

THE
QUARTER DECK

SUMMER 2019

LINE



COLUMBIA RIVER MARITIME MUSEUM

timid

Columbia River bar pilot. The bar pilot's job is to guide ships through the 17-mile-long bar at the mouth of the river. The job is one of the most rigorous and dangerous in the world.

“A bold reaction from an experienced pilot is important in allowing ships to move safely. . . . It is no place for the timid or the faint of heart.”

—Captain Robert Johnson, Columbia River Bar Pilot



Shifting Sands

A tremendous amount of silt flows down the Columbia from the Cascades and is deposited at the mouth of the river. Ocean currents build underwater sandbars 5 to 10 feet high in a year. As a result, the geography of the bar is constantly changing, and millions of dollars per year are spent on dredging to keep shipping channels open. Each year, the U.S. Army Corps of Engineers removes enough sand to fill 500,000 dump trucks—5 to 6 million cubic yards.



Above photo:

Visitor Shannon McBride posted this photo to Facebook, with the comment “My husband and I LOVE this museum! It’s so well curated and easy to follow. Plus, a few of the exhibits are REALLY kid friendly. Our 6 year old loves trying to turn the big ship wheel and LOVES to keep up with the simulated weather forecast!” Thank you Shannon and family! Photo courtesy Shannon McBride

On the Cover:

The Liberian-flagged, 1990-built, 655 foot automobile carrier *Hojin* awaits the arrival of a Columbia River Pilot while transiting upriver through the Astoria anchorage. Car carriers are a regular sight on the Columbia; the Port of Portland saw imports of 227,000 Toyotas, Hondas, Hyundais and other vehicles in 2017. Portland is also the West Coast’s number one automobile exporter, shipping out 87,000 Fords the same year. Photo by Nate Sandel

From the Wheelhouse

Samuel Johnson, Executive Director

“All that Mankind has done, thought, gained or been: it is lying as in magic preservation in the pages of books.” Thomas Carlyle - 19th century Scottish philosopher

One of the many pleasures of my job is the opportunity to browse the books and materials of the Ted Natt Library. Enticingly, my office is just a few steps away from the library so it is easy to get caught up by the siren call of the books on the shelves or by a new acquisition or gift.

When I was very young my mother used to take me to our local library each week to exchange books I had read for new ones. Even at that young age I wanted to explore the shelves beyond my reach, believing that the books that I could not reach probably held the greatest secrets.

As I grew older, and taller, I was able to reach these books and discover the wealth that they held. Now, I can “reach” most books on any shelf here at the Museum. In addition, through the wonders of the World Catalog, I have access to the shelves of libraries throughout the world. Yet there are some books that I am absolutely sure hold secrets I would love to know but which are still out of my reach. These are books in foreign languages. In my personal book collection, I have many boat books whose pictures and drawings tantalize me but they are written in languages that I cannot read, including French, German, Swedish, Norwegian, Spanish, Italian, Arabic, Russian, Croatian, Dutch, Portuguese, Turkish, Faroese, Japanese, and Danish. To bring these somewhat more into my reach, I have added to my collection technical and general dictionaries in as many of these languages as possible. This helps, but also makes me more certain that each book holds amazing things hidden from my view.

I am an inveterate aficionado of used bookstores, always hoping for a new find to add to my or the Museum’s collection. Recently, Bruce Holmes, a Museum volunteer, showed me a bound copy of the Report of the 1880 Cruise of the U. S. Revenue-Steamer *Corwin* in the Arctic Ocean. His great-grandfather, Captain C. L. Hooper, commanded *Corwin* which carried among its scientific observers naturalist John Muir.



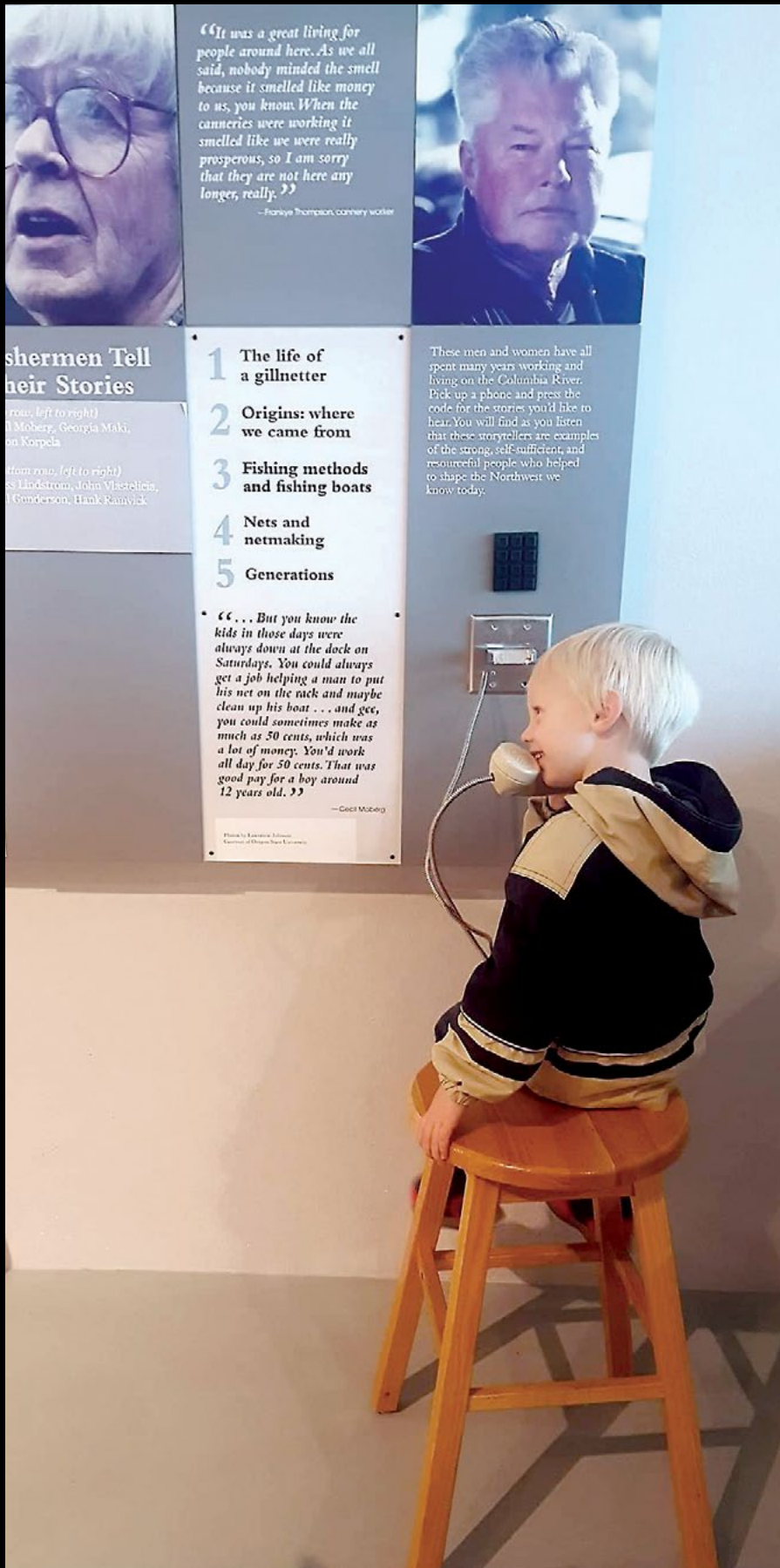
“The Long Voyage” Artist: Quint Bucholz, Berlin ©

Muir’s observations were published in 1915 as “The Cruise of the *Corwin*.” Although I have read many of John Muir’s books, this is one I missed, so I now had a new search image as I prowled used bookstores.

Then, recently on a trip to a favorite bookstore in Mt. Vernon, WA, I came across a facsimile of a log of a cruise of the *Corwin* to the Arctic. I seized on this with delight, sure that I had a treasure to add to the Museum’s collection. Because the Revenue Marine was a progenitor of the U.S. Coast Guard, I passed the book to the Museum’s Deputy Director and retired Coast Guardsman Bruce Jones. Instantly curious, he did something I should have done earlier, asked the Curatorial staff for any *Corwin* material. To my surprise reference librarian Marcy Dunning quickly located three of *Corwin*’s original expedition reports and a number of other papers and materials, including a first edition of John Muir’s book. So my grand discovery was not so grand after all, but my disappointment was quickly supplanted by pride in the breadth and depth of the Museum’s collections.

Thomas Carlyle was right. Books are magic.

Museum News



“It was a great living for people around here. As we all said, nobody minded the smell because it smelled like money to us, you know. When the canneries were working it smelled like we were really prosperous, so I am sorry that they are not here any longer, really.”
 —Frankie Thompson, cannery worker

Storytellers Tell Their Stories

(from top, left to right)
 Cecil Moberg, Georgia Maki, and Korpela
 (from row, left to right)
 Ed Lindstrom, John Vlastakis, Hank Gundersen, and Hank Kariyevick

- 1 The life of a gillnetter
- 2 Origins: where we came from
- 3 Fishing methods and fishing boats
- 4 Nets and netmaking
- 5 Generations

These men and women have all spent many years working and living on the Columbia River. Pick up a phone and press the code for the stories you'd like to hear. You will find as you listen that these storytellers are examples of the strong, self-sufficient, and resourceful people who helped to shape the Northwest we know today.

“... But you know the kids in those days were always down at the dock on Saturdays. You could always get a job helping a man to put his net on the rack and maybe clean up his boat... and get, you could sometimes make as much as 50 cents, which was a lot of money. You'd work all day for 50 cents. That was good pay for a boy around 12 years old.”
 —Cecil Moberg

Photo by Amanda Adams, Curator of Oregon Ship Collection

The Museum is proud to participate in several new programs designed to increase access to the Museum, and further our mission of sharing our maritime heritage and history:

Community Free Day: The Museum's Community Free Day exceeded all expectations, bringing in an astounding 1,388 visitors, including many community members and families with children who had not been in the Museum in years. Additionally, visitors donated \$1,134 and 1,218 pounds of canned goods for the local food bank. The day was a great success in furthering our mission of sharing our maritime heritage, and we plan to do it again next year.

Museums for All: a nation-wide program seeking to provide low income individuals the opportunity to participate in cultural experiences. Visitors presenting a Supplemental Nutrition Assistance Program (SNAP) Electronic Benefits Transfer (EBT) card, and a valid form of photo ID, are offered admission for \$3 (the current regular adult admission is \$14).

Blue Star Museums: a collaboration between the National Endowment for the Arts, Blue Star Families, the Department of Defense, and museums across America. Each summer since 2010, Blue Star Museums have offered free admission to the nation's serving military personnel and their families, including National Guard and Reserve.

This wonderful photo by Laura Parker shows her son Jameson listening to his late cousin and commercial fisherman Bill Gundersen at one of the Museum's oral history kiosks on Community Free Day. A perfect representation of the Museum's mission to connect the present to our maritime history and heritage!

Photo Courtesy Laura Parker

COLUMBIA RIVER MARITIME MUSEUM 2019 Board of Trustees

Secret Ocean

Come see the Museum's newest 3-D film offering – showing every hour on the hour – **Secret Ocean. Aircraft Carrier** continues showing on the half hour.

Jean-Michel Cousteau, son of ocean pioneer Jacques Cousteau, offers a breakthrough look at a secret world within the ocean that is perhaps the biggest story of all—that the smallest life in the sea is the mightiest force on which we all depend. Alongside marine biologist Holly Lohuis, he invites viewers to dive into this whole new world that will leave them in awe of the beauty and diversity of the oceans – the source of all life on our planet – and inspire an even stronger desire to protect what they have either seen for the first time or perhaps re-discovered along the journey.

Narrated by renowned oceanographer Dr. Sylvia Earle, **Jean-Michel Cousteau's Secret Ocean 3D** introduces audiences to over 30 species, illuminating behaviors captured for the first time thanks to the development of new tools that allow underwater filming in 3D, ultra-HD 5K, slow motion, macro, and with motion control, and takes them to remarkable and vibrant environments such as the Bahamas, Fiji, and Bimini.



Pop-Up Store

The Museum Store has expanded into the Kern Room with an array of attractive, special merchandise offerings tied to the Secret Ocean movie theme. Come shop with us!



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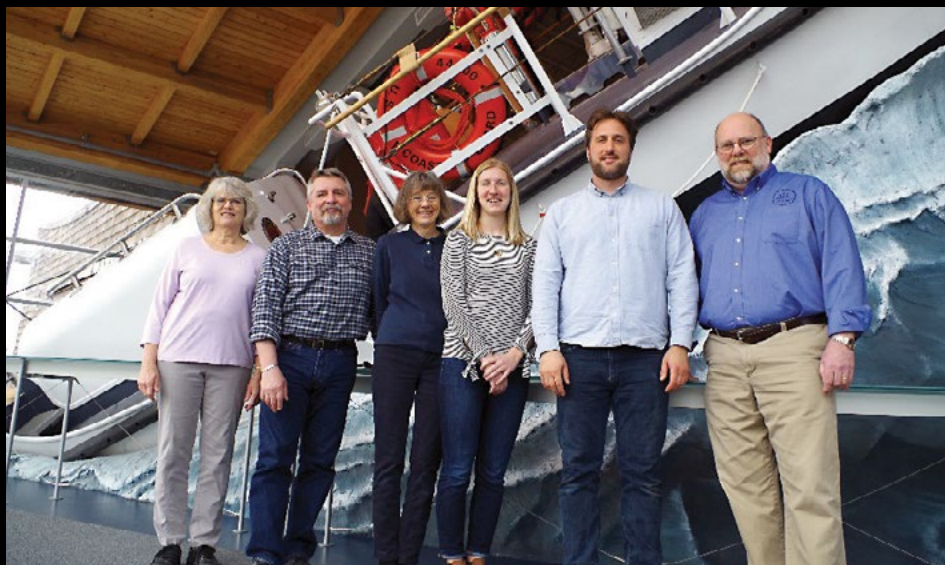
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Staff and Volunteer Spotlight

The Curatorial Department is underway with a full head of steam since the Peter Brix Transformational Fund (see sidebar) made possible late in 2018 the hiring of two half-time Collections Technicians, Christine Trexel and Chuck Bollong, as well as a new Registrar, Meg Glazier-Anderson (Matthew Palmgren was promoted to Assistant Curator). Trexel and Bollong, along with volunteers Ellen Frye and Stephanie Smith, have completed the data conversion of over 42,000 object cards representing the Museum's collection of artifacts, photographs, charts, journals and other objects. The staff is now busy moving artifacts, many boxed since the 2000 remodel, across the street to the Maritime Heritage Resource Center (former Astoria Builder's Supply) for unpacking, evaluating, documenting and shelving. This work will make the collections far more accessible to our own staff and outside researchers, as well as for planning exhibits. The Brix Fund also provided for additional hours for part-time librarian Marcy Dunning to make some of our unique archival materials searchable on the World Catalog.

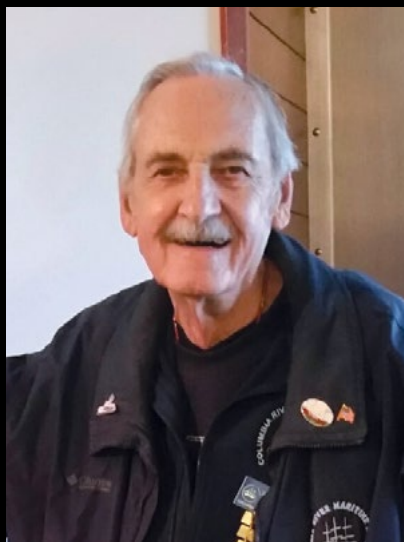


Curatorial staff: Christine Trexel, Chuck Bollong, Marcy Dunning, Meg Glazier-Anderson, Matthew Palmgren and Jeff Smith

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Brix Transformational Fund

Longtime Trustee Peter Brix's generosity and vision will result in lasting improvements to the Museum's exhibits and collections management. The Brix Family Trust is granting \$1.5 million for the express purpose of accelerating the digitization of collections and library records; developing a Collections Plan, identifying areas for both new collecting and deaccessioning; and creating three major new exhibits over the coming years: Shipwrecks, River Commerce, and Indigenous Coastal Peoples. The Museum is profoundly grateful for this transformative gift.



One of the Museum's great strengths is its dedicated volunteer corps, who donated 4,861 hours in 2018 in support of various departments including Curatorial, Education, Visitor Services and the Museum Store. **Lynne Leland (left)** began volunteering in October 1991, and has specialized in docent tours and the Lightship, with a total of over 1,860 hours. **Bob Chamberlin (right)** first volunteered in January 1992, and has logged over 4,367 hours, primarily on the Lightship. Chris Bennett (who preferred to have no photo) serves on the lightship, helps with school programs and records volunteer hours, including over 1,500 of her own since 1992.

COLUMBIA RIVER MARITIME MUSEUM

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Haley Werst
Visitor Services

Administrative Services

Elizabeth Hayes
Administrative Assistant

Barbey Maritime Center

Chuck Bollong
Instructor/Curatorial Technician



Associate Store Manager Ann Bronson brought the CRMM name to Dublin, Ireland. Ann was awarded a scholarship from Enterprise Ireland to attend their January retail trade show in Dublin, joining fellow Museum Store Association (MSA) members from the Virginia Museum of Fine Arts, the National Geographic Museum in Washington DC, and New Mexico's Georgia O'Keefe Museum. Ann's scholarship was based on an essay she wrote that focused on similarities between seafaring histories of Ireland and the Pacific Northwest.

Visitor Services and Store Manager Blue Anderson presented a seminar in Las Vegas on Merchandise Open-to-Buy best practices to an audience of non-profit retail that included aquarium, hospital, library, and museum stores. Blue currently sits on the Museum Store Association national board and is the Chairperson of their Education Advisory Group which is the industry leader in training, education and resources for cultural commerce professionals.



Education Director Nate Sandel presented the Museum's Miniboat program as a panelist at the Council of American Maritime Museum's annual conference at the Wisconsin Maritime Museum in Manitowoc, Wisconsin. The conference was also attended by Curator Jeff Smith and Assistant Curator Matthew Palmgren.





As crude oil spreads from her ruptured cargo tanks into Prince William Sound, *Exxon Valdez* offloads cargo to tanker *Exxon Baton Rouge*.
Photo Courtesy Exxon Valdez Oil Spill Trust Council

Shipwreck: *Exxon Valdez*, 30 years ago, Bligh Reef, Alaska

"We've fetched up, ah, hard aground, north of Goose Island, off Bligh Reef and ah, evidently leaking some oil and we're gonna be here for a while and, ah, if you want, ah, so you're notified." - Captain Joseph Hazelwood's initial radio call from *Exxon Valdez* to the Valdez Traffic Center, 12:26 am, March 24, 1989.

22 minutes earlier, with Captain Hazelwood below in his stateroom, and the third mate the only officer on the bridge, the 987 foot tanker, loaded with 1,264,155 barrels of North Slope crude, ripped her belly open on Bligh Reef, well outside of the navigation channel in a remote area of Prince William Sound.

Environmental Catastrophe: Tens of thousands of barrels of heavy crude oil an hour poured from the ship's eight ruptured cargo tanks. By 3:30 am, nearly 6 million gallons had spilled into the Sound's pristine waters, and eventually, 10.8 million gallons would foul over 1,000 miles of coastline, causing extraordinary environmental and economic damage to a vast area of Alaska. The cleanup was complicated by the remoteness of the location, and the additional damage which all available clean up methods inflicted on the previously pristine coastline. The environmental consequences were severe; according to the Exxon Valdez Oil Spill Trust Council, "the spill killed 250,000 seabirds, 2,800 sea otters, 300 harbor seals, 250 bald eagles, up to 22 killer whales, and billions of salmon and herring eggs."

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The Oil Pollution Act of 1990 (OPA-90) required substantially enhanced measures for pollution prevention, response and financial accountability, including double hulls on newly built barges, and new tankers.

Causal Factors: As is the case with most shipwrecks (and airline crashes, for that matter), multiple investigations identified various forms of human error – on the part of the ship’s crew as well as systemic management failures - as causal factors. The NTSB report faulted “the failure of the third mate to properly maneuver the vessel because of fatigue and excessive workload; the failure of the master to provide a proper navigation watch because of impairment from alcohol; the failure of Exxon Shipping Company to provide a fit master and a rested and sufficient crew; the lack of an effective Vessel Traffic Service because of inadequate equipment and manning levels, inadequate personnel training and deficient management oversight; and lack of effective pilotage services.” (NTSB/MAR-90/04)

Legislative Impact: Coupled with multiple other major oil spills in 1989, *Exxon Valdez* virtually guaranteed the passage of the Oil Pollution Act of 1990 (OPA-90), which required substan-

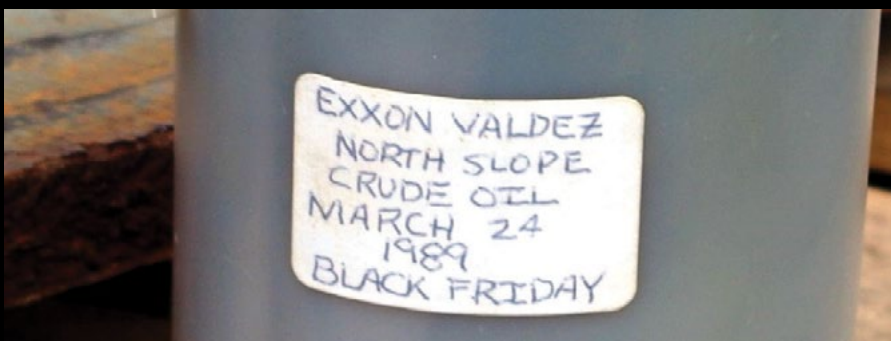
tially enhanced measures for pollution prevention, response and financial accountability. Among OPA-90’s provisions was a requirement for double hulls on newly built barges, and new tankers, with a phase-out period for single hull tankers that expired January 1, 2015, as well as enhanced requirements for pilotage, tug escorts, and bridge manning during critical phases.

Reduced Environmental Risk: The accompanying photo of the 159,000 ton tanker SKS Satilla demonstrates the value of the double hull requirement. The tanker, loaded with 41 million gallons of crude oil, collided with the submerged EnSCO 74 oil rig, which had sunk and been lost after Hurricane Ike, in the Gulf of Mexico, ripping a massive gash in nearly 200 feet of the tanker’s hull. Not a drop of oil was spilled in the March 2009 incident. The large Tidewater fuel barge model on display in the Museum’s Great Hall is of a prototype double hull design with self-deployed spill response equipment, developed in response to this legislation for hauling oil on the Columbia River.



Exxon Valdez artifacts at CRMM

The Museum holds in its collections three *Exxon Valdez* artifacts collected and donated by the *Salvage Chief*, which worked alongside *Exxon Valdez* for months in Prince William Sound and on the transit to the shipyard in California: a roughly 800 lb, twisted fragment of the ship’s steel hull torn open on Bligh Reef; a container of crude oil from the ship; and a piece of Bligh Reef rock. Many Columbia River-based fisher families fished in Prince William Sound and had their livelihoods directly affected by the oil spill.





Shoreline cleanup operations in Northwest Bay, West Arm, June 1989.
Photo Courtesy NOAA

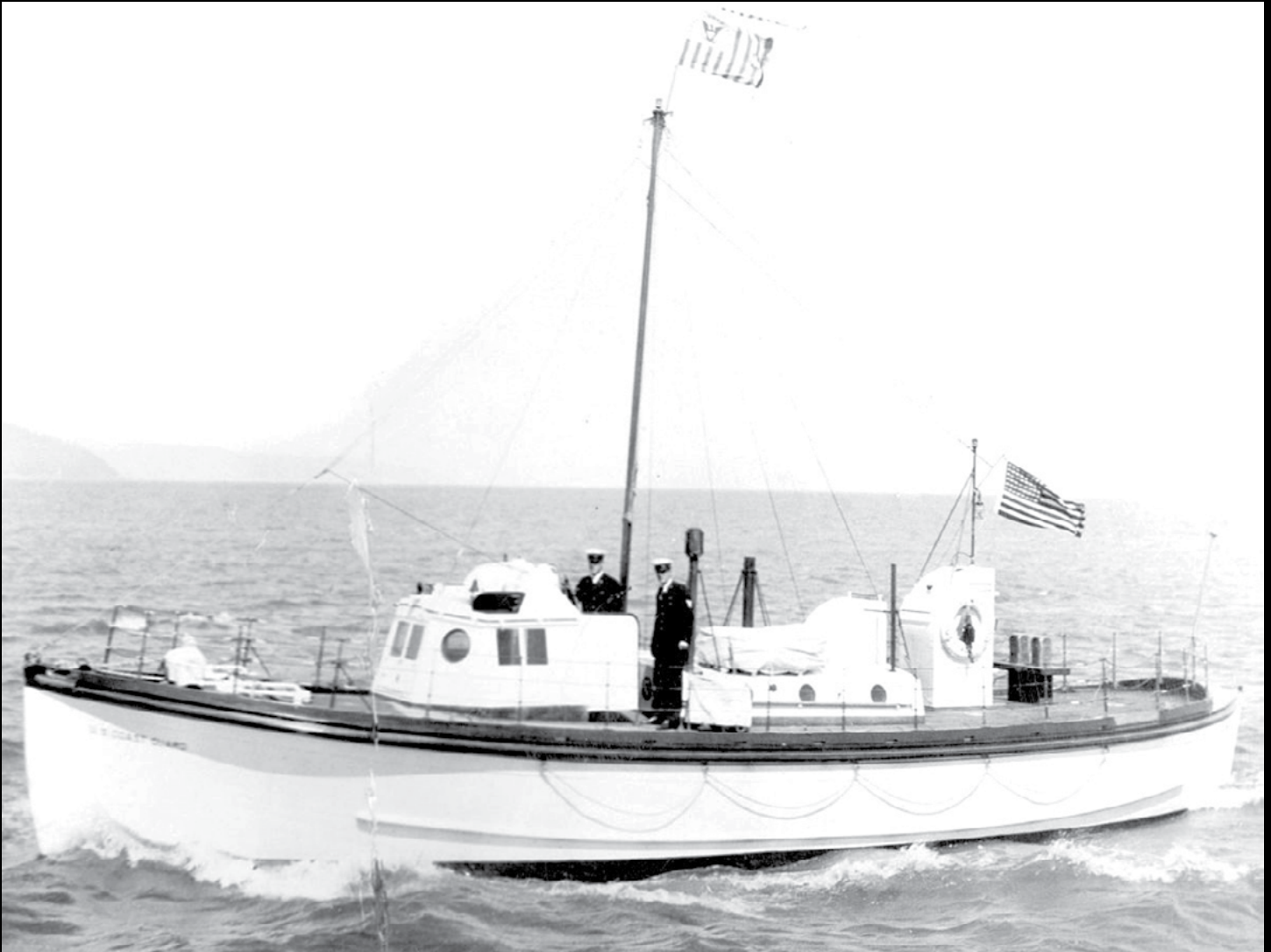


Anatomy of a Shipwreck

Museum staff are working collaboratively with Portland-based exhibit design-build firm Formations to create an exhibit that will explore questions like: Why do ships wreck? What happens to the ship and crew during and after a wreck? How do salvage and rescue crews respond? What steps are taken to prevent wrecks? How do marine archaeologists document wrecks? What improvements are made as a result of lessons learned from shipwrecks? "SHIPWRECK!" will open in 2020.

SKS Satilla. Photo Courtesy Texas General Land Office

Shipwreck: *Triumph* A Story of Tragedy, Survival and Remembrance



The 52 foot, wooden hulled motor lifeboat *Triumph*, built in 1935 at the Coast Guard Yard in Curtis Bay, MD.
Photo Courtesy USCG

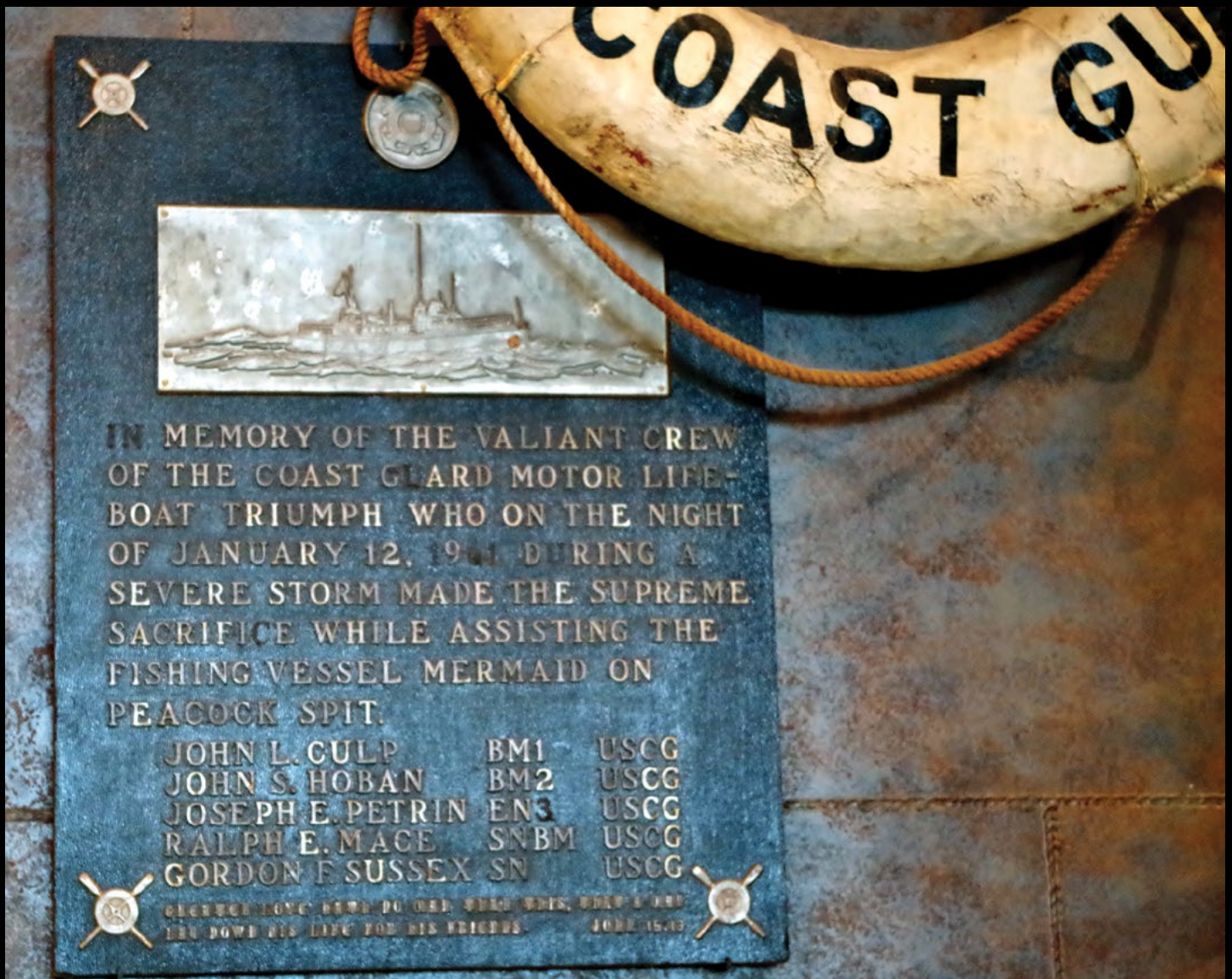
The Columbia River Bar claimed a grim toll on the night of January 12, 1961. The 38-foot crab boat *Mermaid*, crewed by Bert and Stanley Bergman, lost its rudder in a howling gale near the breakers off Peacock Spit. Coast Guard Station Cape Disappointment answered *Mermaid's* call for assistance with both a 40 foot Utility Boat-Large and a 36 foot Motor Lifeboat. CG-40564 located *Mermaid* and took her in tow, but after struggling for over two hours found it impossible to bring her across the breaking bar. *Triumph*, with 6 aboard, was dispatched from Coast Guard Station Point Adams, and relieved the 40 footer of *Mermaid's* tow.

The other two boats headed back across the bar to Ilwaco in terrifying conditions. A huge wave pitch-poled CG-40564, leaving her three man crew clinging to the overturned hull. The desperate men watched in horror as the 36 footer suddenly appeared from the darkness and

smashed down on the wreckage, nearly smashing the men, and damaging the motor lifeboat. By sheer good fortune they were close enough that all three of 40564's crew were quickly pulled aboard to safety.

Now leaking badly, the 36 footer headed offshore to the lightship *Columbia*, where all eventually climbed safely aboard. The lifeboat sank during the night.

Meanwhile, the terrific strain of the seas snapped *Triumph's* towline, setting *Mermaid* adrift. A massive wave rolled *Triumph* as her crew attempted to maneuver closer. Five Coast Guardsmen were swept overboard. Inside the capsized vessel, where he had gone below due to a bad nosebleed, was engineman Gordon Huggins. When the boat rolled, Huggins found himself standing on the ceiling, waiting for the boat to right itself. He felt the boat being pounded continuously as the water began to rise around his calves.



Memorial plaque to *Triumph's* lost crew in the Museum's Great Hall. RIP EN1 Gordon Huggins, now at rest with his long lost shipmates.
CRMM

Meanwhile, two more 36 foot motor lifeboats arrived on scene; one took *Mermaid* in tow for a third time. By this time, *Mermaid* also carried one of *Triumph's* crew, whom they had rescued.

Another large breaker hit, snapping the tow line and sinking *Mermaid* along with the Bergmans, and the Coast Guardsman they had rescued who had survived *Triumph's* capsizing.

After what seemed to Huggins far too long, a breaker finally rolled *Triumph* right side up. Huggins opened a hatch into the howling wind and blowing spray. There was no one on deck. Agonizingly, he heard someone calling for help, but in the pitch black, could see nothing. Huggins attempted to start the engine to no avail.

Eventually, a bruising wave rolled *Triumph* again, and washed him overboard. Recounting the tale in later years, he described it as like being tumbled in a washing machine. He felt a blow as large waves crashed over him, then realized his feet were miraculously on sand. Huggins stumbled out of the surf onto the beach and collapsed. Soon, he saw lights coming his way and was picked up by a search party. He was *Triumph's* only survivor.

Huggins stumbled out of the surf onto the beach and collapsed. Soon, he saw lights coming his way and was picked up by a search party. He was *Triumph's* only survivor.

For many years, Gordon spearheaded an annual memorial service for those lost that night. The service has evolved into a moving and much anticipated reunion of former Surfmen, and remembrance of all Coast Guardsmen lost in the line of duty in Oregon and Washington. A moving highlight of each service was Huggins' emotional recounting of his ordeal, followed by his reading of the names of all those lost, and a ringing of a bell for each man. The Museum was honored to host the 2019 service, which proved to be the last Huggins would attend. Gordon Huggins died on March 22, 2019. The Museum hosted a memorial service for Huggins at the Barbey Maritime Center on March 30. His ashes were scattered from the current Coast Guard motor lifeboat *Triumph* on the Columbia River bar.



Sole survivor of the 1961 *Triumph* disaster Gordon Huggins at the 2018 memorial. Cape Disappointment Lighthouse at top left. Photo Courtesy USCG



Gordon Huggins (next to podium, blue shirt) looks on as retired National Marine Fisheries Service agent Gene Witham recounts the harrowing story of how he spotted seven survivors clinging to the overturned hull of Coast Guard 41 foot utility boat 41332 at night, on the Columbia River bar, in November 1977. Witham spoke as part of the 2019 *Triumph* memorial service held in the Museum's Ford and Kern Rooms. CRMM



Coast Guard members fold the American flag for presentation to Gordon Huggins' family in the Barbey Center. Current motor lifeboat *Triumph* stands by to drop a memorial wreath in the Columbia River. CRMM



Triumph Wreck site

This image of a roughly 52 foot vessel, captured by Army Corps of Engineers survey vessel *Elton* near *Triumph's* last known position, may show *Triumph* in her final resting place. Positive identification has not been made.

Scene on the River

Photos by Bruce Jones



From Zhenjiang, China to Lima, Peru via Longview, WA? The German-flagged *BBC Everest* passes through the Astoria anchorage carrying the newly-built tug *Lima* and pilot boat *Atria*, both destined for service at the Port of Callao, Peru. *BBC Everest* stopped at the Port of Longview to take on additional cargo before continuing on to Peru.



Harness the wind: the second largest wind farm in the world is in Oregon; Washington State has extensive wind farms as well. For many years now the towers and blades have arrived via the Columbia River, like this shipment of windmill towers carried to Longview on *Madrid Trader*.



Henry J. Kaiser-class underway fleet replenishment oiler USNS *Yukon* (TAO-02) is 677 feet in length, carries up to 180,000 barrels of diesel and jet fuel, and has a helicopter landing deck. Here she conducts a pilot exchange while outbound to sea, using the tug *Betsy L*, after completing maintenance work in drydock in Portland.

The 1880 Cruise of the Revenue Steamer *Corwin*

WASHINGTON, April 29, 1882.

SIR: I have the honor to transmit herewith a copy of medical and anthropological notes of the cruise of the revenue-cutter *Corwin* to Alaska and the Arctic Ocean.

Very respectfully, your obedient servant,

IRVING C. ROSSE, M. D.
(Through Revenue Marine.)

The Hon. SECRETARY OF THE TREASURY.

Medical Observations

The famous Revenue Marine Steamer *Corwin*, described in the 1881 *Report of the Operations of the Revenue Marine Service* (Government Printing Office, 1881) as having responsibility for the “seacoast of Oregon and Washington, and the Columbia River, with headquarters at Astoria, Oregon” achieved her greatest fame on a number of exploratory and enforcement cruises between Alaska and Siberia during her government service between 1877-1900.

Corwin's 1880 cruise, commanded by Captain C. L. Hooper, USRM, was undertaken primarily to find clues as to the fate of the lost exploratory vessel *Jeannette*, and documented in several reports including *Arctic Cruise of the Revenue Marine Steamer Corwin, Notes and Observations* of her scientific party (naturalist John Muir; Irving C. Rosse, M.D.; and ornithologist Edward W. Nelson).

Muir's fame lives on, but Doctor Rosse's observations have faded from history. As a window into the thinking of the time, they are interesting and, at times, entertaining; a number of them are excerpted here for our readers:

Dr. Rosse contemplates the curse of seasickness, and recommends champagne, beer and oranges for treatment:

“At the outset of the cruise, however, we were placed in the best possible conditions for studying both subjectively and objectively the strange phenomena of that doleful tribute of suffering that so many people are obliged to pay to the sea... Resolute effort of the will and the resort to such palliatives as drinks containing an excess of carbon dioxide, iced champagne and bottled Milwaukee beer for example, and oranges, were found to be the most efficacious modes of treatment adopted in the numerous cases of this almost unmitigated evil coming under my observation.” (page 10)

Thoughts on colds and beards:

“It is related of a ship of the Franklin Search Expedition, the *North Star*, which was frozen up during one of the severest Arctic winters on record, in Wostenholm Sound, that the men

maintained their health perfectly during all the trials to which they were exposed; but on their return to England in the early summer, every man within a week was on the sick list with some form of bronchial or pulmonary disorder. The reporter assigns the shaving off of the beard as the cause of this illness.” (page 13)

Philosophical ruminations on day-dreaming:

“When climbing a steep cliff, with no sound to interrupt except the scream of wild sea-birds, or ascending a mountain side amid scenery the most desolate that can well be conceived, and in a stillness so great that the arterial pulsations are audible, how is it that certain trains of the most incongruous and absurd thoughts usurp a prominence in the mind? On such an occasion, why should the strains from wedding-marches be continually running through one's head? What gives birth to the floating succession of ideas regarding the delights of prospective dinners?” (page 14)

It seems that the act of deserting ship in the Arctic not only taxes all the resources of manliness but the situation conduces to bringing about mental derangement.

On derangement due to shipwreck in the Arctic:

"One man of the escaped crew of the bark *Daniel Webster*, which was crushed in the ice, on being rescued, after two weeks of exposure, terror, and starvation, was completely insane, but subsequently regained his reason. It seems that the act of deserting ship in the Arctic not only taxes all the resources of manliness but the situation conduces to bringing about mental derangement. One of the oldest and most experienced Arctic whalers tells me that he has seen men from an abandoned ship so lose their wits as to cry like children, sit helpless on the ice, and refuse to move until the most rigorous measures were taken to force them. Another whaleman told me that some years ago, having to retreat from his crushed ship across the ice, two of his crew, becoming raving maniacs, finally drowned themselves; and the insane seamen of the *Jeannette* party are fresh in the minds of every one." (page15)

On the hygienic benefits of whiskey, beer and claret at sea:

"There is an absolute consensus of opinion both among executive and medical officers of late Arctic Expeditions in regard to the judicious use of alcoholic beverages. It only remains to add that personal experience and observation convince that there is an indescribable something in the Arctic atmosphere that produces what is called the northern craving for drink, even among persons who care nothing for it in temperate latitudes. Being of abstemious habits, I would not for the world say anything to favor intemperance, but facts warrant in testifying to the undeniable good effects of whiskey when served out to the crew after unusual fatigue and exposure; and I know of no place, circumstance, or condition under which such beverages as beer and claret are more palatable or more valuable from a hygienic point of view than when taken at meals during an Arctic voyage." (page 20)

Speculation on Peru as the source of the Chinese people, and America as the origin of modern man:

"The ancestry of China may have embarked in large vessels as emigrants, perhaps from the vicinity of the Chincha Islands (*off the coast of Peru – ed.*), or proceeded



THE CORWIN IN A "NIP" OFF CAPE ROMANZOFF.—June 16, 1880. From a sketch by Capt. C. L. HOOPER, U. S. R. M.

with a large fleet, like the early Chinese expedition against Japan, or that of Julius Caesar against Britain, or the Welsh Prince Madog and his party, who sailed from Ireland and landed in America A. D. 1170; and, in like manner, in the dateless antecedure of history crossed from the neighborhood of Peru to the country now known to us as China." – Charles Wolcott Brooks, in a paper to the California Academy of Science

"If America be the oldest continent, paleontologically speaking, as Agassiz tells us, there appears to be some reason for looking to it as the spot where early traces of the human race are to be found, and the fact would seem to warrant further study and investigation in connection with the indigenous people of our continent, thereby awakening new sources of inquiry among ethnologists." (page 30)

Thoughts on cultural norms regarding food:

"A tray full of hot seal entrails, a bowl of coagulated blood, and putrid fish are not very inviting or lickerish to ordinary mortals, yet they have their analogue in the dish of some farmers who eat a preparation of pig's bowels known as "chitterlings," and in the blood-puddings and Limburger cheese of the Germans. Blubber-oil and whale are not very dainty dishes, yet consider how many families subsist on half-baked saleratus biscuits, salted pork, and oleomargarine." (page 33)

The *Quarterdeck* looks forward to reporting on *Corwin's* expeditions in future editions.

CRMM: New Members 9/13/18 - 3/30/19

Ensign

Jennifer Burns Bright
Richard Carlson
Fritz Carmine
Ruth Friedel
Margaret Froese
Jane Jones
Cassidy Turner
Dena Tuveng
Patrick Vance
William Vance
Kim Werst
Jake Winship

Crew

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Erik Anderson and Tori Anderson
Jonathan and Lyza Anderson
George and Chelsie Andrews
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Tim and Jackie Bennett
Burk and Elizabeth Biersdorf
Matthew and Mary Elizabeth Bissell
Thomas and Jessica Blaha
James and Emma Borg
Lane and Mary Borg
Frank and Ashley Boss
Terry and Becky Brandsen
Patti Breidenbach
Randall Bridgeman and Lillie Waters
Kerry and Sara Broadhurst
Thomas and Terri Brownlie
Elizabeth Bunce
Joel and Sharon Burkholder
Tim and Esther Burkholder
Shane and Katrina Burnham
Tom and Dorothy Carlson
Brandon and Kimberly Carpenter
Brian and Kandy Cherry
Kevin Clark and Shannon McBride
Jason and Shelly Clonts
Andre Coleman and Shauna Noble
Curtis and Deborah Conklin
Dale and Susan Cromer
Sean and Teresa Dillon
Javier and Maria Dominguez
Anthony and Amanda Duffus
Jeff Dulcich and Lauren Kuhn
Barry Dutton
Narayan Elasmr and Amanda Flaitz
Jacob and Riane Enos
Jon and Danielle Ewalt
Laura Fain
Michael Brian Fennerty and Maureen Fennerty
Daniel and Lauren Garcia
Roy and Heather Gawlick
Mark and Jennifer Gilroy
Robert and Cynthia Glass
Holland and Carol Golec
Martha Grano and Hayley Urman Segal Grano
Kelly Green and Nancy Schwickrath
Dennis and Jennifer Grzeskowiak
Mike and Nancy Haas
Ben and Kristen Hagen
Jim Hallaux and Robbie Mattson
Barry and Holli Hansford

Rich Hedlund and Pam McGill
Joshua and Matea Heineman
Tim and Sue Hennessy
Bailey and Denise Hilkey
Michael and Adele Hilsen
Heather Hofman
Bruce Holmes and Pamela Tillson
Jeremy and Ashley Houston
David and Lauren Huff
Jeffrey Chris Hunter and Cheryl Hunter
Michelle Iversen and Alissa Trotter
Cordella James
Emerson and Michele Johnson
Michael Johnson and Marcie Schnegelberger
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Gary and Susan King
Alan Kirkpatrick
Leslie R. Labbe
James and Janise Leuenberger
Wayne Low and Cherry Ann Kolbensschlag
Todd and Tammy Mackey
Tony and Francis Mansfield
Ben and Cynthia Matthews
Heidi McClure and Denise Olsen
Thad McCracken and Colleen Kaleda
Eric McDaniel and Harper Kalin
Ed and Liz Meaney
Nathan Metzger
Darrell and Lynn Mishler
Cheryl Morden
Andrew Neice and Helen Liu
Tony and Jodi Obradovich
Jim and Jen O'Connell
Heath and Julie Ofstead
Dennis and Marion Oman
Scott and Akiko Oncken
Robert and Natalie Osburn
Donald and Renay Patterson
Arthur Pilskalns
Jun Qian and Ling Ji
Jim Quackenbush and Amy Johnson
Pat Quesnel
Mary Ramsay
Robert and Itoe Rapp
Ove and Barbara Rasmussen
David and Lisa Reid
Gustavo M. Ripol
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Draper and Sara Robinson
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Wayne and Ann Sandstrom
Tom Satterwhite
Brian and Susan Schanning
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John and Mindy Wicht
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Jayson and Elaine Buchholz
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Clark and Elizabeth Cowan
Nathan and Jennifer Crockett
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Dan Heath and Jamey Hendricks
Mervyn and Kathleen Helmersen
Darren and Krista Hicks
Jerry Hofer
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Donald and Heather Wells
Stan and Rose West
Daron and Wendy Wilson
Allen and Sharleen Zuern

Boatswain

Thom and Lynne Allison
Tim and Dorothy Davis
Troy Hill and Paul Verano
Guillermo Rivero and Thais Agostini
Pierre Sundborg

Navigator

Ronald Dodge
Robert Dorn and Kary Beckner
Ellen Gadsby Prendergast

Pilot

Patrick and Mariko Clark
Kevin and Linda Henker

Captain

John D. and Imelda Dulcich

Business Member

Krueger Property Management

In Honor Of 9/13/18 - 3/31/19

Peter and Noydena Brix's 60th Wedding Anniversary
Mary C. Becker

Terry and Cathy Graff
Elizabeth Bunce

Brad and Elizabeth Wilson
Colleen Wilson

Donna Mary Dulcich
Theresa M. Stankovik

Leslie Alvin Maulding's 80th birthday, USCG Astoria
Tim and Jackie Bennett

Brian and Candy Wilson
Colleen Wilson

Memorials 9/13/18 - 3/31/19

Edward S. Beall
Brian and Bambi Rice

Stephanie Bebeloni
Jerry Ostermiller and Lynne Johnson

Delbert Bowman
Doug and Terry Arnall

Orabelle Bruneau
Jerry Ostermiller and Lynne Johnson

Mary Frances Damon
Horace Harrison, Jr., and Kalliopi Harrison

Thomas V. Dulcich
Jeff Dulcich and Lauren Kuhn
Ken and Dean Kirn
Milton and Helena Lankton
Donald and Veronica Magnusen
Tony and Jodi Obradovich

Walter Gadsby, Jr.
Ellen Gadsby, Elizabeth Gadsby, Anna Gadsby
Sue A. Altstadt

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Anne M. Barbey
James and Cheryl Davis
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Greg Houser
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Gary Lindstrom and Ann Marie Long
Donald and Veronica Magnusen
Phil Nock
Jerry Ostermiller and Lynne Johnson
Brian and Bambi Rice
Amb. Charles Swindells and Caroline Swindells
John Whittlesey and Peggy Anet

Kenneth R. "Ken" Greenfield, Sr.
Don and Nancy Pachal
Glen Tribe

Arthur C. Hildebrand
Debra Ann Underwood

Robert Hunsinger
Gordon and Carol Wolfgram

Esther K. Jerrell
Captain Fred B. Jerrell

Robert Paul "Bob" Kearney
Anthony Guadagno and Marla Diamond
Selzer Gurvitch Attorneys at Law
Julia and C. Philip Kearney
Leonard and Sharon Schwartz

W. Louis Larson
Ken and Dean Kirn
Jerry Ostermiller and Lynne Johnson

James A. McClaskey
Kay McClaskey

Don Morden
Cheryl Morden
Jan and Michael Marshburn
Arline and Cliff LaMear
Jerry Ostermiller and Lynne Johnson

Carolyn Winter
Donald and Veronica Magnusen

Sandie Ramsdell
The LuCore Family

Richardson Okie Shoemaker
Richard and Joan Charlton

Shirley Tinner
JoAnn Dawley

Clayton "Clay" Ullfers
Margaret Ullfers Bowerman

Franziska Valentine
Jerry Ostermiller and Lynne Johnson

Jerry Vanderpool
Bruce and Madelaine Gerber
Steve and Kathy Johnson
Donald and Renay Patterson
Thomas and Mary Anne Smith
Jon, Kristina and Bristol Weichal

Captain Martin West
Doug and Terry Arnall
Patricia McAlpin

USS *Knapp* DD-653
Commander William Sample Barrack, Jr.
Frank "Jerry" Boucher, RD2
Richard L. Munley, ME3
Ray Van Linden, TM2
Howard Lee Wiseman, MM3
William Zankl, FC3c

Back cover photo: The USCG Cutter *Alert* (WMEC-630) passes under Portland's Broadway Bridge enroute to the Portland Rose Festival's Fleet Week. *Alert*, which calls Astoria's 17th Street Pier home when not patrolling vast areas of the Pacific Ocean, will celebrate her 50th birthday on Coast Guard Day, August 4, 2019. The Broadway, opened in 1913, is a double-leaf, Rall-Type bascule bridge. Photo by Bruce Jones

Photo below: Sunrise over the Astoria Marine Construction Company. Founded in 1923, AMCCO, featured in the Summer 2013 Quarterdeck, will close its doors in 2019. Photo by Bruce Jones



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