



**OREGON'S NAVY** The State of Oregon operates a variety of vessels—both on inland and off-shore waters—that participate in such missions as law enforcement, ferry operations, maintenance and scientific projects. In the photos above is a ship that has frequently been in the news during recent weeks. It's the Yaquina, science flagship for Oregon State University's Department of Oceanography. The ship and some of its crew, all employees of the state, are shown as they prepared for a voyage to place Totem II on an undersea mountain off the Washington coast. Shown in the photos, left to

right, are: (1) The ship at the OSU Marine Science Museum dock at Newport, (2) Acting Chief Mate Bob Bracken at the controls in the pilot house, (3) Chief Engineer Bob Ingersoll at the control panel in the engine room, (4) Seaman Carl Swensen and Ingersoll checking the ship's nansen bottle rack which is used to test lower-depth water samples, (5) Chief Steward Cliff Williams at work in his galley, (6) Acting Chief Mate Bracken overseeing the Yaquina's loading operations from the upper deck. (Photo feature by Bill Pratt, OSEA Public Relations Committee)

# Yaquina Busy Unravelling Mysteries of the Ocean

Unravelling the mysteries of the ocean -- an ancient and hostile environment -- is a dangerous and demanding job. It's also the full-time job of some 40 scientific and crew members of the Research Vessel Yaquina.

Built in 1944, the Yaquina served during World War II as a maintenance and supply vessel, and during the Korean War as a cargo vessel.

In 1963, expanding needs for oceanographic research vessels prompted her transfer to Oregon State University. A \$750,000 grant from the National Science Foundation made possible her conversion for oceanographic use.

Renamed the Yaquina for an Indian tribe native to Oregon she commenced operation in Oct., 1964.

Sailing from her home port at Newport, the Yaquina is at sea over two-thirds of the time. Week-long cruises off the Oregon coast fill most of her schedule. Once each year she sails from Newport on a three-month cruise to conduct oceanographic explorations in other areas of the world.

What do such explorations involve? Such activities as collecting organisms, soil and rock samples from the ocean floor, water samples from

various depths and observations of currents and weather.

Displacing 900 tons, the 180-foot ship has a cruising range of 6,500 miles. A bowthruster, an additional engine and propeller in the bow, allows the ship to be held in a fixed position relative to the wind, sea, or ocean floor.

Equipment is lowered over the side and retrieved by means of three large electric winches.

The Deep Sea Coring Winch, equipped with almost six miles of wire rope, permits oceanographers to drop steel tubes into the ocean floor and recover samples of the bottom. This winch also handles very heavy dredges which have brought back specimens of marine life below 8,000 feet.

A Hydrographic Winch is located in the forward section of the ship. Mounted on a turntable, this winch swivels to port or starboard for Nansen bottle casts and other work not involving heavy gear.

Nansen bottles are especially designed metal cylinders secured at intervals to a wire rope and lowered by the winch to obtain water samples and temperature data at various depths.

A Trawl Winch with four miles of wire rope completes

this trio of sea workhorses. Various kinds of nets for collecting marine plants and animals, devices for scooping animals and sediment from the bottom, and several kinds of recording instruments are towed from the stern of the ship by this winch.

The Yaquina recently completed installation of Totem II, OSU's 180-foot research buoy, atop Cobb Seamount, an undersea mountain 300 miles off the Washington coast.

The mount is about the size of Mt. Hood and rises to within 100 feet of the ocean's surface. About 30 feet of Totem's superstructure juts from the ocean's surface.

Totem II, anchored securely

## Deadlines Near For Candidates

Two important deadlines are approaching for candidates seeking election to the OSEA Board of Directors this fall.

The offices include nine district directors and assistant directors plus those of president, vice-president, secretary-treasurer and directors of the following state committees: Academic and Unclassified Services, Civil Service, Insurance, Law and Legislation, Membership, Public Relations and Retirement.

The first deadline is August 1 when the names of all candidates for district director and assistant district director must be submitted to headquarters.

Each candidate should submit a 3" x 4" head and shoulders glossy photograph and a 40-word resume of experience and background in the association for use in the September issue of the NEWS. Each candidate will also be given space in the newspaper for a 15-word campaign statement.

District elections will be held during September.

The second deadline is September 1. That's the date candidates running for the other ten offices on the board must submit their names to headquarters.

A picture and resume of each candidate will appear in the October issue of the NEWS.

Ten board members will be elected at the General Council in November.

by four 15-ton anchors, will gather highly-valuable weather and ocean information for transmission to shore installations.

Nearly all of the hard-working Yaquina crew members belong to OSEA's Newport Chapter 11.

When asked how he likes

a job which requires him to spend about 240 days of the year at sea, Chief Engineer Bob Ingersoll, who is also president of Chapter 11, said, "If it weren't for the good cook we have on board -- Mr. Cliff Williams -- we'd never be able to take it. He would have made someone an awful good wife."



**48-YEAR CAREER** After 4 years with the Department of Motor Vehicles in Salem, Cleo Walker decided to call it a career. Gov. Tom McCall, right, and Vern Hill, director of the DMV, were among guests attending her recent retirement party. Her fellow employees gave her a money tree that had 48 dollar bills attached.

## Driver's License 25¢ When Cleo Started

Cleo Walker took a summer job with the Secretary of State's motor vehicle division in 1920. That was the first year Oregon required driver licenses.

Her job was to type and process the 25-cent permits and send them out. She worked in the old Capitol which burned down in 1935.

After the summer ended, she returned to Salem High School and graduated. Then she returned to state service.

Recently, after 48 years with the Department of Motor Vehicles, she retired.

Considerable changes have occurred since she went to work for the agency. Then there were 107,000 motor vehicles registered in Oregon. Now there are more than 1,311,000.

Then driver's licenses cost 25-cents and you didn't even have to take an examination.

Miss Walker has worked in just about every section of the department during her long ca-

reer.

Since 1948, she has been assigned to the title section where she assisted in clearing title applications which had been incorrectly submitted.

Her job involved correspondence with the public.

"I don't think people have changed much in 48 years," she says. "They have always been impatient, especially when they want something in a hurry. Our department still gets nice letters of appreciation."

She has been a member of the association ever since it was founded in 1943. She was a member of OSEA's Motor Vehicles Chapter 86.

Gov. Tom McCall and DMV Director Vern Hill were among the guests attending the retirement reception held in her honor by co-workers.

She has no specific plans for retirement. She just wants to work in her garden and "take it easy."



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