

# Sailor: 'I've been wanting to do this since I was a little boy'

Continued from Page 1A

Mooring Basin were Skip Masters and David Rankin, two previous owners of the boat. Rankin, who exchanged a duplex for the Ingrid in 1984, had already sailed the boat around the world with his wife, Diane, by the time they sold it to Masters, who had owned the vessel eight years and sailed it between Oregon and Alaska. Masters ran into Hollister at a hops fest in Hood River in 2008.

The owners all lauded the Ingrid 38 model, which was built by Blue Water Boats in Seattle in the 1970s and based on a Norwegian lifeboat. The boat is designed to ride well on the ocean, they said, while its steering system allows a single person to control the vessel over long distances. Hollister said his trip was 1 percent steering, 99 percent monitoring.

## Keeping busy

While experiencing no major epiphanies or breakthroughs in the extreme isolation, Hollister said he kept himself motivated by constantly working on his boat, writing in his diary and even playing the smartphone game Candy Crush. "I read a lot of really good books. I read about 15 really good books."

His lifeline for communication and weather reports on the ocean was his single-sideband radio, through which he could scramble radio waves into text known by sailors as SailMail, a radio form of email.

"That was my emotional link," he said. "That makes long-distance ocean sailing fun."

But by the international date line, he said, his ability to send emails went down, as did his electronic chart plotter. Hollister was left relaying his messages through passing ships, often having to translate to non-English-speaking crews. With a single point plotted on a backup GPS unit, he resorted to dead-reckoning his position, using the previous GPS point, his estimated speed and a paper chart to know where he was going.

"I have celestial gear on board but ... I never saw the sun, basically, crossing the Pacific," he said.

Hollister said he eventually found the radio frequencies of the U.S. Coast Guard, through which he relayed messages from a station in Kodiak, Alaska, and received Honolulu weather reports for the last three weeks of the journey.

## A boy's dream

"I've been wanting to do it since I was a little boy," Hollister said of his trip around the Pacific Rim.

He described his experience sailing as beginning in the womb, where he rode along with his parents on the Fern Ridge Reservoir near Eugene. Hollister said he learned to sail from his father, first crossing the Columbia River Bar upriver at age 14. He and Michelle waited to take their journey after their daughter left for college.

The journey started Oct. 8, 2013, when the couple left the Columbia River to head south to California. In April 2014, Hollister departed Puerto Vallarta, Mexico, with friend Thom for the nearly 3,000-mile trip to French Polynesia. Then Hollister started what's known as the Coconut Milk Run from the Marquesas Islands, through several nations in the Oceania region and on to New Zealand, his halfway point.

In March, he departed for Fiji, then Vanuatu, then the Solomon Islands, Micronesia and Guam. By the time he reached Chichijima to resupply, Hollister said, he had been sailing 4,000 miles solo.

The Hollisters are taking the week to return



Joshua Bessex/The Daily Astorian

**Brian Thom, left, hides behind a wall at the West End Mooring Basin to surprise Tracy Hollister. Hollister said Thom's surprise was the first face-to-face interaction he's had with another human since he departed from Japan.**



Edward Stratton/The Daily Astorian

**Tracy Hollister drew a star for every day he sailed alone through the South Pacific and across the ocean from Japan back to the U.S.**

their boat to Hood River.

After his endeavor, Hollister said, he's patient enough to enjoy the simple things in life, from sleeping on a real bed, walking in the woods with his dogs, to once again tasting his wife's cooking. "After getting through the hardship, the simple things are just so enjoyable," he said.



Joshua Bessex/The Daily Astorian

**Flags representing the countries Tracy Hollister has visited hang on the Ingrid Princess.**



**Previous Ingrid Princess owners Skip Masters, right, and David Rankin, center, gathered Friday to greet Tracy Hollister, the current owner, after his solo sail across the Pacific Ocean from Japan.**

Photo courtesy of Skip Masters

## FERC: Commission believes the comment period was more than fair

Continued from Page 1A

"A project of this magnitude warrants a robust public process and thorough consideration of community concerns," she continued. "A 60-day window is simply not enough time."

Last month, Bonamici and U.S. Sens. Ron Wyden and Jeff Merkley asked the commission to push back the Oct. 6 comment submittal deadline to early December to give constituents more time to read the nearly 1,000-page document, issued in August.

However, the commission believes the now-expired comment period was more than fair. The commission provided 60 days for public comment, Norman C. Bay, the commission's chairman,

wrote in a letter to Bonamici, which is more than the standard 45-day period.

"Because we already provided a longer than standard comment period, we are not further extending the comment period for the draft EIS," Bay wrote. "However, please be assured that we will give consideration to all comments received within a time frame that allows for their review before the commission acts."

## Shoes waiting to drop

The draft environmental impact statement concluded that the controversial \$6 billion liquefied natural gas project would cause adverse impacts to the natural environment, but that Oregon LNG could minimize the impacts through mitigation measures proposed by the company and the commission's environmental staff.

"We encourage interested persons to make every effort to provide comments as soon

as possible, and our staff will attempt to address any late comments received in the final EIS," the commission's letter stated. "We believe that the combination of our procedures for receiving written comments, together with the eight public comment meetings recently held in the project area, provide ample opportunity for the public to be involved in this proceeding."

The commission's environmental staff conducted a two-part public meeting in Astoria in late September, where more than 70 people testified against the LNG project and three spoke in favor.

The three Democratic lawmakers sent another letter to FERC pointing out that Oregon LNG hopes to build the project on land at the center of an ongoing dispute between the

energy company and the U.S. Army Corps of Engineers, which has an easement on part of the property. Bonamici's office said it is still expecting a response from the commission about the easement issue.

"The commission will consider the findings of the final EIS before making its decision on whether to grant an authorization and Certificate of Public Convenience and Necessity," Bay wrote. "I can assure you that the Commission's decision on whether to authorize the projects (Oregon LNG's

and the Washington Expansion Project) will be based on a careful review of the issues and will be rooted in law, facts and science."

The final environmental impact statement is scheduled for release in February.

Meanwhile, locals are waiting to see whether Daniel Kearns, a Portland land use attorney, will approve Oregon LNG's permit applications to construct and operate the project on Warrenton's Skipanon Peninsula, as city planning staff recommended in September.

### HOW TO COMMENT

Comments can be submitted electronically at [www.ferc.gov](http://www.ferc.gov) or mailed (with the docket number on the letter) to:

FERC  
Washington, D.C., 20426  
ATTN: Secretary Kimberly Bose  
Or to:  
888 First St. N.E.  
Washington, D.C. 20426



## DISCOVER RIVER CRUISING

WEDNESDAY, OCTOBER 21<sup>ST</sup>  
6:00 PM  
AAA Travel  
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Join AAA Travel agent **Debbie Schindler** and **Michael Weldon** of Viking River Cruises and discover grand cities and quaint villages along Europe's legendary rivers aboard Viking River Cruises.

All events are open to the public and free to attend, but space is limited. Please RSVP.



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## FORT STEVENS CEMETERY RESTORATION PROJECT PUBLIC OPEN HOUSE

Joint Base Lewis-McChord representatives will host a community open house to provide an update on the Fort Stevens Cemetery grounds management plan and enhancement project from 2:00-6:00 p.m. Thursday, Oct 22 at the Shilo Inn, Warrenton, Oregon