



# Whittier Soundings

Whittier Flotilla 02-04, District 17, Alaska



September 2005 Brad Wells FC, Sig Murphy VFC, Cathey Sterling FSO-PB Volume XV Issue 9

## OTO PWC Patrol

August 20, 2005 Chief Gross came to Seward and did a PWC Safety Patrol with Cathey Sterling and 610 as Mother Ship.



610, Chief Gross & Cathey Sterling – photo by Stewart Sterling  
Chief got his first PWC patrol with choppy seas in Resurrection Bay.

The patrol included some boat handling practice and a return to Mother Ship on visual signal – they received a call they may be needed to escort a vessel to port. The patrol then went into Humpy Cove and switched PWC operators. After the break we continued our patrol. The patrol allowed Chief Gross to see the capabilities of the vessels and increase his knowledge and PWC operating skills.



Cathey Sterling & Chief Gross – photo by Stewart Sterling



610, Cathey & Chief Gross, Resurrection Bay  
Photo by Stewart Sterling

We finished out the day working with 610 to complete some crew qualifications for a new crew member.

## UTM Operations

By Cathey Sterling

The summer had been busy, 611 still hadn't returned and I still needed to complete my hours as UTM Coxswain. I went to Seward the weekend of August 27 & 28 working on completing my hours. Saturday, with Andy Buhler as my crew aboard 610, we went on patrol.



This was the day after a fishing vessel sank after hitting Barwell Island. Our patrol took us through the area where the boat sank, keeping a lookout for any debris, we patrolled in the reported area of a vessel that said they needed assistance.

We saw a Good Samaritan with a vessel in tow on our way but the towed vessel didn't match the original description. We continued around the point into Day Harbor to verify the vessel was no longer in distress. After verifying there were no distressed vessels we continued our patrol.

Sunday I woke to hear a MARB broadcast for a sailboat. Shane Taylor and I called in for further information, were asked to check the situation and get the boat if possible. We got 610 underway and located the sailboat about 30 miles from the harbor.

The boat was within our capabilities and we brought the boat with three people aboard back to Seward Harbor. It was my first tow with a sailboat and it wasn't any more difficult to do. We did have a long slow ride back to the harbor. A tour boat was heading toward us and we spoke with him. The captain made a great move that left us with virtually no wake. What a pleasure to deal with fellow boaters who show that much courtesy and professionalism.

Though I missed being in Prince William Sound most of the summer, I still enjoyed my time underway and performing my duties as Coxswain. It was a good experience to patrol in a new area and with different crew members.

## Labor Day Weekend

Labor Day Weekend Andy Buhler and Cathey Sterling did safety patrols on Nancy Lake. We had been requested by a couple of people on the lake to do patrols because they observed several unsafe boating practices and felt the Auxiliary PWC with the lettering would act as a reminder to boaters to practice safe boating.

Andy also was working on completing his operational hours for the year and his annual re-certification.

While on patrol a couple on PWC spoke with us. They praised our presence and asked if we would be doing more patrols. This shows again that flying the Auxiliary flag is an effective way to remind boaters to be safe.

## Member Training

### Hazardous Wastes

An 8 hour Hazardous Wastes class will be offered October 15, 2005 from 9 am to 5 pm in the MOA Building Safety Training Room at 4700 Bragaw. The cost to Auxiliary members is free.

This class will help fulfill a PQS if you are working toward your Trident Device. And it is a good idea for all folks who are Operational or planning to go Operational (Aux Crew on up).

If you wish to sign up, please call or drop an email to Rae De Ley. She will need your legal name and your member number. This class is open to all Auxiliary members in the District, so please sign up early.

### Sexual Harassment Prevention

A Sexual Harassment Prevention class will be held Nov. 1 from 6 pm to 9 pm at the BP Energy Center. Please take time to get this class completed if you are a new USCG Auxiliary member of have not yet taken the class.

### Auxiliary Search and Rescue

An Auxiliary Search and Rescue class will be held at the BP Energy Center starting Tuesday November 8<sup>th</sup>. The class meets from 6 pm to 9 pm on Nov. 8, 15, 22 and the test will be Nov. 29.

This class moves at a pretty fast pace, so plan on working hard. If needed or requested an extra night can be added to the class.

If you wish to sign up for these classes, please call or drop an email to Rae De Ley. She will need your legal name and your member number.



## Public Education

Saturday October 22 Whittier Flotilla will be presenting the ABC course. The class will be held 9:00 am to 6:00 pm at the Morris Communications building. For further info contact Charlotte Jones.



## Members Corner

### Winterizing Your Boat!

By Roy Stoddard

The following information is for vessels with inboard engines kept in the water over winter. Protect your boat from damaging winter weather by following many of the steps below.

1. Close all thru-hull gate valves: Failure to close thru-hulls during the winter is a major cause of loss boats in the U.S.
2. It's advisable to plug engine exhaust ports when a boat is stored afloat, snow piles up on the stern and exhaust ports get pushed below the surface. (Don't forget to remove the plugs next spring).
3. Chafe guards should always be used on Docks and Dock lines when your boat is left in the water for long periods. Double tie and Double spring all cleats for long storage periods.
4. Make sure your batteries cells are filled to the correct level with distilled water and fully charged, so they don't freeze and ruin the battery. You need to keep your batteries fully charged if possible to operate the automatic bilge pumps to overcome any bad deck, cabin, or hull leaks.
5. Change your engine oil, residual acids and moisture left in the crankcase over the winter can pit bearings and other vital engine parts. You also start out next season with fresh oil.
6. Winterizing your raw water-cooling system afloat involves circulating a 50/50 antifreeze/water through out your cooling system 5 to 6 gals should be enough. Close your raw water thru hull valve and with your engine running pour or suck via a hose and a THORO-FLUSH Sea Strainer cap the 50/50 mixture through your Sea Strainer until it discharges from the exhaust ports. Shut down your engines and remove the keys. Place keys with a sign stating "Raw Water Thru-hull valves are closed" Maybe no one will accidentally try to start the engines with the valves closed next season until the thru hull valves are opened again.
7. Top off your Fuel Tanks and use a fuel additive to inhibit any fuel's degeneration over the winter.
8. Freshwater Systems, automatic or manual, should be winterized using nontoxic antifreeze, in the tank and throughout the system. Merely draining the system can leave residual in low areas to burst pipes or possibly destroy your water pump. Drain your fresh water system completely. When the fresh water starts to sputter from the outlet, close the outlets. If possible use your water pump (with a short length of hose attached to the intake side of the pump and placed in a 5 gal pail of nontoxic antifreeze) to pressure flow the antifreeze through your system. Start with the outlet furthers away first, hot and cold side of all the outlets and work your way back closest to the pump. Don't forget any outside hand shower valves or ice makers installed in your boat. Pour antifreeze into all shower, tub, or floor drains to protect the drain pumps from freezing.
9. Seawater supplied heads: close the intake seacock, disconnect the hose and place in a bucket of nontoxic antifreeze. Pump the



antifreeze through the head, reconnect the hose and leave the seacock closed for the winter.

- 10. Fresh water supplied head: cycle nontoxic antifreeze through the head using the water pump on board your boat. Pump out all holding tanks for winter storage and add a little liquid dish washing soap with the antifreeze.



## Caboose Library



Winters in Alaska give us good reason to stay indoors and take time to read. Due to the efforts of several flotilla members, spearheaded by John Whitney, we now have an extensive collection of books on Prince William Sound. Great material available on the area we love and boat. This winter, October to April the loaner program is again in place. Go to the Whittier Flotilla web site to review the list of books available, email your request to John or Sue Whitney prior to the monthly meeting and they will bring your selection to you. To return the book, just bring to the next monthly meeting.

The Caboose Library is always open to donations of books on Prince William Sound.

## Fellowship

Mark and Katie Parmelee have offered to host our fall fellowship October 7, 6:30 to 10:30.

This is a potluck dinner - bring your favorite dish and beverage. RSVP with Deanna Barbarick.

## Elections

Flotilla Commander and Vice Flotilla Commander elections will be held at the next meeting October 12. All members are invited to attend and take part in choosing our command staff for the coming year.



## Environmental Issues

John Whitney developed an idea for tracking clean up needs for the beaches and shoreline of Prince William Sound. Joan Tovsen, of the Maps Place supported the idea providing laminated charts and the Whittier Harbor office supplied the convenient location for local boaters to access the chart. The idea allows boaters to provide information about the beaches, clean, mostly there or dirty. The public is invited to add dots for what they see or contribute in the process. Red means dirty — STOP and clean! Yellow means so-so — still needs work. Green means good-to-GO — cleaned, or clean, and looking good. Throughout the season, people are invited to adopt beaches for clean-up, either on single weekend basis or for much longer periods. We've had individuals do this, as well as families, youth groups, service organizations, scout troops, and various educational and recreational charters. Kayak outfitters and transporters in Whittier and NOLS groups operation out of Whittier have also bought into it, encouraging enthusiasts to tackle at least their final pick-up beaches, by freely dispersing ALPAR garbage bags that we (John and me) deliver each season and for which Whittier Flotilla makes an ALPAR donation. This past summer was the first season that we could have long term kayakers (or other recreationists) clean beaches on a moving route, leaving bags at high tide for later pick-up, because Dave Sanders at the Girdwood Forest Service agreed to receive any lat-longs for coordination of later garbage bag pick-ups. Lots more than just FS helped in bag collections, especially if they were in close proximity — people such as the various PWS transporters, as well as both state and federal agencies. The program exists because — and to the extent that -- concerned individuals care enough to participate!! Whether just a little or a lot; every bit helps.



**U.S. COAST GUARD AUXILIARY**

**COAST GUARD AUXILIARY**



**17th District**

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