

Bravo Zulu

Point Bonita Flotilla, California



USCG Sector San Francisco: 87' USCG Cutter Pike, 45' Response Vessels and East Bay Bridge Tower

Photo: Roger Bazeley

QUARTERLY NEWS

4th Quarter 2018 BRAVO ZULU News Magazine



USCG AUXILIARY



Table of Contents

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Articles + Content

FYI: Point Bonita Light House:

USCGC George Cobb – SF FLEET WEEK 2018, USN Blue Angles, USS BONHOMME RICHARD (LHD 6)

USCGAUX CHEERS Patrol and USCGC Cobb Voyage

USS AMERICA LHA 6 – Commissioned in SF 2017

Battleship BB-61 USS IOWA – SF Bay History

Coast Guards Intl. – Japan, Italy, Greece

USCG 11th District Leadership COC

CALENDAR – Events Schedule

MEMBERS DECK & FYI ALERTS

FELLOWSHIP –Spenger’s Fish Grotto; Rosie the Riveter National Park Museum

MEMBER TRAINING – 1) Paddle-Craft. 2). PHOTOGRAPHY for IMPACT, Aerial Photography, Drone Photography-Status

FLOTILA EVENTS – NOTES, AWARDS, NOTICES

TEAM COAST GUARD – *Turning Up the Heat – Culinary Competition* – Travis Magee

Flotilla Team – 2018/2019 Officers

Leadership & Diversity Policy

National Commodore Richard Washburn

NEW 26th USCG Commandant

Admiral Karl Schultz, Vice COM. Adm. C. Ray

ETHOS – Duty, Honor, Service, D11N

Remembering our Veterans, Armistice 100th, (Flanders’s Fields Poem), Aviator Letter, USCG Auxiliaries Nov. 17, 2018, Pearl Harbor 1941 (77th)

COVER: Bravo Zulu 2018 Q3 USCG Sector San

Francisco and East Bay Bridge Tower–Yerba Buena, CA

Photo: Roger Bazeley



POINT BONITA FLOTILLA 17, SF, CA

POINT BONITA LIGHTHOUSE HISTORY



Tower Information

Tower Height: 33.00'
Focal Plane: 140'
Active Aid to Navigation
Latitude: 37.81559 N
Longitude: -122.52950 W



National Park Service Historic Achieves – Photos and Historic Documentation

With the discovery of gold in 1848, California and the world changed forever. San Francisco became the main port for gold seekers from around the globe. To lead the new settlers and explorers safely through the dangerous waters of the Bay entrance, a system of lighthouses was developed. Alcatraz's light showed the way for ships directly in front of the Golden Gate and Fort Point's lighthouse marked the southern edge of San Francisco Bay, but another lighthouse was needed north of the Golden Gate to make the entrance recognizable for ships sailing up the coast from the south. That lighthouse site became Point Bonita.

Point Bonita Lighthouse, the third lighthouse on the West Coast, was completed in 1855. Built upon a high ridge 300 feet above the water, there were soon complaints that thick fog frequently obscured the light beam. A new site at a lower elevation was chosen nearby at the tip of Point Bonita. Unstable rock made construction of a hand-hewn tunnel and trail to the site challenging. A new 3-room brick structure was built to support the upper half of the original lighthouse that was moved to the new site in 1877. *On December 26, 1896, George Cobb the light house keeper of the Point Bonita lighthouse rescued three young men who came close to drowning nearby. For this feat George Cobb was awarded the Silver Lifesaving Medal. The USCGC GEORGE COBB that was launched in December 18, 1999 was the last of 14 "Keeper Class" coastal buoy tenders named for lighthouse keepers, and is named in his honor.*



Left: Point Bonita Light House at Sunset; Right: USCGC GEORGE COBB + 87' USCGC

Photos: Roger Bazeley



USCG Auxiliary Members Proctor Cal-Maritime Exams

Auxiliarist Sue Fry, Contributor



Cal-Maritime Administration Building

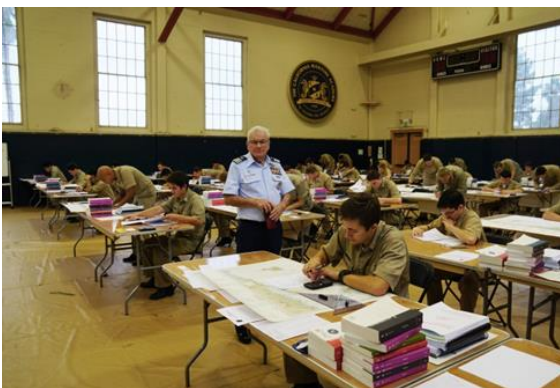


Golden Bear-Cal-Maritime Academy Training Vessel

Photos Roger Bazeley

Each year over 100 Senior Students of the CSU Cal Maritime Academy sit for Exams to complete either the Deck or Engine 3rd Mate License issued by the Coast Guard National Maritime Center.

If students complete each exam successfully, 7 for Deck and 8 for Engine, they may participate in the ringing the bell. That is a celebration done on Friday afternoon after the final course results are posted. After 4 years of hard work that is a welcome sound.



Photos Roger Bazeley

Left Photo: Jim Blackburn USCGAUX Proctor with cadets taking mid-winter examinations **Right Photo:** Jim Blackburn exam proctor, Lorraine Gill - Auditor; Rich Summers, Lead Examiner; Robyn Christopher CSU Coordinator, and Sue Fry exam proctor for the U.S. Coast Guard-USCG Licensing Programs

Celebrating July 4th Celebrates America's Freedom



The painting Declaration of Independence is a 12-by-18-foot oil-on-canvas work by American John Trumbull; it depicts the presentation of the draft of the Declaration of Independence to Congress. **Alexander Hamilton an original signer of the document later became known for making the case for a Revenue Cutter Service that became the United States Coast Guard service.*

“We hold these truths to be self-evident, that all men are created equal, that they are endowed, by their Creator, with certain unalienable Rights, that among these are Life, Liberty, and the pursuit of Happiness.

That to secure these rights, Governments are instituted among Men, deriving their just powers from the consent of the governed, That whenever any Form of Government becomes destructive of these ends, it is the Right of the People to alter or abolish it, and to institute new Government, laying its foundation on such principles, and organizing its powers in such form, as to them shall seem most likely to affect their Safety and Happiness.

Prudence, indeed, will dictate that Governments long established should not be changed for light and transient causes; and accordingly all experience hath shewn, that mankind are more disposed to suffer, while evils are sufferable, than to right themselves by abolishing the forms to which they are accustomed. But when a long train of abuses and usurpations, pursuing invariably the same Object, evinces a design to reduce them under absolute Despotism, it is their right, it is their duty, to throw off such Government, and to provide new Guards for their future security.”



4th of July **COMMUNITY OUTREACH**

USCGC GEORGE COBB and Auxiliary Celebrate July 4th

With USCGC Hawksbill, Air Station SF, and USCG D11 special units/partners

USS Hornet's 4th of July Celebration held Wednesday, July 4, 2018 at 2 PM - 10 PM. on Pier 3 was supported by various units of the USCG and USCG Auxiliary Honor Guard, District D11N, Alameda.

EVENT LOCATION: USS Hornet Museum, 707 West Hornet Avenue, Alameda, California 94501.

The USS Hornet is one of the most decorated ships in naval history (it participated in WWII and the Apollo 11 & 12 manned moon missions). Now serving as a world-class sea, air, and space museum, the USS Hornet is permanently docked at the former Naval Air Station in Alameda. Following the parade, the inaugural Alameda Coast Guard Festival was held at Pier 3 near the USS Hornet at Alameda Point. Alameda is honored to be one of 12 cities throughout the nation designated as a Coast Guard City.



Photo: Roger Bazeley

4th of July celebration event Alameda, Naval Station USS Hornet Museum

FLEETWEEK 2018

Roger Bazeley

Taking place over three consecutive days in the skies above the City's waterfront, this event attracts over a million people from around the Bay. Featuring the United States Navy Blue Angels, the Air Force's F-22 Raptor, the Royal Canadian Air Force CF-18 and, from France, the Breitling Jet Team. Throughout Fleet Week, thousands of visitors climb aboard the USS Bonhomme Richard LHC-6 Carrier, destroyers and frigates, USCG cutters and cruisers docked at the Embarcadero to get a glimpse into the day-to-day lives of the sailors serving in the U.S. Navy, U.S. Coast Guard and Canadian Navy.



USN Blue Angels – F18 Hornets Flyby *Nikon D7200 and 600MM *Photo: Roger Bazeley*

The U.S. Navy Blue Angels flew again as in past years in the 2018 San Francisco Fleet Week celebration of military power which featured 2 days of airshows, which included: a **United Airlines** Boeing 747 airliner flying maneuvers, U.S. Coast Guard rescue demonstrations, Navy ship tours, live music; starting with the Saturday parade of ships underneath the Golden Gate Bridge. The main Blue Angels air shows were on Saturday and Sunday

Bravo Zulu

FLEETWEEK 2018



Left: USCGC George Cobb and **Right:** Blue Angels flyby USCGC George Cobb - Photos: Roger Bazeley



Left: USCGC MUNRO, Alameda – **Right:** USCG Unit representing District D11N on Columbus Day



Left: USCGC COBB CREW: Castaneda BM1 (deck), Center: Patrizio BM1 (bridge), **Right:** Johnson BM3, Macias BM2, Eaves BM2, Castaneda BM1, Burman BM1 (Grouped around Ship's Store Table) Photos: Roger Bazeley

Bravo Zulu
San Francisco Fleet Week 2018



Blue Angles flying past East Tower Bay Bridge and Coit Tower – Photos Roger Bazeley



Blue Angles fly near Golden Gate Bridge – Photos: Roger Bazeley



Left: USCG Cutters 89' Pike and USCGC George Cobb – Right: USCGC TERN
Photos: Roger Bazeley



San Francisco Fleet Week 2018



Photo: Roger Bazeley

U.S. Navy Blue Angels, F18 Hornets



Photos: Roger Bazeley

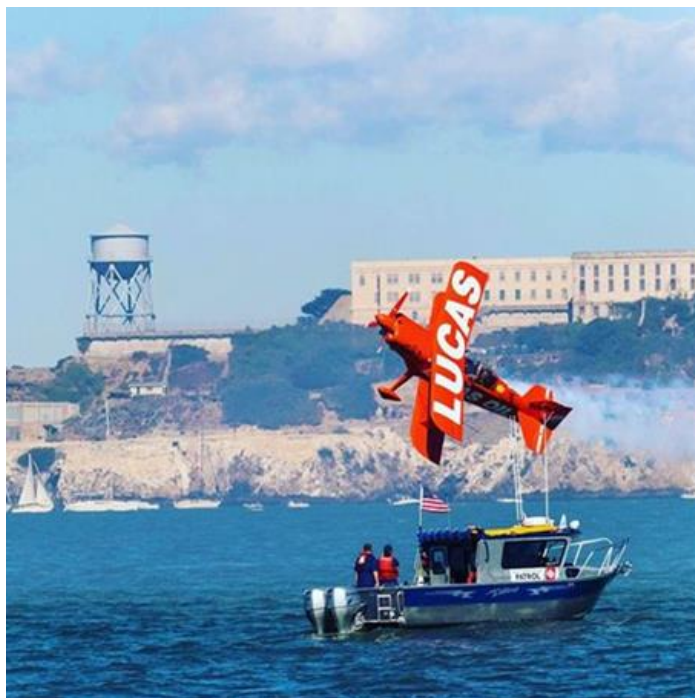
Left: USN Blue Angels over Alcatraz - Right: USS BONHOMME RICHARD (LHD 6)

Auxiliary Operations: SF Fleet Week 2018 Safety Patrol



Left: “Silver Charm” Coxswain T. Blanchard and Auxiliarist Herman Haluza, Crew
Right Photo: USCG 45’ Response Vessel – USCG Port Captain and Guests- Aux Photo

Auxiliary “TARP” Facility Close Encounter Operations – SF Fleet Week 2018



USCGAUX facility *Servant* served during 4 days of Fleet Week as a ‘TARP’ boat. That means it had a yellow tarp atop and was one of two ‘TARP’ boats in The Box. The ‘TARP’ boats must stay within 25’ of their assigned GPS coordinates and it is very important they do that.

The purpose of the two ‘TARP’ boats is to act as reference points (like the ends of a runway) for the aircraft performing. We unofficially and with humor, refer to the boats as ‘TARGET’ boats since in reality; the aircraft use them as targets for maneuvers and thus, come very, very close.

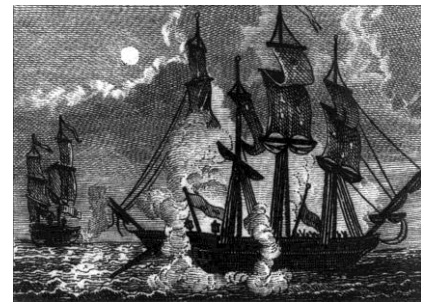
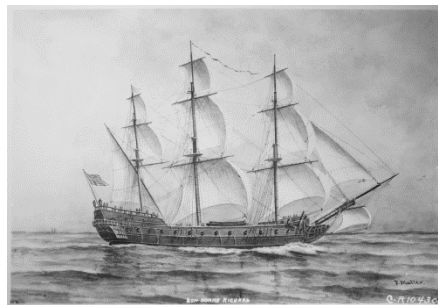
Aboard *Servant* were the following USCG Auxiliarists; Coxswain Steven Bustin, Crew and Owner, Jim Losi, Crew Greg Olsen, Crew Michael Mitchell: *Photo: USCG Public Affairs*

San Francisco Welcomes the USS BONHOMME RICHARD (LHD 6) Amphibious Assault Ship to Fleet Week 2018



Photos Roger and Noriko Bazeley

LHD is the designation for a United States Navy Wasp-class amphibious assault ship, and the third United States Navy ship of the same name. She was named in honor of John Paul Jones' famous frigate, which he had named the French for "Good Man Richard," in honor of Benjamin Franklin, the U.S. Ambassador to France at the time.



Shield and Crest - Original John Paul Jones 1776 Frigate he named *Bonhomme Richard* – Burned in Battle

Shield and Crest Dark blue and gold are the colors traditionally used by the United States Navy. The red, white, and blue shield reflects the national colors of the United States and suggests its coat of arms. The six red stripes represent the ship's hull number as well as the six coins placed beneath the mast during mast stepping; red being the color of valor and sacrifice. The gold fleur-de-lis highlights the heritage of the first ship named *Bonhomme Richard*. The wreath of two green laurel branches symbolizes honor and high achievement commemorating the two previous ships carrying the name *Bonhomme Richard*. The eagle, overlooking the fleur-de-lis, adopted from historic flags and documents of the American Revolutionary era, symbolizes the fighting spirit, patriotic fervor, and tenacity of both John Paul Jones and the United States Navy.

San Francisco Welcomes the USS BONHOMME RICHARD (LHD 6) Amphibious Assault Ship to Fleet Week 2018



The eagle is flanked by six gold stars representing the battle stars earned by the second *Bon Homme Richard* during World War II and the Korean War underscoring the heritage and continuing resolve of the fighting Navy. The surround is blue with a wavy edge suggesting a shoreline and reflecting the amphibious mission of *Bonhomme Richard*. The trident is emblematic of sea prowess and power from the sea; It has wings to commemorate the second *Bon Homme Richard*, an aircraft carrier and the three tines further represent the three areas of that ship's sea battle service: World War II, Korea, and Vietnam. The trident is scarlet, a color traditionally used by the United States Marine Corps, and highlights action and zeal thus underscoring the ship's assault and battle insertion mission combining the land, sea, and air elements of the fighting force. The trident, synergistically combined with the crossed U.S. Navy and Marine swords, symbolizes combat readiness and teamwork highlighting the current LHD's potent amphibious and heliborne assault capabilities in the deployment of forces ashore. Commissioned: 15 August 1998 - Motto: *I have not yet begun to fight!* John Paul Jones

USS BONHOMME RICHARD LHD 6

Motto: I have not yet begun to fight!

<p>Keel Laid: April 18, 1995 Christened: May 17, 1997 Commissioned: August 15, 1998</p> <p>Builder: Ingalls Shipbuilding, West Bank, Pascagoula, Miss.</p> <p>Propulsion system: two boilers, two geared turbines</p> <p>Propellers: two</p> <p>Aircraft elevators: two</p> <p>Length: 840 feet (256 meters) Flight Deck Width: 140 feet (42.6 meters) Beam: 106 feet (32.3 meters) Draft: 26,5 feet (8,1 meters) Displacement: approx. 40,500 tons full load Speed: 23 knots</p>	<p>Crew: Ship: 73 officers, 1009 enlisted; Marine Detachment: 1,894</p> <p>Armament:</p> <ul style="list-style-type: none"> - 2 Rolling Airframe Missile (RAM) launchers - 2 NATO Sea Sparrow launchers - 2 MK-15 20mm Phalanx CIWS - 3 MK-38 25mm Machine Gun System (MGS) - 4 .50 cal. machine guns <p style="text-align: center;">Homeport: San Diego, CA.</p>
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USS BONHOMME RICHARD LHD 6

Motto: I have not yet begun to fight!



USS BONHOMME RICHARD LHD 6 Berthed at San Francisco Pier 32 for Fleet Week 2018,
Photo: Roger Bazeley



USS BONHOMME RICHARD LHD 6 Underway - Aerial Photos: USN Photo Achieves

Auxiliary Patrol Vessel CHEERS Escorts USCGC George Cobb out the Golden Gate

Roger Bazeley

Prior to departure from Sector San Francisco, we toured the ship's bridge and navigation control areas with several USCGC Cobb bridge officers and Auxiliarist Gary Kaplan during the USCGC COBB's participation at the July 4th Alameda Point, community event supported by ships and special units of the USCG District Eleven. Invited USCGAUX members and guests spent the day on board the very unique U.S. Coast Guard Coastal Buoy Tender Vessel CGC GEORGE COBB (WLM 564) which in spite of being Homeported at San Pedro, California has very specific historic ties to the San Francisco Bay area by virtue of being named in honor of the Point Bonito light-keeper George Cobb and his life saving heroism in 1896.



Left and Right: USCGC George Cobb berthed, Photos: Roger Bazeley

CGC GEORGE COBB is 175' in length, with a beam of 46' and a draft of 13', that carries a crew compliment of 22, and two officers, The Keeper Class cutters were designed for a variety of missions, including maintaining aids to navigation, search and rescue, law enforcement, migrant interdiction, marine safety inspections, environmental protection and natural resources management. They can also be used for light ice breaking operations.



Left: Auxiliarist Gary Kaplan, and Right: USCGAUX Bart Rugo and Sue Fry on board vessel CHEERS



Auxiliary Patrol Vessel CHEERS Escorts USCGC George Cobb out the Golden Gate



Left: Auxiliary Crew Members Gary Kaplan and Bart Rugo – Right: Sue Fry and Roger Bazeley



*Auxiliarist Gary Kaplan and Sue Fry on lower Bridge of CHEERS with Coxswain Bob Brown at the helm
Photos: Roger Bazeley*

**Auxiliary Patrol Vessel CHEERS Escorts
USCGC George Cobb out the Golden Gate**



USCGC George Cobb leaving Sector San Francisco — *Photos: Roger Bazeley*



USCG 45' Response Vessel, Sector SF – USCGC COBB departs via the SF Bay Bridge
Photos: Roger Bazeley



**Auxiliary Patrol Vessel CHEERS Escorts
USCGC George Cobb out the Golden Gate**



Bay Views from USC GAUX facility CHEERS – Photos: Roger Bazeley



*Auxiliary Patrol Vessel
CHEERS Escorts
USCGC George Cobb out
the Golden Gate on its
voyage down the coast to
San Pedro, CA its
Homeport.*

CHEERS Coxswain and crew

**Coxswain Bob Brown Div. 4
Sue Fry
Gary Kaplan
Bart Rugo**

*PA Photographer Roger Bazeley
Nikon D7200 70-300 mm VR lens
Nikon 16-85mm VR DX Lens*

USCGC George Cobb departs via Golden Gate Bridge North Tower – Photo: Roger Bazeley

USS AMERICA (LHA-6) Commissioned in San Francisco 2014

By Roger Bazeley

San Francisco, Calif.— USS America (LHA-6), the fourth U.S. warship to be named for the colloquial moniker of the United States of America, is the first of the America-class amphibious assault ships for the U.S. Navy. She was delivered in spring of 2014, replacing Peleliu of the Tarawa class.

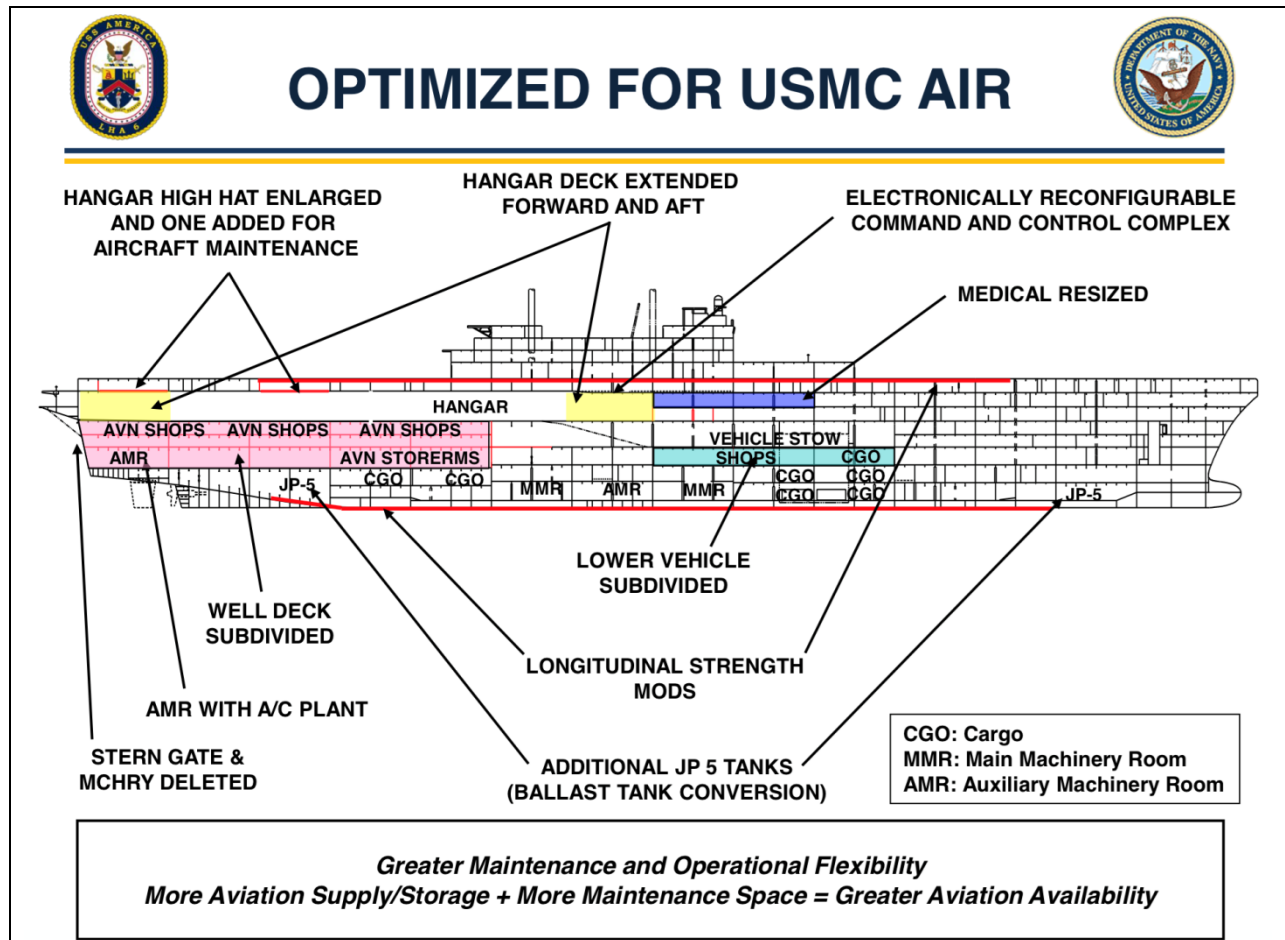


The amphibious assault ship USS America (LHA 6) conducts flight operations while underway to Rim of the Pacific Exercise (RIMPAC) 2016. U.S. Navy Photo Archives

The design is based on that of USS *Makin Island* (LHD-8), itself an improved version of the *Wasp*-class amphibious assault ship. Approximately 45% of the Flight capacity design is based on *Makin Island*, with the well deck removed to allow more room for aircraft and aviation fuel. The removal of the well deck for landing craft allows for an extended hangar deck with two significantly wider high bay areas, each fitted with an overhead crane for aircraft maintenance.



USS AMERICA (LHA-6) Commissioned in San Francisco



U.S. Navy/U.S.M.C. AIR Operations Diagram showing Modifications

These changes were required in order to operate the F-35B and MV-22, which are considerably larger than the aircraft they replace. The typical aircraft complement is expected to be 12 MV-22B transports, six STOVL F-35B attack aircraft, four CH-53K heavy transport helicopters, seven AH-1Z/UH-1Y attack helicopters and two Navy MH-60S for air-sea rescue. The exact makeup of the ship's aircraft complement will vary according to the mission. *America* can carry 20 F-35B and 2 MH-60S to serve as a small aircraft carrier as demonstrated by LHD operations in Operation Iraqi Freedom.

Other enhancements include a re-configurable command and control complex, an on-board hospital, additional aviation fuel capacity (1.3 million gallons of JP-5), and numerous aviation support spaces.



USS AMERICA (LHA-6) Commissioned in San Francisco



USS AMERICA 6 Motto

America was modified in a similar way to the modifications made on *USS Wasp* to make her better able to withstand the great amounts of heat generated by the F-35B's engine exhaust when taking off or landing vertically. Intercostal structural members will be added underneath flight deck landing spots seven and nine to more closely perform timed cyclic flight operations without overstressing it. Other changes may involve re-adjusting some ship antennas to allow for a clear flight path.¹ The ship will undergo a 40-week modification period where recently installed piping, lighting, and other features will be removed to weld reinforcements underneath the flight deck; the modification period would have been greater if its construction when in the shipyard had been interrupted to perform it. Such accommodations will be included in all future *America*-class ships from the start.



The *America* class has an increased aviation capacity to include an enlarged hangar deck, realignment and expansion of the aviation maintenance facilities, a significant increase in available stowage for parts and support equipment and increased aviation fuel capacity. However, the ship's design represents a major departure from past designs and has been the source of considerable controversy, as it lacks the capabilities and multi-role flexibility of traditional amphibious ships, including the ability to launch landing craft and amphibious assault vehicles, such as the AAV-7.



USS AMERICA (LHA-6) Commissioned in San Francisco

America Class aircraft capabilities

The vessel has hangar large enough to accommodate aircraft movement. The ship also has increased aviation fuel capacity, and storage for aviation parts and support equipment. With its 45,000t displacement and complement of strike fighters, it can serve in the small carrier role.

The America Class can accommodate 12 MV-22B Osprey tilt-rotor aircraft, six STOVL F-35B Lightning II joint strike fighters, four AH-1Z attack helicopters, four CH-53Ks and three UH-1Y utility helicopters. The ship can also support cargo operations, attack helicopters and the AV-8B Harriers. The exact configuration of the ship's aircraft complement varies based on its mission



An MV-22 Osprey, assigned to the “White Knights” of Marine Medium Tiltrotor Squadron (VMM) 165, prepares to land aboard the amphibious assault ship USS America (LHA 6) during flight operations.

U.S. Navy photo

USS AMERICA (LHA-6) Commissioned in San Francisco



*Photo
Images
U.S.
Navy,
Archives*



USS America (LHA-6) amphibious assault ship design

Based on the hull design of USS Makin Island (LHD-8), USS America (LHA-6) is equipped with a gas turbine propulsion system. The design incorporates several modifications to complement aviation operations and support activities. The well deck has been converted into an extended hangar deck and includes two wide and high bay areas. An overhead crane is installed in each bay area for aircraft maintenance



USS AMERICA LHA 6 Commissioning Ceremony 2014, Venue and Dignitaries Photos: Roger Bazeley

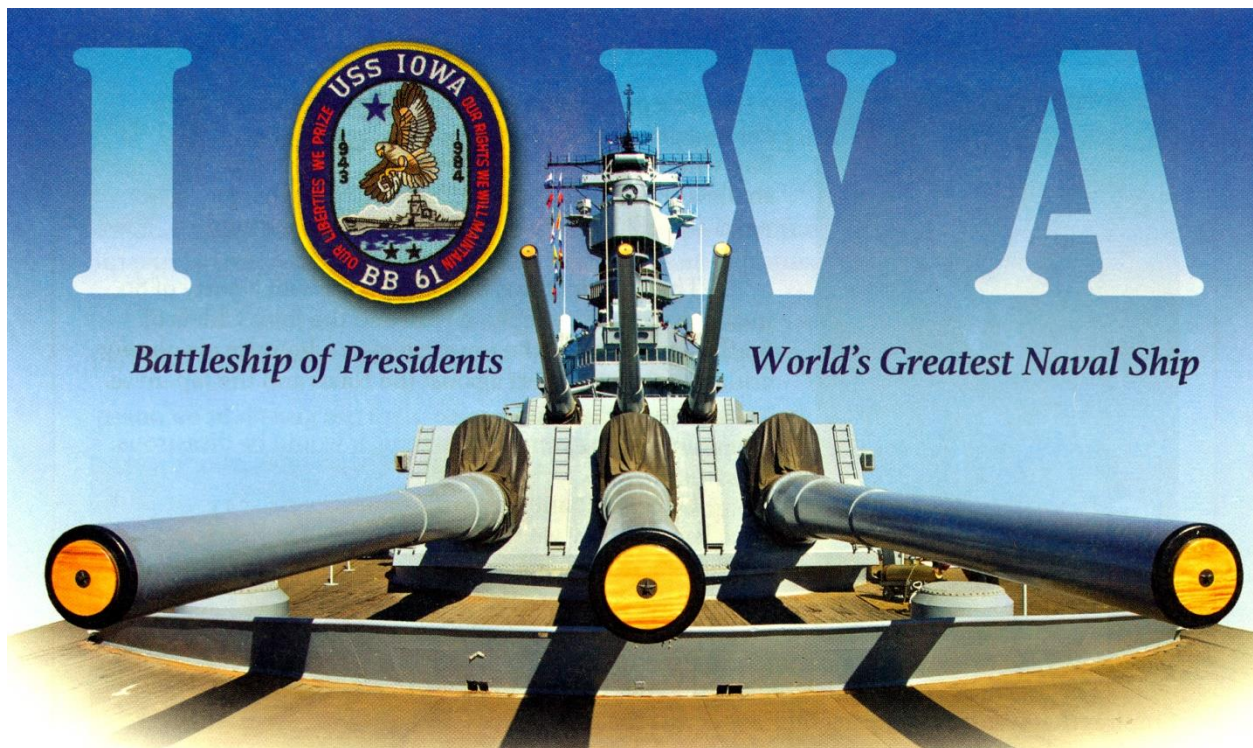
“The America Class ships are built by Northrop Grumman Shipbuilding.”

The design also includes a reconfigurable command and control centre, a hospital, additional aviation fuel storage facilities and aviation support areas. These changes enable the ship to serve joint, inter-agency and transnational maritime forces. The America Class ship has an overall length of 257.2m and a beam of 32.3m. The displacement of the vessel is 44,971t. The hybrid propulsion system provides a maximum speed of more than 20k. The ship can accommodate 1,204 crew and 1,871 troops

San Francisco Maritime History

BB-61 Battleship USS IOWA

USS Iowa (BB-61) is the lead ship of her class of battleship and the fourth in the United States Navy to be named after the state of Iowa. Owing to the cancellation of the Montana-class battleships, Iowa is the last lead ship of any class of United States battleships and was the only ship of her class to have served in the Atlantic and Pacific Oceans during World War II, as well as later serving in the Korean War.



Official Navy Photo: USS Iowa (BB-61)

Length: 887 feet (270.43 m), **Displacement:** 45,000 ton, **Beam:** 108 feet (32.97 m),

Keel Laid: Jun 27, 1940. **Launched:** Aug 27, 1942, **Commissioned:** 22 February 1943



San Francisco: USS IOWA BB-61, Hunters Point Shipyard Dry-dock 1948
SF Chronical Archive



Final Voyage 5/28/2012 under tow to berth as Museum at Long Beach, CA

Photo: Roger Bazeley

THE JAPAN COAST GUARD

Japanese Coast Guard Training Ship KOJIMA

By Roger Bazeley

Weight 2,950 tons, LOA 377 feet, Width 46 feet, Depth 24 feet, Speed 18 knots –
Homeport: Japan Coast Guard Academy, Kure, Hiroshima, Japan



*Japanese Coast Guard Photo
Training Ship KOJIMA PL21*

I had the opportunity to visit the JCG Academy's Training Ship KOJIMA that was visiting San Francisco as a part of its senior cadet 99 day 2016 world training and goodwill cruise. The JCG KOJIMA also visited San Francisco in 2012. My visit resulted in further photography of the JCG vessels in Japan's ports in 2016-2018.



The Japan Coast Guard Academy – Kure, Hiroshima Prefecture, Japan (JCG Photo)



Japanese Coast Guard Training Ship KOJIMA



Kojima Bridge – Academy Senior Graduates on Deck, Pier 30/32 Port of San Francisco

Photos: Roger Bazeley



Japan Coast Guard Ensign



Japan Coast Guard Ship Hull Markings-Logotype


THE JAPAN COAST GUARD

Japan Coast Guard Ships in the Port of Moji and Nagasaki. Moji had a significant amount of Fire Rescue and Fire Fighting ships both private and Japan Coast Guard, as 600-750 ships a day pass through the straits.

(Bazeley Photo Travel to Japan 2018)



Japan Coast Guard Fire Cutter and Fire Tugs - Photo: Roger Bazeley

 A collage of three photographs. The top-left photo shows a fire suppression cutter at sea. The top-right photo shows a fire suppression cutter responding to a fire on a commercial vessel. The bottom photo shows a new fire suppression cutter at sea.	<p>JAPAN COAST GUARD</p> <p>Fire Suppression Cutters and Incident Response Vessels – lined up and berthed at Moji’s Port facilities (Top Photos)</p> <p>Photos: Japan Coast Guard</p> <p>Fire Suppression Response to Japanese commercial vessel on fire, and new fire suppression Cutter</p> <p><i>Photo JCG News Achieves</i></p>
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Bravo Zulu

THE JAPAN COAST GUARD



Moji Harbor Light House/Beacon and Japan Coast Guard Patrol Cutter-Photos R. Bazeley

船艇・航空機

船艇



PLH型 (ヘリコプター2機搭載型) 巡視船「やしま」



PLH型 (ヘリコプター1機搭載型) 巡視船「あきつしま」



PLH型 (ヘリコプター1機搭載型) 巡視船「そらや」



PL型 (3,500トン型) 巡視船「いず」



PL型 (2,000トン型) 巡視船「ひだ」



PL型 (1,000トン型) 巡視船「くろこま」



PL型 (1,000トン型) 巡視船「すずか」



PL型 (1,000トン型) 巡視船「もとす」



PL型 (1,000トン型) 巡視船「わかさ」



PM型 (350トン型) 巡視船「なつし」



PS型 (高速特殊警備船) 巡視船「かいもん」



PS型 (180トン型) 巡視船「さんれい」



FL型 (消防船) 巡視船「ひりゆう」



PC型 (35メートル型) 巡視船「なち」



PC型 (30メートル型) 巡視船「なごづき」



CL型 (20メートル型) 巡視船「ちよかぜ」



放射能調査艇「さいかい」



HL型 (大型測量船)「昭洋」



LM型 (23メートル型) 灯台見回の船「こさん」

巡視船	128隻
PLH型 (Patrol vessel Large with Helicopter)	14隻
PL型 (Patrol vessel Large)	48隻
PM型 (Patrol vessel Medium)	38隻
PS型 (Patrol vessel Small)	27隻
FL型 (Fire fighting boat Large)	1隻
巡視艇	238隻
PC型 (Patrol Craft)	69隻
CL型 (Craft Large)	169隻
巡視船・巡視艇	計366隻
特殊警備救難艇	63隻
放射能調査艇	2隻
監視艇	2隻
監視取締艇	58隻
測量船	13隻
HL型 (Hydrographic survey vessel Large)	5隻
HS型 (Hydrographic survey vessel Small)	8隻
灯台見回り船	7隻
LM型 (Light-house service vessel Medium)	4隻
LS型 (Light-house service vessel Small)	3隻
教育業務用船	3隻
船艇総数	452隻

平成28年4月1日現在

Japan Coast Guard Vessel/Cutters Types also assist the Japan Defense Force – Photo Chart JCG

Bravo Zulu
THE JAPAN COAST GUARD



ガルツV 「うみわし」



ファルコン900 「あめつし」



スーパーピューマ332 「わかむし」



アグスタ139 「らいちまろ」



ボンバード7300 「あまむし」



サーブ340 「はやぶさ」



シコルスキー76D 「しまむし」



シコルスキー76C 「しまむくろう」



ビーチ350 「うみかもめ」



スーパーピューマ225 「あみずく」



ベル412 「いせたか」



ベル206 「おおるり」

Japan Coast Guard Aircraft and Rescue Helicopter Types also assist the Japan Defense Force in natural disasters, pollution incidents, vessel fires, and SAR and enforcement missions. (Ref: JCG)



Japan Coast Guard Fire Suppression Response Cutter left – Right-Smaller Response Cutters



Moji Straits 650-750 ships pass through daily – Active Japan Coast Guard patrol vessel

Photos: Roger Bazeley

Italian Coast Guard

Roger Bazeley, Research Contributor/Editor



Italian Coast Guard Patrol and Rescue Vessels – *Italian Coast Guard Archive Photo & Ensign 2018*

The Corps of the Port Captaincies – The Coast Guard is a Branch of the Italian Navy. Its tasks and functions are primarily enforcing maritime regulations and commercial activities overseen by the Ministry for Transportation, as of 1994. The re-organized Italian Coast Guard currently oversees major activities related to maritime activities including commercial and recreational boating as well as ports and waterways.

The principal tasks of the Italian Coast Guard are the following:

- Search and rescue at sea (SAR) with the entire organization of coordination, control, detection and communications 24 hours a day;
- Safety of navigation, with systematic investigative controls on the entire national commercial fishing and pleasure vessels Port State Control; also managing foreign commercial shipping arriving at national ports;
- Protection of the marine environment; with dependence on the Ministry for the environment utilizing (operations' centers, aeronaval crafts, naval traffic control systems) already used for tasks of rescue, safety of navigation, and maritime police;
- Control on maritime fishery; with functional dependence on the Ministry of Agriculture which also is the responsible authority of the National Fishing Control Center. The Captancies carry out the controls prescribed by national and community regulations on the entire fishing fleet;
- Peripheral administration of State regulation/licensing of maritime personnel, and of registration of commercial and fishing vessels, pleasure vessel operations, and of the those maritime crimes that have been de-penalized;
- Maritime police (namely technical-administrative maritime police); including the discipline of maritime navigation and the regulation of the events that are carried out in the maritime areas that fall under the national sovereignty, the control of maritime traffic, the navigation of ships safely in the ports, maritime accident inquiries, , the testing and periodic inspections of coastal facilities safety hazard prevention at various installations.

The Italian Coast Guard



Italian Coast Guard Patrol and Rescue Vessels – *Italian Coast Guard Archive Photos*

Other functions are carried out for the Ministries of Defense (recruitment of military personnel), for Cultural Activities and Treasures (underwater archaeology), of Internal Affairs (illegal immigration), of Justice and the Department of Civil Protection. The broadness and the variety of activities carried out under the Corps of the Port Captaincies are important to the Italian Coast Guard's oversight of maritime activities and maintaining Italy's relations with its seafarers. The Italian Coast Guard is a highly specialized structure for administering the Public maritime activities of Italy. These spaces include 155 000 km² of maritime waters, internal and territorial, and other 350 000 km² of waters on which Italy has exclusive rights for the exploitation of the sea resources, search and rescue, and marine environmental protection.



Coast Guard Patrol Rescue Vessel – SAR Helicopter; *Italian Coast Guard Archive Photos*

“The Italian Coast Guard exercises an effective control in sea for the safeguard of human life, for the safety of navigation, for regulated maritime economic activities (fishing and exploitation of the continental platform) and for the protection of the marine environment.” Reference: Italian Marine Casualty Investigation Central the division of the Coast Guard that, investigates maritime accidents and incidents.

The Hellenic (Greek) Coast Guard

Roger Bazeley, Contributor/Editor



Hellenic Coast Guard Medium Patrol/Response Vessel – Crete, Greece *Photo: Roger Bazeley*

The Hellenic Coast Guard Force is currently (2018) under the authority of the Ministry of Shipping and Island Policy. The Hellenic Coast Guard Force is Greece's first line of Maritime Defense is headed by the Senior Coast Guard Officer who has the rank of Vice Admiral. The basic roles of the Hellenic Coast Guard are law enforcement at sea, search and rescue, marine safety, preventing sea pollution, fisheries patrolling, preventing illegal immigration and drug interdiction. In order to perform these roles, the Coast Guard operates a number of patrol vessels and facilities.

Most officers in recent years are graduates from higher education establishments, including the Merchant Marine Academies. After recruitment, new officers study for one year at the Hellenic Naval Academy. Petty officers are trained for nine months at Palaskas Naval Training Centre and lower rank enlisted men are trained at Scholi Limenofylakon at Piraeus

The main activities of the Hellenic Coast Guard are defined in the present legislation and specified within its institutional framework of operation. These activities are the following:

1. Law enforcement at sea, ports and coastal areas which includes the Prevention of illegal immigration, and the Surveillance of the sea, shipping, ports and borders.
2. Search and rescue.
3. Safety of navigation.
4. Protection of the marine environment and response to marine pollution incidents.
5. Provision of emergency maritime response, SAR missions, and enforcement and prevention.

The Hellenic (Greek) Coast Guard

The Greek (Hellenic) Coast Guard is often overlooked by both the domestic and international media when it comes to security-related affairs in the country. Nevertheless it plays a crucial role in diverse contemporary security areas that affect globally-relevant issues, such as illegal immigration, anti-narcotics operations, combating arms smuggling, seizing counterfeit contraband and untaxed tobacco, among many other different transnational illicit sectors



Left: Paros, Pariki: High Speed Passenger Ferries, Cruise Liners, Right: Greek Flag– Photos: Roger Bazeley

In fact, considering the maritime nature of Greece, its coast guard can be said to be the bulwark of Greece's maritime defense and strategic security architecture. The Hellenic Coast Guard has more far-reaching responsibilities in many cases than the police or the strategic intelligence organizations. The Hellenic Coast Guard complements the navy's operations across a wide geographical area; spanning from the Adriatic-Ionian seas to the Aegean and a large sector of the Eastern Mediterranean, which borders with Cyprus, Turkey on the east and Egypt, Libya, Italy and Malta on the south and towards the west.

The Hellenic Coast Guard was established in 1919 and has developed into one of the largest such forces in the wider region. It has over 8,000 personnel which are spread across Greece, with its dozens of island stations and bases, as well as several diplomatic representatives in Greek embassies and consulates abroad. It has around 200 vessels and over 10 helicopters and light aircraft.

Quite interestingly the Hellenic Coast Guard is administered by the Maritime Affairs Ministry (incorporated by the current government into a Ministry of Economy, Infrastructure, Shipping and Tourism). The HCG is not institutionally related to the police or customs administration. HCG authority extends also onshore, in ports (where the Port Police falls under HCG control) and in any kind of maritime installations, and covers the entire Greek seafront. This extensive area is among the 10 largest national seafront areas in the world.

The Hellenic (Greek) Coast Guard

In terms of size, Greece's coast guard is larger both in proportion and in actual numbers than its counterparts in neighboring countries. Turkey's coast guard boasts 5,500 personnel, although it also has an extensive coastline with a population that is seven times that of Greece. The Hellenic Coast Guard (HCG) is the second largest force of its kind in the Mediterranean after that of Italy's 11,000 personnel, and a population six times greater than that of Greece.

On the other hand, with the extensive and intricate Greek coastline – among the largest in the world – the tremendous sea traffic year-round and its thousands of islands, contribute to the need for a larger force. According to current experts the Hellenic Coast Guard still needs a 25% force boost in order to be able to cope with its ever-increasing duties, and illegal immigration.



Left: Commercial Fishing Boats at Port Naousa, Paros Greece Sept 2018 - Right: Three Hellenic Coast Guard Port Passenger Ferry Security/Traffic Control Officers, Port of Parikia, Paros Greece 2018 Trip –

Photos: Roger Bazeley

Scope and Structure of HCG Activities

In order to better illustrate the significance of this force in understanding Greek domestic security affairs, a basic outline of its structure is provided. The hierarchy starts with the head of the force, who is always a Vice-Admiral. He is complemented by 1st and 2nd deputies, who are rear-admirals, and there is also the general inspector, a Rear-Admiral as well. The directors of the specific internal branches are all normally Rear-Admirals also.

Coast Guard Branch A: Operations; it is composed of the directory of operations, port control, fishery control, means and methods, border and state security and anti-contraband operations. It is the branch that is often in the media when hunting down criminals or securing defense with its extensive intelligence and security functions.

Coast Guard Branch B: Maritime Affairs which includes international commercial merchant marine, maritime security functions, maritime labor affairs, maritime transportation, sea and environmental protection and the commercial maritime education and prevention.



The Hellenic (Greek) Coast Guard

Coast Guard Branch C: Regulatory Affairs, checks and enforces regulations of organizations dealing with maritime affairs, construction and maintenance of vessels, inspection of the commercial maritime fleet, inspection of port and maritime installations regarding safety.

Coast Guard Branch D: Human Resources and Management of the office of personnel, office of training and the communications management section.

Furthermore, there are a number of agencies directly subordinated to the Hellenic Coast Guard chiefs of staff such as: general inspection, health issues agency, airlifting, electronic border surveillance, special operation forces, rescue service, maintenance agency, Hellenic Coast Guard schools and training facilities and, the official Hellenic Coast Guard Military Band.



Left: Hellenic Coast Guard Coastal and Harbor Patrol Vessel – Medical Patient Inter-island Emergency Response/Transfer Right: HCG Paros, Roger and HCG Security Office – Photos: Roger & Noriko Bazeley

Moreover, the head of Hellenic Coast Guard is managing the Search and Rescue Coordination Center (EKSED) in Piraeus and the operations center (KEPIX), which both in most cases involve coordination with air force, navy or other military, as well as police units. The aviation units and special forces are also directly operationally subordinated to the head of the HCG.

There is also an HCG Emergency Radio Communications Station SXE, located at Aspropyrgos in Attica, and the Vessel Traffic Service (VTMIS) around the ports of Piraeus, Elefsis, Lavrio and Rafina. The latter was actually developed under government tender by a private Greek company, Intracom IT Services. The coast guard uses military radars that are actually manned by the navy. However, they are shared with the Hellenic Coast Guard, which on many occasions receives data in real time, especially in the case of urgent operations.

The Hellenic (Greek) Coast Guard

The Hellenic Coast Guard includes nine peripheral administration commands that span the breadth of the country, the most important one being the Piraeus headquarters. The coast guard is also responsible for regulating the nine Greek state merchant marine colleges. They are located in Aspropyrgos, Hydra, Kymi, Thessaloniki, Oinousses, Chios, Syros, Preveza, Chania and Kefalonia.

During peacetime the HCG is subordinated to the ministry of maritime affairs. However, at times of mobilization or war it falls under the orders of the Hellenic Navy's fleet command. Moreover, the coast guard retains a military status on all occasions, which means that all personnel are subject to military regulations and courts, not civilian ones; this marks a notable difference from the police, for example.



Left: Athens Port Piraeus: High Speed Passenger Ferries, Cruise Liners, Military Vessels, Commercial Goods
Right: HCG Fire Response Vessels, Port of Piraeus HCG headquarters 2018 – Photos: Roger Bazeley

Provenance and Types of HCG Craft Used

The Hellenic CG has historically provided one of the most specialized and important domestic markets for Greek shipbuilders, a traditional industry that has unfortunately declined in recent years due to cheaper foreign competition, which means that a number of the Greek-produced boats are older and need to be replaced. Thus, not all of the vessels in are in everyday use.

The latest information indicates that procurement officers at the HCG hope to acquire 16 new mid-range vessels, but no tender competition for them has been announced as of yet. Presumably this is due to the country's general financial problems. (HCG Official Info.)

Out of Greece's almost 200 Hellenic CG craft, around 160 are Greek-made. Various models of Lambro, Olympic and other patrol boats, and numerous RIB coastal patrol boats are included. Other vessels in use were imported from Israel, Britain, Sweden, Holland and Spain. In 2004, the United States donated several craft including the highly desirable Boston Whaler (Guardian model)- a boat long known for its unique designs and 'unsinkable hull.' (HCG Info.)

The Hellenic (Greek) Coast Guard

As for Greek production, an Hellenic CG mainstay has been the Panther 57 Fast Patrol Boat, an evolution of the Lambro models built by MotoMarine (formerly, the Lambro company). Equipped with an M2 Browning machine gun, this vessel is almost 60 feet long and can reach speeds of up to 44 knots. It has long been considered very effective for complex operations. The Hellenic CG also has a small number of fixed-wing aircraft stationed at Dekelia air base, just north of Athens. Its four AS 332 Super Puma helicopters, however, are based at Elefsis air base and use both air force and coast guard crews. (*REF: Hellenic Coast Guard Facts*)



Left: Panther 57 Fast Patrol Boat, M2 machine gun, vessel is almost 60 feet long, 44 knots
Right: HCG Patrol Vessel, Port of Piraeus HCG headquarters, 2018 – Photos: Roger Bazeley

Challenges Ahead for the Coast Guard – *Ioannis Michaletos* and *Chris Deliso*

“There are new challenges in sectors where the Hellenic CG currently operates. A significant influx of illegal immigrants and refugees by sea from the Turkish coast to the Greek islands has reached alarming numbers, with currently more than 500 people entering the country per day. Further, the overall surveillance of the seas surrounding Greece, and internal sea lanes, are in constant need of pro-active operations due to the large transit traffic of contraband weaponry destined for war zones nearby including Libya, Syria, Iraq, Yemen and through the Black Sea. Another challenge is also the trans-Atlantic cocaine smuggling traffic, eastern-route heroin trade, plus tobacco and fuel smuggling at multiple points”, according to *Ioannis Michaletos* and *Chris Deliso*, *Ref: Balkananalysis.com*.

“The Hellenic CG has to battle with obligations in the civil sector and most importantly, the large burden of work it has regarding the regulatory affairs of the shipping sector and ports. In most countries in the world, and especially in the EU, coast guards are police or paramilitary forces and not related to bureaucratic affairs, since that costs money, time and consumes the productivity of the HCG. However, in Greece – historically famous for its excessive bureaucracy – the coast guard is tied down with these cumbersome issues as well, which limits its capacities and concentration on more urgent issues. The financial situation in Greece – which will inevitably sooner or later lead to an overhaul of the entire public sector in the country – will also certainly have longterm effects on the structure and operations of the Hellenic Coast Guard.”

REF: Ioannis Michaletos and Chris Deliso, Ref: Balkananalysis.com.



PUBLIC RBS OUTREACH

Flotilla Members Volunteer for RBS and Dockwalkers Program at the 2018 STRICTLY SAIL BOAT Show at Richmond, CA

Dear Boating Partners and Dockwalkers:

On behalf of the California State Parks Division of Boating and Waterways (DBW), the California Coastal Commissions (CCC), and the (SFEP- DBW Clean Vessel Act Funding Program) and the US Coast Guard Auxiliary we would like to thank you again for your help during the 2018 Pacific Sail & Power Boat Show. Thanks to the USCG Auxiliary volunteers, we were able to conduct face-to-face boater education. We shared clean and safe boating information with 300 boaters and distributed 220 boater kits and 500 San Francisco and Delta Clean Boating and pump-out maps, among other important information. In addition, we were also able to discuss important topics with current and future boat owners such as clean boating, safety, and the new California vessel operator card.

Vivian Matuk

*Environmental Boating Program Coordinator California State Parks Division of Boating & Waterways
California Coastal Commission*



USCG Auxiliary Members Volunteers, Auxiliarist Jenifer, Vivian Matuk, and Roger Bazeley USCGAUX, Photo: USCGAUX/California Division of Boating and Waterway – Photo: USCGAUXs



USCG 11th District Leadership COC

USCG RADM Peter W. Gautier Our New 11th District Commander

Roger Bazeley, NLUS-PMMC Photographer

ALAMEDA, Calif 2018. - Rear Adm. Peter W. Gautier replaced Rear Adm. Todd A. Sokalzuk as the commander of the Coast Guard's 11th District, June 28th, during a change-of-command ceremony on Coast Guard Island in Alameda. Vice Adm. Linda L. Fagan, the Coast Guard Pacific Area commander, presided over the event. RADM Todd A. Sokalzuk transferred to Portsmouth, Virginia, where he will serve as the Coast Guard Atlantic Area's deputy commander. RADM Peter W. Gautier most recently served as the Coast Guard's director of governmental and public affairs, where he was responsible for external engagement with Congress, the media, the public and intergovernmental entities.



Coast Guard Pacific Area and Defense Force West – National Security Cutter and USCG Alameda Aerial View Photos: Roger Bazeley

The change-of-command ceremony is a time-honored tradition aboard ships and shore commands. It represents a total transfer of responsibility, authority and accountability from one individual to another. The event ensures the continuity of leadership and operations within the district's area of responsibility.



Rear Adm. Peter W. Gautier the new commander of the Coast Guard's 11th District and Departing, Rear Adm. Todd A. Sokalzuk as past USCG 11th District Commander - Photos: Roger Bazeley



MEMBERS DECK CALENDAR: 2018 Q4

Flotilla: Meetings, 10 AM 3rd Saturday, YBI, USCG Sector SF
Contact: RSVP to Cynthia sergequeen@aol.com

**JAN 06, 2019 – Flotilla 1-7 Flotilla/Division, COW - Luncheon,
Basque Center, South San Francisco - RSVP Cynthia Dragon**

Flotilla Meetings are usually on the 3rd Saturday of the month – 2019 TBA

NACON FYI: COAST GUARD AUXILIARY AND SEA SCOUTS

1. A highlight of the recent 2018 Auxiliary National Conference held in Orlando, FL was the signing of a Memorandum of Agreement (MOA) that will help establish a new relationship between the Coast Guard Auxiliary and the Sea Scouts.
 2. The most revolutionary aspects pursuant to terms of the MOA are the allowances for Sea Scouts as young as 14 years of age to join the Auxiliary and for Auxiliary flotillas to charter Sea Scout Ships.
 3. The MOA's primary purpose is to establish a cooperative relationship between the three parties in order to enhance their common goals of promoting recreational boating safety throughout our Nation.
-

FYI: Boat Operators: IMPORTANT! **CALIFORNIA BOATER CARD INFORMATION**

Beginning January 1, 2018, operators of motorized vessels are required to possess a California Boater Card.

***California Boater Card Application; Active for Some Boaters:
Continued with Questions next page***



California Boater Card Application; Active for Some Boaters

The California Division of Boating and Waterways (DBW) have opened up its webpage for boaters to apply for a California Boater Card (CBC). That webpage is: <http://californiaboatercard.com/applynow/>

This is a soft rollout. DBW believes that their technological and human systems are ready to go, but they are holding off a few weeks before beginning their public launch with accompanying publicity campaign. In the meantime, they have let their partners, including the Auxiliary, know about the soft rollout. What this means is that while we encourage eligible Auxiliarists to visit the website and apply for cards, we are not yet asking flotillas to contact past ABS and BS&S graduates about applying.

Which Auxiliarists are eligible to apply now?

If you passed an eligible course and have a course certificate dated on or after January 1, 2015, you are eligible to apply now. Cost is \$10 and you can pay online using a credit card or you can mail in a check.

Which courses are eligible courses?

ABS, BS&S, DBW's free "A Course for Safe Boating" and each other course listed here: <http://californiaboatercard.com/courses-2/>

How do I apply if I still have my certificate?

You will need to upload a JPG or PDF copy of your certificate (could be a scan or a picture using a phone). There is also an option for mailing in a copy. Also, if you passed DBW's free course, you should have received a graduation code from DBW. You have the option of entering that code instead of sending in a copy of your certificate.

How do I apply if I passed an eligible course that ended on or after January 1, 2015 if I lost or never received a certificate?

First, you can ask your course provider for a new or replacement certificate. If you obtain one, you can use the process outlined above to apply. If your course provider acknowledges that you passed an eligible course but cannot or will not provide you with a replacement certificate, you can go to the CBC website, begin the application process, and on Step 2 choose the option saying that you have not yet taken a course. When you complete the application process you will receive an application number. You provide that application number to your course provider (which might be your flotilla) and the course provider will electronically submit your application number to DBW as proof that you passed.



DOCKWALKERS PROGRAM

Dockwalkers are educators trained to conduct face-to-face boater education on environmentally sound and safe boating practices. Dockwalkers share pollution prevention tools, such as oil absorbents, fuel bibs with boaters while visiting marinas, boat launch ramps, boat shows, and popular boating areas or by simply talking to boaters wherever they are. The primary goal of the Dockwalkers is to increase and improve clean boating practices throughout the State. Both the training and Dockwalking qualify as community service.

“Dockwalkers make it easy for boaters to implement clean boating practices and are making a real difference in our waterways,” says Vivian Matuk, California State Parks Division of Boating and Waterways (DBW) and the Coastal Commission’s Boating Clean and Green Program Manager. “People who are interesting in this effective program can view [short videos](#) online to hear Dockwalker experiences.”

In 2019, Dockwalkers will distribute new [Boater Kits](#) of educational information and pollution prevention tools. To reduce waste, Dockwalker program leaders redesigned the Boater Kit to use an oil absorbent sheet “envelope” that serves both two functions: of holding the kit contents and providing an additional pollution spill prevention tool. This is a creative and practical way of presenting our boater kits, says Matuk. Veteran Dockwalkers reviewed and approved this creative and practical design.

Trainings are FREE and Dockwalking is a fantastic way to interact with boaters to help keep California's marinas, waterways, and ocean clean and healthy. The training provides an overview of potential sources of boat pollution, federal and state laws, environmentally-sound boating practices, information on how to conduct Dockwalking, and an overview of the educational materials Dockwalkers will distribute including the Boater Kits. Depending on your region, we may also provide the Delta and the San Francisco Bay Area Clean Boating Maps. In addition, newly trained Southern California Dockwalkers will receive the new edition of the Southern California Boater's Guide.

In the last years, more than 1,000 Dockwalkers have distributed over 100,000 boater kits statewide. Hours spent training or educating the public qualify as community service.



WEAR IT
A program of the National Safe Boating Council



ENVIRONMENTAL PROTECTION

Clean Oceans and Waterways, and Smooth Sailing



USCG 87' Cutter SOCKEYE – Patrolling of Alcatraz Island, SF - Photo: Roger Bazeley



VOLUNTEER JOB - COMMUNITY OUTREACH

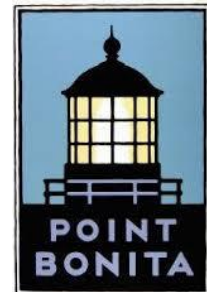
Point Bonita Lighthouse Interpretive Volunteer

Address: Fort Barry, Building 948, Sausalito CA, 94965

Dates: Ongoing

Suitable for: Teens, adults, and seniors

Difficulty Level: Average



Activities: Tour guide/Interpretation, Visitor Information, Visitor Safety, General Assistance

Opportunity Description: Have a love for the outdoors? Fascinated by natural, cultural and historical places? Like talking to people from all over the world? Then here is an opportunity for you! Seeking friendly and outgoing volunteers to greet park visitors, provide information on cultural, historical, and natural points of interest at the Point Bonita Lighthouse. The Point Bonita Lighthouse is located 140 feet above the Pacific Ocean overlooking the dramatic northern entrance of the Golden Gate.

Description of Duties:

- Develop knowledge of historical and natural resources of Point Bonita and the surrounding area.
- Interact with visitors to provide basic and/or in-depth information regarding the natural and cultural site resources such as lighthouses, maritime navigation, wildflowers, marine birds, etc.
- Assist with general upkeep of the site, including utilizing hand tools for upkeep on the park's grounds and cleaning historic Lighthouse lens.
- Ensure safety of visitors as well as engaging visitors about the site.
- Provide interpretive talks and tours to hundreds of visitors each day.
- Report visitation statistics and work hours to Visitor Center.
- Operate NPS radios in accordance with NPS regulations.



VOLUNTEER JOB - Continued

Benefits:

- As a National Park Service volunteer you will be provided with information and training about Point Bonita Lighthouse and the surrounding area.
- You will have the opportunity to learn about National Parks across the United States!
- Experience communication with people of diverse cultures, interests, and backgrounds.
- Training in first aid, CPR, public speaking and National Park Service policies and mission.

GOAL: Provide cultural and natural resource information to the public in a courteous manner. This in turn increases public awareness of the resource and fosters a public sense of stewardship and ownership in preserving the resources for future generations.

Knowledge/Skills Desired:

- Good communication and interpersonal skills.
- Comfortable speaking in front of groups of people.
- Willingness to learn about Point Bonita, and the natural and cultural resources in and around the Golden Gate National Recreation Area.
- Knowledge of additional language is beneficial, but not required.
- Ability to walk at least 2 miles, working under occasional adverse conditions (wind, fog, rain, and cold), often standing for periods of an hour or more.
- Capacity to work with minimum supervision.
- You will be required to wear an official National Park Service Volunteer uniform that will be provided for you.

Scheduled Hours: 8 hours per month and a minimum of a 6 month commitment is preferred, but we are flexible with individual schedules. Reliability is necessary.

Housing Availability: Not Available.

Contact: Michael Morales – Park Ranger, Email: michael_morales@nps.gov
Phone: (415) 289-1806



FELLOWSHIP

Spenger's Fish Grotto - Flotilla 1-7 Point Bonita Dinner

USCG Auxiliaries who attended included members from other D11N Flotilla members and Division Staff officers: Cynthia Dragon, James Dragon, Roger Bazeley, Herman Haluza, Nancy Marion, Mark Allen, Stan Teng, Gerald Norton, Robin Stewart, and William Burns.



Left: Spenger's Ship Model; Center: Alesia & Simon Adair; Left: Sue Fry, Neil and Joanne Nevsky
Photos: Roger Bazeley



Left: FC Bill Burns, Sue Fry, Neil Nevsky, Guest – Center: Cynthia & Jim Dragon – Right: Mark Allen



Left: Sail/Sword Fish Trophies; Center & Right: Spenger's Historic Photos & Maritime Ship Models
Photos: Roger Bazeley FSO-PA, PB (iPhone 8 Plus)



ALAUX 017/18 AUXDATA MISSION ACTIVITY CODE CHANGES



1. **ACTIVITY CODE CHANGES:** Three new activity codes were recently activated in AUXDATA, and another code was clarified and redefined to better track actual mission hours and crew mission time. The Auxiliary User Support and Services (U) Directorate is working on the necessary updates to the ANSC-7030 form.

These codes are:

- 10M: CG Historian Office Support
- 01C : Auxiliary Paddle Craft Operation
- 01D: Operational Standby
- 23A: Search and Rescue (SAR) Standby

2. **DEFINITIONS:** (for ANSC 7030 form updates)

10M: CG Historian Support: Use this code for time spent supporting and assisting the CG Historian's Office or for time spent on Auxiliary historian activities.

01C: Auxiliary Paddle Craft (AUXPAD) Operations: Use this code for time spent on a mission under Coast Guard orders, with an authorized AUXPAD facility and qualified AUXPAD operator, conducting AUXPAD afloat recreational boating safety (RBS) outreach activities. If other authorized activities (SAR, aids to navigation verifications, marine event patrols) are undertaken in addition to RBS outreach, use the appropriate codes for those missions and account for time spent on those missions in the itinerary section of the patrol orders. Used only for kayaks per the AUXPAD instruction.

01D: Operational Standby*: Use this code for time spent available under Coast Guard orders with an Auxiliary operational facility (vessel, aircraft or radio) and qualified crew who are operationally ready for duty (B-0 status) but not currently underway, airborne, or in operation. The facility must be ready for operations with qualified crew in the immediate vicinity of the facility and in prescribed uniform, ready to proceed without delay. For example:

- Prior to getting underway, as the crew is preparing for a mission
- When moored for meals, breaks, or other logistics stops
- When not in physical control of a radio facility
- Standing by at an airport or dock for pickup of passengers or equipment
- Debriefing and cleaning up a facility after an underway mission.

ALAUX 017/18 AUXDATA MISSION ACTIVITY CODE CHANGES

23A – SAR Standby*: This code shall be entered **ONLY** when specifically assigned by the Order Issuing Authority (OIA) to assume dedicated SAR standby for an actual or potential SAR mission. The facility must be ready for immediate SAR response, with a qualified crew in the immediate vicinity of the facility and in the prescribed uniform. Situations which may merit assignment to SAR Standby are:

- Prolonged searches where active duty crews are likely to exceed fatigue standards
- SAR coverage in cases where active duty assets are not available due to unexpected or prolonged machinery/equipment casualties
- On busy/holiday weekends to assist with a high likelihood of SAR events
- For any situation deemed appropriate by the OIA.

Upon completion of an underway, airborne or operational (in the case of radios) patrol, appropriate mission codes will be entered for recording all activities.

*Standby time (01D and/or 23A) must be entered in each itinerary to account for crew fatigue per chapter 4.E.8 and Annex 1, section B of reference (a). Operators will enter standby time in their itineraries. **Itineraries with no standby time will be returned by the OIA to the operator for correction. POC: BMCM Dennis O'Connell, Chief, Auxiliary Operations Management Branch (CG-BSX-12).**



Left Commercial Fishing Vessel Exam Mission – Left to Right Auxiliary Examiners: Dale Fajardo, Chester Bartalini, Sue Fry, and Michael Mitchell with Boat Captains Observing – Right: Left: Auxiliarist Gary Kaplan, on board Auxiliary Patrol Mission Facility CHEERS Photos: Roger Bazeley

MEMBER TRAINING 1

“AUXILIARY VSC’S VERY SHORT ON “PADDLE CRAFT” EXAMS NATION WIDE”

Roger Bazeley VE-2019 UPDATE

It has been noted that in Northern California there have been far more fatalities with KAYAKS than with other types of boats. The use of Paddle Craft VSC Form 7012A is showing minimal Auxiliary use. It is apparent that major Marine Safety issues could be addressed and credited to the Auxiliary if Vessel Safety Examiners make a greater effort to reach out to Kayak users. *District Paddle-Craft Safety Public Education Program is a USCGAUX Priority.*

As a result of the concern especially in the Bay Area with the popularity of Paddle-Craft usage, rentals, and sport activities there is an increased emphasis by the USCG and USCG Auxiliary in developing and strengthening safety exams and public boating education. Auxiliarist Bazeley PA-3 is developing an educational article and program related to these concerns with fellow Auxiliarists in RBS and Marine Safety in our Flotilla and district including Bill Burns FC, Sue Fry Marine Safety Specialist, COMO Dale Fajardo and others.



South Beach Marina; Photo of Kayak Inspection with COMO Dale Fajardo (Left) and Sue Fry Marine Safety expert (Right); Photo: Roger Bazeley USCGAUX PA

As a part of the PADDLECRAFT NATIONAL RBS PROGRAM the mission is “to minimize loss of life, personal injury, property damage, and the environmental impact associated with the use of recreational boats including “Paddle-craft”, through preventative means, in order to maximize the safe use and enjoyment of United States waterways by the public.



“PADDLE CRAFT” EXAMS NATION WIDE”

Paddle craft are the fastest growing form of recreational boating in the United States. The Outdoor Industry Association reports that about 17.8 million people participated in some type of paddle sports activity getting out on the water more than 50,000 times daily. With over one hundred thousand paddle craft being sold annually, the US Coast Guard anticipates that by 2020 as many as 47 million paddlers will be using paddle craft for touring, physical exercise, fishing, hunting or other activities.

With an investment of just a few dollars people can gain access to the nation’s waterways and therein lays the problem. Many of these paddlers lack experience. They overestimate their skill level and fail to properly assess environmental conditions. Worse yet they often lack the proper safety equipment and the training needed to use that equipment to stay safe on the water. Consider as well, the potential for conflict as this multitude of paddlers interacts with all manner of motorboats, sailboats, and commercial vessels navigating the same nearshore waters.



Kayak VE and Name Sticker application by, Auxiliarists Dale Fajardo and Sue Fry—Photos: Roger Bazeley

The paddle sports community has become an important constituency for the Auxiliary Recreational Boating Safety program. Unfortunately, the explosive growth of this segment of recreational boating has led to a disturbing upward trend in the number of injuries and accidents. The Coast Guard has found that canoe and kayak fatalities have been steadily rising for a decade. The sad part is that this loss of life could have been avoided with proper education. Most paddlers want to learn to how to be safe on the water, but don’t know where to go to get the necessary guidance and training.

This creates a tremendous opportunity for the Coast Guard Auxiliary. Members can engage the paddling community through our Public Education, Program Visitor and Vessel Examination programs. Auxiliary members are undaunted by new challenges like this one. Although the potential audience is quite large there is little doubt that effective safety training and counseling will lead to a marked reduction in the number of paddle sports accidents and fatalities. Initially, the workload will be significant, but remember all of those paddlers have the potential to become members of the Coast Guard Auxiliary easing the burden of this new endeavor.



PADDLE CRAFT REFLECTOR KITS



United States Coast Guard Definition: 33 CFR 173 2018

“Paddle craft means a vessel powered only by its occupants, using a single or double bladed paddle as a lever without the aid of a fulcrum provided by oarlocks, crutches, or similar arrangements”.

PADDLE CRAFT REFLECTOR KITS

1. The Auxiliary National Supply Center (ANSC) currently has about 16,000 Paddle Craft Reflector Kits in stock. Developed by the Coast Guard Auxiliary under a grant from the Sport Fish Restoration and Boating Trust Fund, administered by the Coast Guard, these kits help make paddlers more visible to boaters. These kits are available from ANSC as stock line item #3004B. Due to the limited supply, there is a limit of 50 kits per order.
2. As the recreational boating season gets into full swing across the country, now is the ideal time to distribute these kits as part of Auxiliary engagement with paddlers at public education events, vessel safety checks, and program visits. Each kit consists of a sheet of shiny, reflective plastic film containing four reflectors, one for each paddle tip. Paddlers can peel the reflectors from the sheets and apply them to the tip of each paddle. On the water, these reflectors catch the sun, and reflect it with a glint to make the paddle craft more visible to other paddlers and boaters. Each kit includes a safety checklist that can be marked with the paddle craft owner's name and phone number, and then applied to the paddle craft. The kit also contains much more useful safety information for paddlers.
3. Auxiliary flotillas that engage with paddle craft communities are strongly encouraged to place their orders now and distribute these valuable reflector kits soon in order to promote and achieve improved paddle craft safety.





PADDLE-CRAFT Outfitters

Instruction, Rentals, Retail, and Tours

Greater San Francisco Bay Area

- [101 Surf Sports](#)—San Rafael, Redwood City; a full service water sports sporting goods shop specializing in SUP, prone paddle boarding, windsurfing, kiteboarding, surfing, and kayaking; offers a full range of lessons, gear rentals, board repair, kayak storage, SUP storage, boat storage, and guided tours.
- [Adventure Sports](#)—Santa Cruz; offers classes and trips
- [Blue Waters Kayaking](#)—Outfitter on Tomales Bay
- [Cal Adventures](#)—Sea Kayaking classes at UC Berkeley
- [California Canoe and Kayak \(CCK\)](#)—Outfitter in Oakland’s Jack London Square, Half Moon Bay (Pillar Point Harbor), San Carlos, Sacramento, and Coloma (American River); offers classes and trips
- [City Kayak](#)—At Pier 38 on The Embarcadero in downtown San Francisco
- [Current Adventures](#)—Offers high-quality clinics in surf kayaking, as well as outings on Elkhorn Slough and Monterey Bay
- [Delta Kayak Adventures](#)—Based in Antioch; offers introductory classes, tours and rentals
- [Escape! Sea Kayaking](#)—Santa Cruz; specializes in high-quality instruction including ACA instructor certification
- [Golden Gate Kayaking](#)—Offers classes on San Francisco Bay, roll sessions on the Peninsula, and BCU training
- [Half Moon Bay Kayak Co.](#)—Pillar Point Harbor in Half Moon Bay; offers classes, expeditions to Honduras and Baja’s Pacific coast, local trips, sales, and rentals
- [Kayak Connection](#)—Offers tours, rentals, and instruction in Santa Cruz Harbor and Elkhorn Slough
- [Kayak Mendocino](#)—Offers tours and kayak surfing classes out of Van Damme State Park on the Mendocino coast
- [Liquid Fusion Kayaking](#)—Fort Bragg; offers classes and trips on the Mendocino coast and rivers
- [Monterey Bay Kayaks](#)—Monterey Bay and Elkhorn Slough; offers sea kayaking rental and instruction, and worldwide sea kayaking expeditions
- [Outback Adventures](#)—Fremont; offers classes, rentals, and retail sales
- [Point Reyes Outdoors](#)—Offers classes and naturalist-led kayaking tours on Drakes Estero, Tomales Bay, and Giacomini Wetlands
- [Recreational Equipment, Inc. \(REI\)](#)—Berkeley, Corte Madera, and other locations on the west coast
- [River & Ocean Paddle sports Coaching Collective](#)—SF Bay Area; a coaching collective dedicated to the delivery of quality, student-centered instruction and coaching in kayaking and stand up paddle boarding.
- [The River Store](#)—Lotus, CA; offers rentals, demos, and classes; based on the South Fork of the American River
- [Sea Trek](#)—Sausalito; offers trips, classes, and rentals





VESSEL EXAM SAFETY

URGENT USCG MARINE SAFETY ALERT!

Walter Kidde has issued a recall of 134 different models of Kidde brand fire extinguishers manufactured between January 1, 1973 and August 15, 2017, including models that were previously recalled in March 2009 and February 2015. The extinguishers were sold in red, white and silver cylinder colors and are rated as either ABC or BC. The extinguishers were sold nationwide online and at brick and mortar outlets.

The hazards associated with the recalled fire extinguishers are that they can become clogged or require excessive force to discharge and can fail to activate during a fire emergency. In addition, the nozzle can detach with enough force to pose an impact hazard.

All persons owning fire extinguishers are urged to read Coast Guard Marine Safety Alert 12-17 for additional information on the recall and how to obtain a **free** replacement at [LINK](#):

<http://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/Alerts/1217.pdf>

All are also encouraged to check the fire extinguishers aboard your vessels, and in your vehicles and homes to determine whether they are subject to this recall.

Additional information is available on the Consumer Product Safety Commission website at:

<https://www.cpsc.gov/Recalls/2017/kidde-recalls-fire-extinguishers-with-plastic-handles-due-to-failure-to-discharge-and#.Wfr3FggcNkQ>





POLICY CLARIFICATION 05-18. AUXILIARY INFLATABLE PFDs

Ref: (a) Rescue and Survival Systems Manual, COMDTINST M10470.10 (series)
(b) Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series)
(c) Vessel Safety Check Manual, COMDTINST M16769.8 (series)

1. **PURPOSE.** This letter clarifies Auxiliary use of inflatable PFDs.
2. **ACTION.** Area commanders shall make their district commanders, Boat Forces Unit Commanding Officers (CO), Officers in Charge (OIC), Order Issuing Authorities (OIA), and Directors of Auxiliary aware of this Boat Forces Policy Letter and its contents.
3. **BACKGROUND.** Reference (a) establishes policy, equipment standards, procedures and procurement authorization for the use, configuration, maintenance and logistics of rescue and survival equipment used by Coast Guard personnel (including Auxiliary personnel) operating on or near the water. Reference (b) requires all Auxiliarists wear a CG approved PFD while on patrol under orders. Reference (c) requires that all PFDs on an Auxiliary facility be CG approved. Reference (a), Part 2, Chapter 4, section A.9 lists the Non-CG Approved Automatic/Inflatable PFDs authorized for use by Coast Guard personnel but does not list any CG approved inflatable PFDs. Currently, the Mustang Survival MD-3183 v34 is the only CG approved inflatable PFD authorized for use by Auxiliary personnel. The MD 3183 v34 is the only inflatable PFD that meets CG approval standards, has a unique Surface Forces Logistics Center (SFLC) Maintenance Procedure Card (MPC KB0143.0), and is available as a model with required CG Auxiliary markings. Because of lack of policy, non-CG approved inflatable PFDs were purchased and issued to Auxiliary members which conflicts with PFD requirements outlined in references (b) and (c).
4. **DIRECTIVES AFFECTED.** Reference (a), Part 2, Chapter 4, section A will be updated with the following:

A.9.e Mustang Survival MD-3183 v34 (CG Auxiliary)The MD-3183 v34 with survival pockets is optional equipment that may be used in lieu of inherently buoyant PFDs and boat crew survival vest combination. It may be used by members of the Coast Guard Auxiliary for all surface operations by members who have completed the Mustang Survival MD-3183 (series) performance qualification standard. Currently, the MD-3183 v34 is the only CG approved inflatable PFD authorized for CG Auxiliary use.



MEMBER TRAINING 2

“PUBLIC AFFAIRS IMPACT PHOTOGRAPHY”

Roger Bazeley

Communicating internally and externally the USCG Auxiliary service mission and brand “Team Coast Guard” relies on specific skill sets and methodologies. We are trained as Public Affairs Officers in doing it with clarity and purpose ” the USCG way” in procedures, form, and methodology when dealing internally with the US Coast Guard and the US Coast Guard Auxiliary, and communicating and interacting externally with the public we serve.

The value of procedurally correct and clear communications in speaking, informing, educating and dealing with the writing and production of print materials and published media must demonstrate clarity, transparency, and accountability. Public Affairs is involved with supporting many of the various missions in recreational boating safety, water and land patrol operations, and augmenting various missions and tasks performed as a part of “Team Coast Guard”. This varies from vessel Inspections to standing watch at various units like Sector San Francisco monitoring and logging emergency calls, administration duties at Air Station San Francisco, incident documentary photography/journalism, or with the Pacific Strike force where trained and qualified US Coast Guard Auxiliarists augment the enlisted Coast Guard.

A fully qualified Public Affairs Auxiliarist with well-developed skills public speaking, journalism and photography can be a valuable asset to their flotilla, Division, National or the “Gold Side” when there is a need for additional staffing and expertise in a Joint Incident Command operation as in Hurricane Katrina, or part of an incident response as in the Gulf’s BP Deep Horizon oil well valve blow-out, fire and resulting massive spill. Completing USCGAUX AUX 12 C School will further enhance these Public Affairs needed skill-sets. The following sections of AUX-12 content and the main components for PA skill set acquisition include: 1.) Media Relations: Strategies for Success; 2.) News Copy and Print Media Content with Impact: Reader Appeal; 3.) Quality Photography and Composition for Impact; and 4.) Design and USCG Auxiliary Mission and Brand Identity Reinforcement.

NEWS COPY and PRINT MEDIA CONTENT with IMPACT

Simplify with bold headlines and interesting captions that are concise, accurate, with specific details and descriptions. The standard for journalism and media writing is composing with simple direct sentences that avoid complex construction. The choice of words, semantics color the tone of your message and written content. Exciting action photography with solid accurate and interesting captions adds understanding and reader attention to the overall content and purpose of your article.

PHOTOGRAPHY QUALITY AND COMPOSITION FOR IMPACT

Photography is a Communicator:

- ***A picture can be more powerful than words and “Mightier than the Pen”***
- ***Photography can communicate deep human emotion.***
- ***A photo can collect visual information – incident response documentation – response results and mitigation.***
- ***A photo can reflect and document USCG/AUX team work.***
- ***Photos records and documents historical and important USCG/Auxiliary events.***
- ***Photos are a USCG/AUX training and educational resource.***
- ***Photos can capture the moment and illustrate a story when words are not enough.***
- ***Great Photo technique can create a Quality Photo whether using Professional DSLR camera equipment or a quality point and shoot camera, or a quality high mega-pixel cellular phone camera as a back-up --- and as an instant incident response communicator or for social media uploading.***



Sector San Francisco at Sunset USCGC Tern and East Tower Bay Bridge – Photo: Roger Bazeley



PHOTOGRAPHY QUALITY AND COMPOSITION FOR IMPACT

PUBLIC AFFAIRS



St. Francis Yacht Club RBS Bay Opening USCGAUX PA Team – Crew Children Welcoming Home USCGC Stratton

FELLOWSHIP



SF Fireboat St. Francis Fellowship Cruise Flotilla 1-7 Thanks Fireboat Crew and Captain – FC Burns F1-7 D11N

OPERATIONS



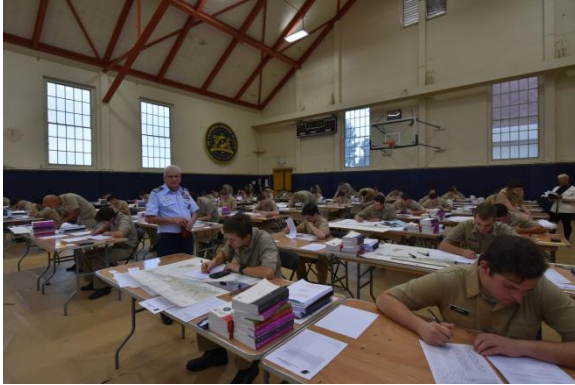
Auxiliarist Gary Kaplan Volunteer on the USCGC Cobb showing Fire Control Panel – USGC Rescue/Sailboat

Photos 7/1/2017-7/1/2018: Submitted for National 2018 Photo Contest by Roger Bazeley



PHOTOGRAPHY QUALITY AND COMPOSITION FOR IMPACT

MARINE SAFETY



Auxiliarist Jim Blackburn and Sue Fry Proctor Cal Maritime Exams – USCGC Stratton Berthing-Alameda

TEAM COAST GUARD



Auxiliarist Gary Kaplan with BM1 Patrizio USCGC George Cobb bridge – AUX Foley FS Mess

VESSEL EXAMS



Auxiliarist Dale Fajardo and Sue Fry Exam Kayaks and apply Name Decals at South Beach Marina

Photos 7/1/2017-7/1/2018: Submitted for National 2018 Photo Contest by Roger Bazeley



PHOTOGRAPHY QUALITY AND COMPOSITION FOR IMPACT

PUBLIC EDUCATION



Left: Air Station SF USCG Pilot Murphy with USCG Dolphin Helicopter used for Educating Public at Event

Right: DSO-PA Gail Giacomini – Educating PFD and swim safety at Richmond YMCA “SPLASH EVENT”

MEMBER SERVICES



Auxiliary Food Service Staff – District Meeting Event D750 Nikon 16-85mm –Photos: Roger Bazeley

FYI: The 2018 National Auxiliary photo contest allows for two photographs to be submitted for each of eight contest categories taken within the calendar year starting from May 2017 to May 2018 for the shown photos taken by Roger Bazeley during that 12 month span. Notice the difference in impact between a wide angle shot with a wide angle lens 15mm-36mm and those tighter shots taken with moderate to medium focal lengths 42mm-105mm lenses. The impact of shooting a photo as a Black and White photo allows for greater concentration on the subjects without color distraction versus the use of color and the need for strong composition and color selectivity. *Photos 7/1/2017-7/1/2018: Submitted for National 2018 Photo Contest by Roger Bazeley*



The Public Affairs AUX-12 C-School goes into extensive classroom discussion and instruction on digital photography techniques, methods, and composition for shooting photos with impact and interest. The knowledge of camera equipment and controls that improve the quality of your photography by taking advantage of changing light and shooting different situations was put into context by classroom instruction and in the field practical shooting exercises. Here is a short list of tips as a result of the course and my years of travel, landscape, maritime, fashion, aerial, and architectural photography.

Photography Tips:

- ***Shoot for Impact – with wide and telephoto views to create scale and isolate key action.***
- ***Composition counts in creating an image with visual balance, impact and attention.***
- ***The use of foreground in wide angle shots creates scale and draws the viewer into the scene.***
- ***Know your Photo Equipment and its capabilities in varied indoor and outdoor lighting conditions.***
- ***Utilize Professional Technique in focusing, exposure, and motion stabilization to get sharp photos.***
- ***Permission and Release is required in certain situations – security zones, private property.***
- ***APC or Full-Frame Sensor Digital DSLRs with a Medium VR Zoom can shoot 95% of everything.***
- ***My Pro-Kit: Two DSLR Cameras -FX /DX sensors, DX Wide 10-24mm Zoom, DX Medium VR* Zoom 16-85mm, and a FX 70-200mm F4 VR*, or FX 70-300mm VR for distance/close impact plus small SB400 flash. (70-200mm FX is a 105-300mm on a DX (D7200) Camera 1.5X factor)***
- ***USCG/AUX Newsletters, “North Wind”, and your Public Affairs and Publications staff will appreciate “Team” action activity shots for stories and as additional photo resources.***
- ****(VR -Vibration Reduction Nikon) and Lens Stabilization reduce camera shake/photo blur)***

Design and USCG Auxiliary Mission Identity Reinforcement

“The importance of the public’s perception: One’s correct identification is defined as how an organization wants the public to perceive its business, products or services. This perception is defined not only through words, but through image, graphics, and design (Roger Bazeley USCGAUX PA-1).”

How important is Public Affairs as a brand management tool? Marketing Communications enhances image (public perception) of Coast Guard and Auxiliary Image: what we stand for ...what makes our organization unique and trustworthy to the public we serve and represent. Consistent branding establishes unity between all members of team Coast Guard, builds confidence among Auxiliarists, and our customers the U.S. recreational boating public.

REMEMBER: Our “product” is service to those who utilize our American waterways. Solid mission messaging and branding is utilized to reinforce our public image, build moral within the organization, spur interest in VSCs and PE classes ,membership recruitment and retention, and to strengthen media relations.

AERIAL PHOTOGRAPHY

Roger Bazeley PA-1

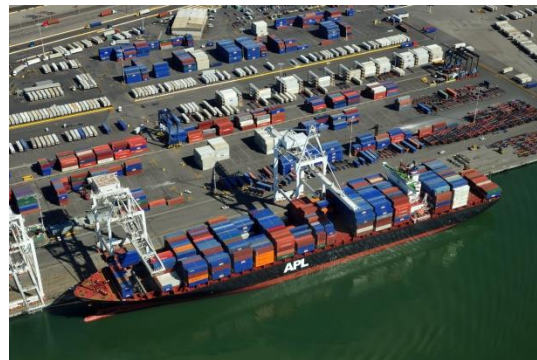
Wheels-up at 1 PM from the Concord airstrip in a Cessna 172, just in time to make the early afternoon lighting coming over the Golden Gate Bridge. This Bay flight and PA mission presented incredible views of the entire San Francisco Bay, and allowed for ample opportunities to photograph at many different angles. It was an incredible experience, and I came away with some great images. However, there are definitely some crucial things to be learned from this experience.



Point Bonita Light House, Lizard Rock and Aerial View Golden Gate Bridge – Nikon D300 16-85mm Photos Roger Bazeley

1. Choose your aircraft wisely

The only way that this was going to work was to have an unobstructed field of view from the airplane. Since I place a priority on sharpness and image quality, shooting from behind the Plexiglas window of a plane was challenging. Luckily, the Cessna single engine four-seater that my pilot, Jim flew had newly polished fixed windows where some other planes have windows that open from the bottom out to a 60-degree angle, allowing a clean open-air view. This meant that in order to get into position for a shot, the pilot would bank and tilt the aircraft by following my hand signals. While this worked out just fine, and I was able to capture every angle and lighting scenario that I had in mind, it definitely wasn't easy.



Left: The pilot Jim Jones. Concord CA and Cessna 172 – Right: Port Of Oakland - Photos: Roger Bazeley

AERIAL PHOTOGRAPHY

Aerial photographers definitely have their share of challenges. Sometimes, a helicopter is preferable for an aerial photography shoot for a number of reasons. Many helicopters like the USCG Dauphine have sliding doors. That way, when you are properly strapped in, you can hang out into the open air and fire away rapidly, granting you an unobstructed view below. A plane with windows or sliding doors that opens, or a helicopter with sliding doors can allow for the highest-resolution photos.



USCG Dolphin Helicopter Pilot Air Station SF - Inflight with door open for photography-Alameda

2. A telephoto zoom - (16-85mm VR DX) 24-128mm FX – Good Choice

On land I usually use a wide angle lens but sometimes they are too wide with certain aircraft design and placement of wing and struts to be clear of the picture view. However, and even though we were flying at fairly low altitude (1,500-800'); subjects on the ground such as the Golden Gate Bridge, Alcatraz, or downtown San Francisco are close enough that a wide angle or mid-range lens worked with excellent sharp results, when avoiding sunlight glare and equipped with lens or camera stabilization technology. With my minimal field of view, it was advantageous to be able to zoom into a specific subject.

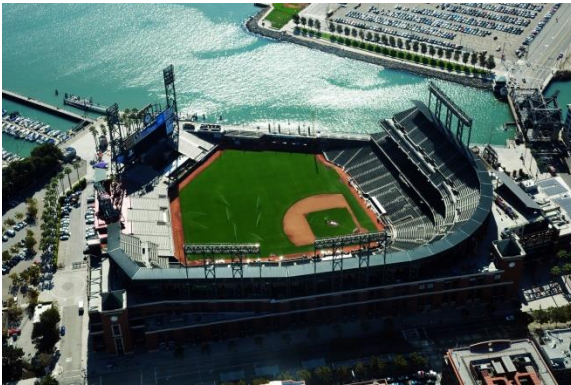


Golden Gate Bridge from Cessna 172 - Downtown San Francisco – Ferry Terminal – Photos: Roger Bazeley

AERIAL PHOTOGRAPHY

3. Fast shutter speed is key

In order to avoid any kind of motion blur, you have to use every tool available to keep the shutter speed as fast as possible. Not just because I was shooting in low light, but because a plane vibrates a lot. Due to the vibrations of the plane, it is also critical to always handhold your camera. Leaning or resting the camera or lens on any part of the plane can cause the camera to vibrate and create blurry images. Several tips in equipment are to use lenses with stabilization or vibration reduction (Nikon) technology. Also, do not press the camera lens directly on the Plexiglas aircraft windows but use rubber lens shades and use pillows for and bean bags for arm and camera support to absorb aircraft vibrations.



SF Giants AT&T Ball Park San Francisco – USCG Base Alameda National Security Cutters –Bazeley

4. Optimal settings for aerial photography

Given the importance of tip number 4 (maintaining a fast shutter speed), all of the other camera settings revolve around that. In manual mode, my settings were:

Shutter speed: 1/500

Aperture: f/4

ISO: Auto (minimum 100)

EV (exposure compensation): +0.7

Autofocus: On (back-button focus)

Bracketing: On

Vibration Reduction: On, High

Late afternoon, the golden hour with the light decreasing, having the ISO continually adjust to the changing conditions was essential. To turn on Auto ISO, you have to go into the menu on your camera and set a minimum ISO. All these settings should be “good to go” on your camera before you get in the plane. It’s important not to be fiddling with camera settings mid-flight. There is another tool that you can utilize to make sure you get the lighting you want. Exposure bracketing, is an incredibly helpful feature. I set mine to three exposures, with 1-stop variation.

AERIAL PHOTOGRAPHY

What this means: Every time I press the shutter, the camera takes three exposures. The first is 1-stop underexposed, the second normal, and the third is 1-stop overexposed. This allows you to simply hold the shutter release, and trust with confidence that you have captured the shot.

5. The best camera for aerial photography is one with a high ISO range, Custom Programing and easy to hold-ergonomics

The light was fading fast, and it was a goal of mine to capture shots of the San Francisco illuminated by the city lights. Given everything mentioned about the importance of maintaining a minimum shutter speed, it was crucial to have an aerial camera with the flexibility of higher ISOs while maintaining low noise and high quality sensors. The Nikon D750 and D7200 bodies I use have those capabilities. In aerial photography the difference between the pro DSLRs and the entry-level or even mid-range camera bodies is significant in your photos results.



SF Bay Bridge San Francisco – Golden Gate Fort Point – Photos: Roger. Bazeley

6. Tools: 2 cameras: either Full Frame FX or DX cropped sensors

24-85mm VR zoom, 18-35mm zoom, 70-200mm F4 VR (D750, D610) Cameras

16-85mm VR zoom, 10-24mm Wide-angle, 70-200 VR DX (D7200) Body

Timing is a critical factor here: The sun is setting. You are in a circular holding pattern with minimal time over your subject. You do not want to be fumbling with your gear, looking for that extra battery, or replacing a lens. You want to have your head and camera out the window the entire time. I had all of my equipment within reach and didn't have to switch lenses.

AERIAL PHOTOGRAPHY

7. Note the time of Day and Lighting Impact of the Sun

When you book your flight you'll want to take some time to consider the time of day and angle of the sun. Just like regular landscape photography at ground level, the light is going to be softer, and create more contrast at the beginning and end of the day. Avoid midday flights at all costs! Most operators have their planes back on the ground a certain number of minutes before sunset in order to comply with regulations. If your chosen operator has indicated that you can pick a specific time for your flight, you'll want to find out that additional information to assist your planning to fly later in the afternoon or at sunrise. Of course the time of day doesn't just affect the softness of the light, it also changes the direction. To accurately plan a photo flight you should have some idea of exactly what subjects you want to photograph so that you can work out which sun angle will make them look the best.



Offloading oil at Conoco Philips Refinery – Golden Gate Fort Point Sunset – Photos: Roger Bazeley

8. Use a Safety Tether for your Cameras

This is another tip that is relevant to photography from an airplane and a helicopter. It's very important that nothing can fall from the aircraft so whenever you're sticking camera equipment out of an open aircraft door or window, it needs to be securely attached to you. A neck strap is the first precaution but it can limit your movement. There are certain angles you may want to achieve where it isn't possible, wearing a restrictive seatbelt or full harness if you are "doors off" in a helicopter. You might want to use a rotating LCD screen on your camera to compose a shot at arm's length, where a regular neck strap can cause problems.

9. Adjust and try different Altitudes

A thousand feet can have a dramatic effect on the composition of your images if you are flying close to protruding landscapes versus just shooting ground-level patterns. If you climb higher, much more will be revealed in the background of your images. If you have a subject in your foreground that you want to isolate from a surrounding landscape, a lower altitude is better.

AERIAL PHOTOGRAPHY

10. Understanding how Plane Yaw, Pitch, and Roll Impacts

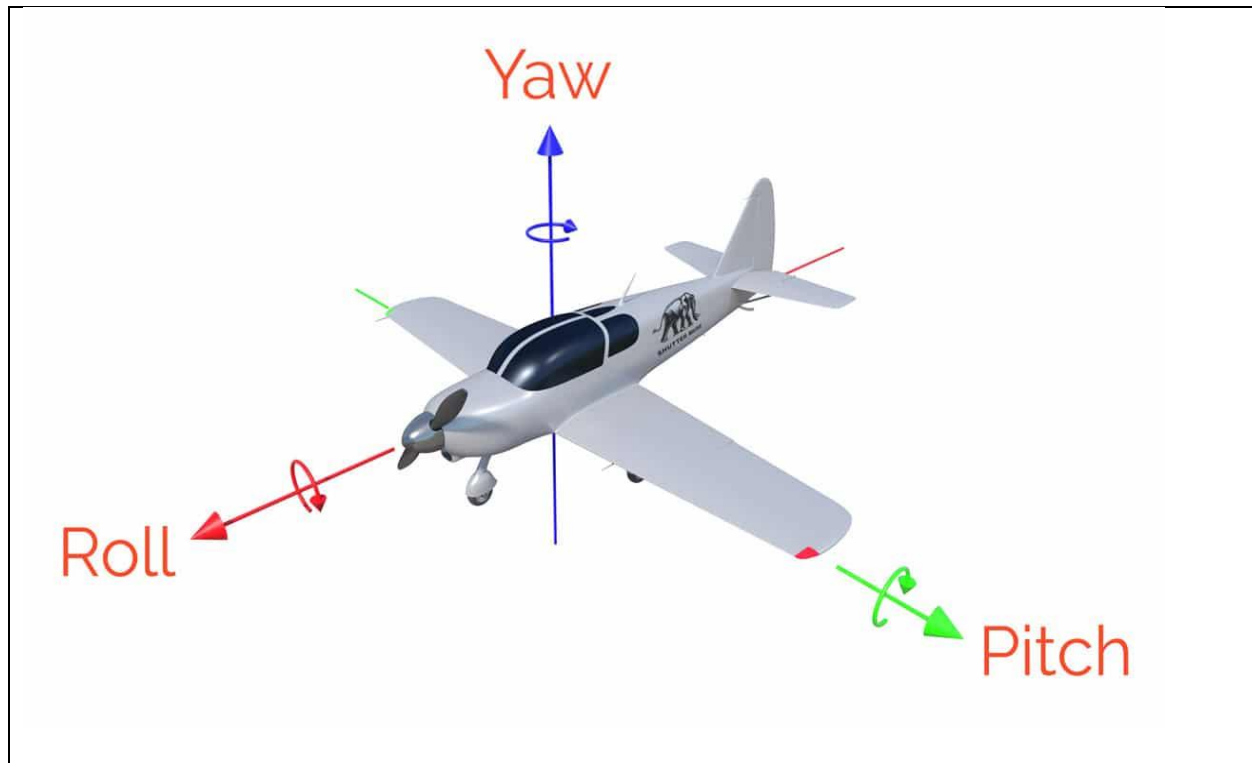


Diagram Reprinted-Shutter Muse .com (Note Mono-Low Wing Aircraft is not a preferred Platform)
a Cessna 172-182 Top Wing Design is my preferred aircraft to use for Aerial Photography*

It's a good idea to know how to correctly communicate with your pilot by understanding Yaw, Pitch, and Roll maneuvering. In a high winged aircraft like a Cessna, it might seem like a real problem to have the wing and the wing strut right outside your window, but actually this is a problem that's solved relatively easy when you have good communication with your pilot.

As you approach your intended photographic subject, the pilot can yaw the plane to the left (assuming you are on the right), and this will move the strut out of your way. You can also roll it slightly to the left which will bring the wing tip up and usually give you plenty of viewing space to get a clear shot. I was pleasantly surprised how easy it was to get a clear view from the side of the Cessna as well. Make sure you discuss this with the pilot before you take off, and be aware that these adjustments to the aircraft will ultimately result in a change of direction if they are held for a long time so any request to perform them should be left right until the best shot is approaching. (Roger Bazeley: *Aerial Photography – Cessna 172 platform, Nikon D300DX 16-85mm VR Zoom*) Currently use Nikon D7200 DX cropped sensor and D750 FX full Frame cameras – Lenses: Nikon 16-85mm VR and 24-85mm VR FX, 70-200mm F4 VR,)



AERIAL PHOTOGRAPHY: DOD DRONES

New Tool in Aerial Photography and Surveillance: FYI USCG and DOD Drone Capabilities, Technologies/Testing, Adoption Policies

Contributor/Research Douglas J. Manifold, PA1 Training Division Public Affairs Directorate

U.S. Coast Guard Signs \$117 Million Contract for Small Unmanned Aircraft

Ben Werner, Press Release June 12, 2018 - Edited REPRINT

The award for the Insitu ScanEagle UAS was finalized late last week and announced on Monday. The contract covers installation and deployment of the system, and provides 200 hours of flight time per 30-day patrol (Insitu ScanEagle UAS). The contract awarded is the result of a multi-year testing process for the Coast Guard to find an unmanned aircraft to assist with its ongoing mission to stop drug smuggling and human trafficking.

The Coast Guard had been using ScanEagle in a limited basis when the system deployed aboard USCGC *Stratton* (WMSL-752).

The Coast Guard credits ScanEagle with aiding *Stratton's* crew interdict an estimated \$165 million worth of cocaine during a two month period in 2017. "When ScanEagle initially deployed with the *Stratton*, we recognized what an incredible opportunity we had to partner with the U.S. Coast Guard to bring improvements to mission effectiveness and change aviation history," stated Don Williamson, Insitu Defense vice president and general manager.

ScanEagle can remain aloft for more than 24 hours, can cruise at 55 knots with a maximum speed of 90 knots, and has service ceiling of 15,000 feet. The system is shot from a pneumatic launcher and recovered using a hook and arresting wire. ScanEagle is 8.2-feet long and has a 16-foot wingspan. Insitu plans to start installing ScanEagle hardware on USCGC *James* (WMSL-754) this fall, then on USCGC *Munro* (WHEC-724) in early 2019 and on USCGC *Bertholf* (WMSL-750) in late spring or early summer 2019.

UAV payload

The payloads are housed in the nose section. The operators can swap the payloads in the field in a few minutes. The sensors installed in the turret allow the operator to track stationary or moving targets without having to re-maneuver the air vehicle. "*ScanEagle has a 900MHz UHF datalink and a 2.4GHz S-band downlink for video transmission.*"



AERIAL PHOTOGRAPHY: DOD DRONES

UAV design

The ScanEagle air vehicle is composed of five field-replaceable major modules: nose, fuselage, avionics, wings and the propulsion system. It has a cylindrical fuselage of 200cm diameter with mid-mounted swept-back wings with winglets (wingspan – 3.1m), tail endplate fins and steering rudders. For operation in cold environments the ScanEagle can be equipped with carburetor heating and an ice-phobic wing covering. Turret-mounted surveillance and observation systems are mounted in the nose. The nose carries the pitot tube which is fitted with an anti-precipitation system for cold weather operation. The nose of the ScanEagle vehicle houses a gimballed and inertial stabilized turret. An upgraded variant houses a new sensor turret which accommodates large cameras. The sensor turret can be fitted with a DRS E6000 high resolution uncooled thermal imager module providing 640 x 480 pixels, or equipped with a short-wave infrared camera supplied by Goodrich Sensors.

ScanEagle engine

‘The air vehicle is fitted with a pusher engine with a two-blade propeller. The piston engine develops 0.97kW. The vehicle carries a maximum of 4.3kg of fuel. The longest flight achieved by ScanEagle fitted with the automobile gasoline engine is 22 hours and ten minutes. The heavy fuel engine equipped ScanEagle achieved a flight endurance of 28 hours 44 minutes using JP5 fuel in an endurance flight in January 2007.’

ScanEagle launch and recovery

The air vehicle is not fitted with landing gear. On land and on naval vessels the air vehicle is catapult launched from a pneumatically operated wedge launcher with a launch velocity of 25m/s. A folded-wing variant for air launch operations from a host C-130 Hercules or V-22 Osprey has been proposed and a study was initiated in 2006. The recovery system for ScanEagle is based on the proven SkyHook recovery system developed by Insitu, originally for the SeaScan UAV. The SkyHook retrieval system uses an arresting or snagging line suspended from a 15.2m boom. The air vehicle is flown directly to approach the snagging line and a hook installed in the air vehicle’s wingtip is caught on the line. An alternative conventional land recovery can be used on an open area of 100ft by 600ft.

Flotilla 17 Notes



Fishing Vessel Homeward Bound past Point Bonita – Golden Gate Bridge - Baker's Beach –

Photos: *Roger Bazeley*

Congratulations to our Flotilla member Derek Lam and his marriage in Mexico to Patricia Karla Jacobo



Left: Auxiliarist Derek Lam and wife Patricia – Center: Sector SF/Derek –Right: RADM Todd A. Sokalzuk COC Reception and NLUS Photographer Roger Bazeley - June 28th, 2018 Alameda CA USCG Base

Member of the 4th Quarter 2018



Auxiliarist Roger Bazeley, our experienced Public Affairs FSO and Publications Editor of the BRAVO ZULU “NewsMAG” Quarterly publication has successfully completed two years and eight Quarterly Editions and numerous articles with hundreds of photos. Roger earned his certification this year as an instructor, completed numerous public affairs events and activities, and recently earned his Public Affairs PA-3 Specialist Ribbon. Roger is going for USCGAUX PA 2 and PA 1 Specialist qualifications and has helped to keep the flotilla viable with our current leadership on many occasions. On top of these activities, he was asked to perform the National Anthem and Taps as a PA Musician, November 17th at the USCGAUX Memorial Service. Having been recognized for over 8,000 Service Hours; Roger has still managed to actively play 1st and 2nd Trumpet regularly in a Jazz Band, a Concert Band, and 2-3 Community/Symphony Orchestras; and also travels overseas twice each year, to photograph and research high-speed rail systems and International Coast Guards (Japan, Italy, and Greece). He has also been re-appointed for 2019-2020 as a BA Assistant Editor for the on-line National USCGAUX Navigator Express.

Bill Burn FC 11/16/18; Trumpeter Bazeley Photo: Gail Giacomini

Member Activities: Flotilla Meetings – 2018



Flotilla Meeting, Awards – FC Bill Burns, Roger Bazeley 8,000 Sustained Volunteer Hours – Right
Photo: Cynthia Dragon



Bill Burns FC Hands out Awards and Certificates of Achievement to Mark Allen (Communications Specialist) Left Photo Herman Haluza awarded Boat Crew Member Qualification

Photos: Roger Bazeley





FLOTILLA FELLOWSHIP: Rosie the Riveter Museum Event September 1, 2018



The park has a visitor center in the restored Ford Factory, with a number of permanent and temporary exhibits about the history of Richmond's wartime industries and workers. A film also illustrates the home-front battle. Rangers are available to answer questions, and also lead guided tours and conduct other *interpretive programs*. *Photo Images: U.S. Park Service Achieves*



Flotilla F1-7 Members and Guests with National Park Ranger Betty Reid Soskin (4th from left) following her presentation and film "Blossoms and Thorns about the Japanese Internment during World War Photo: USCGAUX F-17 Archives



FLOTILLA FELLOWSHIP: Rosie the Riveter Museum Event

Rosie Memorial-Richmond California

The park's creation was spurred by the construction of a Rosie the Riveter memorial in a city shoreline park (three years prior to the creation of the national park), to honor the "Rosies"-women who made up much of the workforce at the shipyards. The four Richmond shipyards, with their combined 27 shipways, produced 747 ships, more than any other shipyard complex in the country. Richmond was home to 56 different war industries, more than any other city of its size in the United States. The city grew nearly overnight from 24,000 people to 100,000 people, overwhelming the available housing stock, roads, schools, businesses and community services.

The memorial is located at Marina Bay Park, the site of former Kaiser Richmond Shipyard #2. It is the length of a Liberty ship with a form of the ship being built. The simple metal pier represents the stern at the water's edge, a simple cylinder frame is the smoke stack, and the bow is made of prefabricated parts similar to those assembled by the shipyard workers. A timeline of World War II is placed along the walkway running the length of the memorial. Interpretive panels within the structures present information on women's history, labor history, and the home front. *The effort behind the memorial was initiated by then-Councilwoman Donna Powers. It grew under Project Director Donna Graves to become the first national tribute to home front American women.*

Ford Richmond Plant

The Ford Motor Company Assembly Plant was the largest assembly plant to be built on the West Coast. One of only three tank depots in the entire country, approximately 49,000 jeeps were assembled and 91,000 other military vehicles were processed here. Ford employed thousands of workers at the site during World War II, many of them women who were entering the work force for the first time. "Rosie the Riveter" was a period song representing these women. In mobilizing the wartime production effort to its full potential, Federal military authorities and private industry began to work closely together on a scale never seen before in American history. This laid the groundwork for what became known as the "military-industrial complex" during the Cold War years.

Richmond Shipyards: SS Red Oak Victory

The four Richmond Shipyards were part of the Kaiser Shipyards. The construction of 747 ships during the war here is a feat not equaled anywhere else in the world, before or since. The park's Rosie memorial is located on the former grounds of Shipyard No. 2. Shipyard No. 3 is listed on the National Register of Historic Places. Both Liberty and Victory ships like the SS Red Oak Victory one of 414 ships built at Kaiser. These ships were completed in two-thirds the amount of time and at a quarter of the cost of the average of all other shipyards. The SS *Robert E. Peary* was assembled in less than five days as a part of a special competition among shipyards; but by 1944 it was only taking the astonishingly brief time of a little over two weeks to assemble a Liberty ship by standard methods. (Ref: U.S. Park Service Archives, Rosie the Riveter Museum)

COMMERCIAL FISHING VESSELS

By Roger Bazeley



Salmon King – Hyde Street Pier, San Francisco *Photo: Roger Bazeley*

Commercial Fishing is one of the most dangerous occupations in the world. USCG Auxiliary and USCG Commercial Fishing Vessel Inspection Teams covered multiple ports providing inspections prior to the opening of the 2018 crabbing season in the California coastal waters. This year there were multiple teams that offered safety examinations to commercial fishing fleets and owners located at Crescent City, Eureka, Fort Bragg, Bodega Bay, San Francisco's Hyde Street Pier, Pillar Point-Half Moon Bay, Santa Cruz, Moss Landing, and Monterey teaming up with USCG active and reservists for hands on training.

The USCG Eleventh District North Prevention Division states, "The heart of our enforcement program is the mandatory dockside examination. The dockside examination program involves a inspection by qualified Coast Guard team members to help fishermen bring their vessels into full compliance with federal regulations (CFR). The primary goal of the examination program is aimed at prevention and reducing the high injury and death rate in the commercial fishing industry.

Commercial fishing vessels are indispensable to maritime operations. They fulfill a vital need of reconciling demand with supply in the fisheries sector so much so that in their absence, a very simple yet equally essential activity would come to a standstill. As is in any domain, even in the aspect of commercial fishing boats, various evolutionary methodologies have come to be adopted over the course of time. Presently there are numerous types of fishing vessels that are in operation in the maritime industry, each with a purposeful quality unique to its own.

COMMERCIAL FISHING VESSELS



Commercial Fishing Vessel Annual Exams performed by the USCG Auxiliary to maintain safety standards. Commercial Fishing Vessel Examiners checking required crew dry suits.

Front L-R
Dale Fajardo, Sue Fry
Rear L-R
Chester Bartalini, Bill Mitchel

Photo: Roger Bazeley

USCG Auxiliary Vessel Examiner Team inspecting required commercial fishing vessel “dry suits”

Seiners: Used mainly in the oceanic areas, seiners are so named because of their utilization of seine fishing nets. These fishing nets are singular in shape and are mainly utilized to haul fishes that are found near the waters’ surfaces



Gillnetters: Fishing boats that employ the gill net system of fishing are referred to as gillnetters. Gillnetters can be both manually operated or technologically aided for better fishing results

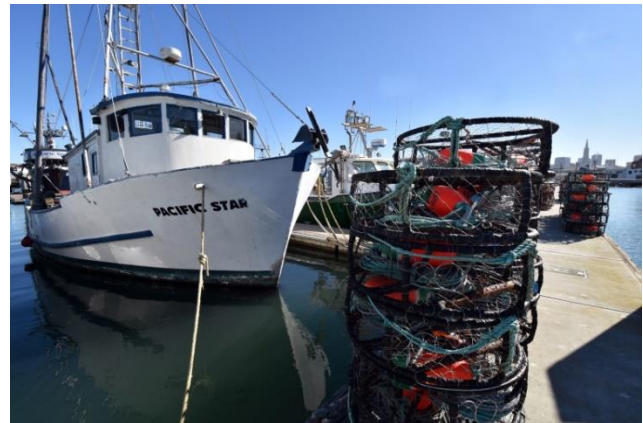


COMMERCIAL FISHING VESSELS

Crabbers: Fishing boats that are mainly and extensively utilized to fish for crabs are known as crabbers. These vessels are also alternatively referred to as the ‘fish trap’ boats as they come equipped with specific entrapping aids to catch crustaceans. In order to haul these trapping aids with the catch, these vessels are equipped with automated windlasses.



Small to Medium Fishing Vessels: Common forms of fishing vessels that primarily fish different types of seasonal coastal fisheries. These vessels have different nets and aiding equipment to fish at the required depth to haul and trap the catch. They can be rigged to dispense and pick-up crab traps/pots during the yearly Dungeness Crab season.



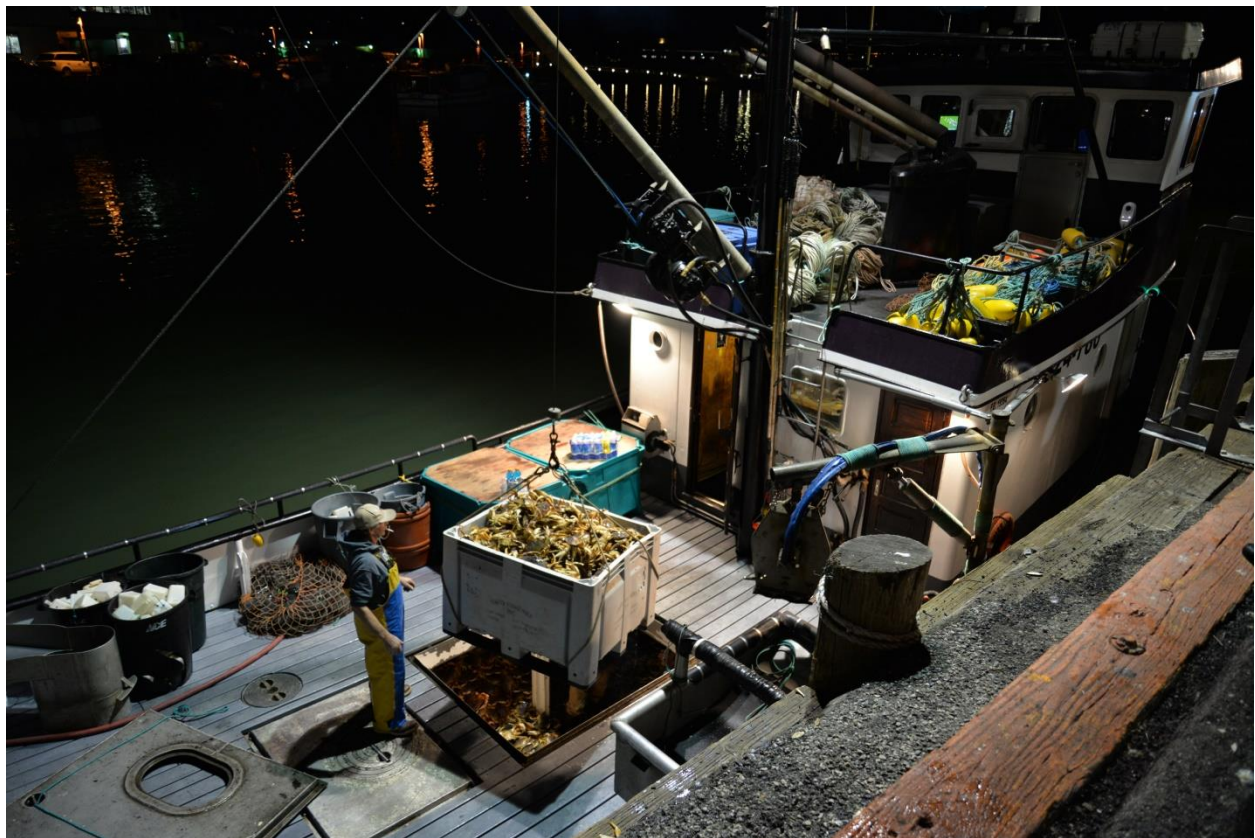
Trawlers: Trawlers are one of the most common forms of fishing vessels employed. These vessels have trawler nets that are suspended by motorized mechanized equipment and trailed under the surface of the water at the required depth to trap and haul in the specified/permitted catch.



BRINGING THE “CATCH” HOME SAFELY to PIER 45

By Roger Bazeley

These are the hard working crews of the fishing vessels that bring home the catch of Dungeness crab for off-loading, processing, packing and shipping. In spending numerous seasons photographing the commercial vessels and their crews one becomes impressed of how hard these crews work to bring in fresh seafood from the various fisheries that open different times of the season and dependent upon the health and quality of the fisheries. Several recent years the Dungeness crab season in Northern California has been cancelled or delayed to the changing environmental condition of Algae Bloom and Demonic Toxin build-up in the Crab population.

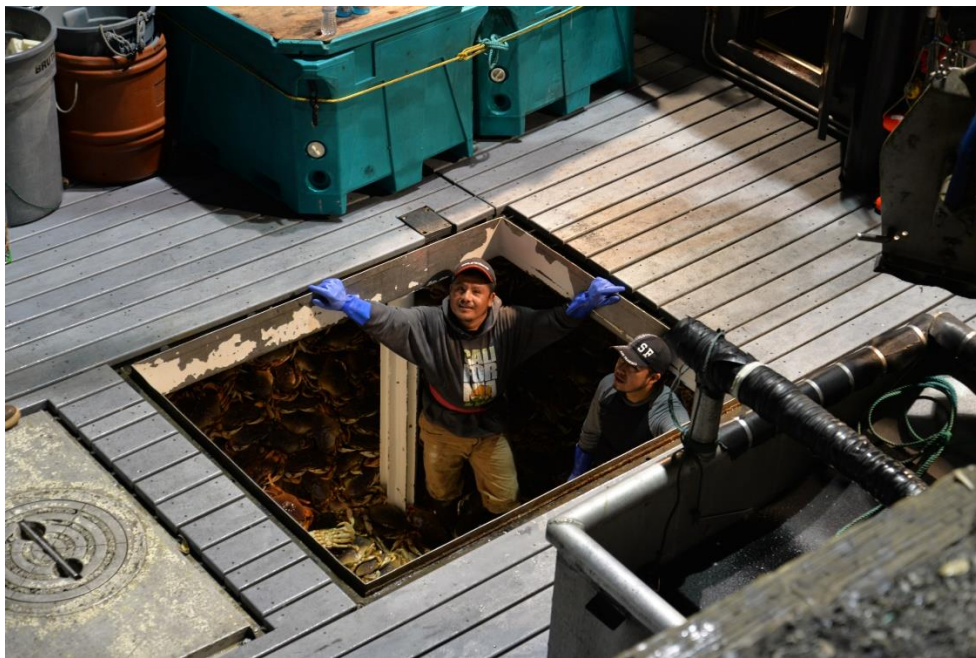


Night Unloading Crab Pier 45 San Francisco, *Photos: Roger Bazeley*

BRINGING THE “CATCH” HOME SAFELY to PIER 45



Night Unloading Crab Pier 45 San Francisco - Photo: Roger Bazeley



Workers Standing in Hold Full of Crab - Photo: Roger Bazeley

BRINGING THE “CATCH” HOME SAFELY to PIER 45



Fishing Vessel inbound with load, and Ware-House Processing and Packing Fresh Crab



Loaded to the Top with Fresh Crab--Fishing Vessel MAD DOG - Photos: Roger Bazeley



TEAM COAST GUARD

Turning Up the Heat – Culinary Competition

Petty Officer 3rd Class Travis Magee, USCG Contributor



Petty Officer 3rd Class Kelli Lundy, one of five Coast Guard culinary specialists, competes in the final round of the American Culinary Federation Student Team Championships in New Orleans, July 18, 2018. This was the first time the Coast Guard competed at the national level since the ACF allowed a military team to compete for the title. U.S. Coast Guard photo by Petty Officer Brandon Giles.

Tick tock, tick tock.

The official competition clock counted down.

The sweet scent of cooked sea bass and sizzling chicken enveloped the air of a large conference space in the Hyatt Regency hotel in New Orleans; a few blocks from the historic French Quarter. Five cooks in traditional chef attire moved quickly like a well-orchestrated ballet around a recently constructed kitchen space. Steam from a pot of boiling water condensed on the cooks who were already soaked in sweat.

Petty Officer 3rd Class Kellie Lundy, a [culinary specialist](#) from [Yorktown, Virginia](#), anxiously garnished the salad course with its finishing components. She had prepared for this moment for the past three weeks. “30 seconds!” called out one of her teammates.

“30 seconds heard!” she called back without hesitation. “This event here is one of the most stressful situations I’ve ever been in,” Lundy said. Lundy was one of the five Coast Guard culinary specialists who had advanced to the final round of the American Culinary Federation Student Team Championships. This was the first time the Coast Guard competed at the national level since the ACF allowed a military team to compete for this prestigious title.

Turning Up the Heat – Culinary Competition

Tick tock, tick tock.

“It’s not just our families watching,” Lundy said. “It’s not just the crowd. We are now representing the entire armed forces for our country. So, it’s big. It’s stressful. But, it’s so much fun at the same time. “As the final minutes counted down, Lundy looked nervously towards Petty Officer 3rd Class Jerry Brown, the culinary specialist preparing the dessert course. “We were worried he wouldn’t have time to pull the sugar,” Lundy said anxiously.

Tick tock, tick tock.

“Keep moving, keep going, keep going, don’t be late,” Brown said. “If you don’t complete on time, your plate better be perfect because you’re going to lose points.” With seconds left on the clock, Brown finished the French style doughnut and ‘chicory barvarios’ dessert. “As soon as he finished the desert, I was happy but emotionally drained.”

The team members congratulated themselves. The competition that took them from Yorktown was coming to a close, and they would soon learn how they did at an award ceremony the following night. Though the chefs were excited to learn the results, they knew making it to the final round was an incredible feat in itself. It was a testament to their motivation and the quality of Coast Guard culinary training. “It feels great to represent the Coast Guard on a stage like this and the U.S. military in general,” Brown said.



U.S Coast Guard photo by Petty Officer 3rd Class Brandon Giles.

Turning Up the Heat – Culinary Competition

For many of the team members, the competition was an opportunity to challenge misconceptions about military cooks. “The driving motivation is to be here and to really surprise the people and to show them what we’re actually capable of,” said Petty Officer 3rd Class Christopher Powell, a Coast Guard culinary team member. Most people think we open soup cans and cardboard boxes, and most people don’t even know what the Coast Guard is.”

The next night, the Coast Guard team sat with the highest ranking leaders of their specialty in a large dimly-lit ballroom, adorned with lavish chandeliers, eagerly awaiting the results of the competition. “We were definitely on pins and needles waiting,” said Petty Officer 3rd Class Jeffery Plotz, a Coast Guard team member. “I’m pretty sure I could hear my heartbeat,” Lundy said. “I could hear it. I could feel it.” After a lengthy presentation of awards, announcements and dinner courses, the time had come.

“We were waiting and waiting and when an ACF representative finally announced, “Earning a bronze medal,” the Old Dominion Chapter, the United States Coast Guard military team.” A shared look of surprise fell upon USCG team’s faces, until they realized they won the bronze medal. The team proudly walked up to the stage to receive the cooking competition award.



U.S. Coast Guard photo by Petty Officer 3rd Class Brandon Giles



Turning Up the Heat – Culinary Competition

The Coast Guard competed in the final round of the American Culinary Federation Student Team Championships in New Orleans, July 18, 2018. This was the first time the Coast Guard competed at the national level since the ACF allowed a military team to compete for the title.

“Finally walking on stage and getting that medal; it was all worth it,” Lundy said. “It makes everything we’ve done, all the tears, and sweat, the stress ... but this brought it home. This was totally worth it.”

“The Coast Guard team executed everything they were trained to do to perfection,” said Master Chief Petty Officer Justin Reed, the rating force master chief of the culinary specialist rating. “The competition was stiff and they were from some of the best culinary colleges in the country. The team literally left it all on the table. I could not be prouder of them for what they showcased and accomplished at this national championship.”

The medal win demonstrates both the enduring dedication of the Coast Guard’s members and the quality of training and opportunities provided to Coast Guard culinary specialists. ///

Our own D11N U.S. Coast Guard and Auxiliary Culinary TEAM, *Photos Roger Bazeley*



Left: USCG Chef and Auxiliary Food Service/Culinary Staff at D11N COC – Ice Sculpture Tommy Holtzman Right: Aux. Foley, serving on USCGC George Cobb – Galley/Mess



Point Bonita Flotilla, California

“OUR 2018 FLOTILLA TEAM”

Our Best Wishes to all of our active Members and their Families for the Holidays and the 2019 New Year from the 2018- 2019 Flotilla Leadership TEAM.

BRAVO ZULU 2018 Editor, Roger Bazeley AUX PA-1



Photo: Noriko Bazeley

The appointed 2018 staff officers and their positions include: Bill Burns Flotilla Commander, Bill Bermudez Flotilla Vice Commander, Cynthia Dragon FSO-HR Human Resources, Sue Fry FSO-FN Finance , Robin Stewart FSO-IS Information Systems, Roger Bazeley FSO-PA Public Affairs, David Talon as FSO-PE Public Education, Roger Bazeley FSO-PB Publications, Charles Warren FSO-NS Navigation Services, Daniel Rogers FSO-MS Marine Safety, Bruce McBride FSO-PV Program Visitors, Robin Stewart FSO-SR Secretary of Records, and Bill Bermudez FSO-VE Vessel Examinations, Gerald Norton as FSO-MA Materials, Bruce McBride FSO-PV Program Visitors, and Bill Bermudez FSO-VE Vessel Examinations, Desmond Thorsson FSO-CM Communications, Desmond Thorsson FSO-CS Communication Services, and IPFC Past Flotilla Commander Joel Hammer.

Our new elected 2019 Point Bonita Flotilla Commander is Bill Bermudez and our Vice Flotilla Commander is Julia Vincenzini.



USCG's 26th Commandant

USCG's 31st Vice Commandant



Admiral Karl Schultz the new USCG's 26th Commandant and retiring 25th USCG's Commandant Admiral Paul Zukunft with Admiral Charles Ray who is to become USCG's 31st Vice Commandant; *Photos: Roger Bazeley USCGAUX PA*

The Commandant of the U.S. Coast Guard, Admiral Paul F. Zukunft, has issued the following announcement:

To the men and women of our Coast Guard,

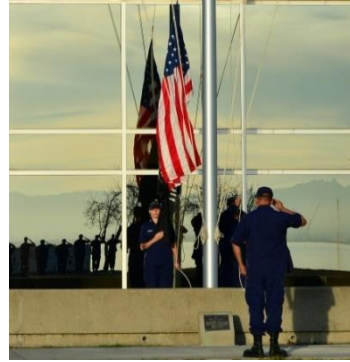
The Secretary selected and the President nominated Vice Admiral Karl Schultz as the 26th Commandant of the U.S. Coast Guard! Please join me in applauding Vice Admiral Schultz, who will provide the sound leadership and steady hand needed to guide our global military service further into this dynamic and extraordinary era of our Nation.

Further, I am honored to announce that Vice Admiral Schultz selected and President Trump nominated Vice Admiral Charles Ray to become the 31st Vice Commandant of the U.S. Coast Guard.

Vice Admiral Schultz and Vice Admiral Ray will lead the world's best Coast Guard as our incredible men and women ensure the security and prosperity of this great Nation far into the future.

Semper Paratus.
Admiral Paul F. Zukunft

ETHOS: Diversity Policy



Photos: Roger Bazeley, Public Affairs USCGAUX

National Commodore Richard Washburn, USCGAUX

THE U.S. COAST GUARD AUXILIARY'S DIVERSITY & INCLUSION PLAN

*'It is the policy of the United States Coast Guard Auxiliary to ensure that all citizens, regardless of race, gender, color, national origin, sexual orientation, gender identity and expression, age, religion, or physical or mental disability have an **equal opportunity to become a volunteer of this organization. It is after all, part of our mission to become the volunteer organization of choice.**'*

"As the National Commodore, I will personally lead the diversity initiatives and challenge all who serve to do the same through leadership, mentorship, service, and example. As someone committed to diversity, I understand that providing training is one of the strategies that helps build an inclusive environment, which is crucial to attracting and retaining top talent, building member engagement, and fostering creativity and innovation. Our Strategic Plan for Managing Diversity will guide us in our efforts towards accomplishing this goal. Diversity of thoughts, ideas, and competencies of our people, keeps the Auxiliary strong and empowers us to mission readiness and excellence.

Diversity is an imperative to the Auxiliary; it can increase morale and impact our success. In essence every member is responsible for fostering an inclusive team atmosphere and being a contributing part of Team Coast Guard. The Auxiliary is committed to creating a diverse and inclusive environment, a journey guided by the deeply held values of Honor, Respect, and Devotion to Duty, as America's Guardians, we understand that diversity is not a problem to be solved, but is an asset to be developed."

Past National Commodore, Richard Washburn, U.S. Coast Guard Auxiliary



Remembering Those We Lost on 9/11

In the Line of Fire

In the line of fire;

As many soldiers wait,
awaiting their own fates.

Yet, they hold in their hands,
away to end the war, or a way to restore peace.

But in many ways, they use only one hand.

One hand is in war,
the other hand is in sorrow,
for not knowing when it is,
to return, to their native land.

**In the line of fire,
as many soldiers wait.**

Their fright abiding within
Awaiting their own destiny,
in the line of fire.

Yet, they hold in their hands,
a way to safely come home,
back to their native land.

Across the seas in Afghanistan,
across the sands in Iraq.

America's soldiers fight,
while we wait so long,
to finally say, "welcome home".

Yet it is not clear,
to know what it's like.

On the battle field,
hearing all that noise.

The sound of people dying,
the sound of reeking death.

The sound of screams and shrieks.

We Americans, in all the other states,
can only imagine the horror that the New Yorkers
felt.

But the sounds of ugly gunfire,
are the scariest of all sounds, when followed by the
silence of death.

The soldiers, our brothers and sisters
across the sea and sands, are the only ones.

To hold in their hand,
A bittersweet victory to sustain our freedom
from terror.

And the people in New York,
who have lost friends and family; we will never
know the reality of the moment from TV images.

What they have gone through,
Smelling the senseless results of evil forever
enshrined with the smell of fear and destruction.

Watching in September,
As we all knew.

This was shockingly real,
What happened on the eleventh of September?

But as it is now nearly December,
even as the day's sun sets, we can all recall the
horror,

as the towers came falling down.

Falling down, falling down.

We can never forget what happened,
even in the light of day.

In the line of fire,
there were many brave citizen heroes lost.

Many of them were fire fighters, police
officers, but most working mothers and fathers
leaving behind children.

Kids all across America are also heroes,
enduring the pain of loss of loved ones and
innocence on September 11, 2001.

In my hand I hold,
With each of you and our heroes the future of
FREEDOM, from terror.

As it has been told often,
we are all in the line of fire in protecting
freedom, each and every day of our lives.

*By Mikiko Bazeley (16) and Roger Bazeley (60) San Francisco,
Father and Daughter; Nov. 11, 2009*

Veterans' Day 2018
Duty, Honor, Respect, Service



Photos: Roger Bazeley FSO-PA, USCG Auxiliary Public Affairs; Taps-Roger Bazeley

Veterans' Day Photography – Remembering those veterans who served and sacrificed for America; Presidio National Cemetery, San Francisco, CA 2018

WWI American, Canadian and British Veterans Remembrance Day - 100th Armistice Day Service, Performed at Grace Cathedral

By Roger Bazeley



**Cal Maritime Academy Honor Guard and St. Andrew's Society Bagpipers
40th Annual Service of Remembrance November 11, 2018**

This cherished annual ceremony, hosted by the Royal British Legion in partnership with the British Benevolent Society, commemorates all who have lost their lives in armed conflict and commemorates the day known as Remembrance Day or Armistice Day. The service included the deeply moving cascade of thousands of poppy petals onto the altar as *Amazing Grace* was played on the bagpipes. The Very Rev. Dr. Alan Jones, OBE, Dean Emeritus of Grace Cathedral, was officiating at the service, right photo.

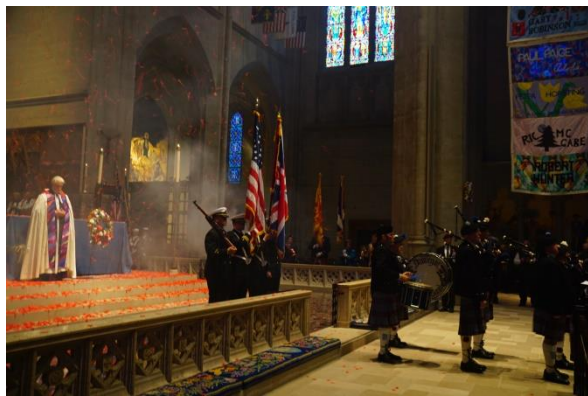
Photos: Roger Bazeley NLUS PA





Former Dean of Cathedral Dean Jones and Current Dean at Pulpit

From the two World Wars to present day conflict, as the poppy petals fall, the Festival will remember all victims of war and those that made the ultimate sacrifice.



End of Service Processional – Bag Piper – Naval Sea Scouts Honor Guard – SF YBI USCG





Remember the Fallen and their Sacrifice!

Armistice Day 100th Anniversary End of World War I

**In Flanders Fields
John McCrae**

**In Flanders fields the poppies blow
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.**

**We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie
In Flanders fields.**

**Take up our quarrel with the foe:
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields.**





“THE FLYING MACHINE” 1918 WW1

A letter written By 18 Year old Frank Rownd to his Father August 13, 1918



WW I Crissy Field SF, CA Airco DH4 (Photo: Crissy Field Hanger with Photo Mural-Roger Bazeley PA3)

Aug.13, 1918

Dear Pop,

Well I sure had some ride this morning in a real flying machine. One of the flying officers gave me the ride of my life. We were in the air for an hour and a half, and I never enjoyed myself more in my life.

I got in the flying machine at ten o'clock, adjusted the lifebelts around my waist and shoulders and said, let her go! Before we started, he asked me how high I wanted to go and what stunts I wanted to experience. I told him the sky was the limit and all the stunts he could do, I would stand for. He headed the machine out from the hangers and gave her the throttle. We rolled along the ground until the flying machine attained a speed of 60 miles per hour. He then gave her the stick and up we went. The first thing the pilot did was to dive the ship; the sensation was the same as falling down an elevator shaft.

After this he headed the flying machine straight into the sky as we climbed to an altitude of 6,000 feet, which was above the clouds. It was a beautiful sight to ride above the clouds with the sun shining and illuminating them. Believe me, this must be the nearest thing to heaven a living man could experience. The shadow of the flying machine follows you along with a rainbow surrounding it. The ground below looks just like a checkerboard, After some time riding around up there in the heavens, we descended toward earth; and lost no time in getting down, while doing stunts all the way down.

We first did the “emmer-man turn” where in this stunt you are up-side down on your side and everywhere at once. Then we looped-the-loop three times, one right after another; then a nose spin rotating nine times in our decent from an altitude of 3,500 feet down to 1000 feet. We finished our flight by side slipping into the airfield landing area; arriving in good shape. I have never in my life enjoyed an hour and a half in a flying machine, as I did in this first flight

Well, the reclamation work at this airfield is very dead quiet, as the air squadrons have left for the port of embarkation, leaving only 350 men. With little to do as in the past week, I am going to ask for a transfer to where there is more to do. I applied for a transfer last week as a Field Engineer, but the Major would not approve it. So here I am the same as before!

I received a letter from Major Duffy, saying he might be able to get me transferred to his airfield later. Aunt Abbie said something in her last letter about Major Osborne sending me overseas to serve. Please write and send me the latest dope, if you have any. I passed my overseas examination in good shape, so all I need are my orders to go. We are now going through instruction in mustard gas protection, and completing our training course this evening with an examination.

Must close and get back to work, write me when you get time.

Your pal, *Frank*



Left: 1918 Frank Rownd U.S. Army SGT-1 Air Service Engineer – Right: Air Squadrons With Airco-DH4s



High Flight

John Gillespie Magee, Jr - RCAF Fighter Pilot 1922-1941



Spitfire Mark 5 RAF WWII, RCAF Achieves

Oh! I have slipped the surly bonds of earth,
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth

Of sun-split clouds, -- and done a hundred things
You have not dreamed of -- Wheeled and soared and swung

High in the sunlit silence. Hov'ring there
I've chased the shouting wind along, and flung
My eager craft through footless halls of air...
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace

Where never lark or even eagle flew --
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

REMEMBERING: Our USCG Auxiliary and their Service, who have “Passed over the Bar”



USCG Auxiliary D11N District Color Guard Presenting Colors at Memorial



Color Guard Preparing to Lay Flowers at the Memorial Panels with engraved Auxiliarists' Names



Tolling of the Bell Ceremony, Taps Roger Bazeley and Saluting Honors at Memorial Panels

Bugler Photo: Gail Giacomini; All other Photos: Roger Bazeley, November 17, 2018

REMEMBER: Our Veterans and Pearl Harbor 77th

Pearl Harbor, Hawaii December 7, 1941, Honoring Day of Remembrance with Auxiliary Participation and Public Service – Photos: *Roger Bazeley PA*



Pearl Harbor Day Memorial – Day of Remembrance – Photos: *Roger Bazeley*

Visiting for the first time the USN Arizona Memorial and the associated Battleship row memorials is an experience beyond words in reflecting upon the sacrifice and circumstances of the United States entry into World War II. It seems very appropriate that the start and finish of the Pacific War with Japan was represented by the USN Battleship Arizona Memorial and the current berthing of the USN Battleship Missouri where the surrender documents were signed by Japan.



Arizona Memorial wall with names of lost crew members – December 7th Wreaths – *Roger Bazeley*

Duty, Honor, Respect, Service ***Remembering Our Maritime Services***

Navy Hymn

*Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bidd'st the mighty ocean deep,
Its own appointed limits keep.
Oh hear us when we cry to Thee,
For those in peril on the sea! Amen.*

*Eternal Father, lend Thy grace To
those with wings who fly thro' space,
Thro wind and storm, thro' sun and rain,
Oh bring them safely home again.
Oh Father, hear an humble prayer,
For those in peril in the air! Amen.
Oh Trinity...*



SEA FEVER

*I must go down to the seas again, to the
lonely sea and the sky,
And all I ask is a tall ship and a star to
steer her by,
And the wheel's kick and the wind's song
and the white sail's shaking,
And a grey mist on the sea's face, and a
grey dawn breaking.*

*I must go down to the seas again, for the
call of the running tide
Is a wild call and a clear call that may not
be denied;
And all I ask is a windy day with the white
clouds flying,
And the flung spray and the blown spume,
and the sea-gulls crying.*

*I must go down to the seas again, to the
vagrant gypsy life,
To the gull's way and the whale's way,
where the wind's like a whetted knife;
And all I ask is a merry yarn from a
laughing fellow-rover,
And quiet sleep and a sweet dream when
the long trick's over*

*SALT-WATER POEMS AND BALLADS, by John
Masefield, Photos: Roger Bazeley*