "scanning and cataloging all of his (Dad's) pictures and files," and admitted "I have spent my adult life putting Dad 'together' in my mind...As the years roll on, the pieces seem to move around."

As both Ruth Boydell and Tom Taylor have told me in emails, Josh had many stories to tell. One involved how he "lost his dog in the Indian Ocean," Tom wrote to me

this May. "He was a real salt of the sea," he added. "He had solar panels on his boat back in the 1970's...but no GPS, He used sextant." Tom noted that his dad once signaled the Australian Coast Guard using a flashlight and Morse Code. Another time, he had to make a course correction in the middle of the night when his "deck hand put him off course on the way to Mauritius."

After selling Comitan, Josh "proceeded to become a land sailor," Tom wrote. "He drove to Alaska, Mexico, Tennessee," (where Tom has lived for over 50 years) "finally settling on a place in Florida until Ron took him to his

home in Oceanside, California." Josh's world cruise was for-

mally recognized with a plaque "Presented by the Joshua Slocum Society International in honor of Josh Taylor, a Golden Circle member and longtime loyal member. Circumnavigated the world in Comitan at age 80 from 1978 -1987." As Tom notes, he made it "around ...most of the world," but it was not his first time: as radio officer on merchant ships he had already made seven circumnavigations. Josiah "Josh" Taylor's earthly voyage ended at the home of his middle son July 31, 1999, just a couple of months short of his 92nd birthday.



Josh Taylor in 1995, age 86, with sons Ron, Jack, and Tom.

Photos provided by his son, Tom Taylor

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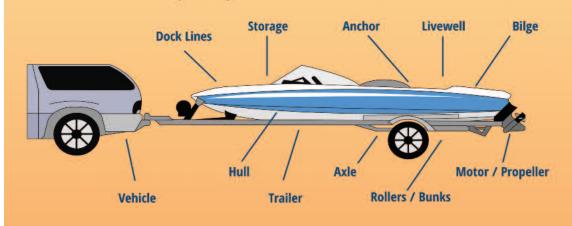
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