



River City Log



Volume 7 Edition 6

November 2006

Published by and for the members and friends of Flotilla 55 Sonoma County U.S. Coast Guard Auxiliary. It is in no way intended to be official policy. It is intended only for information and entertainment. Address all comments to cwich@mindspring.com.

October Flotilla Meeting

Phil Sanchez F C called the meeting to order at 1930 in true form. Pledge to the Flag led by J Terman. Guests: Bill Kinsey DCP (R Com. elect) Bob Lawrence, prospective member.

Minutes approved as sent.

Commanders Report: 4 members attended Division tie out at Brannan Island. Terrific time had by all at events and Bar-B- Que. All dues have been collected. 6 members lost due to retirement, non-pay of dues, non-PSI completion. Roster now at 30 members. Thanks to L Kubo FSO/AN Div. 5 did an out standing job with ATOM patrols. Only one entry so far for new Div. banner replacement. Contact VFC R VanClieve if interested in a staff position. Turn in mission reports before 15 Nov. Important all activity is on file.

Staff Reports: All reports on file except: L Kubo FSO/AN. Took J Rosevears facility (new to flotilla) on patrol. All went well. H Hoeser FSO/CM, Patrol to Gualala and making contact with Stat. Bodega Bay. Working with Stat. Bogega Bay on a number of projects. FSO/PA P Sanchez reported on Street Fair in Cloverdale. FSO/PV S. Halbersma reported on Safety Fair given for Cosco employees only FSO/PS G Diekmann reported on a Patriots Day observance at her son's school on 11 September. G Murray FSO/VE Thanks all for a tremendous year of V E.

Recognitions and Awards: Completion of Good Mate Course for Marine Safety and Environmental Protection Award to Arlen Richardson. To Michael Wilson, Air Observer designation in Air Operation. National Commodore's certificate to Stewart Halbersma FSO/PV for the RBS Visitation Program. VFC Ray VanClieve and Will Summer as Patrol Specialist.

Old Business: COW 2007 committee should start planning in November,

New Business: H Hoeser passed out the boots that were on order. A big Thank You to DCP W. Kinsey for instituting the Coxswains Academy.

Good of the Order: James Fitzgerald gave an overview of his trip to Hawaii teaching boating

safety classes.

Meeting Adjourned in Peace and Harmony.

Election

The election of Officers for Sonoma County Flotilla 55 of the U S Coast Guard Auxiliary for the year 2007 took place at the regular monthly meeting on 10 October 2006. Nominated were Ray VanClieve for Flotilla Commander. For Vice Flotilla Commander were Tom Maxson and Hal Libby. By unanimous vote the FSO/SR cast one ballot for R VanClieve to be F. C. By ballot T. Maxson was elected VFC. All requirements for Flotilla elections were satisfied and DCP W Kinsey certified the election as legal.

Division Officers: Phil Sanchez DCP
Dennis Eaton VDCP

Coming Events

- 7 Nov. Election Day. (Hope you Voted)
- 11 Nov. Veterans Day.
- 14 Nov. Flt. 55 Monthly Meeting.
- 23 Nov. Thanksgiving
- 7 Dec. The Day of Infamy`
- 25 Dec. Christmas
- 1 Jan. Start all over again.
- 6 Jan Div 5 COW
- 3 Feb. Flt. 55 COW

Congratulations to

Will Sumner II; Jerry Terman, & Jack Rosevear on becoming "Crew Members" in the boat operation program.

Thought For The Day

When there is a hill to climb, don't think waiting will make it smaller.

Symbols and Synonyms

Ahead: In the direction of and forward of the bow

Below: Beneath or under the deck.

Bitter End: The last part of a line or link of a chain.

Horns: The horizontal arms of a cleat.

Jacobs Ladder: Ladder made of rope with wooden steps.

Lazarette: A low storage place in the stern.



River City Log



Volume 7 Edition 6

November 2006

Published by and for the members and friends of Flotilla 55 Sonoma County U.S. Coast Guard Auxiliary. It is in no way intended to be official policy. It is intended only for information and entertainment. Address all comments to cwich@mindspring.com.

Weather Wisdom

The Walls are damp. The ditches smell.
Closed is the pink-eyed pimpernel.
Hark, how the chairs and tables creak.
Loud quake the ducks, the peacocks cry.

Rules of the Road

The first vessel to sail the waters of this earth had little to worry about as far as collision was concerned. However, on the launch of the second craft, trouble began. Since that time to the present the need for regulations have increased to the point where a person sitting for a license has a great deal to be aware of.

The intent of the Rules are” to prevent collision at sea”. Their intent has not always been successful; but maritime nations have tried to establish rules compatible to all and under stood by all. The first set of rules was composed by Great Britain in 1846 and joined by the U. S. and several other nations in 1864. The first international conference was held in Washington D,C, in 1889. Several subsequence meetings were held; but the basic rules remand the same as the ones adopted in1889.

The most significant change was made in 1972 from a convention in London England. The result “ International Regulation for the Prevention of Collision at Sea, 1972”. There has been changes made to the rules from time to time, due to the increase in technology; but the basis of the 1972 version remain.

All the time and effort put into the formulating of the rules is to no use if they are not know or obeyed by the users of our waters. It becomes the duty of all to learn and obey the rules and use “common sense” while doing so. There is a rule that states “an exception to the rules must be made if an exception will prevent collision” In other words “you will be right if you do wrong”.

Story Behind The Story

Behind every story there is a legend, some true, some fiction, and all interesting. Here is one.

It took place during the War between the States in 1862 at Harrison Landing Va. A great battle had taken place between the Gray and the Blue. Night

had fallen and a lull in the fighting. Capt. Robert Ellicombe heard the moans of a fallen soldier between the lines. Not knowing if friend or foe the Captain went out and brought that soldier back to the Federal side. On lighting a lantern to identify the wounded man he was stunned to see it was his own Son. The Son had been studding music in a Southern City and joined the Confederate Army without his Father knowing. The Son had died and the Father wished for a burial with full honors. Being an enemy the request was denied; but in respect for the Father a lone musician was allowed, a bugler At the services the bugler played the composition the son had written

The notes that came out were:

Day is Done,	All is well
Gone the Sun,	Safely rest
From the Sky	God is nigh.
From the Lakes	
From the Hills.	
From the Sky	

It was the playing of the Honor given in respect to all fallen service people; “TAPS.”.

There are four more verses to this composition, seldom heard or written. Any one wishing these please reply to the Editor.

Growing

The population of the United States reached a milestone about the middle of October 2006. The 300,000,000th person joined the rest of the citizenship. We will not know the name of that person as it is a toss of the coin as to how that person arrived. The Census Bureau uses a formula that takes in to account of : one birth every seven seconds, one death every thirteenth second, and one increase in immigration every thirty seconds. Immigration accounts for forty percent of our growth.

This blip in the 150 year slope of history will have little effect; more emotional resonance than practical. A baby food company asked if the new person would be a baby. The reply was “What will be will be”.



River City Log



Volume 7 Edition 6

November 2006

Published by and for the members and friends of Flotilla 55 Sonoma County U.S. Coast Guard Auxiliary. It is in no way intended to be official policy. It is intended only for information and entertainment. Address all comments to cwich@mindspring.com.

A First

“Sail Ho. Two points off the Port Bow” This sent the First Mate clattering down the ladder to the Captain’s cabin. The Mate open the door with out knocking, against all procedure, to be sure the Captain had heard the hail. The Captain had and was putting on his deck clothing to see for himself that in fact they had sighted a sail.

The Date: 27th August 1905.

The Place: Off the coast of Baring Land in Northern Canadian waters.

The Ships: The American whaler *Charles Hanson* and the Norwegian ship *Gjea*, Captain Roald Amundsen.

The Occasion: The first successful transit of the North West Passage.

Christopher Columbus discovered the New World in 1492 believing it was China. Further explorers soon discovered this was not so and that a great land mass bared the passage to the Far East. For 400 years a northwest passage had been the object of many ventures; but not until Admunsen had there been any success.

Martin Frobisher in 1576 and several subsequence voyages probed Baffin and Hudson’s Bays. Henry Hudson, the discoverer of the Hudson River, search ended in mutiny. The ill-fated expedition of James Knight just vanished in 1719 with 2 Ships and 37 men. Even the famous James Cook was turned back by a wall of ice in his attempt at a west to east passage. The Voyage of Discovery authored by Thomas Jefferson and led by Lewis and Clark had as one of their objectives the search for a practical North West Passage. These and several others were unsuccessful in their endeavors

Roald Engelbegt Gravning Amundsen was born in 1872 at Borge Norway. His parents soon moved to Olso. His Farther died when he was fourteen, his old err brothers left home and Amundsen stayed home with his Mother. At his Mother’s urging he entered the University to study to become a Doctor. His wish was always to be an Arctic explorer and he did all he could during his younger

days to build his body to withstand Arctic condition. A 21 Admundsen’s Mother died leaving him to give up his University life and go to sea. He worked his way up to Mate to become qualified as Captain on successive voyages.

The scientific purpose of Admundsen’s voyage was the study of the Magnetic North Pole. He bought the 47 ton fishing vessel *Gjoa*, gathered a crew of six men, loaded supplies for an Artic journey, and sailed to Oslo that was to be the Point of Departure. The departure was delayed by financial problems until the evening of 16 June 1903. His greatest debtor demanded payment in 24 hours. The next morning, early, with the crews assent, the cable was slipped and the *Gjoa* sailed into history.

Goat’s first stop was in Greenland where she loaded supplies and 20 sled dogs. Edmondson’s plan was to use dogs for pulling the sleds rather than have the men do the job. She than headed across Baffin Bay to the Canadian Archipelago. Admundsen went to Beechey Island that had served as headquarters for the Franklin Expedition that just disappeared. From there on through uncharted waters *Gjoa* finally arrived at a small sheltered harbor Admundsen named Gjoahaven. There they built an observation station of empty packing crates, landed supplies and decked over *Gjoa* with sailcloth and settled in for a long stay. Just in time for on 1 October the temperature dropped and the wind blown seawater soon sheathed the ship with ice.

The native Netsilik Inuit were able to show the Norwegians the art of Arctic survival and the Norwegians help them with health care and new abilities. During the nearly 2 years Amundsen spent at that site he and his crew carried out scientific observations, mainly with the Magnetic North Pole, which was nearby.

28th July 1905 *Gjoa* departed its frozen moorings to continue west to complete the North West Passage and a place in history.

In San Francisco Admundsen gave the ship to the City. It was enshrined at Ocean City; Later returned to Norway.



River City Log



Volume 7 Edition 6

November 2006

Published by and for the members and friends of Flotilla 55 Sonoma County U.S. Coast Guard Auxiliary. It is in no way intended to be official policy. It is intended only for information and entertainment. Address all comments to cwich@mindspring.com.