



# Whittier Soundings



**IPFC**

**Robert P. Harvey, FC**

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**Mike Folkerts,**

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**Editor, Sheila Hillegeist, FSO PB**

## Dedicated to Jack Jessee, our friend



On Sunday, March 10, 2002, we lost our good friend, mentor and dedicated Coast Guard Auxiliarist, Jack Jessee. There are not enough words to say how we all felt about Jack. I personally thought him to be a very gracious, honorable and generous man. He gave so much of himself and his time. Jack again won the award from District 17 for the most Operational Hours spent out on patrol for 2001. This made four years he won the same award, which is just a sampling of Jack's dedication. He told his friends he wanted to spend as much time as possible out on Prince William Sound last summer. He truly loved the ocean and earned the right to be called an "Old Salt". All of us can only wish that we are able to live such a life and accomplish our goals like Jack. He was and still is an example for all of us to live our lives. Remember him this coming season as we patrol the waters in the Sound.

Our warmest thoughts and most precious prayers are with Margaret and their family.

**Sportsman Show, starting April 4 - 7** - Joan Tovsen needs your help! We have a booth paid for by the Coast Guard and Joan needs help with staffing. If you can spare some time this weekend, please call, her at 563-6277 or e-mail her at [maps@alaska.net](mailto:maps@alaska.net)

## **New News! We Now Offer Flotilla Member Classified Ads!**

We received permission from LCDR Chris Honse to put "classified advertising" in our Newsletter. This is for our Members Only, of course. We can do this as long as we distribute the Newsletter only to Flotilla members and only electronically, without the free government stamps.

**Announcements** – We are pleased to announce that Brad Wells, assisted by his wife Linda, has agreed to be the Flotilla Staff Officer for Public Education. He will replace Dave Brubaker who has been FSO-PE for the past 3 months. Congratulations to Brad and Linda, and thanks for taking on this important responsibility. Also, thanks very much to Dave for helping during this transition. Bob Harvey

Thanks to John Bury for assisting Connie Jacobs with the AIM Program this year. Connie has done a masterful job with the Career Counselor position the last four years, but she asked for a break next year. John will be working into the position. Thanks to both of them! Bob Harvey

All Flotilla Staff Officers – If you need help getting volunteers or just getting your news out, send your announcements to the *Whittier Soundings* Newsletter at [hillegeist@gci.net](mailto:hillegeist@gci.net)



**Excerpts from the Log of the Faithfully by Bob Harvey** *Our Whittier FC, Bob Harvey took a wonderful journey recently, and we thought it to be such an adventure we had to include some of his log. On February 25, 2002, we faithfully departed Dana Point, California (close to San Diego) enroute to Anacortes, Washington. On board were Tome Love, owner, skipper, and one of our newer members, Dennis Bergen, Mat-Su Flotilla and myself. This trip was the first leg of the boat's journey to Whittier, where Tom plans to employ it in his charter business.*

The Coast Pilot has the distance from Dana Point to Anacortes as 1143 nautical miles. *Faithfully* is a 40' Nordhavn. It burned 3.4 gallons per hour with a cruising speed of 7 to 8 knots. The arithmetic says it should take about 165 hours to make the journey. We put 182 hours on the engine. The "extra" hours are due mainly to a couple of side trips: One to Santa Barbara for auto-pilot repair; and one to Bodega Bay for a belt replacement and to let the seas subside. This is the Great North Pacific we are talking about! The advice we received from fishermen along the way was to travel with one foot on land and the other on the boat. We followed this advice, but we had to seek shelter only once when we backtracked down to Bodega Bay after encountering 20' to 25' seas at Point Arena, CA, (or were they 30' to 35' seas as measured from eye level in the pilot House!) It is said that a well built boat can handle more than the crew. I am now personally satisfied that is correct.

We ran the clock and night piloting requires some getting use to. It involves a measure of faith. GPS connected to your electronic chart tells you where you were a few seconds ago relative to charted objects. Radar tells you what big things are out there, but is silent regarding crab pot buoys, logs, flotsam and jetsam. We didn't have any problems, but the

experience of passing close to floating debris during the day was enough to keep one alert during the night watches. Another aspect of night piloting is the importance of the Nav Rules and understanding vessel lights. I will not forget the confusing multitude and variety of lights around Port Angeles, Was at 2 AM, especially when the lights of the harbor and city form the background for the lights of barges, ships, tugs, (pushing, pulling and alongside), tankers and navigational aids. There's no depth perception at night!

The trip ended, suitably enough by our facing a 30 knot north wind with freezing spray in Rosario Strait just an hour or so out of Anacortes. Ice formed on the railings and deck. An oil tanker was behind us and two tugs ahead for added excitement! Those challenges met, we rounded the point and into Cap Sante Marina.

All in all, a great trip with super companions, and a once-in-a-lifetime adventure I will not forget. But, do it again? I would have to think about it!

PS: One of the reasons I joined the Auxiliary was to learn boating skills. I have taken full advantage of this Auxiliary benefit and was better prepared for this trip for having done so.  
BH

### **COMING EVENTS:**

April 10th – 5:30, Flotilla Meeting, BP Building

### **CLASSES**

For information about all classes, E-mail Mark Parmelee, [potterview@gci.net](mailto:potterview@gci.net)

April 16<sup>th</sup>

Coming up – Seamanship Specialty Course

### **WHITTIER SOUNDINGS**

#### **CLASSIFIED ADS**

Wanted: Crew person to help pilot a 62' boat from Seattle to Whittier during last half of April. All expenses paid. Call Bob Harvey if interested.

