

THE  
**QUARTER DECK**

SUMMER 2018



**USCGC Bluebell**  
Workhorse of the Columbia

COLUMBIA RIVER MARITIME MUSEUM



## **USCGC *Bluebell*: Workhorse of the Columbia**

The crew of *Bluebell*, a 100-foot inland river buoy tender homeported at Swan Island in Portland, prepare to return a buoy to the water off the tip of Tongue Point, Oregon. The buoy will be held in position by the huge concrete sinker shown. The sinkers are fabricated at the Coast Guard's Tongue Point buoy depot. In the background are two of three WWII seaplane hangars still standing on the former Navy base.

Commissioned, April 4, 1945, *Bluebell* is the second oldest still-serving cutter in the Coast Guard fleet. In support of their primary mission of facilitating safe commerce on inland waterways, *Bluebell* sailors have serviced aids to navigation along the Columbia, Snake and Willamette river systems for 73 years; *Bluebell's* crews are justifiably proud of their role in safeguarding more than \$23 billion of cargo transported on the Columbia, Willamette and Snake rivers annually.

**On the Cover:** Coast Guard Cutter *Bluebell* approaching Astoria's 17th St Pier. Bow of CGC *Steadfast* at left.

Photos by Bruce Jones

# From the Wheelhouse

Sam Johnson and I were thrilled to welcome my old friend Rear Admiral David Throop to the Museum in April. Throop leads the 2,335 Active Duty, Reserve and Civilian personnel who man the service's 39 operational units in Washington and Oregon, and protect the waters and mariners whose heritage our Museum celebrates.

The active presence of the USCG and its predecessor services on the Columbia River dates back to 1856, when the Revenue Cutter *Joseph Lane* was dispatched to Astoria to enforce the collection of Customs duties. In the same year, the Cape Disappointment lighthouse was placed into service. One-hundred sixty-two years later, its beacon still guides thousands of mariners across the Columbia River Bar each year.

*Bluebell*, homeported on Swan Island in Portland, is the second oldest cutter in the USCG's operational fleet. Since her 1945 commissioning, *Bluebell* has covered virtually every navigable inch of the Columbia, Snake, and Willamette Rivers on her primary mission of servicing aids to navigation. This is a blue collar, working cutter, where steel toed boots, hard hats, heavy gloves and eye protection are given hard use. Her crew get hot, cold, wet, muddy and sore working aids in all weather. *Bluebell* maneuvers up close to the obstacles that they help other mariners avoid: rocks, shoals, mud, and wrecks.

*Bluebell* is a historic, well maintained, operational cutter, whose service is at the heart of this Museum's mission. We are honored to take possession of her propeller, which played an integral, if unseen, role in the execution of *Bluebell's* mission for many years.

*Bluebell* was already 17 years old when Rolf Klep's dream of a Columbia River Maritime Museum was realized. She is still going strong at 73, and remarkably, may still be a vital presence on the river at age 100 and beyond. Several factors explain her longevity: Mission - *Bluebell's* work is necessary, her mission valid, and the people of the Pacific Northwest rely on her; People - she is cared for by a trained and dedicated crew who operate her 7 days a week, partnering with others throughout the Columbia River and adjoining waterways; Support - the deep network providing a steady stream of funding for parts, fuel, training, and ongoing repair and maintenance, as well as periodic major repair and overhaul and updating of systems.

How do we ensure that our Museum, like *Bluebell*, will thrive at 73, and 100? Our steadily increasing visitor count – nearly 117,000 in 2017 – tells us that our mission remains necessary and wanted. Our exceptional crew of 25 full and part-time employees, 60 volunteers and 35 Trustees are dedicated to fulfilling the mission with creativity and passion. And our broad and generous network of members, donors, visitors and other supporters ensures we are able to not only maintain our facilities and programs, but grow as necessary to accommodate and exhibit new collections and knowledge.

Here's to reaching our 75th anniversary in 2037 even stronger, more vital and relevant than today.



Bruce Jones, Deputy Director



*Bluebell* Commanding Officer Chris Boss and 13th District Commander Rear Admiral David Throop look on as Museum Deputy Director Bruce Jones speaks during a ceremony accepting a decommissioned *Bluebell* propeller.

Photo by Matthew Palmgren

**USCGC *Bluebell*** is the second oldest cutter in the Coast Guard's operational fleet. Since her 1945 commissioning, *Bluebell* has covered virtually every navigable inch of the Columbia, Snake, and Willamette Rivers.

THE QUARTERDECK  
SUMMER 2018



Photo by Jeff Smith

### From the Collections: *Concord* Ventilator

This striking brass and glass artifact, donated in 1963, is a combination skylight and ventilator from USS *Concord* (PG-3), a twin screw, steel hull, 244 foot, heavily armed gunboat which ended her distinguished career at Knappton Cove, just across the river from the Museum, as a quarantine vessel from 1914-29. Commissioned in 1891, *Concord* sailed on the East Coast, Gulf Coast and in the West Indies before shifting to the Pacific in 1893. She cruised throughout the Far East and Bering Sea before joining Admiral George Dewey's Asiatic Squadron at the Battle of Manila Bay, and saw further service in the Spanish-American and Philippine-American Wars. Her last underway naval service was on the Yangtze Station, protecting American interests in ports such as Shanghai and Canton.

After decommissioning in 1909, *Concord* became a barracks ship for the Naval Militia of Washington at Seattle. In 1914 *Concord* transferred to the Treasury Department's Public Health Service for use as a quarantine station vessel at the Columbia River Quarantine Station. She was returned to Naval custody in 1929 and sold. Today, the history of the quarantine station is on display at Knappton Cove Heritage Center across the river from Astoria in Washington State.



### USS *Concord* circa 1891

Photograph from the Bureau of Ships Collection in the US National Archives

# Staff and volunteer spotlight

The Museum's longest-serving employee, **Celerino Bebeloni** (right) "Rino" to his friends, was hired in July 1984 when the Museum was a shadow of its current self. Rino has seen much change and growth in his 34 years. He shows no sign of slowing down; he may be working here long after the rest of us have retired!

Rino is a vital part of the Facilities team, keeping the museum, displays and grounds looking great. He has walked an incalculable number of miles in the galleries and spaces with a broom, mop, floor polisher or vacuum.

Rino is always willing to go the extra mile; his dedication and good cheer are constants. He loves to talk about the weather and current events. An accomplished musician playing guitar and piano, Rino and his wife live in Seaside; his grown daughter lives in the Portland Metro area.

Rino, the entire Museum family thanks you for your dedication, work ethic and inspirational attitude!



**Kenny Ginn** (left) is our longest-serving volunteer, beginning his service in 1990 as the "official" rope maker. Kenny comes faithfully every Saturday and has logged 3,877 hours through 2017. Kenny loves boats and the river, and working with Museum visitors of all ages. He is meticulous and precise in his ropemaking. While no one is keeping track, Museum staff may not be too far off the mark when they joke that Kenny has made enough rope to circle the earth! We are very thankful to Kenny and all of the Museum's 60 volunteers for making the Museum experience enjoyable for all our visitors.

Museum Store and Visitor Services Manager **Blue Anderson** presented "Making a Pretty Penny: Displays, Merchandising, and Visuals to Pop Your Sales" at the annual Museum Store Association conference in Washington D.C.

Curator **Jeff Smith** presented "Post-Disaster: Staying Connected When You Are Closed For A Spell" at the annual Oregon Heritage Conference in Bend.

Education Director **Nate Sandel** was special guest of the Japanese Consulate in Portland at a reception to honor the Emperor's birthday. During the program Consul General Uchiyama praised the Museum's work with U.S. and Japanese students on the Mini-boat program.

Deputy Director **Bruce Jones** presented "Planning to Recover: Hurricane Katrina Lessons Learned" at the annual Council of American Maritime Museums conference in Bermuda. He also published "Coast Guard Defines 'All Hands on Deck'" in the February 2018 issue of U. S. Naval Institute "Proceedings" magazine.

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## USACE Survey Vessel *Elton*

A familiar sight to mariners and river watchers on the lower Columbia River, the U. S. Army Corps of Engineers (Portland District) Survey Vessel *Elton* can be seen getting underway virtually every day from its home in the East End Mooring Basin. Commissioned in 2010, *Elton* replaced the 42 year old survey vessel *Hixon*. Faster (38 knots) and with a more stable, hydro-foil assisted catamaran design that provides a stable platform for monitoring channel and harbor conditions and precisely surveying areas in need of dredging, the 59' 5" *Elton* is relied upon by both Columbia River Pilots and Columbia River Bar Pilots to ensure safe passage of deep draft vessels.

The USACE dredges *Essayons* and *Yaquina* are among the tools used to "vacuum" sand and silt in waterways and navigation channels not only on the Columbia River, but in numerous Washington, Oregon and California ports.

Support of navigation needs is one of the Army Corps of Engineers' earliest civil works missions, dating back to 1824. The U.S. Congress, recognizing the importance of the Columbia and Willamette rivers to the economy of the Northwest, established the Portland District in 1871.

The United States Army Corps of Engineers Survey Vessel *Elton* practices a man overboard drill on the Columbia River near Astoria's East End Mooring Basin.

Photo by Bruce Jones

## New Exhibit in the Marine Art Gallery: Rolf Klep: Artist, Author, Museum Founder

Before he poured his energy and passion into founding the Columbia River Maritime Museum, Rolf Klep enjoyed a highly successful career as a commercial artist and illustrator. Klep's works featured prominently in many of the most popular magazines (Newsweek, Colliers, Life, Look, Women's Home Companion among many others) during his productive period of 1927-56. The Museum's new exhibit will feature examples of these as well as his work as an author and illustrator of published books.

Born in Portland, Oregon, Klep was a self-proclaimed "river rat" who early on became fascinated by ships, boats and water. The family moved to Astoria when Klep was nine; by fourteen he got his first summer job as a deck hand on the *Tourist No. 1* ferry.

After graduating from the University of Oregon with a degree in fine arts, Klep married and headed east to try his fortunes in Chicago, arriving with just \$40 in his pocket as the stock market crashed in 1929. After four months, Klep found work as a commercial artist in advertising art, first for a firm and then as a freelancer. In 1934 the Kleps moved to New York City and Rolf continued freelancing, perfecting techniques for using the airbrush—Klep was the first U. S. artist to adopt this technique for advertising illustration.



Artist Rolf Klep stands in front of one of his space flight training illustrations on display as part of a 1969 University of Oregon Museum of Art retrospective exhibit.



Rolf Klep perfected the use of the airbrush in illustration. This trademark style cutaway of the S.S. *United States* was done in 1952 for a three-page foldout in *Life*. It featured the largest U.S. built luxury ship, already proven to be the fastest liner afloat.

With the outbreak of WWII, Klep joined the Navy, serving as a graphic art and production supervisor as well as doing illustrations for various government publications. After his discharge in 1945, Klep (while continuing in the Naval Reserve) returned to freelance work in New York, receiving many commissions. Of note, his work for the First Annual Symposium on Space Travel in the early 1950s resulted in several books that conceptualized space travel and voyages to the moon, then still a distant dream.

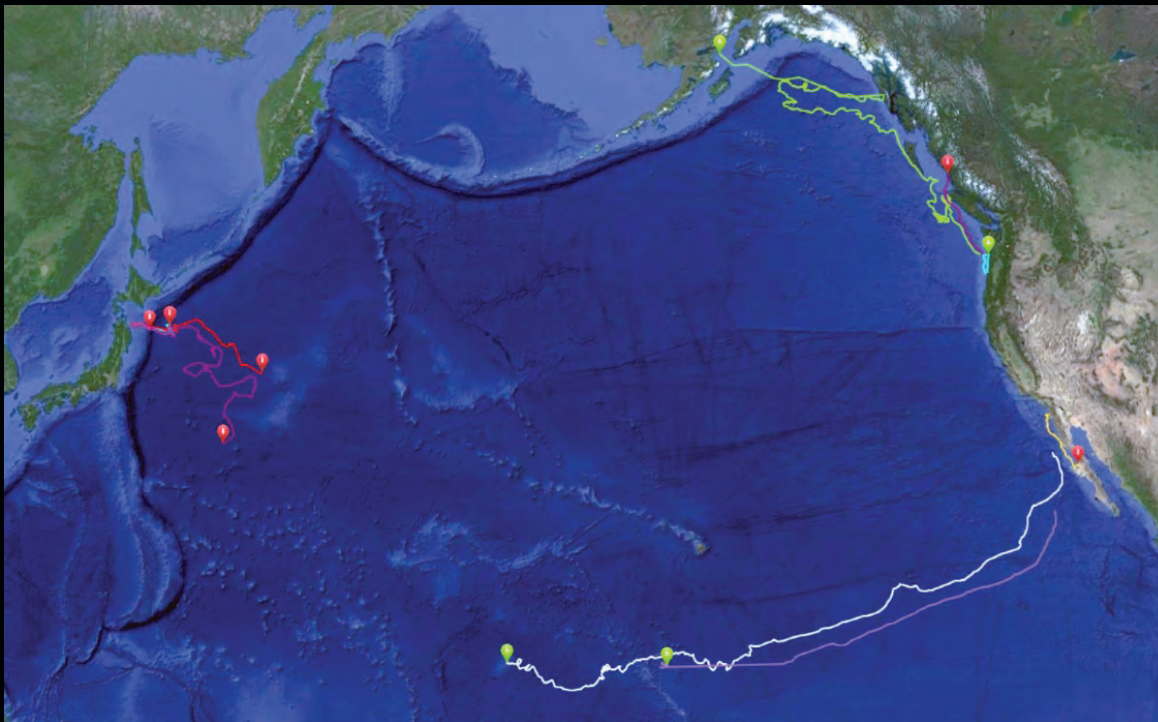
The Kleps returned to Oregon and a home in Gearhart in 1956. Rolf soon found himself involved in many civic organizations, booster clubs, and Astoria's first Planning Commission. In January 1962 a thirty-five year dream was fulfilled when Klep gathered an enthusiastic group of like-minded individuals to create the Columbia River Maritime Museum. Fifty-six years later, we celebrate Klep's talent with this exhibit: Rolf Klep—Artist, Author and Museum Founder

# CRMM Mini-Boat Program

## Transoceanic Classroom Between Aomori, Japan and Oregon

The Museum's extraordinarily impactful and wide-ranging education programs have expanded in an exciting way. Education Director Nate Sandel designed a program – funded by generous donations from more than a dozen benefactors – that enables students from Oregon and Japan's Aomori Prefecture to embark on a scientific and cultural exchange - without ever leaving their classrooms! Five Oregon classes from different schools constructed two Mini-Boats each. Five were launched from the North American Coast; Nate hand-delivered the others directly to Japanese partner classes in Hachinohe. After much public ceremony and finish work on the boats, they were launched with great fanfare in Japan in December 2017.

Japanese and American students track the boats' movements via GPS. Using real-time NOAA data, students are sharing predictions on where the boats will sail and creating friendships. One of the surprising positive results has been the enthusiasm of those who have found grounded mini-boats and helped relaunch them.



### Track the Mini-Boats

Satellite map showing tracks and location of the Mini-Boats. Current positions can be monitored on the Museum website [crrmm.org](http://crrmm.org)

## Newsworthy Mini-Boats



### S/V Nishikaze

Our most successful mini-boat to date was taken aboard the cable laying ship Decisive before departing Astoria for sea, and launched 12/2/2017 off the coast of Baja Mexico. Weathering many storms, she has already sailed an incredible 5,000 miles and is more than a thousand miles southwest of Hawaii. What an amazing adventure she has had!

*S/V Nishikaze class photo*

Photo by Nate Sandel





San Diego Lifeguards relaunching Mini-Boat  
Photo by Brian Zeller



Education Director Nate Sandel teaching in Japan

## S/V Boat-A-Lahti

S/V *Boat-A-Lahti* was taken aboard USCG Cutter *Alert* in Astoria, and deployed 9 miles SW of California's New Point Loma Lighthouse. After only 10 hours at sea, she washed up on San Diego's Mission Beach, and was found by lifeguards on their morning patrol. Lifeguard Brian Zeller, who had visited our Museum, kindly relaunched S/V *Boat-A-Lahti* 3 miles offshore via a SD Lifeguard vessel. She travelled south and washed up on Baja Mexico's Malarimio Beach.

In March 2018 we received this email.

*Found your boat washed ashore on a very remote beach in Baja - I know you know it is there because I checked your website now that I'm back in 'civilization'. I was working as a whale guide at a remote beach camp at the mouth of Scammon's Lagoon, and took an 8-hour roundtrip hike to explore that very remote section of beach. There is really no way to get there other than foot along the shore, just miles of shifting sand dunes, and a very shallow and wave-strewn ocean just offshore, with almost constant onshore winds. The boat looked to be in great shape, but the little solar unit under the plexiglass had shifted a bit. It was more than 100 yards above the tideline when I found it. I move it and put it up on a nearby shrub - there was no way I could relaunch it on that lee shore and crashing waves. Sorry to say that it's unlikely to get anyone out there - but you never know. You have shipwrecked in a very remote and beautiful location!*

*Yours, Pat Conroy*

Nate opened the MBROC (Mini-Boat Recovery Operations Center) and made contact with The Captain of the Port and Mario from Mario's Eco Tours who graciously retrieved the Mini-Boat and are storing her at the Port of Guerrero Negro until a vessel is secured to relaunch her.



S/V Boat-A-Lahti aground on Baja Mexico's Malarimio Beach

Photo by Pat Conroy



Crew of Coast Guard Cutter *Steadfast* launching *Pacific Lotus*.

USCG Photo

### ***S/V Red, White, & Blue Crew***

After 82 miraculous days at sea the *S/V Red, White, and Blue Crew* made landfall on the East side of Legma Island, 16 miles SW of Sitka, AK. USCG Air Station Sitka was alerted, located her from the air, and sent this report:

LT Sirokman- "We were unable to pull the project vessel from Scappoose Elementary School off the beach and refloat it without a rescue swimmer aboard, however, we got an updated location. In the meantime, attached are some pictures our ace photographer, AET2 Dart, took from the mighty MH-60T."

The Johnson Family and Compass Rose Charters independently found and safely recovered *S/V Red, White, & Blue Crew*, and delivered it to CRMM's newest partner, Ms. Golden's 6th grade science classes at Blatchley Middle School in Sitka. The Mini-Boat had only minor hull damage, but her sail was unsalvageable.

Nate Sandel traveled to Sitka with a new Mini-Boat sail with one side decorated by the 6th graders at Otto Petersen Elementary School in Scappoose, OR, and the other side blank so the AK students could put their own stamp on the boat they would relaunch the following day during a field trip into Sitka Sound.

Sixteen days later, after sailing another 700 miles, she shipwrecked on Augustine Island in the Cook Inlet 60 miles west of Homer, AK. After reactivating the MBROC we made contact with Susan Saupe, Director of Science and Research at the Cook Inlet RCAC who agreed to lead a recovery and relaunching party when her team visits a science station less than a mile from the Mini-Boat location in May.



Maneuvering between bulk carriers on either side of the Astoria anchorage, pilot boat *Connor Foss* approaches the outbound missile tracking and telemetry ship *Pacific Collector* to remove the river pilot and embark a bar pilot.

## Scene on the River

Photos by Bruce Jones

*New History*, indeed. The maritime heritage and history our Museum celebrates continues to unfold on the Columbia River. The Museum campus provides superb opportunities to view an endless variety of vessels engaged in trade, research, national security and defense, fishing, law enforcement, recreation, and many other activities. These scenes, captured in the Astoria anchorage over the past year, illustrate a small fraction of the maritime work routinely on display on the Great River of the West, where history is made every day.



The 505 foot Arleigh Burke class destroyer USS *Barry* (DDG-52) swaps a river pilot for a bar pilot enroute to sea, after visiting both Astoria and Portland as part of the annual Rose Festival Fleet Week.



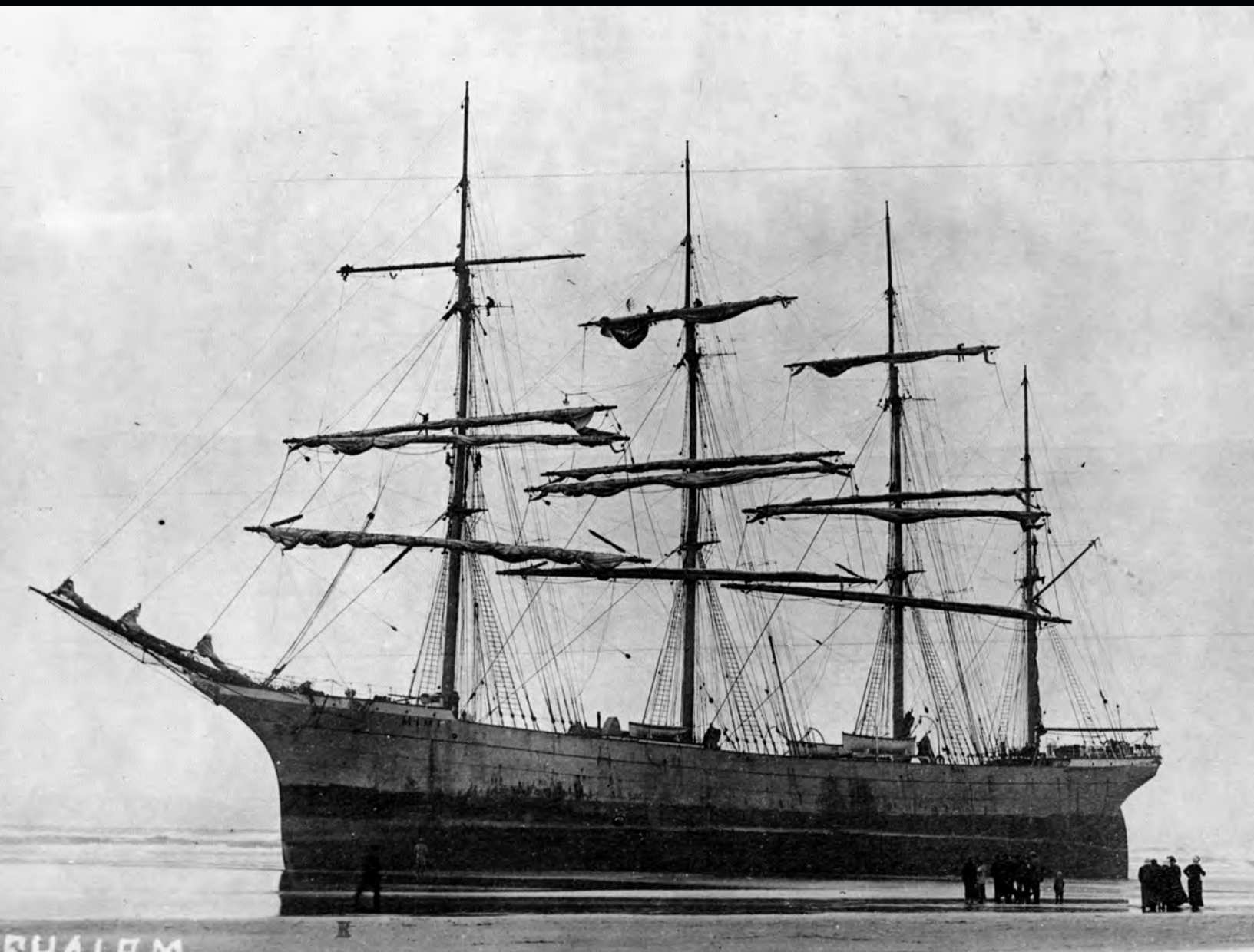


### ***Lady Washington***

The full-scale replica brig *Lady Washington* sails past the Museum during one of her periodic visits to Astoria. She was built in Aberdeen Washington, by Grays Harbor Historical Seaport and launched in 1989, and has appeared in many films and television shows. The original *Lady Washington* left Boston Harbor in October 1787 with the Columbia Expedition, sailed around Cape Horn, and participated in the maritime fur trade with the coastal Native Americans in the Pacific Northwest and in tea and porcelain across the Pacific in China. She was the first American-flagged vessel to round Cape Horn and the first recorded vessel to make landfall on the Oregon coast (near Tillamook).

# *Mimi* – An Avoidable Tragedy on the Nehalem Spit

By Theodore Lundy, Maritime Archaeological Society volunteer



The *Mimi* as she stood after the February 1913 grounding on Nehalem sands. Note the crew working in the rigging aloft.

CRMM 551-11793

The 283 foot, four-masted, steel-hulled barque *Mimi*, had sailed north for several days in fog so thick it was impossible to take bearings. Captain Westphal reckoned they were off the mouth of the Columbia River. As the twenty year old ship headed east, her crew heard breakers, but not in time to keep *Mimi* from running aground in the sand on Nehalem Spit, far from her presumed location. All hands walked ashore in morning, at low tide. The vessel remained upright as each successive high tide moved her further ashore. It was February 13, 1913.

Tragedy struck not in the grounding, but in the ship's failed refloating in April, at a cost of at least 16 lives, after *Mimi's* owner's representatives, salvors, and insurance companies determined she could withstand the stress of pulling her off the beach.

**Tragedy struck not in the grounding, but in the ship's failed refloating in April 1913, at a cost of at least 16 lives.**

Fisher Engineering Company of Portland was awarded the salvage contract. If successful in bringing her up the Columbia, they would earn \$24,000, nearly half of the ship's \$60,000 value, but nothing if the attempt failed.

*Mimi* carried 800 tons of permanent rock ballast, determined by the naval architect who designed her as necessary for stability. Captain Fisher's plan to refloat her began with removing 350 tons of ballast – nearly half.

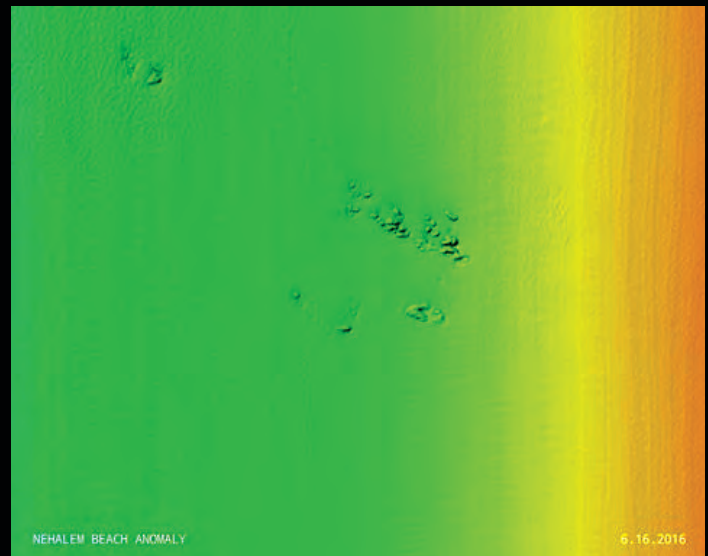
Alarmed at the sight of the ballast coming off, Garibaldi Life Station keeper Captain Robert Farley warned Captain Westphal and the salvage crew, but was ignored. Fisher placed two large mushroom anchors well beyond the breakers, and secured them with heavy line to two donkey engines placed on the ship.

The salvage effort was to begin the night of April 5, 1913 when the Spring tide was highest. It happened that a gale was expected at the same time. Captain Farley, afraid the storm driven waves would capsize the dangerously lightened ship, forcing him to risk his life saving crew in a rescue in the middle of the storm, phoned Fisher headquarters asking that they delay. Again, they ignored him.

The night before, the first mate reportedly had a nightmare, telling his mates he had dreamt *Mimi* would become "a dead sailor's hotel." He had seen his mates' corpses floating with seaweed in their hair and a cloud over their faces. He and two others abandoned ship by climbing down the lines securing *Mimi* to shore. As other sailors prepared to follow, Captain Westphal interceded with his pistol.

As high tide, and the gale, approached, the donkey engines applied tension to the lines and the big ship began to move off the sand. Captain Westphal later reported "Shortly after 3 AM on Sunday morning as she broke free of the sand, she began to roll from side to side in an unnatural way. I was walking forward to tell the donkey engine man not to pull *Mimi* further seaward but to anchor where she was. A sudden lurch took the vessel and I was pinned to the forward deckhouse by a fallen top spar." After being freed, a wave hit her. "When the wave struck the ship I was standing well forward. It caught me and carried me aft, hurling me into the mizzen ratlines. Here I clung. Captain Fisher and the cabin boy also caught hold. *Mimi* shuddered and rolled over onto its side." The sailors in the rigging had no chance. Others fell from the deck into the sea. The cabin boy was washed away.

Others, including Captain Westphal and Captain Fisher were able to cling to ropes attached to the now vertical deck. Westphal said he told the sailors still on board their chances of survival were better staying with the ship.



**Nehalem anomaly:** NOAA multi-beam sonar image rendered to a 1m resolution. This anomaly lies just offshore of Nehalem Spit and is very likely the remains of the barque *Mimi*.

Nonetheless, many leapt into the sea or were swept overboard by waves breaking over the hull, which lay in approximately 30 feet of water, with about 13 feet of the side protruding above. The remaining seven men made their way into the ship's hold for partial protection from the cold wind and waves.

Onshore, Captain Farley and his Garibaldi Life Station crew hauled their life saving boat to the scene on a cart with a team of horses, after rafting the cart and boat across the Nehalem River.

At 8 AM, the lifesavers turned back from their first attempt to reach the ship; there was no sign of life, and they thought it useless to go further. Onlookers on shore including Sheriff Crenshaw heard voices coming from the ship. Captain Farley reportedly scoffed at the idea. In the afternoon, a hat could be seen waving from a hole in the vessel. Captain Farley chose to delay another rescue attempt, waiting for a lower tide, saying the undertow near the ship would pull his boat under. Late in the afternoon the lifeboat crew did make a second and third "apparently feeble" attempt, in both cases rowing out only a "few hundred feet" before turning back.

The seven men remaining on the wrecked *Mimi*, seeing the final attempt stop short and darkness falling, realized they were facing a second night of hanging on to a cold, wet corner of the overturned ship. One of the men attempted to swim to shore, making it only "a few rods" (a rod = 16 ½ ft.) before sinking from sight. Two others died of exposure during the night. (continued on next page)

### Ongoing shipwreck research:

This article represents part of the ongoing research that members of the Maritime Archaeological Society are undertaking to help document the many shipwrecks that are on our shores. This information will be compiled and submitted to the States of Washington and Oregon for inclusion in their archaeological databases, helping to identify and ultimately protect these cultural resources for the future.



Horrified onlookers the day after the *Mimi* rolled over in the surf during the attempted salvage effort, killing 16.

CRMM 504

On shore, the three who had abandoned ship prior to refloating offered to take the lifesaving boat out to rescue their shipmates but Captain Farley refused to release his boat to them. Feeling that Captain Farley lacked the courage to execute a rescue, Sheriff Crenshaw and others contacted the next lifesaving station to the north, on the Columbia River (perhaps Point Adams? The record is unclear) and detailed the situation. They agreed to assist, and a tug was hired to bring the replacement crew and their life saving boat to the Nehalem wreck.

Before they arrived however, Captain Farley took his crew and boat out to the ship and rescued the four men still aboard, including Captains Westphal and Fisher. The bodies of the two men who had died overnight were removed the following day. In a critical editorial, the Tillamook Herald claimed that “the sudden activity of Captain Farley was due to the fact that the Columbia River crew was about to do something and it was time for him to get in and deliver the goods or lose his job.”

Faulty dead reckoning, a salvage plan based on faulty stability calculations (or guesses), failure to recognize the danger posed by the gale, failure to stop pulling with the donkey engines as the gale built, and a delayed lifesaving operation: as with many shipwrecks, it was a series of bad decisions that ultimately led to tragedy.

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1913 “The Four Master *Mimi* Turns on Her Side While Being Refloated at 3 A.M. Sunday” April 8: 1, 4 Tillamook, OR.

### The Morning Oregonian

1913 “Aid Asked, Denied” Tuesday February 25: 12 Portland, OR.

### The Sunday Oregonian

1913 “Work Begins This Week To Save Ship” Sunday March 2: 7 Portland, OR.

### The Morning Oregonian

1913 “Farley And Crew May Be Extolled” Thursday April 17: 16 Portland, OR.

### The Morning Oregonian

1913 “Whistles on Bark Sound Disaster” Tuesday April 8: 3 Portland, OR.

### Tillamook Herald

1913 “Another *Mimi* Victim Found” June 3: 1 Tillamook, OR.

### James A. Gibbs

1956 Shipwrecks of the Pacific Coast, Binforde & Mort, Portland OR

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Editorial Staff: Julie Flues, Jeff Smith

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Coast Guard No. 36474 in the Museum today

## Blast From the Past: Coast Guard No. 36474

Edited from the Spring 1978 Quarterdeck: Motorists and waterfront watchers passing by the new Museum building might have been startled to see what appeared to be a large boat firmly stuck in one of the structure's access doors. That impression was very nearly accurate. Coast Guard 36 foot motor lifeboat No. 36474, with a 10 foot, nine inch beam, was being coaxed inch by inch through an opening just exactly as wide. This passage began early the same day at the former Pt. Adams Lifesaving Station in Hammond, where the boat had been stored since its donation by the Coast Guard to the Museum in 1969. Sent down the old launching equipment to the cold, choppy Columbia River, and afloat for the first time in a decade, 36474 was taken in tow by a 44 foot motor lifeboat from Coast Guard Station Cape Disappointment and brought to the Port of Astoria. From there, a Brady-Hamilton Stevedore Company crane lifted it onto a flatbed. Once at the Museum,



Coast Guard No. 36474 shoehorned into the Museum

Bumble Bee shipyard workers, "aided by the crane, a good deal of ingenuity, and a few strategically placed Anglo-Saxon words", rolled the boat into the Great Hall, where restoration was completed.

### From the Summer 1987 Quarterdeck:

"Computer Project Underway: The Museum ventured into the realm of modern computer technology earlier this year with the purchase of a Cordata PC400 microcomputer, complete with hard disk data storage unit, printer, and necessary programs. Office Manager Carol Puderbaugh and Office Assistant John Capps are presently well into the big task of entering data for automating the processing of our memberships and memorials. The computerization will eliminate a great deal of needless retyping of the same information..." This first ever CRMM computer's blazingly fast specs: Processor Speed 12 MHz, Memory 512 KB, and Hard Drive 10 MB.

# CRMM: New Members 9/7/17 - 4/30/18

## Ensign

Iliana Arroyo  
Joe Brignone  
Christine Bryant  
Jack W. Cates Jr.  
Timothy Feldt  
Logan Garner  
Jeff Groth  
Thomas Hartsig  
Peggy Hunsaker  
Jordan Lawrance  
Mary Lilledahl  
Rosemary McGrath  
Ken B. Nelson  
Bryce Potter  
Sean Reckart  
Jasmine Rosado  
Ann Stiles  
Susan Walters  
Mark A. Ward  
Jane Wood

## Crew

Robert Eric Adams and Peggy Adams  
Jerry Allen and Keri Ferraro  
William Allen  
John and Athena Andersen  
Ron and Shirley Anderson  
Curtis and Judy Barnes  
Bill and Laura Bartels  
Marianne Baty-Pittard  
Kerry and Kari Borgen  
Michael and Karen Burch  
Bill Cabell  
Trevor and Keri Campbell  
Timothy Carman  
Gregory and Valerie Carnese  
Roger A. Chope and Anne Morrow  
Megan Cochran  
Kent Craford  
George and Frances Crandall  
Ralph and Patricia Crawford  
Harold Csergei and Karen Robinson  
Jonah and Jessyka Dart McLean  
Matt DePaul and Ashley Davis  
Brian and Heather Dillon  
Mitch and Alethea Eckhardt  
Bill and Debbie Eitner  
Richard and Rosemary Elfering  
Jason and Barbi England  
Michael Farmer and Jamie Lilly  
Joe and Cathie Funari  
Doug and Christie Gardiner  
Jeff and Lindsey Graham  
Mike Gwaltney and Kathryn Zacher  
Hirofumi and Taeko Haga  
Marty Harman  
David and Donna Marie Haskell  
Robert and Jessica Horrace  
Mart Hughes and Kathy Bolin

Gerry Hunter and Linda Hays  
Ken and Laura Iverson  
Bob and Debbie Johnson  
Brent Kahle and Ray Kahle  
Nick and Jaina Kapranos  
Brian and Amber Karren  
Jeremy and Shannon Kishpaugh  
Ted and Gigi Lambert  
John B. and Shawna Lapp  
Damian and Kellie Latona  
Harold Chaz Laughlin and Angela Laughlin  
Christofer and Elinore Leavenworth  
Robert and Roberta Mastrantonio  
Larry and Ellie McClure  
Erin McCune and Leigha LaFleur  
Denise Miller and Mariana Karnesky  
Sarah Miller  
Thomas and Janet Miller  
Christopher and Margaret Minnick  
Mario and Chanel Moreno  
Terry and Tara Nelson  
Aimee Nemeyer  
Susan Olson  
Dennis and Mary Helen Parfitt  
Dennis and Renee Patterson  
Jennifer Pool  
John and Cathy Portwood  
James and Judi Rankin  
Cory and Alicia Reese  
David and Lisa Reimer  
Nancy Renton  
Polk and Patricia Riley  
Neil and Marilyn Ringquist  
Zachary and Shannon Ripp  
Gale Rockwell and Renee' Caldwell  
Jim and Holly Rodway  
Steve and Judie Rubert  
Richard and Karen Sabol  
Steve Sauro  
Michael and Debra Sensenbach  
Heather and Scott Seppa  
Brian and Alisha Silkey  
Ellen Silverman  
Brendan Smith and Natasha Leos  
Jim Smith and Jamie Erickson  
Jerome and Nicole Steegmans  
John and Teresa Timmons  
Pres and Mary Troy  
Denis and Lynn Vannier  
Travis and Cecelia Wakefield  
Jenny Williams and Julie Williams  
Ken and Cyndi Wodrich  
Phil and Jaime Ziebert

## Helmsman

Pete Adam and Toni Trost  
Xander and Sara Almeida  
Sam Averett and Linda Colwell  
Darin and Vivian Baker  
Ray and Su Benson

Pat Berg and Rebecca Mathern  
Nathan and Alicia Bower  
Randy Bowers and Jim Vanderford  
Gail Cameron  
Catherine Caughey  
Donald Disbrow and Tracy Tenny  
Steff Eiter and Lucy Barna  
Glendon and Anna Ely  
Michael and Jill Endicott  
Al and Nina Fleckenstein  
Scott and Annabel Guptill  
Richard Gustafson and Colleen Tilley  
Michelle Johansson and Adam Galloway  
Joe and Mary Ellen Johnson  
Wade and Dena Johnson  
Ed and Karen Jones  
Albert and Christine Kende  
Josef Kiesenhofer  
Nate and Martha Killops  
Amanda King and Luci Stanton  
Shawn and Mollee Leech  
Dan Negley and Patricia Wylie  
Zona Nelson and Amanda Rohne  
Samer Obeid and Brooke Krawetz  
Jeffrey and Pamela Payne  
Matthew Roberts and Sara Keeney  
Larry and Carol Scott  
Alex and Jamie Seabold  
Ken and Fran Snow  
Kevin and Jen Spaeth  
Alex Stevens and Lauren Rae Sewell  
K. Michael and Anne N. Thompson  
Seth Tichenor and Gad Perez  
William Weiss and Glenna Traen  
James and Sonia Wood  
Sam and Kathi Yockey

## Boatswain

Victoria Abrahamson  
Julius Dalzell  
Mark Hails  
Bradley and Elizabeth Hartsig  
Theresa Jones  
Wilson W. and Jeanne R. Mark  
Lewis Nimmo  
Eric and Britta Noguerra  
Michael and Cathi Reiley  
James and Randle Sharpe  
Bennett Shoop  
Geoff and Diane Spalding  
Kay Udelhofen  
Charlie Waibel  
William and Sonya Wells

## Columbia River Society

Captain Anne McIntyre

## Business Partner

SSI Shredding Systems

# In Honor of 9/7/17 - 4/30/18

Elaine Bauer  
Pegg Spring

David A. Pearson  
Elaine Bauer

## Memorials 9/7/17 - 4/30/18

Wes Anderson, AHS Class of 1944  
Bob Kearney

John William "Billy" Bader, Jr.  
Ron and Shirley Anderson  
Marianne Baty-Pittard  
Roger A. Chope and Anne Morrow  
Robert and Roberta Mastrantonio  
International Brotherhood of Electrical Workers  
Local 48  
Sarah Miller  
Thomas and Janet Miller  
The Rentons – Nancy, James, and Richard  
Ken and Katie Weber

Dave Bennett  
Bill Cabell

Mrs. Jean Curry  
Darlene Story

William C. "Bill" Elder  
Ernest and Virginia Barrows  
Dave and Sue Corkill  
George and Frances Crandall, and Winifred Doran  
Larry and Jean Petersen  
Gordon and Carol Wolfgram

Dr. John H. Freer  
Horace Harrison, Jr., and Kalliopi Harrison

John L. and Margaret Pray Goodenberger  
Susan Schneider, Jennifer Goodenberger,  
Mark Goodenberger and John E. Goodenberger

Mr. James Hurst  
Mr. and Mrs. Douglas Hamilton

Esther K. Jerrell  
Captain Fred B. Jerrell

Bill Kendall, AHS Class of 1944  
Bob Kearney

Kenneth Lampi  
Clifford and Sylvia Lampi  
Virginia Shepherd

James A. McClaskey  
Kay McClaskey

Greg Newenhof  
Dave and Sue Corkill  
Gary and Roberta Muehlberg  
Jerry Ostermiller and Lynne Johnson  
Jim and Holly Rodway

Carol Olson  
Ken and Ardi Chapman  
Steve and Kathy Johnson  
Arline LaMear  
Juanita B. Price

Captain Martin E. West  
Captain Jeffrey Salfen and Linda Salfen

USS Knapp DD-653  
John E. Forrester, EM2c  
Lester Hass, BT3c  
Thomas E. Hume, RM2c  
Louis A. Sebastian, QM3c

**Back Cover:** *USS Portland (LPD-27)*, the U.S. Navy's 11th amphibious transport dock ship, steams toward Astoria, where it remained for two nights before continuing to Portland for its 21 April 2018 commissioning ceremony.

Photo by Bruce Jones



**COLUMBIA RIVER MARITIME MUSEUM**

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