

OUTDOORS

Man takes his Duck to water

Streams can't stop amphibious vehicle from Oregon City

By BILL MONROE

OREGON CITY When the fireworks start Thursday night from the east bank of the Willamette River in Gladstone, Rowland Tamblin of Oregon City will have the best seat in the house.

And so will as many as 40 children and adults he can take with him in his portable grandstand.

That's how many lifejackets he carries on his 1944 U.S. Army original DUKW, commonly called a "duck," an amphibious personnel carrier built to carry troops into battle across rugged — and wet — terrain.

Tamblin's Duck is a street-legal vehicle, registered with both the Division of Motor Vehicles as a historical vehicle and with the Oregon Marine Board as a watercraft. He can enter the water wherever he wants, as long as it's legal.

On Thursday, he'll simply drive from his yard on an Oregon City hillside, down the street to Clackamas Park and off the gravel bar into the river, then across to Goat Island, opposite the mouth of the Clackamas River.

"I park right on the shoreline, across from where the fireworks are set off," he said. "It's the best seat you can get."

Tamblin's DUKW — D means the year (1942) the model was developed, U stands for utility, K means it has three axles and W means all three axles work — was built by General Motors Corporation in the waning days of World War II, although Tamblin doesn't know whether it was used in combat. If not, plenty just like it were, judging from the reactions he receives to its appearance on riverbanks around the state.

"Just about everyone looks and a lot of them wave," he said. "But the vets especially make a point to come down and look at it. A lot of them rode to battle in these things and haven't seen one since the war."

Tamblin bought "Duffy," as he's named his Duck, sight-unseen in Washington state in 1976, at the height of that decade's serious gas crisis.

He filled its 60-gallon fuel tank and headed south on Interstate 5, making the outskirts of Portland before it ran out of fuel.

"So I just went home and got a few Jerry cans, took some gas out there and brought it on the rest of the way," he said.

The gas crunch may have had something to do with the relatively inexpensive price Tamblin paid for his Duck — \$4,000.

That, and the fact that it was leaking badly from years of use in salt water and was missing much of its original equipment.

Totally restored now, down to



Rowland Tamblin of Oregon City owns one of few World War II Army amphibious vehicles in Oregon.

its worn wooden steering wheel and 1948 American flag displayed in the official Army flagholder on its stern, the only thing aboard that is not original equipment is a set of turn signals Tamblin installed to protect himself in today's highway combat zone. "They didn't have much use for turn signals back then," he said.

Tamblin uses his Duck mostly for picnics and parties. A fifth-grade teacher at Hallinan Elementary School in Lake Oswego, he takes his entire class out for a ride on the last day of school every year.

The Duck leaks badly, he said, because of its years of use in salt water. As a result, he couldn't, for example, anchor in a spring chinook hogline or do much fishing other than trolling in a small reservoir.

In fact, he can't anchor anywhere because the engine needs to keep running to keep the bilge pump working.

"Oh, I can stop for 45 minutes to an hour, but not much more," he said. "We do that a lot when someone wants to go for a swim."

Several Duck hunters in Central California use these amphibious vehicles in marshes to get back and forth to their blinds.

Tamblin's Duck is worth more than \$10,000 in today's collector market. How much more he doesn't know, although, "I certainly wouldn't sell it for \$10,000."

The Duck is only one of 11 military vehicles in Tamblin's yard, including jeeps from both the American and Canadian armies, heavy trucks and a field ambulance.

Tamblin, who has four grown

1944 DUKW

Here's a look at the DUKW amphibious craft.

■ **LENGTH:** 30 feet.

■ **BODY TYPE:** Amphibious.

■ **DRIVE:** All-wheel, six wheel, optional 16-inch brass propeller.

■ **ENGINE:** GMC, 270 V-6.

■ **TRANSMISSION:** Four-on-the-floor, shift to propeller shaft.

■ **SPEED:** 45 mph maximum on highway, up to 5-6 knots in water. Caution: May have to back repeatedly in the Willamette River during high water to return to launch site upriver. Watch gas gauge carefully.

■ **STEERING:** Power — all of it the driver's.

■ **BRAKES:** Yes. Also reverse on propeller.

■ **STANDARD EQUIPMENT:** Full olive paint job and Army detailing, wooden steering wheel, bench seats, plugs, compass, collapsing windshield, canvas convertible top, mounting brackets for one Hotchkiss cannon or several machine guns, inflatable hubs that enable tires to be inflated or deflated from the cab, 60-gallon gas tank, winch, bilge pump, storage bins, rifle rack.

■ **EPA MILEAGE:** Two miles per gallon.

■ **PRICE:** Owner won't sell.

■ **PREFERABLE TERRAINS:** Water, sand, coral and highway.

children, is a collector and president of the Military Vehicle Collectors Club of Oregon. Everything in his collection runs, including the rare amphibious Jeep — kind of like a mini-Duck — he rescued from a fraternity.

The sign above the covered storage area for Duffy says "DUK-PORT" and the small, non-military 12-foot rowboat in the yard is

named "Patton." Tamblin said he never served in the military himself. He does, however, have Army fatigues with his last name on the patch above the pocket and wears a helmet identifying him as the "beachmaster."

He insists it was only coincidence that resulted in the last two letters of his Duck's state Marine Board registration, "OR142KP."



Mark Sosin, an outdoor writer from Florida, uses stout fishing line as a keeper for his sunglasses.

Outdoor folks don't use trendy glasses-holders

By BILL MONROE
of The Oregonian staff

The nouveau, modern, ride-the-wave kind of guy wears a brightly colored collar around the back of his neck to hold his sunglasses on while he pilots his jet-ski up the river.

Outdoor writers aren't quite as "with it." There's glamour in their lives, but not a lot of money.

When their sunglasses tumble while playing a fish or they need to alternate between glasses and no glasses while trying to tie flies at streamside to match the hatch, they resort to the most expedient, functional — and least fashionable — glasses holder of all.

They use fishing line.

Eyewear restraint has only recently become popular among the wearers of glasses.

And — other than at meals, when a pair of glasses can become messy catch basins — it has been an enormously convenient concept, eliminating the need to put on and remove glasses for those who only wear them while either reading or tying fishing knots or who wear sunglasses that often need to be put on or taken off under intermittent clouds and shade.

It also was only natural that they should become a fashion statement as well, particularly for those whose vanity demands attention to anything around the head.

The nation's outdoor writers, however, set aside vanity in favor of function.

For example, Joe Reynolds, of Ocean Pines, Md., an editor at Field and Stream magazine, uses 12 to 14 pound test monofilament tied onto the frames of his glasses with a simple improved clinch fishing knot, tied just in front of the ear guards.

"I'm not making a fashion statement," Reynolds said recently during the annual conference of the Outdoor Writers Association of America held in Niagara Falls, N.Y. "I used to use fly line, but it was too visible. I like to keep it as inconspicuous as possible."

Line that is too light doesn't hold very well in the various conditions in which outdoor writers find themselves, Reynolds said.

Conversely, he added, line that is too thick "looks crazy; it sticks out."

Steve Pollick, outdoors editor for The Blade in Toledo, Ohio, is an exception to some of the outdoor writers in that he doesn't use fishing line.

But his raid on his wife's sewing box for a simple elastic band matches the writers' penchant for frugality.

Of all the writers at the conference who use some sort of commercial or fishing-line retainer for their eyewear, the most conspicuous — and the one Reynolds immediately used to illustrate his point — was Mark Sosin of Boca Raton, Fla., a book author, television personality, magazine writer and one of the premier stalkers of large gamefish.

Sosin heads for the opposite extreme.

He bends a length of 300-pound test monofilament so thick and stiff that the only knot it would take would be big enough to tie up a small ship.

"I don't like tight line that falls on my neck in the heat," Sosin said. "It feels like a bug; it just bothers the heck out of me."

He cuts off a slice of the heavy line and ties it to the frame by wrapping dental floss around it and finishes off the knot as if he were tying a fly.

First, Sosin cautioned, the end of

the monofilament should be heated. This expands it and will prevent the monofilament from slipping through the finish knot.

Sosin said his retainer never hangs up and never drapes around his neck. Indeed, it sticks straight out behind his head at all times the glasses are worn, and yet easily comes off to hang the glasses around his neck.

Several writers said they have tried dacrone, or cloth, line, but complained that it tended to crumple and tangle.

Washington fees increase 20 percent

A 20 percent hike in Washington fishing and hunting licenses will take effect July 15.

The fee increase signed last week by Gov. Booth Gardner will generate \$4.4 million in new revenue over the next two years.

Under the new fee schedule, a combination license for Washington residents goes from \$24 to \$29, the basic hunting license from \$12 to \$15, and the basic fishing license from \$14 to \$17.

Costs for the steelhead card and the deer permit each go from \$15 to \$18.

Columbia River anglers must release endangered sockeye salmon

Columbia River anglers who catch sockeye salmon must release them unharmed.

The National Marine Fisheries Service recently listed the Snake River-bound sockeye as an endangered species. Last week, the river was closed to the taking of sockeye. All but the few endangered Snake River fish are headed for the Wenatchee River system in Washington.

Sports anglers rarely hook sockeye that migrate up the Columbia in July, but based on the remote chance of their catching the last Snake River sockeye, sport angling is included with the closure of treaty Indian and non-treaty commercial seasons for sockeye.

Salmon harvest manager Bernie Bohn of the Oregon Fish and Wildlife Department said that sockeye are colored dark bluish green on the back and are without spots. Chinook salmon have spots on the upper body and tail, and steelhead have

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spots on the tail.

The Columbia remains open for the taking of Chinook jack salmon and unmarked steelhead.

■ **BUCK TAGS AVAILABLE:** Unclaimed buck deer tags for the Eastern Oregon season will be recycled through another drawing.

Nearly 14,000 tags for the buck mule deer season opening Sept. 28 are left over from the June drawing held by the Oregon Fish and Wildlife Department.

This year, for the first time, the department adopted limited-entry hunting for buck deer east of the Cascades.

The initial application date was April 8, but the drawing was under-subscribed by hunters.

John Thibbes, staff biologist, said a complete listing of the wildlife

management units with unfilled buck tag quotas will be posted at game license agents around the state. The new applications must be postmarked no later than Aug. 1.

■ **ROADS ABANDONED:** Thirty-four miles of road in the Murray Wildlife Area near Ellensburg, Wash., will be abandoned and converted into wildlife habitat.

The Washington Wildlife Department determined that 250 miles of road on this prime elk range is too high a density, too costly to maintain and that the roads to be abandoned are contributing to sediment loads in the streams.

Wildlife department land managers are developing road guidelines for all the state's wildlife areas. The Murray Wildlife Area was purchased in 1968, but the former owner retained timber rights until 1983.

■ **STRIPER CASTERS MEET:** Anglers Joe Freitas and Gary Dyer will lead

a discussion of striped bass fly fishing techniques at 7:30 p.m. Wednesday, July 10, in Reedsport City Hall. The program is sponsored by the Lower Umpqua Fly Casters Club.

Freitas, of Reedsport, guided striped bass fishermen on the Umpqua-Snith rivers for about 20 years. The rivers meet at Reedsport, in western Douglas County, and are home to the largest population of striped bass in Oregon.

Dyer, a Coos Bay engineer, holds the current International Game Fish Association world fly-fishing record for striped bass on 16-pound tippet leader. Dyer caught the 51-pound, 8-ounce striped bass May 18, 1974, on the Smith River to set the record.

The all-time fly fishing world record also was set on the Smith River. Beryl Bliss was using 12-pound tippet July 28, 1973, when he caught a 64-pound, 8-ounce striped bass.

— From staff reports



The Oregonian/BILL MONROE

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