



Point Bonita Flotilla 17 D11N, CA



USCGC STRATTON at sunrise - USCG Island, Alameda, CA prior to six month deployment - Photo: Roger Bazeley

QUARTERLY NEWS

3rd Quarter 2019 BRAVO ZULU News Magazine



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*Remembering Our Maritime Services and Veterans***

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 lighthouse 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: USCGC GEORGE COBB departing Sector SF - Right: Point Bonita Lighthouse at Sunset;
Photos: Roger Bazeley



ABOUT THE AUXILIARY

Who we are and what we do



The United States Coast Guard Auxiliary (USCG Aux) is the uniformed auxiliary service of the United States Coast Guard (USCG). The Auxiliary exists to support all USCG missions except roles that require "direct" law enforcement or military engagement. As of 2019, there were approximately 26,000 members of the U.S. Coast Guard Auxiliary.

Established by Congress in 1939 under title 14, §§ 23 of the U.S. Code, the United States Coast Guard Auxiliary is Semper Paratus (Always Ready). We invite you to learn more about who and what we do to be "Semper Paratus."

The Auxiliary areas of operation:

- **Safety and Security Patrols – Ports/Waterways**
- **Search and Rescue Mission Support**
- **Mass Casualty and/or Disaster Assistance**
- **Pollution Response & Patrols**
- **Public Affairs and Community Outreach**
- **Recreational Boating Safety and Education**
- **Commercial Fishing and Vessel Exams**
- **Platforms for USCG Training – Helicopter OPS**
- **Recruitment for Coast Guard Auxiliary/USCG**
- **Chefs/Food Specialists for USCG events/ships**



In addition to the above, the U.S. Coast Guard Auxiliary operates in any mission as directed by the Commandant of the U.S. Coast Guard or Secretary of Homeland Security. Our mission is to promote and improve Recreational Boating Safety, to provide trained crews and facilities to augment the Coast Guard and enhance safety and security of our ports, waterways, and coastal regions, and to support Coast Guard operational, administrative, and logistical requirements.



AUXILIARY PROGRAMS

The USCG Auxiliary has a wide variety of programs that members can participate and make a difference in serving, supporting, and augmenting the USCG and Auxiliary as part of “TEAM COAST GUARD”.



Below are some of our special programs:

- **MARINE SAFETY and ENVIRONMENTAL SAFETY**
Qualified Auxiliarists and their facilities assist with USCG marine safety and environmental protection.
- **PUBLIC AFFAIRS SUPPORT (PA)**
Auxiliarists are authorized upon qualifying as a Public Affairs Specialist to support both Coast Guard and Auxiliary Public Affairs including publications.
- **PUBLIC EDUCATION (PE)**
The Education Department's mission is twofold: to provide exceptional boating safety education to American boaters with the aim of reducing loss of life, personal injury and property damage to recreational boaters; and to deliver the highest possible quality training, resources and publications for our Public Education and instructors.
- **RBS PROGRAM VISITATION**
The RBS Program Visitation's intent is to save lives and property by providing marine related businesses with the most current boating safety information for boaters. Marine businesses customers will be able to obtain the most up-to-date boating safety literature and information on Auxiliary Vessel Safety Exams and Public Education boating courses.
- **FOOD SERVICE SPECIALIST (FS)** Auxiliarists' augment and support active duty food service in galleys, aboard cutters and during special events.
- **AUX Air Aviation Program – (SAR)** Search and Rescue Patrol Missions as a USCG Auxiliary qualified Pilot, Co-Pilot or Air Observer in AUX Facility.
- **RECRUITING PROGRAM**
Auxiliarists may qualify and be assigned to duty as military recruiters to support the USCG's recruiting program. This assignment includes qualification as a military recruiter, proctoring recruiting examinations, and administrative assistance to recruiting offices and for screening applicants for the USCG Academy.
- **AUGMENTING USCG**
There are many diverse areas available in augmenting the USCG from Marine Safety and the AUXFS program to Public Affairs. Augmenting assignments are coordinated by your Auxiliary Sector Coordinator (ASC) or Auxiliary Unit Coordinator (AUC) to determine relevant qualifications.

USCGC STRATTON VMSL 752 Departs USCG Island Alameda for Six Month Deployment to Western Pacific Ocean

PART 1: By USCG District Eleven Public Affairs, Philip J. Heijmans and Glen Carey-Bloomberg News Editor and Photography: Roger Bazeley USCGAUX PA-1

ALAMEDA, Calif. – The Coast Guard Cutters Stratton and Waesche set sail for months-long deployments to opposite ends of the Pacific. With their June 13, 2019 departure, all four of the national security cutters homeported in Alameda were currently on patrol.



ALAMEDA, Calif. – The Coast Guard Cutter STRATTON WMS 752 – *Photo: Roger Bazeley*

Stratton deployed to the Western Pacific Ocean where the Alameda-based Coast Guard Cutter Bertholf has been since departing the Bay Area in January. Stratton will operate in support of U.S. Indo-Pacific Command, which oversees military operations in the Western Pacific. Operating under the tactical control of U.S. 7th Fleet, Stratton is scheduled to engage in professional exchanges and capacity-building exercises with partner nations and to patrol and operate as directed.



STRATTON Crew preparing for departure – Pacific Comdr. Admiral Fagan addressing crew.

USCGC STRATTON VMSL 752 Departs USCG Island Alameda continued:

“The Coast Guard’s deployment of resources to the Indo-Pacific directly supports the United States’ goal to strengthen maritime governance, safety, and security across the region, and we do that by working with, and learning from, our many partners and partner nations in the region,” said Vice Adm. Linda Fagan, commander, Coast Guard Pacific Area, who oversees the cutter.

“The United States is a Pacific nation, and the Coast Guard has been operating in the Pacific for over 150 years. We have developed long-standing partnerships with nations in the region, and we share a strong commitment to a free and open Indo-Pacific governed by a rules-based international system that promotes peace, security, prosperity, and the sovereignty of all nations.” (*USCG District Eleven Public Affairs Media Release*)



USCGC STRATTON Quarter Deck crew briefing by Captain Bob Little – Photo: Roger Bazeley

As both a federal law enforcement agency and an armed force, the Coast Guard is uniquely positioned to conduct defense operations in support of combatant commanders on all seven continents. The service routinely provides forces in joint military operations worldwide, including the deployment of cutters, boats, aircraft and deployable specialized forces.

“We are a military service, we are also a law enforcement organization, a regulatory agency, a first response agency, and a member of the intelligence community,” said Fagan. “We are at all times a military force and at all times a law enforcement force. This duality of our authorities provides an incredible degree of flexibility and access and authority. The Coast Guard’s distinct authorities and missions mean that we provide a mix of expertise and capabilities that no other U.S. agency can.” (*USCG Public Affairs Media Release*)

USCGC STRATTON VMSL 752 Departs USCG Island Alameda continued:

Coast Guard Island in Alameda is the homeport to four Coast Guard legend class national security cutters. National Security Cutters are 418-feet long, 54-feet wide, and have a 4,600 long-ton displacement. They have a top speed in excess of 28 knots, a range of 12,000 nautical miles, endurance of up to 90 days and can hold a crew of up to 170. These multi-mission cutters and crew are capable of operating from the Bering Sea to the Eastern Pacific Ocean to the South China Sea. *(USCG Public Affairs)*



Vice Adm. Linda Fagan, commander, Coast Guard Pacific Area, who oversees the STRATTON, addresses the crew prior to deployment departure, Alameda, CA – *Photo: Roger Bazeley*



National security cutters feature advanced command and control capabilities, aviation support facilities, stern cutter boat launch and increased endurance for long-range patrols enabling the crews to disrupt threats to national security further offshore. *Photos: Roger Bazeley*

USCGC STRATTON VMSL 752 Departs USCG Island Alameda continued:

The U.S. Coast Guard Cutter Stratton's increased operations in the Western Pacific, is related to China's coast guard and civilian fishing militias increasingly assert the country's territorial claims. A presence in the South China Sea and elsewhere will help enforce the sovereignty of partner nations in the disputed waters, according to U.S. Coast Guard Pacific Area Commander Vice Admiral Linda Fagan, as Coast Guard cutters USCGC Bertholf and USCGC Stratton are being deployed with the Seventh Fleet based in Yokosuka, Japan. The ships will help "law enforcement and capacity-building in the fisheries enforcement realm," Fagan said. (Ref: Philip J. Heijmans and Glen Carey, Bloomberg News)



USCGC Stratton departing from Alameda - Captain Little on starboard bridge wing – Photos: Roger Bazeley

The move comes amid complaints from Asian nations about Chinese efforts to assert territorial claims in the East and South China seas. Besides a growing navy, China has centralized military control over its 200-ship China Coast Guard, equipped the force with larger ships and deputized civilian vessels to assist in the operations. Also, trade tensions between the U.S. and China have escalated caused jitters in markets around the world.

The U.S. Navy has already put the American coast guard vessels to work, with the Bertholf joining a transit through the Taiwan Strait in March. Last month, the U.S. Coast Guard staged a joint exercise with two Philippine vessels in Chinese-claimed waters, reportedly sailing past two Chinese ships in the process. "The United States Coast Guard's areas of responsibility have grown over the last couple of decades and "It looks like they are also being asked to do more to protect sea lanes and more in the Western Pacific as tensions mount with China." according to, Paul Sullivan, a security expert at *Georgetown University's Center for Security Studies*.

China asserts control over more than 80% of the South China Sea, a key shipping route also claimed by Brunei, Indonesia, Malaysia, the Philippines, Taiwan and Vietnam. This is the time of year when China enforces a fishing plan off its shores, often resulting in confrontations between its coast guard and foreign fishing fleets. Vietnam and the Philippines have repeatedly complained of harassment from Chinese coast guard vessels, while Philippine officials have reported increased sightings of Chinese militia off the country's coasts. The U.S. Coast Guard was seeking to support Pacific partners in the region, Fagan said. "We are very much interested in engaging with partner nations in using our authorities and capacity building in a way that's helpful," (Ref: Philip J. Heijmans and Glen Carey (Bloomberg News)

USCGC STRATTON VMSL 752 Departs USCG Island Alameda continued:

This deployment of the USCGC Stratton (WMSL-752) National Security Cutter also includes the ScanEagle drone system which has been onboard since 2016 under a \$12.3 million contract in June of that year from Naval Air Systems Command. The Coast Guard will likely outfit another three to four National Security Cutters by the end of 2019,



USCGC Stratton flight deck and hangers preparing ScanEagle for Flight deployment – Photos: Insitu, Inc.

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 200 cm diameter with mid-mounted swept-back wings with winglets (wingspan – 3.1 m), 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 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 25 m/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 15.2 m 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 100 feet by 600 feet.

USCGC STRATTON VMSL 752 Departs USCG Island Alameda continued:

ScanEagle engine

'The air vehicle is fitted with a pusher engine with a two-blade propeller. The piston engine develops 0.97 kW. The vehicle carries a maximum of 4.3 kg 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.' (Ref: ScanEagle Specifications, Insitu Inc.)



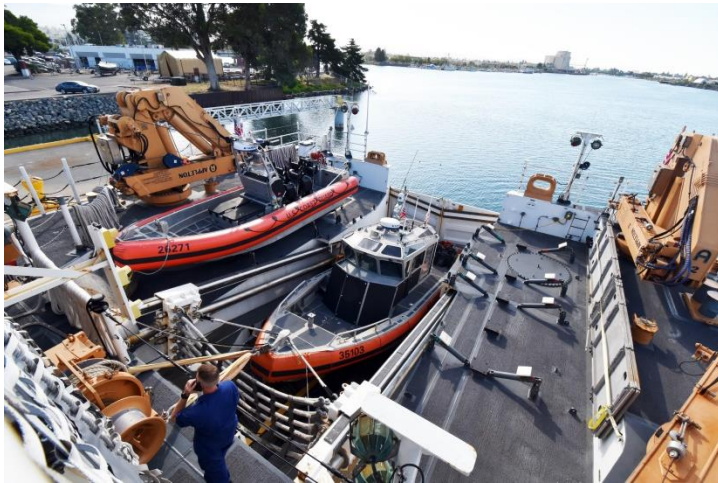
ScanEagle Launched for Flight is fitted with a pusher engine and a two-blade propeller – Photos: Insitu, Inc.

Outfitting the Coast Guard's fleet of 11 National Security Cutters will come through a contract potentially worth \$117 million awarded by the Coast Guard to Insitu, Inc. Under the contract, ScanEagle is to provide small unmanned aircraft systems services aboard the USCG's Cutters.

The contract covers installation and deployment of the ScanEagle for 200 hours per 30 day operational patrol period. Insitu said, ScanEagle is to conduct surveillance, detection, classification and identification operations and "support prosecution by providing real-time imagery, data, target illumination, communications relay and other capabilities to the fleet and other government platforms as needed," Site Lead M. McCord USCGC Stratton.

USCGC STRATTON VMSL 752 Departs USCG Island Alameda continued:

The ScanEagle's quiet operation and the video capabilities provided by the visual detection and ranging system mean ScanEagle can spy on an area covertly before calling on Coast Guard cutters and helicopters to swoop in, an approach that's far different from the past when narcotics smugglers "could drop the drugs in the water" when they heard Coast Guard assets approaching. USCGC Stratton, using ScanEagle and helicopters, has made several dozen drug interdictions in the Pacific Ocean off Central and South America since 2016, including one seizure of cocaine worth \$750 million wholesale. "ScanEagle had directly assisted the [Stratton's] crews in seizing more than \$1.5 billion of cocaine and heroin, contributing to the USCG's record-breaking year for drug busts in 2017.



USCGC Stratton's Aft RIB/29' launch/recover deck – Loosening lines to depart, Alameda CA – Photos: Roger Bazeley PA1 USCGAUX



USCGC Stratton departs on its six month deployment to the Western Pacific – Photos: Roger Bazeley

USCGC STRATTON VMSL 752 Departs USCG Island Alameda continued:



USCGC Stratton on its way out the Golden Gate Bridge with Sausalito, Marin Starboard Side



USCGC Stratton on its way out the Golden Gate Bridge – *Photos: Roger Bazeley PA1 USCGAUX*

USCGC STRATTON VMSL 752 *History: Homeports after a 2017 Successful Deployment; Record Cocaine Seizure*

PART 2: By Roger Bazeley

On September 30, 2017 U.S. Coast Guard's National Security Cutter, the 418' USCGC Stratton sailed under the Golden Gate Bridge to berth at Coast Guard Island, Alameda, California after its three month deployment. The Stratton is designed to take on a variety of diverse multi-operational tasks from humanitarian assistance disaster relief missions to those of rapid deployment response to search and rescue to that supporting national security and defense.



STRATTON VMSL 752, National Security Cutter, USCG. Base Alameda, Ca *Photo: Roger Bazeley*

Coast Guard officials highlighted the record cocaine seizure at a San Diego event where they offloaded 50,550 pounds of cocaine and a smaller amount of heroin from the USCGC Stratton, one of several vessels involved in recent operations. The drugs were confiscated by four Coast Guard cutters and the Navy destroyer USS Chaffee in the eastern Pacific Ocean, a longtime trafficking route from South and Central America. Overall, the Coast Guard had seized more than 455,000 pounds of cocaine through Sept. 11 in the fiscal year that will end Oct. 1, breaking the record of 443,790 pounds set last year. About 85 percent of that comes from the eastern Pacific, officials said. The Coast Guard has detained at least 681 suspected smugglers in those operations, up from 585 last year and 503 in 2015.

**USCGC STRATTON VMSL 752 History: Homeports after a 2017 Successful Deployment;
Record Cocaine Seizure continued:**



USCGC STRATTON 752 Maneuvering with Tractor Tug, Photos: Roger Bazeley



USCGC STRATTON families welcoming home their USCG family; Photos: Roger Bazeley

USCGC STRATTON VMSL 752 History: Homeports after a 2017 Successful Deployment; Record Cocaine Seizure continued:

The USCGC STRATTON, a Legend Class National Security Cutter of 418” LOA NS cutter has unique long range multi-mission capabilities. The ship’s aft flight deck can handle on board two helicopters of the Dauphine and Jayhawk types for air search and rescue operations



USCGC STRATTON Flight Deck, Crew Daily Briefing, Right: Aft Boat Launch Area

Legend-class National Security Cutters are the flagships of the Coast Guard’s cutter fleet. Designed to replace the 378-foot *Hamilton*-class high-endurance cutters that entered service in the 1960, they are 418 feet long with a 54-foot beam and displace 4,500 tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 110. National Security Cutters have automated weapons systems and advanced command and control systems that enhance the Coast Guard's interoperability with its partners in the Defense and Homeland Security departments.

In 2017 the USCG STRATTON, under the command of Capt. Craig Wieschhorster, continued to be a vital multi-mission asset in insuring our national security and interests in maritime safety for maintaining safe and secure ports, coasts, and drug interdiction along with other diverse search and rescue operations with it’s new generation of dedicated officers and crew members.



Left: USCGC STRATTON aft boat launch area – *Right* USCGC STRATTON Ward Room – Photos Bazeley

USCGC STRATTON VMSL 752 History: Homeports after a 2017 Successful Deployment; Record Cocaine Seizure continued:



Left: Ship's Communications Area Ship's –Right: Food Galley, Meal Preparation by Chef – Photos: Bazeley

The U.S. Coast Guard Team supports the success of key missions and goals for insuring maritime safety, recreational boating outreach, maritime safety of port facilities inspections, vessel examinations, as well as response to environmental shipping pollution/spills through rapid incident response by partnering with the U.S. Coast Guard Auxiliary. The National Security Cutter STRATTON 752 and the five others that are operational have proven the investment value in expanding the capability, crew safety/comfort, and reliability of the Coast Guard's fleet.



Left: Ensign Lee at Underway Fueling Station, Right: Ensign VanDillen at Exterior Bridge Controls Photos: Roger Bazeley

USCGC STRATTON VMSL 752 History: Homeports after a 2017 Successful Deployment; Record Cocaine Seizure continued:



Left: Bridge Controls and Navigation Right: Bow - 57mm Rapid Fire Gun, Photos: Roger Bazeley

Stratton's crew patrolled international waters off the coasts of Central and South America, disrupting Transnational Organized Crime networks through joint interagency counterdrug operations. During the patrol, Stratton's crew interdicted 11 drug smuggling vessels and seized more than 18,500 pounds of cocaine and heroin with an estimated value of more than \$350 million, and detained more than 40 suspected smugglers for prosecution in U.S. courts.

"Each crew member contributed to the collective success of Stratton's patrol," said Capt. Craig Wieschhorster, the commanding officer of the Stratton. "This was a complete team effort that takes an all hands on deck commitment. Stopping illicit movements at sea, where the Coast Guard has the tactical advantage, starves criminal organizations of a revenue stream, promotes stability in Central American countries and eases migration pressures on our U.S. Southwest border. Border security starts at sea. Stopping suspected smugglers and bringing them to justice in U.S. courts allows the collective interagency effort to break these criminal networks." USCG



Capt. Craig Wieschhorster, the commanding officer of the Stratton and Family Reunion

**USCGC STRATTON VMSL 752 History: Homeports after a 2017 Successful Deployment;
Record Cocaine Seizure continued:**

Coast Guard's greatest asset is the dedication of our 50,000 active serving USCG people who are apart of Team Coast Guard, from enlisted crew members like Ensign Vincent Lee to our active reservists, civilian employees, and the additional invaluable force multiplier of 28,000 volunteers of the U.S. Coast Guard Auxiliary. Team Coast Guard men and women work together to support maritime safety, recreational boating outreach, and maintaining port security, as well as insuring environmental quality through prevention, education and rapid incident response. The Auxiliary plays a vital role as a force multiplier in many of these key missions and events.



Capt. Craig Wieschhorster, the commanding officer of the USCGC Stratton and Family Reunion Photos: Roger Bazeley 09/31/2017



Photos: Roger Bazeley PA1 USCGAUX

USCGC STRATTON 752: 2015 Cocaine seizure off the Mexican coast.

PART 3: By Roger Bazeley

ALAMEDA, Calif.—The U.S. Coast Guard’s National Security Cutter, the 418’USCGC Stratton sailed into San Francisco under the fog-misted Golden Gate Bridge to berth at Coast Guard Island, Alameda, California. The Stratton is designed to take on a variety of diverse multi-operational tasks from humanitarian assistance disaster relief missions to those of rapid deployment response to search and rescue to that supporting national security and defense.



STRATTON MSL 752, National Security Cutter, U.S.C.G. Alameda, CA - PHOTOS: Roger Bazeley

Coast Guard Cutter Stratton crew member, Ensign Kyle VanDillen who grew up in San Jose experienced the successful seizure of a massive 12,000 pounds of cocaine valued at over \$181 million seized when a U.S. maritime patrol aircraft spotted a 40 foot submersible 200 miles off the Mexican Coast, July 18, 2015. This was in VanDillen’s words part of the routine missions in public safety and drug smuggling interdiction that motivated him to join the U.S. Coast Guard, as a 2014 graduate of the U.S. Coast Guard academy.



STRATTON MSL 752, National Security Cutter, Ramp, Shield, , Crew. Alameda, CA - PHOTOS: Roger Bazeley

USCGC STRATTON 2015 Cocaine seizure off the Mexican coast continued:



Crew member, Ensign Kyle VanDillen Photos: Roger Bazeley

VanDillen was serving as a deck watch officer aboard the Stratton. While at the USCG Academy located in New London, Connecticut, he sailed aboard the historic training tall ship the Eagle, built at Bremen, Germany in the 1930s. When asked how he viewed his future career with the U.S. Coast Guard he replied that he was very excited about his current mission and duties, and would see how well his career advanced over next few years of service.

He expressed an interest in urban and transportation planning as a career if not currently serving with the Coast Guard or after he completes his service. His family is very important to him and supportive of his career choice with the Coast Guard, and now resides in Baltimore, Maryland after his father retired from the Air Force and took a position as a Traffic Engineer with the City of Baltimore. His mother is a Public High School teacher and his sister is a junior in college.

The new USCGC. Stratton, a Legend Class National Security Cutter of 418' LOA is the third commissioned NS cutter with unique long range multi-mission capabilities. The ship's seal bears the motto, "We Can't Afford Not To." The ship's aft flight deck can handle on board two helicopters of the Dolphin M65 and Jayhawk MH60 types for air search and rescue operations.

USCGC Stratton, was named in honor of Captain Dorothy C. Stratton

USCGC Stratton, was named in honor of Captain Dorothy C. Stratton, USCGR who was born in Brookfield, Missouri March 24, 1899 and passed away September 2006 at the age of 107 after an amazing diverse career that included the USCG.

June, 1942 she had entered the armed forces of the United States as a senior lieutenant in the Women's Reserve of the U.S. Naval Reserve (WAVES), where she attended the first class of the U.S. Naval Training Station at Smith College in Northampton, Massachusetts. After completing her training she was assigned as Assistant to the Commanding Officer of the radio school for enlisted WAVES at Madison, Wisconsin. (*USCG Public Affairs Archives-Capt. Dorothy Stratton Biography*).

USCGC STRATTON 2015 Cocaine seizure off the Mexican coast continued:



Left: Commandant Dorothy Stratton poster - Right: Admiral Stratton, Memorial Wall

She became the first women to be accepted for service in the Women's Reserve of the Coast Guard soon after President Franklin Roosevelt signed an amendment to Public Law 773 that created a women's reserve program for the nation's oldest continuous-going sea service.

Her transfer to the Coast Guard as the Director of that service's Women's Reserve occurred on November 24, 1942 and was promoted to the rank of lieutenant commander. She made commander in December, 1943 and captain in February, 1944 An intial contribution to the USCG Coast Guard was creating the name SPARs for the Women's Reserve, based on the first letters of the Coast Guard's motto "Semper Paratus" and its English translation "Always Ready".
(History: USCG Public Affairs Archieves)



Posters: (USCG Public Affairs Archieves)

Captain Stratton oversaw the incredible growth of the program over a short span of time. During the war over 10,000 enlisted and 1,000 officers served their country in the SPARs. At the peak of Coast Guard strength in late 1944, one out of every 15 enlisted persons was a woman and one out of every 12 officers was a SPAR officer, the highest ratio of women-to-men of any of the armed services at that time.

USCGC STRATTON 2015 Cocaine seizure off the Mexican coast continued:

Upon WWII demobilization, Captain Stratton left the Coast Guard and became the first director of personnel at the International Monetary Fund where she served until 1950. In 2008 the Coast Guard named its third National Security Cutter WMSL-752 in her honor. On March 31, 2012, the Stratton was officially commissioned by the Coast Guard in Alameda, California, with First Lady Michelle Obama in attendance. The USCGC. Stratton is vital in insuring our national security and interests in maritime safety for maintaing safe and secure ports, coasts, and drug interdiction along with other diverse search and rescue operations with it's new generation of dedicated officers and crew members like Ensign VanDillen.



Ensign Kyle VanDillen at Exterior Bridge Controls Photos: Roger Bazeley

The U.S. Coast Guard Team supports the success of key missions and goals for insuring maritime safety, recreational boating outreach, maritime safety of port facilities inspections, vessel examinations, as well as response to environmental shipping pollution/spills through rapid incident response by partnering with the U.S. Coast Guard Auxiliary. The new National Security Cutter Stratton has proven the investment value in expanding the capability, crew safety/comfort, and reliability of the Coast Guard's fleet.



USCGC Stratton's \$1 Billion plus Cocaine Seizure August 2015, from a 40' Submersible 200 Miles off Mexican Coast (2 Photos: Official USCG Photo Archives)

Vice Admiral Charles W. Ray, Coast Guard Pacific Area commander said, "Every interception of these semi-submersibles disrupts transnational organized crime networks and helps increase security and stability in the Western Hemisphere."- Coast Guard's greatest asset is our dedicated 50,000 active serving members like Ensign VanDillen to our active reservists, civilian employees, and the 26,000 *U.S. Coast Guard Auxiliary Volunteers a force multiplier*

12th Auxiliarist, Gary Kaplan, earns rare Cutterman Insignia

During Ceremony aboard the USCGC ASPEN

By Roger Bazeley AUXPA-1

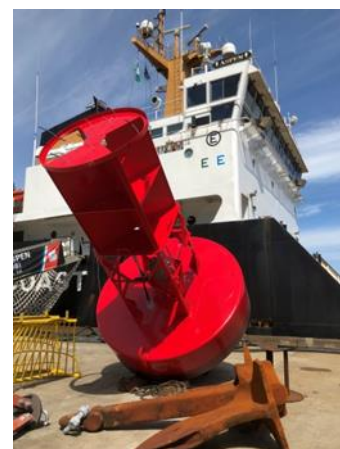
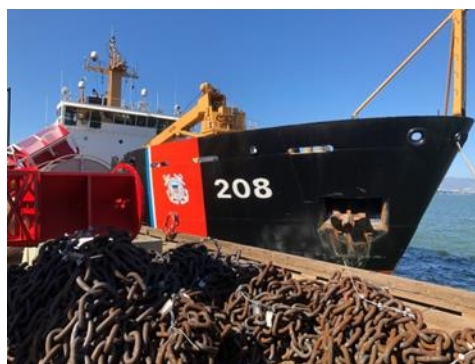
There are two District Eleven North Auxiliarists serving on buoy tenders and other cutters; **Gary Kaplan** completed working toward his USCG “Cutterman” status and insignia training on the USCGC GEORGE COBB, USCGC ASPEN and USCGC PIKE, and **James G. Losi** who had previously earned the USCG “Cutterman” status was awarded his Cutterman Insignia in 2015. Auxiliarist Losi usually serves on the Buoy Tender USCGC ASPEN, which is homeported at USCG Sector San Francisco, Yerba Buena Island. The USCGC GEORGE COBB is homeported in San Pedro, CA



Left: Gary Kaplan and Right: James Losi of D11N the 11th have earned the rare USCG “Cutterman” Insignia; on Board USCGC ASPEN after Gary Kaplan becoming the 12th “Cutterman” in the USCGAUX Photo: Roger Bazeley

12th Auxiliarist, Gary Kaplan earns rare Cutterman Insignia: Continued

USCGC ASPEN (WLB-208) is the eighth cutter in the *Juniper*-class 225' (69 m) of seagoing buoy tenders. She is under the operational control of the Commander of the Eleventh Coast Guard District and is home-ported at Yerba Buena Island in San Francisco, California. Her primary area of responsibility is the coastal waters, river bars and high seas from the California-Oregon border to San Diego, California. *Aspen* conducts heavy lift aids-to-navigation operations, and law enforcement, homeland security, environmental pollution response, and search and rescue as directed.



USCGC ASPEN WLB 208 Buoy Tender/Cutter Shield, Bow, and Mid-Section/Bridge – Buoy

Photos: Roger Bazeley

ASPEN has a single controllable-pitch propeller, which along with bow and stern thrusters allows the ship to be maneuvered to set buoys close offshore and in restricted waters. A dynamic global positioning system coupled with machinery plant controls and a chart display and information system allow station-keeping of the ship within a five-meter accuracy of the planned position without human intervention. She is also equipped with an oil-skimming system known as the Spilled Oil Recovery System (SORS) which is used in her mission of maritime environmental protection. The cutter has a 2,875 square foot buoy deck

Kaplan, with a family history of maritime interests, and his father's U.S. Navy WWII service, decided to ask for endorsement to engage in the requisite training needed to acquire the Coast Guard Auxiliary Cutterman Insignia, which is intended to identify and recognize the commitment of Coast Guard Auxiliarists currently working in the cutter fleet who have regularly dedicated their efforts in support of the cutter community. With the encouragement of USCGC ASPEN crew and officers, Kaplan completed, among other requirements for the Cutterman Insignia including serving at least 52 days per year for two years aboard cutters 65' in length or greater and completing the Personnel Qualification Standards (PQS) for Damage Control, Watch Standing, Special and Emergency Operations and Procedure. Requirements cited at http://www.uscg.mil/directives/ci/1000-1999/CI_1650_9.pdf

12th Auxiliarist, Gary Kaplan earns rare Cutterman Insignia: Continued

The “Cutterman” Ceremony April 18, 2019



Right: Auxiliarist Kaplan “fishing the bell” for his Cutterman Insignia. Left/Bottom: Kaplan with Surrounded by the crews of the USCGC ASPEN, GEORGE COBB, and PIKE, holding commendation.



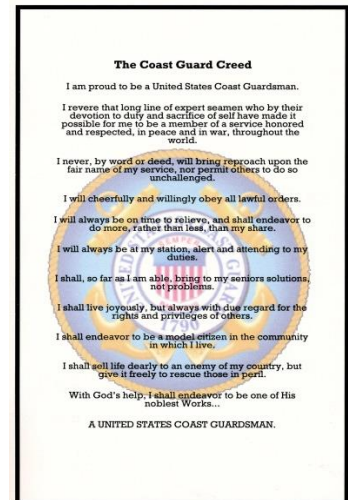
Auxiliarist Gary Kaplan holding commendation with USCGC ASPEN Commanding Officer J.D. West, LCDR USCG: *Photos: Roger Bazeley*

USCG Sector SF Change of Command

Capt. Marie Byrd assumes command as Capt. Ceraolo assumes DHS role

Roger Bazeley

Captain Byrd assumed command of U.S. Coast Guard Sector San Francisco on March 28, 2019. Captain Byrd serves as the Sector Commander and the Captain of the Port. As such, she leads over 780 Active and Reserve Coast Guardsmen operating four Cutters, seven Search and Rescue Stations, an Aids to Navigation Team, and a Vessel Traffic Service. Her area of responsibility spans from the Oregon border to the San Luis Obispo County line. It includes over 2,500 miles of shoreline within the San Francisco Bay and its tributaries.



Captain Marie B. Byrd Sector SF Commander, Port Captain – Sector Logo –USCG Creed Images: USCG-PA

Coast Guard Sector San Francisco personnel held a change-of-command ceremony on Yerba Buena Island, as Capt. Marie Byrd relieved Capt. Anthony Ceraolo as Sector SF commander, prior to serving as the Sector San Francisco deputy commander.



USCG Auxiliary Leadership thanks former Sector SF Commande Anthony Ceraolo – Cake Photos: Bazeley

Coast Guard Air Station San Francisco – SFO

Roger Bazeley, Contributor/Editor



USCG Air Station SFO Dolphin MH65-D Helicopter Landing at Coast Guard Island, Alameda



USCG Air Station SFO Dolphin MH-65-D Helicopter Landing at Coast Guard Island, Alameda

On Public Display for USCG Day – *Photo: Roger Bazeley*

Coast Guard Air Station San Francisco – SFO

Inter-agency Day

Roger Bazeley, Contributor/Editor

SAN FRANCISCO — Coast Guard Air Station San Francisco hosted multiple state and local response agency aircrews and personnel, April 25th, 2019 for their annual **Inter-agency Day**. **Inter-agency Day** is an interactive exchange that allows Bay Area first responders to share best practices, develop life-saving skills and foster partnerships. This was Coast Guard Air Station San Francisco’s third annual Inter-agency Day that it hosted, where local first responders come together to show how each agency can help one another more effectively.



Air Station SF Dolphin MH-65-D, Pilot and CO-pilot with SAR equipment displayed - *Photo: Roger Bazeley*

The Bay Area first responders gathered at the Coast Guard Station at San Francisco International Airport to develop lifesaving skills that will help during an emergency by conducting vertical surface training regularly to ensure that they are always ready to high-risk rescues, along the unsafe costal cliffs and rocky coastlines of California. (USCG Dolphin MH-65 Helicopter with special 75th Anniversary fuselage colors)

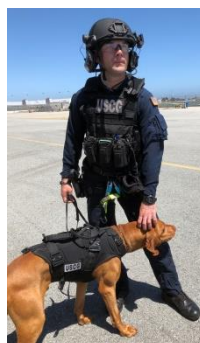
Coast Guard Air Station San Francisco – SFO Inter-agency Day continued:



L. Air Station SF Dolphin MH65D, Auxiliary ACV and R. AUX-AIR participants - Photo: Roger Bazeley



Inter-Agency partners: SFO, CHP, Sheriff, Auxiliary and AUX-AIR participants - Photo: Roger Bazeley



Left: Auxiliary ACV participants Todebush and Busch – Center USCG – SFO Fire - Photo: Roger Bazeley

Coast Guard Air Station San Francisco – SFO Inter-agency Day continued:



Dolphin MH-65-D performing vertical lifts – *Photos: Roger Bazeley*



Left: USCG Auxiliary AUX-AIR Peter Todebusch with 1957 Helicopter and Steve Busch Auxiliary Communications Command Vehicle (AVC) – *Right:* Todebusch AUX-AIR pilot, Steve Busch (AVC), (AVC) Communications, and Larry Olsen AUX-AIR Pilot next to helicopter *Photos: Roger Bazeley*

AUXFS Chefs Roll-out a Holiday Feast For those Magnificent Aviators of USCG Air Station SF

By Roger Bazeley



The Event Venue: San Francisco's SFO Louis A. Turpin Aviation Museum – *Photo: Roger Bazeley*

USCG Air Station San Francisco's Annual Holiday Event was held at the magnificent San Francisco's SFO Louis A. Turpin Aviation Museum venue of historic exhibits and two Aircraft suspended overhead from the vaulted 65-75 foot high interior ceiling. As part of SFO Museum, this facility is the first cultural institution of its kind located within a major international airport. The 7,000 square foot public exhibition area presents historic artifacts from the achievements in air transport that have shaped our world. This spirit of flight is also captured in the architectural design that is drawn from San Francisco's own 1930s air terminal.

AUXFS Chefs Roll-out a Holiday Feast For those Magnificent Aviators of USCG Air Station SF



The AUXFS TEAM



Left to Right: Linda Haynes, Michelle Gibson, John Foley, Tommy Holtzman, Jasmine Shepard, Wil Silva, Nancy Holtzman, Lead Chef Jim Losi

Several weeks before the big event the District 11 North Chefs and the AUXFS TEAM were working on planning and logistics with the USCG Air Station and their wives in coordinating the SFO location, layout, food preparation and serving areas as well as the multi course menu to be served and prepared by the District Auxiliary Food Service Team, and Aux-Chefs under the leadership of Michelle Gibson. The planning, preparation and logistics were orchestrated to a dizzying pace before the curtain would rise on a performance that would bring delight to the USCG Air Station Aviators, supporting air operations and technical team members, as well as, their spouses and guests.



AUXFS Team: Haynes, Holtzman, Shepard, Holtzman and Silva and Left Serving Haynes, Gibson, and Foley

Air Station SF Change-of-Command **Capt. Thomas Cooper replaced Capt. Kent Everingham as** **the commanding officer**

By Roger Bazeley

SAN FRANCISCO, Calif. — Capt. Thomas Cooper replaced Capt. Kent Everingham as the commanding officer of Coast Guard Air Station San Francisco during a change-of-command ceremony in San Francisco, June 28th, 2019.



Left to Right: Capt. Kent Everingham awarded Citation with District Eleven Comdr. Rear Admiral Perter Gautier center and new Air Station Commander Capt. Thomas Cooper standing right, Photo: USCGAUX PA1 Roger Bazeley

Capt. Cooper took command of approximately 125 Air Station San Francisco personnel and six MH-65 Dolphin helicopters which conduct search and rescue, law enforcement, homeland security and maritime environmental protection missions throughout the San Francisco Bay area as well as similar operations in the greater Los Angeles region with aircraft and crews working from the unit's Forward Operating Base at Naval Base Ventura County. Cooper, a native of Woodlawn, New York, reports to the air station from the Center for Strategic and International Studies in Washington, D.C., where he was assigned as a military fellow.

Air Station SF Change-of-command continued:



Right: Capt. Kent Everingham awarded Citation with District Eleven Comdr. Rear Admiral Perter Gautier on Right

Everingham took command in July 2016 and served as the commanding officer of Coast Guard Air Station San Francisco. During his tenure as commanding officer, Everingham's numerous accomplishments include overseeing 11,800 mishap-free flight hours where MH-65 Dolphin helicopters completed 800 search and rescue cases, 15 counter drug missions and 44 environmental response flights that resulted in more than 300 lives saved and \$5.1 million in property preserved. Everingham was also able to deploy crews in support of Hurricanes Harvey, Irma, Maria and Florence in addition to supporting response efforts during the Santa Barbara mudslides where his crews were able to rescue 38 people. (Ref: USCG 11th District Public Affairs)

"I can't say thank you enough to the Air Station San Francisco team, our partners and my family," said Everingham. "The monumental success of this unit over the past few years would not have been possible without you. Thank you for making the last three years the best of my Coast Guard career." Everingham is scheduled to report to Coast Guard Headquarters in Washington, D.C., where he will serve as the chief of the Office of Aeronautical Engineering.



Left: Air Station SF in Formation *Center:* Stage: Chaplain Neider *Right:* Capt. Cooper new command speech –
Photos: Roger Bazeley PA1 USCGAUX

Air Station SF Change-of-Command continued:



Left: Air Station SF Venue - Left to Right: Capt. Thomas Cooper with Capt. Kent Everingham with District Eleven Comdr. Rear Admiral Perter Gautier, Photo: USCGAUX PAI Roger Bazeley



Air Station SF - Left to Right: Capt. Kent Everingham, center new Air Station Commander Capt. Thomas Cooper Chaplain Neider, and District Eleven Comdr. Rear Admiral Perter Gautier speaking, Photo: USCGAUX PAI Roger Bazeley



Left: Commendation awarded Master Chief - Left to Right: Capt. Kent Everingham receiving medal from Rear Admiral Gautier Capt. Thomas Cooper, and Chaplain Neider standing right, Photo: USCGAUX PAI Roger Bazeley

Air Station SF Change-of-command continued:



Saluting colors during the playing of the National Anthem by the Travis USAF Band – Photo: Roger Bazeley



Air Station SF - *Left to Right:* Capt. Kent Everingham with District Eleven Comdr. Rear Admiral Perter Gautier center and new Air Station Commander Capt. Thomas Cooper standing right, *Photo: USCGAUX PA1 Roger Bazeley*

Air Station SF Change-of-command continued:



Air Station SF/SFO, CA- USCG Color departing after placing of colors – *Photo: Roger Bazeley PA1 USCGAUX*



Air Station SF/SFO, CA- *Left: USCG Piper for arrivals Right: Ceremony venue USCG Air Station Hangar – Photos; Roger Bazeley PA1 USCGAUX*

Air Station SF Change-of-command continued:

AUXFS Chefs and its Magnificent Flying Shortbread Cookies

USCG Air Station San Francisco’s Change of Command Ceremony was catered by the U.S. Coast Guard Auxiliary (AUXFS) Auxiliary Food Specialist Team with an innovative buffet of various creative dishes, appetizers, and deserts besides the two Ceremonial Cakes. The food and Ice sculpture design reflected the Air Stations fleet of bright Orange Dolphin MH-65-D Helicopters. The delicious Orange, white and black iced cookies literally flew off the tables where part of the display, while AUXFS Chef Tommy Holman’s Helicopter Ice Sculpture whirled away on its motorized bottom lite turntable rotated.



Left and Right: AUXFS prepared helicopter desert cookies display – Photos: Roger Bazeley



Left: AUXFS Chefs Linda Haynes, Center: Tommy Holtzman Ice Sculpture and Right: John Foley AUXFS – AUXFS Team not pictured Michelle Gibson, Bobbi Kamil, and Nancy Holtzman -- Photos: Roger Bazeley PAI

Air Station SF Change-of-command continued:



Left Capt. Kent Everingham with AUXFS Chef Holtzman – *Right:* Capt. Kent Everingham with wife cutting cake



Air Station COC Cake and USCG Dolphin Helicopter cookies prepared by Auxiliary AUXFS chefs and Right: Table decorations and settings -- *Air Station SF June 2019 Change of Command Ceremony*
AUXFS Team included: Linda Haynes, Michelle Gibson, Tommy and Nancy Holtzman, Bobbi Kamil and John Foley – Photos: Roger Bazeley PA1 USCGAUX

Air Station SF Change-of-command continued:



USCG Air Station personnel and guest at the magnificent food buffet prepared by AUXFS Chefs



Left; Capt. Everingham & Wife cut ceremony cake with sword Right: LCDR Frye and AUXFS Chef Holtzman with Dolphin Helicopter Ice Sculpture and lighted turntable – Photos: Roger Bazeley PAI

Air Station SF Change-of-command continued:



Buffet Food line with USCG Auxiliary and USCG Air Station personnel and guests enjoying the AUXFS Team's food dishes, which included salads, appetizers, pulled port sandwiches and many different deserts.
Photos: Roger Bazeley PA1 USCGAUX



Left: AUXFS Chefs Linda Haynes and John Foley refreshing buffet Right: Capt. Everingham & family in front of USCG M-65-D Dolphin Helicopters. *Photos: Roger Bazeley PA1 USCGAUX*

USCGC Robert Ward (New Sentinel Class) Commissioned

Roger Bazeley, Contributor/Editor

Alameda, Calif.— USCG Cutter **ROBERT WARD** (WPC-1130), is a Sentinel-class Coastal 154' LOA Fast Response Cutter. The Coast Guard has asked the U.S.Navy League, USCG supporters and the San Francisco Bay Area maritime community to sponsor the commissioning of the new Fast Response Cutter USCGC **ROBERT WARD**. The commissioning took place at USCG Base Alameda on March 2, 2019, in the San Francisco Bay Area. Ships Motto: "Heroism Under Fire"



USCGC Robert Ward WPC 1130 Berthed at Sector SF and Dressed for Commissiong 3/2/2019
Photos: Roger Bazeley



Master of Ceremonies: USCG Lt. Jr. Katiya R. Rinsey Executive Officer USCGC Robert Ward, with Vice Admiral Linda Fagan Commander Pacific Area, Rear Admiral Cautier Commander 11th District, and Lieutenant Benjamin C. Davne Commanding Officer USCGC Robert Ward (WPC 1130) Standing on stageLeft Photo: Army Band Contengent. *Photos: Roger Bazeley*

USCGC Robert Ward (New Sentinel Class) Commissioned: Continued:



Beginning of Commissioning Ceremonies Bringing to Life the USCGC Robert Ward, Namesake for the World War LL USCG Hero Ensign Robert Ward, Born in Bridgeport, Conn., September 24, 1916 *Photos: Roger Bazeley*



Photo Courtesy Bollinger Ship Yards and USCG

USCG Fast Response Cutters, FRCs are 154-foot multi-mission vessels with a crew of 24. Each has a range of 2,500 miles and is equipped for patrols of up to five days. Designed to conduct drug and migrant interdictions, port, waterway and coastal security operations, fisheries and environmental protection patrols, defense missions and search and rescue, they have been described as a computer in a ship's hull with the ability to see over the horizon. *USCG Photo*

Division 7 Utah Supports Utah Army National Guard Training Exercises

By Lana Visser

The pre-dawn skies seemed promising for good weather at Deer Creek Reservoir in the Wasatch Mountains in northern Utah the morning of June 9, 2019. For the members of Division 7 Utah gathered together for our mission briefing in the chilly pre-dawn morning, it was another opportunity to assist our Utah State Parks and Utah Army National Guard government partners.



Dawn at Deer Creek Reservoir, Heber City, Utah – Photo: Pamela Berger

Our mission was to establish a barrier at the north end of Deer Creek Reservoir to provide a safe, secure area for members of the Utah Army National Guard's 1st Battalion, 19th Special Forces Group (Airborne) out of Lehi, Utah, to participate in and conduct an airborne parachute water landing by tactical jump from a Black Hawk helicopter. In addition to the three Auxiliary facilities, we coordinated with a Deer Creek Park Ranger facility, along with two PWCs and a specialized recovery dive vessel assigned to assist by Wasatch County Search and Rescue. DCDR Custance had been coordinating with Sergeant First Class Josh Newren, pontoon skipper, and Deer Creek State Park Manager Steve Bullock on the logistics of the mission.



A specialized recovery dive vessel assigned to assist by Wasatch County Search and Rescue

Wasatch County Search and Rescue Vessel
Photo: Lana Visser

Division 7 Utah Supports Utah Army National Guard Training Exercises Continued:

The before-patrol briefing was held at 5:15 am at the Deer Creek State Park Ranger Station. The briefing was conducted by DCDR Paul Custance with eleven Division 7 members representing all four Utah flotillas – truly a Division-wide team-based effort. After a familiarization review of Deer Creek Reservoir, DCDR Custance confirmed vessel and crew assignments. *Justice* was assigned to Paul Custance as coxswain with William Ross and Douglas Manifold as crew. *Rover* was assigned to coxswain Carl Henning with Christopher Krogh as crew. These two facilities are Utah State-owned vessels that are provided to the Auxiliary for our use through a unique MOU between Division 7 and Utah State Parks. The third vessel, *Trophy 1*, was on its initial patrol as a CGAUX facility. Owner and coxswain Roy Vandermolen was joined by crew Pamela Berger and Lana Visser.

AUXCOM duties were assumed by Michael Williams, SO-CM. TCO trainees Michael Thompson and Sherrilyn Custance participated in this concurrent training opportunity to fulfill requirements to certify as qualified TCOs. TCO training was conducted during the duration of the exercise. Following the facilities' mission assignments were given, coxswain and crew were dismissed to prepare their boats for a 0600 departure and to set up the AUXCOM location overlooking Deer Creek Reservoir.



Auxiliary facilities at Deer Creek preparing for departure *Photo: Pamela Berger*

Division 7 Utah Supports Utah Army National Guard Training Exercises Continued:

As the vessels assumed their assigned stations, DCDR Custance aboard *Justice* met with SFC Josh Newren, skipper of the Utah National Army Guard recovery command platform *Guppy Skank*, to establish radio communications and review any final instructions and mission details. There would be approximately 48 Special Forces personnel participating in the jump from the Blackhawk helicopter in groups of three paratroopers per pass. Skies were clear, winds were calm, air temperature was in the mid-60s, and all vessels and crew were standing by in their assigned positions. Some fishermen were unhappy their favorite fishing holes would be unavailable for a good portion of the day, but were cooperative and willing to find another spot during the training exercises. They remained behind the established perimeter to fish and watch the action. Communications with the Utah Army National Guard unit kept all apprised of projected times of each jump.



Left Photo: The Utah Army National Guard vessel *Guppy Shank* assumed its position with the early morning "sea smoke" still above the lake's surface. *Right Photo:* The Auxiliary facility *Justice* with Paul Custance, Bill Ross, and Doug Manifold meeting with the skipper and crew of *Guppy Skank* for final instructions and mission details. *Photos: Lana Visser*

As with many missions and despite all the planning, things sometimes don't happen on the planned schedule. The scheduled 0630 start time was pushed back several times. It was close to 0815 when the Black Hawk finally took to the skies for its first pass



Left: Auxiliary facility *Trophy 1* in position awaiting the training exercises to begin *Right:* Auxiliarist Lana Visser enjoys the beautiful view around Deer Creek Reservoir. *Photos: Pamela Berger*

Division 7 Utah Supports Utah Army National Guard Training Exercises Continued:

As the helicopter began its ascent; five Special Forces, Rigid Inflatable Boats (RIB), gathered around the pontoon boat Command Post. The first jump was a HALO (High Altitude Low Opening) jump. It took a while for the Black Hawk to gain the proper altitude. When the helicopter reached its target elevation of 13,000 feet elevation or 8,000 feet above the water level, the RIBs assumed positions around the Command Post and began low-speed maneuvers in a circle around the pontoon boat to create a visual target for the jumpers to aim for and to signal the drop zone was clear of any unplanned boat traffic.



Left: Black Hawk H 60 Photo US Army – Right: Guppy Skank with circling RIBs create a visual landing target for the jumpers. Photo: Lana Visser

The paratroopers were mere specks in the sky as they jumped from the helicopter and deployed their parachutes. As the jumpers came closer to their landing position, the RIBs ceased their circling and prepared to recover each jumper as they landed in the reservoir.



Left: Utah Army National Guard jumpers' exit the Black Hawk helicopter Center/Right: RIBs move into position to recover the paratrooper and parachute as they splashed down in the reservoir Photo: Lana Visser

After the jumper and parachute were recovered, they were taken back to shore to their unit encampment, Blackhawk Landing Zone (LZ). The Black Hawk returned to its LZ to load the first group of paratroopers to begin low-level jumps 1,000 above water level.

Division 7 Utah Supports Utah Army National Guard Training Exercises Continued:

The perimeter control vessels had intercepted a number of vessels curious about what was going on who didn't seem to realize that area of Deer Creek had been closed to boating traffic. Everyone was cooperative and respectful, and many stayed behind the perimeter to watch. A few fishing boats began to inch forward along the shoreline, testing and pushing their boundaries, but were approached and moved back by Wasatch County Search and Rescue personnel on the two PWCs. The PWCs were excellent platforms to patrol the shallow waters closer to shore, and their value was demonstrated when a powerful, high-horse-power bass boat blasted through the perimeter line.



Left: Carl Henning and Chris Krogh aboard *Rover* pursuing a boat that breached the barrier perimeter. *Right:* Roy Vandermolen and Pamela Berger aboard *Trophy 1* keeping a lookout for boaters getting too close to the barrier perimeter. *Photos: Lana Visser*

One PWC immediately took up pursuit, followed by two Auxiliary facilities, leaving one Auxiliary facility, one PWC, and the Deer Creek ranger facility to maintain the perimeter line. Oblivious to the three boats and sirens behind them, the bass boat continued to the north end of the lake before stopping and finally realizing he were being pursued by three official vessels. Fortunately, the Black Hawk was at the LZ loading more paratroopers so no jumpers were in danger. After talking to the boat operator, he was escorted back to behind the perimeter line – hopefully with more awareness of what was going on around him when he was boating.



Left: Paul Custance, Bill Ross, and Doug Manifold aboard *Justice* maintain their barrier position.

Right: Roy Vandermolen and Pamela Berger aboard *Trophy 1*

Division 7 Utah Supports Utah Army National Guard Training Exercises Continued:

The rotation of loading paratroopers from the base camp LZ and completing each jump pass continued through the morning. Several drop approaches had to be aborted, not because of errant boaters in the drop zone, but because of aircraft overflying the drop zone from a nearby small local airport, including a refurbished WWII B-17 taking passengers on air tours of the surrounding area and a sky-writer as well as an aerobatic aircraft performing maneuvers in skywriting with smoke.



Left: WWII B-17 overflying the drop zone. Right: The final paratroopers splash down into Deer Creek. Photos - Lana Visser

The final two jumps commenced following a brief refueling pause, as the aircraft crew flight time as well as Auxiliary operational mission time was close to expiring. To complete the mission, the number of jumpers increased from three to seven, and inspiring sight to witness as the jumpers descended. At 1330 the AUXCOM received the message ENDEX – another successful mission completed



Left and Right Photos: End of the day and a job well done. Paratroopers and support personnel pack it up and head for home. Far Right Photo: Carl Henning and Chris Krogh above Rover salute members of Utah Army National Guard 1st Battalion 19th Special Forces Group - Photos: Lana Visser

This was the second year Division 7 Utah had participated in this Joint Service Exercise, and as a tradition established at the first event, each Auxiliary vessel motored to within hailing distance of the Utah Army National Guard's encampment and one by one saluted the members of the 1st Battalion 19th Special Forces Group. We appreciate their service to our country and welcomed the opportunity to assist them their training exercises. SFC Josh Newren later expressed his appreciation to DCDR Custance and Division 7 Utah for our assistance during their training exercises and for providing a safe area for their paratroopers to train

Division 7 Utah Supports Utah Army National Guard Training Exercises Continued:

After saluting our Utah National Guard servicemen and women, Auxiliary vessels and crews returned to the dock, secured the vessels, and gathered in the Deer Creek Campground for debriefing, lunch, and fellowship. Auxiliarist Sherry Custance reported that many sightseers had stopped at AUXCOM's location to ask about the AUXCOM's team was doing. This provided an opportunity to introduce visitors to the US Coast Guard Auxiliary and its missions. Several individuals with great interest, asked where to find out more about the Auxiliary, which we were happy to provide!



Left: Carl Henning and Chris Krogh aboard Rover - Right: Paul Custance, Bill Ross, and Doug Manifold aboard Justice - Photos: Lana Visser

Roy Vandermolen and Pamela Berger aboard Trophy 1.
Photo: Lana Visser



(Not pictured - our outstanding AUXCOM - Mike Williams, Mike Thompson, and Sherry Custance)

During our debriefing, the participating Auxiliary members felt the event had gone very well. The public also had the opportunity to see the Auxiliary on scene supporting the Utah Army National Guard which generated interest in the USCG Auxiliary and what we do. The Utah Army National Guard and the Deer Creek rangers were appreciative of our willingness to provide special events support for their activities on Deer Creek. Our Division members had the opportunity to interact with other members of our Division, which is infrequent due to the legacy relationships they have with other Utah State Parks lakes, on which they patrol on a routine basis. Participating in this exercise was a great opportunity to learn best practices from each other as well as, coordinate with AUXCOM to adjust to a fluid mission environment.

This event exemplified the preparedness, professionalism, and ability of Division 7 Utah operational personnel to perform their mission assignment, conduct concurrent training, and learn from each other. By the way, the food was great. **Professionalism, proficiency, and fellowship are alive and well in Division 7 Utah. ///**

District Events - 2019 D-Train Reno



USCG, COMO Mary Kirkwood, Thompson, and Capt. Byrd USCG – Right: Ice Sculpture-by AUXFS Tommy Holtzman – Photos: Roger Bazeley



Left: USCGAUX District Color Guard – Right Photo: Noriko Bazeley astride a western Saddle – Photos: Roger Bazeley

MEMBERS DECK CALENDAR: 2019 Q2

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

JUL 20, 2019 – Point Bonita Flotilla, Monthly Meeting, at Coast Guard Sector SF at YBI - RSVP Cynthia Dragon, Bill Bermudez FC

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

May 2019 Flotilla Meeting hosted by Treasure Island Yacht Club & June 1st Fellowship/Community Outreach Dinner



1). FC Bermudez with New Flotilla Member Mary Stephens - 2). FC-Bill Bermudez FC presents Bart Rugo Crew PSs/Team Commendation - 3.) FC Bermudez presents Bill Burns 15 Year Service Ribbon & Crew OPS 79.3 HRS-



1.) FC Bill Bermudez presents Sue Fry Crew OPS 72 HRS - 2.) FC-Bill Bermudez presents Bill Burns 15 Fleet Week Team Commendation ribbon -3.) PA Roger Bazeley, Bart Rugo, Robin Stewart, Bill Burns PFC and not shown Jerry Norton, Neil and Joanne Nevesny attended TIYC Dinner for fellowship and community outreach.
Photos: Roger Bazeley PA1 -# 3.) Group Photo: Jerry Norton



MEMBERS DECK Continued:

May Flotilla Meeting hosted by Treasure Island Yacht Club

Awards and Certificates May 2019

Neil Nevesny - Membership Service award for 15 years of dedicated service.

Bart Rugo - Certificate for Outstanding Participation in the Operations Program, 64 crew hours.

Bart Rugo - Meritorious Team Commendation to the Fleet Week Team for services offered from June – October 2018.

Sue Fry - Certificate for Outstanding Participation in the Operations Program, 72 crew hours.

Herman Haluza - Meritorious Team Commendation to the Fleet Week Team for services offered from June – October 2018.

William Burns - Membership Service award for 15 years of dedicated service.

William Burns - Certificate for Outstanding Participation in the Operations Program, 79.3 crew hours.

William Burns - Meritorious Team Commendation to the Fleet Week Team for services offered from June – October 2018.

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.

FYI: Boat Operators: IMPORTANT! CALIFORNIA BOATER CARD INFORMATION

Beginning January 1, 2018, operators of motorized vessels are required to possess a California Boater Card-End Date January 1, 2024 All Operators of motorized vessels-Power Boats, Yachts, Auxiliary Sailboats...



DOCKWALKERS PROGRAM

Roger Bazeley Editor/Vivian Matuk Contributor

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 makes 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.

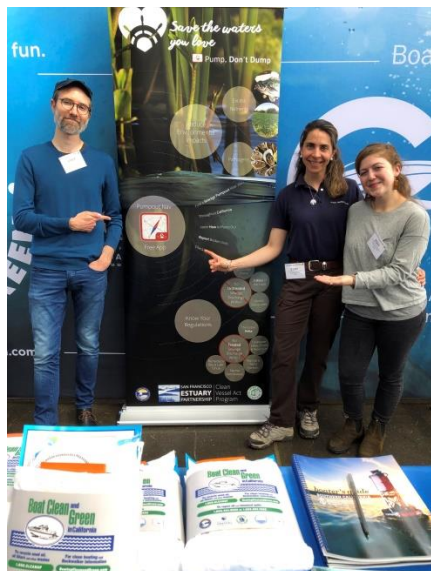
DOCKWALKERS PROGRAM

2019 Pacific Sail and Power Boat Show

Dockwalkers program is a part of the USCG marine pollution prevention that is supported by the mandate of the USCG Commandant in supporting maritime partners and agencies in educating the public.



Auxiliarists Hammer, Giacomini, Vivian Matuk CA-DBW – AUX Giacomini, Bazeley, and Hammer with Boat Owner showing his newly acquired “Boating Card” Photos: Bazeley and AUXPA



Left Photo: Vivian Matuk center and CA-DBW team – Right Photo: USCG Response Boat Crew and AUXPA-1 Bazeley Center on Pacific Sail Show Public Affairs visit

VOLUNTEER JOB - COMMUNITY OUTREACH

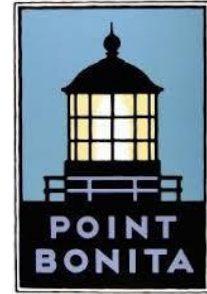
Point Bonita Lighthouse Interpretive Volunteer

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

MEMBER TRAINING “Paddle Craft”

“AUXILIARY VSE’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 7012-A 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 PADDLE-CRAFT 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 #3004-B. 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

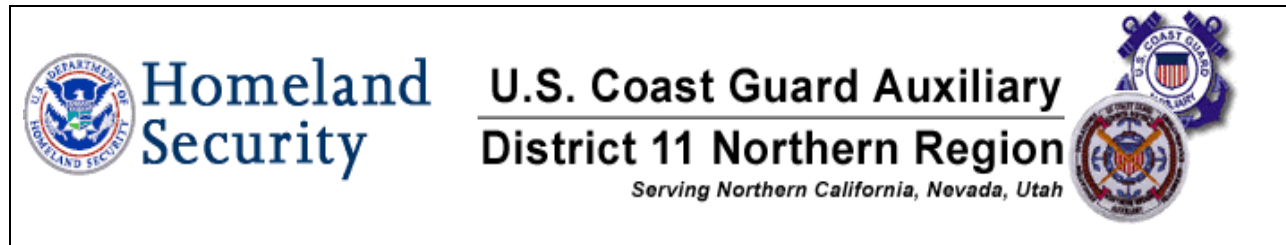
- [101 Surf Sports](#)—San Rafael, Redwood City; a full service water sports sporting goods shop specializing in SUP, prone paddle boarding, windsurfing, kiteboarding, surfing, and kayaking; offers a full range of lessons, gear rentals, board repair, kayak storage, SUP storage, boat storage, and guided 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





AUXILIARY INFLATABLE PFDs

Mike Lauro, DSO-VE



Inflatable PFD approval and history

In 1996, the U.S. Coast Guard began approving inflatable personal flotation devices (PFDs) to meet the requirement to have onboard for one PFD per person. An inflatable PFD may be approved without conditions as a Type I, II or III PFD for persons over 36.3 Kg/80 lbs. if it meets the requirements of this 46 CFR 160.076 (Inflatable Recreational Personal Flotation Device). Type V life jackets can be approved if it meets performance levels for a Type I, II or III. It is important the vessel examiner read the label or data printed inside on the PFD to determine its **type**, **performance levels** and any **restrictions**. Inflatable PFDs are more complicated than standard lifejackets. The main characteristic for inflatables is that it has a chamber or bladder that is filled either by a compressed air cartridge or by mouth.

Who may use the inflatable PFDs?

Unfortunately, not everyone was approved to wear the inflatable PFDs. The inflatable PFD is not approved for children (under-16 years of age) and is not recommended for use by non-swimmers. They are not approved for water skiing, riding PWCs, white water paddling, knee boarding or similar towed uses. Inflatables are approved by the Coast Guard for stand-up paddleboards. These recreational PFDs, (low profile) have Type III performance and only approved when **worn**. There are inflatables approved for recreational use only and not approved to meet carriage requirements on commercial vessels.

Why are there several types of inflatable PFDs?

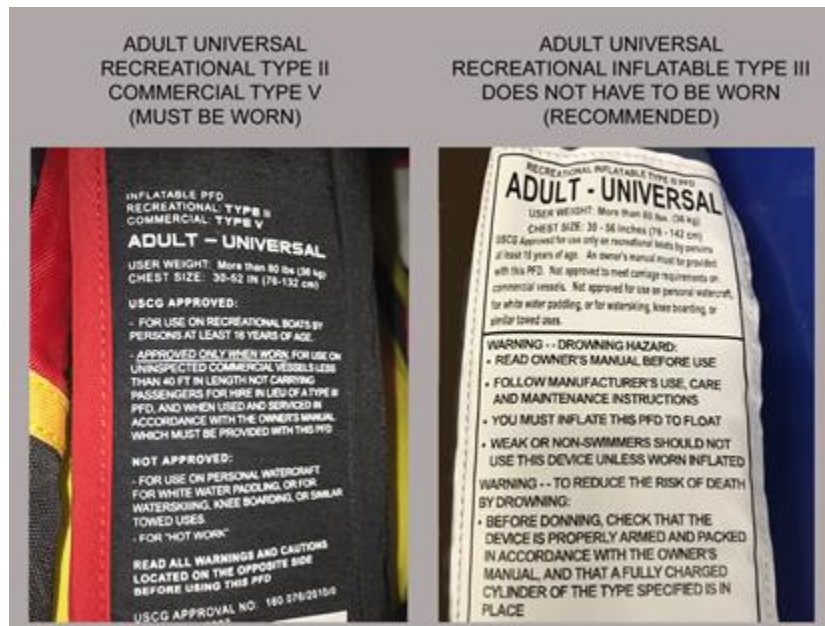
Inflatable PFD devices are classified into various types based on the environment in which they are designed to perform and their intended use. The design of the PFD is tested on its characteristics of buoyancy and in the water performance. For example, the Type I will be effective for all waters, especially open, rough and remote waters where rescue may be delayed. It is designed to turn **most** unconscious wearers in the water to a face-up position. Type II PFDs are designed for use where the water is calmer and rescue can be expected in a shorter period than in open seas. Type III PFDs are designed in protected waters where water rescue can be expected in a short period of time.

Is this the right PFD for you and your boating activity?

Vessel examiners should know the performance level for each type inflatable PFD as well as the advantages and disadvantages. The booklet "THINK SAFE" and the inflatable owner's manual provided with every PFD are excellent reference materials. Each person buying an inflatable should evaluate their needs and read the label before the purchase. Some of the disadvantages and advantages of each type include:

AUXILIARY INFLATABLE PFDs continued:

PFD TYPE	DISADVANTAGE	ADVANTAGE
Type I	<ul style="list-style-type: none"> Needs regular inspection Not for non-swimmers 	<ul style="list-style-type: none"> Use in offshore remote waters Turns most unconscious face - up Floats you the best, highly visible
Type II	<ul style="list-style-type: none"> Needs regular inspection Not for non-swimmers Not for activities w/water entry 	<ul style="list-style-type: none"> Very comfortable when hot Highly visible color when inflated Good for calm or inland wearers
Type III	<ul style="list-style-type: none"> Needs regular inspection Not for non-swimmers Not for long hours in water 	<ul style="list-style-type: none"> Good for calm or inland wears Keep wearers face up after inflation
Type V (Special Use Devices)	<ul style="list-style-type: none"> May require more than one step for proper inflation May only be approved when worn 	<ul style="list-style-type: none"> Equal to either Type I, II, or III performance as noted on label Continuous wear prevents being caught without protection



AUXILIARY INFLATABLE PFDs continued:

Frequently asked questions/answers provided by U.S. Coast Guard Boating Safety Division

Question: Why are some inflatables classified as Type III and others Type V. What is the difference between them for the difference in classification?

Answer: The difference between the two different classifications is primarily due to the design and complexity of the particular PFD.

Question: Why do some inflatables have to be worn to count while others do not have to be worn?

Answer: Some inflatables are more difficult to don, or have different arming characteristics, than others. The more time it takes to don a life jacket, the more likely it will be required to be worn to count.

Question: Do all Type V's have to be worn?

Answer: It all depends on the labeling instructions, but in general, most Type Vs are required to be worn, or have other specific conditions that must be met, to meet carriage requirements.

Question: Some Type V inflatables PFD with Type III performance are approved only when worn.

Answer: The explanation is contained in the hang tag (pamphlet) attached to all new PFDs.

Here is more general information about life jackets, including the new “life jacket harmonization” project between the US and Canada and what it means for future life jacket labeling:

Future life jacket classifications provided by U.S. Coast Guard Boating Safety Division

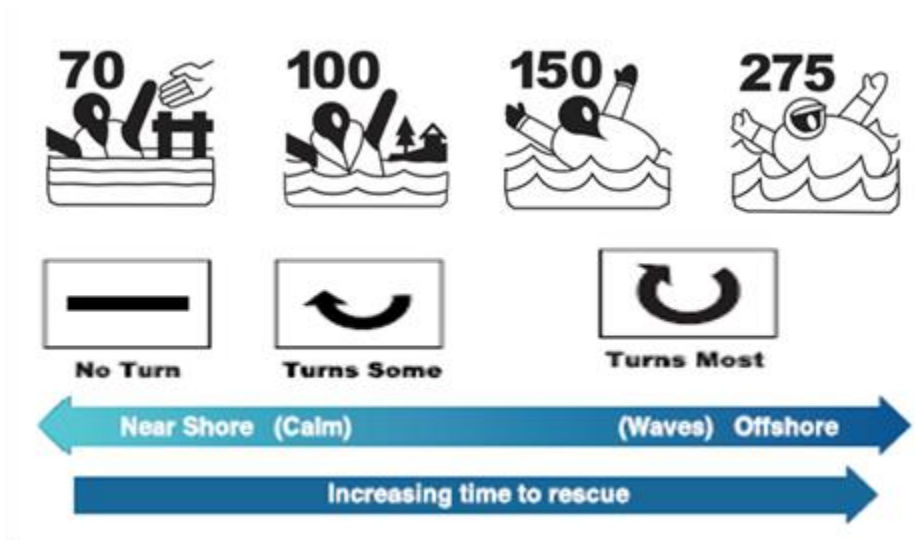
With the new life jacket “harmonization” project between Canada and US, Type codes will be replaced by performance “levels” (70, 100, etc.). The USCG has asked the States to amend their current laws to simply state that there must be one *wearable* (appropriate size, good and serviceable condition, and properly stowed), USCG-approved life jacket for each person on a boat and drop the “Type” codes. This will allow inclusion of the new approved “level” PFDs (and all currently approved PFDs with Type codes) to meet the requirements for carriage.

Here are some examples of the icons that will be used for future PFDs

Wearable PFD means a PFD that is intended to be worn or otherwise attached to the body. **There are 4 “Types” of wearable life jackets.** A PFD marked as Type I, Type II, Type III, or Type V with Type (I, II or III) performance is considered a wearable PFD.

The labeling instructions on all wearable PFDs will show the Type (I, II, III or V). Type V does will indicate whether the PFD must be worn to be “counted” as meeting the carriage requirements or for a particular activity.

AUXILIARY INFLATABLE PFDs continued:



Current life jacket information

All lifejackets currently approved with Type codes will continue to be approved for use as long as they remain in good and serviceable condition.

Type I PFDs or OFF-SHORE LIFE JACKET provides the most buoyancy. They are effective for all waters, especially open, rough or remote waters where rescue may be delayed. They are designed to turn most unconscious wearers in the water face-up.

Type II, or NEAR-SHORE BUOYANCY VEST is intended for calm inland water or where there is a good chance of quick rescue. Inherently buoyant PFDs of this type will turn some unconscious wearers from to a face up position in the water, but the turning is not as pronounced as a Type I.

Inflatable Type II PFDs turn as well as a Type I foam (or Hybrid) PFD.

Type III, or FLOTATION AID is good for conscious users in calm inland water, or where there is a chance of quick rescue. It is designed so wearers can place themselves in a face up position in the water. The wearer may have to tilt their head back to avoid turning face down in the water. The Type III foam vest has the same minimum buoyancy as a Type II PFD. It comes in many styles, colors, and sizes and is generally the most comfortable type for continuous wear. Float coats, fishing vests and vests designed with various features suitable for various sports activities are examples of this type of PFD. This type inflatable turns as well as a Type II foam PFD.

Type IV PFD or THROWABLE DEVICE is intended for calm, inland water with heavy boat traffic, where help is always present. It is design to be thrown to a person in the water and grasped and held by the user until rescued-It is not designed to be worn. Type IV devices include buoyant cushions, ring buoys, and horseshoe buoys. There are no inflatable Type IV devices.

AUXILIARY INFLATABLE PFDs continued:

Type V PFD or SPECIAL USE DEVICE is intended for specific activities and may be carried instead of another PFD only if used according to the approval conditions on its label. A Type V provides performance of a Type I, II or III PFD (as marked on its label). If the label says the PFD is “approved only when worn” the PFD must be worn, except for persons in enclosed spaces and used in accordance with the approval label, to meet carriage requirements. Some Type V devices provide significant hypothermia protection. Varieties include deck suits, work vests and vests with sailing harnesses.

There are some state requirements for wearing PFDs for the following:

- For water skiing and other towed activities (use a PFD marked for Water Skiing)
- While operating personal watercraft (use a PFD marked for Personal Watercraft or Water Skiing).
- During white water boating activities
- Children under a specific age
- Cold weather times of the year

Contact your state boating safety officials for specifics for your state.

Title 33 of the Code of Federal Regulations

§ 175.15 - Personal flotation devices required.

Except as provided in §§ 175.17 and 175.25:

(a) No person may use a recreational vessel unless -

- (1) At least one wearable PFD is on board for each person;
- (2) Each PFD is used in accordance with any requirements on the approval label; and
- (3) Each PFD is used in accordance with any requirements in its owner's manual, if the approval label makes reference to such a manual.

(b) No person may use a recreational vessel 16 feet or more in length unless one throwable PFD is onboard in addition to the total number of wearable PFDs required in paragraph (a) of this section.

(c) No person may operate a recreational vessel under way with any child under 13 years old aboard unless each such child is either -

- (1) Wearing an appropriate PFD approved by the Coast Guard; or
- (2) Below decks or in an enclosed cabin.

175.25 (b) If the applicable State statute establishes any requirement for children of a certain age to wear an appropriate PFD approved by the Coast Guard, then that requirement applies on the waters subject to the State's jurisdiction instead of the requirement provided in § 175.15(c) of this part.

*Read the PFD label **carefully!** Some PFDs (and all inflatables) are not approved for certain age children, personal watercraft, whitewater, water skiing and similar towed uses.*

Mike Lauro, DSO-VE

Kite surfer Safety Warnings USCG



Coast Guard urges kite surfing safety after multiple rescues!

SAN FRANCISCO — The Coast Guard is reminding kite surfers Friday to operate with caution after Coast Guard crews conducted multiple rescues of downed kite surfers in the past week in the San Francisco Bay.

Coast Guard responders attributed this week's distress calls to a combination of weather and inexperience, and are reminding kite surfers to take precautions. Kite surfers should always have a reliable method for calling for help, such as a handheld, waterproof marine VHF radio. They should also check the forecast before going out to find out when wind speed will be optimal, as low winds can result in becoming stranded.

"Kite surfing, along with many other sea-going sports, such as kayaking and boogie boarding, can be deceptively difficult activities," said Lt. Cmdr. Bonnie Shaner, the Coast Guard Sector San Francisco response department head. "It's important to know weather conditions before heading out, to take a VHF radio when possible and to never go to the beach alone. It also helps to have a more experienced friend that can help you learn to enjoy all the summertime activities California has to offer."

The Coast Guard responded to two cases this week after downed kite surfers contacted the Coast Guard via VHF radio. One kite-surfer was drifting near the Golden Gate Bridge and a second kite surfer was adrift near Alcatraz Island. Coast Guard Station Golden Gate 47-foot Motor Lifeboat crews responded to both cases and retrieved the kite surfers prior to transferring them to awaiting EMS personnel on shore.

The Coast Guard recommends that all kite surfers wear a life jacket and a helmet, carry a hand-held radio while in the water and always let someone know when you're heading out and when you plan to return. Additionally, the Coast Guard recommends that kite surfers mark their equipment with name and contact information in the event they get separated from their equipment. ///



Coast Guard emphasizes *Water Safety* ahead of fishing and boating seasons

MCKINLEYVILLE, Calif. — The Coast Guard, Coast Guard Auxiliary and the National Safe Boating Council are promoting safe boating practices during the upcoming boating and fishing season in the areas surrounding Eureka, Fort Bragg, Crescent City, Redding and Ukiah. The public will notice increased air and boat enforcement patrols in 2019.

“In the event of a capsizing emergency, mariners are advised to remain with their vessel,” said Lt. Cmdr. Gabriel Vigil, spokesperson for Coast Guard Sector Humboldt Bay. “It is easier for rescuers to locate a large object in the water than it would be for a person.” “If you see someone in trouble in the water, stay on the shore and call 911 or Coast Guard rescue at (707) 838-6113,” said Vigil. “Do not enter the water or you could end up being a victim as well.”

According to uscgboating.org, in 2017 the Coast Guard confirmed more than 4,200 accidents resulting in 658 deaths, 2,629 injuries and more than \$46 million in reported damages to property. “Wearing a life vest during water activities is especially important for children,” said Vigil. “With Northern California’s cold ocean and swift flowing snow melt in rivers, cold water paralysis can set in within minutes making swimming impossible.” Alcohol use is the leading known contributing factor in fatal boating accidents. Where cause of death was known, 76% of fatal boating accident victims drowned.

The Coast Guard strongly encourages all mariners to practice these tips before entering a vessel:

- Wear a life jacket. The U.S. Coast Guard estimates that life jackets could have saved the lives of more than 80 percent of boating fatality victims.
- Carry a VHF-FM marine radio. Cell phones often lose signal and run out of batteries after a day on the water. Boaters should always monitor VHF-FM channel 16 for the most current ocean forecast and marine broadcasts information.
- Register your EPIRB. Response time is the key to survival. Emergency Position Indicating Radio Beacons (EPIRBs) provide the fastest and most accurate way for Coast Guard search-and-rescue crews in locating and rescuing people in distress.
- Watch the Weather. Stay current with the latest weather and ocean conditions before heading out on the water through the local National Weather Service, visit www.weather.gov/eka/
- Get a Vessel Safety Check. It’s a great way of learning about problems that might create danger for boaters and passengers on the water, or put boaters in violation of state or federal laws. Visit www.uscgboating.org , or contact a local Coast Guard Station for details.
- Take a boating safety course. Boaters can learn the basics about their vessels and the "rules of the road" in America's boating course, an electronic boating course produced through a partnership between the U.S. Coast Guard Auxiliary and the United States Power Squadrons. For more information, visit www.americasboatingcourse.com
- Never boat under the influence (BUI). Intoxicated boaters can face both federal and state charges with penalties of up to one year in prison and up to \$100,000 in fines.

The Coast Guard strongly encourages all mariners, including paddle craft operators, to practice these tips before operating a vessel. (*United States Coast Guard Press Release 5/7/2019 11th District*)



Illegal charter boats pose threat to public safety

The Coast Guard is continuing their mission to reduce unlicensed and illegal charter boats in the Bay Area. Coast Guard units have recently boarded more than 50 vessels in the Bay Area to verify captain's licenses and drug-and-alcohol testing programs, while Coast Guard investigators have conducted focused education and outreach efforts at local marinas and fishing docks to address the growing concern over illegal charters.

Boaters should expect the Coast Guard to be actively engaging with operators to promote safe and legal passenger vessel operations as all boats carrying passengers for hire are required to hold a Coast Guard license and meet minimum safety standards.

"Our top concern is passenger safety," said Lt. Anna Funk, Coast Guard Sector San Francisco investigator. "If someone gets underway on an unlicensed, unregulated charter boat, they could be putting themselves and their loved ones in danger. Illegal charter boats and crews have no oversight and may not have the experience or equipment to ensure passengers are safe."

Boat operators who transport paying passengers illegally without a license or without complying with federal safety regulations pose a serious and dangerous risk on the waterways, because they may not have the proper emergency safety gear and navigation and communication equipment aboard their vessel, and they may not have undergone the proper license exams or vessel inspections. Owners and operators of illegal charter boats can face maximum civil penalties of over \$80,000 for illegal passenger for hire operations.

Some potential fines include:

- * Up to \$39,936 for failure to operate a passenger vessel without a Coast Guard license
- * Up to \$16,398 for failure to produce a valid Certificate of Documentation for vessels over five net tons
- * Up to \$12,007 for failure to have a valid stability letter
- * Up to \$7,710 for failure to have a bona fide drug and alcohol testing program
- * Up to \$4,591 for failure to provide a Coast Guard Certificate of Inspection for vessels carrying more than six passengers

For additional recreational boating safety information, please visit www.uscgboating.org.

For information regarding your boating operations or charter regulations, please contact Sector San Francisco Investigations Division at (510) 813-9636 or email at SectorSFInvestigations@uscg.mil.

To verify a captain's license, verify the inspected status of a vessel carrying more than six passengers, or if you would like to report an alleged illegal charter operation, please contact the Coast Guard Sector San Francisco Command Center at (415) 399-7300 or SFOSCC@uscg.mil.

USCG Auxiliary PA/RBS TEAM participates in the St. Francis Yacht Club's 2019 "Opening Day on the Bay" Boat Parade | SF

The annual San Francisco Opening Day on the Bay parade of vessels shows off over 105 historic workboats, fireboats, towboats, and classic and contemporary craft. The theme for this year's parade is "Holidays on the Bay." The parade will be a fun display of boats decorated to depict various holidays from flag flying holidays. The U.S. Coast Guard Auxiliary was invited back for the 5th time to set-up a Public Information and "Safe Boating" educational proactive exhibit and display area that also provided CA State "Clean Boating" kits to those filling out a short educational survey.



St. Francis Yacht Club facilities with signal flags ready before departing for parade – *Photos: Roger Bazeley*



USCG Auxiliary Patrol Vessel-SERVANT – San Francisco Fire Boat St. Francis with water display
Photos: Roger Bazeley

SF SAIL GRAN PRIX EVENT

Roger Bazeley Photo Contributor

May 4th, 2019 “AUX OPFAC members provided support to SF Bay Opening Day Ceremonies and Sail GP [Gran Prix]. The Sail GP Event consisted of national teams representing the United States, Australia, China, France, Great Britain and Japan - competing in a total of five short-format races, culminating with the Australian and Japan teams facing off in a match race finale to determine the overall event winner - Australia. Sailing conditions were typically SF Bay challenging.” COMO Vic Connell, ASC SF



Grand Prix catamarans on the race course next to Alcatraz. *Photos: Roger Bazeley PA1 USCGAUX*



The USCG Cutter PIKE is maintaining yacht racing safety box. – The USA and the Japan yachts racing with USCG Station Golden Gate in the distance. Established by Larry Ellison and Russell Coutts, Sail-GP features the fastest on-water racing in the world with some of the world’s top high-performance sailors. Leveling the playing field, each team will race in identical wing-sailed F-50 – the most technologically advanced catamaran in existence – designed exclusively for SailGP competition.

SF SAIL GRAN PRIX EVENT



USCG SF Response Vessel 29' Gran Prix Event Race Course Safety Mission – *Photo: Roger Bazeley*



Japanese Catamaran tacking ahead of Great Britain's Team – *Photos: Roger Bazeley*

SF SAIL GRAN PRIX EVENT



Team Great Brittan overtakes Team China with Team China racing hot on Great Britain's heels



TEAM AUSTRALIA HEADED TO FINISH LINE FOR THE WIN of the San Francisco SailGP

About SailGP: SailGP is sailing redefined. Established in 2018 and headquartered in London and San Francisco, SailGP is an annual, global sports championship featuring bold, cutting-edge technology and awe-inspiring athleticism. The fan-centric, inshore racing takes place in some of the most iconic harbors around the globe and culminates with a \$1 million winner-takes-all match race. Rival national teams from Australia, China, France, Great Britain, Japan and the United States battle it out in identical supercharged F50 catamarans, engineered for intense racing at electrifying speeds exceeding 50 knots (nearly 60 mph/100 kph). Visit www.SailGP.com for more information. *(Photography: Roger Bazeley SF)*

Coast Guard kicked off National Safe Boating Week with Water Safety Fair at USCG Station Golden Gate

By Roger Bazeley



The event, which kicked off National Safe Boating Week, gave the public and the media the opportunity to meet local first responders and learn about boating safety through demonstrations and discussions. The event included displays, rescue boat tours, a K-9 explosive-ordnance detection demonstration and information about boating safety, radio communications and paddle safety.



USCG M-65-D Dolphin Helicopter with Rescue Swimmer demonstrating jumping from Dolphin into the cove, and then will be hoisted back into Helicopter – Photo: Roger Bazeley PA1 USCGAUX

Coast Guard kicked off National Safe Boating Week with Water Safety Fair at USCG Station Golden Gate



Public and USCG families touring 47' Response Rescue vessels and 29' response craft on float pad



USCG MH 65-D Dolphin Rescue Helicopter flying in for demonstration over Marin Fire Rescue vehicle

“We’re excited to host the community for this event to promote safe and responsible boating as we head into the summer,” said Petty Officer 1st Class Matthew Whitlow, a BMC assigned to Station Golden Gate. “Northern California is a great place to get out and enjoy the water; we just want people to do it safely so they always make it back to family and friends.” *Photos: Roger Bazeley PA1 USCGAUX*

Coast Guard kicked off National Safe Boating Week with Water Safety Fair at USCG Station Golden Gate



USCG Auxiliary Public Affairs “Coastie” Educator Ferguson interacts with children as “Coastie” talks about /boating/water safety - Aux Lead Linda Pfeifer, FC – Photos: Roger Bazeley

Coastie the Safety Tug Boat

Coastie is a remote controlled “robotic cartoon character” in the form of a Coast Guard tugboat. Two *Coastie* specialists are utilized in operating and presenting the RBS education program -- a remote control *Coastie* operator and an educator to interact with the audience. The remote-control operator can make *Coastie* move, talk, play music and wink its large eyes as well as, activate a search light, sirens and rotating emergency beacon lights. Children are attracted to *Coastie* as an interactive teaching platform -- where educating youth about boating and water safety, at an early age, is significant in saving lives.

The educator and *Coastie* operator interacts and entertains effectively in controlled settings, such as K-5 school facilities and community youth centers. The *Coastie* educational program incorporates audience-participation skits, demonstrations, and safety messages such “Life Jackets Float - You Don’t”. *Coastie* can also be used at more open settings, such as civic festivals and boat shows; while engaging with all ages in ad-lib RBS conversations.

Coastie is an effective Public Affairs educational platform that supports the USCG Auxiliary’s Recreational Boating and Water Safety Mission. All *Coastie* operators and educational specialists must complete a training course and PQS prior to DIRAUX scheduling approval, transporting and operating *Coastie* at events. (District 11 North Public Affairs Team – D11N Public Affairs Website)

Coast Guard kicked off National Safe Boating Week with Water Safety Fair at USCG Station Golden Gate



USCG M-65-D Dolphin Helicopter with Rescue Swimmer being hoisted from water in front of rescue boats berths after jumping from helicopter. *Photo: Roger Bazeley PA1 USCGAUX*



Left: Public touring USCG 47' Rescue "Life Boat" vessel at dockside berth - Center: Dolphin Helicopter and official USCG Ensign in flyby - Right Photo: Crew debarking from 47' Rescue Vessel after emergency response run to the Golden Gate Bridge area to respond to a sinking boat exercise. Photos: Roger Bazeley

**Coast Guard kicked off National Safe Boating Week with Water Safety Fair
at USCG Station Golden Gate**



Crew debarking from 47' Rescue Vessel after emergency response run to the Golden Gate Bridge area to respond to a sinking boat exercise. *Photos: Roger Bazeley*

USCGC PIKE Change of Command Ceremony

Commanding Officer, LT Victoria Gurtler Goes to Washington DC USCG HQ

By USCG Public Affairs, and Roger Bazeley PA1, Bravo Zulu Editor and Photo Contributor



Photos: Roger Bazeley PA1 USCGAUX

USCG Yerba Buena, CA--Commanding Officer, LT Victoria Gurtler standing beside her beloved USCGC PIKE

July 11, 2019 - USCG Yerba Buena, CA--Commanding Officer, LT Victoria Gurtler standing beside her beloved USCGC PIKE an 87' Coastal Cutter berthed as Yerba Buena Island, Station SF, Sector San Francisco, before her Change of Command ceremony where the next command of the USCGC Pike will be LTJR Alexander J. LaBelle.

LT Victoria Gurtler has served as the Commanding Officer of the U.S. Coast Guard Cutter PIKE since July 2017. USCGC PIKE 87365 is responsible for conducting Search and Rescue, Counter Drug, Living Marine Resources, Recreational Boating Safety and Ports, Waterways, and Costal Security operations throughout San Francisco Bay and 2,500 nautical miles of California coastline.

A native of central Wisconsin, LT Gurtler graduated from the U.S. Coast Guard Academy in May 2015 where she received her commission and a Bachelor's of Science in Government. While a cadet, she earned the Academy's Law Scholar award, served as an Academy representative at the 2015 International Humanitarian Law Conference in San Remo, Italy, and started on the woman's NCAA basketball team.

Upon graduation, LT Gurtler reported aboard the USCGC TAHOMA (WMEC 908) stationed in Portsmouth, NH, as a deck watch officer. She completed six patrols while attached to the unit, including two counter-trafficking deployments to the Eastern Pacific Ocean that encompassed two round trip passages through the Panama Canal. She served as a certified Boarding Officer, Pursuit Mission Commander, and Helicopter Control Officer.

LT Gurtler serves as Vice-Chair of the Coast Guard Women's Leadership Initiative (WLI) Governance Committee, an official affinity group that strives to fund and support initiatives to increase woman's retention in the service and promote leadership training and professional development opportunities for all Coast Guard Members.

Following her tour aboard USCGC PIKE, LT Gurtler will be reporting to Washington, D.C. for special assignment to the Commandant's staff as Admiral Schultz's International Travel Coordinator. (USCG D-11 Public Affairs)

USCGC PIKE Change of Command Ceremony

Commanding Officer, LT Victoria Gurtler Goes to Washington DC USCG HQ



Right: LTJG Alexander LaBelle, Commanding Officer, LT Victoria Gurtler and Captain Marie Byrd standing with USCG Color Guard at start of Change of Command Ceremony- Left: On stage saluting during National Anthem.



USCG Yerba Buena, CA—Right: USCGAUX Leadership – Left: LT Victoria Gurtler speaking to attendees



USCG Yerba Buena, CA—Left: Sector SF Commander Captain Byrd Speaking at podium Right: LT Victoria Gurtler standing with Capt. Maria Byrd and New Pike CO LTJG Alexander LaBelle holding USCG Commendation presented by Captain Byrd. Photos: Roger Bazeley PA1 USCGAUX

USCGC PIKE Change of Command Ceremony

Commanding Officer, LT Victoria Gurtler Goes to Washington DC USCG HQ



Left: LT Gurtler receiving award from Capt. Byrd. Right: USCG LT Victoria Gurtler speaking to audience.



Yerba Buena, CA; USCG Officer, LT Victoria Gurtler speaking Right: USCG Color Guard retiring colors.



New USCGC Pike CO LaBelle thanks Crew member Gary Kaplan USCGAUX Cutterman; LT Victoria Gurtler thanking USCGC PIKE crew member Gary Kaplan – *Photos: Roger Bazeley PA1 USCGAUX*

USCGC PIKE Change of Command Ceremony

Commanding Officer, LT Victoria Gurtler Goes to Washington DC USCG HQ



USCG Yerba Buena, CA--CO LT Victoria Gurtler standing beside USCGC PIKE with crew member Gary Kaplan
USCGAUX – Photos: Roger Bazeley PA1 USCGAUX



USCG Yerba Buena, CA--Commanding Officer, LT Victoria Gurtler standing with family on USCGC PIKE
Photo: Roger Bazeley PA1 USCGAUX

USCGC PIKE Change of Command Ceremony

Commanding Officer, LT Victoria Gurtler Goes to Washington DC USCG HQ



Left: New Commanding Officer LTJG LaBelle, Senior Chief, USCGC Pike's Crew standing with LT Victoria Gurtler, Right



USCG Yerba Buena, CA—Station San Francisco with Bay Bridge East Tower in background
Photos: Roger Bazeley PA1 USCGAUX

USCGC PIKE Change of Command Ceremony

Commanding Officer, LT Victoria Gurtler Goes to Washington DC USCG HQ



USCG Yerba Buena, CA--LT Victoria Gurtler standing with family and friends; her USCG brother far right

Photo: Roger Bazeley PA1 USCGAUX



USCG Yerba Buena, CA; LT Victoria Gurtler standing with family and friends

Photos: Roger Bazeley PA1 USCGAUX



USCGC PIKE Change of Command Ceremony

Commanding Officer, LT Victoria Gurtler Goes to Washington DC USCG HQ



Right: LT Victoria Gurtler and friends - Left: Lt Gurtler standing on main deck of USCGC PIKE to greet visitors



Left: USCG LT Victoria Gurtler standing with Family – Right: New CO LTJG LaBelle and LT Gurtler standing with USCGC PIKE crew



USCG Yerba Buena, CA--Commanding Officer, LT Victoria Gurtler standing beside her beloved USCGC PIKE

USCGC PIKE Change of Command Ceremony

Commanding Officer, LT Victoria Gurtler Goes to Washington DC USCG HQ



USCG Yerba Buena, CA-- USCGC PIKE Change of Command Celebration Cake by USCG Station SF Chefs



LT Victoria Gurtler and LTJG Alexander LaBelle new Commanding Officer USCGC PIKE cutting ceremonial cake with their officer swords – *Photo: Roger Bazeley PA1 USCGAUX*

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 Commercial Fishing Vessel 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 an 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.

Point Bonita Flotilla, California

“OUR 2019 FLOTILLA TEAM”

BRAVO ZULU 2019-2020 Editor, FSO-PA Roger Bazeley AUX PA-1



FSO-David Talton, Robin Stewart FSO-CS, Cynthia Dragon FSO, Bill Burns FSO-MT, FSO-MS, Jerry Norton FSO-MA, Bill Bermudez 2019 FC and FSO-VE, Simone Adair FSO-Diversity (Master of Ceremonies COW), Roger Bazeley FSO-PA, FSO-PB (Bravo Zulu Magazine), Sue Fry FSO-Finance - *Photo: Mikiko Bazeley*

2019 Flotilla 17 Elected and Staff Officers

(FC) Flotilla Commander, Bill Bermudez
(VFC) Vice Flotilla Commander, Julie Vincenzini
(IPFC) Immediate Past Flotilla COMD., William Burns

2019-Staff Officers

(FSO-CM) Communications, Mark Allen
(FSO-CS) Com- Services, Desmond Thorsson
(FSO-FN) Finance, Sue Fry

(FSO-HR) Human Resources, Cynthia Dragon
(FSO-IS) Information Services Robin Stewart
(FSO-MA) Materials, Gerald Norton
(FSO-MS) Marine Safety, William Burns
(FSO-MT) Member Training, William Burns
(FSO-PA) Public Affairs, Roger Bazeley
(FSO-PB) Publications, Roger Bazeley
(FSO-PE) Public Education, David Talton
(FSO-PV) Program Visitor, Mark Ranneberger
(FSO-SR) Secretary of Records, Diana Serchia
(FSO-VE) Vessel Examinations, Bill Bermudez

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 USCG's 31st Vice Commandant; *Photos: Roger Bazeley USCGAUX PA, taken at USCG Island, Alameda during Change of Command Ceremonies.*

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, Past Commandant Retired

USCG's Commandant Karl Schultz meets and briefs partner agencies in San Francisco to discuss maritime commerce



Capt. Howard Wright, Coast Guard Sector San Francisco deputy commander, Rear Adm. Peter Gautier, Coast Guard 11th District commander, Maj. Gen. David Baldwin, Adjutant General of California, Mr. Mark Ghilarducci, California Office of Emergency Services director, Adm. Karl Schultz, Coast Guard commandant, Capt. Marie Byrd, Coast Guard Sector San Francisco commander, and Mr. Robert Fenton, FEMA Region 9 administrator, *Photo: Roger Bazeley*

ETHOS: Diversity Policy



Photos: Roger Bazeley, Public Affairs 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 Past National Commodore, our national leadership team led implementing the USCG's diversity initiatives and challenged 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

USCG Life Boat Station Point Reyes' Five Surfmens honored on Memorial Day 2019

By Roger Bazeley

The Memorial Day event was hosted and attended by USCG Life Boat Station, Bodega Bay CA to honor the sacrifice of five surfmen who served to protect America's coast as a part of the United States Life-Saving Service. Visitors were invited to join by National Park Service, Ranger Carlo Arreglo, and the United States Coast Guard on May 27th for services at the Historic Life-Saving Service Cemetery that contains the graves of five surfmen, located at G Ranch Point Reyes National Park. Roger Bazeley PA1 U.S. Coast Guard Auxiliary attended and played Taps at the end of the service. The Life-boat crews for 76 years of operation, saved over 240 lives while participating in an estimated 100 rescues in the cold Pacific Ocean waters.



Right: Historic Life-Saving Service Cemetery at G Ranch - Left: USCG Station Bodega Bay service attendees with Senior Chief J. Wolf reading the history of the lost Surfmens - Photos: Roger Bazeley

The U.S. Life-Saving Service -- the precursor to today's Coast Guard -- in Marin dates back to the late 19th century where in 1927 operations were relocated from the Great Beach to a new station built at Chimney Rock, where the water is calmer. Longer, heavier motorized lifeboats were launched from there via rails by four-person crews, replacing the human-powered surfboats in the 1930s. The lifesaving boats and crew operated as first responders; "The bell would ring and they would push the boat in a cart on rails into the water and off it went."

In 1890, alone on the long stretch of empty beach, the Point Reyes Life-Saving Station opened with a crew of eight and a seasoned keeper on a lonely stretch of Great Beach known for its notorious pounding surf and bad weather. Their positions were poorly paid, difficult and full of danger. The surfmen patrolled the beaches of Point Reyes with an ever-vigilant eye, looking for shipwrecks and their desperate crews. They walked the beaches day and night; with the fog chilling them to the bone and the wind blasting sand at the unprotected skin of their faces. The boats stationed in Marin saved hundreds over the years as mariners slammed into rugged rocks along the West Marin coast.

USCG Life Boat Station Point Reyes' Five Surfmen honored on Memorial Day 2019



Point Reyes--Motor Lifeboat 36542 restored and on display inside the Chimney Rock boathouse

Photo: Roger Bazeley.



Point Reyes Chimney Rock--Motor Lifeboat 36542 is on display inside the Chimney Rock boathouse. Longer, heavier motorized lifeboats were launched via exterior rails by four-person crews – Photo: Roger Bazeley

4th July USCG COMMUNITY OUTREACH

USCGC Terrell Horne and USCG Air Station SF Celebrate July 4th and USCG D-11 special units/partners

USS Hornet's 4th of July Celebration 2019 held Thursday, July 4 at 2 PM - 5 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 **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**.



July 4th Celebration and event location Alameda Naval Station USS Hornet Museum Pier 3
Photo: Roger Bazeley PA1 USCGAUX

ALAMEDA, Calif. — The Coast Guard participated in Alameda’s annual Fourth of July parade and Coast Guard Festival, Thursday, demonstrating the service’s heritage and role in the community. Bay Area Coast Guard units traveled the three-mile parade route from downtown Alameda to West Alameda and continued to Alameda Point for the festival.



ALAMEDA, Calif. – USCG Attaché’ Master of Ceremonies, Vice Adm. Linda Fagan, commander Coast Guard Pacific Area , Alameda City Mayor, and salute as the National Anthem is sung. *Photo: Roger Bazeley PA1 USCGAUX*



Left: Vice Adm. Linda Fagan, commander Coast Guard Pacific Area speaks to guests at the 4th annual Coast Guard Festival in Alameda, California, July 4, 2019. Right: USS Hornet Museum Pier 3
Photos: Roger Bazeley PA1 USCGAUX

Alameda City was recognized as a Coast Guard City in 2006, one of 26 in the nation, the third annual Coast Guard Festival celebrated and highlighted the long-standing partnership between the service and the city of Alameda.



Left: Vice Adm. Linda Fagan, commander Coast Guard Pacific Area speaks to guests at the 4th annual Coast Guard Festival in Alameda, California, July 4, 2019. Right: USCGC Terrell Horne berthed at Alameda Point in the shadow of the USS Hornet one of the most decorated ships in naval history --Photos: Roger Bazeley PA1 USCGAUX



Left: Alameda Point-- USS Hornet Museum Right: Noriko Bazeley, Vice Adm. Linda Fagan, daughter, and USCG Attaché Lt. LeBron --Photos: Roger Bazeley PA1 USCGAUX

The festival featured tours of Coast Guard Cutter Terrell Horne 1131, helicopter and boat displays, musical performances, food trucks, a petting zoo, and a rescue swimmer demonstration by Coast Guard Air Station San Francisco.



Alameda, CA USCG Island-- USCG Cutter Terrell Horne 1131 berthed July 3rd prior to July 4th berthing at Alameda Point for public display and tours. *Photo: Roger Bazeley PA1 USCGAUX*



Left: USCG Cutter Terrell Horne crew members BMC Sylvester and BMC Pollins – Right: D 11 PA Team Macon BMC, Estrada BMC 2, Akiyama BMC 2 Photo: Roger Bazeley PA1 USCGAUX



Left: USCGC Horne BMC Pollins and CO Beal, Right: BMC Harris, Ensign Matakas— Photo: Roger Bazeley



USCGC Terrell Horne crew: BMC Harris, LT. Beal, CO, BMC Donnelly, BMC Grazano, and BMC Sylvester – Photo: Roger Bazeley PA1



Alameda Point, CA—USCG Air Station Dolphin M-65-D air crew – *Photo: Roger Bazeley PA1*



Alameda Point, CA—*Left:* Bazeley USCGAUX PA1 with 29' USCG RIB, *Right* USCG Air Station Dolphin M-65-D air crew – *Photo: Roger Bazeley PA1*



Alameda Point, CA—USS Hornet Aircraft Carrier, *Right*: USCGC Terrell Horne – *Photo: Roger Bazeley PA1*



Left: USCG Strike Team Robot, *Center*: Auxiliary PA1 Bazeley, *Right*: Noriko Bazeley standing by anchor – *Photo: Roger Bazeley PA*



Alameda Point, CA—USCG Air Station Dolphin M-65-D swimmer jump splash – *Photo: Roger Bazeley PA1*



Alameda Point, CA—USCG Air Station Dolphin M-65-D swimmer hoisted up – *Photo: Roger Bazeley PA1*

80th ANNIVERSARY OF THE COAST GUARD AUXILIARY

1. Congratulations, U.S. Coast Guard Auxiliary! June 23, 2019 marked your 80th anniversary! Since 1939 you have been ready, willing, and able to support Coast Guard missions while sharing your knowledge, experience, and resources with generations of Coast Guard shipmates. To mark this prestigious milestone and recognize the Auxiliary's ever-expanding legacy of devoted service, the following highlights have recently occurred:

a. Having rightfully earned the moniker of the world's premiere maritime volunteer service along with the highest respect and admiration of the international maritime public, all Coast Guard Auxiliarists who have served at least one day during the period June 24, 2014 to June 23, 2019 are awarded the Coast Guard Unit Commendation (CGUC, citation attached). This award has been signed by the Commandant of the Coast Guard, Admiral Karl Schultz. Appropriate AUXDATA entries will be made by the Chief Director of Auxiliary office to all active member records. Corresponding ribbon and star supplies will be shipped soon to District Director of Auxiliary offices for further distribution (there is no CGUC medal).

b. [ALCOAST] 214/19 addresses the 80th anniversary of the Coast Guard Auxiliary. It was released on June 24, 2019 by Admiral Karl Schultz, and can be found at: <https://www.dcms.uscg.mil/General-Messages/ALCOAST/>

c. The President of the United States, Donald Trump, signed a Presidential Proclamation on June 23, 2019 recognizing the outstanding service of the Coast Guard Auxiliary (letter attached).

d. On June 24, 2019, Congressman Sean Patrick Maloney (D-NY), Chairman of the Coast Guard and Maritime Transportation Subcommittee, delivered a speech on the House floor honoring the Auxiliary's 80th anniversary (Congressional Record text attached).

e. A post recognizing the Auxiliary's 80th anniversary can also be found in the Compass Blog at: <https://compass.coastguard.blog/>

2. These highlights will be accompanied by many others at the Auxiliary National Convention (NACON) in Orlando, Florida August 23-24, 2019.

Congratulations again to the U.S. Coast Guard Auxiliary!

Captain Scott L. Johnson, Chief Director of Auxiliary



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.

“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.

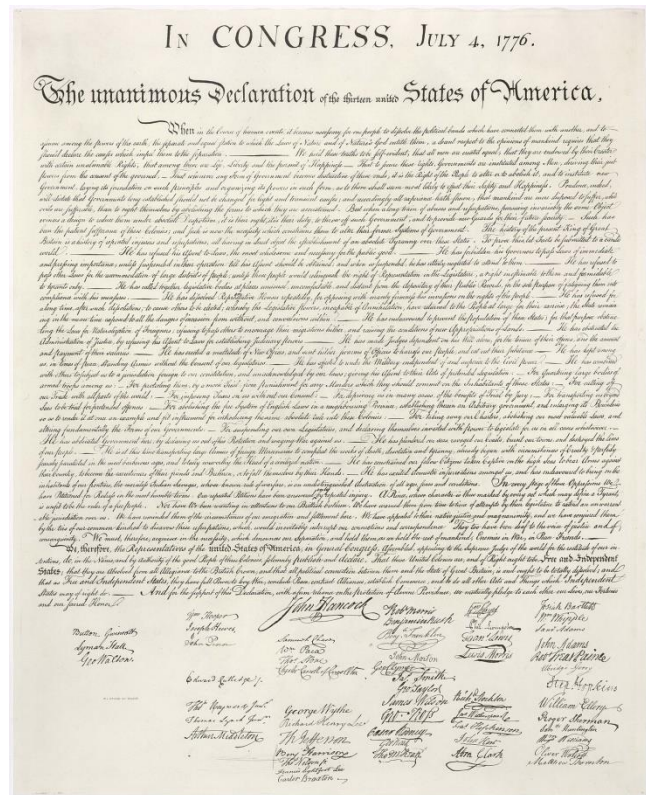
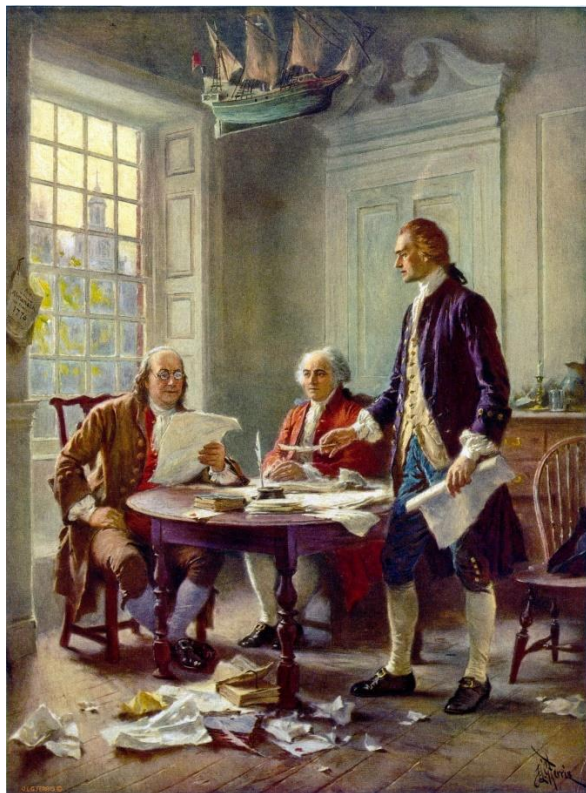
That to secure these rights, Governments are instituted among Men, deriving their just powers from the consent of the governed, That whenever any Form of Government becomes destructive of these ends, it is the Right of the People to alter or abolish it, and to institute new Government, laying its foundation 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.”



Independence Hall, Assembly Room – Philadelphia PA

Benjamin Franklin, George Washington, and Thomas Jefferson drafting the Declaration of Independence



Declaration of Independence 1776 – National Archives reprints



JULY 16th 1969 6:32 AM GMT-7

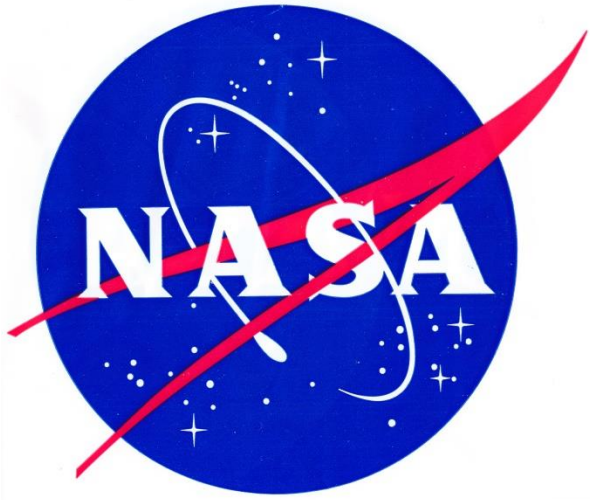
NASA Apollo 11 lands on the Moon



Team Members Neil Armstrong, Michael Collins, and Buzz Aldrin – NASA Poster

NASA Apollo 11 lands on the Moon

JULY 16th 1969 6:32 AM GMT-7



1-4 NASA Logo 1, Apollo Lunar Module 2, Moon Walk 3, Lower Orbit Command Capsule located on USS Hornet Museum, Alameda CA Photos: 1-3 NASA, 4 Roger Bazeley

ALERT: Apollo link to the USCG will be published in the next BRAVO ZULU 2019 4th Quarter

NASA Apollo 11 lands on the Moon

JULY 16th 1969 6:32 AM GMT-7



From left to right: Charlie Duke (Apollo 16), Buzz Aldrin (Apollo 11), Walter Cunningham (Apollo 7), Al Worden (Apollo 15), Rusty Schweickart (Apollo 9), Harrison Schmitt (Apollo 17), Michael Collins (Apollo 11) and Fred Haise (Apollo 13).
Felix Kunze/The Explorers Club



USS Hornet Apollo 11 1969 Recovery Vessel Berthed as Museum – Alameda, CA – Photo Bazeley

JULY 4th 2019
Duty, Honor, Respect, Service



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

Remembering those veterans who served and sacrificed for America; Presidio National Cemetery, San Francisco, CA

Eternal Father, Strong to Save

Invocation COW Point Bonita 2/9/2019
USCG/Auxiliary Adaption: Roger Bazeley

*Eternal Father, strong to save,
Watch over those who guard our coasts
Protect them from the raging seas and
all who navigate the mighty Oceans deep.
Grant light to navigate, and life and peace
to those in peril on land, sea and fly above.*

*Lord, guard and guide those who fly
and those who on the ocean ply
Be with our troops land, sea, and in the air;
And all who for their country stand;
our Coast Guard & Auxiliary brothers and sisters,
be with these guardians day and night,
And may their trust be in thy might.*

*Lord, guard and guide our aviators who fly
through the great spaces in the sky,
Be with them always in the air,
in darkening storms or sunlight fair.
Guide those who navigate on high,
who through grave unknown perils fly
search and rescue missions for those in peril.*

*Lord, we pray that political chaos, dark and rude;
with its resulting angry global tumult cease,
and give, for wild confusion -- peace;
For our national and Coast Guard leaders who are
guided by you – with their loyalty and courage
supported through volunteering and duty.*

*Lord, we seek wisdom and guidance in protecting
the USCG, Auxiliary volunteers, sailors and
fisherman from storms of strife and danger,
And guiding them to a fulfilling life as volunteers
in doing public service for our communities and
nation in protecting life and our environment.*

*O Trinity of Love and power!
Our brethren shield in danger's hour;
From rock and tempest, fire and foe,*

*Protect the USCG and Auxiliary volunteers in
their critical missions; served with honor,
duty and their passion to serve those in peril.
Thus evermore shall rise to Thee
Glad hymns of praise from land, sea, and air.*

AMEN



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...*

SALT-WATER POEMS, by John Masefield, Photos: