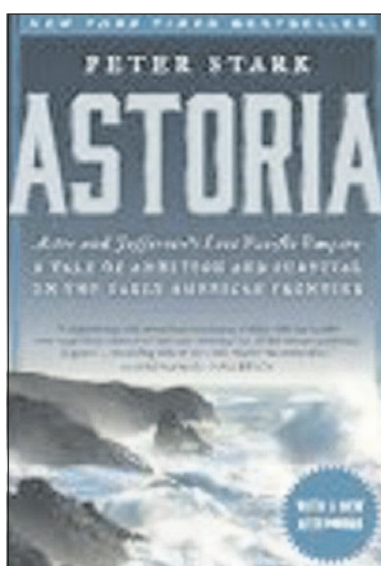


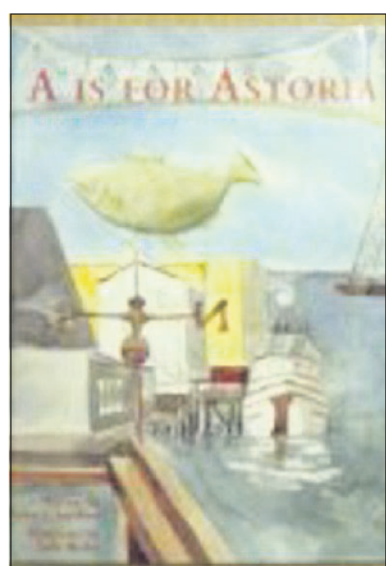
BOOKS

WHAT ARE THEY READING?

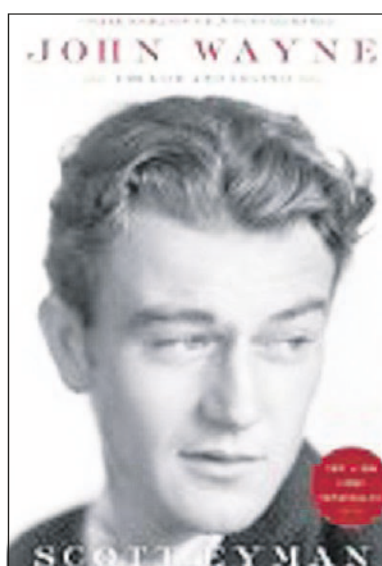
A SUMMER READER



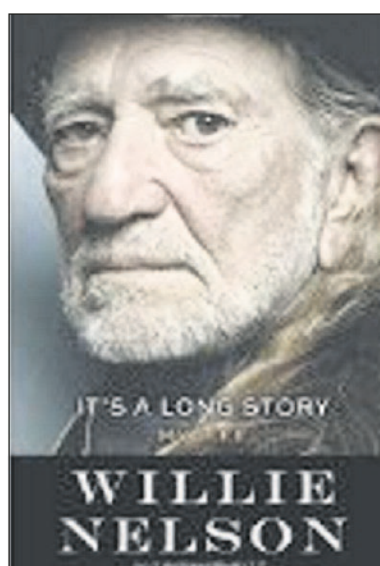
"Astoria," Peter Stark



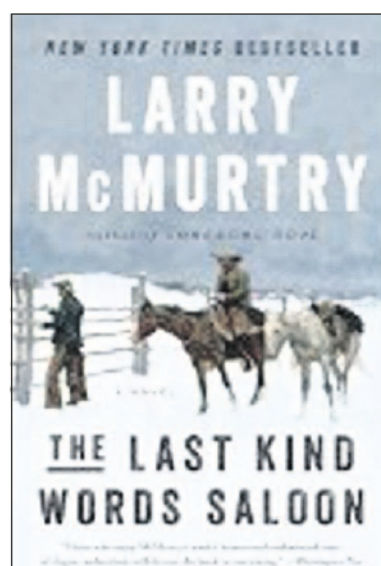
"A is for Astoria," Karen Leedom



"John Wayne: The Life and Legend," Scott Eyman



"It's a Long Story: My Life," Willie Nelson



"The Last Kind Words Saloon," Larry McMurtry

We are in the heart of the summer reading season, so we thought we would ask Lisa Reid over at Lucy's Books downtown about the best sellers at the store so far. She kindly shared her list.

Top sellers at Lucy's Books

- "Astoria," Peter Stark
- "A is for Astoria," Karen Leedom
- "John Wayne: The Life and Legend," Scott Eyman
- "It's a Long Story: My Life," Willie Nelson
- "The Last Kind Words Saloon," Larry McMurtry



- "Sevener," Neal Stephenson
- "Go Set a Watchman," Harper Lee
- "William Shakespeare's Star Wars Trilogy," Ian Doescher

- "The Isle of the Lost," Melissa de la Cruz (Middle Readers)
- "Ms. Rapscott's Girls," Elise Primavera (Middle Readers)
- "Island of Dr. Libris," Chris Grabenstein (Middle Readers)
- "The Land of Stories" series, Chris Colfer (Middle Readers)
- "Let's Get Lost," Adi Alsaid (Young Adult)
- "Paper Towns," John Green (Young Adult)
- "The Life-Changing Magic of Tidying Up," Marie Kondo
- "A Bakeshop Mystery" series, Ellie Alexander
- "A Pacific Northwest Mystery" series, Kate Dyer-Seeley
- "The Martian," Andy Weir
- "A Man Called Ove," Fredrik Backman

THE SHIP REPORT

Paying attention is everything

By JOANNE RIDEOUT
Special to The Daily Astorian

The other day I got to thinking about the differences between traveling on boats and traveling on land. Of course, the big difference is obvious: all that water.

One significant consequence of this, however, is that with water as your road, it can be much more challenging to end up where you intend to go.

On land, we have roads and maps, and now even our smartphones, to tell us how to get there. Most of the time we can pretty much go on autopilot in our minds and make it, even if we make a wrong turn or two. Our phones even talk to us.

On the water, it's more complex. First of all, there are no paved roads. Outside of inland waterways where there are at least channel marker buoys, there's just open water. You have to know where to go on an unmarked path. You have to know how much water there is under the boat.

Modern gizmos

This is where devices like compasses, sextants, charts and more modern gizmos like GPS units and depth sounders come in handy. But even with all this

gear, on boats, unlike cars, you can't just "set it and forget it" in terms of reaching where you're headed.

Landmarks, what there are of them, can look odd when you're on the water. Anyone who's been out on the Columbia River can tell you that things appear different from the water perspective. It's not always easy to tell where the entrance to the marina is.

So how do people travel reliably from one place to another? Experience is a big factor. Also, successful boaters are continually aware of where they are, and regularly check and recheck their positions relative to where they're going, and are mindful of things along the way that could harm them.

Say you left the Columbia River and plotted a compass course to the Strait of Juan de Fuca, the entrance to Puget Sound. That's north of here, so you might head due north just out of the Columbia River entrance and call it good. That would be a mistake. Curves in the coastline, for one thing, could have you hard aground eventually and lost in the surf. Then there are ocean currents, and wind and waves, and general weather conditions. All these forces tend to push boats

around. And since the water is a very slippery medium of travel, there's a lot of room for error.

So, a prudent navigator on any vessel is regularly checking and rechecking the boat's position. For this you could take compass bearings on landmarks, or use a sextant to sight off the sun. If you're really diligent you'd plot those results on a paper chart. More modern mariners check their GPS units and chartplotters to see where they are compared to where they hope to be.

Constant correction

The result is constant correction of the boat's path, tweaking here and adjusting there.

Here's an example of how much a small error can put a boat off course. If you started out on a 300-mile journey from one place to another across an open stretch of water, and stuck to your course without correcting, an error of as little as 5 degrees on the compass face could cause you end up about 26 miles off course by the time you reached where you thought your destination was. That kind of error, depending on the conditions, especially at night, can be fatal, especially if there is a land mass in the way, or an under-

water obstruction. Avoiding this means paying attention.

This attention to detail is known in the maritime realm as "situational awareness." It's something people who work on the water train themselves to do, because the consequences of daydreaming can be so severe. It's something the U.S. Coast Guard is really good at, because part of their mission is to save us from our errors of inattention.

There's a lot at stake.

No brakes

Consider large ships, which have no brakes and can take more than a mile to drift to a stop. Snap decisions and quick movements don't go well in this environment. Ships respond slowly to helm commands and have lots of momentum once they get going. So any decision you make on the bridge will be in effect for a while after you execute it. I've been on board ships while they were underway. Decisions are carefully thought out and done slowly, gauging the effect. Especially when a ship is in the confines of the river, no one is daydreaming on the bridge. It's important to always know where you are.

The consequences of a mistake can be brutal and impossible to reverse. A large ship heav-



Joshua Bessex/The Daily Astorian

KMUN General Manager Joanne Rideout is the voice of The Ship Report.

ily aground in the Columbia River could create a devastating oil spill, simply by virtue of the fuel it has on board to operate its engines. Marine pilots on the river are very aware of safety — indeed, it's their guiding principle. They keep vessels safe day in and day out, because of their vast experience and also because they are very, very good at paying attention and constantly verifying their position.

On board most ships these days, there is lots of electronic gear. More than enough, you'd think, to make the nautical realm a very safe place. But I read an editorial in a maritime industry trade journal recently that said despite all this technology, the rate of accidents on board remains high. The reason is mostly human error, people working without enough sleep, or failing to double-check readings and,

even, failing to look out the window.

In the water environment, there are no guarantees. Prudent mariners hedge their bets by being prepared and paying attention. Take a lesson from the professionals who ply our waters on ships and boats. When you're on a boat, pay close attention to what you're doing. That's one of the best ways to make it home safe.

Joanne Rideout is general manager of Coast Community Radio (KMUN-FM) in Astoria. She's also the creator and producer of The Ship Report, a radio show and podcast about All Things Maritime. You can hear The Ship Report on Coast Community Radio at 8:48 a.m. weekdays at 91.9FM, streaming at www.coastradio.org. Podcast available on The Ship Report website at www.shipreport.net.

Paddling: Experience gives participants new view on the history

Continued from Page 1C

Stiff booms

The next stop is along old logging equipment known as "stiff booms" that may look unnatural, but are providing habitat in the river. Yellow and purple plants can be seen covering the riverbank. Rangers explain how the plants are actually invasive species. About one-third of vascular plants

in the national park are invasive.

Otter Point

While approaching the next stop, known as Otter Point, the group can often see bald eagles and herons nesting and flying overhead.

"When the eagle shows up that's a highlight," Merling, a seasonal ranger, said.

Before reaching Otter Point, the group is led through

narrow brush and weeds. Rangers highlight two areas near the point that have been restored to a natural habitat after being used as a dumpsite for dredging spoils.

Historic canoe landing

At the fourth stop, the group pulls into the same canoe landing Lewis and Clark used during their stay near the river. Rangers discuss the

evolution of canoe-making techniques for the Corps.

With the paddlers gathered around, rangers share a story about Meriwether Lewis directing a Corps member to steal a canoe from the Chinook Indians. Lewis justifies the theft because the Chinook had stolen some elk from the Corps. Not long after, Corps members are caught when they happen to paddle the stolen canoe in the same inlet

as members of the Chinook tribe, who recognize the canoe. The Corps then agreed to return the canoe.

"It's kind of humorous that Lewis got caught red-handed with the canoe he stole," Hensley said.

South Slough

The final stop before returning to Netul Landing is at the South Slough. On the way, paddlers can hear gun-

fire from demonstrations at Fort Clatsop. Being on the water, the paddlers are able to see the replica campsite from a different perspective.

The entire experience gives participants a new viewpoint on the history and landscape of the river, Merling said.

"They are so excited to be on the water," she said. "Some are just proud to paddle in a straight line. That is a triumph for them."

our coast

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