

Parklets: Some have complained about a lack of parking

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"I think pilot projects are a really smart way to experiment with new things," Graff said when asked if he had any advice for Astoria. "So I think it's a good approach."

"We have been permitting ours for a year at a time, so it's not a permanent installation. I think that makes it a little bit easier for folks who are concerned to know, that if their concerns are realized, the platform can go away in a year."

In Astoria, some residents have complained about a lack of parking downtown as the city attracts more tourists. The proposed requirement that parklets be open to the public 24 hours a day could also raise concerns about whether the mini-parks might become magnets for panhandlers and the homeless.

"I'm sure that there'll be some kickback," Taylor said. "But I think it's worth a try."



Josie Mattson of San Francisco sits alongside her bicycle at the Divisadero Parklet in San Francisco.

Eric Risberg
AP Photo

Interns: They both grew up near some of the largest national parks

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Clatsop County letting them know what is going on at the park.

This week, Fernandez's work led to seven children in the Northwest Regional Migrant Education program taking part in the park's Nature Survival Camp. It will be the first time children in the migrant education program have come to the camp.

"Seven may sound like a small number, but to go from zero Hispanic participants in 2014 to 25 percent of the camp participants in 2015 is an amazing connection and representation of the diversity of the local community," Tucker said. Fernandez said she sees the outreach as causing a domino effect where the children will start encouraging their parents to come to the park, and soon more Hispanic families will visit.

"What we are trying to do is show them we are from the same community, and they feel more comfortable that way visiting," Fernandez said. "Especially for the parents knowing their children can communicate with us."

Fernandez was originally brought in as a "Healthy Park" intern, tasked with finding ways to promote the park as a place where people can get healthy.

"Even though I'm jumping from project to project, that is my official

position here," she said.

She has created brochures and maps of recreational places around Clatsop County, including in the park, and sent them to local doctors, who can hand them out to their patients.

"I'm working with various partnerships throughout Clatsop County, and what we are trying to do is get people that are high risk for obesity, diabetes or high cholesterol to be more active and get healthier," she said.

Bilingual kayak tour

As a Latino Heritage intern, Ornelas said, he is working to enhance the visitor experience.

On Aug. 8, he will lead a bilingual kayak tour on the Lewis and Clark River. He has already led nature hikes and other interpretive activities at the park.

Ornelas is a California State University, Northridge, graduate with a degree in history.

Fernandez graduated from California State University, Stanislaus, with a degree in anthropology.

Coming from California, both interns grew up near some of the nation's largest national parks, such as Yosemite.

"We are both used to bigger parks. The smallness of this park makes it feel more like we are working with family," Fernandez said.

— Kyle Spurr

Ferries: Ferry received an award from the Army

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Leahy gave a presentation, "Automobile Ferries at the Mouth of Columbia River," during Clatsop Community College's second annual "A Tribute to the Columbia River" event on Friday night.

One of the ferries he discussed was Tourist No. 2, the second of Fritz Elving's ferries. Elving, who would dominate the ferry business on the mouth of the Columbia, emigrated from Sweden in 1907 and launched his first ferry, the Tourist No. 1, in 1921 to meet the needs of those who needed vehicle, as well as passenger transportation across the river, according to Leahy's chronology. During the presentation, Leahy described Elving as "an imposing person" at just more than 6 feet tall.

The next several decades encompassed competition with the Union Pacific ferry, the North Beach, followed by the State Highway Commission's acquisition of Elving's ferries. The ferry business sunk after the construction of the Astoria Bridge.

But Tourist No. 2 may be coming home.

Old ferry could return

"It would be great. It would just be super," Leahy said in support of the ferry's return.

Robert "Jake" Jacob, the major owner of the Cannery Pier Hotel, coordinated with Capt. Christian Lint, the ferry's new owner, to bring the ferry to Astoria. Tourist No. 2 — renamed the Kirkland — has been in Bremerton, Wash.

The Tourist No. 2 operated at the same time as the competition's North Beach ferry, which was "built with railroad know-how," Leahy said. The North Beach was built on a railway turntable model, and did not work



Joshua Bessex/The Daily Astorian

Mary Garvey sings songs inspired by the Columbia River and its history during the Tribute to the Columbia River Conference Saturday at Clatsop Community College.

'They don't know to this day if they ever got all the mines.'

— Joe Leahy

speaking of a minefield that was deactivated in 1945

very well, according to Leahy.

Elving's ferries had two ends so that vehicles drive onto the ship and can exit from the other side.

Tourist No. 2 went to war in 1941 to place mines at the mouth of the river. Leahy said one story records that one of Elving's sons was among the three Army soldiers who commandeered it. The front end of the ferry was removed so that mines could be dropped off, and the ship was rechristened "Octopus."

The minefield was deactivated in 1945.

"They don't know to this day if they ever got all the mines," Leahy said.

The Tourist No. 2 re-

turned to Elving and normal ferrying after the war and served until its last day working on the Columbia on July 28, 1966. The ferry received an award from the Army for its efficiency during the war and has national historic status.

'Amazing part of history'

"The ferries are an amazing part of Astoria's history," Leahy said. He added that the Tourist No. 2 is the only remaining ferry Elving built, and probably the only one left of all six ferries that served the area.

"It's still here, it's still around," he said.

He said Astorians have stepped up before to pre-

serve their history, and this is another opportunity.

Leahy will celebrate his 55th high school reunion in August 2016, and he has put down a deposit with Jacob for Tourist No. 2 to be part of the festivities, even though he does not know if the ferry will still be in Astoria.

Two-day tribute

Robert McClelland, director of TRIO precollege programs at Clatsop Community College, said there was a nice mix of topics and presentations during the two-day tribute.

"I was very pleased with the quality of the presentations," he said. "I want to do that every year, have a good mix of things."

Besides Leahy's presentation, there were also speakers from the National Oceanic and Atmospheric Administration, Columbia River River Pilots and U.S. Coast Guard, as well as musical performances.

Pilot: 'I've done just about every job I can think of on the river'



Joshua Bessex/The Daily Astorian

Mark Paulson talks about the roles of bar pilots and the process of navigating a ship through the Columbia River during the Tribute to the Columbia River Conference Saturday at Clatsop Community College.

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giving instructions to the ships' quartermasters for guidance along the treacherous waters.

There can be as little as 2 feet of water under the ship, and along his route, and Paulson said the maximum depth of the river is 43 feet. He has to deal with limited visibility due to fog and obstructions, navigate around other watercraft and communicate with crew from around the world.

The training for being a Columbia River pilot is intense. Paulson is state and federally licensed.

"They give you a blank piece of paper," Paulson said, referring to his federal testing, "you get to make it into a NOAA (National Oceanic and Atmospheric Administration) chart."

Extensive knowledge of the river is a must. His state training, which Paulson said is in a whole different realm from the federal testing, took 2 1/2 years. He attends annual conferences. Every five years, he must go to France for more training. And every week, the Army Corps of Engineers sounds the river, giving the

pilots current information on what is going on beneath the water.

Paulson doesn't steer the ship directly; he gives directions while on board, conscious of any language differences.

Paulson showed the audience a picture of a dangling vertical ladder up a ship's hull.

"There's my commute," he said.

Limited visibility, such as from fog or equipment, requires flexibility.

"We're trained three ways," Paulson said. "We can look out the window and do this job. We can look at the radar and do this job. We can look at the computer and do this job."

Paulson has been a river pilot for five years, but he is no stranger to the area. He graduated from Clatsop Community College 36 years ago and has held numerous jobs on the Columbia.

"I've done just about every job I can think of on the river," he said.

Paulson is licensed for his stretch of the Columbia, and that is where he stays.

"I'm not licensed in Seattle," he said. "This is my home."