

ONE OF THE CHOSEN FEW

Dan Campbell of Seaside experienced what he calls “my 20 minutes of fame” when he appeared Dec. 19 as a contestant on ABC’s popular game show “Wheel of Fortune.”



So how did he wind up there?

Dan and his wife, Karen, were at the Chinook Winds Casino in Lincoln City on July 16, when he sat in an auditorium with 300 other hopeful contestants, hoping his name would be drawn. “What were the chances?” he thought. Pretty good, as it turns out. His was the eighth name chosen.

The next step was an audition round in Portland, and he wound up as a finalist. “Three weeks later, I received an email,” he wrote. “I made it. It might have been the way I played, or the way I looked, but I think my introduction was the final hook: ‘Married to my high school sweetheart for 45 years; building contractor by day, suspense writer by night.’”

Dan and his wife went to Culver City, California, on Nov. 10 for the show tapings. There were “18 contestants with three alternates, all in a room with lawyers, and makeup crew and show coordinators, going over the 34 points of what we could do and couldn’t do before each of us signed our life away ... Pictures, and practice, and final makeup and a chance meeting with Vanna as she stopped to say ‘hi’ and wish us luck on her way to makeup.”

“From the armchair of my TV room the game plays easy,” he observed. “On stage it’s the puzzle, the category, the letter board — the wheel — and don’t forget the smiles and the endless clapping thrown in, to boot. Stage fright, not an issue, but sensory overload ... I smile when I think about the gal who won (\$96,860). Married, their first child due at any time, just purchased a house, and all she wanted was to win enough money to put up a fence in their backyard. That’s what the ‘Wheel’ is all about.”

“Like a finely tuned machine, ‘Wheel of Fortune’ continues its journey of 34 years and counting,” Dan added. “And out of the thousands who audition, I felt privileged to be one of the chosen few.”

BACK TO WORK



The 75-foot aluminum-hulled pilot boat **Chinook**, built by Seattle-based **Kvichak Marine Industries** (www.kvichak.com), began serving with the **Columbia River Bar Pilots** in 2000. In 2013, it was traded in when a new pilot boat, the **Astoria**, was ordered.

Astorian **Peter Marsh** spotted the **Chinook**, which by then had been renamed **Pacific Chinook**, at the **Kvichak** boatyard in 2015. Not much has been heard about it since — except that it had been sold to the Pacific Pilotage Authority in Vancouver, B.C.

But recently Peter spotted a story in the December 2016 issue of *Western Mariner* magazine announcing the arrival of the vessel at **Sea Legend Pilotage in Port Hardy, B.C.**, after an “extensive refit” and refurbishing at **Kvichak** to “bring it into compliance with Canadian standards.” The reborn **Chinook**, looking quite spiffy, is shown courtesy of the **Port Hardy Harbor Authority** (www.porthardyharbour.ca).

“The **Pacific Chinook** will probably work another 10 to 15 years, at least,” Peter observed.

HOW HIGH CAN IT GO?



The headline “19-Meter (63.3 feet) North Atlantic **Wave Sets New World Record**” on **gCaptain.com** was an eye-catcher (<http://tinyurl.com/whoa-wave>). It turns out an “expert committee” at the **World Meteorological Organization** conferred the “new world record significant wave height” title after the wave was measured by an automated buoy located between Iceland and the U.K.

In case you’re wondering, “significant wave height” actually means “the average of the highest one-third of waves” — meaning single waves could well be a lot larger. Pictured, a North Sea wave, courtesy of **kenmantx** (<http://tinyurl.com/NSeawave>).

The last wave height record, also set in the North Atlantic, was for 59.96 feet on Dec. 8, 2007. What’s puzzling is that the new record-breaker occurred Feb. 4, 2013. What took so long to announce it?

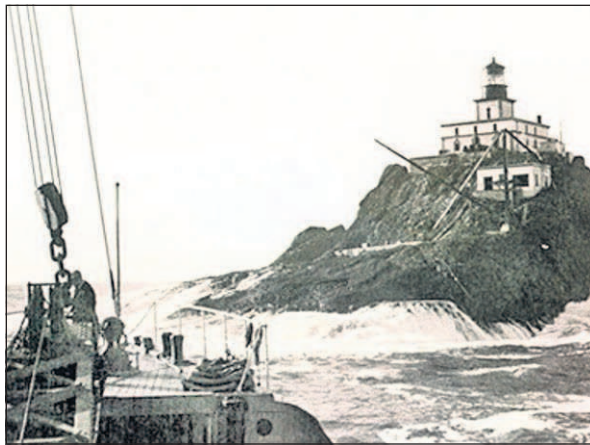
In One Ear



by Elleda Wilson

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LUPATIA’S SAD END



The year 1881 was an ugly one for ships coming to the Columbia River, and it started out with a particularly grisly wreck, that of the British bark **Lupatia** on Jan. 3, according to **Lewis & Dryden’s Marine History of the Pacific Northwest**, published in 1895.

Sailing from Hiogo, Japan, she was heading up the coast in a dense fog, and approaching the **Tillamook Lighthouse**, which was not lit, as it was still under construction. The lighthouse is pictured, courtesy of the **Cannon Beach History Center and Museum**.

“About 8 p.m., **Capt. Wheeler**, who was in charge of the work (at the lighthouse), was startled by the sound of voices outside,” **Lewis & Dryden’s** reports. “The weather was thick, with a strong southwest gale, but they at once sighted the red light of a ship inshore, and heard a terror-stricken voice give the order, ‘Hard aport.’”

“**Capt. Wheeler** immediately ordered lanterns placed in the uncompleted tower, and as quickly as possible a large bonfire was lighted. The glare lit up the scene so that **Wheeler** and his men could plainly see the vessel struggling to escape, less than 600 feet away. Her yards were aback, and she seemed to be working out of the dangerous place, but soon afterward the red light disappeared, and no further cries were heard from those on board.

“The watchers were hopeful that she had succeeded in working out of her perilous position, but when morning dawned a shattered topmast and other portions of the rigging were discovered above the surface of the water near the rocks alongshore. Not a soul was left to tell the tale, but the next day the bodies of 12 men were washed up on the beach. Whining about them was a half-grown shepherd dog, which had been more fortunate than his human companions.

“The **Lupatia** was in command of the mate, **B. H. Raven**, her master, **Irvine**, having died at sea on the way out from **Antwerp**. She carried a crew of 16 men, and most of the bodies were recovered, although the difficulty of communication with the coast at that point necessitated their burial on the spot.”

HOMeward BOUND



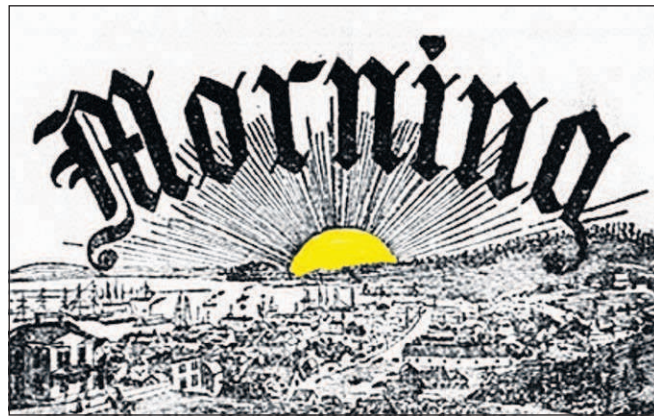
Last May, **Milton**, the wrong-way **brown booby**, made himself at home on the U.S. Coast Guard **Cutter Fir** while it was out at sea. Initially, **Milton** came and went as he pleased, but eventually he stayed aboard and rode the ship back to its home port in **Astoria**.

“It seems that when lost at sea, even the birds know whom to turn to for help!” a post on the Coast Guard Facebook page noted at the time.

But **Astoria** is a bit chilly for **Milton**, so he was sent to the **Wildlife Center of the North Coast** (www.coastwildlife.org) to be looked after until he could be transferred to a warmer, more booby-friendly climate. Incidentally, while staying at the **WCNC**, it was discovered that **Milton** is actually **Mildred**. She is pictured courtesy of volunteer **Beth Wise**.

At last, **Mildred** was ready to go, and on Dec. 19, courtesy of **Alaska Airlines** — who sponsored her flight — she headed for the sunny (and warm) skies of **California**. Farewell, **Mildred**.

1887 NOTES



A few New Year’s facts about 1887 in the **Sunday, Jan. 1, 1888**, edition of **The Daily Morning Astorian**:

- There are 989 structures in **Astoria**.
- There were 87 deaths in **Astoria** in 1887.
- One hundred and twenty-one births in **Astoria** in 1887, 63 boys and 58 girls.
- The rainfall for 1884 was 49.38 inches; 1885, 56.16 inches; 1886, 71.59 inches; 1887, 92.09 inches.
- From memoranda furnished by **A. M. Twombly**, it appears that during the years 1886 and 1887 there were 942 arrests made by the police of this city: 311 charged with drunkenness, 113 vagabonds, 10 crazy, 49 state cases (including larceny, etc.), 110 smoking opium, 189 disorderly conduct, and the balance for miscellaneous offenses and petty misdemeanors.

‘BLADES SPINNING OVER THE OCEAN’



Alternative energy fans, rejoice! **America’s first offshore wind farm** became operational on Dec. 12 off **Block Island, Rhode Island**. Built by **Deepwater Wind** (<http://dwind.com>), and taking two years to install, the project came in on time and on budget (a small miracle in these times), according to **Deepwater’s** press release. A photo of the completed project is shown, courtesy of **Deepwater**.

More than 300 local workers helped make the wind farm happen. **Deepwater** believes that the offshore wind industry can create thousands of American jobs, noting that the industry already has proven the point in Europe, employing almost 60,000 workers.

The 30-megawatt, five-turbine **Block Island Wind Farm** has 240-foot-long blades, and is connected to the mainland grid via a submarine cable. It is expected to lower carbon dioxide emissions by 40,000 tons annually. “That’s 800,000 tons over its 20-year life — the equivalent of taking over 150,000 cars off the road!” **Deepwater** claims. Not to mention, the wind farm is projected to save **Block Island** residents perhaps as much as 40 percent on their energy bills.

“**Rhode Island** is proud to be home to the nation’s first offshore wind farm,” **Rhode Island Gov. Gina M. Raimondo** said, “and I’m proud to be the only governor in America who can say we have steel in the water and blades spinning over the ocean.”

ONE-WAY TICKET



Astoria is very conscious of its large sea lion population. Not so when a **440-pound Australian fur seal** wandered into town and squished a car, it was a bit of a shock, **ABC reports** (<http://tinyurl.com/tas-seal>). Distancewise, it would be like one of **Astoria’s** pinnipeds popping up in **Jewell**.

The seal is pictured, courtesy of the **Tasmania Police**, who dubbed him **Lou-seal**. Local wildlife folks figured the critter arrived via a small estuary, and was driven to roam so far from the sea by hormones. Or, perhaps he wanted a snack.

“In the past we’ve found seals in a range of unusual locations,” one wildlife official told **ABC**, “from paddocks to car parks, to even last year we had to retrieve one from a toilet block in a cemetery.”

All’s well that ends well: **Lou-seal** was tranquilized and given a one-way ticket back to the coast.

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 — NEW YEAR’S DAY

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

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

Scandinavian Workshop — 10 a.m., First Lutheran Church, 725 33rd St. Needlework, hardanger, knitting, crocheting, embroidery and quilting. All are welcome. For information, call 503-325-1364 or 503-325-7960.

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

503-861-4200.

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

Warrenton Senior Lunch Program — noon, Warrenton Community Center, 170 S.W. Third St. Suggested donation of \$5 for seniors and \$7 for those younger than 60. For information, or to volunteer, call 503-861-3502 Monday or Thursday.

Knockers Pinochle Group — 1 p.m., Bob Chisholm Community Center, 1225 Avenue A, Seaside. Cost is \$1 per regular session per person. Players with highest and second highest scores split the prize. Game is designed for players 55 and older, but all ages are welcome.

Mahjong for Experienced Players — 1 p.m., Astoria Senior Center, 1111 Exchange St. For information, call 503-325-3231.

Line Dancing for Seniors — 3 to 4:30 p.m., Astoria Senior Center, 1111 Exchange St. Not for beginners. For information, call 503-325-3231.

Astoria Toastmasters — 6:30 p.m., Hotel Elliot conference room, 357 12th St. Visitors welcome. For information, go to www.toastmasters.org or call Christa Svensson at 206-790-2869.

TUESDAY

World War II Warbirds — 8 a.m., Labor Temple Diner, 934 Duane St.

Stewardship Quilting Group — 9:30 a.m. to 1:30 p.m., First Lutheran Church, 725 33rd St. All are welcome. Donations of material always appreciated. For information, call Janet Kemp at 503-325-4268.

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 Diners — 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.

Astoria Kiwanis Club — noon, El Tapatio, 229 W. Marine Drive. For information, call Frank Spence at 503-325-2365 or Susan Brooks at 503-791-3026.

Astoria-Warrenton Duplicate Bridge Club — 12:30 to 4 p.m., Astoria Senior Center, 1111 Exchange St. Anyone may play if they have a partner; to request a bridge partner, call 503-325-0029.

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