

# Whittier Soundings

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## INSIDE THIS ISSUE

1	Seamanship Class is Underway – Photo
1	Lake Union Reunion - Photo
1	Upcoming 2003 Events
2	From the Desk of Mark Poe
2	Report Your Time – by Bob Harvey

### Seamanship Class is Underway



John Whitney teaching an AUXSEA class on Heavy Weather on January 21, 2003.

### Lake Union Reunion



Some old faces make a reunion at Lake Union and at the Seattle Boat Show. Left to right are Noreen and Mike Folkerts, Dave Goldstein and Mark Parmelee. Not shown, but present were Brad and Linda Wells.

## Upcoming 2003 Events:

**University Mall Boat Show** Jan 31 – Feb 9  
Good Job Pete and ALL our Flotilla who manned the booth.

**ACN** Tuesday nights at 1800, starting Feb 4 and lasting through March are the dates for the Advanced Coastal Navigation class in BP's Energy Center.

**BS&S** This year's BS&S will be at the Energy Center starting at 6:00 p.m. on Feb 6. Lots of fun and learning. Come join the group.

**District Conference** Feb 14-16 at the Capt. Cook. If you haven't been to one of these, you should try it. Reservations and \$ are required.

**CPR & First Aid** Saturday, Feb 15 from 0800-1145 and 1300-1700 at the Hotel Cap't Cook.

**Fur Rondez** Stew is cooking up a great idea for the parade, we got a permit and Stew will need folks to "ride the float/boat". 1300 Feb 15 is the parade date.

**Anchorage Sports Show** Sullivan Arena, is the location, April 3-6.

**Crew Training** Land based sign offs for Crew and Coxswain qualifications. Apr 15, 22, 29 in the Energy Center. Time 1800 to 2100.

**Coxswain Academy** Dates are May 3-11 in Seward. Participants have been selected.

**SAREX** Logistically challenging, sure, but many think we can do it, and getting Chenega and the CAP involved might be just the catalyst. Confirmation should come at the District Conference. Roy and Dave plus others, will need to carry fuel. What dates in May are best for you?

**Flag Day** – June 14 Whittier is planning a "walk through the tunnel". Let's open the Caboose, make some coffee/tee and let ourselves be seen.

## From the desk of Mark Poe:

Tony Hillegeist called me and asked if I would like to go boating. It was early November in Alaska! Sure Tony I'll go. A friend of his, Rich Nelson had a 40-foot trawler to move from Seward to Whittier. The "Northern Saga" is similar to a Grand Banks aft cabin. Top speed 10 knots, range 600 miles. The boat was built in the late seventies, not new but in good shape.

Rich, Tony and I would bring it around. The owner of the boat said he would drive us to Seward and pick us up in Whittier the next day. It was arranged. We met in the Carrs Parking lot at seven on Saturday morning. An hour later the owner showed up in a club cab pickup. Tony and I were the smallest of the four that got into that truck. Sardines aren't packed that tight! By ten thirty we were at the port. The weather was great. There had been storms for two weeks but today was calm. After off loading a bunch of loose gear and tying down the rest, we were ready to cast off. Time eleven thirty. Tony and I were told that there was plenty of gear and navigation equipment on board. Being new to the boat we thought it best to top off the tanks. Never trust a fuel gage. Rich had used this boat a lot in the summer and was familiar with it ways. We cast off and motored to the fuel dock. An hour and a half later we got the fuel we needed. Winter hours. Now it was twelve thirty.

As we started south down Resurrection Bay, Tony and I talked about the time it would be dark. We were starting three hours later than planed. Rich had the helm and was trying to get his laptop computer to run Capt. Voyager navigation program. The seas were calm and the sun was bright. Temperature was about forty degrees; does it get any better than this? Just over an hour later we were rounding the point and heading East. Now this is wide-open ocean. Rollers from the earlier storms were still there. Ten to twelve foot swells on the Starboard beam. Not a great ride but OK. This forty thousand-pound vessel took it well. Our speed was a steady ten knots. Rich would have rather backed it down to a cruise of eight but we pushed him to best speed possible. The headlands of Eldrich passage were VERY distant.

There are no seats in the wheel area of this boat. After standing for a few hours I decided to take a nap. An hour later I checked to see if we were still making way. Rich was just getting his program to run on the computer.

Four hours and we were finally getting something to tell us where we were. Tony and I were handed a roll of charts when we asked for them. They must have come New with the boat. They had been rolled up and laying on the dash next to the glass. Water stained and moldy. Most of them didn't matter for they weren't of the area where we were going. Tony and I had never made this trip before so we wanted to see a chart. The reliability of the computer was a question in my mind. Finally with the GPS up and running we started computing the distance to go and the time left till dark. A pod of Orcas were seen. At least we weren't totally alone out here. Tony had a few hours at the wheel and now it was my shift.



Twelve miles to make a turn North and put these rollers on the stern. Forty-five minutes left of daylight. The radar was up and running well. GPS holding steady, backup chart plotter on line, depth sounder working, and what charts (paper) we had were ready at hand. I was fresh from my nap and this vessel handled well. Both engines were humming. OK. I can pilot this in the dark and we sure would be in the dark. Now where do we want to anchor? None of us knew the area and we did not have a single reference book on board. This is not a good plan. Rich wanted to move up the passage to



anchor and Tony and I wanted the closest place out of these rollers. The navigation aids (light) on the point was good and bright. By the time we cleared the point it was very dark. Our destination for the night was "Fox Farm

Cove”. Protected easy entrance and good anchorage. I cut our speed down to four knots when it was too dark to spot debris in the water. We bumped something but couldn’t tell what it was. Log or something. This is not fun. Speed down to two knots and into the bay. Finally we are on anchor.

Something is broken with the cook-stove. Tony does a great job of cooking T-bones on a camp stove with an eight-inch skillet. It’s a beautiful night and I’m glade to be out here in November. No snow to reflect any light makes it hard to see. I can hear a small waterfall. To our bunks and a night of sleep. We are all tired.

Seven a.m. and Tony and I are up and getting ready for the day. We were both excited to see new country. Yesterday the shore was ten miles or more away and not much to see. Rich was ready for breakfast but Tony and I had already calculated that we had about seventy miles to travel. We had to be tied up in Whittier by four o’clock to make the last tunnel opening on Sunday. At our ten knots that didn’t leave much spare time. We opted for coffee and a cookie. Even though it was dark, we fired up the engines and weighed anchor. By the time we cleared the mouth of the bay it was getting light. Thank goodness we had anchored where we did because the north passage was full of icebergs. We chose the shortest route north. Making our way through the ice slowed us down. Rich had the helm and Tony and I stood watch for ice and logs. Lots of both were moving down from the north. The Speedometer said ten knots but the GPS registered just under eight. We were head on into a two to three knot tidal current. Passing west of Flemming Island was another slow run through choking ice. Once clear of that we had a clear shot up Knight Island Passage. We saw a humpback whale but no time to check it out. Fantastic weather made the voyage a pleasure. Calm seas were nice too. No rollers to contend with. We took turns at the helm and kept an eye on the speed to distance to travel. Racing the clock, if doing less than ten knots can be called a race. Rounding the point of Culross Island and turning West, Rich’s cell phone came on line and he was able to see if our ride was in Whittier. A straight run into Passage Cannel. I made call on the radio to the harbor for a slip. After that arrangement was completed I was surprised to hear Dave Brubaker calling from the ”Kindred Spirit”. He had heard our call and volunteered to assist us in tying up at the dock.

We arrived at about three thirty. Rich skillfully pulled us into the slip and a great trip came to an end. Dave offered Tony and I a ride back to

Anchorage in lieu of the club cab truck. We gratefully accepted.

What did Tony and I learn?



## REPORT YOUR TIME

By Bob Harvey

Be sure to keep track of the time you spend on Auxiliary activities. The hours add up and they are important – to you and the Flotilla. Many decisions that are made at the District and National levels are based on these numbers.

Report your time on one of two Forms depending on what you have done:

Use the Activity Report-Mission Form (ANSC 7030) for time spent on specific Auxiliary programs such as Public Education (teaching), Public Affairs (staffing a booth), Member Training, Career Counseling, Vessel Safety Checks, Safety Patrols and Marine Dealer Visits.

Use the Member Activity Log (ANSC 7029) for time not reported on the Mission Form. Use it for time attending, and studying for, classes and training sessions, time devoted to elected and staff officer duties, preparation and travel time for all activities and other “miscellaneous” time you spend on Auxiliary activities.

Report your time in whole hours rounded up or down (less than 30 minutes is zero).

There are several ways to get the Forms: 1) I will be emailing copies, with instructions, to all members in the near future. They will be in a Word format so you can Save, Print, Fill in and email them. 2) You can go to [www.cgaux.org](http://www.cgaux.org) ,click on Forms and print them. 3) You can get them from me - at a Flotilla meeting or I will mail them to you.

Keeping a record isn’t a burden once you are familiar with the Forms. They are straightforward with clear instructions but let me know if you have any questions.

**Finally.. Turn your time in on a regular basis. Don’t wait until December!! Thanks. Bob Harvey, FSO-IS.**