

# Barnett: Next court appearance set for next week

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each month, Sheriff's Office Lt. Matt Phillips said.

About 9 p.m. Saturday, Seaside Police responded to the scene of a woman possibly being assaulted with two minor children present at the home. Police also heard that someone connected to the disturbance may have been driving while highly intoxicated.

When officers came upon the 1999 Dodge Durango allegedly driven by Barnett, it was moving at a high rate of speed with the lights off. As they attempted to stop the SUV, it hit the police car before speeding off.

Shortly after, the SUV — driving northbound on U.S. Highway 101 — jumped a sidewalk outside of McDonald's restaurant, struck a concrete light pole and slammed into a bus stop shelter occu-



Ron Althoff

**The woman charged with manslaughter in a fatal crash in Seaside on Saturday night had a high blood alcohol content, authorities said.**

ried by two men. One man — Robert Miles, 42, of Hammond — died, while another — Abdirisak Mohamed, 41, of Longview, Washington — was critically injured.

"The car ended up almost hitting City Hall, but then she fled the car," Buzzard said in court.

Witnesses pointed officers in the direction where Barnett reportedly fled and found her hiding behind bushes. Soon after, Barnett admitted to being the driver and drinking prior to the crash, according to an affidavit.

Barnett has been charged with first-degree manslaughter,

second-degree assault, third-degree assault, strangulation, two counts of failure to perform the duties of a driver to injured persons and DUII. She remains in jail on a \$500,000 bail. If convicted on all charges, she faces at least 16 years in prison. Her next scheduled court appearance is next week.

# Fireworks: 'This is not a simple problem'

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## City limits

"While I respect what the Better Plan folks are doing and trying to accomplish, this is not a simple problem and it probably doesn't have a simple solution," Wolfe wrote in an email. "Laws are only as good as our ability to enforce them."

It's unclear whether State Parks officers would help make sure local rules were followed if they were different than state law, Wolfe said.

Many complaints about fireworks involve violations of rules that are already in place. So making more restrictive laws for selling and lighting off fireworks might not improve the situation, Wolfe said.

"Locally sold, safe and sane fireworks are generally not the problem," he wrote. "Most complaints involve fireworks that loft explosive projectiles or detonate with loud bangs. Most of these are not sold on the peninsula and may not be legal."

However, more dangerous fireworks are available elsewhere, so limiting access to safer ones could backfire, he said. He suggested stricter enforcement of existing rules might be more effective.

Survey takers from peninsula cities favored limiting or banning fireworks by 76 percent, results show.

Long Beach Mayor Jerry Phillips said some on the City Council want to cut a couple of days from the eight-day state schedule, but the majority does not.

The council does not plan to consider changes for fireworks until after new members are elected in November.

Ilwaco plans to stay in line with Long Beach and unincorporated Pacific County when deciding whether to change its rules for Fourth of July celebrations, Mayor Mike Cassinelli said.

"Right now we are in a wait-and-see mode," he said.

Washington requires 365-day notice before changing rules for fireworks. If new regulations were approved now, they wouldn't take effect until the Fourth of July in 2019.

Not a Ban, a Better Plan is working to help the peninsula put limits in place before the rowdy crowds of a weekend holiday come in 2020, Vanneman said. "We just cannot go through what we went through in 2015 again," she said.

# Seabirds: 'It's not just a need, I think it's an obligation'

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Oregon and Washington state vessels in the sablefish longline fisheries spool out miles of horizontal line set with baited hooks. Conflicts occur when seabirds, expecting an easy meal, dive down to snatch the bait and hook themselves instead.

Besides the economic impact of losing bait to hungry birds, there is the ever-present fear that if too many endangered seabirds get harmed, fishery restrictions or even closures could follow. Such fears exist across fisheries where gear and animals clash.

This year, the fishermen and others involved in the highly lucrative Dungeness crab fisheries in Oregon and Washington state started collaborating with researchers, biologists, fishery managers and gear manufacturers to figure out ways to avoid entangling whales in crab lines, hoping to address the issue before

it becomes a major problem.

The bycatch — accidentally catching a species not being targeted by fishing gear — of seabirds in longline fisheries is a conservation concern around the world. An estimated 160,000 seabirds are killed in longline fisheries worldwide each year.

Albatrosses are especially vulnerable: Of the 22 species, 15 are threatened with extinction. They take a long time to reach breeding age, often not laying eggs until they are 5 to 10 years old, and, then, only laying an egg a year or every other year, Gladics said. It doesn't take much to make a deep cut in these birds' populations. Fishermen have to report all hooked short-tailed albatross to the U.S. Fish and Wildlife Service.

A common solution to keep birds away from gear is to string up brightly-colored rubber streamer lines, or "bird scaring lines," that flutter above the sunken, baited long-

lines, creating a visual barrier. But Gladics said it's not a "one-size-fits-all" solution.

The way fishermen use their gear can vary with conditions and location. Areas with strong currents, scavengers near the bottom, or more scavengers near the top can mean lines need to carry more weight so they'll sink quickly, or a float to make sure they don't sink too fast or too far.

"The solutions really have to be tailored for these different characteristics that fishermen are working under," Gladics said.

The study found that if streamer lines are used in combination with other methods, like setting hooks at night when birds are less active and getting baited longlines to sink quickly, the likelihood that an albatross will try to grab bait drops considerably.

"There's collateral damage that could be avoided by experimentation or research that could make (a fishery)

better," said Al Pazar, a commercial fisherman and captain of a research boat for hire based out of Florence who has worked with Gladics and other researchers and groups over the years to address issues around seabird bycatch. "That's where collaboration comes in."

Issues like albatross mortality can shut multimillion-dollar fisheries down, he said. "Fishermen want to perpetuate their business and their stocks ... so we're quite interested in making it better."

The solutions proposed in the study are the type that don't get in a fisherman's way, he said, easy for crews to adopt and relatively inexpensive for vessel owners to incorporate. Fishermen, in fact, suggested night fishing as a method of avoiding interactions with albatross.

"It's not just a need, I think, it's an obligation to minimize this kind of interaction," Pazar said.



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