



Whittier Soundings

August 2004 Roy Stoddard FC, Brad Wells VFC, Cathey Sterling FSO-PB Volume XIV Issue 8

SAREX

OPERATIONS: by Jim Chase

The rendezvous in North Granite Bay was set between Sota and Antigony for the passing of the static grounding and basket pick-up device at about 1000 hours on a bright, sunny and calm Saturday morning. All was being readied for the operations event with both 'gold' and 'silver' resources taking part. Imagine that! We, Flotilla 2-4, had requested through CG Station Kodiak and CG Station Valdez a rescue helicopter and a rescue swimmer as the core of our mini-SAREX and had received the approval pending weather. The helicopter's ETA was 1100 hours and the weather was no challenge.

Before we could think much about the upcoming event, we were contacted by another resource. A flying resource! The CAP! The Civil Air Patrol! A fixed wing, single engine aircraft over flew North Granite Bay at about 5000 feet and made contact with our fleet on Channel 16. They mentioned a lost kayak and the fun began. CG Valdez, listening as always, came on channel and wanted to know more about this "lost kayak." None of us could explain to CG Valdez what was going on. Luckily Fresh Aire had as one of its guests "the Voice of Prince William Sound." She got on the horn and straightened everything out. It seems that the CAP was working from the previous week's script, which had to be scrubbed because of weather. That script had in it a "lost kayak" which was going to be the subject of a coordinated SAR exercise between the CAP and Flotilla 2-4 surface resources. We never the less had positive results from this event.

We now know that communications can take place between CAP aircraft and auxiliary surface facilities. We also know which VHF channels are common between us and we are very happy to have "the Voice of Prince William Sound" on our side!!

Sota's next rendezvous was with the CG Helicopter that arrived and made radio contact right on time, 1100 hours. Things happened rather swiftly after that as the helicopter and Sota went through several evolutions of simulated victim pick-up via the basket. Most were done with Sota underway.

When Sota was directed to go dead-in-the-water, it became rather interesting since the rotor wash took control of Sota and had her spinning as the next series of photos demonstrate.



This way...



... then that way...



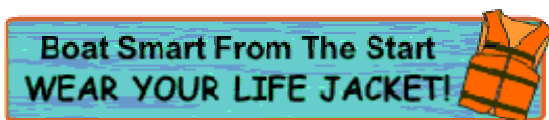
... then almost this way again!!

Among the evolutions exercised by the helicopter was the deployment of the rescue swimmer to recover a BOIW, that is, a Buoyant Object In Water. This was followed by a hoist recover to the helicopter.

It was not all work as the rescue swimmer entered the water again and swam to Sota, was welcomed aboard and had a period of socialization with all who had participated in the exercise. Then it was back to the water and a final hoist to the helicopter.

The after-action-review covered the lessons learned, the value and workability of the safety equipment, options to on-board pick-up, and the thrill of being involved in this SAR exercise.

Later in the day Tony and Sheila Hillegeist on Pair-A-Dice were close-in witnesses to an actual helicopter recovery and rescue event in Eshamy Bay. Whereas our exercises were slow and deliberate, the real thing is fast, positive and accurate. The helicopter made the rendezvous, the pick-up and retrieval and were on their way to the Cordova Hospital before one could focus the camera. They are real pros at what they do and we should all be proud to be associated with them.



Whittier Flotilla SAREX

By Brad Wells

On July 31st the Whittier Flotilla had a mini SAREX (search and rescue exercise) at North Granite Bay, on the East side of Port Wells in Prince William Sound. This is a time that is set-aside for members to work on crew training. This SAREX turned out to be a little different because arrangements were made to have a Coast Guard Jayhawk helicopter do some joint training with us.

The day started by choosing which facility would be the vessel platform and this time SOTA (277) was chosen for the training. We all helped remove anything that could come loose from the outside of the boat and move it into the inside of the boat. People who wanted hands on experience came aboard 277. Other vessels were on hand for people who wanted to observe the event. The Coast Guard helicopter 6029 arrived at about 1100 hours to begin the training. The helicopter crew gave us a briefing of what they were going to do and what they wanted us to do. They asked us to steer a straight course and proceed slowly. The helicopter would come up from behind and slightly to the side and when they were directly overhead they lowered a basket to the deck of 277. The amount of wind created was impressive; enough to make things that seemed secure start flying off the boat.



Photo by Chris Palister

The helmsman had a difficult time keeping the boat going in a straight line and didn't dare look at what was going on behind him for fear the boat would spin around. After they dropped the basket directly onto the deck a couple of times they

lowered a beanbag attached to a line that was attached to the basket.

This time, once the beanbag was on the deck a crewperson would retrieve it and start guiding the basket to the boat. After we practiced that a few times they deployed the rescue swimmer from 6029.



Photo by Linda Wells

He jumped into the water when the helicopter was about ten feet off the water and swam to the boat to meet us. We took pictures of him and us together. When he was finished discussing the training with us he swam away from 277 and was hoisted back into 6029.



Photo by Linda Wells

We had a wonderful training session with the Coast Guard and learned what it feels like to have a helicopter over your boat.

Thanks to Lt. Rosenberg, Auxiliary liaison officer in Valdez, and Lt. Johannesen, aircraft scheduler at Air Station Kodiak, of the Coast Guard for making this training possible.

Computer Security

Worms making the rounds! – With the warmer weather we seem to be having the annual outbreak of worm infested email (with July and August especially prolific). It may be due to college kids on break having nothing better to do, or simply the phase of the moon? The most recent are the beagle worm and it's many mutations, which Norton better describes at:

<http://securityresponse.symantec.com/avcenter/ve nc/data/w32.beagle.ag@mm.html>

Mail, which **appeared** to be from a legitimate address looked “funny”. Some purported to be from various CG staff email addresses, and others from various AUX staff email addresses. Of course it only mimicked the address, **and was not sent by the person indicated**. Most of you suspected a phony, and simply deleted it. Well done! **Remember to always include a complete and logical subject line in your messages, and look for one in the messages you open**. Also, look for a complete and logical message in the email itself. If you don't see it, delete it.

The message we have tried to convey since the start of Bits and Bytes remains valid. Keep your antivirus up to date (don't skimp on your selection of AV application), broadband users **must** have a firewall, check for spy/adware, and use common sense! For more information on any of these topics, check out prior issues of Bits & Bytes: <http://www.cgaux.org/cgauxweb/infoserv/BandB.htm>

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Check the [Bits & Bytes Library](#) for the August 2004 issue as well as other issues packed with helpful information.

Article from Auxiliary National Website

PWC

The weekend of July 31 and August 1 was the annual Alaska Powersports Challenge Alaska Summer Splash program. The U. S. Coast Guard Auxiliary PWC program assisted for the second year in this event. We had Shane Taylor, one of our newest PWC Operators along with Stewart Sterling operating the two donated vessels providing highly qualified personnel to support this program.



Photo by Cathey Sterling

This program allows people with disabilities to participate in water skiing and other water sports. The adaptive skiing requires the use of Personal Watercraft to act as chase vessels for water-skiers. A driver and a jumper (lifeguard) follow the skier and the lifeguard jumps into the water to assist the skier back into the ski.



Photo by Cathey Sterling

People with different types of disabilities and with different degrees of disability are able to participate due to the variety of skis. There are skis with an attachment that cradles the skier in a sitting position and for those with more need of

stability outriggers on the ski. Many of the participants are not capable of getting themselves back into the ski.



Photo by Cathey Sterling

This is where the PWC operator and lifeguard come in. The operator maintains a specified distance – one designed for safe operation but quick response to the fallen skier - and approaches quickly to jumping distance when the skier falls. The lifeguard then jumps near the skier, gets them back in the ski and stabilizes the ski until the boat is underway and the skier is on step skiing. The PWC operator then picks up the lifeguard and resumes the patrol following the skier.



Photo by Cathey Sterling

For many of these people without this specialized equipment and the assistance of people trained to fit them in the ski, drive the ski boat, operate the PWC and the lifeguard to assist them, skiing would not be safely possible. Each skier requires the ski boat with driver and spotter, two PWC with operator and lifeguard on each, two starters on shore and the crew (two or more) who fit the skier in the adaptive ski. This is all worthwhile when the skier comes in with a smile from ear to ear and the desire to continue challenging the boundaries of their disabilities.

N PREP

Aug 2-5 611 took part in the N PREP oil spill drill in Valdez AK. Coxswain Stewart Sterling and Crew John French were set to leave Monday from Whittier to Valdez but delayed departure due to the wind in Passage Cannel. Tuesday it was cloudless and sunny, breezy with two to three foot chop in Passage Cannel but became flat calm after passing Decision Point. The route was charted prior to departure and provided a hazard free trip other than a few icebergs around Glacier Island.



Fishing vessels towing oil spill containment booms.

Upon arrival in Valdez the crew met up with the other Auxiliary members taking part in the exercise. The group coordinated meeting times, went to the exercise briefing and located their accommodations in the U S Coast Guard barracks. After the briefing and dinner several members met up with Latasha McQueen of MSO Valdez and received their assignments for the following day.



Wednesday morning two Auxiliary OPFACs and Auxiliary Vessel 256611 crewed by Norm Lamoine, Don Young, Rusty Sholle, Bev Gurtler, Marty Keef, Jim Mongold, John French and Stewart Sterling headed to the security zone for the drill and performed perimeter security, keeping the public out of the secure location. This may not sound like the most exciting of exercises but became the closest to law enforcement Auxiliary members will come.

In order to keep people out of the secure zone the boats performed intercepts and informed the unaware boating public that it was a secure zone.



The U. S. Coast Guard Cutter Long Island was also present for the event maintaining the radio guard and control directing the Auxiliary boats to keep the general boating public from the area. After keeping vigilant during the strenuous duty from 0900 to 1630 the Auxiliarist headed back to Valdez for the big catered barbeque put on for the drill participants.



Thursday 256611 began the return trip to homeport Whittier making a detour behind Glacier Island. There wasn't much ice in the bay but one freshly rolled iceberg made the crew realize how difficult clear ice is to see while underway.



Stealth Berg

They had to pick their way through a short distance of gathered bergs but otherwise the way was clear.

After returning to port 611 received a needed oil change and a bath and the crew made the 1600 tunnel.

The Auxiliary members fulfilled a much-needed position keeping the active duty Coast Guard free to maintain their readiness for SAR and Security missions.

All Photos courtesy of Stewart Sterling



Member's Corner

Seafood Chowder

Chop: 3-4 Stalks of Celery
1 Large Onion
2-3 Carrots
2-3 Potatoes

In Large Pot: Heat 4-5 Tablespoons of olive oil and add onion and carrots. When onions begin to sweat (get soft), add celery and potatoes. Cook over medium heat for another 8-10 minutes. Add two tablespoons of minced garlic. Add 8-10 oz of white wine (or use 1 can ginger ale if preferred). Simmer 5 more minutes.

Add: 1 teaspoon marjoram
1 heaping teaspoon oregano
2 heaping teaspoons basil
1 heaping teaspoon thyme
¼ teaspoon cayenne pepper
2 heaping teaspoons black pepper
1 heaping teaspoon celery seed
Continue simmer for 10-12 minutes.

Add: 1 number 10 can of diced tomatoes
2 quarts of fish stock
¼ cup Balsamic vinegar
3-4 dashes Tabasco sauce
Bring to a low boil and continue to simmer for about 25 minutes or until potatoes are soft.

Add: Halibut and fish, about 1-½ quarts of large chunked pieces, and simmer until fish is cooked. Then add cooked shrimp and take off heat to cool completely.

Yield: About 1 ½ gal. of chowder. Freezes well for up to 6 months.

Recipe by Paula Krebs modified from an original recipe provided by Don & Margaret Varlamos of Swift Water Café in Whittier.

Recipe submitted by Mary Murphy

The weekend of August 7 & 8 found the radios full of calls from boats needing assistance. Whittier Flotilla Operational Facilities found themselves busy. Russ & Kathy Lyday on Papa's Dream ended their first weekend as an operational facility towing a vessel from the end of Mc Clure Bay.



Papa's Dream – photo by Stewart Sterling

Jim & Yvonne Chase on Antigony also brought in a vessel needing assistance.



Antigony – photo by Cathey Sterling

Thanks again to the Auxiliary volunteers for your dedication to boating safety.

COAST GUARD AUXILIARY



17th District

Whittier Flotilla Web Site

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