



Whittier Soundings

February 2004 Roy Stoddard FC, Brad Wells VFC, Cathey Sterling FSO-PB Volume XIV Issue 2

Member Training

Navigation Specialty Course (Chapter 7-12) in connection with the **Public Education Coastal Navigation Class.**

February 3, 10, 17, 24 and March 2, 9, 16, 23.
BPEC 6 to 9 pm.

Public Boating Skills and Seamanship Class

February 5, 12, 19, 26 and March 4, 11, 18, 25.
BPEC 6 to 9 pm.

Land Based Crew and Coxswain Training

March 13 and 27.

Mark Poe's shop from 9am until ?.

Team Coordination Training

April – Time and place to be arranged.

SAREX PWS

June 18, 19, and 20

Mini SAREX PWS

May 22 and 23

July 31

September 11 and 12

Navigation Specialty Course (Chapters 1-6) in connection with the **Public Education Coastal Navigation Class.**

October 5, 12, 19, 26 and November 2, 9, 16, and 23. BPEC 6 to 9 pm.

The member-training program will expand as volunteers offer to teach/lead additional training sessions. Ideas for training and potential locations are welcome to be sent to Mark Parmelee at potterview@gci.net. Most of our training programs develop as the year progresses and the above list is the base for the training being offered this year. Additional training opportunities will be announced in flotilla meetings, in the newsletter and by email to those with active email accounts.

Whittier Flotilla Caboose Library

New Lending Policy

Who reads books in the summer? If you're like me, you'd rather be reading books during the winter and boating in PWS in the summer. So what good is the Caboose PWS Library to the Whittier Flotilla members? Well a change is about to occur! A wintertime lending program is now being instituted. Below is a list of the Caboose library books that will be available to lend to the Whittier Flotilla members during the winter non-boating season. The lending policy is as follows:
Prior to a monthly flotilla meeting (October to April), notify John or Sue Whitney, (jswitney@gci.net) which book(s) you are interested in borrowing.

1. The books will be exchanged at the meeting and only at the meeting.
2. The checkout period will be one month. A book should be returned at the next regular flotilla meeting.
3. Strongly consider writing your own book review for the Flotilla Newsletter
4. Oh! If too many want the same book, it will go to the highest bidder.

John Whitney reports that he just got a lead on several historic references dealing with the PWS area. Look for several new titles in the next Newsletter.



FIELD GUIDES & OTHER GUIDEBOOKS

Yellow Dot Series



1. Prince William Sound - West, Chugach National Forest, Trails Illustrated Topo Maps
2. Prince William Sound - East, Chugach National Forest, Trails Illustrated National Geographic Maps
3. A Cruising Guide to Prince William Sound, 1998, Jim and Nancy Lethcoe
4. Alaska Atlas and Gazetteer, Delorme Mapping
5. Recreational Boaters Nautical Atlas for PWS by The Map Place
6. Guide to the Birds of Alaska (updated), 1995, by Robert H. Armstrong
7. Alaska's Fish, A Guide to Selected Species, Robert Armstrong
8. How to Catch Trophy Halibut: Proven Tips, Techniques And Strategies of the Experts, 1996, Christopher Batin and Terry Rudnick
9. Guide to Marine Mammals of Alaska, UAF/AK Sea Grant
10. Alaska's Seashore Creatures, Conrad Field
11. Gold Panning, by Joseph Kurtak
12. Guide to the Glaciers of Prince William Sound, Nancy Lethcoe
13. Geology of Prince William Sound, Jim Lethcoe
14. Of Rock & Ice by Joseph Kurtak
15. Alaska's Wild Berries, Verna Pratt
16. Field Guide to Alaskan Wildflowers, Verna Pratt
17. Alaska Trees and Shrubs, Viereck and Little
18. Killer Whales of Prince William Sound by Craig Matkin
19. Sea Otters, Roy Nickerson
20. Mac's Field Guide to Northwest Coast Water Birds, The Mountaineers
21. Alaska Cloud & Weather Field Guide, Jim Green
22. Alaska's Prince William Sound: A Traveler's Guide, Marybeth Holleman
23. Coastal Resources and Areas of Public Concern: Prince William Sound, Alyeska Pipeline
24. Alaska's Saltwater Fishes and other Sea Life, Doyne W. Kessler
25. Birds of North America, A Guide to Field Identification, C.S. Robbins, B. Bruun, H. S. Zim and A. Singer
26. The Weather and Climate of Prince William Sound, Jim Lethcoe

BOATING SAFETY AND GENERAL BOATING

Red Dot Series



31. The American Practical Navigator, Bowditch
32. United States Coast Pilot #9
33. Light List, Volume VI, Pacific Coast and Pacific Islands
34. Small Fishing Vessel Safety Manual, Canada Coast Guard
35. Water Wise, Jerry Dzugan and Susan Clark
36. Waterway Management - A Guide for Multiple Use; U.S. Coast Guard
37. Fishing Vessel Safety, National Research Council



38. An Introduction to Fishing Vessel Stability, Canada
39. Safe Boating Guide, Canadian Coast Guard
40. Beating the Odds on the North Pacific, ed. Susan Clark Jensen
41. A Best Practices Guide to Vessel Stability, U.S. Coast Guard
42. Boats of Alaska, Harry Walker
43. Beating the Odds on Northern Waters – A Guide to Fishing Safety, Susan Jensen and Jerry Dzugan
44. Chapman Piloting – Seamanship & Boat Handling, 63rd edition. Elbert S. Maloney

PRINCE WILLIAM SOUND HISTORY

Blue Dot Series 

51. Trailing and Camping in Alaska, Addison Powell
52. Where the Sea Breaks its Back, Corey Ford
53. Gold Hunters in Alaska, Charles Margeson
54. Valdez Gold Rush Trails of 1898-99, Jim and Nancy Lethcoe
55. A History of Prince William Sound, Alaska, 1994, Jim and Nancy Lethcoe
56. The Copper Spike, Lone Jansen
57. The Strangest Town in Alaska, History of Whittier and Portage Valley, 2000, Alan Taylor
58. The Myth of the “Pristine Environment”: Past Human Impacts in Prince William Sound and the Northern Gulf of Alaska, Chris Wooley
59. I Wanted to be a Fur Farmer, Nelson J. McCrary
60. Eyak Legends of the Copper River Delta, Alaska, John F.C. Johnson
93. U.S. Coast Pilot – Alaska, First Edition, 1916
94. U.S. Coast Pilot – Alaska, Third Edition, 1931
95. U.S. Coast Pilot – Alaska, Fourth Edition, 1938
96. U.S. Coast Pilot – Alaska, Fifth Edition, 1947
97. U.S. Coast Pilot – Alaska, Sixth Edition, 1954
98. U.S. Coast Pilot – Alaska, Seventh Edition, 1964
99. Icebound Empire, Industry and Politics on the Last Frontier, 1898-1938, Elizabeth A. Tower
100. Kennecott Kids, Interviews with the Children of Kennecott, Two Volumes, National Park Service, 2001.
101. The Ellamar District, Alaska, Bulletin 605, U.S. Geological Survey, 1915.

PWS 1989 OIL SPILL - Green Dot Series 

61. Restoring Alaska, Legacy of an Oil Spill, Alaska Geographic;
62. Degrees of Disaster, Jeff Wheelwright
63. Cleaning up: The Story behind the Biggest Legal Bonanza, David Lebedoff
64. Tanker on the Rocks, Dick Reichman
65. Out of the Channel, John Keeble
66. Legacy of an Oil Spill - 10 Years After, Exxon Valdez, Abstracts, Exxon Valdez Oil Spill Trustee Council
67. Several Brochures and Pamphlets published by the Exxon Valdez Oil Spill Trustee Council and by the U.S. Forest Service
68. Black Tides – The Alaska Oil Spill, Brian O’Donoghue

PWS AND ALASKAN PHOTO COLLECTIONS

Orange Dot Series



- 71. Paradise of the North - Alaska's Prince William Sound, Photography by Alissa Crandall, Text by Gloria J. Maschmeyer & John Wedin
- 72. Prince William Sound, Alaska Geographic Society
- 73. 8.6 - The Great Alaskan Earthquake, Stan Cohen
- 74. Outhouses of Alaska, Harry M. Walker
- 75. Aurora Borealis - A photo Memory
- 76. Portrait of Alaska's Wildlife, Tom Walker
- 77. One Man's Gold Rush, Morgan and Hegg
- 78. Exploring Alaska's Birds, Alaska Geographic

THE 1964 EARTHQUAKE

- 62. Degrees of Disaster, Jeff Wheelwright
- 73. 8.6 - The Great Alaskan Earthquake, Stan Cohen
- 92. The Alaska Earthquake – Effects on Communities, USGS Professional Paper 542-C, three volumes.

OTHER INTERESTING BOOKS

Lime Dot Series



- 81. Valiant Lancer of PWS, Athena Lethcoe
- 82. Arctic Environmental Atlas, Office of Naval Research
- 83. Weather for Dummies, John Cox
- 84. The Alaska Almanac, Fact about Alaska, 25th Edition, 2001, Alaska Northwest Books

- 85. The U.S. Coast Guard, Nancy Ferrell
- 86. Emergency Medicine, American College of Emergency Physicians
- 87. Emergency Care and Transportation of the Sick and Injured, American Academy of Orthopedic Surgeons
- 88. Pilothouse Guide, Alaska Fisherman's Journal, May, 2000
- 89. Royal National Lifeboat Institution Course in First Aid
- 90. Strange Stories of Alaska and the Yukon, Ed Ferrell
- 91. Habitats of Change – Alaskan Poems, Nancy Lethcoe

The Prince William Sound Caboose Library is dedicated to the memory of Jack Jessee, a 25 year member of the Whittier Flotilla, U. S. Coast Guard Auxiliary. He passed on in 2002.

“We salute you, Jack. You have been a friend, a mentor, and an inspiration to all of us in the Whittier Flotilla. You probably knew more about Prince William Sound than the entirety of the Flotilla, and you shared your wisdom and knowledge of the Sound so that others may benefit. As a result, it is only appropriate that we dedicate this Prince William Sound library to you, Jack. You will live in our memories forever.”





Member's Corner

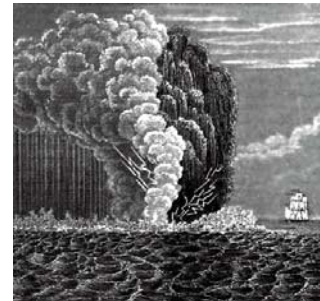
Smiling Dolphin Story

By Paula V. Krebs



One time I was going up Port Wells in Prince William Sound in the evening and had a unique experience with a pod of dolphins. I was headed toward Granite Bay and about 2 nautical miles out a pod of 8-10 dolphins were just ahead of the "Turquoise Lady" (the boat).

They were feeding on a run of salmon in the area. Before I knew it they headed toward the boat and started to play in the bow wake. They circled, dove under the boat, ran parallel off the port and starboard sides, and even kept just off the bow matching speed. They stayed with us for about twenty minutes and as I turned into the entrance to inner Granite Bay I thought they would go on their way. Not so! They stayed with the Turquoise Lady all the way into the inner bay. They circled the boat while I rattled around on the deck getting the anchor, chain and anchor rode ready. As I dropped the anchor they would surface just in front of the boat, splashing me, and then roll over and come back again. The dolphins stayed around the boat despite all the chain rattling and engine sounds while making sternway to get the anchor set. They left only when the engine was shut down. Dolphins are supposedly a good luck sign for mariners and we felt that with that kind of abundant luck this was to be a great weekend.



BEAUFORT NUMBER 12.

As I write this, the wind outside is gusting to over 75 MPH, the trees are bent over like grass, the garbage can is long gone and a bird just zipped past on his way west totally out of control. To top it off we just had a minor earthquake. Great weather for inside activities (like standing a shift at the Boat Show Booth, doing ACN homework, studying for the SAR re-exam, completing and mailing the Security Questionnaire or deciding whether you want to enter the lottery for a slip in the new harbor!). All good stuff. But, back to the Beaufort Scale. It says 75 MPH in seaman's terms is a hurricane and the effects you would observe at sea are "air filled with foam; sea completely white with driving spray and visibility greatly reduced". It also says that such winds are rarely experienced on land and are usually accompanied by widespread damage. Well, may be. At any rate, not good conditions for boating. But, this too shall pass, as they say, and in less than 90 days boats will have been launched and this winter storm a hazy memory. Be safe, boat smart and I'll see you 'round the bend. BH.



STORY BEHIND A BOAT NAME

P/C DocWalloper

By John Whitney

One evening I was looking at the book entitled, “The Strangest Town in Alaska – The History of Whittier, Alaska,” particularly about the role of Whittier during World War II, when I read the following paragraph.

“The workers in Whittier started feeling an air of permanence settling in as days wore on, developing a sense of community as the base grew in size and capability. Whittier’s first newspaper was printed in October 1943 – a four-page mimeographed newsletter titled “The Dockwalloper.”

Right then and there, I knew that I had a name for my boat and could complete a task, which had alluded me for two years. Naming a boat is pretty serious business, but it has to remain fun and light-hearted. I had considered more Alaskan names like Grizzly, Williwaw, and Chinook, but those names were already taken. Classical period names like Excalibur, Ulysses, and Brutus came to mind, but they really didn’t reflect my style and interests. The name Dockwalloper, on the other hand, really struck me as a chance to combine boating activities with historical interests and even with a little family-friendly harassment.

During my initial boat-handling attempts, I punched the dock occasionally and even scraped a few boats in futile efforts to deal with a combination of winds and tight maneuvering conditions. For these beginner foibles, my teenaged progeny have unmercifully let me never forget.

“Dockwalloper” is a name steeped with local history, associated with a time and activity that was absolutely crucial to making Whittier and PWS as accessible today as we’ve come often to take for granted. Besides, it rang a particularly resonant note within our family, addressing early trials of a new boat pilot. Not to make it sound too insulting, though, I decided to elevate the name to a past graduate school achievement, settling on

DocWalloper. Ever since, it has remained my goal to obtain a copy of the original “The

Dockwalloper” newsletter, and laminate it onto my boat cabin table.

Recently Chris Wooley, archaeologist, Alaska historian and friend, has joined me in this search. He happened to check a dictionary and found that the meaning of ‘dockwalloper’ is a longshoreman or dockworker. In other words, here was some period slang that had totally escaped me; I began to wonder how this might have fit into the Whittier scene in 1943.

As we all know, the Whittier tunnel was built during the early days of WWII to provide an alternate and faster means of transporting military hardware by boat and train from the Outside to the military bases in Anchorage. Furthermore, I learned that the war in the Aleutians ended in August of 1943, when the American and Canadian troops landed 34,000 men on the shores of Kiska Island to fight an unknown number of opposing Japanese forces. After some confusion, it was soon realized that the Japanese fleet had evacuated their troops under cover of fog. This, combined with American code breaking, rapidly led to the realization that the whole Aleutian campaign was only a feint on the part of the Japanese to strengthen their intentions in the central Pacific.

With the end of the Aleutian campaign, Whittier became a bustling port as the military raced the oncoming Alaskan winter to transfer war materials to the central Pacific theater of action. Materials were flown to Anchorage, placed on trains and transported to docks in Whittier where ‘dockwallopers’ were busy round-the-clock, loading transport ships and barges. Hence the name of Whittier’s first newspaper printed in October 1943 reflected the major activity and occupation in Whittier at that time.

As my family loads and unloads the P/C DocWalloper each weekend in Whittier, we’ll think of our important role in perpetuating the history of Whittier.



Safety

The Dangers of Carbon Monoxide

What is carbon monoxide?

Carbon monoxide (CO) is a colorless, odorless, and tasteless gas. It is produced when a carbon-based fuel—such as gasoline, propane, charcoal, or oil—burns. Sources on your boat may include engines, gas generators, cooking ranges and space and water heaters.

Why is it so dangerous?

Carbon monoxide (CO) enters your bloodstream through the lungs, blocking the oxygen your body needs. Prolonged exposure to low concentrations or very quick exposure to high concentrations can kill you.

Early symptoms of CO poisoning include irritated eyes, headache, nausea, weakness, and dizziness. They are often confused with seasickness or intoxication, so those affected may not receive the medical attention they need.

Altitude, certain health-related problems, and age will increase the effects of CO. Persons who smoke or are exposed to high concentrations of cigarette smoke, consume alcohol, or have lung disorders or heart problems are particularly susceptible to an increase in the effects from CO. However, anyone can be affected. Another factor to consider is that physical exertion accelerates the rate at which the blood absorbs CO.

Emergency Treatment for CO Poisoning.

CO poisoning or toxicity is a life-threatening emergency that requires immediate action. The following is a list of things that should be done if CO poisoning is suspected. Proceed with caution. The victim may be in an area of high CO concentration, which means you or others could be in danger from exposure to CO.

- Evaluate the situation and ventilate the area if possible.
- Evacuate the area and move affected person(s) to a fresh air environment.
- Observe the victim(s).

- Administer oxygen, if available.
- Contact medical help. If the victim is not breathing, perform rescue breathing or approved cardiopulmonary resuscitation (CPR), as appropriate, until medical help arrives. Prompt action can mean the difference between life and death.
- Shut off potential sources of CO, if possible. Correct ventilation problems and/or repair exhaust problems as appropriate. Investigate the source of CO and take corrective action, such as evacuating and ventilating the area or shutting off the source of the CO, while at the same time evacuating and ventilating the area.

Full article may be read at:

http://www.uscgboating.org/safety/fed_reqs/saf_carbon.htm

COAST GUARD AUXILIARY



17th District



UNITED STATES COAST GUARD AUXILIARY
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Whittier Flotilla Web Site

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