

## Sacramento Power Squadron

A unit of America's Boating Club

May 2020



### *Calendar*

20th May, 5:30 PM Virtual General Meeting



# RIVER PILOT



### *Bridge Officers*

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### *From Commander Vlad*

#### *What it Means to Be a Boater*



After more than 40 years of boating experience I am asking myself, who, we boaters, are? Is boating a hobby or a life style? One of my comrade boater's told me: "Boating is a disease. We are all incurably sick". Another one, said "Boats are a grown man's toy". Undoubtedly, boating is a dangerous activity of our choice. It can be characterized as an "extreme sport" - like mountain climbing, race-car driving, skydiving.

All of us are also engaged with ordinary safe urban life, where all the days look alike. For me boating is a diversion from the daily routine, where you can do something with your own hands, test yourself in extreme situations, and can be closer to Mother Nature. Also, it is a way of exploring the world on your own, making contact with the local people, and making new acquaintances.

Each boater is seeking some kind of sensation. For some it is enough to spend a sunny weekend on a short coastal cruise, for others a more extended time is needed. More experienced boaters are seeking their adrenalin rush in long ocean races, like the Transpac Ocean Race, Transat Race, Whitbread Round the World Race, Volvo Ocean Race and similar races. The Everest of sail boat races is considered to be the Vendee Globe - single-handed (solo) non-stop yacht race around the world, without assistance, most of the route lays out in the dangerous Southern Ocean, where sailors are on their own, surfing the long, five-story rollers at twenty-five knots.

Continued next page-



Vendee Globe Route



60 footer in Southern Ocean (Vendee Globe)

New places and new people are of the most interest for me. You encounter people, whose lives are connected with the sea – brother boaters, professional sailors, and fishermen. They are all extremely friendly, resourceful and helpful.

I will never forget my experience in Varna's (Bulgaria) Yacht Club when I arrived from the sea on a heavily leaking 24 footer. When I explained the situation to the Club Manager, he immediately lifted the boat, and all the surrounding boaters tried to help by sharing their advice, materials, labor, all for free. After that, we became friends with this manager for life. Whenever I visited Varna on the boat, I called him in advance, and was given the best dock in the marina for free.



Varna's Yacht Club. Discussing with local boaters repair plan (Vlad to the right)

Some other examples. When Cruising in Greece we visited the Sithonia Peninsula on our 24-footer '**Athos**', and were offered the berth between two local 34-footers. Immediately I was invited on board of one of them, was given some refreshments and was asked where we were going and did we need any help. Finally I was gifted with good charts of Greece's waters and got advice about the best way to sail to our destination – Port of Piraeus (Athens).

In Turkish waters we got into heavy seas and found a shelter in a small fisherman's harbor. The Harbor's owner not only gave us free docking for a couple of days due to bad weather, but also invited us to share his tea each morning.



'Athos' is docking between two friendly bigger boats at Sithonia Peninsula.



In Turkish small fisherman harbor (capt Vlad 2nd from right)

Exploring remote islands is my favorite. We found an uninhabited small island in the chain of Princess Islands in the Marble Sea, just a couple of hours of sailing from Istanbul (Turkey). I climbed the island mountain. The nature was untouched. Water – clean. The bottom full of huge mussels. The Captain (me) decided to reward the crew with mussel stew, for which he dived and gathered a lot of mussels for less than half of an hour, and prepared his favorite dish – Mussels stew with rice.



On the remote uninhabited small island in Marble Sea

Cleaning mussels before cooking

I came to the conclusion that we, boaters, belong to the World's Boating Brotherhood, where the size of your boat, where you came from, your language does not matter. We are living by the principle "One for All and All for One". We are ready to help each other any time and any place in each situation when the help is needed.

Thank you for reading...

#### **Additional info:**

- \* Congratulations to Chris Young for passing his Seamanship exam.
- \* Best wishes from all of us to Peter Hnat for a fast recovery
- \* Congratulations to Susan Webb who has become a certified Dockwalker
- \* Please go to the following web link provided by Susan Webb for safe boating info  
<https://www.usharbors.com/2020/05/rules-for-safe-summer-boating-2020/>

## **Sacramento Power Squadron**

Minutes of Virtual General Membership Meeting April 21, 2020

A meeting was held virtually on April 21, 2020, by means of Online Communication, known as FCC (Free Conference Call)

### **Those in Attendance:**

Robert DeMicheli (District Cdr), Vlad Kilimnik (Cdr and meeting Host), Judy Hust (Secretary),  
Seth Hust (Treasurer), Jim Scaccia (SEO), Heinz Klose (Newsletter Chairman),  
Russ Kaiser (VSC Chairman), Peter Hnat, Susan Webb, Linda McNamara.

### **Call to Order**

Vlad Kilimnik started the meeting at 5:30 pm and called the meeting to order.

### **Pledge of allegiance to the Flag**

Cdr Vlad shared the screen with US Flag and Pledge of allegiance to the Flag was said.

### **Commander Report**

Vlad Kilimnik outlined limitations caused by Covid 19, "Shelter in Place" Order.

Shared his screen with minutes from the Bridge Meeting on 04/10/2020. Expressed that all future meetings until further notice will be conducted virtually.

In order for preparation for National Safe Boating Week (May 16 – 22) reminded Man Overboard procedure for power and sail boats in different situations. Shared his screens with illustrations for MOB.

Proposed to add Members at Large to the Bridge – for better squadron functioning. Susan Webb, Peter Hnat, Scott Thiede were unanimously approved by voting as Members at Large.

Pointed out that our newsletter is the face of the Squadron and asked Squadron Webmaster Jim Scaccia to add all missing issues to the Website.

### **Secretary Report**

Judy Hust reported about the successful start of virtual meetings and other Squadron business. Asked members to be more proactive and help with some organizational work, especially with articles for newsletter.

### **Treasurer Report**

Seth Hust reported that we are in good standing with our finances.

### **SEO Report**

Jim Scaccia reported that he is researching on conducting virtual classes and seminars.

### **Vessel Safety Check Chairman Report**

Russ Kaiser shared his thoughts on virtual VSC.

### **Information Technology and Webmaster Contacts Report**

Jim Scaccia explained the technology of how to upload files to the Squadron Info Website.

### **Newsletter Chairman Report**

Heinz Klose stated that he will prepare newsletter for May. Asked members to send articles for newsletter.

### **Announcements**

Vlad Kilimnik announce special Thanks to Judy Hust for spending enormous amount of time on Squadron business and asked members to step in and help.

### **Adjournment**

Meeting adjourned at 6:50 p.m.

"KNOW BOATING BASICS" reminders (1-3 rules extracts in each issue).

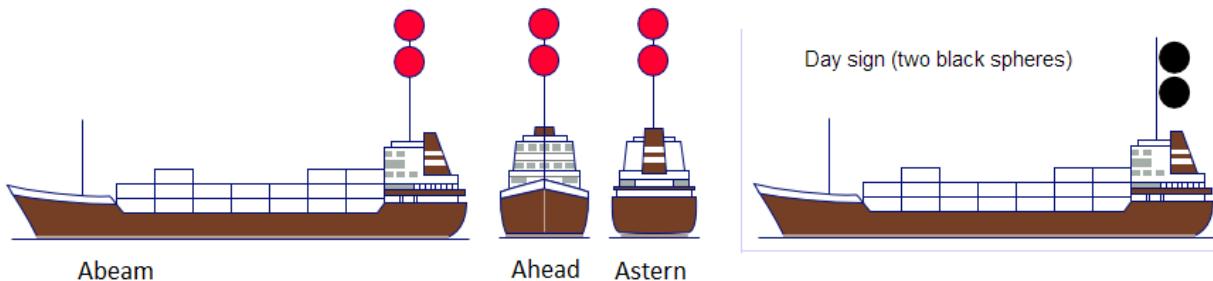
## RULES OF THE ROAD (COLREG).

### Vessels not under command or restricted in their ability to maneuver. Lights and Shapes. Rule 27.

- A vessel not under command shall exhibit:

- 1) two all-round red lights in a vertical line where they can best be seen;
- 2) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a stern light;
- 3) at daytime - two balls or similar shapes in a vertical line where they can best be seen.

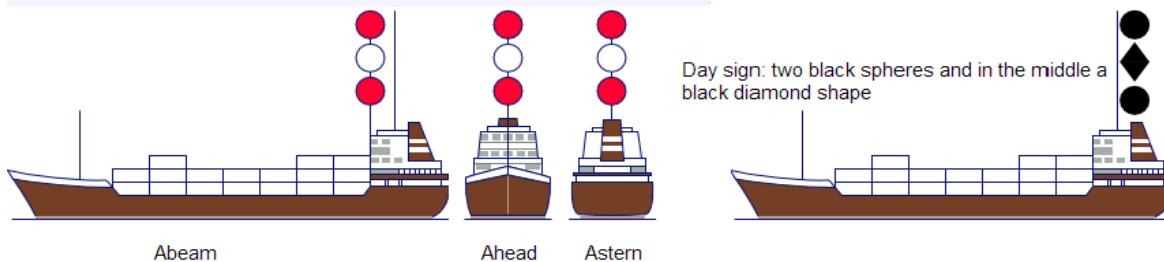
#### Vessel not under command, not making way through the water



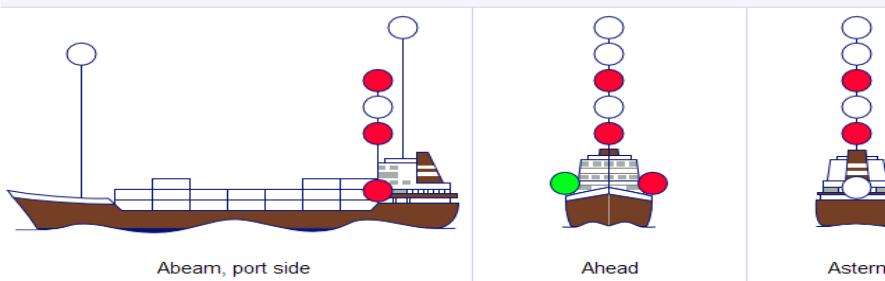
- A vessel restricted in her ability to maneuver, except a vessel engaged in mine clearance operations, shall exhibit:

- 1) three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white;
- 2) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight;
- 3) at daytime - three shapes in a vertical line where they can best be seen. The highest and lowest of these shapes shall be balls and the middle one a diamond;
- 4) when at anchor, in addition to the lights or shapes prescribed here, lights or shape prescribed for Anchored vessels and vessels aground (Rule 30)

#### Restricted in her ability to manoeuvre, not making way through the water

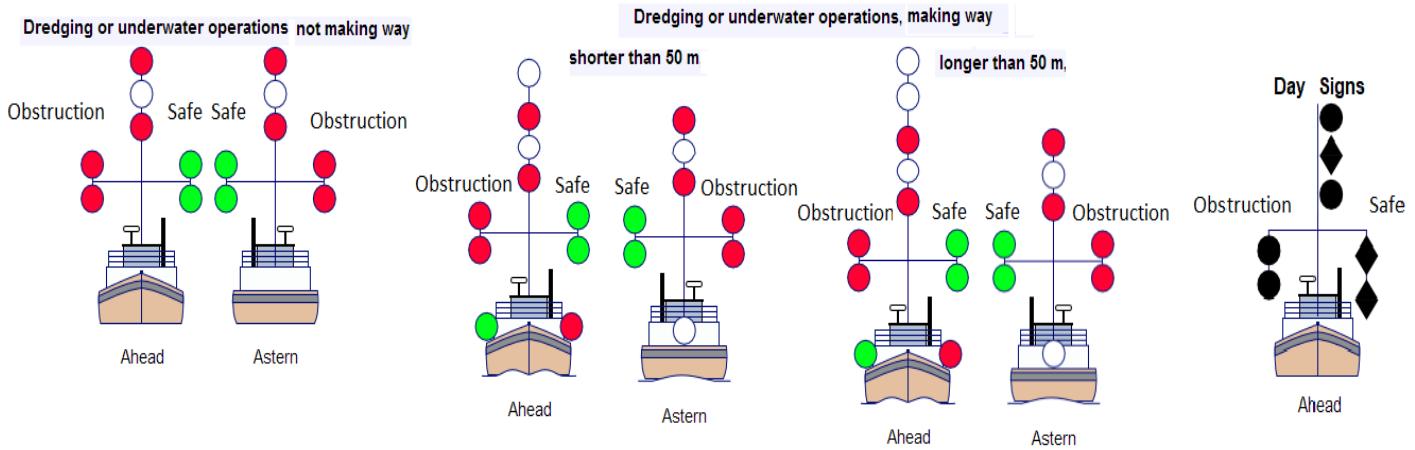


#### Restricted in her ability to manoeuvre, making way through the water, longer than 50 m



- A vessel engaged in dredging or underwater operations, when restricted in her ability to maneuver, shall exhibit the lights and shapes prescribed above and shall in addition, when an obstruction exists, exhibit:

- 1) two all-round red lights (night) or two balls (day time) in a vertical line to indicate the side on which the obstruction exists;
- 2) two all-round green lights (night) or two diamonds (day time) in a vertical line to indicate the side on which another vessel may pass;
- 3) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a stern light;
- 4) when at anchor, the lights or shapes prescribed in this paragraph instead of the lights or shape prescribed for anchored vessels and vessels aground (Rule 30).



- The signals prescribed in this Rule are not signals in distress and requiring assistance.

# Let's go to the Columbia!

*"An adventure by Scott Thiede"*

For years we have trailered up I-5 to cruise the PNW never really paying much attention to the Columbia River as we crossed over it. One day in 2018, on our way back from cruising in Canada, we noticed a couple of boats similar to ours cruising the glassy water. It tickled our interest to discover more.

## Road trip

We decided to head up Hwy 97 to Bend Oregon and visit friends along the way. Turns out this route is much straighter and flatter than I 5 although it is about an hour longer. We did get a few strange looks though towing our boat through Government camp on Mt. Hood when crossing over back to Portland.

Finding a safe place to leave our rig for a couple of weeks is always a challenge. Based upon a local recommendation we launched at Scappoose Bay on the Multnomah River. Great place, friendly people and secure parking for cheap. Who could ask for more!

## Being flexible

For our first night we headed east on the Multnomah River which runs somewhat parallel to the Columbia. We came upon an Island with a nice public dock (no facilities). There were about 8-10 yachts tied up all 35-45 footers. We were immediately waved in by the group which turned out to be a boating club. Even though the current was strong running about 4 knots, with our shallow draft, we were able to take advantage of an opening on the inside of the dock. We were only planning to stop briefly to water the dog and be on our way. Not so fast!

Next thing we knew we were invited to join them on the dock for dinner and enjoyed great conversation. We ended up staying the night. We woke up the next morning (Memorial day) to light rain, a flag and a newspaper on our boat. Someone had taken a fast tender to a nearby town early in the AM. These locals were so friendly and inclusive. They gave us great information which helped reshape our itinerary for the next 2 weeks.

## Changing Plans

We noticed when flushing the head the motor seemed to drag down although it did flush. Not thinking too much about it we bid farewell to our boat friends and were on our way. Our goal was to make it up to Bonneville Dam in the Columbia River Gorge. As we got within the last mile or so of the Dam several Falls came into view. One of which is Multnomah Falls. The Columbia was running high with strong currents coming out of Bonneville. We had considered going through the locks to Hood River. Based upon discussions with our new friends in the boating club and high winds expected in the Gorge they advised against it unless we were planning to stay there awhile. Instead we researched possible places to anchor near Beacon Rock state park looking for a niche out of the current.

We were advised the entrance into Beacon Rock state park was extremely narrow and shallow and caution is recommended. We found it to be quite wide and plenty deep with the high flow. To our surprise there was a very large dock with hook ups. Simply put \$10 into the Kiosk so we didn't bother anchoring after all. In fact, we found a myriad of the nicest, free public docks up and down the Columbia all empty. Unknown to us apparently summer and boating do not start until the 4<sup>th</sup> of July.

We enjoyed great views toward Bonneville along with Lewis and Clark history around Beacon Rock. Pretty impressive when you think about what these guys had to contend with back then when the river was untamed. We were about 133 statute miles from the Pacific so after a couple of days our plan was to head downriver.

We did not initially intend to go up the Willamette river. This was another suggestion from the boating club and given our boat speed they highly recommended it. After a night in Camas we went up the Willamette river some 25 miles to Willamette falls (Oregon City). Beautiful cruise up river with mansions from Portland mover and shakers lining its banks. Need to keep an eye on markers as this windy narrow river, while plenty deep, lurks with hard gems right below its surface.

### **Power Management**

Well we woke up with the motor on the head not turning enough to flush. With a potential impact to the rest of the trip I contacted Raritan the manufacturer. They were emphatic it was highly unlikely it had anything to do with the head and was likely a power situation. A bit perplexed I reflected back on the problems we had the first night trying to determine if there was some relationship. It was so plugged even with the engine running and batteries charged now it would not flush. With the slow turning macerator in the head due to low power it had gotten too plugged up. We went back down the Columbia to a public dock in St. Helens. They had a pump out and we were able to reach the head through a window and draw everything out of the bowl. It was able to unplug the line to the tank as well. Along with beautiful public docks Oregon has the most powerful pump outs too and they are everywhere.

Turns out before we left home, we had the refrigerator on its highest setting to get it cold. We forgot to turn it back down causing it to cycle twice as often as normal. In addition, we tried a new thicker ply marine toilet paper. When combined with the wine cooler, and staying at docks without hook ups our solar was insufficient to keep up. Putting it to normal solved the problem and we went back to using the TP we always had. No issues since. Needless to say, we will be adding the refrigerator to our preparation checklist.

### **Downriver on the Columbia**

We wanted to go to Cape Disappointment weather permitting. With the head back in working order we decided to break up the trip to Cape Disappointment by spending two nights along the way. Beaches all along the river were very nice, anchorages and empty public docks everywhere. We theorized the sand was coming from ongoing dredging operations for the ship channel. Other than barge, ship and military traffic we pretty much had the river to ourselves.

### **Columbia River Bar**

In talking with marina folks in Astoria prior to leaving home, getting over to Ilwaco is very doable assuming an early start then returning the next day. We left Cathlamet about 7:00 AM to try to get across at slack. A weather system was expected to arrive late the next day so our plan was to be back in Astoria by then taking advantage of the mid-day slack current.

Weather was beautiful with winds light to 10 kts and the Bar was open. As we passed under the 4 mile bridge at Astoria we made one last check on tides/currents and it was a go for our 10 mile crossing. Even

though we executed our plan perfectly, passing the last current station about 45 mins after slack current turned to flood, during the last 2 miles we encountered large breakers off our port side then confused seas that spanked us pretty good. It was a long 2 miles and my dog (Gabi) not happy with me.

### **Lesson learned**

When we got to Ilwaco I was a bit concerned about our return trip. Thinking we had timed the slack currents about the best we could, with no significant wind to speak of, I wasn't sure how we would do it differently yet wanted to avoid going through that again. Also, we wanted to get to Astoria prior to the expected weather system.

I had heard the Coast Guard will not advise when to go for liability reasons. However, I called them anyway just to see what I could learn. They transferred me to the Coxswain who was sitting up on the bluff on watch over the bar. After explaining to him we had crossed about an hour ago he informed me that it has now laid down significantly from when we had crossed. He informed me that with high releases on the Columbia and 4-5 kt currents it takes a flood about 1 ½-2 hours to beat down the Columbia.

Knowing commercial fisherman are frugal when it comes to fuel cost, I asked if commercial fisherman have to leave for Astoria when would they typically go? He indicated they would leave the Ilwaco channel about 1 ¾ hours after slack and ride the flood hitting the first current station about 2 ¼ hours after slack. Armed with this information I made adjustments for our speed to our departure time. We enjoyed a beautiful day at Cape Disappointment, a fantastic dinner and a smooth cruise back to Astoria the next day.

### **Astoria**

You can see signs of significant community redevelopment/reinvestment here most of which is fairly recent. The Columbia River museum is a must see. The Columbia light ship is part of the museum and I can only imagine what life was like on that boat bobbing around in 30+ foot seas for weeks at a time to mark the entrance to the Columbia. Astoria is also steep in history.

We enjoyed a couple nights, some fine dining and wonderful brew pubs while the rain passed. With an early start we headed upriver on an overcast day with a couple light showers to mile 80. Our last night was at Martin Island which was completely protected and had two floating docks unoccupied. After a light shower we were treated to a beautiful sunset. The next morning was an easy 12 mile shot to the truck, we loaded up, left about 11:00 AM and arrived home in Newcastle by around midnight.

We thoroughly enjoyed the lower Columbia. There are many more islands, channels, sloughs and villages to explore than I expected. To our surprise we never needed to anchor during this trip with so many secluded and floating public docks (almost all were free). A dinghy is a must though to go ashore. One also needs a shallow draft boat or a tender to be able to take full advantage.

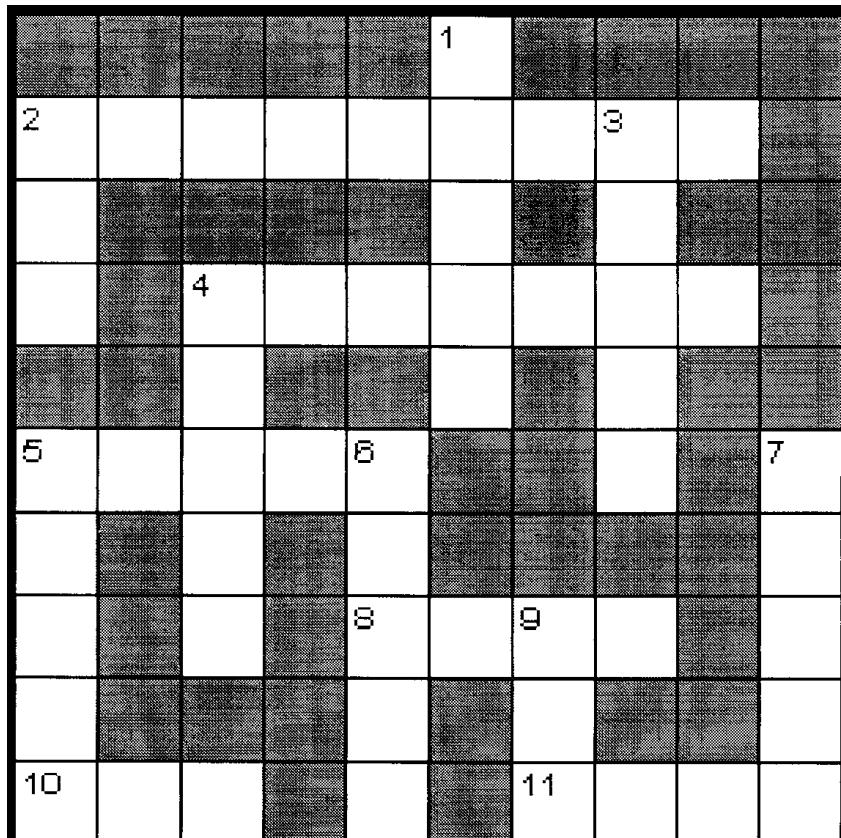








This month's puzzle:



**Across**

2. Theme of this crossword puzzle
4. Connects line or chain to swivel
5. Crossbar of an anchor
8. Don't need to anchor when tied here
10. Holds the cross bar in place in a folding anchor
11. Anchor line

**Down**

1. Holds well when vessel swings
2. Connects fluke to crown of anchor
3. Preferred anchor line material for small craft
4. Ratio of line length to height of deck from bottom
5. Connects the crown to the head
6. Move a boat by pulling up to its anchor
7. Flattened part that digs into the bottom
9. Similar to a plow anchor

Last month's puzzle and answer:

This is an unusual month--spring, snow in high mountains, and so on.

This is an unusual paragraph, too. How quickly can you find out what is so uncommon about it? It looks so ordinary that you may think nothing is odd about it until you match it with most paragraphs this long. If you put your mind to it and study it you will find out, but nobody may assist you; do it without any coaching. Go to work and try your skill at figuring it out. Par on it is about half an hour. You may want to go down to your boat and, if you favor sailing, lay back against your mast to look up at a shinning sun as you mull. If you fancy rapidity, toy with that iron contraption you count on for propulsion, as you think about this conundrum. For you purist wood hull sailors, sand all wood hand rails, spars, transom, and so forth from bow aft to carry out yours plans to apply a coat of varnish, as you think of a solution. Too much cranial labor may tax your brain and cloud your vision such that you miss an obvious solution. Good luck -- and don't blow your cool. If still in doubt a half an hour from now, ask your kids.

Answer: This was written without any "E"s, the most frequently used letter in the English language.

(Note: The one line answer above uses the letter "E" twelve times. If you include this note with the above answer, there are thirty seven "E"s.)

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The answers to the April puzzle and the May puzzle have been added to the websites member's file section.

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There are several new informational links for boaters added to the website file "022 Useful Links for Boaters".

Please go to the website, login and go to the "Roster and Files" section to check them out.

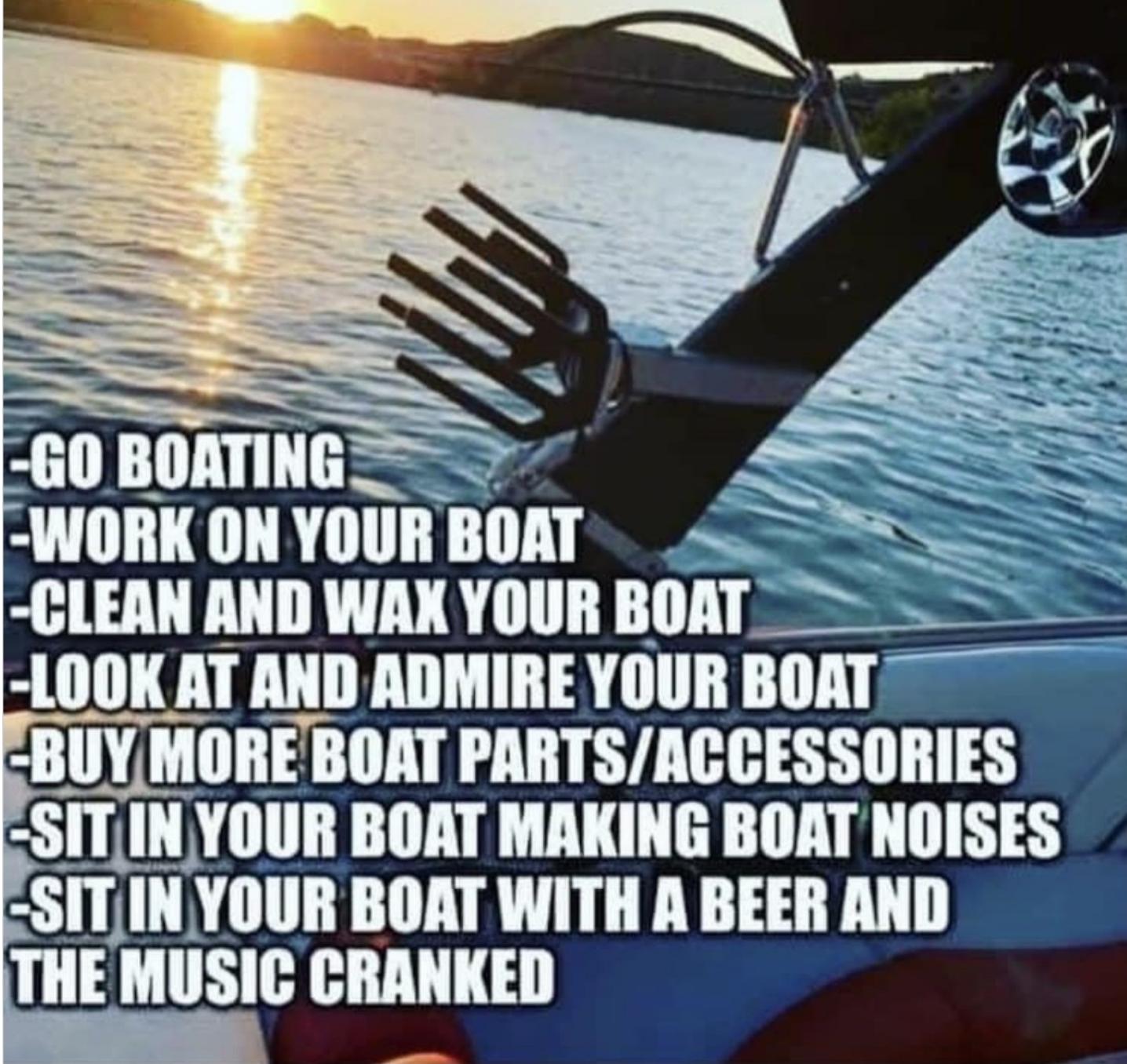
A backup camera for the boat??? Why not... It does not seem to be such a bad idea!



Search for “Backup Camera,Esky Mini HD Color CMOS Waterproof” in Amazon for about \$16. Mount it to your flag pole.



# LOW RISK ACTIVITIES FOR COVID-19



- GO BOATING
- WORK ON YOUR BOAT
- CLEAN AND WAX YOUR BOAT
- LOOK AT AND ADMIRE YOUR BOAT
- BUY MORE BOAT PARTS/ACCESSORIES
- SIT IN YOUR BOAT MAKING BOAT NOISES
- SIT IN YOUR BOAT WITH A BEER AND THE MUSIC CRANKED