

The River Sentinel

Flotilla 08, Division 11

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Meet Timm Hammond



Timm grew up in Colorado and his first exposure to boating came about when his Dad bought a 16 foot runabout. Timm and his family “dove” right into boating, waterskiing and fishing as they pulled their boat all around the mountain lakes of that beautiful state. By the time Timm graduated from college he was a pretty good water skier, but not a very good fisherman.

Timm and his wife Nancy were high school sweet-hearts who married after college graduation and spent the first few years of their life together in Colorado. Timm was then transferred to Seattle, where he and Nancy took sailing lessons. While they enjoyed sailing and felt Seattle was a beautiful place to sail, they proclaim it cold even in the summer. To this day Timm still has a fondness for sailing even though his current craft is a powerboat.

Timm became interested in the Auxiliary while taking an Advanced Coastal Navigation course. During the course he met Scott Gamble who had recently become a member and Scott encouraged Timm to explore the idea of Auxiliary membership. Timm became a full-fledged member in 2008 and to date he has completed 2 of the 6 AUXOP courses (Advanced Coastal Navigation and Search and Rescue). Additionally, Timm graduated from the Boat Crew Academy, crewed for COMO Heinz twice and qualified for the ATON verification course.

Timm recently accepted an appointment as Navigation Safety Officer for Flotilla 08 and has already taken the Flotilla through a training session on ATON's.

Timm indicated that he really enjoys the Auxiliary and the friendships he has made in Flotilla 08.

What the First Time Was Really Like for 2 Boat Crew Academy Graduates!

We graduated from Boat Crew Academy on June 14th and our first reaction was WHEW, we passed! But now the real fun begins--we are expected to take those new, hard won skills and actually "crew" on a working Auxiliary Facility! That thought was scary and exciting at the same time. The account below details our first mission as fully qualified boat crew members on the Heinz' boat--the "Nomad". "Nomad" is docked in Red Wing, MN. and patrols the Mississippi River between Treasure Island and Lake Pepin.

The day dawned with warm, clear sunshine and the drive down to Red Wing was uneventful. We boarded the "Nomad" right on time at 0900 and Coxswain Heinz gave us the pre-sail briefing. Our first task was to cast off and stow the fenders and lines. Paul Moen (a very experienced crew member) and Jan Heinz had this task down to a science.



Bob Heinz at the helm of the "Nomad"



Paul Moen stowing a fender

Gary's first assignment was Bow watch, I took the Aft watch with Jan, and Paul took the Navigator's chair next to Bob. Since this was our first real watch Gary and I were especially attentive and alert--we didn't want to miss a thing!

Gary had a very exciting ride on his first watch when a large boat passed us and created an impressive wake. Despite the fact that the Coxswain steered the boat strategically into the wake, the other boat created a deep "hole" at the bow on the port side and Gary had to really hang on or he would have been part of an unplanned "Man Overboard" exercise.

After about an hour and a half we changed assignments, with Gary taking the Aft watch, Paul moving to Port side and I assuming the navigator role. I was a little nervous when I had to make my first call to Sector Upper even though I had recorded the time, the nearest mile marker and the name of the contact in my notebook. At first, I struggled to remember the exact verbiage I should use, but it all came back to me when I made the actual call. Then I settled in and accomplished the rest of the half hour check-ins with ease.



Jan Heinz setting the fenders

During one call, the Petty Officer on duty informed us that an MSD (Marine Safety Detachment) **Coast Guard** facility from St. Paul was on the river and we might see it at some point on our patrol. This was exciting news for the crew of the "Nomad"!

Story is continued on page 3.

What the First Time Was Really Like for 2 Boat Crew Academy Graduates! (Cont.)



Bob Heinz and Gary Jones at the helm

Shortly after we heard that a 25 foot CG Safe Boat was on the river, it came up on our starboard side. Bob and Jan Heinz said that this was the first time they had encountered a CG facility in all their years patrolling the Mississippi.

The CG boat was manned by 3 reservists and one active duty officer. We met the active duty Lieutenant--Brian Zecus and one of the reservists--Steve Kramer. After a few minutes of pleasantries, the Coast Guard facility was on its way. Both Coast Guardsmen were very generous in thanking the Auxiliary for its volunteer activities.

After a delicious lunch made by Jan, we changed assignments again. I took the Bow watch, Paul took the Aft and Gary became the Navigator. We headed for Lock and Dam #3 and refueling at Treasure Island.



Steve Kramer

As we were approaching the Lock and Dam, we spotted the Coast Guard boat again and they stopped long enough to tell us they were not "locking through".

My Bow watch was uneventful, but the sun and wind were tiring after ~ 45 minutes. I had to hold onto my cover and the handrail and was very glad I had taken the time to re-apply SPF "90" to my face.



Brian Zecus

There was no commercial traffic waiting, so we sped right through the Lock and Dam. Here again, Jan and Paul "manned the lines" in an obviously skillful way, while Gary and I assisted when and where directed.

When we reached Treasure Island, we were all a little sun weary and welcomed the docking and re-fueling help from the "dock" girls.

After leaving Treasure Island, we locked through again and headed for Red Wing. Gary and I took over tending the fenders (under Jan's tutelage) and I realized how different it is to tie knots **upside down, underway** with the dock looming in the distance! Thanks to Jan's patience, and her early start, we set the fenders in plenty of time. My last official duty was to cleat the dock line on the Bow. This was a little tricky due to the wind and my limited upper body strength. I finally cleated the line and vowed to increase my bicep curl reps!

Coxswain Heinz ended the patrol with a mission de-briefing, declaring it a successful and noteworthy patrol. Gary and I left the "Nomad" with a true feeling of accomplishment.



25 Foot CG Safe Boat

An Experimental, Accelerated Instructor Development Course

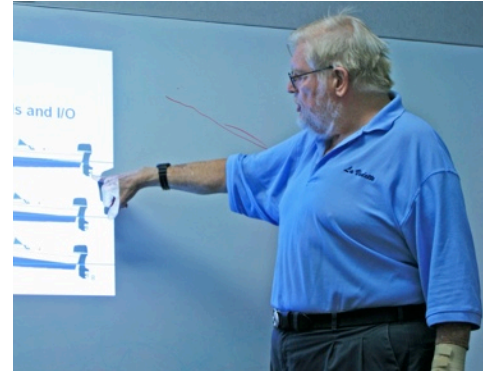


Gary Jones

Jones. He also created a “cheat sheet” to help presenters easily go from turning the computer on to cooling the projector down.

Tom and Gretel Keene and Gary Jones (all of Flotilla 08) designed an Accelerated Instructor Development Course which they recently tried out on 4 Flotilla 08 “guinea pigs”. The course had the full approval of Cathryn Allison DCDR 11 8 WR and is consistent with Auxiliary guidelines. The primary difference is that each student completes 2 lesson plans, a 10 minute and a one hour lecture and an open-book exam--all in one day!

The course began with a session on computer/projector set-up given by Gary



Burt Bigelow

The class took place at a Brookdale Library Study Room

on September 11th, 2009 and lasted from 1000 to 1630. Gary Jones began the session with a 10 minute talk on “Tying a clove hitch knot”. He was followed by Burt Bigelow on “Visual Distress Signals”, Jeff Carlson on “Fire Extinguishers” and Caryl Jones on “PFD’s”. After each presenter, the other 3 students and the proctors (Tom and Gretel) gave kudos and constructive criticism to the student.



Jeff Carlson

Following a short lunch break, the prospective Instructors gave their one hour interactive lectures. Gary began with “Knowing Your Boat”; Burt spoke about “Operating Your Boat Safely”; Jeff covered “Boating Emergencies and What to Do About Them” and Caryl ended with “Prior to Getting Underway”-- all from the “About Boating Safely Course”.

Again, each speaker received detailed critiques and then Tom and Gretel went over the 2 lesson plans each student submitted. The day ended with students completing a 15 question exam, which required 90% accuracy for passage.

While the day was jam-packed for the students, it was very effective in terms of relevant material, prompt and concise feedback and close to real-life experience. All in all, the course was considered a success and could be a model for other Flotillas.



Gretel Keene



Tom Keene

A Water's Edge View of CG Station Ketchikan, Alaska

Gary and I just returned from a land tour/cruise of Alaska and one of the highlights was a boat trip along the inlets that border the island city of Ketchikan. Little did we know that we would see USCG Station Ketchikan on our boat excursion. It was a treat to glimpse and photograph that Station from the water.

USCG Station Ketchikan is in the Seventeenth Coast Guard District. Ketchikan is located in the U.S.'s largest national forest (the Tongass) and is the 4th largest city in Alaska. Station Ketchikan is one of only 3 Small Boat Stations in Alaska, the others are Juneau and Valdez. Before Ketchikan was commissioned as a Station in 1989, it was a "SAR Locker" (its SAR days date back to the 1940's when the first small boats docked there).

The primary vessels which call Ketchikan home are the endurance cutter Acushnet and the Naushon, a 110 foot Patrol boat.

Station Ketchikan is co-located with (ICS) Integrated Support Command. The activities on base include (ESD)



CG Cutter Naushon

Electronics Support and Detachment and Industrial Services which maintains a vessel haul out for all Alaska cutters 110 feet or smaller.

The Station also has a Buoy depot for repairing aids to navigation.

Station Ketchikan responds to about 150 Search and Rescue calls a year. These calls range from Medivacs to boats taking on water. The station's primary SAR asset is a 47 foot Motor Lifeboat. This boat is the Coast Guard's next generation heavy weather multi-mission craft and is well suited to the weather conditions in Ketchikan and is safe and comfortable for the crew.



47 Foot Motor Lifeboat

The most recent acquisition (2002) is the 25 foot Homeland Security Response Boat. These boats are designed for high speed action in Homeland Security patrol areas.



25 foot Security Response Boat

Trivia **

A man was driving home from a fishing trip in Northern Michigan with his boat in tow. Suddenly he had engine trouble a few miles inland from Lake Huron. He did not have a cell phone or CB in his car, so he decided to use his marine radio to get help. Climbing into his boat, he broadcast his call letters and asked for assistance.

A CG Petty Officer responded and said "What is your location?"

The stranded man replied--"I'm on Interstate 75, two miles south of Standish".

The Petty Officer paused, and then said--"Could you repeat that?"

"I-75, two miles south of Standish".

There was a longer pause and then an incredulous voice asked, "How fast were you going when you hit the shore?"

A family was stranded in a small boat during a sudden storm off the shores of Florida. Soon they were towed to safety by the trusty Coast Guard.

When the family got home, the little five year old said--"I always knew God would take care of us".

The proud mother replied--"I like to hear you say that, always remember God is in his heaven and is watching over us".

"Oh, I wasn't talking about that God, I was talking about the COAST God".

Calendar of Upcoming Events

Power Point Class	Oct 17, 2009; Time and Place TBD
Ham Radio Class	Date, Time and Place, TBD
Flotilla 08 Business Meeting	1900 Oct. 21, 2009 @ LCM
Flotilla 08 Business Meeting and Election	1900 Nov. 18, 2009 @ LCM
Flotilla 08 Business Meeting	1900 Dec. 16, 2009 @ LCM

**Trivia courtesy of f22fighter.com/community web site