

Bravo Zulu

Point Bonita Flotilla 17 D11N, CA



USCG Air Station San Francisco – 2019 Interagency Day Rescue, Hoist Demonstrations and Training - Photo: Roger Bazeley

QUARTERLY NEWS

4th Quarter 2019 BRAVO ZULU News Magazine



Table of Contents Q-4

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USN Photo Archives

COVER: Bravo Zulu 2019 Q-3 *USCG Air Station San Francisco – 2019 Interagency Day Rescue, Hoist Demonstrations and Training - Photo: Roger Bazeley*

Articles + Content

FYI: Point Bonita Flotilla/ Lighthouse History

USCGC STRATTON: 6 Month Deployment

12th Auxiliarist, Gary Kaplan earns rare Cutterman Insignia-USCGC ASPEN Ceremony

USCG Sector SF Change of Command Captain Marie Byrd assumes command

Coast Guard Air Station San Francisco - SFO Inter-agency Day, AUXFS Air Station event

USCGC Robert Ward Commissioning: March 02, 2019 at Sector SF - Recap

Point Bonita FLASH – Monthly News Letter

CALENDAR – Future Events Schedule

MEMBERS DECK & FYI, RBS, ALERTS

DOCKWALKERS PROGRAM 2019 Pacific Sail show

MEMBER TRAINING - Paddle-Craft Safety

Sea Scouts – “Safety at Sea” Training USCG YBI

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

USCGC PIKE Change of Command Ceremony

Flotilla 12, 17, 19 and Division 1 Change of Watch

Our 2020 Flotilla Leadership Team

Admiral Karl Schultz, USCG Commandant briefs partner agencies in San Francisco

ETHOS: Leadership & Diversity Policy

USCG Alameda Point July 4th Festival Participation of Units and Vessels

Lost USCG Link to the Apollo Mission

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 (USCGAUX) 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 24,000 members of the U.S. Coast Guard Auxiliary.

Established by Congress in 1939 the United States Coast Guard Auxiliary motto is *Semper Paratus* (Always Ready). We invite you to learn more about who and what we do as members of TEAM COAST GUARD.

The Auxiliary areas of operation:

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

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 in which members may participate and make a real difference by serving, supporting, and augmenting the USCG and Auxiliary; as part of America's "TEAM COAST GUARD".



Below are some of our special programs:

- **MARINE SAFETY (MS) 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 (PV)**
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 Departing for Six Month Deployment to Western Pacific Ocean

Q-3 Recap: By USCG District Eleven Public Affairs, P. J. Heijmans and G. 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.



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

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 Rear Admiral Linda Fagan, Pacific Area Commander. “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:

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.

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,



Left: USCGC Stratton flight - hangers preparing ScanEagle for Flight— Photo: USCG PA

Right: 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 medium-range drone systems and 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.

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 their seizing of more than \$1.5 billion of cocaine and heroin, contributing to the USCG's record-breaking year for drug busts in 2017. ///

12th Auxiliarist, Gary Kaplan, earned 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



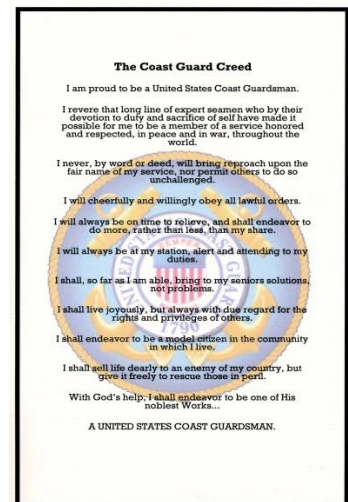
Left: Gary Kaplan and Right: James Losi of D11N the 11th have earned the rare USCG “Cutterman” Insignia; on Board USCGC ASPEN after Gary Kaplan becoming the 12th “Cutterman” in the USCGAUX Photo: Roger Bazeley

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

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: 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) Communications, and Larry Olsen AUX-AIR Pilot next to helicopter Photos: Roger Bazeley

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: USCGAUXPA1 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:



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: USCGAUXPAI Roger Bazeley*

Air Station SF Change-of-command continued:



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



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

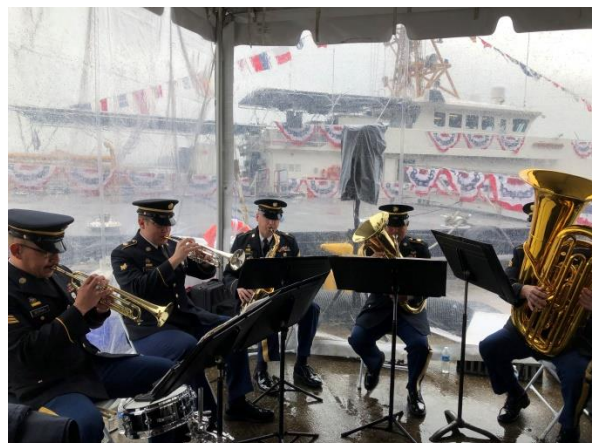
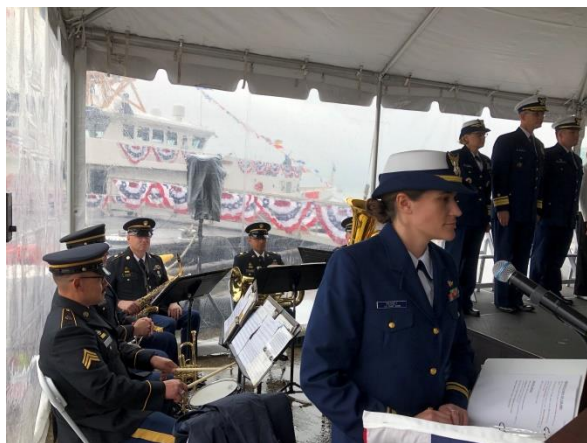
USCGC Robert Ward (New Sentinel Class) Commissioned

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

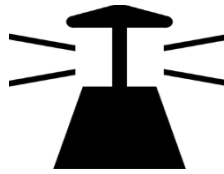


Master of Ceremonies: USCG Lt. Jr. Katiya R. Rinsey Executive Officer USCGC Robert Ward, with Vice Admiral Linda Fagan Commander Pacific Area, Rear Admiral Cautier Commander 11th District, and Lieutenant Benjamin C. Davne Commanding Officer USCGC Robert Ward (WPC 1130) Standing on stage
Left Photo: Army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

***NEW Monthly News!**

The Point Bonita

Point Bonita Flotilla 17 D11N, CA



FLASH

May-December 2019

Flotilla Meetings held on 3rd Saturday of the month 10:00 AM YBI BLD. #100
May/June 2019 Flotilla Meetings were hosted by Treasure Island Yacht Club
& June 1st as a Fellowship/Community Outreach Dinner



1). FC Bermudez & New Flotilla Member Mary Stephens; 2). FC-Bill Bermudez FC presents Bart Rugo Crew PSs/Team Commendation; 3.) FC Bermudez presents Bill Burns IPC 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 IPC 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

Awards and Certificates May 2019

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

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

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

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

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



Awards and Certificates May 2019 Continued

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.

ACTIVITIES: REPORTS

Flotilla 1-7 NSBW Vessel Inspections for South Beach Marina Yacht Club rescheduled on July 21 with RBS Information/Auxiliary PA Tent staffed by Robin Stewart, Julie Vincenzini with multiple Vessel Exams given and completed by Sue Fry, Bill Burns, Roger Bazeley and 2 other Division 1 VE Examiners. The event was very successful with 9 give VE exams with 8 Passed.

Roger Completed Bravo Zulu 3 Quarter News Magazine covering June-August with 110 pages of Articles, event Photography, USCG Safety Notices on RBS, PFDs, Paddle craft Member Training, Flotilla 1-7 Awards, USG and Auxiliary community outreach events. Photographed and covered Air Station SF Change of Command Ceremony for LT Victoria Gurtler of the USCGC PIKE with her next assignment being in USCG HQ Washington, DC working for Commandant Karl Schultz.

MEMBERS DECK CALENDAR: 2019 Q-4 – 2020 January

Flotilla: Meetings, 10 AM 3rd Saturday, YBI, USCG Sector SF

Contact: RSVP to Robin Stewart FSO-SR/HR Robin.Anne.Stewart@gmail.com

Fellowship Events RSVP to Julie Vincenzini FC julievuscgaux@gmail.com

Next Flotilla Meeting: Saturday, January 11th @ Treasure Island Yacht Club

UPCOMING EVENTS PCA Fair January 18-19 2020 @ USCG

Base Alameda –Many Training Courses and District Meeting

*COURSE: “Public Affairs Impact Photography” to be taught by Instructors Doug Manifold PA1 and Bazeley PA1 at the District Eleven North PCA Training Fair to be held on Coast Guard Island, Alameda, CA on January 18-19, 2020.

*Upcoming Fellowship Events Dates TBA for a Dinner @ Treasure Island Yacht Club, and a visit to the WWII Jeremiah O’Brien Liberty Ship and Submarine with a lunch at a nearby restaurant TBA.

* 2020 Division One and Flotilla Change of Watch Ceremony held December 8th at Berkley Yacht Club

Point Bonita Flotilla, California

“OUR 2019 FLOTILLA TEAM”

Job Well Done!



FSO-David Talton, Robin Stewart FSO-CS, Cynthia Dragon FSO, Bill Burns IPFC-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

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



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.

VOLUNTEER JOB - COMMUNITY OUTREACH

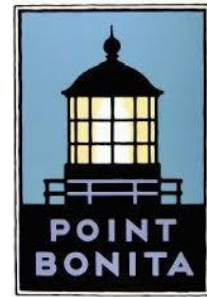
Point Bonita Lighthouse Interpretive Volunteer

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

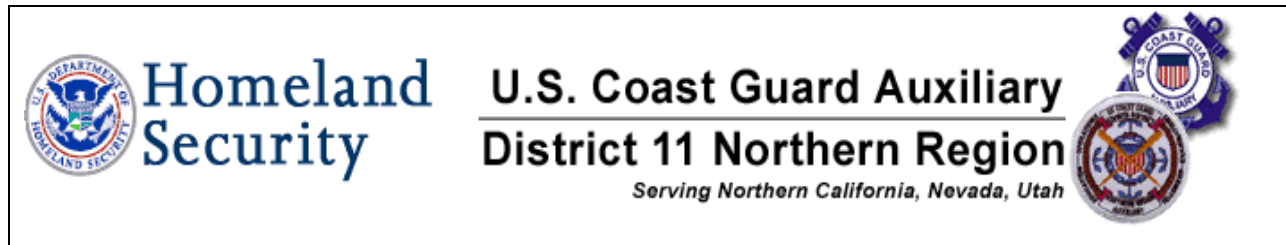
Greater San Francisco Bay Area

- [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?

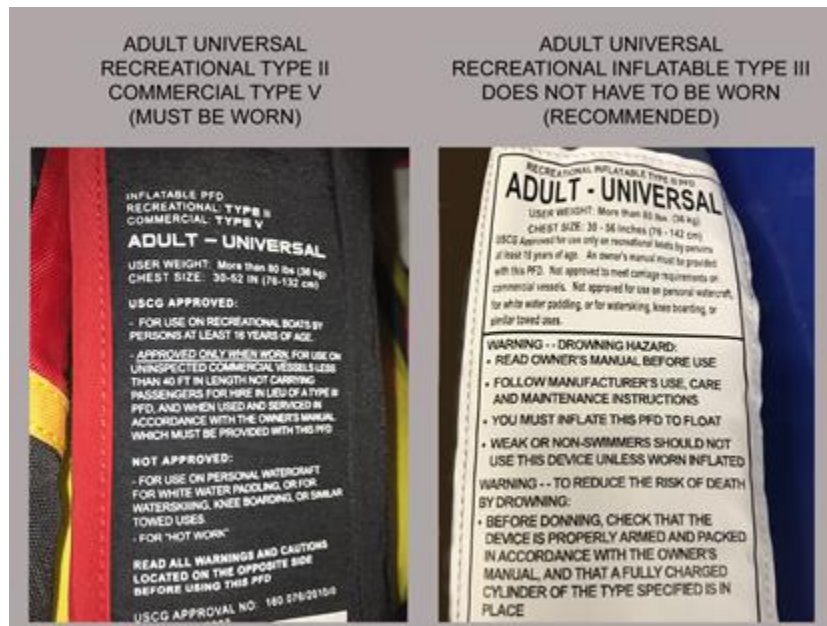
Inflatable PFD devices are classified into various types based on the environment in which they are designed to perform and their intended use. The design of the PFD is tested on its characteristics of buoyancy and in the water performance. For example, the Type I will be effective for all waters, especially 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?

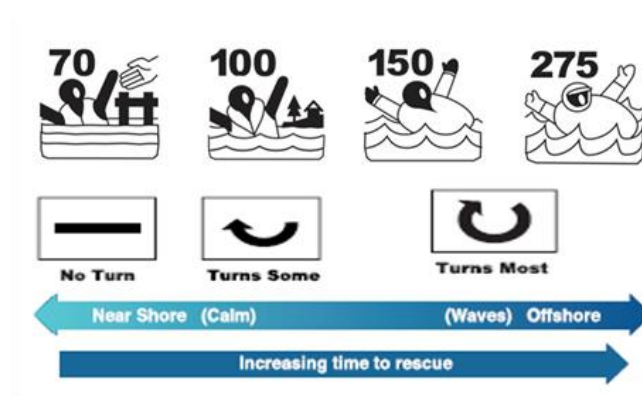
Vessel examiners should know the performance level for each type inflatable PFD as well as the advantages and disadvantages. The booklet "THINK SAFE" and the inflatable owner's manual provided with every PFD are excellent reference materials. Each person buying an inflatable should evaluate their needs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



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 form 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.

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.

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.

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 PAI 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



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



USCGC 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-- USCGC PIKE Change of Command Celebration Cake by USCG Station SF Chefs



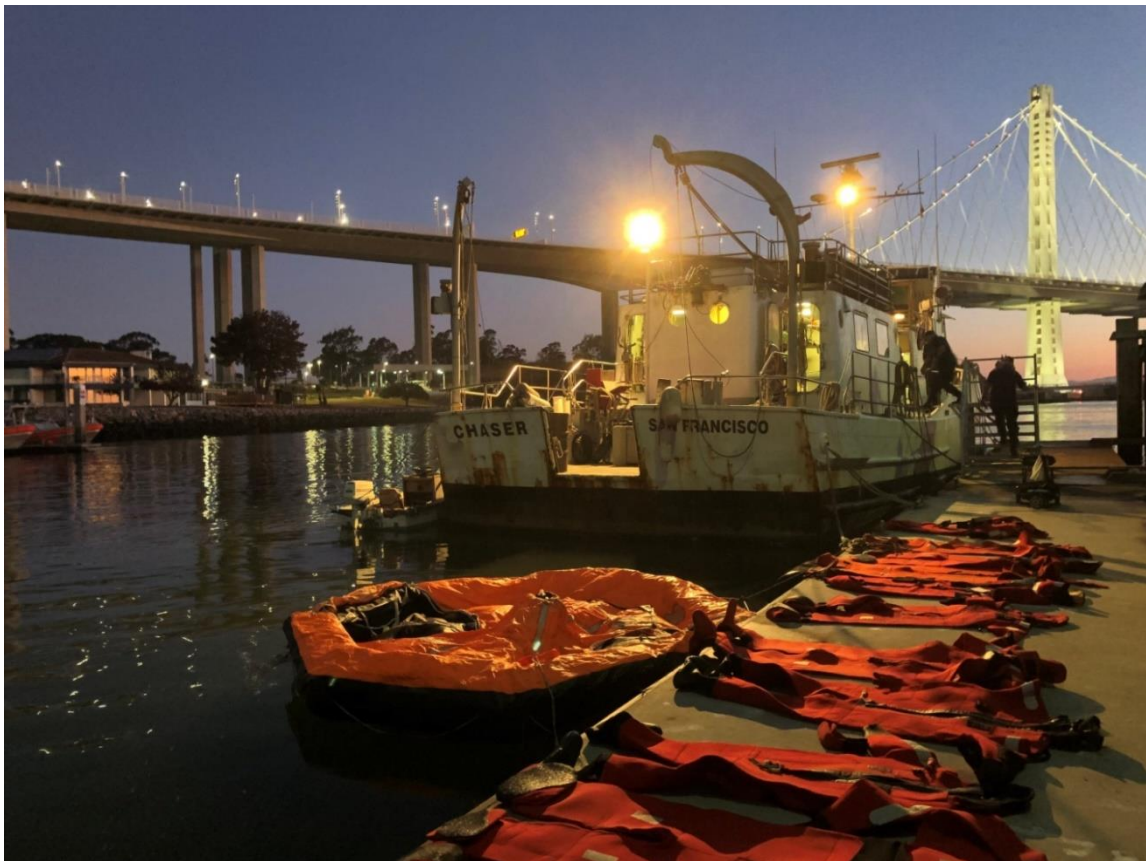
LT Victoria Gurtler and LTJG Alexander LaBelle new Commanding Officer USCGC PIKE cutting ceremonial cake with their officer swords – Photo: Roger Bazeley PA1 USCGAUX

Auxiliary and USCG Support's Sea Scouts "Safety at Sea" Training

Roger Bazeley PA1 USCGAUX

It was Dawn when the USCG Auxiliary training volunteer team arrived at USCG Station San Francisco, located on Yerba Buena Island, while awaiting the rising sun. The Sea Scouts and their leadership were already preparing for the day's annual "Sea Scout Safety at Sea" training event with their instructors, USCG from Station San Francisco, and USCG Auxiliary volunteers.

On this day the District 11 USCG Auxiliary was present to join, observe and meet with Sea Scouts and their leadership to promote and develop a new youth training and participation program with the Sea Scouts on a regular basis with D11N USCG Auxiliary volunteers and instructors; to be eventually trained and qualified to work with youth programs, such as the Sea Scouts with 14-21 year old members..



The Sea Scouts ship (SSS) CHASER tied up at YBI Yerba Buena Island, Station San Francisco having cruised from its current berthing location of Napa, CA. In the water an inflatable life raft and dry immersion life suits laid out on dock in preparation for the day's demonstrations and water training. The USCG Auxiliary was welcomed aboard for early morning coffee and breakfast prepared on board by the Sea Scout's Chief. *Photo: Roger Bazeley PA1 USCGAUX*

Auxiliary and the USCG Support's "Sea Scouts Safety at Sea" Training

These amazing Napa Valley Sea Scouts' teens showed their incredible enthusiasm in all aspects of the Annual Training at YBI and throughout the entire preceding summer of diverse boating and seamanship activities aboard the SSS CHASER. Just as the ship's Skipper Carl Shellhorn would say, "Welcome aboard the Sea Scout Ship Chaser, where young men and woman learn teamwork, responsibility, camaraderie and leadership — all while having the adventure of a lifetime".



Left Photo: USCG Auxiliary members supporting the Sea Scouts' Safety at Sea training event held at YBI Station San Francisco included Left to Right: Jerry Edelen, Murray Shamray, COMO Mary Kirkwood, Casandra Main, Craig Johnston, and John-Michael Zimmerle. *Right Photo:* Briefing in SS Chaser Ward Room by Skipper/Chief Carl Shellhorn to Jerry Edelen, Como Mary Kirkwood, John-Michael Zimmerle and Murray Shamray. *Photos:* Roger Bazeley PAI USCGAUX

There is the story that was told to Pat Stanley, a reporter with the Napa Valley Register about one eighteen year-old Brian who joined the Sea Scouts early in 2002, like his older brother did, who is now in the Coast Guard. Brian attended at the time Napa High School and was a boatswain aboard the Chaser. An earlier cruise convinced him to join the program, which is known for fellowship and gaining useful skills like working with the ship's engines.

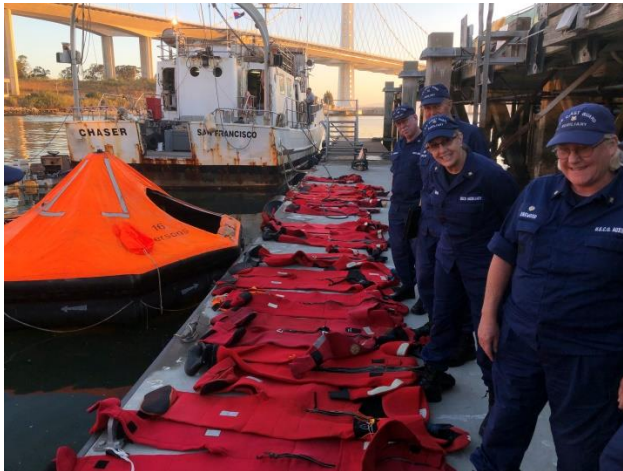
Nicholas another 18 year old, said experience aboard the Napa ship landed him a job at the Napa Marina, where he spent many summer days doing boat hull preparation for repainting the hull with anti-fowling paint. He has progressed to learning how to "break down" engines to perform maintenance work. He can't wait to continue participating in future Sea Scout cruises and regattas; where Sea Scouts compete in maritime activities. "This is really setting me up for what I want to do in the future," said 16-year-old Curtis who planned to attend the Maritime Academy, part of the California State University system. The young sailor hopes he'll land a seafaring career. This is very typical of the youth that go through and participate in the Sea Scouts program across the nation.

Auxiliary and the USCG Support's "Sea Scouts Safety at Sea" Training

The skipper, Carl Shellhorn, was a Sea Scout in his younger years, having joined at the minimum age of 14. He returned as an adult volunteer, and became skipper in 1992. Over the years, Shellhorn said, he helped "behind the scenes." As owner of Carl's Welding, he was able to lend his expertise, especially after the present steel-hulled vessel was acquired in 1986. Before then, the 90-foot vessel that was launched in 1958 saw duty as a patrol and research craft with the California Department of Fish and Game.

The Chaser has visited many ports, including Catalina Island, the Columbia River, Mexico and British Columbia. The current ship allowed the local unit to grow by virtue of its size. While their ship is 90 feet long, it replaced a vessel 27 feet shorter. Both were named "Chaser."

Shellhorn said the Napa community has been instrumental in helping the Sea Scouts, citing donated supplies and manpower for projects ranging from steel for a new gangway to engine parts. The program is open to kids from 14 to 21. The Chaser's log book contains many success stories of young men who went on to maritime careers, including graduates of the Maritime Academy and officers aboard major shipping companies (Pat Stanley Reporter, Napa Register).



Left Photo: Auxiliary Volunteer and Leadership team walking past row of immersion suits and life raft used for water training aft of SSS Chaser vessel. *Right Photo:* Sea Scouts Leader and Auxiliary Member John-Michael Zimmerle explain USCG designed hull repair training tub with various water valves to simulate flooding and leaks needing emergency repair and techniques and devices by boat crew to Auxiliary Team, during demonstration station walk-through. *Photos: Roger Bazeley PA1 USCGAUX*

The Sea Scouts BSA leadership, expressed their enthusiasm to introduce USCG Auxiliary to our Sea Scouts BSA leaders and Scouts and were grateful their e **Sea Scout Safety at Sea** event support and participation. After Breakfast aboard the SSS (Sea Scout Ship) Chaser at YBI Guest Pire, the Auxiliary Leadership and volunteers participated in a briefing and event demonstration and training stations walk-through.

Auxiliary and the USCG Support's "Sea Scouts Safety at Sea" Training

"The 2019 Sea Scout Safety at Sea is a joint Coast Guard/Sea Scouts BSA program and we are excited to introduce the Auxiliary to the program, according to John-Michael Zimmerle This is our 26th annual event and I have had the pleasure of serving on the Safety at Sea staff and organizing committee for over 20 years. I am confident that you will find the same pleasure interacting with our young men and women as they participate in hands-on training evolutions that improve critical lifesaving and safety skills".



1.) USCG Damage Control Tank 2.) Flash-pan fire suppression 3.) Fire hose team handling
Photos: Roger Bazeley PAI USCGAUX

John-Michael stated that, "traditionally our role as adult leadership at the event is to coach and guide these young people through each evolution. Everything is hands-on and designed to let our Scouts give their best while learning and honing skills in these critical areas:

- Damage control. USCG provides the use of a damage control vessel where Scouts attempt to repair and control hull breaches.
- Firefighting. Safety at Sea owns and operates two propane-fueled flash-pans that simulate onboard firefighting conditions in a controlled and safe environment. Scouts don firefighting gear and use pressurized water-mist extinguishers to approach, attack, and defeat the fire threat.
- Firehose handling. Probably the Scouts favorite event. Scouts practice hose and nozzle handling techniques in a tug-of-war like game where opposing teams must move the fender ball across a line to the opposing team only with the water at the end of their nozzles.
- Law enforcement. USCG personnel explain and demonstrate to Scouts law enforcement techniques and mission requirements.
- Towing. Sea Scouts use working models to demonstrate their skills in preparing and executing vessel towing operations.

Auxiliary and the USCG Support's "Sea Scouts Safety at Sea" Training



1.) Flare Handling; 2.) Life raft handling and immersion suits survival methods; 3.) Pipe leaks patching - Photos: Roger Bazeley PA1 USCGAUX

- Flares and signals. Scouts are taught and practice the correct procedures and uses of various pyrotechnic signal devices.
- Life raft operations. Scouts don survival suits, hit the water, and practice entering and exiting a life raft in the boat basin.
- Pipe patching. Using a pipe tree, Scouts use their best efforts to control a variety of breeches in pressurized water pipes.

John-Michael Zimmerle states further, "this year we anticipate the Auxiliary role to both observational and hands-on. We would like Auxiliary members to experience the whole event, spending time at each station to participate and to learn how our program works. Of course we would like to make Auxiliary participation permanent at the event - first-comers will be in an awesome position to help us expand our roles in the years to come. Auxiliary members will be invited to participate in our after-action activities."

At the District Eleven North's PCA Fair and District Meeting held at USCG Island, Alameda on Saturday September 21, accolades and impressions of the Sea Scouts' previous Saturday Sea Scouts "Safety at Sea" event were numerous from DCAP Jerry Edelen's report and that of Commodore Mary Kirkwood. Jerry Elden said, These Sea Scouts were incredible and worked with the USCG, Auxiliary with unbridled enthusiasm and with incredible leadership and teamwork in all of the training activities.

Commodore Mark Kirkwood was equally impressed and accompanied her report by a photo slide show. She reviewed and spoke on the areas of expanding the District's Auxiliary training and participation in supporting and working with the Sea Scouts on future training activities in concert with the USCG, as a part of TEAM COAST GUARD activities supporting youth interested in the maritime services, careers, and even possibly choosing to attend the USCG Guard Academy, Navy and/or USCG Auxiliary.

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.

2019/20 Change of Watch

Division One and Flotillas 12, 17, 19

Photography By: Roger Bazeley AUXPA1 D11N Photo-ADSO



2019/20 Change of Watch



2019/20 Change of Watch



Point Bonita Flotilla, California

“OUR 2020 FLOTILLA TEAM”



(Left to right) FSO-MS Bill Burns, Sue Fry FSO-FN, (rear) Jerry Norton FSO-MA, (front) Cynthia Dragon FSO-HR (middle) Julie Vincenzini FC, (middle), Rear (Jim Dragon & Guest), (middle) Mary Stephens FSO-OP/FSO-NS, (right front) Robin Stewart FSO-SR/FSO-IS, (rear) David Talton VFC, (front-right) Roger Bazeley FSO-PA/FSO-PB (Bravo Zulu Magazine) NAVEX-BC - Photo: Tiffany Townsend

2020 Flotilla 17 Elected and Staff Officers

(FC) - Flotilla Commander, Julie Vincenzini
 (VFC) - Vice Flotilla Commander, David Talton
 (IPFC) - Immediate Past FC., Bill Bermudez

2020-Staff Officers

(FSO-NS) - Mary Stephens
 (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, Holland Ja
 (FSO-PV) - Program Visitor, Julie Vincenzini
 (FSO-SR) - Secretary of Records, Robin Stewart
 (FSO-VE) - Vessel Examinations, Bill Bermudez
 (FSO-OP) - Mary Stephens

BRAVO ZULU 2019-2020 Editor, FSO-PA/PB and NAVEX-BC Roger Bazeley AUX PA-1

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,

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.

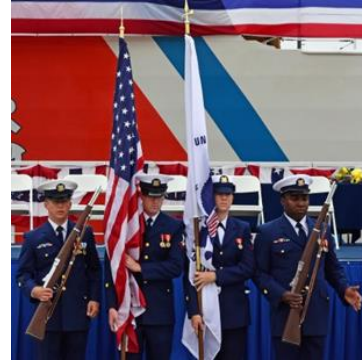
Admiral Paul F. Zukunft, Past Commandant Retired

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

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

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 PAI

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



JULY 16th 1969 6:32 AM GMT-7

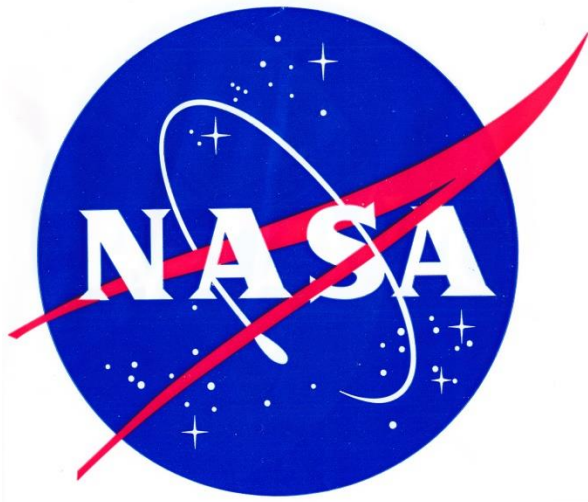
NASA Apollo 11 lands on the Moon



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



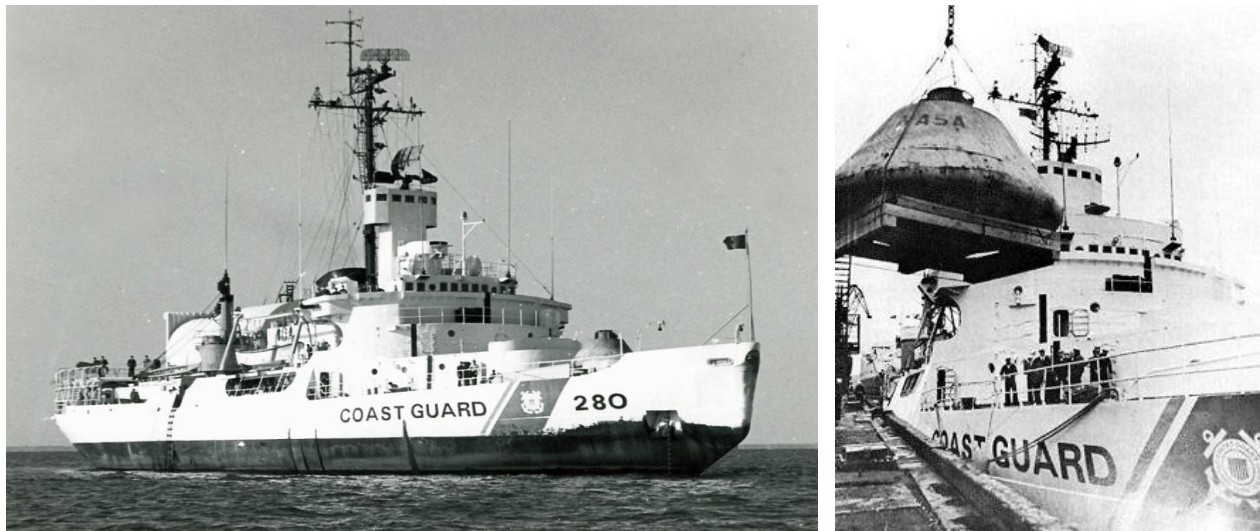
1-4 NASA Logo 1, Apollo Lunar Module 2, Moon Walk 3, Lower Orbit Command Capsule located on USS Hornet Museum, Alameda CA Photos: 1-3 NASA, 4 Roger Bazeley

Lost USCG Link to the Apollo Mission

The Recovery of an Apollo Training Capsule BP-1227 by the Russians and Transfer to the USCGC SOUTHWIND 280

Roger Bazeley PAI Documentary Editor

*From the Photo/Diary of Michael Stronski, a SOUTHWIND crew member and Mike Malone
Researcher*



Left: USCGC SOUTHWIND, The USCG Icebreaker that received an Apollo capsule from the Soviet Union at Murmansk, US Coast Guard Archives – Right: Apollo BP-1227 is lifted from the pier at Murmansk onto the USCG SOUTHWIND, September 8, 1970. From the ship's cruise book. Photo Credit: Mike Malone

Soviet Union had recovered an Apollo capsule in 1969 and returned it to the Americans a year later in the extraordinary Cold War visit to Murmansk by the American Coast Guard icebreaker *SOUTHWIND*. Recently Michael Stronski, a *Southwind* crew member, has provided additional extraordinary photographs of the event.

The icebreaker *SOUTHWIND* was commissioned as a US Navy vessel on 15 July 1944 but was transferred to the Soviet Union on 25 March 1945 and named *Kapitan Belousov*. It was returned to the US Navy five years later and renamed *Atka*. After years of Arctic and Antarctic service it was handed over to the US Coast Guard on 31 October 1966 and reverted to its original name of *SOUTHWIND*. After a refitting its first cruise was to the Antarctic, where it ripped its bottom out in Palmer Bay and limped back to the United States at 10 knots.

Lost USCG Link to the Apollo Mission Continued:

In early 1970, UK-based naval units were training in recovery of an Apollo boilerplate capsule (BP-1227) as part of their assigned mission of rescuing Apollo spacecraft in the case of an emergency abort or return to earth. The capsule disappeared at sea. The circumstances of the loss of the capsule are still not clear. It is not known whether a Soviet 'fishing vessel' nearby was in fact a spy trawler and if the capsule was taken as part of an intelligence operation. This photograph shows the capsule in 2002, when it was serving as a time capsule not to be opened until 2076, at Grand Rapids, Michigan, USA.

In June - November 1970 the *SOUTHWIND* was sent on an extended Arctic cruise, conducting oceanographic surveys in the Barents and Kara Seas and resupplying US polar bases. Following a visit to Greenland, the *SOUTHWIND* reached 83 degrees 01 min N on 15 August 1970. Only 419 miles from the pole, this was the northernmost point reached by a US icebreaker to that date.

The breaker was finally stopped by solid ice at least 10 to 15 feet thick. Due to global warming, by 2007 the ice thickness was half that at this latitude and a waterway one mile wide opened up. This was the first time in millions of years that this had happened. Michael Stronski notes: "I take it our crew were one of the very last to see the pole as it has been for millions of years".

The breaker was finally stopped by solid ice at least 10 to 15 feet thick. Due to global warming, by 2007 the ice thickness was half that at this latitude and a waterway one mile wide opened up. This was the first time in millions of years that this had happened. Michael Stronski notes: "I take it our crew were one of the very last to see the pole as it has been for millions of years".

A buoy was marked to commemorate the event and dropped into the Arctic Ocean. Since it was payday, they were told this made them the 'highest paid crew in the Coast Guard'. In the far Arctic the *SOUTHWIND* became locked in the ice. A polar bear, named Rodney by the crew, ambled up to the icebreaker. The crew fed him pizza, Cornish game hens, and finally lasagna. During the cruise, every time polar bears showed up they would feed "Rodney" and the rest from the mess.



USCGC SOUTHWIND after Lend Lease Return Paint Scheme, Updated Newer Northwind Class USCG Ice Breaker – Photos: USCG Photo Archives

Lost USCG Link to the Apollo Mission Continued

After getting clear of the ice and heading south, the crew was surprised to find itself being trailed by a Soviet icebreaker, which they dubbed 'Vladimir'. The ship followed them everywhere, but always keeping a proper distance, and hoisting proper signals when the *SOUTHWIND* came to a stop.

SOUTHWIND then stopped in Iceland and went on to make a visit to Murmansk. This so-called "courtesy call" was the first visit to the Soviet port of a US military vessel since World War II. This photograph shows Deputy Commander of the Soviet Northern Fleet, Rear Admiral Garkusha and his staff boarding the *Southwind* from the pilot boat at the entrance to Murmansk sound. Stronski remembers, "All cameras were supposed to be below deck and all port holes closed. Like a nut I got this picture off from the hanger bay. I was called to the captain's office on this one."

The *SOUTHWIND* was opened to the public, and over 700 Soviet citizens toured the vessel over the next few days, including Soviet staff officers. The crew was given shore leave on 6 September 1970 and had the unique Cold War experience of buying Soviet rubles and visiting the tourist sites of Murmansk, such as the shops and theaters, the stadium, and the busy streets.

While in Murmansk the crew was surprised to be presented with an American Apollo capsule, which the Soviets said had been recovered by one of their fishing vessels in the Bay of Biscay. It was BP-1227 - the capsule that had gone missing a year earlier. The handover was made with considerable ceremony and covered by Hungarian press representatives. The capsule was loaded onto the ship at the forward gun mount. Lashed to the deck, it accompanied the *SOUTHWIND* after its departure from Murmansk and later tour of the Kara Sea.



BP-1227 Handover

The picture that started it all. Nandor Schuminszky found this Hungarian press photo from 1971, with the caption that it depicted the handover of an American Apollo capsule from the Soviet Union to the USA on September 8, 1970 in Murmansk.

Photo Credit: Nandor Schuminszky

Lost USCG Link to the Apollo Mission Continued

While in the Kara Sea, there was an incident where the ship was bumped in the early morning hours by 'Vladimir', the Soviet icebreaker that still shadowed them. Stronski remembers, "I was on the bow at that moment and general quarters was sounded. The next day, our choppers flew over their ship and drop some bags of garbage on their bridge-- payback time. "The crew ignored the provocation and continued on their planned cruise.

Following visits to Tromso and Oslo, Norway and Copenhagen, Denmark, the *SOUTHWIND* docked at Portsmouth, England, where the capsule may have been unloaded and turned over to the Royal Navy. It then proceeded to Nova Scotia before finally returning to its home port in Maryland.

Following the completion of the Apollo program, BP-1227 was returned to NASA and then handed over to the National Air and Space Museum. It was finally loaned for one hundred years to the city of Grand Rapids, Michigan, to serve as a US bicentennial time capsule. It is currently on display in Grand Rapids, and not to be opened until 2076.

The circumstances of the loss of the capsule are still not clear. It is not known whether the Soviet 'fishing vessel' was in fact a spy trawler and if the capsule was taken as part of an intelligence operation. If so, little of value could be obtained from the boilerplate. While the parachute compartments and recovery aids at the top of the boilerplate were probably representative of flight hardware, the rest of the capsule was built of sheet metal with a fiberglass representation of the heat shield. However US intelligence agencies had made Herculean attempts to make detailed examination of similar mock-ups or stripped versions of Soviet spacecraft so this possibility cannot be dismissed.

The story remained obscure and unknown for 32 years until a Hungarian space archivist came across a picture of the event in his archives..."



Left: BP-1227 Loaded

Apollo BP-1227 is lifted from the pier at Murmansk onto the USCG *Southwind*, September 8, 1970. From the ship's cruise book. Photo: Mike Malone

Right: BP-1227 Today

BP-1227 Today, a time capsule not to be opened until 2076, at Grand Rapids, Michigan, USA. Photo: Mark Wade



Lost USCG Link to the Apollo Mission: Post Log



USCGC SOUTHWIND

The USCG Icebreaker that received an Apollo capsule from the Soviet Union at Murmansk, 1971. Photo: US Coast Guard Archives

The *SOUTHWIND* was originally commissioned on July 19, 1944, in San Pedro, CA California as the ultimate in modern icebreaker design. She was a wind class breaker and joined her sister ships in the Coast Guard's war-time fleet and was assigned duties in the waters of the Arctic escorting ships to our northern outposts.

Similar to other icebreakers of the "Wind-Class", *SOUTHWIND* was 269-feet in length, 63-feet 10-inches in beam, and displaced 6,481 tons when fully loaded, and had a maximum draft of 29-feet. She was powered by two stern propellers powered by six Fairbanks-Morse 10-cylinder, 2-cycle opposed piston diesel engines. Her bow propeller was driven electrically by two electric motors using six Westinghouse generators. Her three direct driving shaft motors provided a total of 10,000 shaft horsepower astern, and her armament originally consisted of one 5-inch 38-caliber dual-purpose gun mount and four 40 MM and eight 20 MM anti-aircraft machine guns. Her 1-5/8-inch armored steel sides protected her from ice damage, her outboard bulkheads and weather decks were originally insulated internally with a layer of 5-inch and 4-inch cork respectively (later replaced), and her bow was especially designed to break rather than to cleave ice. In plain words *SOUTHWIND* was designed for work in the ice.

SOUTHWIND's initial period of service with the U.S. Coast Guard was short-lived for on 25 March 1945 she was transferred to the Soviet Union, one of U.S.' World War Two Allies, under the Lend-Lease Program. The Soviets renamed the vessel the *Admiral Markarov* after the famous Russian mariner and naval architect Admiral Stephan Markarov who had first conceived of the basic icebreaker class design many years before.



Lost USCG Link to the Apollo Mission: Post Log

While operating under the Soviet flag for nearly five years the vessel served the sea routes of northern Russia and kept shipping channels open in the eastern and western areas of the Arctic. In the summer of 1950, the Soviet Union returned the vessel to the U.S. at Yokosuka, Japan.

To meet the growing demand for U.S. Naval shipping to supply Arctic bases the icebreaker was awarded to the Navy and as a result a handful of officers and men reported aboard her in the summer of 1950 at Yokosuka to prepare to take her home. On October 1, 1950 after two months of emergency repair work in Japan she was commissioned in the U.S. Navy as *USS Atka (AGB-3)* after a small island in the Aleutian Chain, and 3 days later departed for Boston. The following summer, upon completion of an extensive overhaul and modernization in the Boston Naval Shipyard, she took her place as an active unit of the U.S. Atlantic Fleet and during her 16 years in Boston she completed a long series of distinguished missions, including nineteen trips to Arctic and nine extensive voyages to the Antarctic.

In 1964 the national icebreaking program was consolidated under the U.S. Coast Guard and one by one the vessels formerly under Navy control were transferred to the Coast Guard. In the fall of 1966 *Atka's* turn came. She was decommissioned by the Navy on 31 October 1966, struck from the Naval Register, and commissioned in the Coast Guard after Commander John S. Blake, USN relinquished command to Captain Sumner R. Dobler, USCG. Shortly thereafter her new crew sailed her from Boston to her new homeport in Baltimore, Maryland, and she entered the Bethlehem Steel Shipyard on Key Highway in preparation for Arctic East 1967 and what would follow.

On 18 January **1967 she was renamed from *USCGC ATKA* to *USCGC SOUTHWIND*** and by so doing completed a remarkable historical cycle: after more than twenty years, three name changes, and a career of honor under both the flag of the Soviet Union, and commissioning pennant of the U.S. Navy, *SOUTHWIND* finally returned home to the U.S. Coast Guard.

During her second tour of duty with the Coast Guard *Southwind* was home ported at the U.S. Coast Guard Yard in Baltimore, Maryland from commissioning in 1966 until December 1972 when she was transferred to her new home port in Milwaukee, Wisconsin. USCGC *SOUTHWIND's* base of operations home port remained in Milwaukee until shortly before decommissioning on 31 May 1974 in Baltimore, Maryland. After decommissioning, *SOUTHWIND* joined the mothball fleet at the Coast Guard Yard, was sold for scrap in March 1976, and was eventually reduced to scrap metal at a nearby shipbreaker's yard. ///

Epilogue: The BP-1227 Capsule

Apollo BP-1227 Capsule is displayed in front of the Grand Rapids Public Museum. It turns out that the capsule is an actual Apollo Capsule, but it wasn't a capsule that sat atop an Apollo Rocket. The capsule was made for training astronauts. But, the boilerplate capsule still has quite the history to it! "



"A boilerplate spacecraft, also known as a mass simulator, is a nonfunctional craft or payload which is used to test various configurations and basic size, load, and handling characteristics of rocket launch vehicles." The Apollo Capsule (boilerplate) in front of the Grand Rapids Public Museum is BP-1227. This capsule was built, along with dozens of other capsules, in the 1960s to test various systems on the Apollo Rockets.

BP-1227 was lost at sea in early 1970 during a routine training drill to recover the Apollo boilerplate capsule by UK-based naval units. Later that same year, the capsule that was lost was miraculously recovered by a Russian "fishing vessel." Many believe that the fishing vessel was actually a spy boat that was tracking the capsule as part of an intelligence operation.

The capsule was taken back to Russia and in late 1970 the Russians invited the Americans to recover their capsule. On September 8th, 1970 the US Navy Icebreaker, SOUTHWIND, made a stop in Murmansk to recover BP-1227. This was the first visit to a Soviet port by a US military vessel since World War II.

After the capsule was returned, the Smithsonian Institution spent the next several years restoring BP-1227 before it was eventually given on loan to the City of Grand Rapids in 1976. The boilerplate capsule was dedicated to the people of Grand Rapids on December 31, 1976. Students from local high schools filled BP-1227 with everyday items from their lives to form a time capsule. The time capsule was sealed on the last day of our nation's Bicentennial year and it is to be opened on July 4th, 2076, as our nation celebrates its Tricentennial. (Grand Rapids Public Museum sourced Information, 09/17/2019, Grand Rapids Public Museum.com)

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Nation's only heavy icebreaker departs for Antarctic military operation

Photo by Petty Officer 2nd Class Steven Strohmaier

SEATTLE — The crew aboard the U.S. Coast Guard Cutter Polar Star (WAGB 10) departed Tuesday commencing their annual deployment to Antarctica where the cutter and crew will support Operation Deep Freeze 2020, a joint military service mission to resupply U.S. interests in Antarctica.

“We set out today on an important mission, saying goodbye to the friends and families who have supported us and our ship for the past seven-months since we returned from Operation Deep Freeze 2019,” said Capt. Gregory Stanclik, commanding officer of the Polar Star. “We are looking forward to this year’s mission to McMurdo Station with a ship that is running the best it has since reactivation. This mission is critical to the United States and our continued strategic presence on the Antarctic Continent and I have the best crew possible to ensure we safely accomplish our goal.” Homeported in Seattle, the 43-year-old Coast Guard cutter is the United States’ last remaining operational heavy icebreaker. This is the cutter’s seventh deployment in as many years to directly support the resupply of McMurdo Station – the United States’ main logistics hub in Antarctica.

Each year, the crew aboard the 399-foot, 13,000-ton Polar Star create a navigable path through seasonal and multi-year ice, sometimes as much as 21-feet thick, to allow a resupply vessel to reach McMurdo Station. The supply delivery allows Antarctic stations to stay operational year-round, including during the dark and tumultuous winter. Commissioned in 1976, the Polar Star is showing its age. Reserved for Operation Deep Freeze each year, the Polar Star spends the winter breaking ice near Antarctica, and when the mission is complete, the cutter returns to dry dock in order to complete critical maintenance and repairs in preparation for the next Operation Deep Freeze mission.

The Coast Guard has been the sole provider of the nation’s polar icebreaking capability since 1965, and is seeking to increase its icebreaking fleet with [six new polar security cutters](#) in order to ensure continued national presence and access to the Polar Regions. In the fiscal year 2019 budget, Congress appropriated \$655 million to begin construction of a new polar security cutter this year, with another \$20 million appropriated for long-lead-time materials to build a second.

“The Coast Guard greatly appreciates the strong support from both the Administration and Congress for funding the polar security cutter program,” said Adm. Karl Schultz, the commandant of the Coast Guard. “These new cutters are absolutely vital to achieving our national strategic objectives in the Polar Regions – presence equals influence, and we must be present to meet the Nation’s national security and economic needs there in the future. *USCG Public Affairs – PACAREA*”

Remembering Those We Lost on 9-11

In the Line of Fire

In the line of fire;
As many soldiers wait,
awaiting their own fates.
Yet, they hold in their hands,
away to end the war, or a way to restore peace.
But in many ways, they use only one hand.
One hand is in war,
the other hand is in sorrow,
for not knowing when it is,
to return, to their native land.

In the line of fire,
as many soldiers wait.
Their fright abiding within
Awaiting their own destiny,
in the line of fire.
Yet, they hold in their hands,
a way to safely come home,
back to their native land.

Across the seas in Afghanistan,
across the sands in Iraq.
America's soldiers fight,
while we wait so long,
to finally say, "welcome home".

Yet it is not clear,
to know what it's like.
On the battle field,
hearing all that noise.

The sound of people dying,
the sound of reeking death.
The sound of screams and shrieks.
We Americans, in all the other states,
can only imagine the horror that the New Yorkers
felt.

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

The soldiers, our brothers and sisters
across the sea and sands, are the only ones.
To hold in their hand,
A bittersweet victory to sustain our freedom
from terror.

And the people in New York,
who have lost friends and family; we will never
know the reality of the moment from TV images.
What they have gone through,
Smelling the senseless results of evil forever
enshrined with the smell of fear and destruction.
Watching in September,
As we all knew.

This was shockingly real,
What happened on the eleventh of September?
But as it is now nearly December,
even as the day's sun sets, we can all recall the
horror,
as the towers came falling down.
Falling down, falling down.
We can never forget what happened,
even in the light of day.

In the line of fire,
there were many brave citizen heroes lost.
Many of them were fire fighters, police
officers, but most working mothers and fathers
leaving behind children.
Kids all across America are also heroes,
enduring the pain of loss of loved ones and
innocence on September 11, 2001.

In my hand I hold,
With each of you and our heroes the future of
FREEDOM, from terror.
As it has been told often,
we are all in the line of fire in protecting
freedom, each and every day of our lives.

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

November 11th 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: