



## Auxiliary Patrols

Labor Day weekend had several Auxiliary boats on patrol. Despite the weather forecast of the previous week the weather was great and made for a good holiday weekend.

The Safe Boat was out Saturday, Sunday and Monday for the holiday. There were a couple of calls but none that turned out to be cases. Saturday a vessel called Coast Guard Valdez to report he was out of fuel near Shot Gun Cove. Coast Guard Valdez contacted 611 and asked them to locate the vessel. When he was located he was underway at an extremely reduced speed. We escorted him to the harbor to ensure he made it without incident. After arrival in the slip, the boater came and thanked the crew for their assistance.

Sunday we located a boat in Long Bay of Culross Passage high and dry on the beach. We approached the shore and checked with the boaters. They felt the boat would float out on the next high tide. They had a camp and were comfortable for the night. We told them we would check on the situation during patrol the following day. Before getting underway the boat arrived in Whittier Harbor. The boaters said the tide came in and the boat floated with no problems. They thanked us for checking on them.

During the weekend we saw several Auxiliary members enjoying the last holiday weekend of summer.



*Mary L*

Photo by: Stewart Sterling



*611*

Photo by: Ross Blaker



*White Raven*

Photo by: Stewart Sterling



*Balaena*

Photo by: Stewart Sterling



*Whitor*

Photo by: Stewart Sterling



## Fellowship

### The Fellowship Cornerstone

*“Historically, the primary missions of the auxiliary have been courtesy marine examinations, public education and operations. These three missions together with Fellowship (the “glue” which held these missions and our members together) were known as the four cornerstones.”*

*“Fellowship is an essential ingredient in making any volunteer organization successful. Fellowship makes the teamwork and binds the entire organization together.”*

Officially, those are the basics of the Fellowship Cornerstone, as described in the Auxiliary manuals. In the Whittier Flotilla, we face unique challenges in doing our jobs as volunteers. We are a hard working and service oriented group. However, we still have a lot of fun and somehow find the time to get together and enjoy ourselves in our fellowship activities throughout the busy boating season and our down time off the water.

Traditionally, we have four major fellowship events each year: Spring, Fall, and Winter fellowships, and the Summer event that usually coincides with the SAREX. These major events can be supplemented with a variety of barbecues and other impromptu events as members gather at the eateries and enjoy a meal together on a weekend in Whittier. It’s all “fellowship,” planned or not. The “eatin after the meeting” at the local restaurant is a great way to get together to swap stories and ideas.

As our group grows, we find we have a great diversity of people and talents in our organization. It is important to get together frequently and exchange ideas and information over a good plate of fried halibut and coleslaw, or at one of our potlucks.

Major upcoming events are the Fall Social at John and Susan Bury’s home, October 25, and the Holiday/Solstice Fellowship at the UAA Campus Center Den, December 13.





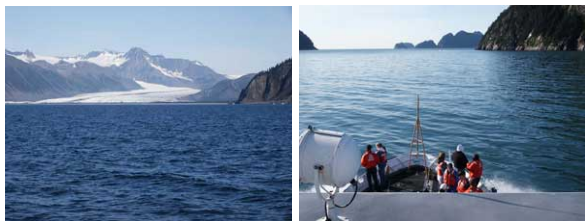
## Mustang

Seward, Alaska

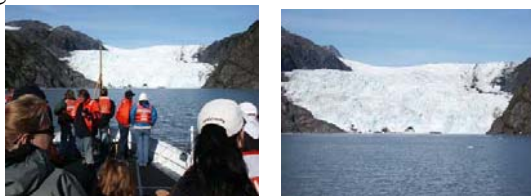
Saturday August 30 the U. S. Coast Guard Cutter Mustang took several Auxiliarist and Coast Guard family members for an appreciation cruise. About 40 people came for the cruise.



We left Seward harbor 0830 Saturday morning, cruised out the west side of Resurrection Bay past Callisto Head where we had a great view of Bear Glacier.



We continued south around Aialik Cape into Holgate Arm of Aialik Bay. We worked our way through the ice in Holgate Arm and watched the Holgate Glacier calve.



Holgate Glacier is another impressive glacier. We then anchored in a bay near Aialik Cape for lunch.

There we had a barbeque lunch, fished and several people went swimming.



After lunch we headed back to the harbor by way of Eldorado Narrows. On the return trip we saw Dahl Porpoise, Sea Lions and many sea birds including Puffins.



We heard on the radio several boats had seen Orcas but we didn't see them.

During the cruise we were able to visit the whole cutter. It was impressive to see the cutter and see the crew work. The entire cruise was great including the perfect weather provided.

## Classes

Basic Coastal Navigation (8 consecutive Tuesdays)  
September 16, Tuesday, from 6-9 PM at the BP Energy Center - 900 Benson Blvd.

Auxiliary Weather  
Tuesday & Thursday 6-9 beginning September 18 through October 2 at the National Weather Service Forecast Office - 6930 Sand Lake Road

Advanced Coastal Navigation  
February 4, (8 consecutive Tuesdays), 6-9 PM at the BP Energy Center

Boating Skills and Seamanship  
February 6, (8 consecutive Thursdays), 6-9 PM at the BP Energy Center



## Member's Corner

On a Sunday in August while fishing on the sand banks just North East of Applegate Island the wind continued to pick up. When the seas reached 3 feet my guests, Dave and Barb, weren't finding it easy to fish off the back deck and we decided to call it a weekend. We pulled in our lines and fired up the engine. With a third of a tank of gas and a lightened load it would be a quick run back to Whittier and home. We headed in behind the Island when the over the radio I heard the "Antigony" calling the "White Raven". Loud and clear, they sounded close. I answered and we "switched" to channel 72.

Jim, on the Antigony, seemed very happy that he had gotten a call through to me. I ask where he was and he replied that he was anchored at the mouth of Main Bay and having no luck starting his engines. I couldn't think of a good place to anchor at the mouth of Main Bay, but I ask what he would like me to do and told him that I did not have enough fuel to tow him in. He asks if I could lend him moral support. I checked with the crew on White Raven and if they didn't mind a little detour. I told Jim we would be on site with him in ten to fifteen minutes. It was just five miles South. We headed that way at 20 plus knots but after two miles I had to slow it down. The seas were about 4 feet.

When we arrived and looked over the situation I could hardly believe that Jim had anchored in such a place. Rocks were everywhere. Not nice rocks but BIG jagged black ones. We crept into the ring of rocks surrounding Antigony. Sixty feet deep and two hundred feet around, what a place! Jim indicated that he had gotten one engine to start and thought he would be able to make way with that. We stood by on his Starboard side holding station into the wind about fifty feet away. With his crew he began pulling anchor. As soon as the anchor cleared the bottom they began drifting back, I ask Yvonne, at the helm, what her depth was, 40 feet and still drifting. At last the anchor was up and Jim hurried to the helm. The rocks astern were

getting close. He put it in gear and powered up. The engine **quit!!!** There was no time left.

I spun the wheel hard to Port and gave it gas, when the bow was about to ram the Antigony amidships on the Starboard side; I spun the wheel to Starboard and full power. We slid up beside Antigony's Starboard bow and I pulled the power back to hold station. Jim in a scramble raced forward and handed his forward dock line to Dave. I told him to make it fast to our Port stern cleat. I looked down at the depth sounder and it read 10 feet! That's ten feet at my transom and we are at Antigony's bow! As soon as it was attached I put the power to White Raven and we had the Antigony in tow. Now the dock line is the only line that was available in the few seconds that we had. It's a good 20 feet long but it's attached ten feet back from the bow. Antigony's bow pulpit is plunging up and down just three feet from my transom. But for now we are creeping into deeper water away from the rocks that were so close astern.

Jim went aft and got his towing bridle. Natalie took the helm for White Raven and headed us out between the rocks for deep water while I went below and retrieved the bridle and towline. On deck we sorted it out and made ready for a lone tow. When Jim had his bridle set, we passed him the towline. When we reached the "Safety" of deep water we played out the line and breathed a sigh of relief. We kept heading East until we were half mile off shore and then turned North. The Antigony is every bit of 38 feet long while White Raven is 28 feet. She is twice our weight! With 4 foot following seas it made for an interesting tow.

I felt it was appropriate to contact MSO Valdez and let them know what was going on. I requested that they try and contact Whittier harbor and another Auxiliary vessel. If one was in port, could they either bring me additional fuel or pick up the tow in Culross passage? Our plan was to tow into the Goose bay area and put Antigony on anchor. I then would go to Whittier and drop off my guest and refuel and return and complete the tow or have someone else meet us with fuel so I could continue the tow.



After nearly an hour MSO called me back with Bob Harvey on the Phone. He was at home in Anchorage! They had called all of the coxswains on the list. No one was in Whittier. It took two hours to reach the mouth of Goose Bay. Jim had put the time to good use. He had an engine on line and had determined that as long as he left it at idle it would run. We were towing at 4 knots and at idle he was making nearly four knots. We broke the tow and headed for Whittier. Breathing fumes we made it to the fuel dock. We said our good-bys to our guests and headed back out with full tanks. The crossing of lower Port Wells had been a ruff one on the way in and Natalie and I were not looking forward to a night tow in rough seas. We were happy to find Antigony nearing Pigot Point when we joined her. We shadowed her into Port for security. Jim docked and headed for the tunnel while we secured with MSO and docked the White Raven.

Looking back with it all to do again, we would have set up a long tow before the anchor was weighed. We could have prevented the drifting and been ready if the engine quit. When safe water was reached then we could have broke off the tow.

We never cease to learn. Mark Poe

*Note: Guests are not permitted to assist with a SAR case while on an operational patrol.*

*Since the White Raven was not on an operational patrol when he rendered assistance to the Antigony, this policy did not apply as he was acting as a Good Samaritan.*

## Photo Contest

### Get your cameras ready!

District 17 is having Photo Contest. The rules will be coming out in October. Winning photos will be displayed at the District Conference in Juneau this February.

## Boating Safety

Fall is the time of year we are getting our last boating trips of the season. It is also a time of unpredictable weather. Be sure to check the forecasts. Be extra alert to the possibility of hypothermia with the cooler fall temperatures.

## COAST GUARD AUXILIARY



## 17th District

### Whittier Flotilla Web Site

<http://www.uscgaux.org/~1700204>