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# COMMUNITY

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IN ONE EAR • ELLEDA WILSON

## WHERE'S JEANE LAKE?



"I live in Taree, New South Wales, Australia," Sarah Martin wrote. "I am hoping that you can help me find someone my parents, Phillip and Jackie Donkin, are looking for. In 1972, a young lady named Jeane Lake (pictured) came out to Australia as an exchange student from Astoria. She was about 16 at the time."

"My grandparents, David and Norma Donkin, took her in from another family until she went back to America. Unfortunately, my grandmother lost contact with her over the years."

Do you know where Jeane Lake might be? She graduated from high school in 1976, and is probably in her 50s. She went to work in the laboratory at the Portland Sanitation Department, and married a man named Bob Miller. Her sister, Judy, married Dan Miller (no relation), and there is a younger sister named Bobby. Her mother's name was Anna Lake. If you have any idea of how to contact Jeane, please call the Ear at 503-325-3211, ext. 257, or email ewilson@dailyastorian.com

"My parents would really like to find her, but have been unable to locate her," Sarah added, "I am hoping that you maybe able to point me in the right direction, or find someone who may be able to help me."

## BEACH GHOUL



For a little summer fun, several photos of Astoria's own glam-our ghoul, Vampira (aka Maila Nurmi), as you've likely never seen her before, vamping at the beach, on a Style Excess blog post called "Summer chic according to ... Vampira" (<http://tinyurl.com/vampbeach>). Two of the photos are shown.

And, to go with the photos, an apropos quote from Maila's niece, Sandra, from the Vampira Facebook page: "I thought my aunt was my own, private Cinderella. I'd never seen anyone quite so beautiful and stayed as near to her as I could. Thirty-five years later, Maila wrote to me saying her mother said that, 'Sandy was quite taken with you.' And so it was, and remained so, for the rest of her life."

## NOSTALGIA TIME



OK, Astoria High School grads, this one's for you. The Astoria School District Facebook page, on Wednesday, posted this: "Wow, we just uploaded our 30,000th picture into the school district photo archives. That's a lot of scanning and we aren't even close to being done yet."

No they're not kidding. Go to <http://tinyurl.com/AHSphotos>, and you will see lots of folders of photos. Click on the "AHS" at the top of the page to see the albums sorted by decade — the photos go back to the 1930s. The image shown is of the 1956-1957 student body officers.

As fun as it is to look at all those photos, there's more. "Our next part of the project is to collect your stories about the pictures," the post continues. "Below each picture is a comment box where you can tell us what you remember about a class, teacher or team. We want to hear your story so we can share it on our new website. It's free and it's fun to share." So get busy, already, and start adding captions.

## MYSTERY DOCK



Last Friday, Nellie Hux was walking on the beach north of Long Beach, Washington, and posted the photo shown on Facebook. "Not sure what this big metal box is that washed up," she wrote, "(but) seagulls are enjoying it, and I saw a guy dancing on it." Which of course, got everybody wondering what it was, and where it came from — not to mention, who was that dancing guy?

It resembled the 2011 Japanese tsunami debris dock that rolled in near Newport, but before anyone could get a really close look, it disappeared. Most figured the city of Long Beach had picked it up.

The Ear emailed Long Beach City Administrator David Glasson, but he said the city had nothing to do with its removal. He recommended I contact Scott McDougal with the Pacific County Emergency Management Agency.

But the PCEMA "was never contacted about this debris, and it was long gone before I was ever aware that it was there," Scott McDougal replied. "Judging by the pictures I have seen of the debris on social media, it did not appear to have been in the water for six years ... It is, in my opinion, much more likely that this was a recent piece of debris."

So who took the dock off the beach? A little more sleuthing revealed it was George Hill of Hill Autobody & Towing in Ocean Park, Washington, who removed it for the Washington Parks and Recreation Department. And, it was quite an operation, since the dock was 40 feet by 10 feet by 3 feet, and weighed 8 tons. That's a whole lotta metal, and you can see the video of them moving it at <http://tinyurl.com/HillDock>

The dock wound up at the local landfill on the peninsula. And its origins are not a total mystery, after all. "We were told the dock most likely broke loose locally, and is not part of the Japanese tsunami debris," George noted. "I would agree, as the zincs on the ends were all English writing." Making Scott McDougal's guess right on the money. So, who's missing a dock?

## NOT SO SMOOTH SAILING



Some life-saving tidbits, starting with one from the May 13, 1890, edition of *The Daily Morning Astorian*: "Maj. T. J. Blakeney yesterday inspected the surf boat recently received here for the new life-saving station at Fort Stevens (pictured courtesy of the U.S. Coast Guard). It was badly battered en route ... but, putty and white lead is a poor substitute for planks intended for use of shipwrecked mariners in stormy seas, and the major declined to accept it unless placed in proper trim ..."

"Maj. Blakeney also has given orders for the construction of a signal tower, and has also had constructed a telephone line, which with the telegraph, will place the station in instant communication with this city."

But it didn't say if the station tried out a new life-saving device mentioned in the April 15, 1888 edition: "A patent has been granted to Capt. Timothy Akin Sr., a New Bedford (Massachusetts) pilot, for a rocket, or projectile, made of metal and filled with oil, which is to be thrown from the shore near or around vessels that are stranded. It can be thrown from the same gun that throws the life-line across stranded vessels."

The rocket would sink, and the oil inside would float to the surface, creating smooth water for a life-saving crew. The captain planned to send the device to life-saving stations around the country to try out.

That same year, a German inventor, M.W. Meissel, came up the idea first, to be used by commercial ships to smooth rough seas (<http://tinyurl.com/MWMeissel>). Despite favorable testing results for both uses, the captain's device seems to have disappeared into history.

Ironically, in 1893, on a stormy night, two of his sons, Capt. Timothy Akin Jr. and his brother, Fred, and four other men launched a surf boat in heavy seas to save the crew on a wrecked brig off Cape Cod, Massachusetts (also known as the Graveyard). Five drowned, including the Akin brothers, according to the Cuttyhunk Historical Society (<http://tinyurl.com/CaptAkin>). Everyone on the brig was saved the next day — whether with, or without, the use of the senior Capt. Akin's oil rockets is unknown.

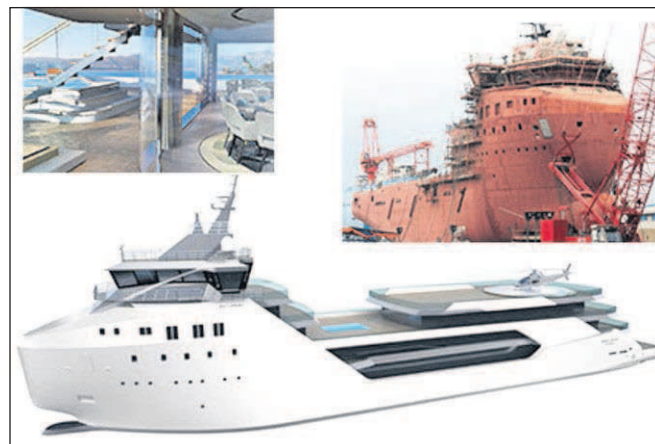
## DOWNTIME WITH JIM KNIGHT



Jim Knight, the Port of Astoria's executive director, was featured in the Downtime section of Oregon Business magazine in April (<http://tinyurl.com/PortKnight>), and had some interesting things to say on several subjects, including his business role model.

"My father was a mid-level manager for IBM," Knight, who is pictured courtesy of Oregon Business, said. "That man put on a white shirt, suit and tie five to six days a week, and worked in a small office or a cubicle week after week for over 30 years. He worked hard to care for his five sons. He taught me perseverance and overcoming obstacles and to rise to every challenge, no matter how difficult." Skills that are surely coming in handy in his current position.

## UGLY DUCKLING NO MORE



Here's to recycling on a grand scale: The Vard 1-08 Kilkea, a retired 268-foot long container ship, is being converted into a world class low fuel consumption expedition superyacht, according to DigitalTrends.com (<http://tinyurl.com/vardyacht>).

The hull is ice-classed, so the Kilkea can travel in glacial climates, or any climate that can handle the vessel's 16-foot draft. It's designed to carry up to 36 guests and can travel for up to 30 days without needing refueling or restocking. And let's not forget all the amenities, including a helicopter deck, space for boat tenders and small planes, etc. The yacht design, and the shell of the Kilkea, shown are courtesy of the Edmiston yacht brokerage ([www.edmiston.com](http://www.edmiston.com)). Never has a container ship looked so good.

Admittedly, the state of the art yacht has a pretty blah name, but hey, you can always change it once you cough up the \$72 million you'll need to buy it.

## WHISPERING WHALES



Not much was known about baby humpback whales, and how they made the strenuous 5,000 mile migration with their mothers from their birthplace in the tropics to the feeding grounds in the Arctic or Antarctic. A mother and baby humpback are pictured in a photo by Fredrik Christiansen.

To learn more about how the calves survived this journey, scientists from Australia's Murdoch University and Denmark's Aarhus University attached suction cup tag devices to eight calves and two mothers before their migration began, NewAtlas.com reports (<http://tinyurl.com/whisperwhale>). The tags transmitted sounds and tracked movements for 48 hours before dropping off and floating to the surface.

The data retrieved revealed something unexpected: Baby whales are "whispering" to their mothers with soft grunts and squeaks, a clever survival tactic so they won't be overheard by nearby predators or male humpbacks. You can hear the sounds at <http://tinyurl.com/babysqueak>.

"This migration is very demanding for young calves," study lead author Simone Videsen Videsen said. "... Knowing more about their suckling will help us understand what could disrupt this critical behavior (such as ship noises), so we can target conservation efforts more effectively."

## COMMUNITY NOTES

**SATURDAY**  
**Lower Columbia R/C Society** — 8:30 a.m., back room at Uptown Cafe, 1639 S.E. Ensign Lane, Warrenton. Local Academy of Model Aeronautics (AMA) chartered radio control model aircraft club meets for breakfast and business. All model aeronautics enthusiasts are welcome. For information, call 503-458-5196 or 503-325-0608.

**Angora Hiking Club** — 9 a.m., Sixth Street parking lot. Bayocean Spit hike. For information, call June Baumler at 503-368-4323.

**Chinook Indian Nation** — 11 a.m. council meeting, Chinook Tribal Office, 3 Park St., Bay Center, Washington. Meeting is open to all tribal members; attendees are reminded to bring a potluck item. For questions, call the tribal office in advance of the event at 360-875-6670.

**Sit & Stitch** — 11 a.m. to 1 p.m., Home-spun Quilts & Yarn, 108 10th St. Bring knitting, crochet or other needlework projects to this community stitching time. All skill levels welcome.

**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**  
**Blacksmith Enthusiasts Meet** — 10 a.m. to 3 p.m., Camp 18 Blacksmith Shop,

42362 U.S. Highway 26, Seaside. Participants welcome to bring their own forge and anvil setup. Metal available to experiment with; coal is provided. No charge, but donations to the Camp 18 Loggers Memorial Museum welcome. For information, contact Mark Stanley at 503-434-0148 or Herman Doty at 971-306-1043 or ringinganvil-design@gmail.com

**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.

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