

PEEK-A-BOO



Have you noticed that the **Peter Iredale shipwreck** is unexpectedly more exposed recently? Not as much as after the 2007 storm, but this time, the Iredale seems to have popped back up without the encouragement of 100-plus mile-an-hour winds. **Linda Fenton-Mendenhall** (pictured inset) took the photo shown in mid-May.

According to the Iredale website, the 285-foot, four-masted steel sailing barque ran aground on Clatsop Spit Oct. 25, 1906, when the wind shifted in a heavy squall (<http://tinyurl.com/P-Iredale>). The vessel, which was built in June 1890, and owned by the shipping company P. Iredale & Porter, was carrying 1,000 tons of ballast, and had a crew of 27, including two stowaways. No lives were lost.

The **Naval Court** held in Astoria in November 1906 absolved the master and first and second officers of all blame, and concluded by praising the “prompt action” of the life-saving crew at Hammond. The hearing record ends with a remark by the Vice-Consul, who “desires to express his satisfaction with the quiet and orderly behaviour of the crew when in Astoria.”

GET ON BOARD, BIG GUYS



Plastic has become the bane of the oceans and marine life, and **Saltwater Brewery** in Delray Beach, Florida, has tackled the problem head-on by developing an **edible alternative** to the plastic **six-pack beverage packaging ring**. KABC-7.com reports (<http://tinyurl.com/6packeats>).

“Around the world, an estimated 1 million sea birds and 100,000 marine mammals and sea turtles become entrapped in plastic or ingest it and die,” marine biologist **Mark Tokulka** said in a We Believers video about the new product (<http://tinyurl.com/6packsnack>).

But when marine animals eat these new six-pack rings, they won't be harmed, as they are 100 percent biodegradable, and made of barley and wheat remnants from the brewing process. The photo of the snacking turtle shown is courtesy of a screen shot from the same video.

Chris Grove, president of Saltwater Brewery, hopes their packaging idea will spark a change in the beer-making world. “We want to influence the big guys, and kind of inspire them to also get on board.”

JUMBO LOAD



Did anyone besides **Roger Warren** notice the **Fairmaster** heavy haul ship, with two imposingly large cranes on its deck, sailing up the Columbia River on Thursday, May 19? His photo of the 500-foot long vessel is shown. Inset, a photo of the Fairmaster courtesy of its owners, Netherlands-based **Jumbo Maritime** (www.jumbomaritime.nl).

The company's website says the new vessel, built in 2015, can cruise at 17 knots and “represents the latest evolutionary step in the Jumbo fleet (and) is both larger and stronger than its predecessors.” Its cranes have a dual lift capability of up to 3,000 tons and the ship is certified as Ice Class IA Swedish/Finnish, so it can operate in arctic areas.

Fairmaster and her sister ship, **Jumbo Kinetic**, are so far the only ships in the K3000 line, and believed to be the largest vessels of their type.

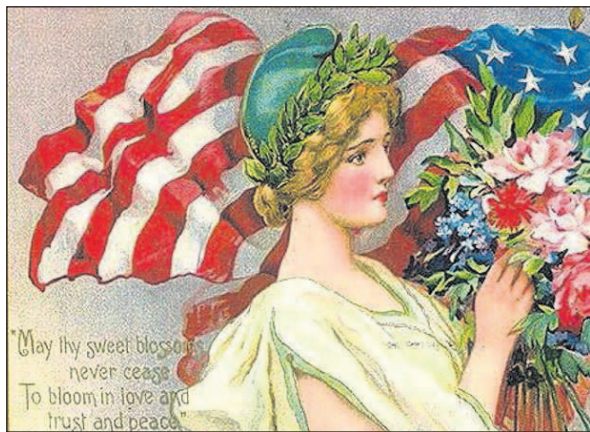
In One Ear



by Elleda Wilson

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MEMORIES OF MEMORIAL DAY



Since **Memorial Day** is coming up on Monday, a few history tidbits are in order, courtesy of History.com (<http://tinyurl.com/MemDbits>):

In May 1868, **Gen. John A. Logan**, commander-in-chief of the Grand Army of the Republic veterans, issued a decree making May 30 a national day to commemorate those who died during the Civil War. He named it **Decoration Day** to remind Americans to decorate the graves of the war dead with flowers. Legend has it he chose that date because flowers would be in bloom, and/or no Civil War battle anniversary is on that date.

One of the earliest commemorations for the Civil War dead was organized by **recently freed slaves** in 1865 when, accompanied by U.S. Colored Troops and a few white Charlestonians, they gathered at the site of a prison camp where more than 250 Union soldiers were buried in a mass grave. The group consecrated a new burial site, gave readings, sang hymns and placed flowers around the new cemetery.

Also called Memorial Day beginning in the 1880s, the day was expanded to include all of the nation's war dead after World War I. It became a federal holiday in 1971.

More than 20 towns claim the be the **birthplace of the holiday**, but Waterloo, New York, won official federal recognition as the holiday's birthplace in 1966 — the centennial of what is considered the first official community-wide Memorial Day celebration, when stores closed, and the citizens took to the streets in a community-wide event.

It doesn't really matter where the holiday was born. What does matter is that on Memorial Day, pausing for a **National Moment of Remembrance** at 3 p.m. local time is something we all should do.

USCG TO POLAR SEA: IT'S OVER



I'm on a tug assisting an ocean tug towing the decommissioned Coast Guard ice breaker **Polar Sea**,” **Curt Dawson**, a Foss deck engineer, told the Ear on Saturday. “She's going to the ‘bone yard’ (in Seattle) and probably never seen again by the public. You probably won't see us on the Foss tug ‘Kalama.’ We're ‘made up’ on the Washington side of the ship.”

Being a fan of all things seaworthy, the Ear rushed down to the 14th Street dock to take a photo (shown) of the stately vessel sailing by, being towed by another Foss tug. There's a video of the tow, and an interview with Curt, by **Jeff Daly**, and it's posted at <http://tinyurl.com/Polar-tow>

Polar Sea's Coast Guard website says the vessel, which was built by Lockheed and commissioned in 1977, is considered “one of the world's most powerful, conventionally propelled icebreakers,” and was designed to perform Coast Guard missions at both poles (<http://tinyurl.com/Polar-use>).

With a reinforced hull and up to 75,000 horsepower, Polar Sea can break up to 21 feet of ice, or 6 feet at a continuous 3-knot speed. It can carry 150 crew members plus 35 scientists and technicians, and has five internal laboratories, with room for seven more portable labs on deck.

According to gCaptain.com, the Polar Sea was scheduled to be scrapped in 2012, but got an unexpected reprieve, and rebuilding the vessel was under consideration as a way to save taxpayer dollars (<http://tinyurl.com/Polar-scrap>). The reprieve is over.

ROLLING TO RIO

Last weekend, an unusual caravan passed through Astoria, the **Roll to Rio** (<http://rolltorio.com>) team of explorers and filmmakers on a 22,000-mile cycling trip from Vancouver, B.C., to Rio de Janeiro, Brazil, for the Summer Olympics.

From Rio, they will continue to Patagonia, Argentina, then back to the U.S. Their mission is to spread the word about the sharing economy (“peer-to-peer-based sharing of access to goods and services,” according to Wikipedia), and to promote a healthier lifestyle. The cyclists are filming a documentary and webisodes along the way, and are accompanied by a van and AirStream with internet connectivity, so they will “be able to work remotely and become true digital nomads,” the group's press release says.

“People are sharing cars, and rides and all this stuff,” team member **John Hazelwood** told Seattle's KING5.com (<http://tinyurl.com/roll2rio>). “It's kind of anti-consumerism, because all this stuff people are building and building — and why does everybody need a lawn mower?” He is pictured, courtesy of KING5.

This trip is a continuation of a previous 55-day, almost 2,500 mile cycling journey through 12 countries from Sofia, Bulgaria, to London for the 2012 Summer Olympics.



GIVE A HOOT, AND A DONATION

This **Great Horned Owl** (pictured) was found, and rescued by staff and students at **Tongue Point Job Corps** Tuesday morning.” The **Wildlife Center of the North Coast** posted on its Facebook page (<http://tinyurl.com/wcnfB>).

Just for fun, a few owl facts: A Great Horned Owl (*Bubo virginianus*) can reach a length of about 18 to 25 inches, has a wingspan of 40 to 57 inches, and can swivel its head 180 degrees, according to AllAboutBirds.org (<http://tinyurl.com/GrtOwl>).

Mated pairs are monogamous, but they don't build nests of their own — they settle into crevices in snags and trees, and even swipe old nests of other birds, especially Red-tailed Hawks.

Owls dine on smaller animals such as mice and frogs, but they also enjoy scorpions and insects. Noted as “fierce predators,” they have even been spotted preying on much larger birds, including ospreys and peregrine falcons. Their talons, when clenched, require a force of 28 pounds to open.

Digression over. If you would like to help get this recently rescued owl get back into the wild, you can make a donation via Paypal at www.coastwildlife.org, or checks can be mailed to WCNC, P.O. Box 1232, Astoria, OR 97103.

“He will need all the good vibes he can get!” the Facebook post noted. “Please help us help this beautiful guy!”



WHISTLE STOP



Interesting historical nugget and photo (shown), courtesy of a post on the **Columbia Pacific Heritage Museum's** Facebook page (<http://tinyurl.com/CPHM-ilwaco>), about a May 22, 1899 **train wreck** at the **Ilwaco (Washington) Wharf**.

“Thankfully, despite damaged equipment, no lives were lost,” the post says. “Crew members and passengers were able to safely swim ashore, though eight passengers were trapped inside the car and had to await rescue. One Ilwaco Railroad & Navigation Company (IR&N) official gained local notoriety during the rescue attempt for calling out, ‘Save me first! I'm a company officer.’”

Ah, but nothing beats an eye-witness account, and **Matt William “Bill” Koski** provides one, courtesy of a 1969 issue of **The Sou'Wester** (<http://tinyurl.com/koski-train>). He was skipping school and hiding out under the railroad trestle, when he heard the approaching train's “peanut wagon” whistle.

“When that three-car train was nearly out to the warehouse, the engine and passenger coach crashed through the trestle,” he wrote. “The box car stayed on the rails, the passenger coach hung up on a piling, which just happened to be there for some tie-up purpose, while the engine landed on its side on the bottom, completely submerged, as there was always some water at that point even at low tide.

“This particular trip was to meet the river boat at high tide. How many other people witnessed that crash, I never did find out. But one thing I do know — there were none anywhere near where I viewed it. And another thing: I wasn't about to brag to anyone as to what I saw on my hooky holiday, as I knew the answer to that one even at my age — half past nine.”

COMMUNITY NOTES

SATURDAY

Sit and Stitch Group — 11 a.m. to 1 p.m., Custom Threads, 1282 Commercial St. Knitting, crocheting and needle work. For information, call 503-325-7780.

Columbia Northwestern Model Railroad Club — 1 p.m., in Hammond. Group runs trains on HO-scale layout. For information, call Don Carter at 503-325-0757.

Spinning Circle — 1 to 3 p.m., Astoria Fiber Arts Academy, 1296 Duane St. Bring a spinning wheel. For information, call 503-325-5598 or go to <http://astoriafiberarts.com>

SUNDAY

Authentic Spiritual Conversations — 3 to 4:15 p.m., Seaside Public Library conference room, 1131 Broadway. Exploring spiritual

questions, doubts, practices and longings in a space where everyone's needs are respectfully held. All faiths, including “spiritual but not religious,” agnostic and atheist are welcome. For information, email info@cgifellowship.org or call 916-307-9790.

Line Dancing — 5:30 to 8 p.m., Seaside American Legion, 1315 Broadway. For information, call 503-738-5111. No cost; suggested \$5 tip to the instructor.

MONDAY — MEMORIAL DAY
Senior Lunch — No lunch served Monday.

Columbia Senior Dinners — No lunch served Monday.

Warrenton Senior Lunch Program — No lunch served Monday.

TUESDAY

Do Nothing Club — 10 a.m. to noon, 24002 U St., Ocean Park, Wash. Men's group. For information, call Jack McBride at 360-665-2721.

Senior Lunch — 11:30 a.m., Bob Chisholm Senior Center, 1225 Avenue A, Seaside. Suggested donation of \$3 for those older than 60; \$6.75 for those younger than 60. For information, call Michelle Lewis at 503-861-4200.

Columbia Senior Dinners — 11:30 a.m., 1111 Exchange St. The cost is \$6. For information, or to have a meal delivered, call 503-325-9693.

Astoria Lions Club — noon, Astoria Elks Lodge, 453 11th St.

Prospective members welcome. For information, contact Charlene Larsen at 503-325-0590.

A Course in Miracles — The Astoria ACIM study group meets weekly from 3 to 4 p.m. Bring your book. For information and location, call 916-307-9790 or email moffett@cgifellowship.org

WEDNESDAY

Warrenton Sunrise Rotary Club — 7 a.m., Dooger's Seafood & Grill, Youngs Bay Plaza, 103 S. U.S. Highway 101, Warrenton. For information, call 503-325-4030.

Moms Offering Moms Support Club — 9 a.m., Capt. Gray Port of Play, 785 Alameda Ave. For information, go to www.momsclubofastoria.org or email president@momsclubofastoria.org

Chair Exercises for Seniors — 9 to 9:45 a.m., Astoria Senior Center, 1111 Exchange St. For information, call 503-325-3231.

Help Ending Abusive Relationship Tendencies — 10 to 11:30 a.m., The Harbor, 1361 Duane St. HEART covers subjects related to the effects of domestic violence on children, parents and other family members, dynamics of power and control, and how to recognize red flags. For anyone in an abusive relationship, or who knows someone who is. Call Juli Hol to reserve a spot at 503-325-3426, ext. 103.

Open Sewing Gathering — 10:30 a.m. to 4:30 p.m., Homespun Quilts, 108 10th St. For information, call 503-325-3300 or 800-298-3177 or go to <http://homespunquilt.com>

Wickiup Senior Lunches — 11:30 a.m., Wickiup Grange Hall, 92683 Svensen Market Road. Free for those older than 60 (\$3 suggested donation), \$6.75 for those younger than age 60. For information, call Michelle Lewis at 503-861-4200.

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