



Harry Ray Erickson

June 29, 1944 - February 11, 2020

It is with deepest sorrow we announce the passing of a father, husband, and friend. Harry Ray Erickson, died at home on the evening of February 11, 2020. His passing was due to his battle with his COPD disability.

Sunrise: Harry Ray Erickson, was born to Betty June (Surig) Erickson & Everett (Eric) Oscar Erickson on June 29, 1944 at St. Luke's General Hospital in Bellingham, WA. Harry was only a mere 7lb's and 12 ¼ oz at birth. Raised in Bellingham, Harry's adventurous spirit drove him on to California upon his high school graduation. He had a passion for doing what he loved and not being stuck to doing just one thing and lived his life on full throttle, never really letting off the gas until much later in life. He was a unique man, who lived many lives and careers. He was a Chief engineer, pilot, mechanic, craftsman, and gun enthusiast.

In 1965, Harry joined the U.S. Coast Guard and served respectfully until 1968. At that time, he wanted to pursue further the three businesses (Cyclops Cycles in California, San Diego School of Sport Parachuting and M/V James and Patrick) that he had already began in partnership while serving his last year within the U.S. Coast Guard. During the days he ran his Parachuting business he worked with many different types of professionals, one very notable excursion he did was with Jacques Cousteau. Over the next seven years Harry decided to branch out even further and from 1975 – 1980 he served as a Foreman for Fraser Boiler Machine Shop. However, in 1981 Harry decided to return to the sea and from 1981 through 1988, Harry would hold

such jobs as Tuna Fisherman, Advanced Metal Forming & Fraser Boiler, Engineer for Boiler Plant, Oscar Meyer and Deck Engineer Machinist with the Military Sealift Command (U.S. Government).

All this experience, and his personal determination for self-taught knowledge, quipped him in the next segway of his career. Harry was a very disciplined individual when it came to higher educational learning. He self-taught (independent from a traditional higher-education schooling) and met all the requirements for taking his Chief Engineers exam, which he passed successfully on his first attempt. Not only was this just another example of his remarkable work ethic and aptitude for higher learning, but also an amazing achievement, as most Chiefs who had studied for their license had to attend professional training at a required training facility (i.e., Navy School Academy, Annapolis). Harry served as a Chief Engineer from 1988 – 2002 with, NOAA (1988) Crystal Star (1988 - 1991), American Seafood Co. (1992 - 1995), Maritime Capital Advisors L.L.C. (1995 - 1996), Ocean Beauty Seafood Inc. (1996), Trident Seafood Corp. (1996 - 1997), IQUIQUE, U.S. L.L.C. (1997 - 1999), KA'IMIMOANA, NOAA (1999 - 2002).

Harry's daring spirit paired nicely with his desire to continually learn. During his service, Harry volunteered, upon request of our government, to be sent into international waters to aid a foreign ship that was on the verge of sinking due to engine failure. With the barrier of language, being in unfamiliar surroundings and not having the equipment, tools or resources needed to fix the ship, Harry self-engineered and crafted the parts that he needed while aboard ship. In turn, these efforts saved the vessel and all souls onboard. Because of this unique ability Harry was called on again by our government to also assist in the same fashion for a ship that had been run aground during a violent storm. For this work, he received accolades and was awarded a distinguished award from our government. However, these acts of heroism, would not be discovered by family until much later, as Harry was a very humble man who never made much discussion on such things. To him, it was just another day of duty and learning. From 2002 – 2006 Harry served as a

Chief Engineer and 2nd Engineer on the McArthur II with NOAA. These would be the last positions he would hold, due to having to take a medical retirement caused by the disability he acquired while working at NOAA.

The work that he performed with NOAA, was probably one of his most favorite assignments over the years, as he worked with scientists who did vast types of research. Everything from marine life research, to identifying the distribution of earthquake sensors in the ocean waters off the United States and South America and investigating the effects of climate change. During his time with the McArthur II crew, Harry's engineering skills were called upon in many ways. As a skilled machinist, Harry would continually need to solution and create new parts for the ship out of salvaged materials, which provided service to a multitude of scientific instruments. One of his most notable achievements was when he designed and built a scientific biopsy gun, that aided in capturing specific data needed for a research program being conducted in partnership with the Scripps Institute and the Southwest Fisheries Science Center. Because of these examples of his work, he was thoughtfully known by the maritime scientific community as being "a man of character and knowledge."

In his younger years, he possessed strong features, much like the film stars of his time. Though built like an ox, with notable stature; Harry possessed one of the gentlest souls known to man. Throughout his life, he always managed to keep his boyish charms. He always had a devilish twinkle in his eye, he was quiet in nature, and had a true gentle strength about him. Harry was always up for a good story and was a cunning storyteller. Many of the stories he shared were of the numerous ways he would test his mother's patience with the many shenanigans he would get himself into as a boy. He had a kind and generous nature about him. Always willing to help whoever needed help and was a mentor to many in his lifetime.

Harry was also an avid reader. If he wasn't sharpening a knife, cleaning a gun, polishing silver or tinkering in the shop on something mechanical; then you

would find him reading for endless hours. He would read just about anything he could get his hands on, but of course valued most his Wooden Boat subscription, history books, as well as books on his many loves (flying, sailing, cars, motorcycles and guns). He also loved researching and finding good deals on whatever he could tinker with, which led to a full past-time of thumbing through Nickle Savers.

Marriage – Harry was married twice in his life. The first marriage occurred early in his adulthood. It was at this time that Harry would begin his first years of fatherhood to a daughter and stepson. However, his second marriage would be the one to withstand the test of time. After years of letter correspondence and courtship, Candace LaVeta (Dunlap) Erickson, married Harry Ray Erickson at Diamond Head Beach Park in Honolulu, HI on March 26th, 1988. It was an intimate tropical ceremony, with their vows exchanged quietly together with only the witness being the justice of the peace who conducted the ceremony.

Sunset: On the evening of February 11, 2020 Harry took his last breath on this earth. He passed away at his home in Ephrata, WA, with his wife Candy by his side. Harry was 75 years, 8 months old at his time of passing, only a few months short of making it to his 76th birthday. He survived with the help of his devoted wife, Candace LaVeta Erickson (Ephrata, Washington), his daughter and son-in-law, Tanya & Marvin Julson (Bothell, Washington). As well as his other daughter Jocelyn Beavan (California). Due to the COVID outbreak shortly after Harry's passing, no ceremonial services were possible. Per his wishes, Harry was cremated and will be laid to rest at sea this year upon the anniversary of his passing.

Tribute Wall



“ *i was in the Cost
Guard with Harry around 1968, San Diego ,what a wild and crazy
guy back then, could I tell some stories, but I won.t*

Gerald Parker - March 06, 2025 at 09:43 PM