

GILBERT S. HOWARD & CASEY D. HOWARD

P.O. Box 1413
Winchester Bay, OR.
97467
(541) 271-9706
strikezonecharters@charter.net

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To whom it may concern,

On the afternoon of Sept, 19, 2005. We were concerned over the predicted swell size on the Umpqua River Bar. Casey went to the lighthouse accompanied by our crew members Shaunna Taylor and Alisha Beck to check the bar conditions on the beginning of the ebb tide. Upon arrival at the lighthouse it was immediately apparent that a trip for Sept. 20th was out of the question. The bar was breaking several rows deep and was uncross able. We promptly cancelled our trip for the next day.

At approximately 7 p.m. we decided to go to the lighthouse because we knew Sydney Mae II was still out and we were concerned about the possibility of the Sydney Mae II trying to cross the bar in low light conditions. We made a phone call to Patrick Sullivan and told him we were planning on going to the Lighthouse at around 8 p.m. to watch for Sydney Mae II and asked him if he would like to "meet us on the hill".

At approximately 8 p.m. the "Strike Zone Crew" , Alisha, Shaugna, Casey, and Scott, arrived at the hill. Sully was there waiting with his boat trailered and his vhf radio turned on. The bar area was covered in fog and conditions were dark but a steady red light was visible near the tip of the south jetty. Scott asked Casey to call station Umpqua to get the phone number for the Charleston bar report, which she did. Station Umpqua gave Casey the number and Casey called and told the rest of us that Charleston had 2-4 foot chop and was open to all. Our intention was to pass this information to Rich Oba.

"Sully" then hailed Oba on channel 16. Oba responded and they switched to channel 22. Our memory of the conversation is that "Sully" was trying to warn Rich that the bar was building and was very rough. Oba responded by saying that he was "approximately 1.5 miles out from the U buoy and he could see it and it doesn't look that bad". Sully then cautioned Oba again about the bar conditions and the response from Oba essentially seemed to be that he would prefer to come in over the Umpqua, he said verbatim, "it should be O.K. for me". That was the last transmission from Oba to Sully. Sully did not seem to have a chance to relay the Charleston bar report to Oba. Oba's comments about being able to see the bar after he said he was 1.5 miles from the U buoy was then discussed amongst us and none of us could understand why he would say he could see it when we could see nothing. It seemed that nobody present could believe he would make such a statement.

Shortly after the radio conversation Casey and Alisha and Shaunna spotted what appeared to be faint white lights moving closer to the bar area. Scott was in Sully's boat trying to focus a night vision camera and did not see the lights. The lights appeared south of the stationary red light and moved closer to the red light. Shortly after that the lights that we assumed was "Sydney Mae II" disappeared from view. A loud explosive crashing sound was then heard by all of us. "Sully" commented to Scott, "that sounded like fiberglass on rock"!

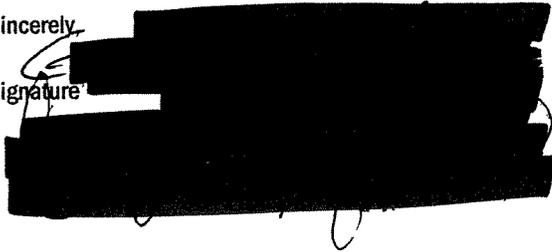
After hearing the noise Sully began hailing Sydney Mae II on his vhf radio and did not get any response from

the Sydney Mae II. While Sully was hailing Oba Casey called Station Umpqua on the phone and told them that we were concerned about Rich possibly crossing the bar, she asked when they were last in contact with Rich and they responded that they had spoke with him on the phone and he was going to go to Charleston. Meanwhile Scott was staring into the fog and spotted a strobe light drifting in the water immediately south of the jetty area. Sully began urgently requesting that a boat be deployed, there is a strobe light in the water!

After listening to the radio communications and the approach of the lights of the vessel there is no doubt in our minds that Rich Oba intended to cross the Umpqua river bar that night. We witnessed a boat approaching a hazardous south hole in near zero visibility and the consequences proved fatal.

Sincerely,

Signature

A large black rectangular redaction covers the signature and name of the sender. The word "Signature" is printed to the left of the redaction.