

NORTHWIND

U.S. Coast Guard Auxiliary District 11 North, Quarterly Magazine, 4th Quarter, October-December 2023



YERBA BUENA ISLAND, Calif. — USCGC Tern (WPB-87343) and USCGC Pike (WPB-87365) at their assigned USCG Sector San Francisco's berthing positions. USCGAUX archive photo taken on 10.6.2016 PM, by Roger Bazeley AUXPA1

Q4
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Cover Photo: Yerba Buena, Calif. – USCGC Tern (WPB-87343) and USCGC Pike (WPB-87365) at their assigned USCG Sector San Francisco’s berthing positions. USCGAUX archive photo taken on 10.6.2016 PM, by Roger Bazeley AUXPA1

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WANTED ASAP – NORTHWIND requires articles of 450-1,200 words with quality 3 MB-10 MB captioned photographs for Q-1 NORTHWIND issue by March 15, 2024. Please mail articles in 12-point copy with separate photo JPEG files and Word AP style captions that note the event or activity, who, where, when, and with complete author and photographer credit, flotilla number, and related qualification, FC, AUXPA1, etc. Please contact Roger Bazeley at Roger.Bazeley@comcast.net for publishing inquiries and mailing articles and photos.



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AUXILIARY PROGRAMS

The USCG Auxiliary has a wide variety of programs in which members may participate and making a real difference by serving, supporting, and augmenting the USCG and Auxiliary; as part of America's 'TEAM COAST GUARD'.



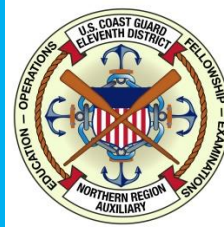
Below are some of our special programs:

- **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 AUXPA1 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 to reduce 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 current boating safety information for boaters including Vessel Safety Checks and Public Education boating courses
- **OPERATIONS PROGRAM (AUXOP)** The AUXOP is an advanced training program for acquiring the advanced skills needed to assist in critical Coast Guard Operational Missions. On successful completion of qualifications the Auxiliarist may wear the prestigious AUXOP insignia.
- **CULINARY ASSISTANCE (CA)** Auxiliarists' augment and support active duty food service in galleys, aboard cutters and during special events.
- **AVIATION PROGRAM (AUXAIR)** Search and Rescue (SAR) Patrol Missions as a USCG Auxiliary qualified Pilot, Co-Pilot or Air Observer in AUXAIR Facility.
- **RECRUITING PROGRAMS:**
 - Coast Guard Recruiting Support Program (CGRSP)** Auxiliarists may qualify and assigned to duty as military recruiters to support USCG's recruiting program. This includes qualification as a military recruiter, proctoring recruiting examinations, and administrative assistance to recruiting offices and for screening applicants for the USCG Academy. Other Academic and Academy admissions recruitment support programs are the **CG Academy Partners Program (APP)** in which CG alumni and qualified Auxiliarists help to recruit and screen CG Academy applicants. The **Academic University Program (AUP)** Is designed to offer college students the opportunity to participate in the U.S. Coast Guard Auxiliary AUP the Auxiliary's official program for integration with higher-level educational institutions.
 - **AUGMENTING for the USCG** There are many diverse areas available in augmenting the USCG from Marine-Safety, aboard cutter deployment for Auxiliary Interpreters and the AUXCA program to Public Affairs. Augmenting assignments are coordinated by your Auxiliary Sector Coordinator (ASC) or Auxiliary Unit Coordinator (AUC) to determine relevant qualifications.



Commodore's Corner

Commodore Curtis S. Han



Greetings, shipmates,

I cannot believe how fast this year has gone by. It seemed not too long ago when we completed all the elections, attended changes of watch, and planned for the 2023 term. We are back at these again, and now for 2024. First, I want to thank ALL the members, the professional volunteers of District Eleven Northern Region, for your relentless and selfless work this year. The D11N senior leadership team is very proud of all your contributions and accomplishments in 2023. We could not be prouder.

Looking at this year's D11N activities in AUXDATA II (AD2) reports, I was amazed at how much we have all accomplished this year. Although we had a 12.5 percent decline in membership during 2020-2022, the overall activities remained relatively the same. Our active members continued to serve, participate, and be involved in activities and missions virtually and/or in person safely. Commodore Dean McFarren, during his tenure, had the arduous task of carrying us through the pandemic period and out of it. Most active members remained dedicated and continued volunteering their valuable time. Since the beginning of this year, we have noticed an overall increase in the majority of the mission-oriented activities throughout our District. Approximately 108,000 hours were logged as of 30NOV, and we expect to see a large influx of logged hours as members complete the AUXDATA II entries for the year. After the completion of the year, I will provide you with an up-to-date report. Thank you very much for your outstanding work.

The table below shows the comparison of some of the mission categories for 2022 verses 2023:

Mission Category	2022	2023
Operations	7,801	7,202
Public Affairs	4,749	5,593
Public Education	854	980
Marine Safety	1,872	1,504
Vessel Exams	2,323	2,540
Program Visits	2,194	2,525
CG Ops/Admin Support (RFF)	12,760	13,916

Commodore's Corner

It is my honor and pleasure to introduce you to the 2024 District Bridge Members:

- District Commodore – Curtis Han
- District Chief of Staff – James Losi
- Immediate Past DCO – Dean McFarren
- District Captain – Prevention – Dale Fajardo
- District Captain – Response – Michael Brown
- District Captain – Support – William Hale

Our next Past Commanders Association (PCA) training fair will be held on January 20-21, 2024, at Coast Guard Island, Alameda. In addition, the second session of the Elected Officers Training (EOT) will also be held in person. We highly encourage all of you to attend the upcoming training weekend. The PCA training and planning teams have created new classes and presentations.

If you are traveling this holiday season, please be safe and enjoy your time with family, friends, and loved ones.

The members of the District Eleven Northern Region Executive Committee (EXCOM) and I would like to thank you and wish you the very best for the upcoming new year and we look forward to working with you again in 2024.

We value everyone's dedication and commitment to the Auxiliary and our District. We, the senior officers, proudly serve beside you.

Thank you for all you do.
Semper Paratus.

Commodore Curtis S. Han

District Commodore, D11N



Coast Guard Auxiliary Memorial: Preparation

USCG and Coast Guard Auxiliary honor Auxiliarists who have crossed the bar at the District Eleven North Memorial, on Coast Guard Island, Alameda Calif.



CROSSING THE BAR

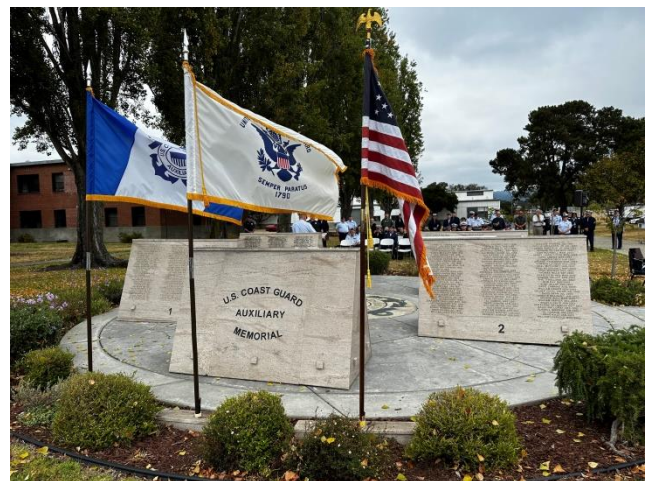
*Sunset and evening star,
And one clear call for me!
And may there be no moaning
Of the bar
When I put out to sea.*

*But such a tide
As moving seems asleep,
Too full for sound or foam,
When that which drew from out
The boundless deep
Turns again home.*

*Twilight and evening bell,
And after that the dark!
And may there be no sadness
Of farewell when I embark.*

*For though from out our bourne
Of time and place
The flood may bear me far,
I hope to see my pilot face to face
When I have crossed the bar...*

Alfred Tennyson



ALAMEDA, Calif. Coast Guard Island- Left: USCG volunteer team led by USCG Chief Syreeta R. Broomfield CPO work on memorial maintenance preceding the September 16, 2023 memorial service. U.S. Coast Guard Auxiliary photos by Roger Bazeley AUXPA1

Coast Guard Auxiliary: Memorial Thoughts

MEMORIAL THOUGHTS: *By DCOS Jim Losi*

Members' names that passed in 2022 are now on the memorial panel #6. See "After" picture below.

The process of placing the names on the memorial is a rather tedious one as each letter has to be physically touched and pressed upon to make sure they adhere properly. It was something of a mindless exercise.

While I was working away on those many letters, many active duty members passed by. I knew some, and somewhere new friends all asking what I was doing. Many of them had passed by the Aux Memorial hundreds of times and never took notice. So I explained to them its meaning, its importance, and its symbolism to the District 11 membership. I also shared with them that having such a memorial on CGI is that much more important to us. As the morning went on and I was trying not to mess up all those letters, many of active duty members pitched in to help completely uninvited. I was completely surprised by their kindness, at least eight or nine spent more than 15 minutes each helping me press these letters onto the memorial.

Our memorial is a very special place. I think it's a living example of one of the important factors of being a member of the Auxiliary is. The memorial is not about having one's name on a block of granite. The memorial is about how we value our members by investing a great deal of time, financial and human resources and executing and maintaining the memorial.

Proud to be a part of it.



Left: unfinished memorial panel #6 with burnishing cover sheet.



Right: Finished memorial panel #6 ready for service viewing.

Coast Guard Auxiliary Memorial Service 2023

Program

The Dawning of the Day

Aux Piper COMO Dean McFarren

Opening - Master of Ceremony

Jim Losi, DCOS

Flag Posting

Lead by COMO Tracy Schultz

Star Spangled Banner

Sung by Alvin Cura

Invocation

PCA President Mike Thompson

Poem *The Ship of Life* by John T. Baker

Read by Curtis Han, DCO

Moment of Silence

Read by Randy McCormick, DCAPT

Reading of recently departed

COMO Dale Fajardo, DCAPT

Placement of Roses on Memorial with Slow Salute *District 11*

North Color Guard

Chuck Cobery, DCAPT

TAPS

Aux Trumpeter Roger Bazeley

Amazing Grace

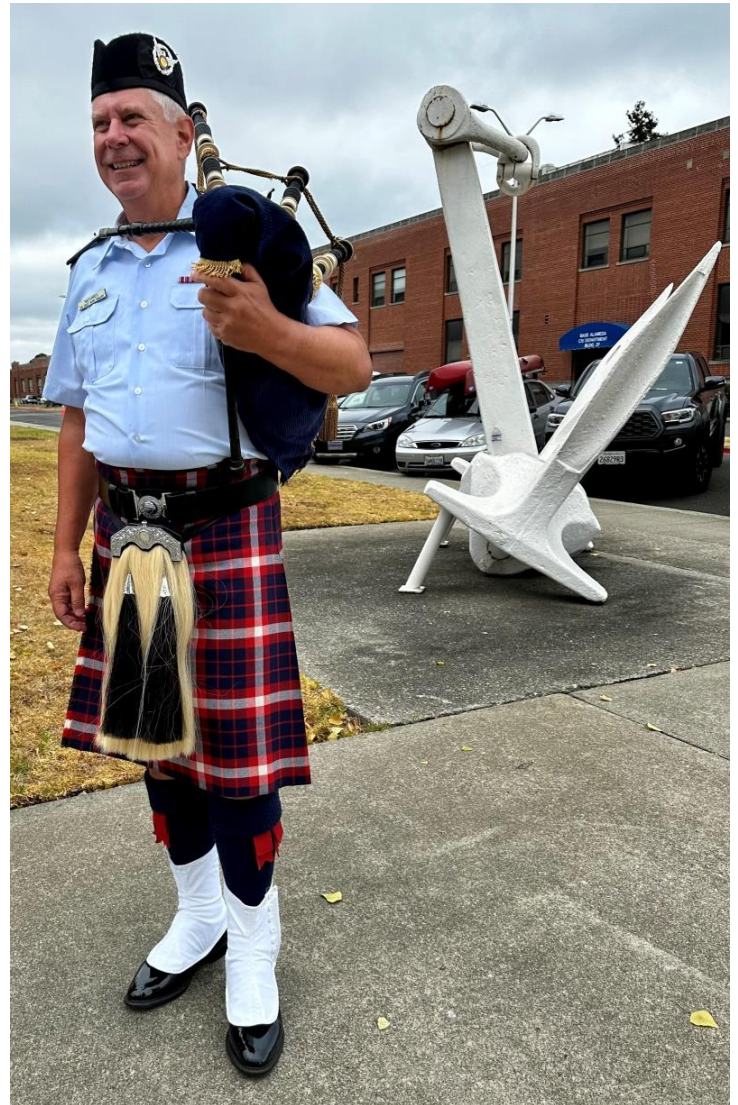
Aux Piper COMO Dean McFarren

Conclusion of Ceremony

Jim Losi, DCOS

Semper Paratus

Aux Piper COMO Dean McFarren



ALAMEDA, Calif. Coast Guard Island--USCG volunteer team included *DCOS Jim Losi, Aux Piper COMO Dean McFarren, and COMO Tracy Schultz, PCA President Mike Thompson, COMO Curtis Han, DCO, Randy McCormick DCAPT, COMO Dale Fajardo DCAPT, Nancy Marion, Chuck Cobery DCAPT and Aux Trumpeter Roger Bazeley* Photos by Roger Bazeley AUXPA1

Coast Guard Auxiliary Memorial Service 2023



Auxiliary Memorial with placement of flowers by the Auxiliary Color Guard after which TAPS is played, and followed by a fly over by USCG Air Station San Francisco's Dolphin MH 65.

Pilot in Command: LCDR John J. Briggs.
Co-Pilot: LTJG Thomas Smith, and Flight Mechanic: AMT2 Jacob Johnson



Jim Losi, DCOS, COMO Dale Fajardo, PCA President Mike Thompson and Nancy Marion tolling bell for those that Crossed-the-Bar.



Michael Brown and Chuck Cobery DCAPT Placing Flowers, Roger Bazeley playing TAPS, and AUX Piper COMO Dean McFarren playing *The Dawning of the Day*, *Amazing Grace*, and *Semper Paratus* Bottom six photos by Tony & Ann Zocchi

Past Commanders Association - Training
September 16, 2023 District 11NR Board Meeting



(L-R) Randy McCormick DCAPT; Chuck Cobery, DCAPT; COMO Dale Farajdo, DCAP; COMO Tiney Singler, DNACO-P; CDR Christina Jones USCG, DIRAUX-D11; COMO Curtis Han, DCO; and Jim Losi, DCOS –All Photos: Roger Bazeley AUXPA1



(L-R) COMO Tiney Singler, DNACO-P; CDR Christina Jones USCG, DIRAUX-D11; COMO Curtis Han, DCO; and Jim Losi, DCOS



District 11NR Board Meeting



COMO Curtis Han congratulates District Staff Officers.



Board Meeting of the whole at the PCA training fair.



DIRAUX Commander Christina Jones congratulates DSOs.



Elected DCAPT receiving shoulder boards



Right: COMO Tiney Singler, DNACO-P, CDR Christina Jones USCG, DIRAUX-D11, COMO Curtis Han



September 16, 2023 District 11NR Instruction



I am an Auxiliary
Public Affairs Specialist,
"Team Coast Guard"



Join Us! The U.S. Coast Guard Auxiliary
America's Volunteer Life Savers



Roger Bazeley AUXPA1, DSO-PB and Jane Smith AUXPA1, DSO-PA instructors for an "Impact PA Photojournalism" class and an "Introduction to Public Affairs" class at the September 2023 PCA Fair held at Coast Guard Island, Alameda, CA
Center: Public Affairs recruitment poster and photo of Auxiliarist Hickey by Roger Bazeley AUXPA1.

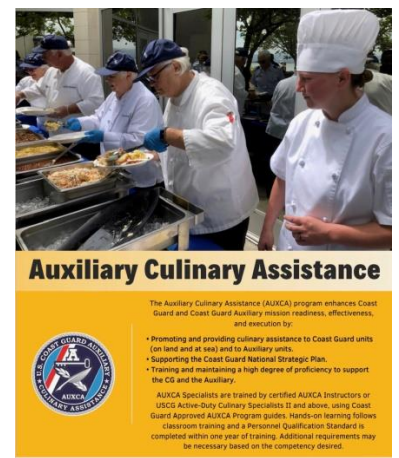


COMO Curtis Han, DCO with COMO Tiney Singler DNACO-P, visiting the Public Affairs Class



COMO Curtis Han, DCO recognizes PCA Culinary Specialists Nancy Holtzman, Linda Haynes, John-Michael Zimmerle and Darcy Kauer, for their exceptional service in food preparation for the PCA event. All Photos by Roger Bazeley AUXPA1

Auxiliary Culinary Assistance Team Serves-up Tri-Tip





“Creating Hope through Action”

...Many of us who have known or heard of someone who died by suicide, ask how we... could have recognized the [signs and need for early intervention] to prevent the tragedy. According to a national study, this feeling may be amplified by the knowledge that in 2020, more than 12 million American adults had serious thoughts of suicide, including three million who made a suicide plan and more than one million people who attempted suicide. So, how do you recognize the signs of suicide risk?

Warning Signs for Suicide

- Painful feelings of depression, guilt, or shame
- Feelings of hopelessness, despair, or inability to escape an unbearable problem
- Intense feelings of anxiety or feeling overwhelmed
- Preoccupation with death, feelings of worthlessness, or being a burden to others
- Preparing for death, such as preparing a will or getting other affairs in order, giving away possessions, acquiring lethal means to harm oneself (e.g., buying a firearm, stockpiling pills or medications, internet searches for ways to die)
- A significant change in behavior, including withdrawal from friends/family, inability to function, and decreased self-care.

Additional Risk Factors

- Increased drinking or substance use
- A history of previous suicidal behavior or attempts
- A history of diagnosed depression, PTSD, alcohol use disorder, or other mental health condition
- Social factors: relationship loss, social isolation, being bullied

Action Step: Engaging Someone You Suspect Might Be at Risk for Suicide

While some of the above may sound familiar or make intuitive sense, the warning signs are not specific to suicide – that is, many of the attributes listed above are common to others going through some of life's most challenging difficulties and don't point specifically to suicide. To move from a place of concern and uncertainty to meaningful support, one must take the next step of caring engagement [and extend a hand].

Talking About Suicide

Approaching someone in distress can evoke competing responses within us. On the one hand, we may be inclined to construe someone's distress as a private matter and feel compelled to respect their privacy; on the other hand, we may be moved to offer comfort and support. Go with the latter. It's okay to acknowledge within yourself that there may be feelings of discomfort and even feelings of inadequacy in talking with someone who is hurting. Trust yourself to say something meaningful. Here are some things to keep in mind as you take this step:

- Express your availability with your full attention and willingness to listen and understand.
- Actively listen to what the other person is saying and validate the person's feelings in your response to convey understanding and empathy.
- A caring conversation can reduce the sense of isolation and increase their sense of hope.
- Asking or talking about suicide will not plant the idea in someone's head and raise the risk of suicide. It is more important to be direct about suicidal thoughts, plans, and behaviors.
- Convey that they are not alone and that help is available; offer confident assurance that millions of others have been helped by mental health, medical, and other support resources.



Recent Development: Suicide and Crisis Lifeline

Several weeks ago, the previously known Suicide Prevention Lifeline, now branded the Suicide and Crisis Lifeline, was launched. The multi-digit toll-free number was simplified to 988, and its capabilities and capacity were expanded to be more responsive via phone, text, or chat to provide emotional support to persons in crisis. That's right – the Lifeline network, available 24/7 across the United States, provides confidential assistance to someone distressed and not necessarily thinking about suicide. This federally funded support resource reflects the federal government's commitment to addressing the mental health crisis in America. Find out more at Lifeline (988 lifeline.org) ¹



The Coast Guard is stepping up its efforts to support the workforce by using early intervention tools and resources to discourage people from thinking self-harm, is an option. Already underway for May as Mental Health Awareness Month, the Suicide Prevention and Behavioral Health Program has provided the workforce with various resources, which include a suicide prevention toolkit, an app resource, a video message from Rear Adm. Dana Thomas, and the program is scheduled to host a Wellness Wednesday discussion on the topic May 18, and many other efforts.

“The bigger push of the enterprise is to move toward a more preventative approach versus a more reactive stance to suicide prevention,” said LaMar Henderson, the Coast Guard’s Suicide Prevention and Behavioral Health Program manager. “It’s not really about catching a member before they self-harm, but it’s really about providing intervention services before challenges become overwhelming or feel insurmountable.”

The Suicide Prevention Stand-Down [Toolkit](#), which you can find on the Suicide Prevention Program [webpage](#), is designed to assist commands to engage in conversations with their units about stress management and the importance of mental health to maintain optimal readiness. Part of the toolkit includes a guide that details ways to recognize unhealthy behaviors and how to support someone with stress management, as well as talking points on stress, self-care, and avoiding self-harm. [It’s a useful website for USCGAUX members, too.]

The Coast Guard is offering new suicide prevention workshops to build a new cadre of trainers. Civilians and military members are eligible and encouraged to apply. For more information on Suicide Prevention T4T, please click here or see the Suicide Prevention for Trainers [ALCOAST 269/22](#).²

¹ **Theme:** <https://www.who.int/campaigns/world-suicide-prevention-day/2023>

² [MyCG.uscg.suicide-prevention-awareness-month-identifying-people-who-are-at-risk-for-suici/](#) Department of Homeland Security (DHS) Connect, September 13, 2022.

³ Early intervention is the best prevention of suicide—the main message for Mental Health Awareness Month by Keisha Reynolds, MyCG Writer / Published May 13, 2022.
[Article edited for conciseness by TSZ editor, Gail Giacomini, AUXPA3].



OPEX and OPTREX

The Gold Standards of Operational Readiness

By David Larkin, DVC-RS

The terms OPEX (Operations Exercise) and OPTREX (Operational Training Exercise) are often used interchangeably. The two evolutions are at the core of surface operations training and readiness but differ in their fundamental purpose.

An OPEX is used to evaluate and refresh the task skills of members already qualified. By contrast, an OPTREX develops new skills for members to gain a new qualification. In the Coast Guard Auxiliary, these two events are frequently combined into one larger operation where qualified members are drilled, and the new members are trained to obtain the knowledge and motor skills to become qualified.



SAN FRANCISCO BAY — D11NR, Div.1 USCGAUX members from USCGAUX Auxiliary OPFAC *Intrepid* practice tossing a messenger line to USCGAUX OPFAC *Silver Charm* during a July 2023 OPEX coordinated by Nancy Marion, FL 14, FSO-OP, and District 1 SO-OP. USCGAUX photo taken by Tiffany Townsend, SO- PB, FL 12.

Qualified and experienced members already have the basic skills and will... gain expertise by [continually practicing the skills...already taught to them. Fostering two skills - problem-solving and adaptability becomes crucial when underway. Examples might be a sudden SAR event in the middle of anchoring, a simulated engine failure while towing, etc. Working through unanticipated problems improves teamwork and increases the members' confidence in their ability to meet evolving mission requirements in dynamic situations. And, of course, including active duty/reserve partners into the OPEX or OPTREX plans helps strengthen the 'Team Coast Guard' concept.

Source: Reprint from July 2019 Volume 3 Responder Newsletter of the USCGAUX National Response Directorate. [Article edited for conciseness by TSZ editor, Gail Giacomini, AUXPA3].

OPEX and OPTREX

The Gold Standards of Operational Readiness

Division 1 photos continued...



YERBA BUENA ISLAND, Calif.
— left to right: USCGAUX facilities: OPFAC *Silver Charm*, OPFAC *Servant*, and OPFAC CV6845 at the USCG Station San Francisco docks.
USCGAUX Photo by COMO Mary Kirkwood, FSO-PE FL 14.



Division 1 OPEX

YBI Sector San Francisco, Station San Francisco docks, Coxswain and boat crew of Auxiliary OPFAC CB6845.
USCGAUX photos by COMO Mary Kirkwood, FSO-PE, FL14





OPEX and OPTREX

The Gold Standards of Operational Readiness
Division 1 photos continued...



SAN FRANCISCO BAY –
Left: USCG Auxiliary OPFAC
Silver Charm's boat crew. USCG
Auxiliary photo by COMO Mary
Kirkwood.

Below: USCGAUX OPFAC
Servant's coxswain and boat
crew participate in pre-Division 1
OPEX briefing and risk
assessment. USCG Auxiliary
photo by COMO Mary Kirkwood.



OPEX and OPTREX

The Gold Standards of Operational Readiness

Division 1 photos continued...



SAN FRANCISCO BAY — Flotilla 14's Alex Bennett and Kenneth Louis aboard USCGAUX OPFAC *Silver Charm's* deck during D11NR, Division 1's July OPEX's boat crew task practice event. USCG Auxiliary Photo taken by COMO Mary Kirkwood. [Article Source: Reprint from July 2019 Volume 3 Responder Newsletter of the USCGAUX National Response Directorate.](#) [Article edited for conciseness by TSZ editor Gail Giacomini, AUXPA3].

USCG Lifeboat Station Point Reyes' Five Surfmén honored annually on Memorial Day

By Roger Bazeley, AUXPA1

The Memorial Day event was hosted and attended by USCG Lifeboat Station, Bodega Bay CA to honor the sacrifice of five surfmen who served to protect America's coast as a part of the United States Life-Saving Service. Visitors were invited to join by the National Park Service, Ranger Carlo Arreglo, and the United States Coast Guard on May 27, 2019 for services at the Historic Life-Saving Service Cemetery that contains the graves of five surfmen, located at G Ranch Point Reyes National Park. Roger Bazeley AUXPA1 U.S. Coast Guard Auxiliary attended and played Taps at the end of the service. The Life-boat crews for 76 years of operation, saved over 240 lives while participating in an estimated 100 rescues in the cold Pacific Ocean waters.



Right: Historic Life-Saving Service Cemetery at G Ranch - Left: USCG Station Bodega Bay service attendees with Senior Chief J. Wolf reading the history of the lost Surfmén - Photos: Roger Bazeley AUXPA1

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

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

Sources: [Point Reyes National Park](#), [U.S. Coast Guard History Program \(2019\)](#)

USCG Life Boat Station Point Reyes' Five Surfmén honored annually on Memorial Day



Motor Lifeboat 36542 restored and on display inside the Chimney Rock boathouse, Photo by Roger Bazeley

But bigger boats and modern equipment did not eliminate the danger for surfmen. On Thanksgiving eve, 1960, Coast Guard surf men Anthony Holmes and Hugh McClements used Motor Lifeboat 36542 to help secure a disabled fishing boat in distress in Bodega Bay. They then radioed their return time to the Life Boat Station, and headed back.

But they were never heard from again.

The next morning, a search crew found the boat had run aground on Point Reyes' Great Beach. Its motor was still running and its propellers were turning, but the surfmen were nowhere to be found. An air, sea and land search failed to turn up the missing men.

The best explanation was that a large wave capsized the boat off the point, throwing the two men into the water. The self-righting lifeboat came up, engine running, and continued on, leaving the crew behind in the seas

Motor Lifeboat 36542 operated from Chimney Rock until 1963, when operations were moved to Bodega Bay. The boat operated there until it was decommissioned in 1976. The park service acquired it in the early 1980s and used it off and on through the 1990s, before it was left inside the Chimney Rock boathouse until 2013.

[Sources: Point Reyes National Park, U.S. Coast Guard History Program \(2019\)](#)

USCG Life Boat Station Point Reyes' Five Surfmén honored annually on Memorial Day



Motor Lifeboat 36542 is on display inside the Chimney Rock boathouse. Longer, heavier motorized lifeboats were launched via exterior rails by four-person crews



Point Reyes' Great Beach – Photos by Roger Bazeley AUXPA1

USCG Lifeboat Station Point Reyes' Five Surfmén honored annually on Memorial Day



USCG Station Golden Gate's self-righting 47' Motorized Life Boat; (MLB), the current replacement series for the old Motor Lifeboat 36542 on display inside the Chimney Rock boathouse, Bottom: Point Reyes' Light House — Photos: Roger Bazeley AUXPA1



Naval Sea Cadets contribute to the U.S. Coast Guard joint OPEX.

By: Ensign Sara Jackson, Michael Bowser, and Ryan Roush

SALT LAKE CITY, UT — On Saturday, August 13, 2023, the United States Naval Sea Cadet Battleship Utah BB-31 and Jake Garn Squadron attended the U.S. Coast Guard Auxiliary Joint Training OPEX at Jordanelle Reservoir. The joint exercise allowed the two volunteer agencies to engage in education, operations, survival systems, telecommunications, and culinary training. Group training rotated through training stations while receiving guidance from qualified U.S. Coast Guard Auxiliary members. The OPEX training environment consisted of four operational facilities on the water: an Auxiliary Communications trailer (AUXCOMM), a telecommunications training station, a course-plotting station, a survival systems station, and a station providing meals of the day working with the U.S. Coast Guard Auxiliary Culinary Chef program.

In attendance, U.S. Coast Guard Auxiliary: BOSN2 Thomas Perez, OTO, COMO Curtis Han DCO, Jim Losi DCOS, COMO Mike Williams, William Ross DCDR 7, Carl Henning VCDR 7, and Tony Zocchi IPDCDR 7. **Naval Sea Cadets:** CO Lieutenants McFalls and Rudie, XO (Executive Officer) Bernier (Bosun), Ensigns Shane and Sara Jackson, Midshipmen McFalls and Rudie, PO1 Jackson, D. SA-T (Seaman Apprentice Temporaries); Jackson, M. Jackson; S. Roush, E, PO3 Madrid; **Recruits:** Momoh, T, Kimball, S. Cadets: Hughes, Otnel, and Simms, Duffield. **Note*** Sea Cadets minors have signed photo publication consent waivers for the photos of minor members of the Sea Cadets.



August 13, 2023, Jordanelle Reservoir, Mixed Cadets from the Battleship Utah BB-31 and the Jake Garn Squadron heading out on Man Overboard exercises - Photographer Ryan Roush.



August 13, 2023, Jordanelle Reservoir, Midshipman McFalls on the stern during 4-corner exercises with the Coast Guard Auxiliary - Photographer Ryan Roush

How did the Naval Sea Cadets contribute and succeed in their missions?

Leading up to this event the Battleship Utah BB-31 and Jake Garn Squadron had joint drills to reinforce their knowledge base on the importance of charting maps, land navigation, and reference points. Just like driving a vehicle at night, everything is different. If one is not careful or diligent, one can crash into an oncoming vehicle or pedestrian, or veer onto the other side of the median. In crewing a ship at night, one must always be alert, observing everything within sight or hearing. General Order number 2 from the 11 General Orders of Sentry states, "To walk my post militarily, always on the alert, and observing everything that takes place within sight or hearing" (Military.com, 2021). These are required of all cadets to memorize. Monthly drills consist of classroom time where cadets are instructed to tie specified knots. Some of the knots are bowline, square, Figure 8, clove hitch, and others under the direction of the instructor. Shipboard terminology was another classroom discussion; sometimes, cadets don't think anything taught during this drill portion would be used. During classroom time the officers, emphasized participation and training concentration..

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After being instructed by the Skipper to put on their life vests, they were taught how to board a ship. First, they were told to ensure they had the full attention of the Skipper and state their rank, name, and permission to come aboard. An example would be, "Skipper, PO1 Jackson, D. permission to come aboard". Then Skipper Thompson gave the response to come aboard. Upon approval, the next shipmate would proceed until all the crew was aboard. This procedure follows how the Battleship Utah BB-31 Division cadets are required for admittance to the NRC (Naval Reserve Center) for their monthly drills. Recalling shipboard terminology helped these cadets be successful when out on the ship. Parroting each command is vital to ensure the safety of all aboard. Say, for example, the Skipper was to adjust the speed of the boat, and then he would call out, "Gear up or gear down." All aboard would repeat the same command, "Gear up or gear down. Aye, aye."



August 13, 2023, Jordanelle Reservoir; Skipper Mike Thompson Coast Guard Auxiliary with cadets Jackson, D. of the Battleship UT BB-31 Division and Duffield of the Jake Garn Squadron.
August 12, 2023. Jordanelle Reservoir, UT. Photographer ENS Sara Jackson



August 13, 2023, Jordanelle Reservoir, Anthony King teaching mixed cadets from Battleship Utah BB-31 and the Jake Garn Squadron seamanship basics - Photographer Ryan Roush

Communication is vital in any situation. Cadets were split into pairs with a battle buddy. Each was provided a radio, a code name, and coordinates to specified locations. Once upon arriving at the designated coordinate, they were instructed to radio back to Headquarters (HQ) with their code name and location. If they were successful, they were provided new coordinates; however, if incorrect, they were instructed to return to HQ. Just like being polite when talking to someone face to face, proper etiquette can be taught when operating a radio. Before this, the cadets were instructed on how to use a radio. They were taught how to turn it on, adjust the volume and channels, speak into it properly, and send/receive messages.

During chow times, cadets participated in helping cook and serve meals. Proper food sanitation practices i.e. , the washing of hands, not cross contaminating- meat and veggies, proper cooking temperature for certain dishes, using proper utensils when cooking/serving food spatula when flipping pancakes, tongs when serving salads. The Chef from the Coast Guard Auxiliary informed the group about the opportunity to earn up to \$75,000 annually for just cooking and serving shipmates. During these opportunities, cadets learned what it takes to prep, cook, and serve a large gathering of people. Some of the meals presented here were: scrambled eggs, pancakes, sausage, pulled pork sandwiches, hamburgers, and hot dogs. When making and serving those present, some of the cadets mentioned they didn't realize all the fine details that go into certain dietary restrictions. Serving portions is crucial when serving groups of people; sometimes, you have to think on the fly to ensure nothing goes to waste. During chow times, cadets, officers, and members of the Coast Guard Auxiliary had the opportunity to talk amongst each other finding common interests, what they have learned, their career aspirations, whether it be in military service or civilian world.

Naval Sea Cadets contribute to the U.S. Coast Guard joint OPEX

Naval Sea Cadet leadership and U.S. Coast Guard Auxiliary perspectives on OPEX joint relationship and benefits. During the duration of this OPTREX countless individuals from both parties stated they would love to do more of these drills. I had stated to Anthony King, one of the members of the Coast Guard Auxiliary, "This is going to be one of many to come." He replied excitedly, "Absolutely!" Petty Officer Jackson, D. remarked, "My time during the FTX with the Coast Guard Auxiliary was amazing! That night, we reviewed the different types of PPE worn by the Coast Guard and navigation lights. I could board and crew a boat on the reservoir. Challenger was the name of the boat I was able to man. The helmsman in charge was James Losi. That evening, my shipmate and I were allowed to go on a night ops mission with Tony Zocchi and his wife. I can't wait until I can go out again. Everything I learned during the FTX can be everyday life. When on a reservoir or lake at night, you need to know which navigation lights are needed to stay safe. On the water, one must always remember to wear the proper life-saving gear."



August 13, 2023, Jordanelle Reservoir, Chief of Staff Jim Losi, Board of Trustees USCG Academy aboard the USCG-A ship Challenger. August 12, 2023, Jordanelle Reservoir, UT. Photographer ENS Sara Jackson



August 13, 2023, Jordanelle Reservoir, Co-Skipper Michelle Thompson aboard the USCG-A ship Challenger, aft side, Jordanelle Reservoir. August 12, 2023. Photographer ENS Sara Jackson

From an officer standpoint, we made connections and friendships that will last a lifetime. This will be the first of many outings for the Coast Guard Auxiliary, the Battleship Utah BB-31 Division, and the Jake Garn Squadron of the United States Naval Sea Cadet Corps.

August 11-13 was unlike any other Field Training Exercise (FTX) for the cadets who participated, from getting an adrenaline rush of being at the helm and feeling the waves crash against and rock beneath the bow. For some, it was reigniting the passion of being on the water, aiding civilians in distress, and teaching the importance of navigation lights required to be out on the water at night; learning is a lifelong process, drills are an opportunity to learn and acquire skills to be used in everyday life. Even though there will be mundane tasks required, they often lead to rewarding and thrilling experiences. For others, it was their first time on the water in a boat with the anticipation of next time.

Joint operations implement a hands-on approach for cadets to gain experience in diverse training utilizing knowledge gained from monthly drills. Coast Guard Auxiliary members were allowed to share their knowledge and skills to recertify themselves in their OPTREX. For some members of the Coast Guard Auxiliary, it was the first time they had ever heard of the United States Naval Sea Cadet Corps. It was a learning experience for all involved, whether it was developing camaraderie for cadets, officers, and Coast Guard Auxiliary members, implementing the training to Coast Guard Auxiliarist strengths, teaching the upcoming generation, reinforcing the importance of proper etiquette on radio Communications, following/listening to directions and orders, serving groups of people with certain dietary restrictions, knowing that sometimes having to do boring things leads to fun and rewarding experiences.

Naval Sea Cadets contribute to the U.S. Coast Guard joint OPEX



August 13, 2023, Jordanelle Reservoir, Mixed Cadets from the Battleship Utah BB-31 and the Jake Garn Squadron heading out on Man Overboard exercises - Photographer Ryan Roush.



August 13, 2023, Jordanelle Reservoir; Skipper Mike Thompson instructing PO1 Jackson, D. how to man a ship. August 12, 2023, Jordanelle Reservoir, UT. Photographer ENS Sara Jackson

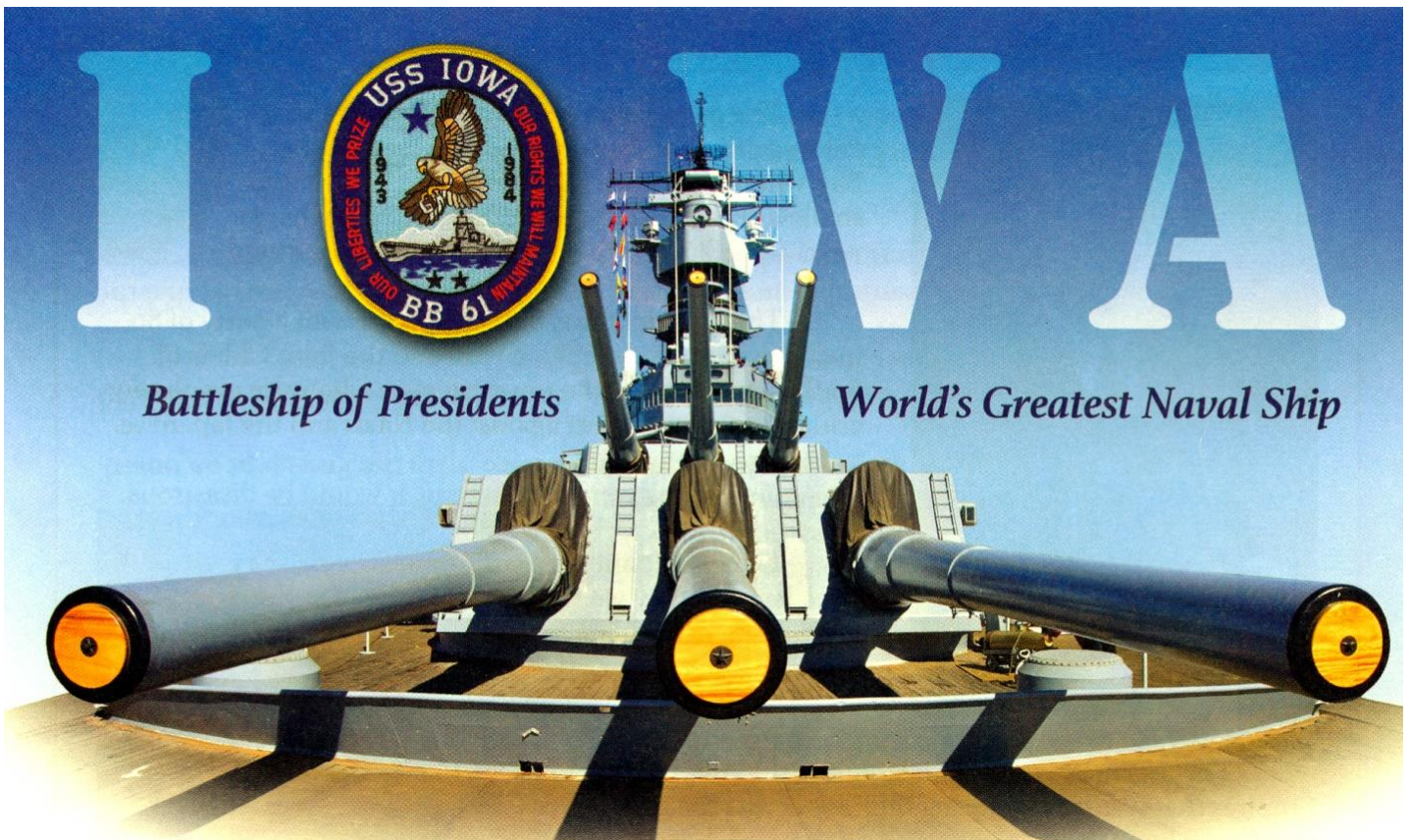


August 13, 2023, Jordanelle Reservoir, Cadets from the Battleship Utah BB-31 Division and Jake Garn Squadron receiving instructions on radio comms prior to beginning their radio comms exercise. August 12, 2023, Keetly Pavilion, Jordanelle Reservoir, UT. Photographer ENS Sara Jackson

San Francisco Maritime History

BB-61 Battleship USS Iowa

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



Official Navy Photo Art: USS Iowa (BB-61)

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

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

San Francisco Maritime History

BB-61 Battleship USS Iowa



USS Iowa with MASSIVE FIRE POWER – US Navy Photo Archive



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

San Francisco Maritime History

BB-61 Battleship USS Iowa



Final Voyage under tow to berth as Museum at Long Beach, CA – Photo 5.26.2012, Roger Bazeley

General Specifications: Keel laid: June 27, 1940

Launched: August 27, 1942

Commissioned: February 22, 1943

Decommissioned: March 24, 1949

Second commissioning: August 25, 1951

Second decommissioning: February 24, 1958

Third commissioning: April 28, 1984

Third decommissioning: October 26, 1990

Builder: New York Naval Shipyard, Brooklyn, NY

Propulsion system: eight boilers, four geared turbines

Propellers: four

Length: 889 feet (271 meters)

Beam: 108 feet (32.9 meters)

Draft: 35,7 feet (10.9 meters)

Displacement: Light: approx. 46,000 tons

Displacement: Full: approx. 57,000 tons

Speed: 33 knots

Aircraft: no hangar, but aft area for four SH-3 or four SH-60

Crew 1984 - 1990: 65 officers and 1,501 enlisted

WWII Crew: 134 officers and 2,400 enlisted

Last armament: eight armored box launchers for Tomahawk, four Mk 141 Harpoon missile launchers, nine 16-inch / 50 caliber guns, twelve 5-inch / 38 caliber guns, four 20mm Phalanx CIWS

San Francisco Maritime History

BB-61 Battleship USS IOWA

USS IOWA Historic Highlights

The *USS Iowa* was laid down at New York Navy Yard, 27 June 1940; launched 27 August 1942; sponsored by Mrs. Henry A. Wallace, wife of Vice President Wallace. It was commissioned February 22, 1943 with Capt. John L. McCrea in command. On February 24, *Iowa* was put to sea for a shakedown in Chesapeake Bay and along the Atlantic coast. She got underway, August 27 for Newfoundland to neutralize the threat of the German battleship *Tirpitz* which was reportedly operating in Norwegian waters.

In the fall, *Iowa* carried President Franklin D. Roosevelt to Casablanca, French Morocco, on the first leg of his journey to the Tehran Conference in November. After the conference she returned the President to the United States. As flagship of Battleship Division 7, *Iowa* departed the United States on January 2, 1944 for the Pacific Theatre and her combat debut in the campaign for the Marshalls. From January 29 to 3 February, she supported carrier air strikes made by Rear Admiral Frederick C. Sherman's task group against Kwajalein and Eniwetok Atolls in the Marshall Islands.

Her next assignment was to support air strikes against the Japanese Naval base at Truk, Caroline Islands. *Iowa*, with other ships, was detached from the support group February 16, 1944 to conduct an anti-shipping sweep around Truk to destroy enemy naval vessels escaping to the north. On 21 February, she was underway with Fast Carrier Task Force 58 while it conducted the first strikes against Saipan, Tinian, Rota, and Guam in the Marianas.

On March 18, *Iowa*, flying the flag of Vice Admiral Willis A. Lee, Commander Battleships, Pacific, joined in the bombardment of Mili Atoll in the Marshall Islands. Although struck by two Japanese 4.7" projectiles during the action, *Iowa* suffered negligible damage. She then rejoined Task Force 58, March 30, and supported air strikes which continued for several days against the Palau Islands and Woleai of the Carolines.

From 22 to 28 April 1944, *Iowa* supported air raids on Hollandia, Aitape, and Wake Islands to support Army forces on Aitape, Tanahmerah Bay, and Humboldt Bay in New Guinea. She then joined the Task Force's second strike on Truk, 29-30 April, and bombarded Japanese facilities on Ponape in the Carolines on May 1st.

In the opening phases of the Marianas campaign, *Iowa* protected the flattops during air strikes on the islands of Saipan, Tinian, Guam, Rota, and Pagan June 12. *Iowa* was then detached to bombard enemy installations on Saipan and Tinian, June 13-14. On June 19, in an engagement known as the Battle of the Philippine Sea, *Iowa*, as part of the battle line of Fast Carrier Task Force 58, helped repel four massive air raids launched by the Japanese Middle Fleet. This resulted in the almost complete destruction of Japanese carrier-based aircraft. *Iowa* then joined in pursuing the fleeing enemy fleet, shooting down one torpedo plane and assisting in splashing another.

The battleship USS *Iowa* remained off the Marianas throughout July supporting air strikes on the Palaus and landings on Guam. After a month's rest, *Iowa* sortied from Eniwetok as part of the 3d Fleet and helped support the landings on Peleliu, September 17. She then protected the carriers during air strikes against the Central Philippines to neutralize enemy air power for the long -- awaited invasion of the Philippines. On October 10, USS *Iowa* arrived off Okinawa for a series of air strikes on Ryukyus and Formosa. She then supported air strikes against Luzon October 18 and continued this vital duty during General MacArthur's landing on Leyte October 20,

[USS IOWA BB-61 Operations and Battle Missions Continued:](#)

San Francisco Maritime History

BB-61 Battleship USS Iowa

Upon completing this exercise, until the fall of 1954, *Iowa* operated in the Virginia Capes area. In September 1954, she became the flagship of Rear Admiral R. E. Libby, Commander and Battleship-Cruiser Force- U.S. Atlantic Fleet.

From January to April 1955, USS *Iowa* made an extended cruise to the Mediterranean as the first battleship regularly assigned to Commander, 6th Fleet. *Iowa* departed on a midshipman training cruise June 1, 1955 and upon her return, she entered Norfolk for a four-month overhaul. Following refit, *Iowa* continued intermittent training cruises and operational exercises until January 4, 1957 when she departed Norfolk for duty with the 6th Fleet in the Mediterranean. Upon completing this deployment, *Iowa* embarked midshipmen for a South American training cruise and joined in the International Naval Review off Hampton Roads, Va. June 13, 1957.

On September 3, 1957 *Iowa* sailed for Scotland for NATO *Operation Strikeback*. She returned to Norfolk September 28, 1957 and departed Hampton Roads for the Philadelphia Naval Shipyard, October 22, 1957. She was decommissioned a second time on February 24, 1958.

After two and a half decades in "mothballs", *Iowa* was modernized under the 1980s defense buildup and recommissioned April 28, 1984. She went to European waters in 1985, 1986 and 1987 through 1988, with the latter cruise continuing into the Indian Ocean and Arabian Sea.

On April 19, 1989, an explosion of undetermined cause ripped through her Number Two sixteen-inch gun turret killing 47 crewmen. *Iowa* was still able to deploy to Europe and the Mediterranean Sea in mid-year. Turret Two remained unrepaired when she decommissioned in Norfolk, Va., for the last time October 26, 1990. The USS *Iowa* is presently a museum berthed at Long Beach, CA. USS *Iowa* earned nine battle stars for World War II and two for Korean service. Source: [\(Historic Outline of USS Iowa BB-61 Operations and Battle Missions, Courtesy of US Naval Archives BB-61 USS IOWA\)](#)



Final Voyage through the Golden Gate 5/26/2012 – Photo: Roger Bazeley

Why I Joined the Coast Guard Auxiliary

By Gail Giacomini, AUXPA3



In my experience, there are at least two groups of boaters. One group has grown up “messaging about in boats” as Ratty says in Kenneth Grahame’s “Wind in the Willows,” and the other group, of which I am a member, discovers this enjoyable pastime later in life. Boating was really not a part of my childhood.

All that changed, when I took two courses of dinghy sailing – one on a whim - with tubby *El Toros* on San Francisco’s Lake Merced, near our Daly City home, and another with speedy, but very tippy Lasers on Novato’s Bahia Lagoon, with three of our four children. The first course was hard work; the second one gave me lots of time in the water, as Lasers were extremely tender. But both experiences ignited a lasting love of sailing!

Boat ownership and charter sailing necessitated learning everything I could about boat handling, boat systems, weather, marine laws and especially navigation. Three of these courses were from the Coast Guard Auxiliary, and assisted in my acquiring domestic and international sailing certifications. In turn, these certifications allowed crewing charter-share adventure sailing trips on single and multi-hull sailboats on the California coast, Mexico, Belize, and countries in the Caribbean, Asia, and Europe. The most memorable trip was on a three masted 56 meter barque, the *BarkEuropa*, to Antarctica’s southern-most research stations and back!

My one experience of interaction with the Coast Guard, as a sailor, not long after I became an Auxiliary member, was a “trade for a tow” with a Coast Guard BIF 29’ crew out of CG Lifeboat Station Golden Gate. I and a young female Auxiliary companion were charter-sailing a 24’ Santana up the Sausalito channel. Having taken down the sails in the late afternoon, we were motoring against the ebb current when the outboard engine died! It was going to take several hours to get back to the marina, so my companion asked if she could flag down a CG Patrol MSST RB-S facility that was crossing our bow. When the patrol came to our aid, we readily agreed to a practice boarding in exchange for a tow to our Marina. It was interesting to hear the questions asked and to observe the professionalism and courtesy of the young USCG crew members. They were excellent seamen, too, as we swung smartly into our spot in the Marina!

Why did I enlist in the Coast Guard Auxiliary? Simply said, I was invited! At the conclusion of Flotilla Central Marin’s *Navigation* course, the lead instructor explained the organization’s main missions of saving lives through boating and marine safety, fellowship and support of the Coast Guard; and then asked the class to join the Auxiliary. As a long-time volunteer, I thought, “What better opportunity to use my skills in service of an organization that supports my interests of family safety and environmental protection?” So, in 2002, I became a member of Central Marin’s Flotilla. It has been one of the most enjoyable decisions I have ever made!

As a result of that decision, each year I have been able to put to use past seamanship and new training knowledge to: boat crew, to providing free vessel exams and through various public affairs positions, to sharing information about the missions of the Auxiliary. Today, adjusting to current circumstances, I’m spending more “desk-side” than “shore-side” to support boating and marine safety with a position of proof-reading, assistant editing and writing for Coast Guard Auxiliary publications; proving that the Coast Guard Auxiliary is one of the most inclusive of ‘Team Coast Guard.’

MAUI STRONG



Roger Bazeley is in San Francisco.

Sep 25 • 🌐

Hokulea crew arrives in San Francisco for first time in 28 years. The double-hulled canoe and its crew was escorted by the U.S. Coast Guard and greeted by a flotilla of outrigger paddling canoes, a San Francisco fire boat, and various other water vessels. (Hokulea News)

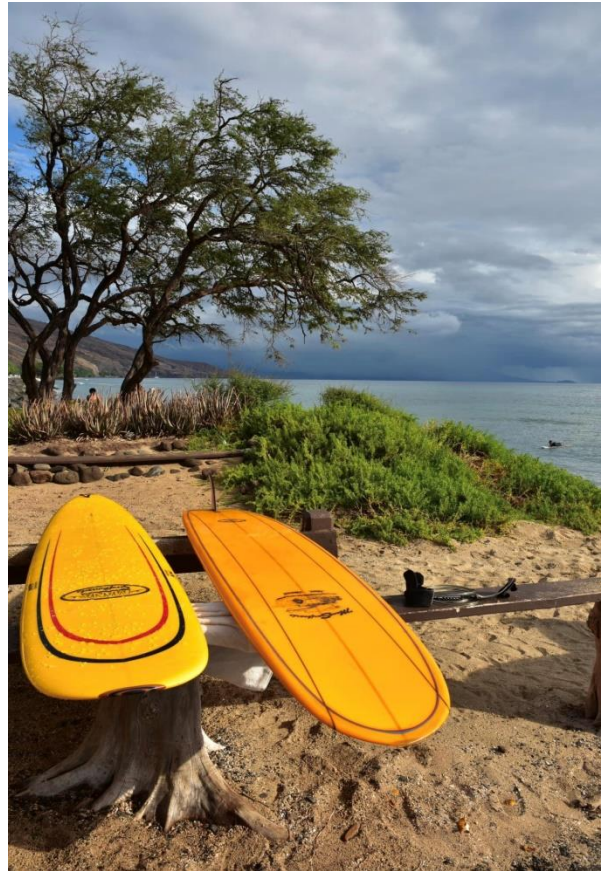
"Aloha mai kākou! Greetings Bay Area 'Ōhana! As you know, the 'Polynesian Voyaging Society' launched the Moananuiākea Voyage for Earth from Juneau this past June. Since then, Hōkūle'a has been making its way down the west coast of North America honoring First Nations communities in Alaska Southeast, British Columbia, and most recently, Washington State. Last week, it was humbling to see the Hawai'i & Pacific Islander communities in Seattle and Tacoma participate in arrival protocols (oli, ho'okupu, etc.), a water greeting on outrigger canoes, and the performance of mele and hula honoring Hōkūle'a and our beloved Maui community."

Celebrating Hōkūle'a with focus on Maui.

Mahalo a nui loa a Ke Akua pū!

Source: Polynesian Voyaging society

Photo by Roger Bazeley AUXPA1, Public Affairs USCG
Auxiliary 10.22.2023



Hokulea a double-canoe arrives in San Francisco for the first time in 28 years surrounded by welcoming outrigger canoes.

MAUI STRONG

Aloha Maui memories, always in our hearts, longing to return to paradise and may it thrive and renew. Chant for Maui: Hanohano O Maui Nui A Kama

Hanohano O Maui Nui A Kama, composed and chanted by Kamaka Kūkona, speaks of the island of Maui, its wahi pana (storied places) and the kama'āina (locals) themselves. From the top of Haleakalā to the ocean spray in Moku'ula, each location shares its story and aloha like the wind that sweeps through Lāhainā. Look out for the place names in this chant as you explore Maui. Photography by Roger Bazeley USA SF

Hawaiian islands often earn nicknames or are referred to by rulers of the past. Maui Nui A Kama refers to Kamalālāwalu, an ali'i nui (ruler) of Maui. Nicknames are also given to places, like Kamaluuluolele – the breadfruit tree shelter of Lele, an old name for Lāhainā. Islands are also known by their emblematic flower, which for Maui is the lokelani rose.



Maui Collective photos before 2023 wild fires destroyed the town of Lahaina by Roger Bazeley AUXPA1

BRINGING THE “CATCH” HOME SAFELY to PIER 45

By Roger Bazeley AUXPA1

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 by how hard these crews work to bring in fresh seafood from the various fisheries, which open at different times of the season and depend upon the health and quality of the fisheries. Over the several recent years the Dungeness crab season in Northern California has been canceled or delayed, due to the changing environmental condition of Algae Bloom and Demonic Toxin build-up in the crab population.

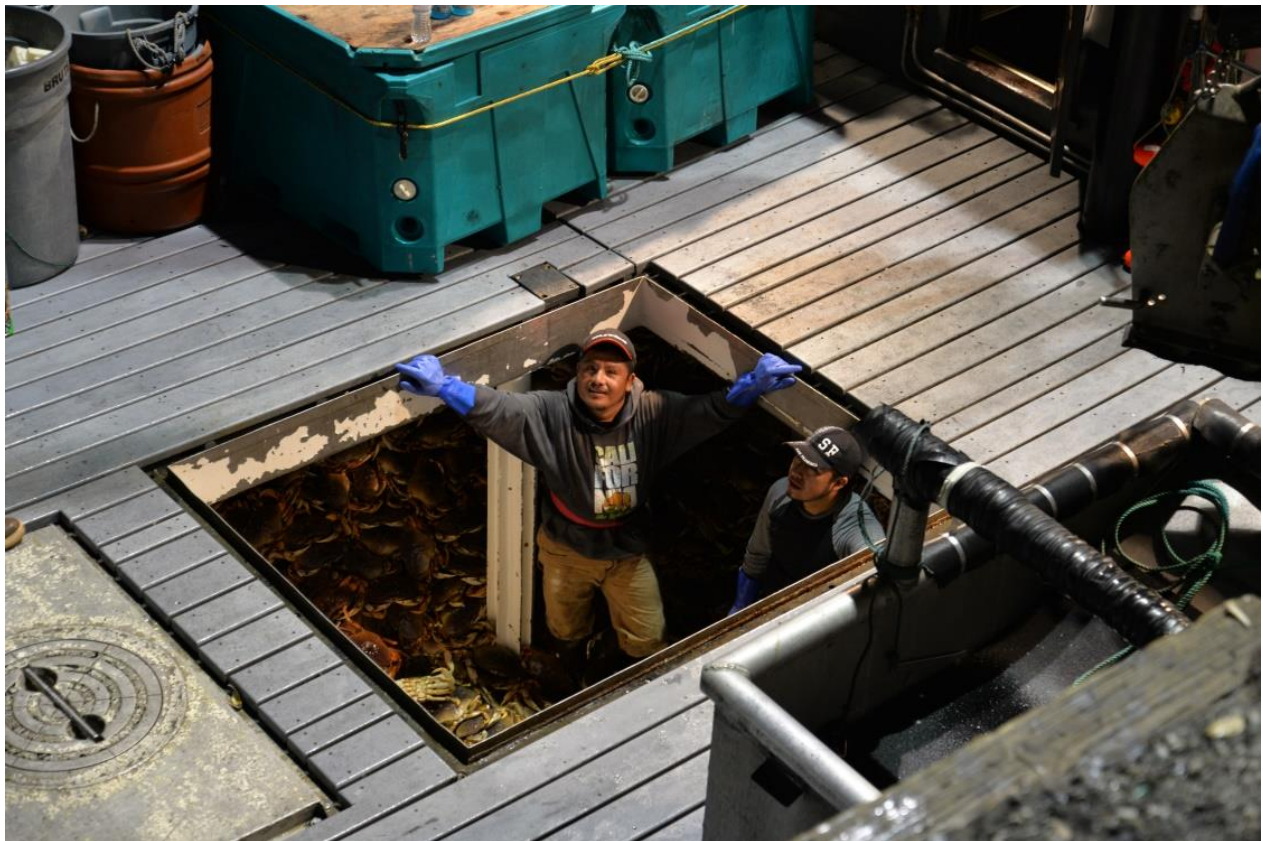


Night off-loading Dungeness crab at pier 45 San Francisco, Photo: Roger Bazeley AUXPA1

BRINGING THE “CATCH” HOME SAFELY to PIER 45



Night unloading Dungeness crab Pier 45 San Francisco, Photos: Roger Bazeley AUXPA1



Crab boat *Mad Dog* workers standing in hold full of Dungeness crab

BRINGING THE “CATCH” HOME SAFELY to PIER 45



Fishing vessel inbound with load, and ware-house processing and packing fresh Dungeness crab



Loaded to the top with fresh crab-fishing vessel *Mad Dog* – Pier 45 Photos: Roger Bazeley AUXPA1

BRINGING THE “CATCH” HOME SAFELY to PIER 45



Fully equipped for the going out as the sun sets over San Francisco – Photo by Roger Bazeley

San Francisco's **FLEET WEEK 2023**

Roger Bazeley AUXPA1

Taking place over three consecutive days in the skies above the City's waterfront, this event attracts over a million people from around the Bay. Featuring the United States Navy Blue Angels, the Air Force's F-22 Raptor, the Patriots Aerobatic Team, and a United Airlines 777. Throughout Fleet Week, thousands of visitors climb aboard the USS Murtha (LPD 26), destroyers and frigates, USCGC Waesche (WMSL 751) was docked along the Embarcadero to get a glimpse into the day-to-day lives of the sailors serving in the U.S. Navy and the U.S. Coast Guard. San Francisco Fleet Week is a multi-day event that celebrates our nation's sea services and offers the public a unique opportunity to engage with the men and women serving in the U.S. Coast Guard, Navy, and Marine Corps.

"We are honored to be a part of San Francisco Fleet Week – we are the largest branch of service in the Bay Area, and we are thrilled to be a large piece of this honored event," said Rear Adm. Andrew Sugimoto, commander 11th Coast Guard District. Our vast mission specialties gives us an opportunity to help ensure a safe event for everyone, as well as highlight the skills and capabilities of our service."



U.S. Navy's *Blue Angels* – F18 Hornets Fly-by Photo: Roger Bazeley

The U.S. Navy *Blue Angels* flew again as in past years in the 2023 San Francisco Fleet Week celebration of military power which featured three days of airshows, which included: a *United Airlines* Boeing 777 airliner flying maneuvers, U.S. Coast Guard rescue demonstrations, Navy ship tours, live music; started with Friday morning's parade of ships underneath the Golden Gate Bridge. The *Blue Angels* afternoon air shows occurred on Friday, Saturday and Sunday. A fast-moving marine layer of fog shut down the final *Blue Angels* airshow on Sunday, 10/8/2023. Our Coast Guard Auxiliary crews were out on the water aboard Auxiliary operational facilities, *Silver Charm*, *Servant*, and *Intrepid*, maintaining the fly zone safety designated area along San Francisco.

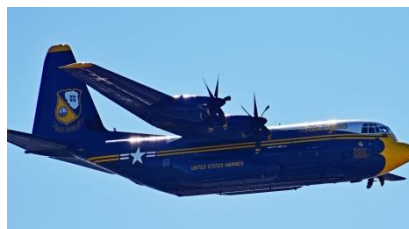
San Francisco Fleet Week 2023 Photo Views



Left: HC-130 Blue Angels (Fat Albert) U.S. Marines' equipment and mechanics plane. Right: Blue Angels F-18 Super Hornets during air show. Photos: Roger Bazeley AUXPA1



Left: USN Blue Angels over the Oakland Bay Bridge - Right: Navy Blue Angels climbing to the heavens behind the San Francisco Salesforce office tower, Photos: Roger Bazeley AUXPA1



San Francisco Fleet Week 2023 Photo Views – Parade of Ships



SFFD Fire boat Saint Francis leading the parade of ships – Photos: Roger Bazeley AUXPA1



SFFD Fire boat Saint Francis leading the parade of ships – Photos: Roger Bazeley AUXPA1 Nikon D7200 with an 80-400 mm at 600mm

San Francisco Fleet Week 2023 Photo Views – Parade of Ships



USS Murtha (LPD 26) Photo: Roger Bazeley AUXPA1 with a Nikon D7200 with a 80-400 mm Nikon zoom at 600 mm.



Coast Guard Fast Response Cutter, USCGC Benjamin Bottoms (WPC1132) with Auxiliary OPFAC Intrepid. Tommy Holtzman Coxswain, Crew: Lou Sarto, Lillian Ferguson, and guest photographer Bernard Zee. Photos: Roger Bazeley AUXPA1 with Nikon D7200 and a Nikon 80-400 mm at 600 mm.

San Francisco Fleet Week 2023 Photo Views – Parade of Ships



Left and Right: USSCG Legend-class, USCGC Waesche (WMSL 751) with AUX OP Auxiliary Facility Intrepid



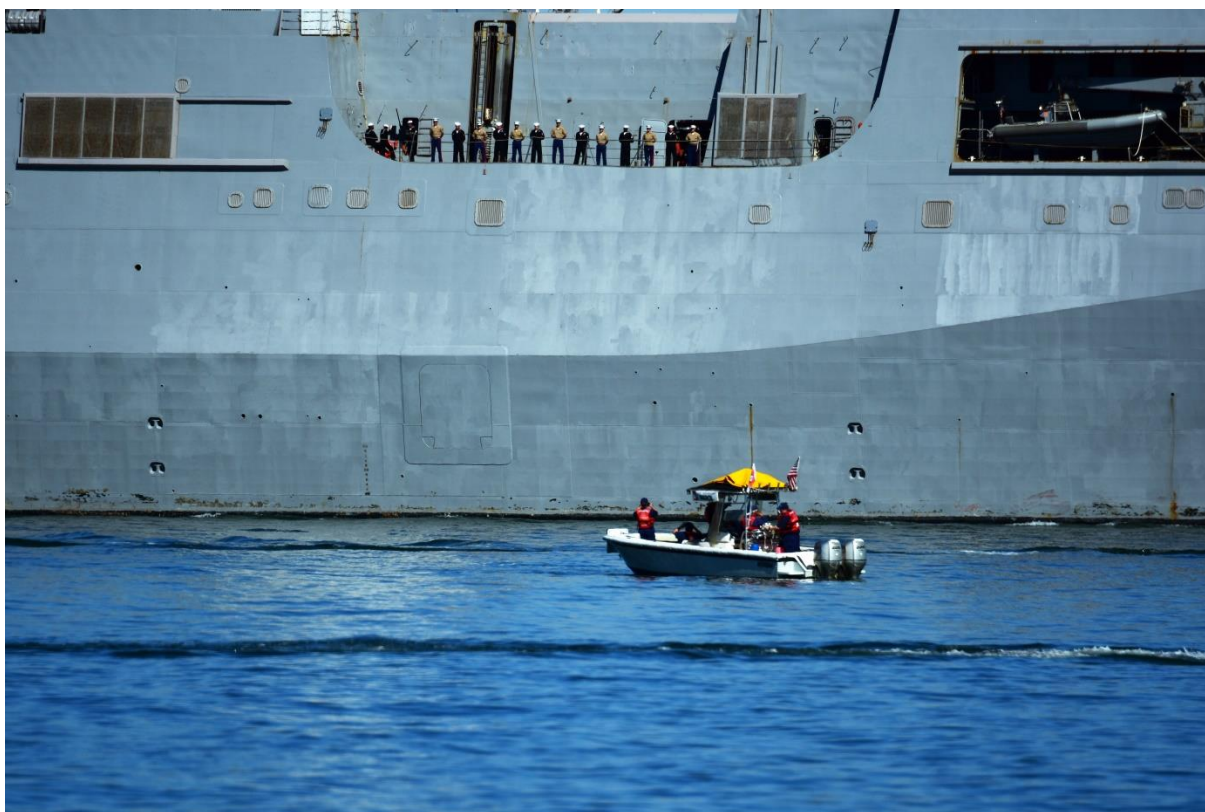
Auxiliary OPFAC Intrepid and OPFAC Kokua II

USS Paul Hamilton Arleigh Burke-class guided missile destroyer DDG 60



USS Murtha (LPD 26) Photo: Roger Bazeley AUXPA1 with a Nikon D7200 with a 80-400 mm Nikon zoom at 600 mm

San Francisco Fleet Week 2023 Photo Views – Parade of Ships



USS Murtha (LPD 26) Photo: Roger Bazeley AUXPA1



USS Paul Hamilton Arleigh Burke-class guided missile destroyer DDG 60 Photo: Roger Bazeley AUXPA1

San Francisco Fleet Week 2023 Photo Views



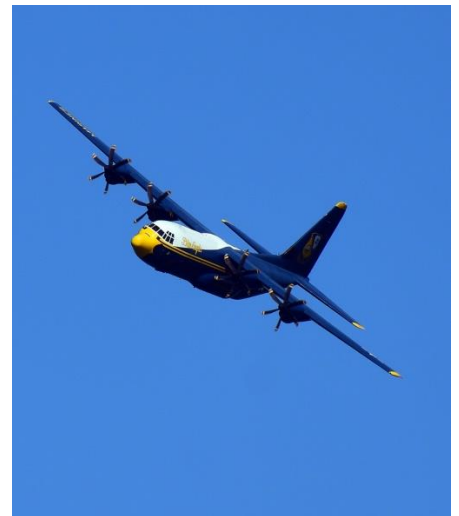
Blue Angeles F18 Super Hornets



USCGC Sockeye and OPFAC Intrepid



Auxiliary Facility OPFAC Intrepid Fleet Week Crew OPFAC Intrepid, Tommy Holtzman Coxswain



Blue Angels F18 Super Hornet and right Hercules 130 "Fat Albert" Photos: Roger Bazeley AUXPA1

San Francisco Fleet Week 2023 Photo Views



*Fleet Week Navy Blue Angles perform a final loop in the background of the Salesforce building.
Photo by Roger Bazeley AUXPA1*

Aboard OPFAC Silver Charm during Fleet Week 2023

By Tiffany Townsend AUXPA3



OPFAC Silver Charm on the San Francisco Bay during SF Fleet Week with Tiffany Townsend at the helm.

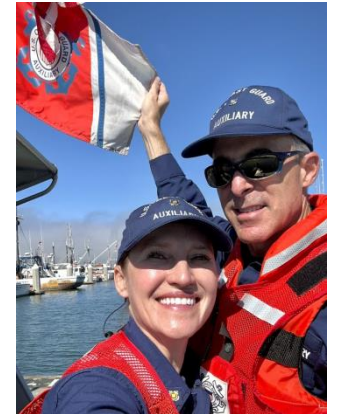
SAN FRANCISCO — U.S. Coast Guard Auxiliary crew members of Operational Facility Silver Charm patrol aboard the red tarp boat during San Francisco Fleet Week on Sunday, October 8, 2023. Pilots utilize these brightly colored reference points to visually maintain their locations over the San Francisco Bay while conducting high speed aerial maneuvers. Coast Guard Auxiliarists join local first responders in providing perimeter support during the air show, creating a safety zone on the water restricting recreational and commercial vessel traffic. Participating agencies maintain a safety perimeter around a two by one-half nautical mile area while four Auxiliary tarp boats and a Coast Guard cutter are tasked with holding stations, providing surface visual ranges for all aircraft.

Participating Agencies:

Alameda County Fire Department
Alameda Police Department
Berkeley Fire
Department California Department of Fish and Wildlife
California Highway Patrol
California State Guard
Contra Costa County Fire Department
Contra Costa County Sheriff
East Bay Parks
Fremont Fire Department
Marin County Sheriff
Military Ocean Terminal Concord (MOTCO)
Napa County Sheriff Department

Oakland Fire Department
Oakland Police Department
Pittsburg Police Department
Richmond Police Department
Southern Marin Fire Department
South San Francisco Fire Department
Sacramento County Sheriff
San Francisco Police Department San
Joaquin County Sheriff
San Mateo Fire Department
San Mateo Sheriff
San Rafael Police Department
Sonoma County Sheriff
Suisun City Police Department
Tiburon Fire Department

Aboard OPFAC *Silver Charm* during Fleet Week 2023

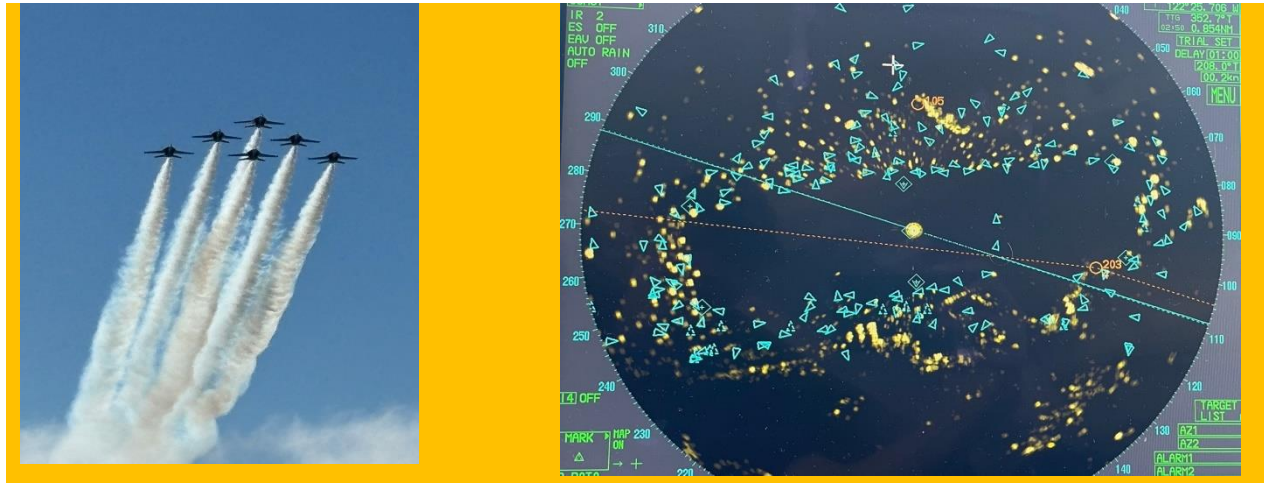


Photos during Fleet Week's OPFAC *Silver Charm*'s Auxiliary operations by Tiffany Townsend & Pete Gorenberg

SAN FRANCISCO FLEET WEEK “TARP BOATS”

By Greg Olsen

The two F/A-18s pass the boat so close the turbulence blows objects around *Servant*'s cabin through the open window, and the roar of the engines startles the crew in the cockpit. The tarp boat is the best seat in the house for the San Francisco Fleet Week airshow. It is also one of the most taxing duties for Auxiliary boat crews.



Left Photo: The Navy Blue Angels photo by Steve Bustin Right Image: AIS Plot of the Fleet Week Security Zone (captured from the CGC Hawksbill by COMO Curtis Han, DCO).

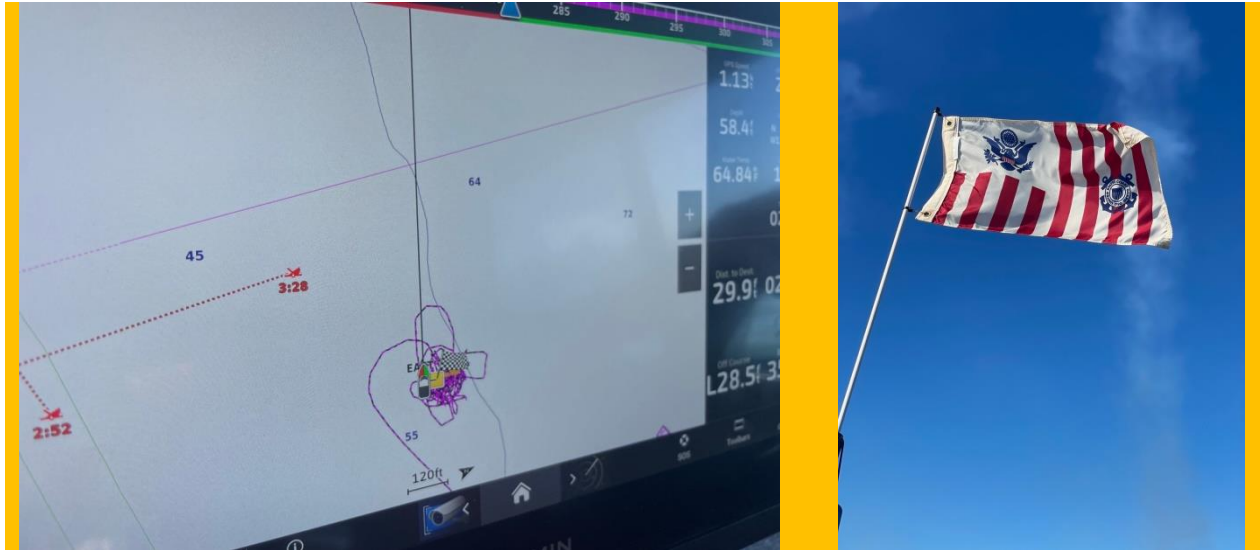
The airshow is conducted over San Francisco Bay between Pier 39 and Alcatraz. A rectangular safety zone is used to protect the public in the event of a mishap that stretches East-West roughly from Blossom Rock to west of the Fort Mason piers. Inside the safety zone were five vessels, the United States Coast Guard Cutter Hawksbill in the center of the security zone, where the on-scene coordinator was located, and four Coast Guard Auxiliary facilities.

Each of the Auxiliary facilities has a colored tarp on top, hence tarp boat. OPFAC *Silver Charm* was located east of the *Hawksbill*, sporting a red tarp, and OPFAC *Kokua II*, OPFAC *Servant*, and OPFAC *Intrepid* all sporting yellow tarps, for a southern line from Fort Mason to Pier 39. The stunt pilots use the tarp-boats to orient themselves much like a runway or taxiway is used when performing over land. For this reason, the airshow happens directly overhead, making these boats the best seats in the house.

The tarp-boat is challenging duty, however. Like all the Coast Guard, Auxiliary, and allied agency facilities enforcing the security zone (“the box”), the days are long, typically eight to ten hours underway; however, a tarp boat must station-keep on its designated spot for the duration of the airshow. Depending on the wind and tide in San Francisco Bay, this poses a significant challenge. It requires extreme concentration from the helmsman to maintain position.

On a vessel with two engines, unless the wind, tide, and waves are strong, you mostly steer with the throttles, executing slight pivots and going forward or backward to maintain position by looking at the GPS coordinates and adjusting position in thousandths of a minute of longitude and latitude. On a vessel with a single screw, it is even harder to maintain position, steering tiny circles or moving forward and back in the direction of the sum of forces acting on the boat. Because of the demands on the helmsman, a best practice is to have plenty of crew. Because of the demands on the helmsman, a best practice is to have plenty of crew competent on the helm aboard and rotate crew responsibilities frequently. It reduces fatigue on the mission.

SAN FRANCISCO FLEET WEEK “TARP BOATS”



East tarp-boat OPFAC *Servant* GPS Track (by Jim Losi) Right: Auxiliary Facility *Servant* flies the Coast Guard ensign with active duty aboard during and operation mission.

Crew comfort is also challenged because the tarp boat may never leave its station for a “logistics run”—i.e., a head call—and the airshow is directly overhead, so hearing protection is recommended. The most dangerous time during Fleet Week is the show’s end when all the recreational boaters race to return to their home ports. It creates a confused sea of crossing wakes and a farrago of high-speed boaters, inexperienced boaters, power driven vessels, and sail boats. It takes a nimble helm and sharp-eyed lookouts to safely navigate the crowd without a collision.

It is an honor for facilities and crews to be selected for tarp boat duty and speaks to the crews’ commitment to the mission. The active duty Auxiliary Liaison Officer (AUXLO), Ensign Jankelow, embarked aboard tarp-boats for all four days of the airshow, Thursday through Sunday. Aboard *Servant* on Thursday, Ensign Jankelow, who is boat crew certified on a 29-foot RBS, even took a shift on the helm.

Auxiliary Facility *Servant* flies the Coast Guard Ensign in lieu of the Auxiliary Patrol Ensign with active duty aboard. When the active duty Coast Guard embarks with the Auxiliary it provides an opportunity for building relationships, demonstrating the proficiency and professionalism of the Auxiliary, and the utility of the Auxiliary for the fulfillment of Coast Guard missions. Tarp boat duty is physically and mentally taxing but a very rewarding experience for experienced boat coxswains and crew.

SILVER CHARM Terry Blanchard-Coxswain Peter Gorenberg Stephan Guttman Gwen Hammer Mary Kirkwood Adrienne Kuehneman Kenneth Louie Nancy Marion Rick Pizio Wallace Smith Tiffany Townsend	SERVANT Jim Losi-Coxswain Greg Olsen Steve Bustin Morgan Swiggett Adam Kovalevsky	KOKUA II Randy McCormick-Coxswain Lew Derfuss John Albrecht Alvin Cura (Trainee) Ronald Nathan Lisa Dale Curtis Mary Kraybill (Trainee) Dinia Paananen Erik Paananen	INTREPID Tommy Holtzman-Coxswain Lou Sarto Daniel Glenn Bernard Zee, Photo Guest Morgan Swiggett
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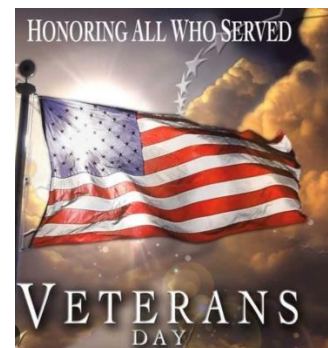
Veterans Day aboard the USS Hornet

By Arnold Gelb, FC-FL19

It was a great Veterans Day event at the USS Hornet Sea, Air, and Space Museum. A 'Bravo Zulu' to Patrick Rostrata, FSO-MS, FL 19, for a fabulous job organizing our exhibit and event participation and all the Auxiliarists who participated. The Auxiliary exhibit tables and displays looked very professional. We were located on the hangar deck, just aft of the main stage. Auxiliary volunteers Bob Gabor from Adrienne Kuehneman's East Bay FL 12-1 and Patrick Rostrata, Dick Wong, Gary Kaplan, Albert Chiu, and Arnold Gelb from Coyote Point FL 19 were on rotating two-hour shifts. Adrienne Kuehneman with Bob Gabor's participation publicized and recruited volunteers.

We displayed our official Coast Guard Auxiliary Vessel Safety Check (VSC) banner, had a notebook list for scheduling Vessel Safety Checks (VSC), an interactive model sailboat, various Recreational Boating Safety (RBS) and Marine Safety (MS) pamphlets. We displayed a QR code for more information and had a knot display with two knot-tying stations and a looping slide show on a portable monitor.

Vice Admiral Dwyer, USN, Commander of the Second Fleet, was a keynote speaker. Congresswoman Lee presented a resolution of Congress on the occasion of the 80th anniversary of the commissioning and 25th anniversary of the museum. I saluted and briefly chatted with retired Rear Admiral Yuen, USN, who served as the Master of Ceremonies, and with the chaplain, CDR Whatley, USN retired, who gave the closing prayer. Chaplain Whatley expressed his interest in the Auxiliary Chaplaincy Support Program and the recent formation of a national flotilla. Thank you to the Community Events Manager, Eugene Placencia, for arranging the USS Hornet Museum Veteran's Day event's Auxiliary participation opportunity and support.



ALAMEDA, Calif.— USS Hornet Sea, Air, and Space Museum, a World War II aircraft carrier, with onboard exhibits berthed at Alameda, Naval Base. Archive photo by Roger Bazeley AUXPA1

Veterans Day aboard the USS Hornet

Who: USCGAUX, Flotillas 19 and 12-1 were hosted by the USS Hornet Sea, Air and Space Museum with our Community Events Manager, Eugene 'Gino' Placencia.

What: USCGAUX Public Affairs event tables for display of USCGAUX boating safety signs, marketing and recruitment materials, with our knot and rope tying demonstrations team.

Where: Address: 707 West Hornet Avenue, Pier 3, Alameda, Calif.



Above: Vice Admiral Dwyer, USN and retired Rear Admiral Yuen, USN shaking hands and Congresswoman Barbara Lee speaking.



ALAMEDA, Calif.—USS Hornet World War II aircraft carrier Sea, Air and Space Museum with onboard exhibits berthed at Alameda, Naval Base. Group and public activities photos by Arnold Gelb, FC-FL19 and Adrienne Kueheman

Marin Veterans Day Ceremony

The Marin County Veterans Day Avenue of the Flags Event was held adjacent to the Marin Veterans Memorial Auditorium in San Rafael. The Marin County United Veterans Council hosted the November 11, 2023, event.

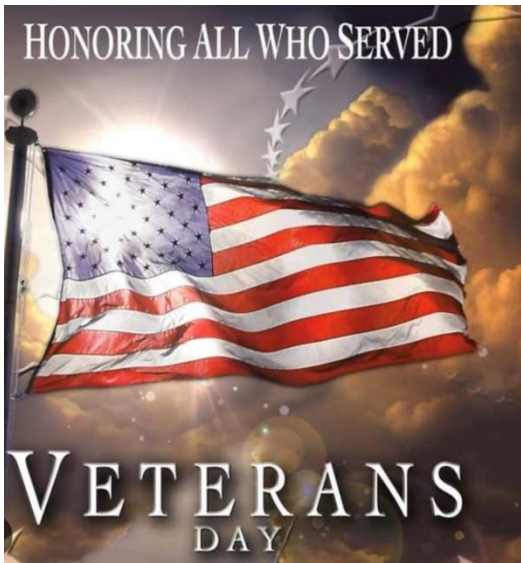
One of the event speakers was Rick Saber, the present Commander of the Veterans of Foreign War (VFW) 7816, Novato, and retired Lieutenant U.S. Navy pilot, who served during the Vietnam War. After serving in the reserves for 11 years, he flew with United Airlines for 35 years. Rick Saber was a long-standing U.S. Coast Guard Auxiliary member of Auxiliary Flotilla 12, Sausalito/Belvedere. Rick served for 17 years in many Auxiliary elected and staff officer positions. He was the Safety Officer of the Tiburon, Calif. Corinthian Yacht Club.

Auxiliary Flotilla 14, Central Marin participants, included Alex Bennett, Catherine Cornejo, Ken Louie, Carol Paz, Jose Rossi, and Louis Sarto.



SAN RAFAEL, Calif. — Marin County Veterans Day observance held, November 11, 2023, at the Avenue of the Flags. Left to right: First row: The Parade of Colors of the National Ensign; Flags of the Veterans of Foreign Wars Post 7816, Novato; and the American Legion Post 179, San Anselmo. Second row, Guest Speaker, retired LT USN Rick Saber, retired USCG Auxiliary, and current Commander VFW Post 7816, with retired USN Commander Doug Sekishiro. Third-Fifth rows: Standing at attention, awaiting the Parade of Colors, are the United States Coast Guard Auxiliary participants. USCGAUX photo by Louis Sarto, FL 14, Central Marin

Marin Veterans Day Ceremony

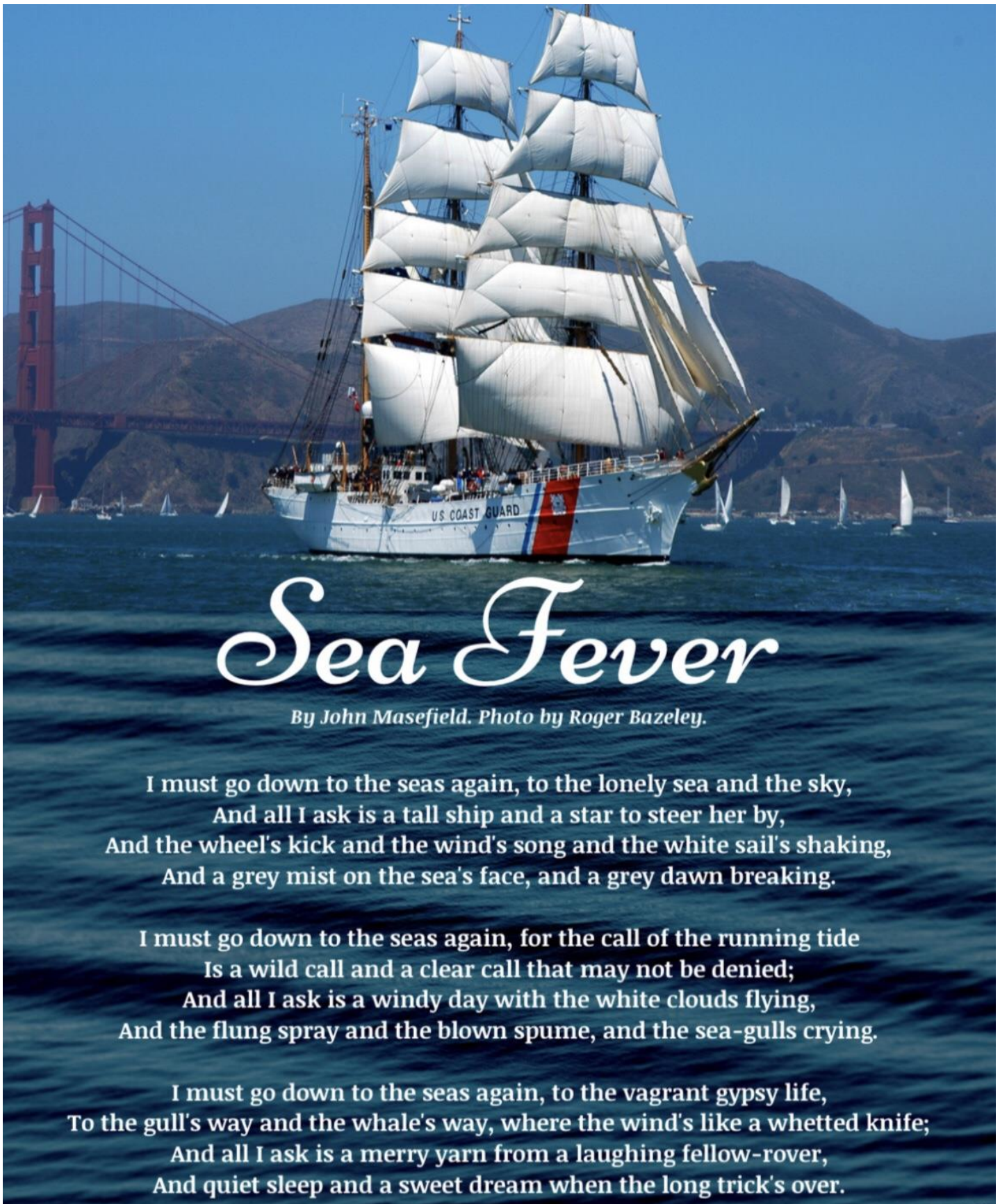


SAN RAFAEL, Calif. — Marin County Veterans Day, November 11, 2023. Avenue of the Flags. USCG Auxiliaries stand at attention, awaiting the Parade of Colors. Left to right, first row: Alex Bennett and Jose Rossi; second row, Carol Paz, and Ken Louie; third row, Catherine Cornejo, and Marisa Hoke. USCGAUX photo by Louis Sarto FL 14, Central Marin



SAN RAFAEL, Calif. — Marin County Veterans Day, November 11, 2023, Avenue of the Flags by the Marin Veterans Memorial Auditorium. Guest Speaker Lieutenant Rick Saber, USN retired and USCG Auxiliary retired, a former Commander VFW Post 7816, regaled the event attendees with a patriotic speech. USCGAUX Photo by Louis Sarto, FL 14, Central Marin.

Article Source: *The Silver Zephyr*, Flotilla 14, Central Marin Auxiliary Newsletter, December 2023, Volume 12, 4th



Sea Fever

By John Masefield. Photo by Roger Bazeley.

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

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

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

SAN FRANCISCO, Calif.--U.S. Coast Guard Auxiliary photo by Roger Bazeley AUXPA1



**Save A Life.
Wear It!**

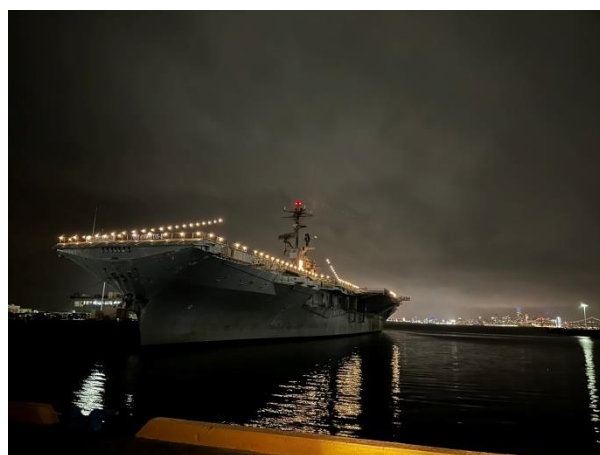


SAN FRANCISCO—Mother and Children with new Auxiliary fitted life vests headed down to sailboat rides by the Treasure Island Sailing Center during the start of the Bay Opening and National Safe Boating Week May. Photo and poster concept are by Roger Bazeley AUXPA1.

USCG Sector SF and Auxiliary Celebrate Christmas aboard the USS Hornet

Captain Taylor Lam, USCG Sector San Francisco Commander, extended an invitation to the Auxiliary members to attend their annual Holiday Party, December 1, 2023 aboard the USS Hornet Sea, Air and Space Museum.

This year as a crew, we enjoyed a lovely night aboard the USS Hornet, Sea, Air and Space Museum located in Alameda, CA. Dinner included Tri-Tip, Chicken Breast, and Penne Pasta meal catered by the local Liberation Catering. Prizes and games were an absolute success throughout the night, along with family photos, an ugly sweater and formal attire contest, a dance floor, and souvenir glasses with each ticket purchase. All were welcome at the party including friends and children including a surprise visit by Auxiliarist Bob Gleason as a very convincing Santa Claus



The History of USS Hornet

The might of an aircraft carrier lies in its ability to quickly move about the world's oceans, projecting power whenever and wherever it is needed. The heart of a carrier's combat strength is its aircraft; her Air Groups provided *Hornet's* lethal sting. *Hornet's* success was dependent on the capabilities of highly trained pilots and aircrews and the specialized aircraft that operated from her flight deck.

In World War II, her air groups consisted of a fighter (VF) squadron, a bombing (VB) squadron and a torpedo (VT) squadron. During the 1950s as naval warfare technology evolved, so too did the complexity and specialty of carrier-based aircraft. Joining the classic fighter and attack aircraft were electronic/early warning, photo-reconnaissance, and anti-submarine warfare aircraft. Dual-role aircraft also provided aerial tanking and limited cargo capabilities and helicopters proved essential to carrier operations which included search and rescue missions.

Alameda, Calif. —Left to right: Captain Taylor Lam, USCG Sector San Francisco Commander with Auxiliarist Bob Gleason as Santa and event coordinator Petty Officer Jayna Brunetti, USCG Sector San Francisco. Photos: Roger Bazeley AUXPA1

Christmas aboard the USS Hornet



Photos: Roger Bazeley AUXPA1, Auxiliary Public Affairs



Christmas aboard the USS Hornet



Christmas aboard the USS Hornet



Alameda, Calif. —Left to right: Captain Taylor Lam, USCG Sector San Francisco Commander with Auxiliarist Bob Gleason as Santa and event coordinator Petty Officer Jayna Brunetti, PO2 USCG Sector San Francisco. Photos: Roger Bazeley AUXPA1

"As we gazed off the fantail of the ship towards the city lights of San Francisco, this was the perfect holiday extravaganza to relish on the wonderful year together. We celebrated and sent off our hard work and accomplishments with a bang!" Bravo Zulu Team Coast Guard!

Elusive Leadership

Amid times of divisiveness and national strife, what is leadership, where is it found and who exemplifies its true motivational qualities and humanitarian values in the manner it is applied? Is the art and craft of leadership acquired from within, or from ones collected experiences picked-up like polished stones on a beach; or can it be taught? Can the concept of leadership be methodically learned through training, and then - Eureka! - A course certified leader is produced?

Classic definitions of leadership have included: "Leadership is a process whereby an individual influences a group of individuals to achieve a common goal," or "a leader is one or more people who selects, equips, trains, and influences members who have diverse abilities, trained qualifications and that focuses the team members on the organization's mission and objectives--causing the members to expend spiritual, emotional, and physical energy coordinated to complete the mission?" (Winston Patterson).

The concept of leadership encompasses all of the above, but even more importantly effective inspirational leadership comes from one's core values, an acquired life perspective from deep within, respecting the humanitarian values of setting the welfare and safety of the team before oneself. Many leaders within the Coast Guard Auxiliary leadership may have begun as a mission specialist or as a member of a team. They are not a result of self-seeking leadership recognition or power but from the unsung leaders and heroes who step up to answer a call for visionary, focused leadership with an understanding of the membership, as well as mission goals to be achieved. Once recognized as an Auxiliary leader, with the ability to direct and exact sweeping changes; how are the goals and desired results achieved? How critical is the team's view of the leader's style and definition of leadership in the final outcome of the project or team mission?

True leadership qualities do not require or come from rank and appointed privilege, they come from often being prepared within the "common man" in answering the call at the momentous time of need. Winston Churchill said of the Common Man in War, *"Thus when all the trumpets sounded, every class and rank had something to give Some gave their science and some their wealth, some gave their business energy and drive, and some wonderful personal prowess, and some their patient weakness. But none gave more, or gave more readily, than the common man or woman who had nothing but a precarious week's wages between them and poverty, and owned little more...a cottage and their garments. Their love and pride of country, their loyalty to the symbols of which they were familiar, their keen sense of right, and wrong as they saw it, led them to outface and endure perils the likes of which men had not known on earth."*

Inspirational leadership respects humanity on all levels and its diversity with a team participation approach of genuine inclusion and equality. It is the best quality of leadership that informs with honesty and transparency, helps educate and train members for mission preparedness, motivates and inspires them to reach for greater heights in performance, and inspirationally mentors. As in risk management, leaders need to access the wellness of each team member, and further inquire, during off mission hours, "How are you really doing?" A healthy mind and spirit is as important to the mission's safe success and is as critical as all of the pre-training and preparedness, as well as for volunteer members' career development, satisfaction and retention.

Successful mission outcomes require individual leaders and organizational leadership to be honest, transparent, and accountable and lead their membership with respect to the policy and protocols of diversity and inclusion. Encompassing the role of effective leadership are unpredictable risks, taken in an increasingly complicated, regulated, and political/policy driven environment that challenge and may compromise and diminish the effectiveness of leadership. Mentoring and conflict management skills become pivotal in mission readiness through team training preparation. Team cohesiveness is strengthened through honoring the USCG Auxiliary Ethos of working together for the common good of all and the USCG Auxiliary as participants in *Team Coast Guard*.

Ask yourself, "What kind of a leader am I?" Did you answer the call of leadership to become an effective and inspirational leader? Are you a leader that constantly re-evaluates and self-assesses in order to move forward in your development? Do you adhere to the principles of doing the "right thing", and believe in integrity and service for the benefit of the public and the Auxiliary? History will justify the results of one's strategic leadership decisions, public works, impact and benefit to society. To be a truly great and inspirational leader one must have etched in the soul the principles of "doing the right thing" in taking ultimate responsibility for your vision, actions, and ethics.

By Roger Bazeley AUXPAI



HAPPY HOLIDAYS!



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Navigator Express

4th Quarter 2021

Photo by Roger Bazeley



Historic Bay Area vessels a schooner and a beached Point Reyes fishing trawler, Inverness Calif. Photos by Roger Bazeley