

daughter of  
ents of Mitchell  
nd John Freytag.  
wait until the  
n a bit about  
waited one week,  
still too fast and  
eo then sug-  
all the Corps of  
should know  
tion. Called the  
e young lady  
ed to my ques-  
river is now  
00 cubic feet

and shaped a course for Port  
Angeles to pick up John Bailey.  
His mother, Jo, and Carl  
Nyberg were on hand to bid us  
a fair passage.

Took departure from  
Angeles Spit under power in  
heavy fog and 20 knots of head  
wind at 1525. Turned the corner  
at Cape Flattery at 0350 the  
next morning and headed south  
still in heavy fog. At eight bells,  
the fog lifted and 20 knots  
came in from the NW. We set  
all canvas for a broad reach  
until evening when the wind

Astoria at 0620.

Twenty-four hours from  
the cape to the river, with only  
minor course and sail changes.  
Couldn't be better, but most  
unlikely to happen again.

■ ■ ■

The Mitchell Bay Regatta  
July 8 had six intrepid sailors  
in some challenging weather.  
Most notable was that the fleet  
was composed of boats from  
a 14-foot Laser to a 40-foot  
ketch.

The first three of four  
races were sailed in fairly light

They have challenged each  
other for more than 20 years  
— fortunately, not with mus-  
kets, but with nearly as lethal  
games such as Bocce Ball, Pig  
Golf, 9-hole Frisbee Golf and  
Life Ring Toss.

The scores have been close  
to equal except for the past two  
years when the Canadians have  
prevailed. July 6, the Squadrons  
mustered a total of 20 boats and  
crews into the fray at the Port  
Browning marina in Canada to  
continue the war — and enjoy a  
nicely roasted store-bought pig.  
— *On the Waterfront col-*

Rainer Eberhard.

I started out with full can-  
vas, but soon found out that  
a 150-percent genoa was all  
I needed as starting in the  
forenoon the wind would blow  
upstream from 20-30 knots.

The flood is felt as far as  
Portland. We chose the river  
to Portland, but going via the  
Multnomah Channel which  
carries about 15 feet would  
be better as the current is  
slower. Either way, Multnomah  
Channel is interesting with its  
colorful float houses.

We moored at the Rose City  
Yacht Club — neat, clubhouse  
on cedar floats, low key, mostly  
sailboats.

Carol departed at this  
point as we moved upriver to  
Beacon Rock State Park. This  
is a popular destination for  
Portland boats. Strangely, very  
few local boats venture beyond  
the Bonneville Dam two miles  
upstream.

The assault of Beacon  
Rock, a spectacular column of  
rock 840 feet high, is by a mar-  
velously constructed walkway  
up to its very top where one  
has a grand view up the river  
to the dam. Mind, the walkway  
is not for the faint of heart.  
We spotted buoy C-91 three-  
fourths of a mile upriver. This  
was the critical point cited by  
the marine superintendent of  
Tidewater Barge.

Before clearing our anchor-  
age, I went below to give my  
Isuzu engine a loving pat and  
saying, "It's all up to you now."  
Next week, we enter the  
"lakes" en route to Tri-Cities.

## Along the Waterfront

Wednesday, July 23, 2008

# Continuing our cruise on the Columbia River

*This column is a contin-  
uation of last week's column on  
a cruise on the Columbia River.*

**S**and to Sand. John Bailey  
left us in Astoria, return-  
ing to Seattle by train  
while the remaining crew  
— daughter Carol, Peg and I

— toured the city.  
Astoria is most interest-  
ing: must do is the museum  
with graphic pictures and sto-  
ries of the Bar, the Columbia  
Lightship, the climb up  
Coxcomb Hill and the Astor  
Tower with its overview of the  
area. Everything in town is  
within easy walking distance or  
city bus.

After restocking ship's  
stores  
and  
diesel  
(\$1.50)  
we cast  
off for  
our first  
leg up  
river to  
Portland.  
Although  
the river  
is well  
marked,  
it is



**Fred Hoepfner**  
*Columnist*

essential to have a com-  
plete set of charts. I used  
EvergreenPacific "River  
Cruising Atlas," Columbia,  
Snake, Willamette, which  
I purchased at Captains in  
Seattle. It contains a wealth of  
information in addition to the  
chartlets. The aides to naviga-  
tion are more than adequate,  
but the river changes by the  
hour. One must learn to "read"  
the water.

I found the tug boat  
Captains most helpful and will-  
ing to assist with their local  
knowledge. Tows and bridges  
are on Ch. 13 VHF. Many  
deep-draft ships and com-  
mercial tows are on the river  
and of course have the right  
of way. It is both wise and  
seamanlike to hail any traffic  
to establish passing intentions.  
Commercial traffic will nor-  
mally choose the outside of a  
river bend.