

River Currents
Division 11 District 8ER
Cumberland River 107 to 385 and Middle Tennessee
Division Commander: Frederick Gilman Division Vice Commander: Michael Simpson

Editor: Ramon Llorens, Jr. ADSO-PB 11-04, 8ER

August 2018 Volume 18 Issue 8



Photo by Ramon Llorens, Jr.

MONTHLY CALENDAR OF EVENTS

NEXT DIVISION BUSINESS MEETING THUR. 27 SEPT, 1900

Nashville Police Dept. East Precinct
936 E. Trinity Ln, Nashville, TN 37211
Contact: Fred Gilman (757) 894-0151

DIVISION 11 PICNIC SAT. 8 SEPTEMBER, 1800

Cedar Creek Yacht Club, Courtesy of
Chad and Jessica Clark Flotilla 11-04.

This is an event for all of Division 11.

This will be a great time to bring your loved ones for food and fellowship on the beautiful shores of Old Hickory Lake. This is also the marina where the Clarks keep their boat which we use for Safety Patrols. That alone is reason to come out and enjoy the late summer evening. Perhaps you haven't gone to a D-Train or NACON, this will be a great time to introduce family, friends or prospects to the Auxiliary and its members.

This is a civilian attire event, There is no Coast Guard Auxiliary uniform of the day.

The meal will be professionally catered by the Chefs at Cedar Creek Yacht Club.

The menu Includes:

Barbecue chicken quarters
Hickory smoked Texas brisket
Molasses baked beans
Mustard potato salad
Broccoli tomato and bacon salad
with Peach cobbler for desert

The cost is \$15.00 per person.

There will also be a Cash Bar.

RSVP by email to Jessica Clark, FSO-
HR, 11-04 before Friday, August 24th.

Jessica_Clark79@hotmail.com

NACON 23-26 AUGUST 2018

Orlando, Florida

FALL D-TRAIN 20-22 SEPT. 2018

Division 5 will be our hosting Division for our 2018 Fall DTrain.

Fall D-Train will be held in Cincinnati, Ohio from Thursday, September 20th thru Saturday, September 22nd, 2018 Fall DTrain will be held at the Holiday Inn & Suites, 4501 Eastgate Boulevard, Cincinnati, OH 45245

To make your reservations, please call 1-513-752-4400 and make sure you state that you are U.S. Coast Guard Auxiliary. Hotel Registration Deadline is August 29th, 2018.

The Conference Schedule and Training Schedule will be coming to the Division web site soon.

Note: there is an option to register on the Division web site.

HAPPY 228TH BIRTHDAY UNITED STATES COAST GUARD

Most Americans recognize the 4th of July as a patriotic holiday, but what about the 4th of August? This is the day we celebrate as Coast Guard Day. A day to honor the establishment in 1790 of the Revenue Cutter Service, which evolved into our modern Coast Guard. Coast Guard Day is primarily an internal activity accept for the Coast Guard Festival held in Grand Haven Michigan for 10 days each year since 1937.

It boasts of being the largest community celebration of any branch of the Armed Forces in the nation.



MESSAGE FROM THE Commodore

ARE WE READY?

I was awakened this morning by Nature's alarm clock, an early morning thunderstorm moving through. As I mentally debated with myself, whether to roll over and go back to sleep or get up and get my day started, another thunderclap boomed, ending the debate. While shaking the cobwebs out and waiting on the coffee maker to do its magic, listening to the rain falling reminded me of the potential for severe weather, flooding and possible tornado activity. Already we have had severe flooding along the Ohio River, and localized flooding in many areas.

The memory of our hurricane outbreak ate last year is still fresh on many of our minds. For our inland areas, there was not much more than a wind and rain event from the storms, however the impact on the coastal areas was far greater.

As you may have heard me mention since last year, there were many lessons learned from the disasters, both from the Coast Guard point of view and from the Auxiliary side as well.

One lesson learned by both parts of our "One Team" is the need of Auxiliary support for the Coast Guard when a major disaster strikes. From this came the realization that Incident Management training and Incident Command type qualifications are needed for the Auxiliary. In December 2017 District Eight, Eastern Region had

seven of our members attend the Coast Guard ICS-300 class in Louisville, Kentucky, at their own expense. At our Spring DTRAIN this year, Fritz Wasco, DSO-IM rolled out training for ICS Staff qualifications and we plan to have him return again for our Fall DTRAIN. Since then we have had members in the Pittsburgh, Pennsylvania area as well



District Commodore
Randy Ventress

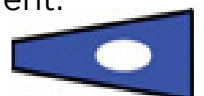
"We have opportunities to step up and support the Coast Guard in ways that we have never had before"

as the Louisville, Kentucky area take specialized ICS training. Three more of our members took training at MSD Nashville to become

ICS Staff Qualified. While some may be able to deploy to a Command Center for a major event, there is a serious need for our members to backfill at some of our Marine Safety Units and Marine Safety Detachments, as well as the possibility of working at Sector. Many of our Coast Guard units deploy personnel for major events and there is a need for someone to support the unit in many areas when they do. Our Auxiliary Unit Coordinators (AUCs), under the supervision of Commodore Rick Schal, Auxiliary Sector Coordinator (ASC) should be talking to their respective stations and refine a plan for backfill when needed.

We have a lot that we can be doing in our home areas to prepare our membership and have a plan in case of an event.

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Music City Triathlon River Closure

Story and Photos By Ramon Llorens, Jr. ADSO-PB

Eddie Ferrell Music City Triathlon 2018

For the 10th year, this 40 year old triathlon was held in downtown Nashville. For our part, the Swim in the Cumberland River, was a point-to-point 300 meters for the sprint and a longer loop for the 1.5k Intermediate swim.

The swimmers entered the water at the east end of the boat docks below the Bridge building and would wade ashore at the old barge launching area in front of Nissan Stadium.



This was an interesting mission to say the least. Although the triathlon didn't officially begin until 9:30 AM, Team Magic the race organizers wanted us on station at 7 AM which makes sense because they had to put the swim course markers out ahead of time and wouldn't want a boater to run through them.



Our Coxswain Bill Weeks and Crew which included Rosemary Halldorsson, Buell Noteboom and Ramon Llorens mustered at 6 AM. We put the Cobia in at the launch ramp on the end of McGavock Pike, went over our checklists and orientation of the boat and covered the GAR 2.0 worksheet. Although severe storms had rolled through Middle Tennessee overnight and into the wee hours of the morning, the worst was over and we were a go with low risk.



Race officials had issued a special weather statement overnight and posted a slight adjustment to the start for the participants. The complexity of the mission was a bit higher starting off, as this was still basically a night mission, but the sun began to come up as we got underway.

Part of being on the river and lakes on a consistent basis is getting to know the AOR. It would seem in anticipation of flood waters coming downstream Cheatham lake was lowered about 5 feet overnight. This was apparent by the waterline and soft mud on the launch ramp and the floating dock coming down at a 60 degree angle. The most dangerous part of the mission was just getting to the boat down the gang plank which was more like a sliding board. We





Bill Weeks at the helm of the Cobia heading down river on a somewhat chilly July morning. made it alright, but we tried sliding some of our provisions down the ramp which didnt work out so well for a couple of bottles of Gatorade.

Luckily there was very little storm debris in the water, for us or the triathletes. It was a wonderful sight to see the sunrise from the Cumberland as we entered the city, a sight not often seen and a definite perk for being part of a Coast Guard Auxiliary Boat Crew.



We tied up at the John Seigenthaler Memorial Bridge and went ashore to take in the race atmosphere before taking our position on the river. Well, that and some of us were looking for coffee.

We were joined by a couple of other agencies who were on the water for the event including OEM, Metro



The view from under the Seigenthaler Bridge, which may still appear on your charts as the Shelby Street Pedestrian Bridge.

Nashville PD, and Nashville Fire. That is great city wide support, I am sure the race organizers loved having that much buy in.

The storms threatened the events even happening, but as it turned out it brought unseasonably cool weather to the region which was perfect for the athletes. The water was a bit chilly, right at 78 degrees.

Note: For the swimmers this created a dilemma, wetsuits may be worn and considered legal by USA Triathlon up to and including a water temperature of 78°F. When the water temp is greater than 78°F, but less than 84°F, participants may wear a wetsuit at their own discretion. A wetsuit can give you an advantage of additional buoyancy which would be quite favorable in the fresh yet muddy waters of the Cumberland River. The disadvantage is it would take extra time to peel it off in the transitions from the swim to the bike. I didn't see anyone in a wetsuit from our vantage point. On an additional note, the cutoff for wetsuit wear is 84°F because one can actually suffer heat related injuries swimming in such warm water in a wetsuit. I know of one instance where a swimmer died as a result of swimming in warm water and literally suffered a heat stroke because his core temperature became too high. Something to be aware of and watch out for when on regular safety patrols.



We returned to The Cobia and motored up river to our designated position. Bill fielded a couple of radio calls from local tow boat operators enquiring about the duration of the river closure. He spoke to the captain



It's great to get out on the river, it's quite peaceful, but we have an important job to do. Above: Rosemary Halldorson stands watch.

work. They only had a jet ski a few kayaks and some standup paddle boards to monitor the racers. Once the swimming was done they relied on those of us with boats to help them retrieve the race markers. This turned out to be quite an ordeal.



The markers were anchored by two cinder blocks on quarter inch nylon lines. It was hard to get a grip on them to hoist them back up to the surface. It reminded me of Spencer Tracey in The Old Man and the Sea pulling all of that weight with such a small line. We brought in one of them anyway. They thanked us and we bid them a fond adieu. Another successful mission.



of the Traci K, which would be the last boat allowed through for the next couple of hours. Then we were waved over by some guys loading a barge with scrap metal and asked what was going on. Even though they work on the river they either did not receive or didn't read the notice to mariners. But, that's why Auxiliary was there.

The Triathlon swim portion went well and soon all of the swimmers were out of the water. Team Magic the race organizer has been providing athletes with high quality



multi-sport events in the southeast region since 1985. They seemed to have everything in place on land, but the water game needed a little



THE SCUTTLEBUTT

scuttlebutt

noun scut•tle•butt

1. Nautical.

a. an open cask of drinking water.

b. a drinking fountain for use by the crew of a vessel.

2. Informal. rumor or gossip.



Above: Rear Adm. Paul Thomas, commander, Eighth Coast Guard District, flew from Coast Guard Air Station New Orleans to Venice, LA., and then to Gulfport, MS to assess the damage from Hurricane Nate,

DVIDS photo by Petty Officer Brandon Giles

Updating our accountability processes for our members in times of major emergencies. While our flotilla and division leadership should have a plan in place to account for our members, our members are responsible as well to keep your leadership aware of your situation.

The Auxiliary has the attention of District Eight. Rear Admiral Paul Thomas, D-8 Commander has given the Auxiliary seats at his Commanders' Conferences he holds with his senior leadership.



Above: an etching of Sailors receiving their daily water ration from the Scuttlebutt. Left: a commonly used barrel with a hole cut into it or a Scuttlebutt.

We have a lot that we can be doing in our home areas to prepare our membership and have a plan in case of an event.

The three Commodores in District Eight have quarterly meetings with the Admiral and he listens to and is interested in what we have to say. Admiral Thomas has made the Auxiliary a part of "One Team" and he realizes our value.

We have opportunities to step up and support the Coast Guard in ways that we have never had before and I ask you all to think about and explore what you can and will do to keep us all, ***Semper Paratus!***



As we commemorate 70 years of The Coast Guard Auxiliary in Nashville I would like to share with you some of the bits of history I have discovered in my research.

One may hear the word Scuttlebutt in conversation and assume it is negative or derogatory in regards to conversation around the old water cooler. In fact that is exactly what it means in the context of being on the high seas.

We in the Auxiliary promote good hydration to have a safe and effective patrol and a water break is a great time to gather and talk about the events of the day. I'm sure the conversation around the scuttlebutt was lively, based on my own experience sitting around a table at Sam's over water. Coke and Arnold Palmer's.



I would imagine the real scuttlebutt occurred around the rum ration barrel, but that's a story for another day.

So, how does this relate to Division 11, The Cumberland or The Auxiliary you might be wondering?

Well, from the 1880's to the 1960's, before the Railroads and Interstate Highways, the Cumberland was the lifeline of transport and trade from the Ohio River to its Headwaters in Kentucky. It was so important in fact that what we now know as the Notice to Mariners was published as a daily River Bulletin in the local newspapers.

OPERATIONS ON CUMBERLAND RIVER

REPORT OF CHIEF OF ENGINEERS AS TO WORK DONE.

ABOVE AND BELOW NASHVILLE

Locks and Dams in Process of Construction so as to Allow Navigation the Year Round— Work During September.

Bureau of The American, Washington, Sept. 25—(Special.)

The Chief of Engineers of the War Department is just in receipt of a report from Lieut. Col. W. B. Adams, covering operations on the Cumberland River above and below Nashville, during the month of August, 1929.

Report of operations for the month of August, 1929, improving Cumberland River above Nashville, Tenn:

Lock No. 1, two and one-half miles above Nashville—Bids were opened Aug. 28, 1929, for construction of lock approaches and abutment protection. The offer of the lowest bidder, James E. Sloan & Co., of Nashville, Tenn., has been accepted, and a contract will be entered into early in September; total consideration of contract, \$77,511.86. Preliminary office work on plans of locks, etc., has been begun. Engineer properly cared for.

Locks Nos. 2, 3 and 4, nine miles, twenty-six miles and forty-four and three-quarter miles above Nashville, respectively.—No work of construction during the month; the masonry of the locks being completed. Preliminary office work on plans, etc., for construction of lock gates begun. Engineer properly at each lock in case of watch-

Left: Operations on the River as construction on the old dams was underway, from the Nashville American Circa 1899

Below: River Bulletin taken from the Tennessean Newspaper Circa 1911

RIVER BULLETIN

For the 24 hours ending at 9 a.m., this meridian time.

STATIONS	Wind	Bar	Temp	Humid	Dir	Sp. Humid	Wind	Sp. Wind
Hornale, Ky.	40	30.8	4.1	.....	.....	.....	.....	.....
Corning, Tenn.	40	30.8	4.1	.....	.....	.....	.....	.....
Carthage, Tenn.	40	30.8	4.1	.....	.....	.....	.....	.....
Lock 5, Tenn.	40	30.8	4.1	.....	.....	.....	.....	.....
NASHVILLE	40	30.8	4.1	.....	.....	.....	.....	.....
Lock A, Tenn.	40	30.8	4.1	.....	.....	.....	.....	.....
Clarksville	40	30.8	4.1	.....	.....	.....	.....	.....
Clintonburg	40	30.8	4.1	.....	.....	.....	.....	.....
Bridgeport, Ark.	40	30.8	4.1	.....	.....	.....	.....	.....
Cincinnati, O.	40	30.8	4.1	.....	.....	.....	.....	.....
Louisville, Ky.	40	30.8	4.1	.....	.....	.....	.....	.....
Chico, Ill.	40	30.8	4.1	.....	.....	.....	.....	.....
St. Louis, Mo.	40	30.8	4.1	.....	.....	.....	.....	.....
Memphis	40	30.8	4.1	.....	.....	.....	.....	.....

The Cumberland river will rise at Carthage and below today. It will rise at Nashville until Sunday or Sunday night, reaching a crest of about 30 to 35 feet.

ROSCOB NUNN, Section Director.

RIVER DISPATCHES.

LOUISVILLE, March 10.—River stages 2.2 in the canal and 2.4 below the locks; rising. Clear and warm.

In the Tennessean as commercial traffic gave way to recreational boating, this standing article was "The Scuttlebutt".

If you recall from a previous Division newsletter which covered a brief history of the last 70 years. The publishers of both major Nashville newspapers in were either active in the Auxiliary or at least great supporters of its efforts.



Subsequently, The Auxiliary received a lot of press in the 50's and 60's promoting Vessel Exam Days and Boater Safety training and classes.

So that's the Scuttlebutt on the Scuttlebutt.



Above: Members of 11-01 Circa 1962

Below: "Scuttlebutt" taken from the Tennessean Newspaper Circa 1965 and a clipping from The Jackson Sun in which someone created these caricatures of several people in the news. On a lighter note, Auxiliaries were affectionately referred to as "The Putt-Putt Boys" in Jackson.

Scuttlebutt

Coast Guard Will Make Courtesy Boat Inspections

By RUDY MURCHISON

AUGUST 15 (UPI)—The weather hasn't been good enough recently for much boating activity around this area, where only a few boaters and the State Department toward the water will be seen.

But before the boater takes off this spring, he should consider to get the craft in condition to give inspection—without a required examination by the Coast Guard Auxiliary or a look by a Coast Guard boarding party.

THIS AREA DIVISION OF the Coast Guard Auxiliary will start again during the coming season at the request of local boaters. A local boater's organization is being formed and an inspection station is planned. The boat will not be looked for by a Coast Guard boarding party when it is in the area this spring and summer.

The auxiliary's inspectors simply look a boat over, recommend to the owner any safety measure that need to be taken and set a time for another inspection to allow the boater to make the corrections. No official action is taken.

The Coast Guard, however, does check for or give full a boater if all safety regulations are not met and the boater guilty of license and insurance violations.

HERE ARE SOME OF THE requirements that must be met by a boat in order to pass the auxiliary test:

- 1 The registration certificate must be on the boat. The boater should be able to get an exact date of issue and the date of expiration. The date of issue should be on the certificate and the date of expiration should be on the boat.
- 2 The boater must have his registration card with him.
- 3 There must be a boat or trailer or any other good means of making a landing on the shore, and a flare for a night signal should be kept.
- 4 Fire and alarm lights must be on the boat.
- 5 There must be enough life preservers in the boat to match the boat's passenger capacity, and the preservers must be in good condition. The boat must have a fire extinguisher and a first aid kit.
- 6 The boat must have a Coast Guard registration tag with it. The tag must have a registration number and a date of issue. The tag must be in good condition and the date of issue must be on the tag. The tag must be in the possession of the boater.

THE auxiliary will make a

Coast Guard Auxiliary Sailing Along

Flotilla No. 6, Is New And Effective Unit Cooperating With U. S. Coast Guard

Some people call them the "Putt-Putt" boys, but when you get down to the facts of the matter the Jackson Flotilla of the Coast Guard Auxiliary, is one of the workingest outfits in the national defense and civilian defense set-up.

In the first place, membership in this organization is not dish out. An applicant must, naturally, be a citizen of the United States, over 18 years of age and at least 25 per cent owner of a boat which will pass Coast Guard Auxiliary requirements.

That's basic. The applicant must then pass a personal examination and demonstrate a desire to promote safe conduct of anyone in a boat on any water.

In times of emergency, such as these, the Coast Guard Auxiliary is called upon for certain duties in conjunction with the Coast Guard, not

Frank L. Moffitt Auxiliary requirements