

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

*1st Quarter 2020 BRAVO ZULU News Magazine
Plus 2019 Review*





Table of Contents Q-1, 2020

Staff and Contributors

Editors: Bravo Zulu 2020 Q-1

FSO Public Affairs – *Roger Bazeley PA1*
FSO Publications – *Roger Bazeley*

Creative Staff: Design, Layout

Roger Bazeley PA-ADSO
Photographer, Design and Layout
Andrew Niquette Article Layout/Contributor

Advisory Staff Officers:

Julie Vincenzini, 2020 FC
Jane Smith PA-1, DSO-PA D11N
Gail Giacomini District ADSO-PA

Article Contributors Q-1:

Roger Bazeley, AUX PA-1
Bill Burns, Immediate Past Flotilla Commander
Gail Giacomini ADSO-Deputy District PA
Vivian Matuk CA Boating – Dockwalkers
Past National Commodore Richard Washburn
Michael Morales, Park Ranger – Point Bonita
District Eleven Public Affairs
Philip J. Heijmans and Glen Carey-Bloomberg
Andrew Niquette AUXPA3, COVID-19

Photography Contributors Q-1:

National Park Service photo archives
USCG Photo and Historic Archives USCGC
Roger Bazeley AUX PA-1, D11N Photographer
Mikiko Bazeley, Point Bonita Flotilla 2018 COW
USN Photo Archives

COVER: Bravo Zulu 2019 Q-3 USCG Air Station San Francisco – 2019 Interagency Day AUXAIR Bell H-3 Dragonfly crew and AUXCOM - Photo: Roger Bazeley

Articles + Content

FYI: Point Bonita Flotilla/ Lighthouse History

About the Auxiliary and Auxiliary Programs

COVID-19 Information Fact Sheet

Flotilla Point Bonito Supports Air Station SF

USCGC STRATTON: 6 Month Deployment

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

USCG Sector SF Master Chief Retirement Command Master Chief Christensen Sector SF

USCG Chef Joins Auxiliary and AUXFS

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

MEMBER TRAINING - Paddle-Craft Safety

Coast Guard to kicks 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
Lost USCG Link to the Apollo Mission**

Remembering Our Maritime Services and Veterans

Hi-Flight Poem

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.



COVID-19 FAQ



OFFICIAL USCG INFORMATION ON NOVEL CORONAVIRUS



PREPARED BY ANDREW NIQUETTE FOR USE IN THE U.S. COAST GUARD AUXILIARY'S NAVIGATOR EXPRESS



Q: I may have been exposed to someone with COVID-19. What should I do?

Your first step is to assess the risk. Call the TRICARE nurse hotline or your health insurance beneficiary hotline for support. They'll help you assess the risk, including duration of contact and exposure to body fluids.



Q: I'm experiencing flu-like symptoms. What should I do?

The most common symptoms of COVID-19 are coughing, fever and shortness of breath. If you are experiencing any of these symptoms, notify your command, call – do NOT visit – your primary care manager, the nearest CG clinic or emergency room, and follow your doctor's directions. Remain in your home or quarters while recovering. If you are experiencing a medical emergency, call 911.



Q: Should I change my upcoming official travel within the United States?

Official travel to U.S. locations experiencing sustained community transmission of COVID-19 should only be performed if it is mission-essential, time-sensitive work that cannot be handled via distance or remote means. Commands should consult cognizant state, local, tribal, and territorial public health authorities to determine if sustained community transmission is occurring. Commanders should also consult with their cognizant USCG clinic senior medical executive for guidance on official travel.



Q: Should I change my upcoming personal travel within the United States?

All Military Personnel, including Reservists on Orders: Leave travel within the U.S., including territories, experiencing sustained community transmission is prohibited, including leave that was previously approved. Consult the cognizant state, local, tribal, and territorial public health authorities to determine if sustained community transmission is occurring. In extenuating circumstances, members may request a waiver from their chain of command.

Civilian Personnel, Dependents and Auxiliarists: Leave travel within the U.S. including territories, experiencing sustained community transmission is highly discouraged.



Q: What happens if the Coast Guard closes my worksite?

If you are telework ready, you would be expected to telework. In some situations, you may be granted excused absence if a USCG facility is closed due to a contingency or pandemic event. However, USCG does not anticipate the need for widespread use of excused absences, which would be regarded as a last resort. USCG will follow the Office of Personnel Management (OPM) guidance on the use of excused absence (e.g. administrative leave, weather and safety leave) in pandemic situations.

For the full FAQ, please visit:

<https://www.uscg.mil/Coronavirus/FAQ/>



The Centers For Disease Control and Prevention (CDC) provides helpful guidance at:

<https://www.cdc.gov/coronavirus/2019-ncov/faq.html#protect>

USCGC STRATTON VMSL 752 Returns from 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

Auxiliary AUXFS Assist USCG Sector SF Master Chief Christensen Retirement

Roger Bazeley AUXPA1 Photography



Captain Wright Deputy Sector SF Commander, Port Captain – Sector Logo

Coast Guard Sector San Francisco personnel held a retirement ceremony on Yerba Buena Island, as Capt. Wright, Sector Deputy Commander reads orders to Master Chief Christensen, prior to retiring.



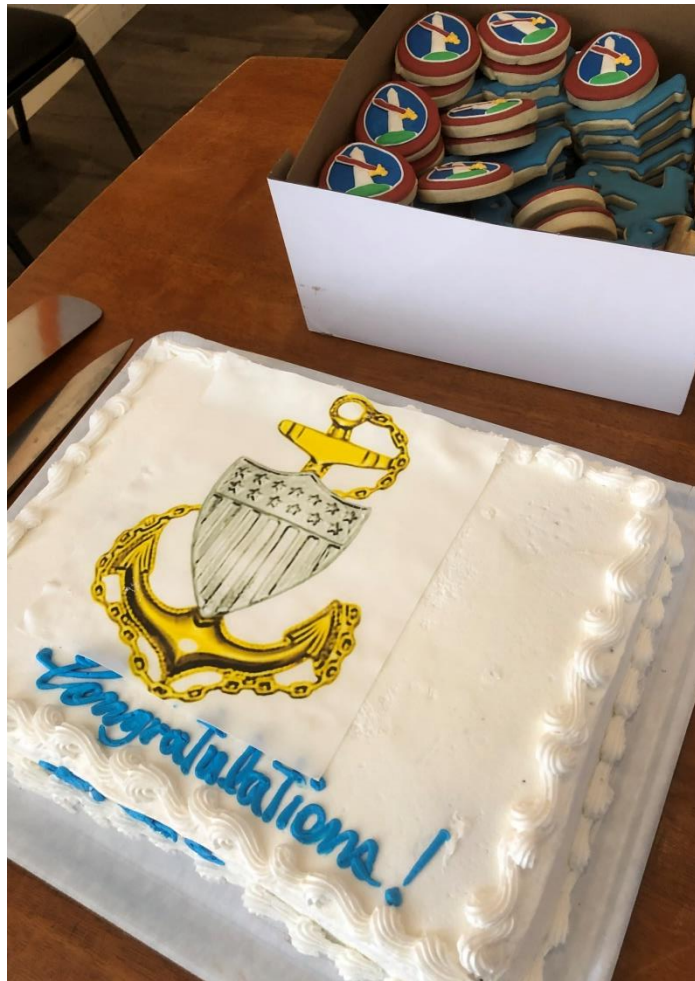
Left: Master Chief receiving AOR Map from Command Right: Captain Wright presents MC spouse honor.

Master Chief Christensen Retirement



1.) Retirement Ceremony, 2.) Auxiliariist and USCG Piper McFerin playin Seper Pratus, 3.) Master Chief's Family being honored, 4.) Sector Comand Master Chief, 5.) Master Chief being thanked by command member, 6.) Sector SF Deputy Comdr. Captain Wright and Master Chief Christensen at sector parade field.

Master Chief Christensen Retirement



1.) Sector Deputy Commander Captain Wright, 2.) Bay Bridge Tower in Fog, 3.) AUXFS Logo, 4.) AUXFS John Foley, Linda Haines, and Tommy Holtzman on serving line, 5.) Master Chief's Retirement cake made by AUXFS Linda Haines, and cookies

Former Coastie Joins AUXFS



"My name is Konstantin Yevstratenko, and I was born in Kazakhstan. I grew up in San Diego, and I enlisted in the U.S. Coast Guard after high school to avoid going to college, but after 4 years as an USCG culinary specialist, I ended up in college after all; with the GI Bill financing my bachelors in electronics and computers. I'm also back as part of Team Coast Guard, by serving as a member of the USCG Auxiliary, and as an AUXFS specialist to keep my mind from drowning in school work. While food service is my specialty, I also plan to dive into the aviation area with the Auxiliary AUXAIR program." - K. Yevstratenko



All Photos: Roger Bazeley AUXPA1

USCG Aviation History Archives photo, 1941.

FROM THE ARCHIVES



USCG AIR STATION SAN FRANCISCO

USCG Aviation History Project, contributed by Roger Bazeley.

1941: Coast Guard Air Station San Francisco establishment.

Coast Guard Aviation expanded significantly during a nine-year period which saw the construction of nine aviation patrol stations along the coastlines of the United States. The Construction of the Coast Guard Air Station San Francisco was the last of this group. The station was constructed during 1940 on a 20.5 acre piece of property adjacent to San Francisco Airport, known as Mills Field.

The air station was formally dedicated on February 15, 1941, LT George H. Bowerman commanding. The facility was designed to operate seaplanes and also had access to the runways at Mills Field for landplane operations. The initial aircraft complement was a PBV-5 Catalina and two RD-4 Dolphins. The primary mission was the saving of life and property in the maritime environment.



1. First USCG armed aircraft. 2. USCG early 1937 sea plane. 3. Martin M3 Flying Boat. 4. PB 1G Flying Fortress.



In addition to PBV-5A Catalina the PB2Y Coronado flying boat had been flown out of San Francisco in the last years of World War II. In 1945 Boeing PB-1G flying fortresses were assigned and then replaced by P4Y-2G Privateers. In 1947 the first helicopter, a HO3S-1 Dragonfly arrived and was followed by the HO-4S. The HU-16 Albatross, known to many as the "Goat," arrived in the 1950s and was supplemented by R5Ds until the C130s came on the scene. The HH-52 amphibious helicopter came on board in 1963. In 1978, due to space limitations and an increase in operational requirements, all fixed-wing aircraft were moved to the newly constructed Coast Guard Air Station Sacramento. San Francisco became a helicopter only air station. The HH-52As were replaced by HH-3F Pelicans which were in turn replaced by HH-60 J- Hawks. A restructuring within Coast Guard Aviation lead to the replacement of the HH-60s by the HH-65C in June of 1996. The HH65C are equipped for airborne use of force.

While the airframes evolved, the primary mission of Air Station San Francisco remained unchanged for six decades – maritime search and rescue along 300 miles of coastline from Point Conception to Fort Bragg. In addition to SAR, Air Station San Francisco expanded its missions to include maritime law enforcement, environmental, aids to navigation, and logistics. In 2003, the USCG became part of the Department of Homeland Security, further expanding the Air Station's role in protecting America's shores and its citizens. This includes airborne use of force missions.

1941: Coast Guard acquires consolidated PBV-5/-5A/-6A aircraft.



USCG PBV-5A on the ramp with airborne droppable life boat attached. Photo by USCG.

The Consolidated PBV Catalina was created in response to the U.S. Navy's request to replace the Consolidated P2Y and the Martin P3M. The XP3Y, designed by Isaac Laddon, distinguished itself clearly from its precursors by its monoplane configuration. First flown in 1935, it was an all-metal flying boat with internal wing bracing which greatly reduced drag. The wing tip floats retracted upward into the wing tip adding to the aerodynamics of the wing. Performance was modest but it was a sturdy, reliable aircraft, ideally suited for long patrols over the oceans. The US Navy had given the prototype the designation P3Y, but then changed it to PBV because of the Catalina's ability to carry four 1000 pound bombs under the wing. PB meant "patrol bomber", and Y was the manufacturer letter assigned to Consolidated.



The fuselage was wider than it was high, an unusual feature for a flying boat, and inside there was only one deck. In the nose, there was a position for a gunner / bombardier. Behind him was the cockpit for the two pilots, and immediately aft of the cockpit there was a cabin for the navigator and the radio operator. Behind them was the flight engineer, whose workplace extended into the wing pylon. Aft of the wing there was a cabin with bunks; finally, there were two waist gun positions covered, in most versions, with large blisters. The PBY was one of the first US aircraft to carry radar.

The first PBY obtained by the Coast Guard, V189, was purchased from the Navy in the spring of 1941. It was specially outfitted at Air Station San Francisco with a nine-lens-camera for mapping coastal regions around the country. While the arrangement worked well in the lower 48, after two mapping trips to Alaska the camera was transferred to a newer PBY-5A (PBY BuNo 08055), an amphibian, making it more versatile in the extreme environment of Alaska. The detachment operated out of NAS Kodiak.

In December of 1943 the Navy established its' first Air Sea Rescue Squadron at Air Station San Diego. An all Coast Guard unit, it led to the Coast Guards heavy involvement in Air-Sea Rescue. Starting in 1944 the Coast Guard had the Search and Rescue responsibility for the Continental Sea Frontiers. PBY-5A Catalina the PB2Y Coronado flying boat had been flown out of San Francisco in the last years of World War II. By the end of 1944 there were 114 PBY-5A/6As in Coast Guard service. The following fixed wing from those early years are represented by photographs of the USCG PBY-5A/6A Catalina on display at the Sacramento Aerospace Museum next to USCG Air Station Sacramento



Last version of the USCG PBY Catalina on display at Sacramento Aerospace Museum. Photo by Roger Bazeley.

In November of 1951, the Coast Guard acquired the first of seven HO4S-1s modified for search and rescue purposes. The Modification was designated HO4S-2G. These helicopters were powered by a 550 horsepower Pratt & Whitney R-1340 engines. In January of 1952 the first of 23 HO4S-3G helicopters, powered by the 700hp Wright R-1300 engine, was delivered to the Coast Guard. All were fitted with a rescue hoist and in 1954 the Coast Guard designed rescue basket became standard equipment. An additional eight HRS-3s were obtained from the Navy and modified for Coast Guard use. The HO4S-3G was the first helicopter to be equipped for night operations and instrument flight.



The HO4S helicopter - November of 1951, the Coast Guard acquired the first of seven HO4S-1s modified for search and rescue. Photo by USCG Aviation History Project.



The HO4S helicopters extended the Coast Guard's rescue capabilities far beyond what was imagined 20 years prior. Although underpowered by today's standards it was the first operational helicopter capable of carrying multiple survivors in a cabin and carry heavy loads. It had a rescue hoist capable of lifting 400 pounds and could fly at a normal forward speed of 80 knots with a range of 350 nautical miles.

It proved, beyond all doubt, the capabilities and value of the helicopter for Coast Guard operations. They performed numerous rescues during the next decade, some best described as miraculous, within parameters never before achieved. The helicopter became the primary asset for the saving of life.

Operation Tug-Bird, an Air Station San Francisco historic story.

In August of 1957, Headquarters authorized the Coast Guard Air Station St. Petersburg to conduct Operation Tug-Bird with a HO4S helicopter to determine the practicability of towing disabled vessels. The project helicopter successfully towed various craft ranging in size from the Air Station's 18 footer to the 794 ton buoy tender Juniper. At no times did the tows require more than 3000 pounds line pull under test conditions. Tow speeds averaged 12 knots. Headquarters directed that each air station should have at least one HO4S helicopter permanently equipped for towing. This HO4S had a reinforced tail plate with a stainless steel line attached on the rear of the helicopter by U-bolt equipped with an explosive device. The helicopter could tow a disabled vessel away from the rocks to deep water and lay the tow line over the bow of a Coast Guard cutter or patrol boat. When the vessel's crew had the line, the explosive bolt was fired and the line dropped on the forecandle.

The following is a narrative of a towing mission of San Francisco HO4S CGNR 1309: A towline was put aboard the 36 foot fishing vessel Pirate II that had lost an engine and was going on the rocks. The helicopter commenced towing in a position less than 50 yards from Seal Rocks. At first it appeared that little progress was being made. The wind at this time was 22 -28 knots and the tow was directly into seas of 10 to 15 feet. With towing tension surging as high as 3100 pounds the helicopter gradually succeeded in towing the Pirate II out of danger to a point one half mile off shore where the tow was turned over to a Coast Guard patrol boat CG-82328. The mission was a complete success. (Reference: The Coast Guard Aviation Society)



A new era in search and rescue helicopters for the USCG Sikorsky HH-52A Seaguard.



A 1963 Sikorsky HH-52A “Seaguard” parked on USS Intrepid flight deck NYC (99 were ordered by the USCG). Photo by Roger Bazeley.

This is the helicopter that truly made rotary-wing aviation the backbone of Coast Guard aviation. The HH-52A’s versatility and reliability were legendary—as was its ability to work with the cutters of the Coast Guard’s fleet including its icebreakers. During 26 years of service the HH-52, with over 15,000 lives saved in its twenty-six years of service, has the honor of having rescued more persons than any other helicopter in the world. It had an enormous impact on Coast Guard aviation.



A HH-52A landing on the USCGC DECISIVE. Photo by Coast Guard Aviation History.



Today's operations: current search and rescue (SAR) missions.



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.

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



Dolphin MH-65-D Helicopter on tarmac with AUXPA.
Photo by Roger Bazeley.



FLOTILLA POINT BONITA SUPPORTS AIR STATION SAN FRANCISCO

MH-65C — MH-65A/B upgraded with new 934 shp (696 kW) Arriel 2C2-CG engines that provide 40% more power and higher performance, plus an upgraded tail gearbox, long-nose avionics compartment, increased 9,480 lbs. (4,300 kg) MTOW, expanded lateral flight envelope and Vehicle and Engine Multifunction Display (VEMD) with First Limit Indicator (FLI). First retrofit completed in October 2004. MH-65C — Initially intended only for use by the Multi-Mission Cutter Helicopter (MCH), a further enhancement of the HH-65C within the USCG's Deepwater effort, includes the installation of a 10-blade low-noise Fenestron, relocated avionics, and an airborne use of force package (in common with that of the modernized HH-60T) which provides the capability to fire warning and disabling shots from the air.



USCG Auxiliaries who attended included flotilla members Roger Bazeley, Derek Lam, Bill Burns, Neil Nevesky, Charlton, Charles Johnston, Robin Stewart, Cynthia Dragon, Diana Serchia, Bart Rugo, Stan Teng, Gerald Norton, Julie Vincenzini and family, Joel Hammer, Simone Adair, Charles Warren, and Air Station San Francisco Dolphin 65C Pilots





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



A MOMENT WITH



BILL BURNS



AVIATOR ✎ JET JOCK ✎ AUXAIR TRAINEE



Auxiliarist William Burns, FC - Point Bonita, CA D11N (2017-18) is an invaluable and amazing multi-tasking flotilla mentor and leader with decades of aviation experience. Bill is a veteran of the U.S. Air Force and flew jets in the late 1950's. He participates in many areas of marine safety from vessel exams to recreational boating safety. Bill has contributed thousands of hours supporting and mentoring our flotilla members. He is an incredible resource of USCG information and a hands-on Flotilla member.



Q: What drew you to aviation and your path to the joining the USAF and AUXAIR?

A: My very first flying lesson was taken on June 21, 1951 when I was just 15 years old. My first solo flight was in a Cessna 120 on Nov 2, 1951, Felts Field in Spokane, Washington. A few months later, I was to take my first of several take offs and landings with an aircraft fitted with skis for snow covered runways. I had to wait until I was 17 before I could take my flight test to get my private pilot's license. I actually learned to fly before I learned how to drive a car.

Q: Please expand upon your young years taking flying lessons and plane types?

A: I was able to pay for flying lessons by working as a "gas boy" for VanderVert's Flying School at Felts Field. In addition to refueling airplanes, I had to learn how to prop them (start them up by hand rotating the propeller). It was scary process at first, but after having propped hundreds airplanes, I finally got used to it, where I could swing the prop of airplane as easy as tying my shoe.

One of the best parts about this job was that they had me train to be able to start up, and taxi aircraft from the fuel pump to parking and tie down areas. Starting as a 15-year old kid, and for the next several years, I got the chance to start up, taxi to park and tie-down places of just about any kind of Piper, any kind of Cessna up to and including the big 300 hp Cessna 195's, Norden Norsmen, Howards, Navions, Beechcraft, Globe Swift's, Trojans, Aircoupes, Luscombs, Ryan PT-19, PT-26, Stinsons, and best of all, one day, as 16-year old after gassing up, the opportunity to taxi an old WWII Curtess P-40 War Hawk to be moved to a park and tie-down area.

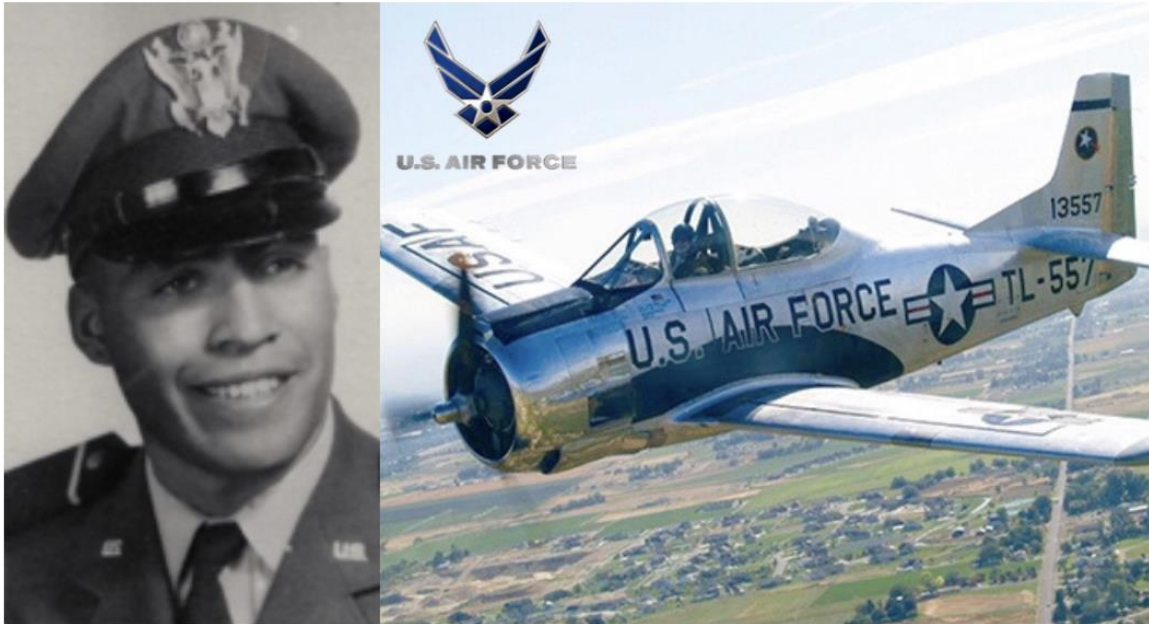
Q: How did you apply your high school life experiences to your decision to join the USAF?

A: After leaving high school in 1954, I wound up taking the special USAF pilot training program that was open to high school graduates who could pass a special week-long test given by the Air Force to open up pilot training to any who could pass their test on a high school education alone. I passed!



Bill Burns, F-94 pilot, at Laughlin AFB, Del Rio, Texas for T-33 Jet Training. Photo by Bill Burns.





Left: Bill Burns, 1954/55 Lackland Air Base. Right: T-28A in flight. Photo by USAF History Museum.

Q: Could you elaborate on your USAF aviation training?

A: I went to Lackland AFB for the “Tiger Program” basic pre-flight 90-day endurance orientation an initial elimination phase for the USAF pilot training program. After getting through Pre Flight, I was sent to Stallings Air Base in North Carolina where for 6 months I learned to fly North American T-28A’s. After the T-28 phase of training, I was sent to Laughlin AFB, Del Rio, Texas for Jet Training in the T-33. Here is where the flying really started to become serious. Here is where we flew in groups, to develop close (very close) formation flying, “rat racing,” and acrobatics with some mock dog fights. It was not without danger. There a few fatal accidents that occurred during my T-28 training and my T-33 jet training.

Q: Could you describe the decision on not making a career out of the USAF?

A: Normally there is a 5-year minimum in the Air Force after pilot training, but because I was flying jets with only a high school education where there was normally a 2-year minimum education requirement, I was able to get an early release for the purpose of getting 2 to 4 years college, and by keeping “militarily fresh” by also taking ROTC in college or getting in an Air Force Reserve unit, I would be able to return to the Air Force a pilot with a better career potential in the Air Force. So, I took advantage of it.



Q: Describe the other USAF jets you flew or checked out on.

A: I flew the F-100 pictured to the right mid-flight. (Photo by USAF)



Q: Could you tell me how you incorporated your USAF flying and aviation experiences and training into your educational career at UC Berkeley?

A: Jumping a few years later, I wound up getting into UC Berkeley. At Berkeley, I took a number of courses that dealt with Environmental Protection, Environmental Design, Conservation of Natural Resources, and some special Remote Sensing courses with Professor Robert N. Colwell with Cal's Space Science Laboratory. I also joined the UC Flying Club and the Civil Air Patrol. It was at CAL where I was able to take a number of Remote Sensing courses that involved the use of special cameras, U-2 Imagery, and satellite imagery. It was during this phase of my involvement with this course discipline where we were given an assignment to write a grant proposal. I did one that was based on using special techniques for an airborne surveillance instrument for locating oil spills and other petrochemical pollution of the aquatic environment. After I handed the paper in, I was surprised that my professor, R.N. Colwell, encouraged me to go ahead and actually submit my proposal to NASA at Ames.

NASA at that time was involved in a program to research and develop new oil spill surveillance equipment applications that could be used aboard U.S. Coast Guard patrol aircraft as the means to locate and identify oil and other petrochemical pollution events in the waters under U S Coast protection. John Arveson from NASA brought idea to the attention of the Coast Guard to request funding for the development and field testing of a device that was later to be called by the Coast Guard "LAOSS" the Light Aircraft Oil Surveillance System.



Left: Burns climbing into F-94 jet. Right: Bill Burns on tarmac reading T-33 flight map.





Beech T-34A aircraft with Bill Burns as pilot and photographer rear seat area, Oakland, CA.

Q: What was your experience with the Civil Air Patrol and accomplishments?

A: For one, we needed a way to communicate between our headquarters at Fort Mason, and the aircraft in flight. Also we needed a way to communicate between headquarters and the boats. We also needed a way for planes and boats to talk to each other, as well as communicate with headquarters. The Auxiliary currently has the advantage of having USCG Sector SF becoming the radio guardian, and requires that all Auxiliary facility aircraft have to have marine band radios installed.

Q: What was your experience with the Oceanic Society's aircraft and the USCG?

A: The Oceanic Society's aircraft did not have any marine band radios, nor did we have the advantage of the US Coast Guard's communications network through sector. So, how did we deal with this problem? Simple. I went to the FCC in San Francisco, and requested they give us a license to operate a "Unicom" radio (like the kind they have at uncontrolled airports). They refused, at first, but I get their manual out and showed the title where Unicom radio licenses can also be given out to forest fire monitoring stations, and conservation organizations in the business of protecting the environment. I claimed that since the Oceanic Society was a nonprofit conservation organization, we should be given a license, and it was approved! We installed the radio and antenna at our Fort Mason location. We also had a marine band radio installed at the office. This way, we were able to relay communications between any or boat on the water, or any of our aircraft in the sky. The O.S. Conservation Air Patrol consisted of over 80 pilots and observers and a collection of roughly 20 aircraft. This group was in operation from about 1974 to about 1980.



Q: What were your other Civil Air Patrol accomplishments and leadership roles?

A: As Air Patrol Director, it was part of my job to find funded work our aircraft could do. I was able to get an Air Patrol contract with a number of environmental regulatory agencies such as flying aerial recon and photography missions for the Regional Water Quality Control Board who paid us to check out dairy farms that were polluting water with cow manure runoff.



Bill Burns holding a Light Airborne Oil Surveillance System test unit. Photo by Bill Burns.

We were able to check on and photograph 150 dairy farms and furnish evidence that led to a number of these farms being fined for water pollution. We also did work for and received letters of accommodation from the Air Pollution District, the US Army Corps of Engineers, the San Francisco Bay Area Conservation and Development Commission, the California Coastal Zone Commission, the Sierra Club, and Friends of the Earth.

The Oceanic Society went through some major changes and involved into a different organization where the Conservation Patrols were left out of the equation. It was disbanded in the early 1980s. After the Conservation Air Patrol's demise, I joined the Civil Air Patrol, checked out in the Beech T-34 and became a qualified SAR pilot. I flew a number SAR missions for CAP including one where I had to search for a Cessna 182 that belonged to the UC Berkeley Flying Club that crashed in the Sierras with two fatalities. This was especially harrowing for me since the crashed airplane that we were searching for was a Cessna 182 that I had also flown and logged several hours in.



Left: North American T-33 "Starfighter" with canopy open . Right: T-33 cockpit. Photos by USAF.



Q: How did you get involved with the USCG Auxiliary and decide to join?

A: It was a few years after 9/11 when I was contacted by a friend to join the Coast Guard Auxiliary. One of the Auxiliary programs included environmental protection, and where there were boats and airplanes involved in operations and environmental and marine safety missions. I joined the Auxiliary in 2008. Since that time, I have earned the AUXOP, the Trident, and the Recreational Safe Boating Device.

One of my main objectives was to get into flying status with the Auxiliary Air group. But, all pilots in the Auxiliary have to go through an Observer Training Program. I passed all the written tests for both Observer and Pilot (where I scored a perfect score of 100%). I also went through the ground school training.

Q: What is your current AUXAIR training status and future Auxiliary goals?

A: After getting the clearance to go and do my AUXAIR 10 hours of familiarity flight, I was only able to get in about 5 hours when I was informed by the Auxiliary Observers who were doing the training, that I had failed to pass their evaluation because, as they said, I was not able to do well enough in the navigation class, and that I "did not have situation awareness." So I was dropped from the AUXAIR program, a real disappointment for a former USAF "Jet Jock" and experienced civilian Air Patrol SAR pilot.

I had a hard time dealing with this situation considering my extensive USAF military flight training hours in jets, as well as the flying hours I did for the Conservation Air Patrol, and flying numerous successful SAR missions with the Civil Air Patrol, as a qualified Search Pilot. I also, currently hold a FAA Commercial Pilot's license with an Instrument Rating. I also earned my private pilot's license in 1951. So qualifying and maintaining AUXAIR qualifications as an Auxiliary Pilot, Co-Pilot or Air Crew member becomes more challenging as many Auxiliarists develop non-qualifying health issues or just age out.

The great thing about the Auxiliary with so many diverse programs one can apply the skill sets to many other areas such as being an instructor, mentor, or using learned skills and qualification for Marine Safety and Environmental specialties. "But, I am still trying to qualify as a Coast Guard Auxiliary Observer.

It has been a great ride and overall experience being in the USCG Auxiliary. I continue my journey in aviation and relish my years in "high-flight-flying" USAF jets.



Air Station SF Change-of-Command

Capt. Thomas Cooper replaced Capt. Kent Everingham as the commanding officer

By Roger Bazeley

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



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

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

Air Station SF Change-of-command continued:



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

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

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



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

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 Hanger – 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

*I am an Auxiliary Food Specialist
and a member of*

**TEAM
COAST
GUARD**



USCGC Robert Ward (New Sentinel Class) Commissioned

Roger Bazeley, Contributor/Editor

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



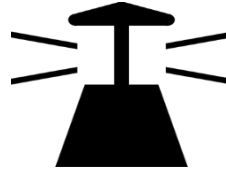
USCGC Robert Ward WPC 1130 Berthed at Sector SF and Dressed for Commissiong 3/2/2019
Photos: Roger Bazeley



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

***NEW monthly flotilla member awards, recognition and events calendar!**

The Point Bonita
Point Bonita Flotilla 17 D11N, CA



FLASH

May-December 2019-March 2020

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, Certificates and activities during January-February 2020 (Photos-Roger Bazeley AUXPAI)



(1-4) Certificates and Swearing into office, (6-9) Golden Gate Station: Risk Management Course (10-11) Rugby Match Event-Treasure Island , (12) Sector SF Master Chief Christensen's Retirement Ceremony



Flotilla Point Bonita, Division One Auxiliary Members Support Treasure Rugby Match with Public Affairs and Recruitment Tent and Displays



Auxiliary Volunteers left to right: Gail Giacomini, Renee Thomas, FC Julie Vincenzini, Robin Smith, and William Burns



Army Recruiters Vehicle & Tent; Teams' Line up for the National Anthem with USCG Auxiliary and Army



Flotilla Point Bonita, Division One Auxiliary Members Support Treasure Rugby Match with Public Affairs and Recruitment Tent and Displays



Auxiliary Tent and Display manned by Auxiliary: Bill Burns, Julie Vincenzini, Gail Giacomini, Rene Thomas, Robin Smith. Photos: Roger Bazeley AUXPAI

VOLUNTEER JOB - COMMUNITY OUTREACH

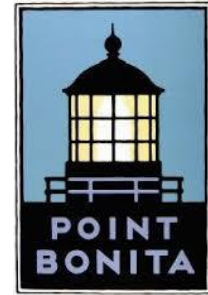
Point Bonita Lighthouse Interpretive Volunteer

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



South Beach Marina. Photo of Kayak Inspection with COMO Dale Fajardo (Left) and Sue Fry, Marine Safety expert (right).

MEMBER TRAINING: PADDLE CRAFT EXAMINERS

Article & photos by Roger Bazeley

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 Roger Bazeley is developing educational articles and program marketing to target these concerns with fellow Auxiliarists in recreational boating and marine safety in District Eleven North, including Bill Burns, past Flotilla Commander and Flotilla Staff Officer of Marine Safety, Sue Fry - Marine Safety Specialist, Commodore Dale Fajardo, Mike Lauro - District Staff Officer of Vessel Examination, Doug J. Manifold - District Staff Officer of Public Affairs, and others.

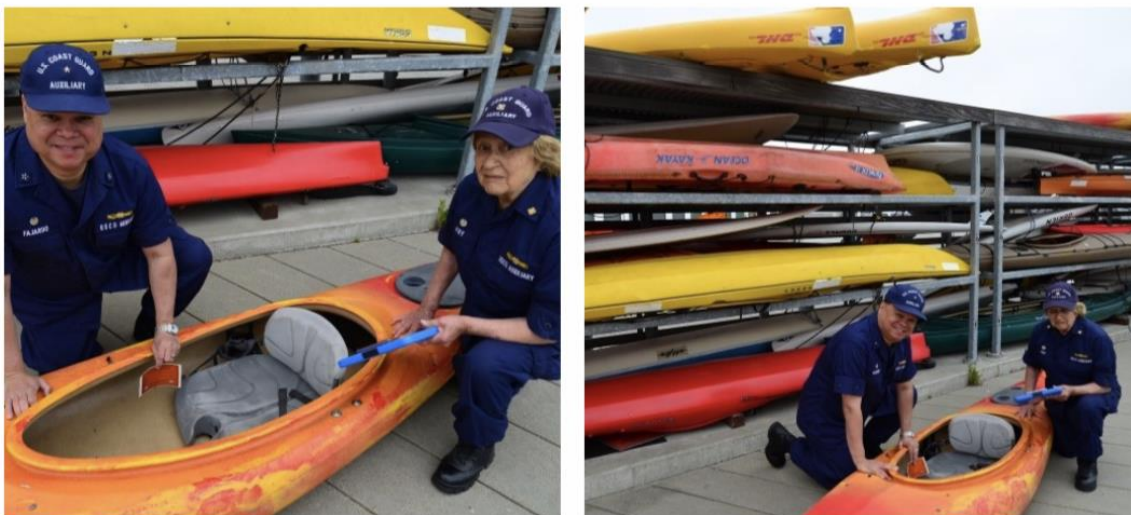
As a part of the Paddle-Craft National RBS Program, the mission is "to minimize loss of life, personal injury, property damage, and the environmental impact associated with the use of recreational boats including paddle-craft, through preventative means, in order to maximize the safe use and enjoyment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

A program of the National Safe Boating Council



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 U.S. 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.

The paddle sports community has become an important constituency for the Auxiliary's 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. 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 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

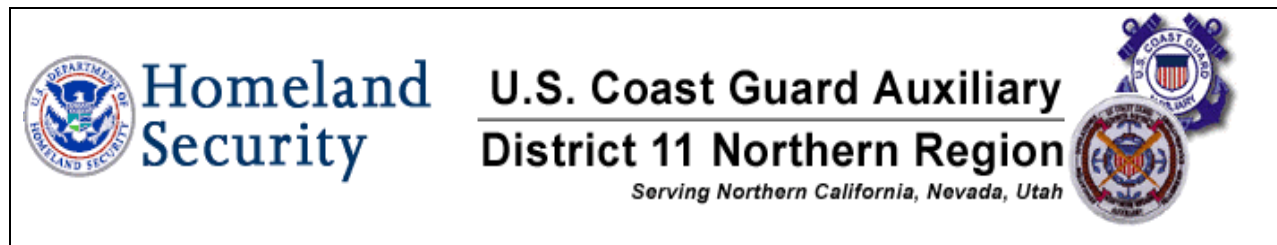
- [101 Surf Sports](#)—San Rafael, Redwood City; a full service water sports sporting goods shop specializing in SUP, prone paddle boarding, windsurfing, kiteboarding, surfing, and kayaking; offers a full range of lessons, gear rentals, board repair, kayak storage, SUP storage, boat storage, and guided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

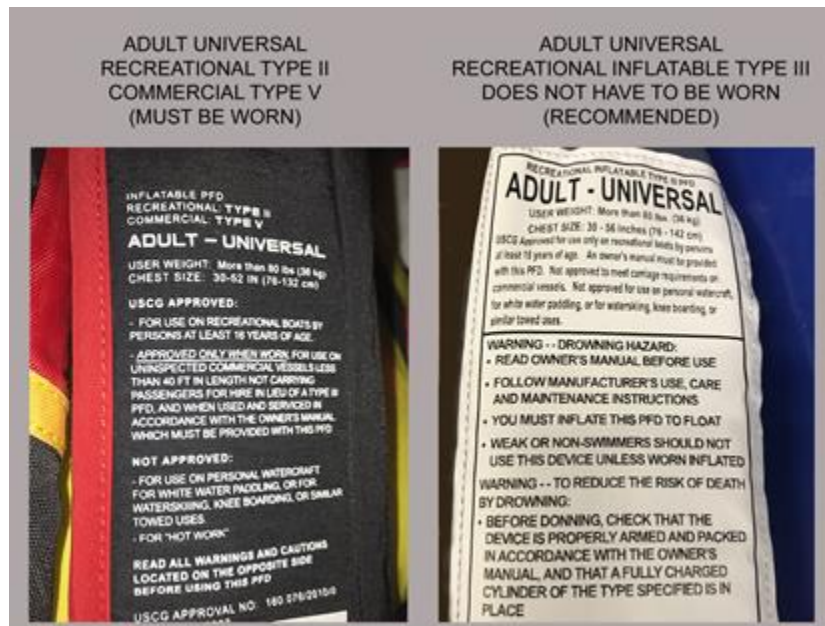
Inflatable PFD devices are classified into various types based on the environment in which they are designed to perform and their intended use. The design of the PFD is tested on its characteristics of buoyancy and in the water performance. For example, the Type I will be effective for all waters, especially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

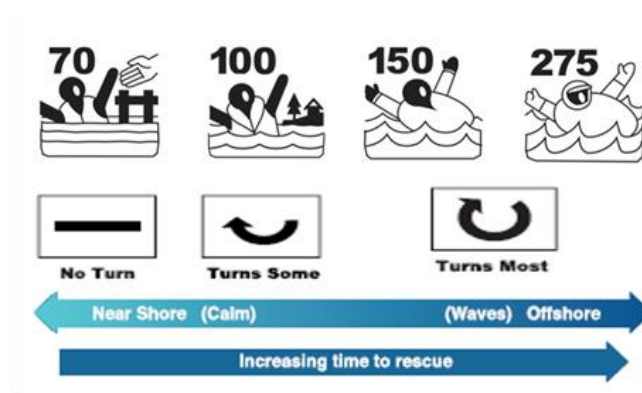
Vessel examiners should know the performance level for each type inflatable PFD as well as the advantages and disadvantages. The booklet "THINK SAFE" and the inflatable owner's manual provided with every PFD are excellent reference materials. Each person buying an inflatable should evaluate their needs 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 PA1 USCGAUX

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



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



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

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

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



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

Coastie the Safety Tug Boat

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

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

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

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



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



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

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



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

USCGC PIKE Change of Command Ceremony

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

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



Photos: Roger Bazeley PA1 USCGAUX

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

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

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

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

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

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

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

USCGC PIKE Change of Command Ceremony

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



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



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

USCGC PIKE Change of Command Ceremony

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



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



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

COMMERCIAL FISHING VESSELS

By Roger Bazeley



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

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

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

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





Night unloading crab on Pier 45 in San Francisco.

BRINGING THE CATCH HOME SAFELEY

ARTICLE & PHOTOS BY ROGER BAZELEY

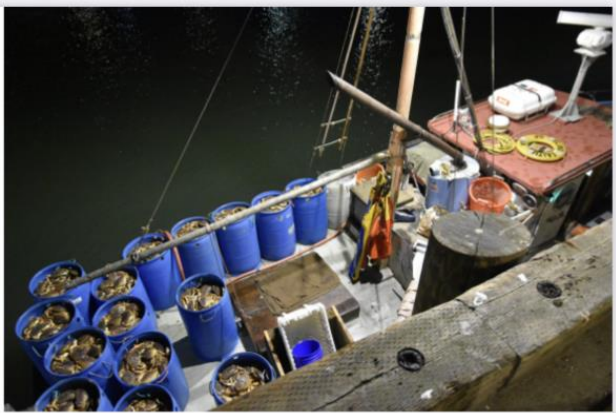
These are the hard working crews of the fishing vessels that bring home the catch of Dungeness crab for off-loading, processing, packing and shipping. In spending numerous seasons photographing the commercial vessels and their crews, one becomes impressed of how hard these crews work to bring in fresh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



Night unloading onto Crab Pier.

Workers standing in hold full of Dungeness crab.





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

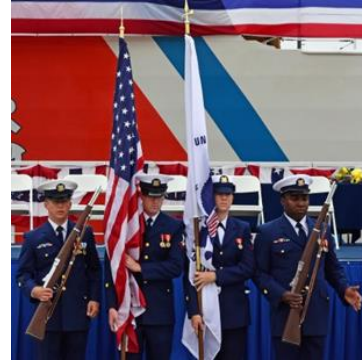
BRAVO ZULU 2019-2020 Editor, FSO-PA/PB and NAVEX-BC Roger Bazeley AUX PA-1

USCG's 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 PA1



JULY 16th 1969 6:32 AM GMT-7

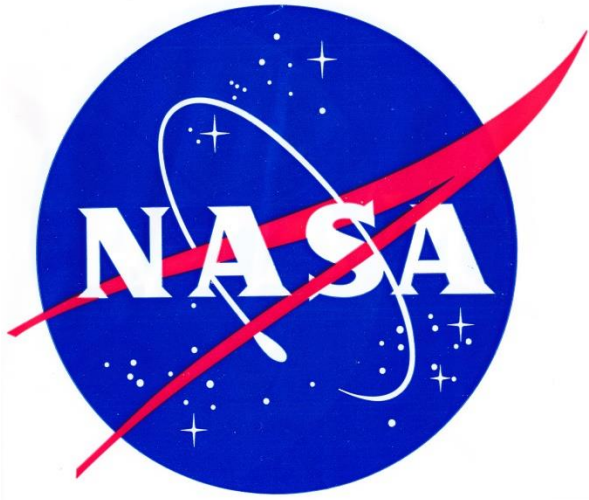
NASA Apollo 11 lands on the Moon



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

USCGC SOUTHWIND, The USCG Icebreaker that received an Apollo BP-capsule from the Soviet Union at Murmansk. Photo by U.S. Coast Guard Archives.



LOST USCG LINK TO THE APOLLO MISSION

From the Photo/Diary of Michael Stronski, a SOUTHWIND crew member and Mike Malone, researcher. Documentary Editor: Roger Bazeley.

The Soviet Union had recovered an Apollo capsule BP-1227 in 1969 and returned it to the Americans a year later in the extraordinary Cold War visit to Murmansk by the United States Coast Guard Cutter SOUTHWIND, an icebreaker. Recently Michael Stronski, a Southwind crew member, has provided additional extraordinary photographs of the event.

The USCGC SOUTHWIND was originally commissioned as a U.S. 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, the cutter's 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.

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 mission spacecraft in the case of an emergency abort or return to earth. The capsule disappeared at sea. 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.



Apollo BP-1227 is lifted from the pier at Murmansk onto the CGC SOUTHWIND, September 8, 1970. Photo by Mike Malone.





Left: CGC SOUTHWIND after Lend Lease Return Paint Scheme. Right: updated Newer Northwind Class USCG Ice Breaker. Photos by USCG Photo Archives.

In June - November 1970, the CGC 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 CGC SOUTHWIND reached 83 degrees 01 min North on 15 August 1970. Only 419 miles from the pole, this was the northernmost point reached by a U.S. 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".

“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 CGC SOUTHWIND became locked in the ice. A polar bear, whom the crew affectionately named “Rodney”, ambled by the crew, ambled up to the icebreaker. The crew fed him pizza, Cornish game hens, and finally lasagna.

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 CGC SOUTHWIND came to a stop.

CGC 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 U.S. military vessel since World War II. This photograph shows Deputy Commander of the Soviet Northern Fleet, Rear Admiral Garkusha and his staff boarding the CGC 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 CGC 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 CGC SOUTHWIND after its departure from Murmansk and later tour of the Kara Sea. (REF: USCGC SOUTHWIND Crew member; Michael Stronski).



BP-1227 Handover, the picture that started it all. Nandor Schuminsky 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 by Nandor Schuminsky.



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.

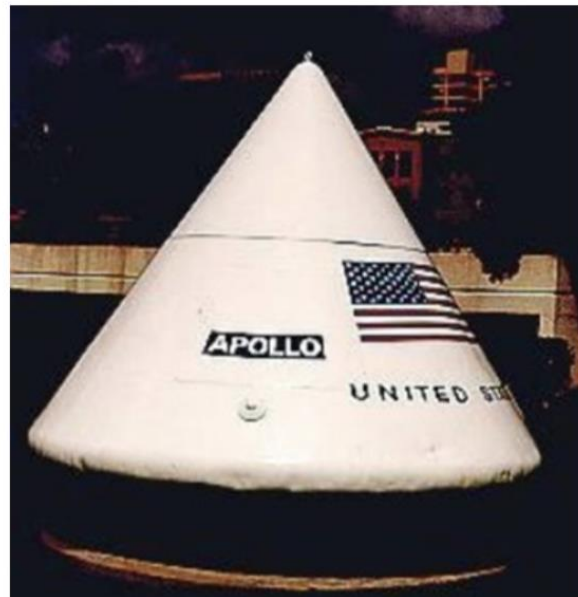
Following the completion of the Apollo program, BP-1227 was returned to NASA and then handed over to the National Air and Space Museum. It was finally loaned for one hundred years to the city of Grand Rapids, Michigan, to serve as a US bicentennial time capsule. It is currently on display in Grand Rapids,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

Currently, 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..."



Apollo BP-1227 is lifted from the pier at Murmansk onto the CGC SOUTHWIND, September 8, 1970. From the ship's cruise book. Photo by Mike Malone.



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



**LOST USCG LINK
TO THE APOLLO MISSION**
CONTINUED

The USCG Icebreaker that received an Apollo BP capsule from the Soviet Union at Murmansk, 1971. Photo by U.S. Coast Guard Archives.



THE SHIP'S HISTORY

The USCGC 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", CGC 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 and one bow propellers that were driven electrically by two electric motors that were driven by six Westinghouse DC (Discharging Current) generators that were powered by six Fairbanks-Morse 10-cylinder, 2-cycle opposed piston diesel engines. 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, CGC SOUTHWIND was designed for work in the ice.

CGC 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 II 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.

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 CGC SOUTHWIND 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, USCGC 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 home port 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, CGC SOUTHWIND was home ported at the 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. Southwind's base of operations home port remained in Milwaukee until shortly before decommissioning on 31 May 1974 in Baltimore, Maryland. After decommissioning, CGC 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 1960's 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's, the Russians invited the Americans to recover their capsule. On September 8th, 1970 the CGC SOUTHWIND made a stop in Murmansk to recover BP-1227. This was the first visit to a Soviet port by a U.S. 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)





Photo by Petty Officer 2nd Class Steven Strohmaier

Nation's only heavy icebreaker departs for Antarctic military operation

SEATTLE — The crew aboard the U.S. Coast Guard Cutter Polar Star (WAGB 10) departed Tuesday, November 26th, 2019 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 and U.S. Navy, working through an integrated program office, awarded VT Halter Marine Inc., a fixed price incentive contract in April for the detail design and construction of the Coast Guard’s lead polar security cutter, including options for the construction of two additional PSCs.

“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



Photo By Gail Giacomini, AUX Public Affairs DIIN.



**WE REMEMBER OUR DEDICATED
AUXILIARISTS WHO ARE GONE,
BUT NEVER FORGOTTEN.**

ETERNAL FATHER STRONG TO SAVE

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

USCG/AUXILIARY ADAPTATION: ROGER BAZELEY





REMEMBERING

OUR USCG AUXILIARISTS WHO HAVE PASSED OVER THE BAR.

PHOTOS: USCG AUXILIARY D11N
DISTRICT COLOR GUARD PRESENTING
COLORS AT MEMORIAL. PROVIDED BY
USCG AUXILIARY PUBLIC AFFAIRS.





POINT REYES SURFMEN HONORED ON MEMORIAL DAY

By Roger Bazeley

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

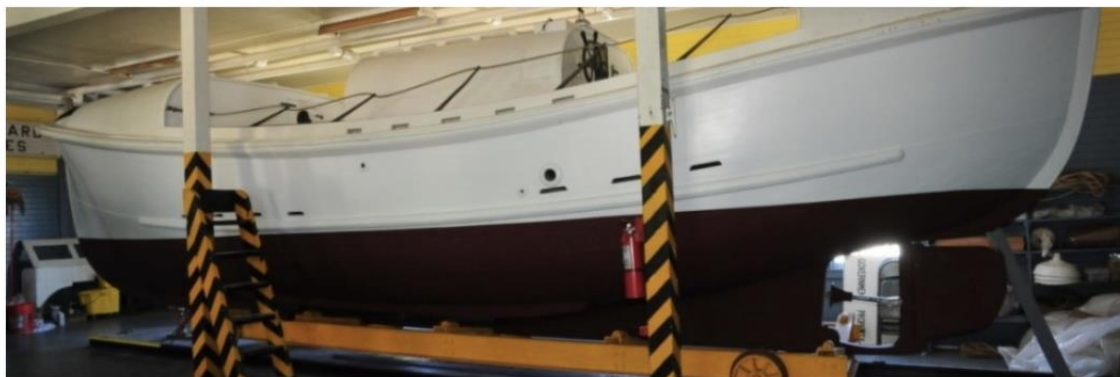
The U.S. Life-Saving Service — the precursor to today's Coast Guard — in Marin dates back to the late 19th century where in 1927 operations were relocated from the Great Beach to a new station built at Chimney Rock, where the water is calmer. Longer, heavier motorized lifeboats were launched from there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



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



Dedicated site of the memorials of the five surfmen of Chimney Rock who lost their lives saving others along the Marin Coast.



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



Exterior shot of the station. Longer, heavier motorized lifeboats were launched from here via exterior rails by four-person crews.

Photos by Roger Bazeley.



U.S. COAST GUARD AUXILIARY CHAPLAIN SUPPORT PROGRAM

PROVIDED BY LIEUTENANT ERIK NEIDER, USCG D11 CHAPLAIN

The U.S.C.G. Auxiliary Chaplain Support program (ACS) expands religious ministry capacity and capability to better meet the needs of Coast Guard members and other authorized personnel. ACS Chaplains work under the direction of supervisory Coast Guard Chaplains, who, given manpower and geographic limitations, may be prevented or delayed in the timely response to religious ministry requirements. The ACS program is a crucial step in closing this shortfall and providing the best religious ministry support possible for Coast Guard members and their families.

In 2019, ACS Chaplains traveled over 59,000 miles providing nearly 12,000 hours of operational religious ministry support to the Coast Guard in the form of funerals, memorial services, burials at sea, unit training, crisis response, weddings, baptisms and other religious rites, ceremonial support for retirements and changes of command, hospital visits, pastoral counseling, and unit visits ashore and at sea. This is in addition to 15,000 hours of "stand-by" support. There are currently 33 approved ACS Chaplains supporting the Coast Guard. This is expected to increase to 50 in 2020.

Eligibility requirements for the ACS correspond to the requirements for DOD military chaplains in terms of education, experience, and ecclesiastical endorsement. Affiliation with the USCG Auxiliary is required.

FOR MORE INFORMATION, PLEASE CONTACT THE
OFFICE OF THE CHAPLAIN OF THE COAST GUARD AT:
AUXCLERGYUPPORT@USCG.MIL



High Flight

Pilot Officer John G. Magee, Jr.

Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds—and done a hundred things
You have not dreamed of—wheeled and soared and swung
High in the sunlit silence. Hov'ring there
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.

Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark, not even eagle flew—
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space
Put out my hand and touched the face of God.

