



JOSHUA BESSEX — The Daily Astorian

The calamari po' boy at Merry Time in Astoria puts a Northwest twist on a traditional Southern sandwich.

## WHAT'S COOKING

GOURMET RECIPES FROM LOCAL CHEFS

A good sandwich is a thing of beauty, say new owners Terry and Todd Robinett. After buying the Merry Time Bar & Grill in 2014, they knew they wanted outstanding sandwiches and burgers at the core of their new from-scratch menu.

It was Todd's idea to combine two of his favorite things, sandwiches and calamari, for the Merry Time's version on the New Orleans classic.

The term po' boy is said to have originated in New Orleans in the 1920s when a local sandwich shop gave free sandwiches to striking streetcar workers. "Got another poor boy!" they'd say at the counter when a striker would walk up for a free sandwich.

Merry Time Bar & Grill is at 995 Marine Drive and more information is available at [www.merrytimebar.com](http://www.merrytimebar.com)

If you are a local chef, restaurant owner or food aficionado and would like to be featured in Friday Extra, contact Sue Cody at [scody@dailyastorian.com](mailto:scody@dailyastorian.com) or 503-325-3211.

There are two chefs at the Merry Time Bar & Grill. Charlie Early, pictured here, is a native Astorian and has been cooking professionally for seven years. He like dogs and skateboarding. Kitchen Manager Doug Reid worked for Terry Robinett in Portland at The Rialto Pool Room Bar & Cafe where she was general manager. Terry brought Doug out to help execute their menu and train staff when she and Todd bought the Merry Time. Doug fell in love with Astoria and decided to move here a few weeks later.



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## Calamari Po' Boys at Merry Time Bar & Grill

### The basics

A traditional po' boy consists of dressed meats or fried seafood on a French baguette. The Merry Time serves its dressed with sliced tomatoes, homemade coleslaw and spicy remoulade on rolls from local Danish Maid Bakery with choice of fried chicken, fried shrimp or calamari.

### Housemade Remoulade

Makes 14 servings

8 cups mayonnaise

1/2 cup stone ground mustard

1 cup milk

2 tablespoons horseradish

1/4 cup celery

1/4 cup onion

1/4 cup bell pepper

1 tablespoon parsley

1 tablespoon vinegar

1 tablespoon paprika

1 tablespoon cayenne

4 pinches salt

Juice of 4 limes

Mix all the ingredients and refrigerate until ready to build the po' boys.

### Coleslaw Dressing

Makes 14 servings

4 cups mayonnaise

2 cups sugar

4 tablespoons vinegar

4 tablespoons horseradish

1 cup celery seed

2 tablespoons kosher salt

A large head of cabbage, sliced

Mix all the ingredients and refrigerate until ready to build the po' boys.

Putting it together

Terry says they "just dip our calamari in our house-seasoned flour (a little pepper and paprika will do) and then deep fry it to a very pale golden brown. Seafood is best when simply prepared and not overcooked."

Slice the baguette.

Slather on some of the remoulade.

Pile the freshly fried calamari on and cover with a couple sliced tomatoes.

Top it off with a good dollop of the coleslaw.

Enjoy with a squeeze of lemon and a lot of napkins.

# Trapped in ice, 26 rescued by U.S. Coast Guard

By the U.S. Coast Guard

ALAMEDA, Calif. — A fishing vessel trapped in Antarctic ice 900-miles northeast of McMurdo Sound, Antarctica, for nearly two weeks is free following an international rescue operation that ended successfully Sunday.

The Antarctic Chieftain, an Australian-flagged fishing vessel, was rescued by the 150-person crew of the U.S. Coast Guard Cutter Polar Star. The rescue operation spanned more than 860 miles and required the crew to break through 150 miles of thick Antarctic ice and navigate around icebergs that were miles wide.

"We are proud of the commitment and dedication of the Coast Guardsmen aboard Polar Star, but most importantly, we are grateful they were able to safely reach Antarctic Chieftain and rescue 26 people in distress," said Vice Adm. Charles W. Ray, Pacific Area commander. "This was a complex and dangerous rescue mission; however, the crew rose to the challenge, and they exemplify the Coast Guard's core values of honor, respect and devotion to duty and our service's commitment to excellence."

The crew navigated through difficult weather conditions during the five-day rescue operation including heavy snow fall, high winds and extreme ice con-



U.S. Coast Guard photo by Lt. j.g. Gina Caylor

The Antarctic Chieftain, a disabled fishing vessel near Antarctica, is trapped in ice, Feb. 13. The Coast Guard Cutter Polar Star begins breaking up the ice around the fishing vessel.

ditions. Coast Guardsmen aboard the Polar Star reported whiteout snow conditions early in the operation, and they were required to break through ice that had built up over several years making it extremely thick.

"I doubt any medium icebreaker could have made the rescue since we had to go on turbine to get through the multiyear ice that appeared to be as thick as 20 feet in places. The amount of icebergs in the region suggested that the area was extremely hazardous to navigation," said Capt.

Matthew Walker, the commanding officer of Cutter Polar Star. "This rescue demonstrates the importance of our nation's only active heavy icebreaker in the polar regions."

Antarctic Chieftain damaged three of its four propeller blades in the ice, which required the Coast Guardsmen aboard Polar Star to tow the vessel through about 60 miles of ice into open water. Towing the 207-foot fishing vessel through heavy ice placed varying strain on the tow line, which broke three times during the rescue mis-

sion. Once in open water, the Antarctic Chieftain was able to maneuver under its own power. The crew of the fishing vessel Janas will escort the Antarctic Chieftain to Nelson, New Zealand.

"There were some very happy sailors aboard Antarctic Chieftain upon our arrival," said Walker. "The ice conditions that we found the fishermen in were dire, more so if Antarctic Chieftain had to stay much longer."

Coast Guardsmen reached the crew of the fishing vessel Friday after trav-



U.S. Coast Guard photo by Petty Officer 1st Class George Degener  
Members of Coast Guard Cutter Polar Star's deck force pay out a towing line to the crew of the fishing vessel Antarctic Chieftain in the Southern Ocean, Feb. 15.

Coast Guardsmen aboard Polar Star towed the vessel through about 60 miles of ice into open water.

eling across more than 150 miles of ice. The fishermen requested assistance from Rescue Coordination Centre New Zealand after becoming trapped in the ice. RCC New Zealand requested U.S. Coast Guard Cutter Polar Star, homeported in Seattle, to respond to the Antarctic Chieftain's request for assistance. The crew of Polar Star was deployed to McMurdo Station, Antarctica, as part of Operation Deep Freeze, which provides military logistical support to the U.S. Antarctic Program managed by the National Science Foundation.

The crew of Polar Star will continue their journey home to Seattle. The Polar Star is the nation's only heavy icebreaker capable of operating in the thick Antarctic ice for a mission such as breaking out the Antarctic Chieftain or clearing McMurdo Sound for the annual resupply of McMurdo Station. The 399-foot cutter is one of the largest ships in the Coast Guard and one of the world's most powerful non-nuclear icebreakers.

To read the cutter's blog posts about their journey, see <http://1.usa.gov/1ERGND2>

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