



SAUVIE ISLAND YACHT CLUB NEWSLETTER

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

Vol. 331 August 2012

SIYC OFFICERS '12-'13

Commodore
George Stonecliffe

Vice Commodore
Craig Johnston

Secretary
Sue Stonecliffe

Treasurer
David Mangan

Rear Commodore
Garry Weber

COMMITTEE CHAIRS

Membership
Ed Daugherty

Database Editor
George Stonecliffe

Cruising Coordinator
Open

Newsletter
Barbara Johnston

Refreshments
Open

Website
Mark Nerczuk

General Meeting

Friday, September 7, 2012

(First Friday of each month at Sauvie Island School)

7:30 Fill your plates!

7:45 Business Meeting

8:15 Program:

Locking through Bonneville Dam to Hood River (Craig & Barbara Johnston).

This is a POTLUCK MEETING, so bring your favorite Northwest Summer Bounty (main dish, side, salad or dessert) and your own plates and utensils.

Cruise Weekend

The September Cruise will rendezvous at the Gilbert River Docks and will be hosted by George & Sue Stonecliffe. The food theme is Summer BBQ/Picnic (BBQ, Salads, Pies, etc.) Join us Saturday and Sunday, September 22nd and 23rd. Call George or Sue for information.

Late breaking news!

Carol Hasse of Port Townsend Sails will be the guest speaker at our November 2 meeting. This is one not to miss - and a great way to show our club off to prospective members.

Commodore's Comments

July and August have turned into a fine summer in the Pacific NW. The 2012-13 SIYC season ramps up with our first meeting, September 7th, being a Potluck. We look forward to catching up with everyone there.

If you haven't received the new SIYC Roster or need changes made to the information, please let me know. Many thanks to Craig Johnston for creating our SIYC Brochure. And special thanks to Richard Sandefur for his efforts distributing the brochure. As always, SIYC remains open to potential members and guests. Please continue to bring guests to the club meetings throughout the year!

Fair winds to those members who have headed south this summer: Imiloa, Nashira, Pied-a-Mer III, and Silvergirl. They are joining a flotilla of cruising boats: Adagio, Ahwahnee, Kailani, Lungta, Moonshadow, Perpetua and Rolling Thunder. We now have 11 of our 35 member boats out cruising!

--- George Stonecliffe

Need Crew!

Eric and Pam Sellix will be cruising south along the US West Coast from Clatskanie to San Diego from mid-August to September 30th on their catamaran. In particular they will be trying to see some of the America's Cup trials in SF. If you would like to sail on any part of their trip, please call them or send an email.

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

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

SIYC Clothing & Accessories For 2012/13

'Sport-Tek' Brand

Sweatshirts

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

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

Fleece Jackets

Ladies Zip front, hooded-----\$38.00
Adult-L265

'Port Authority' Brand

Competitor Jacket-----\$42.00
Wind & water resistant
Adult-JP54

Wind Jackets-----\$52.00
Full zip
Adult-J707
Ladies-L707

*** Call Sarah for color choices:

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

Mail checks to: Sarah Daugherty

Have you checked out our website?
<http://www.siyc.org/>

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

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

2012-2013 CALENDAR

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

SIYC CRUISING BOATS – Locations outside of the Pacific Northwest

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

Member Websites

Adagio:	http://sailblogs.com/member/turningleft/
Ahwahnee:	www.sailblogs.com/member/voyage_continued
Perpetua blog:	http://www.sailblogs.com/member/our_journeys/
Perpetua Pictures:	http://imageevent.com/our_journeys/
Lungta:	http://www.lungtalife.com/blog
Pied-a-Mer III	www.sailblogs.com/sesesail
Sequoia:	www.svsequoia.com

Calling all Blogs

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

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

Please send website, blog or Facebook information to Barbara Johnston.

Let's Stay in Touch with our Cruising Members

In the section which follows, we have printed several cruising reports from club members who are now based in the Pacific Northwest. Future issues will have reports from cruisers who are farther afield – in Mexico, Central America, Florida or the Carribean.

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

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

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

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

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

CRUISING REPORTS

From Ken & Ruth Frazee, S/V Misty Blue:

TRUCKING SV MISTY BLUE HOME FROM MEXICO

I thought I would share our experience in trucking our Cascade 44 (HS) from San Carlos, Mexico to Port Townsend, WA. When we sailed to Mexico, almost two years ago, we decided that we would spend only two years there, then return to the northwest. Though we remained open to spending more time, should the “fancy” strike us, I still explored options to bringing the boat home.

The thought of sailing the boat home on its own bottom was attractive. There seems to be several ways of going home...the famous Bash...going to Hawaii...and the “Clippership” route. I was not sure about the off-shore

trip, as I would have had to prepare the Misty Blue for going offshore... which I was not really prepared to do. I would have done the Bash; however, I “wore” most of my friends out coming down. Few, including myself, wanted to spend the summer bring the boat back up the coast. (my wife had just finished major surgery a few month earlier, so her preferences was for me to find some other way of getting the boat home).

I contacted Dockwise for a quote, only to discover that they were not doing the west coast of North America, at least for the near future. The next choice was Yachtpath, another shipping company, which places boats on the deck, using a hoist. After almost a year of contacts, I rejected them, as I was not comfortable with the contract, cost and people I was dealing with. I had ruled out hiring a delivery crew, thus trucking Misty Blue home was becoming much more attractive!

Marina Seca San Carlos is able to truck sailboats to the States. I made my arrangements through Jesus (the manager of Marina Seca). I discovered that it is very difficult to make any kind arrangements via telephone, as Jesus is very busy, and they don't seem to return telephone calls, e-mail was equally difficult! When we put Misty Blue into dry storage the first year, I received a written quote from Jesus, trucking the boat from San Carlos to Tucson, where an American trucker would pick it up and transport it to Port Townsend. Jesus used Dudley Transport for the American part of the trip, though a person could use any company of their own choice. My quote (and what I actually paid) was \$12,500, of which \$7500 went to Dudley Transport). A part of this cost included some yard fees in San Carlos and transfer fees in Tucson.

Just as a side note, my wife was medically evacuated in an emergency from Mexico, I was in a hurry to get myself back to the states to be with her. I had left the boat tied to the dock, where local cruisers that I didn't know kept an eye on Misty Blue. When I returned a couple months later to put the boat back into dry storage, I was able to confirm the quote.

Mid March, Charlie Ball (SV Pizzazz) and I drove back down to San Carlos to prepare the boat for trucking. I was able to set a transport date earlier, after several telephone calls to both Dudley and Marina Seca. Once I established contact with Mario (Jesus' assistant), everything went like clockwork. All of them spoke perfect English!



When we arrived in San Carlos, the boat had just been moved from dry storage into the work yard. The yard removed the mast and roller furler and prepared them for transport by wrapping them with a plastic wrapping material. Charlie and I had to remove the hard dodger, radar pole, bow pulpit, wind generator and other items to allow the height to be under 14'. With the help of a couple of Mexican workers, we moved the hard dodger up to the bow and tied it down on top of the deflated dinghy, laid the radar pole along side the cockpit and the boom on the side deck, all well padded. Everything else was stowed below deck, except the outboard motor, bow pulpit and wind generator, which were stowed in the pickup truck. This took us four full days to complete.

The Mexican truck arrived in the morning and under Mario's supervision, they loaded the boat on the trailer very professionally. Charlie and I departed for home just after the boat was loaded. The Mexican trucker had to go through a lengthy checkpoint about half way to the border, then it took the about two days to clear US Customs. Overall, it took them about three days to reach Tucson (a 300 miles drive). Upon arrival in Tucson, the boat was off loaded at Marino's Crane and Scales, placed in a fenced shipping yard until picked up by Dudley. The Misty Blue spent about four days there until picked up.

As Charlie and I were driving home, wondering when the crisis was going to occur, the cell phone rang. It was Marino's, I had made no arrangements for the unloading of the boat and they would not do anything until those arrangements were made! It took several telephone calls, my wife signing a faxed release and agreement, while I gave them my credit card number. All worked out well in the end.



The boat was picked up by Deepwater trucking (under a contract with Dudley) and transported to Port Townsend. I was given the truck driver's cell phone number so I could contact him. He arrived in Port Townsend within ten minutes of his ETA! Both trucking companies (Deepwater and the Mexican company) did a wonderful job. Misty Blue arrived in Port Townsend in very good condition...even though, US Customs had opened all the cupboards (didn't close them), placed items on the floor, table and countertops. To my surprise, the ride was so smooth that nothing fell over, not even the items in the cupboards. In addition, customs removed some moldings and the engine insulation.

We were very happy with the experience and the cost was right!

*Ken Frazee
SV Misty Blue*

From George & Sue Stonecliffe, S/V Julia Max:

A SUMMER TRIP TO HAIDA GWAI, BC, CANADA

Haida Gwaii (formerly the Queen Charlotte Islands, BC) attracted our attention on our first trip up to Alaska in 2007. Crossing Hecate Strait has a harrowing reputation for surprising weather changes and confusing sea state. But for us this summer, it was just one long 16-hour day crossing from the southern end of Banks Island to Sandspit Marina on Moresby Island.



It took 'Julia Max' 2-1/2 weeks from Portland to moor at Sandspit Marina. We then spent three weeks exploring. The first week we left our boat at the Marina, rented a car and toured the northern island called Graham. The northern shore on Dixon Entrance has distant vistas of the Alaskan snow-capped mountains. We



stayed at a rustic, but new cabin on the beach for a few nights. The minus tide at the full moon allowed a lesson in razor clam digging. Yum! Tow Hill is a prominent rock formation that we explored.

But the purpose and interest for the trip was to become more familiar with the Haida people, their history, culture, and art, specifically their totems. Driving through the few neighborhood streets of Old Masset showed us numerous totems in front of many of the homes. One house was in the midst of carving a 3' in diameter cedar tree into a totem pole. Stopping at Sally's Gift Shop, we saw lots of art on display, met Cooper Wilson, one of the local carvers, and ended up

buying one of the argillite art works done by his son, Freddie Wilson. Argillite is black shale that the Haida artwork is known for.

While passing through Campbell River on the way north, Sue picked up an art book about the Haida artist, Bill Ried. Bill's mother was Haida, but his father was not. He initially lived off-island. Became a radio broadcaster for the Canadian Broadcasting Company during the 1940's through early 60's. Upon retiring, he became a budding artist for the Haida people, as well as the informal spokesman for the Haida nation. Two of his works

are on the back of the Canadian \$20 bill. One of the works is a whimsical statue of a war canoe filled with one Haida warrior, and all the animals seen in totems (raven, eagle, bear, wolf, beaver, orca, etc). This impressive 15' sculpture is done in one block of dark green jade, and is on display at the Vancouver BC Airport. The second work of art on the \$20 bill is made from a 6' block of laminated yellow cedar, and shows the Haida legend of Raven discovering a huge clamshell opening with 6 children emerging as the birth of the human race. This work of art was seen at the University of BC campus in Vancouver.



The last two weeks of time in Haida Gwaii was spent on 'Julia Max' touring the southern island of Moresby. There were five heritage sites called 'Watchman Sites'. These were village sites where there are remnants of lodges, totem poles, mortuary poles, and memorial poles. Haida watchmen (rangers) gave interpretive tours of

the sites while protecting them from any damage. One site had wonderful hot springs. Anthony Island on the SW end of the islands had the best remaining display of mortuary poles. Most of the totem poles and remaining art have been removed to museums, some in Skidegate on Graham Island, and others in Vancouver, New York, London, etc.

Leaving Haida Gwaii, we explored the central BC coast islands going to new places that we hadn't seen on previous trips. The Dungeness crab and spotted shrimp populations took a hit. And we loved our sightings of whales, orcas, dolphins, black bear and water birds. Did I mention the two wolves that we saw at Port Harvey?!!! The total trip was 10 weeks long.

George and Sue Stonecliffe
S/V Julia Max

From Craig & Barbara Johnston, S/V Sequoia

TO HOOD RIVER AND BACK

This past July, we decided to take S/V Sequoia up the Columbia River and explore new areas at least as far as Hood River. In the past we've cruised across the South Pacific and up to Alaska, but we've never taken the boat into this bit of our own backyard.

Unusually for mid-July, the Columbia River was very high, and the current in St. Helens was running at least two knots. We learned from others that the current below Bonneville Dam might be as much as 12 knots – if that turned out to be the case, we'd be absolutely stymied, because our engine won't push us much beyond 8 knots. But we also received advice about working the eddies, and following a depth line at the edge of the river that would be just a few inches deeper than our keel. So, armed with all this good advice, we headed out and upstream.



SIYC members are mostly familiar with the trip as far as Government Island, so I won't include those details here. If you want to read about the whole trip, you can find our full trip reports (including more photos) at <http://www.svsequoia.com/index.php/trip-reports/columbia-river-2012>

We left Government Island on Wednesday, July 11, heading through steadily increasing current up to Beacon Rock on the Washington side of the river. We saw currents as much as 4.6 knots, although typically it was more like 2.5 knots.

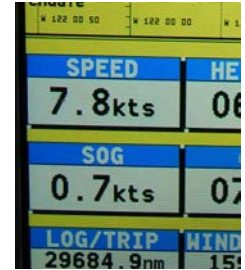
The latter half of the day we passed the array of waterfalls in the Columbia River Gorge – Latourell Falls, Bridal Veil Falls, Multnomah Falls, and others. On the Washington side of the river we saw volcanic formations that I've never noticed before – lava plugs or basalt columns; I'm not sure. At one point there is a tunnel cut in behind those rock formations, and you can see both ends of the train, as it transits through the tunnel.

Beacon Rock is behind Pierce Island, and away from the main body of the river, but still with a good current flowing past the dock. Already, on a Wednesday, 5 other boats were there. On Thursday and Friday, we took

some hikes (including up a very spectacular trail to the top of Beacon Rock) and enjoyed the spectacular scenery. With tall cliffs all around, especially across the way on the Oregon side, the area looks a bit like Yosemite. We gathered intelligence from other boaters about what the conditions were like below the Bonneville dam, only 2 miles away. Reportedly, the river flow decreases on weekends, when there is less demand for electricity. So we planned to go on Saturday morning.

On Friday we got a report from *Wind Raven*, a 42 foot sailboat, that they made it just fine, always able to make at least one knot over the ground. That provided considerable reassurance, because in theory with our two additional feet of waterline length, we should be able to go just a bit faster.

Mark and Fern arrived Friday evening to provide extra hands at the locks and spend a couple of days with us. The next morning, we found that the stretch of river between Beacon Rock and the dam approach was lined with fishermen, and small boats were anchored close to the shore. The current was as much as 7 knots, and at times we were virtually standing still against the current. Several of the fishermen gave us a “thumbs up” from the shore. We did make it, of course, and the current seemed to lessen once we were past the knot of fishermen. We arrived at the lock about an hour before the designated time, and they have a handy float there, looking sort of like a yacht club approach, where you wait for the lockmaster to give you the go ahead. We listened to conversation from tugboats on the radio. They were above the dam, and wanted the lockmaster to hurry up and let us through, so they could get their turn sooner. The lockmaster said, “No, I gave them their time, I can’t change it.” (We would have been happy to go through sooner, but didn’t think it was prudent to pipe up and disturb the bureaucracy.)



We took the time to pump up a couple more bumpers. (All advice is to deploy ALL your bumpers). These particular bumpers were manufactured with their valve so far sunk in that an ordinary bicycle pump equipped with a ball-inflation needle couldn’t reach it. Craig, Mark and Fern cobbled together a system that involved detaching the ball-inflation needle, jamming it in to open the valve, and then holding down the end of the dinghy’s air pump over the opening with brute force. When they did finally get the bumper inflated, some quick work dismantled the inflation system quickly enough that not too much air was lost.



The lockmaster finally opened the swing bridge, opened the lock gates, then gave us the go-ahead, the traffic light turned green, and we headed into the lock. We threw lines over the floating bollard as instructed, and waited for the gates to close. Once that happened, we started to rise, about an inch per second. The whole process took probably only 20 minutes; then the gate opened at the other end, the light turned green, and we motored out. All in all, pretty painless, and a great experience. We were the only boat in a lock that could have easily fit 30 boats our

size. There’s no charge for going through the locks, probably because boats have a historic right of navigation superior to any other use. When the dam was put in, it imposed limits on existing rights of boats to go up and down the river – although to be fair, it made it much easier. Apparently there were some fairly wild rapids in the

area of the dam, and most travelers (including Lewis & Clark) portaged around that stretch of river. Putting in the dam and the locks made it possible for boats to get through that stretch of river much more easily.

It's only three miles from the top of the dam to the town of Cascade Locks. On the way there, we passed under the Bridge of the Gods and saw dozens of Indian fishing platforms (all unoccupied). The marina was pretty full, and we had to partially overhang into the holding tank pump-out zone. The harbormaster didn't seem to care, and we were eventually able to move mostly out of the holding tank zone.

The marina is right next to the landing for the Columbia Gorge sternwheeler. Several times a day it disgorged one group of tourists and took on another. They took lots of pictures with the bronze statue of Sacagawea (represented as a very good looking babe). On the extensive lawn next to the marina there was a rock and mineral show going on – rough rocks, slices of geodes, polished globes of stone, beads and jewelry. We decided they were pretty to look at, but we really didn't need any...

We walked up into town through the narrow car tunnel, and found the East Wind Drive-In. Our marina neighbors on *Wind Raven* had told us we must each have one of the drive-in's \$4.25 waffle cones. The drive-in line was out into the street, as was the pedestrian window line. People came away from the window with eight-inch high columns of soft-serve ice cream perched on a cone. Or, you can have them pump the ice cream into a tall drink cup, and they'll stick the cone on top. Fortunately, we found out, you can get a children's cone, which is what anyone else would call an ordinary size cone. Milling around the drive-in were a crowd of motorcyclists ("Bikers for Christ") and lots of tourists. We pictured a huge underground tank full of ice cream – they were dispensing so much of it.

When we left Cascade Locks on Sunday morning, the Laser sailing dinghies were racing out on the river. Dozens of them, if not a hundred or more. Evidently this was a big-deal regatta, bringing competitors from far and wide. We saw one group with banners proclaiming they were



from the Seattle Yacht Club. The racers had good winds and relatively calm waters, under cloudy skies.

As we proceeded east on the Columbia River, we began to see larger and larger hunks of blue sky, and the sun finally came out. There was plenty of wind, so we raised our two jibs, and proceeded to have a great sail, wing and wing. But winds increased, and we took down the genoa, leaving only the staysail up. Sustained winds were 35-40 knots and we saw gusts to 50 knots. Boat speed was regularly hitting 9 knots. It was a wild ride – the kiteboarders and windsurfers call this a “nuclear day.” As we approached the town of Hood River, we saw our first glimpse of Mount Hood in all its snowy glory. We began to see more and more kiteboarders and windsurfers.

Awaiting us ashore were our friends Chip & Kit, who would spend two days with us. They were prepared to catch our lines as we came in, although as it turned out we wanted to be on a different dock. Once we were tied up on the first dock, pressed against it by the 25 knot wind, it was very difficult to move. We finally ended up carrying a very long line over to the second dock to pull the boat away sufficiently that we could navigate to the second dock. Our friends on *Wind Raven* were there to greet us as well – they had left Cascade Locks just a couple of hours ahead of us.



We said farewell to Mark and Fern – Chip and Kit gave them a ride back to their car, which they had left at Beacon Rock. During the next couple of days, we used the boat as a home base, and did car trips, thanks to C&K and their car. We took in much of the “Fruit Loop” tour, taste-testing cherries, raspberries and blueberries, and buying plenty of same. Probably the most spectacular stop was at the Hood River Lavender Farm – fields of fragrant shades of purple, setting off a distant view of Mount Hood.

That evening we crossed the river to have pizza at the Solstice Wood Fired Pizza in Bingen. An unexpected bonus was the “Happa Hillbilly” band – violin, bass, guitar, clarinet, mandolin and more – Not usually my kind of music, but they were very good, enjoyable to listen to, and not so loud as to inhibit conversation. And they played/sang “Pistol Packin’ Mama,” one of the few songs my father used to sing. And did I mention the pizza was delicious?

On Tuesday, after helping us catch up on groceries and laundry, using their car, Chip and Kit departed to resume their busy lives at home. We walked into town and explored. The old part of Hood River is very kitschy, with lots of coffee shops, art galleries, boutiques, hair salons, ice cream parlors and restaurants. Not so much of your every day necessities of life.

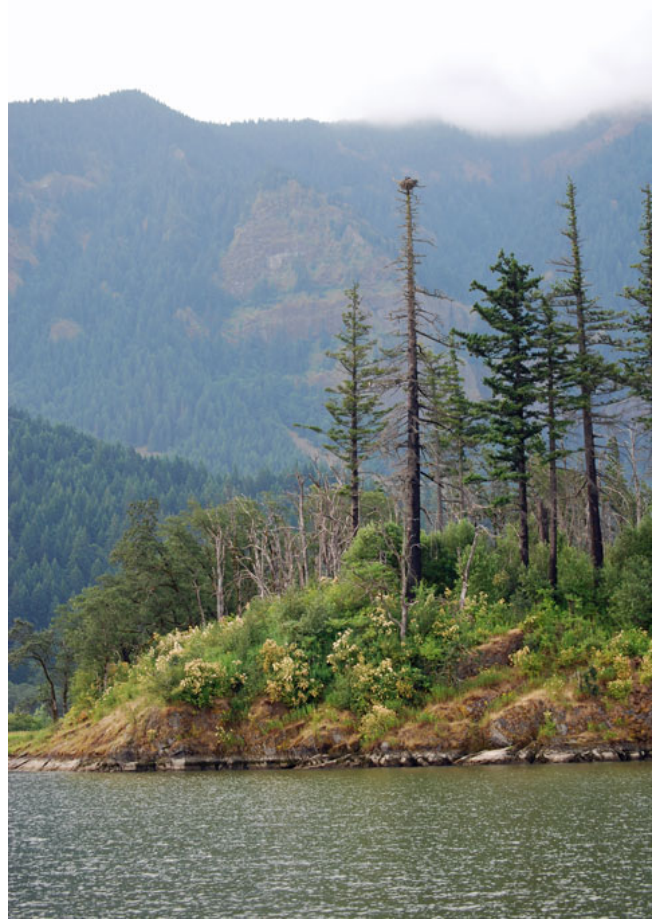
We talked about continuing upriver to The Dalles, but it turned out you have to give the Hood River bridge 12 hours notice (preferably 24 hours notice) for any opening. Theoretically, there is 65 feet of clearance, and our mast is 65 feet, but that wasn’t something we wanted to risk. The river was higher than usual for this time of year. And a mismatch of even an inch would do major damage. Evidently the bridgetender has to come from Pasco to open the bridge. We thought about it, and decided we didn’t have the extra time to wait 24 hours for two bridge openings, going and coming. So instead, we’d head back home, and maybe get back a day or two earlier than we had originally planned.

In Hood River, the wind was strong Tuesday afternoon, and we talked about whether we’d leave to go downriver Wednesday morning. It’s one thing to go upriver when the wind is 40 to 50 knots, with the wind behind you, but we really didn’t want to be going downriver against that kind of wind. Local wisdom is that there is less wind if you plan your trip for late at night or very early in the morning, so we planned for an early morning departure. The wind blew 15-25 knots all night. The forecast Wednesday morning was for 7-10 knots of wind, and we assumed the wind we were seeing (still 15-25 knots) was just a local phenomenon. As it turns out, the best forecast was looking out the window. We did head downriver, and it was a rough ride, with winds to 30-35 knots.

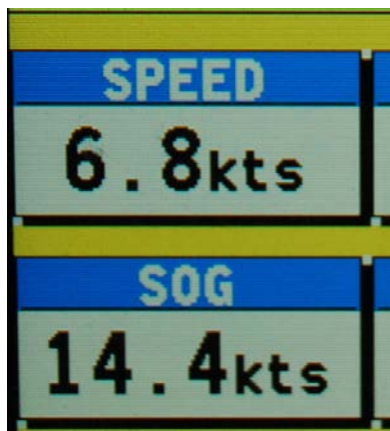
We anchored in Government Cove, a couple of miles upriver from Cascade Locks, and back under the cloudy skies of Western Oregon. There were no other boats in the Cove, which was delightful. It's a beautiful spot, a tall tree with an osprey nest guarding the entrance, uninhabited islands all around, and plenty of birds, but unfortunately I-84 is *right there*. And mile-long freight trains go by, sounding their whistles and grinding away, about once an hour. There's not a lot of protection from wind. It was really howling when we first anchored, and we nearly dragged onto the shore before we realized the anchor was not secure. After resetting the anchor, the wind calmed down, and we were able to spend a leisurely afternoon and evening

The next morning we pulled up the anchor and found it to be covered with a lot of mud and a certain amount of fishing tackle. We got underway in time to make the designated 9:30 am locking time for recreational boats headed downriver at Bonneville Dam.

The lockmaster, "Joe", was most friendly, and we had absolutely no difficulties entering, tying up, or exiting the locks. It still seems like a most amazing construction, and I noticed details this time that I had missed the first time through the locks. The floating bollards we tied to are in a groove that allows them to slide up and down a track, on an elaborate wheel arrangement. At the top of the groove, there is a lovely art-deco frieze to remind of us of the era this all came from. A big painted area above the bollard is ideally situated for boaters to inscribe as they lock through – it's almost as though it was designed for that purpose. We saw no crawfish, despite earlier boaters' descriptions of harvesting their dinner on the way down or the way up.



When we exited the lock, we were soon in the area of the river that has 7-8 knots of current. When we came up the river, we were sometimes making under a knot over the ground. Now, by contrast, we were making in excess of 14 knots! It was a wild ride, and over all too soon. For most of the rest of the trip downriver, the current was running 2-3 knots, with an occasional spurt into the region of 4 knots.



We quickly passed through the waterfall area, Crown Point, Camas, and finally our destination for the night, Government Island. I will leave you here, but as I said at the outset, if you want to know more about the trip you can check out fuller reports, and more pictures, at our website:

<http://www.svsequoia.com/index.php/trip-reports/columbia-river-2012>

Craig & Barbara Johnston
S/V Sequoia