



# Whittier Soundings



January 2005 Brad Wells FC, Sig Murphy VFC, Cathey Sterling FSO-PB Volume XV Issue 1

## Member Training

By Rae De Ley

Dear Members, as the incoming FSO-MT I just wanted to say how pleased and proud I am of you all. We are one of the larger flotillas in the 17<sup>th</sup> District and we set the standard for service. In addition, the previous FSO-MT did a wonderful job of keeping you all trained up! So I have some big shoes to fill.

There are several training opportunities coming up in the next few months, and I hope many of you will avail yourself of training opportunities as they arise. We have already had our first session of the year for Team Coordination Training (TCT). Currently the Advanced Navigation Class (Aux ACN) is under way, and Aux Communications Class is about to start. Later in the year we plan to have a class in Sexual Harassment Prevention and Aux Weather.

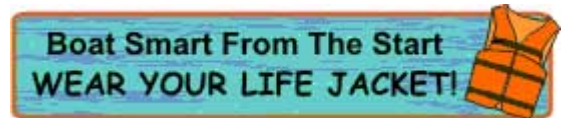
The Aux District 17 Conference will be held in Anchorage in February. Mandatory training will be offered for people who are Aux or UTM Crew or Cox. This is a great opportunity to receive some top-notch training and to meet people from other flotillas, as well as a chance to wear your lucky hula skirt. I hope to see you there.

In April we will have an Incident Command System (ICS) Level 200 and 300 Class. In order to be eligible to take this class you must have passed ICS Level 100. At the last Flotilla meeting, Sig Murphy provide a great introduction on ICS and reminded us all of the importance of getting this class under our belts. If you missed his presentation, I can send you a copy of his handouts that will get you started on ICS 100. I

have already started a sign up sheet for the April ICS Class. If you are interested drop me an email at [Rae\\_deley@hotmail.com](mailto:Rae_deley@hotmail.com) or see me at the next flotilla meeting.

So you want more information on what training is being offered? You can always check the Whittier Flotilla Website! Or you can contact me by email or by phone.

Rae De Ley  
FSO-MT



## What does 35-pounds of Buoyancy mean?

A 35-pound buoyant apparatus is capable of supporting 35 pounds of a very dense material such as lead, iron, gold, granite, etc. It will not allow the material to reach the bottom.

The question most people ask is how can this help a 200-pound person? The answer is that the average adult only weighs approximately 10 pounds in the water.

Unbelievable? Actually it's simple science and math, it works like this: A 200 pound person is approximately 80 percent water, which equals 160 pounds of his total weight on land. Water has no weight in water. A 200-pound person is also approximately 15 percent fat, which equals 30 pounds of his total weight on land. Fat is lighter than water and therefore floats. When you do the math, the person's actual weight in water is equal to 10 pounds. (200 - 190 = 10) Thus, a flotation device with 35 pounds of buoyancy is more than adequate to keep the average human afloat!



## Public Education

The narrow edge of the cliff rose above the rising tidal height by a shrinking measure of feet. It wouldn't be long before night closed in blacking out any path back to the warmth and safety of Anchor Inn in Whittier. The useless boat was long abandoned, having run out of fuel just at the wrong part of the journey. This was cold and unfamiliar territory, and so the thought was to follow the coastline by walking until something familiar, some civilization glowed. The frustration and determination to never do this again with this other person broke out in angry words as the evening shadows fell thick and unforgiving, melting all around into shivery shadowy despair. To not survive past this night loomed ever more likely.

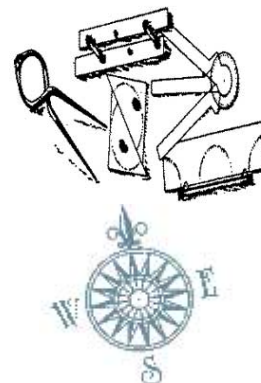
Later that week, after a miracle of being rescued by a U. S. Coast Guard Auxiliarist who happened to hear the shouts of desperation that came from the other side of the ridge overlooking the promising fishing cove, a ravaged soul cut out an ad in the newspaper that advertised learning skill in Basic Coastal Navigation. Embarrassed by the incident, not a word was going to be mentioned as the phone number was dialed to register for the class. The friendly voice that answered the phone explained the class and topics that would be thoroughly covered. A breath of relief poured out and a new student signed up for the eight-week course.

The U.S. Coast Guard Auxiliary strikes up another point of success for life saving education. Six Whittier Flotilla instructors volunteered to present that October through November session of Basic Coastal Navigation, a public education course. The weeks were filled with occupation in reading the updated and serious chapters of the text and answering the student study guide questions. The paper Nautical Chart made sense; measuring out a dead reckoning course and finding an exact location by getting two lines of position raised hope for future boating confidence; using the equipment on the boat properly became

a priority, and the reason for the misfortune in Port Wells became clear. The cost of the class became like pennies compared to the wealth gained by a renewed mind.

Coast Guard Auxiliary Public Education classes are peopled with every reason for the existence of the class itself. Every phone call made to sign up for the courses comes with its own story. Some are shared, and some are not. No one expects to hear all the perspectives, but sometimes they come out on their own during one of the class breaks. The instructors themselves have had plenty of experience living out a story of their own because life on the water always creates an education in itself. Nothing comes pat and easy without a good share of knowledge application of some seamanship tool. Time on the water brings its own wealth, and time in the classroom adds up to maybe ten percent of that understanding. But listening and reading ahead of that more adventurous time on board saves many frustrations and brings a glint of pleasure to the eye instead of the glare of remorse.

Cheers to the Public Education efforts of the Whittier Flotilla in particular, and the U. S. Coast Guard Auxiliary in general. Linda Wells is the Whittier Flotilla Staff Officer for Public Education in 2005. Information on boating classes offered to the public can be found on the Whittier Flotilla website and in the news media as a class session approaches. She is three years in the business of thanking every Auxiliarist who has donated time and skill to this bountiful boating safety effort.





## Boating Safety

### Cedar Bay off Wells Bay

Lat. N 60° 58'  
Long. W 147° 24'



Adapted from NOS Chart #16712



Reduced  
Resolution

**Not to be  
used for  
Navigation**

### Cedar Bay

Look Direction: NE entering anchorage  
Photos Contributed by Paula V. Krebs



High Tide, July 3, 2002



Rock 8 inches under



Low Tide, June 15, 2002

## Incident Command System

December 9, 2004 an email request from Commodore Taylor was sent to the membership looking for Auxiliary members with ICS 300 level training who would be able to go to Dutch Harbor to assist with the Selendang Ayu incident. Schedules were checked, calls and emails were made and the stage was set for Auxiliary participation in the oil spill response.

Three members of District 17 US Coast Guard Auxiliary were able to answer the call to assist. Beverly Gurtler of Eagle River Flotilla, Alan Sorum of Valdez Flotilla and Cathey Sterling of Whittier Flotilla departed Anchorage 11DEC04 on a Pen Air Metro. Our flight delayed departure due to weather concerns, departed but had to stop in Cold Bay for weather then continued on to Dutch Harbor. We circled for some time and finally had a window in which to make a safe landing.

Upon arrival we were taken to the Incident Command Post to meet with Jackie Wallis of the Mat Su Flotilla (not there in an Auxiliary status), chief of the Logistics section. Jackie got us settled in our rooms then assigned our duties. Bev worked at the airport picking up incoming and dropping off outgoing personnel. She also took care of the small cargo items that were needed in the command post, office supplies, etc. Alan took care of arranging the communications with the harbor personnel, providing a large harbor map for the command post, confirming dock space and projecting the future snags with the opening of the fishing season. Cathey worked the air transportation unit. This included making flight reservations, tracking cargo, scheduling air charters. As indicated by the flight to Dutch Harbor, air transportation could be a logistical problem due to weather.

Daily all hands meetings for the current situation reports were attended. All sections provided a briefing of the daily plan, what was found on scene, the weather, planning, safety, operations, logistical and financial reports were presented.



Actually participating in this event brought all the ICS training into perspective. The tabletop exercises presented in the training made the actual incident recognizable in the basic form but also emphasized the constantly changing needs due to the changes of the event. Weather, availability of equipment, personnel and supplies, on scene conditions all affect the requirements to successfully meet the needs of each event and changing situations in a particular event.

As Auxiliarist we are volunteers but we wouldn't be in the auxiliary if we didn't feel our time would be a benefit and that we could actively participate in events of this type. Taking the Incident Command System training prepares us to knowledgeably step into various positions in an incident and make a difference. As volunteers we are also time constrained in our abilities to participate by our jobs, families and other considerations. In the event of a major incident, having a large pool of ICS qualified Auxiliarist allows us to maintain a presence while allowing individuals the flexibility of participation within their own time constraints. We would be able to send auxiliarist in and rotate staff as the time constraints dictated.

Lets take a page from the US Coast Guard and follow their motto "Semper Paratus" – Always Ready.



December 12, 2004

[2:55 p.m. AST Update - Joint Information Center Photo Release](#) Incident Command Post staff members

## What's Cookin'

Paula V. Krebs

Now that the moose has been harvested, a good dish needs to be fixed. My favorite of all is Moose Stroganoff. Slow and long cooking is the secret to a memorable dish. I fix mine in a large cast iron Dutch oven on top of the wood stove for four hours but I have also done it in a crock-pot in six hours. I usually serve my stroganoff over cooked long thick square noodles or mashed Yukon gold spuds. This is one dish that does honor to the animal and the patient cook.

### Moose Stroganoff

3 lbs moose roast, fine cubed into  $\frac{3}{4}$  inch chunks  
 $\frac{1}{4}$  cup cooking oil  
2 large onions, finely cubed  
2 cloves garlic, smashed  
2 cups water  
1 tsp. salt  
1 tsp coarse black pepper  
1tsp. dill weed  
 $\frac{1}{2}$  tsp. nutmeg  
 $\frac{1}{2}$  cup worcestershire sauce  
1 can tomato soup  
 $\frac{1}{2}$  cup ketchup  
 $\frac{1}{2}$  cup fine flour mixed in  $\frac{1}{2}$  cup water to make thin paste  
2 pint sour cream

Brown moose chunks in cooking oil; add cubed onion and garlic to pot and brown until just soft. Add water, salt, pepper, dill weed, nutmeg, and Worcestershire sauce. Cover and slow cook for 3 hours in 325 degree oven or wood stove top (or in crock pot for 6 hours). Add more water during cooking to just keep meat covered. Remove from heat and add tomato soup and ketchup stirring well. Reheat to just boiling and add flour paste stirring constantly until thickened. Add sour cream just before serving and heat until hot. Do Not Allow to Boil. Serve over hot noodles or mashed potatoes.

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# U.S. COAST GUARD AUXILIARY



## UNITED STATES COAST GUARD AUXILIARY DISTRICT 17

### ANNUAL CONFERENCE

February 17-21, 2005  
Hotel Captain Cook, Anchorage, Alaska



## THURSDAY, FEBRUARY 17, 2005: TRAVEL DAY

6:00 - 9:00 p.m.: **Division Hospitality Hour**

*Your hosts for the evening, Dale Cornell, Div 1, Roy Stoddard, Div 2 and Norm Lemoine, Div 3.* Enjoy food, beverage and fellowship among Auxiliary members from all three Divisions at a special hospitality suite. Exact room number will be posted at the Captain Cook Auxiliary information room on the main floor.

## FRIDAY, FEBRUARY 18, 2005

8:00-9:30 am **Opening Ceremony** (*Tropical blue long or appropriate civilian attire*)  
Posting of the Colors  
Introduction of Guests  
Invocation  
Opening Remarks

9:30-10:00 am **Coffee Break**

10:00-12:00 **Dr. Gordon Giesbrecht, Hypothermia Expert**

Dr. Giesbrecht operates the Laboratory for Exercise and Environmental Medicine where he studies human responses to exercise/work in extreme environments. He has conducted of cold water immersion studies that have provided valuable information about cold stress physiology and pre-hospital care for human hypothermia. Other research interests include human physical and mental performance in other stresses such as altitude (hypoxia) and diving (hypobaria).

12:00-2:00 pm. **AWARDS LUNCHEON**

4:00-5:00 **DISTRICT STORE WILL BE OPEN FOR YOUR CONVENIENCE**

6:00 pm **FUN NITE . . . BEACH PARTY MADNESS**

There are plenty of FUN activities to keep everyone warm on a cold winter night . . . All the way from the Beach Bum Buffet to the Treasure Hunt. Don your finest beach attire (no speedos please) and enjoy beach music with limbo contests, hula hoops and more!



# U.S. COAST GUARD AUXILIARY

## SATURDAY, FEBRUARY 19, 2005

8:00-9:30am **HARPAT, Alan Sorum**

9:30-10:00am **Coffee Break**

10:00-11:30am **HARPAT**

11:30-1:00pm **Lunch on own**

1:00-3:00pm **HARPAT**

3:00-5:00pm **Recreational Boating Safety/Commercial Fishing Vessel Safety**

*Mr. Mike Swanson and Ms Sue Jorgensen* will provide hands on training by conducting drills involving Auxiliarists in response to fire, man overboard, abandon ship and more. A great learning experience

6:00 pm **Commodore's Reception**

### ASSISTANT HARBOR SAFETY SPECIALIST:

Upon successful completion of this personal qualification, a person will hold the minimum competencies to assist a qualified Harbor Safety Officer in conducting a wide variety of Port Safety and Security tasks.

## SUNDAY, FEBRUARY 20, 2005

8:00-10:00 **Operations Workshop, BMC Bob Gross and DSO-OP Gary Taylor**  
Mandatory workshop for all Crew and Coxswains

10:00-12:00 **PE/MT Workshop, Dean and Nanci Terencio**  
Mandatory workshop for those Auxiliarists involved in Public Education (instructors) and those involved in Member Training.

12:00-1:00 **LUNCH ON YOUR OWN**

1:00-3:00 **BOHICA 101, Marilyn Marsh**  
Do you know what BOHICA is? Mandatory workshop for all Auxiliarists. Broadening our recruitment base and learning how to live together. BOHICA buttons will be provided to all attendees.

3:00-5:00 pm **Division Meetings ALL Divisions**

6:00 pm **Awards Banquet** (*Dinner dress blue or appropriate civilian attire*)

## MONDAY, FEBRUARY 21, 2005: TRAVEL DAY

Hope you all had a great experience at the 2005 Conference

Where will 2006 conference be????? We will have to wait and see!!!!

Thank you from the 2005 Conference Committee: Barbara Sands, Conference Coordinator; Marie Scholle, Marilyn Marsh, Cathey Sterling, Roy Stoddard, Noreen Folkerts. Special thanks to the Director's office, LCDR Sue Workman BMC Gross and Lori Cook and all those members who helped make this conference a success.....

## 2005 Whittier Flotilla Officers

- Flotilla Commander**      **Brad Wells**
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- Vice Flotilla Commander**      **Sig Murphy**
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## Flotilla Staff Officers



- |   |                         |
|---|-------------------------|
| <b>Aids to Navigation</b>                           | <b>Paula Krebs</b>      |
| <b>Aviation</b>                                     | <b>Dave Brubaker</b>    |
| <b>Career Counselor</b>                             | <b>Sylvia Condy</b>     |
| <b>Communications</b>                               | <b>Mike Barbarick</b>   |
| <b>Communication Services</b>                       | <b>Stewart Sterling</b> |
| <b>Finance</b>                                      | <b>Terry Stoddard</b>   |
| <b>Information Systems</b>                          | <b>Bob Harvey</b>       |
| <b>Materials</b>                                    | <b>Claude Barker</b>    |
| <b>Marine Safety &amp; Environmental Protection</b> | <b>John Whitney</b>     |
| <b>Member Training</b>                              | <b>Rae De Ley</b>       |
| <b>Operations</b>                                   | <b>Tony Hillegeist</b>  |
| <b>Public Affairs</b>                               | <b>Linda Shogren</b>    |
| <b>Publications</b>                                 | <b>Cathey Sterling</b>  |
| <b>Public Education</b>                             | <b>Linda Wells</b>      |
| <b>Personnel Services</b>                           | <b>Marty Keef</b>       |
| <b>Marine Dealer Visitor</b>                        | <b>Loren Warner</b>     |
| <b>Secretary/Records</b>                            | <b>Craig Woolard</b>    |
| <b>Vessel Examinations</b>                          | <b>Russ Lyday</b>       |
| <b>Fellowship</b>                                   | <b>Deanna Barbarick</b> |

## 2005 Division 2 Division Captain

A NEW YEAR --- A NEW POSITION: I have ventured into the land of Division Captain. I am getting a glimpse into another level of our Auxiliary. The world of continuous paperwork and increased responsibility to "Our Members / Team Auxiliary". Our continuing commitment to educate the public and our members in all aspects of boating safety will have top priority this year. I am pledging my support to our members to reach new heights and to try new adventures.

I WISH TO THANK EACH ONE OF YOU IN ADVANCE FOR YOUR DEDICATION AND SUPPORT TOWARD OUR AUXILIARY MISSION. THANK YOU.

**ROY STODDARD**



*Congratulations and thank you to all.*



**Whittier Flotilla Web Site**  
<http://www.uscgaux.org/~1700204/>