

# Bravo Zulu

Point Bonita Flotilla, California



USCG Air Station SF USCG Pilot Lt. Murphy with Dolphin MH65D Helicopter at USCG Event, Alameda

*Photo: Roger Bazeley*

# QUARTERLY NEWS

*1st Quarter 2019 BRAVO ZULU News Magazine*





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**COVER: Bravo Zulu 2019 Q1 USCG Air Station San Francisco USCG Dolphin Helicopter and USCG Pilot Lt. Murphy, Alameda CA - Photo: Roger Bazeley**

## **POINT BONITA LIGHTHOUSE HISTORY**



### **Tower Information**

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



*National Park Service Historic Achieves – Photos and Historic Documentation*

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

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



Left: USCGC GEORGE COBB departing Sector SF - Right: Point Bonita Light House at Sunset;  
*Photos: Roger Bazeley*



## **FLEET-WEEK 2018 - A+ Success**

*Roger Bazeley*

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



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

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

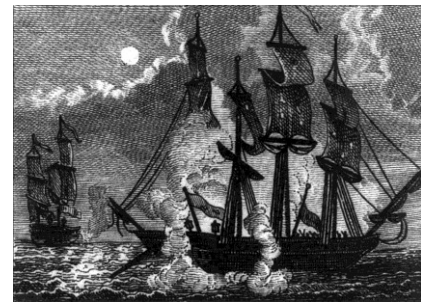
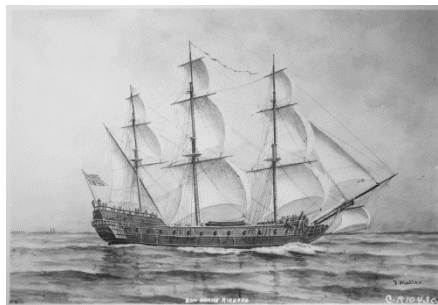


## San Francisco Welcomed the USS BONHOMME RICHARD (LHD 6) Amphibious Assault Ship to Fleet Week 2018



*Photos Roger and Noriko Bazeley*

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



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

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

# Coast Guard Air Station San Francisco – SFO - History

*Roger Bazeley, Contributor/Editor*



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



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

On Public Display for USCG Birthday 2015 – *Photo: Roger Bazeley*

## *Coast Guard Air Station San Francisco – SFO - History*

**1941: Coast Guard Air Station San Francisco Established**

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.



USCG Aviation History Archives Photo 1941

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.



***Coast Guard Air Station San Francisco – SFO – History Continued:***

In addition to PBY-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 PBY-5/-5A/-6A Aircraft**



USCG PBY-5A on the ramp with airborne droppable life boat attached - Photo: USCG



## *Coast Guard Air Station San Francisco – SFO – History Continued:*

The Consolidated PBX 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 PBX because of the Catalina's ability to carry four 1000 pound bombs under the wing. PB meant "patrol bomber", and X was the manufacturer letter assigned to Consolidated.

Two Pratt & Whitney R-1830 radial engines were installed in the wing leading edge just aft of the cockpit. To keep the propellers away from the water, the wing was put on top of a sturdy pylon, and braced with two struts on each side. The fuselage itself had a two-step flotation bottom, and a rounded upper side. 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 PBX was one of the first US aircraft to carry radar.

The first PBX 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 PBX-5A (PBX 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. By the end of 1944 there were 114 PBX-5A/6As in Coast Guard service.

*Coast Guard Air Station San Francisco – SFO – History Continued:*

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



*Photo: Roger Bazeley*

Last version of the USCG PBY Catalina on display at Sacramento Aerospace Museum



*Photos: Roger Bazeley*

USCG PBY Catalina left photo and Gulfstream Jet on display at Sacramento Aerospace Museum



***Coast Guard Air Station San Francisco – SFO – History Continued:***

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: 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.

## ***Coast Guard Air Station San Francisco – SFO – History Continued:***

### ***Operation “Tug-Bird” – Air Station San Francisco Historic Story***

*“During August 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 forecastle.”*

*“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.” (REF: The Coast Guard Aviation Society*

### ***A New era in Search and Rescue Helicopters for the USCG Sikorsky HH-52A “Seaguard” 1963***



*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.*

Sikorsky HH-52A “Seaguard” 1963 99 Sikorsky were ordered by the USCG – Photo: USCG



***Coast Guard Air Station San Francisco – SFO – History Continued:***



Sikorsky HH-52A “Seaguard” 1963 Sikorsky on USS Intrepid flight deck NYC – *Photo: Roger Bazeley*  
(USCG Air Station Brooklyn, NY – Flight Deck Display USS Intrepid Air and Space Museum) December 2018



Sikorsky HH-52A “Seaguard” 1963 Sikorsky on USS Intrepid flight deck NYC – *Photo: Roger Bazeley*



***Coast Guard Air Station San Francisco – SFO – History Continued:***

In March 2001, an agreement with Agusta Aerospace Corporation was made to lease eight A109E Power helicopters. These aircraft were equipped with the latest radar and Forward Looking Infrared sensor system capable of recording activities on tape to facilitate prosecution. HITRON armed these helicopters with M-16 5.56mm rifles and M240 7.62mm machine guns for warning shots and self-protection, and the RC50 laser-sighted .50 caliber precision rifle to disable the engines of non-compliant suspect vessels - (Military designation of MH-68A)



**Agusta MH-68 “Stingray”**

Night shipboard landings, a first for the Coast Guard and now operational procedure Coast Guard wide, were initiated using the ANVIS-9 Night Vision Goggles integrated with the ANVIS-7 heads-up display (HUD) system, and were the first users in the world to operate the latest generation of these night vision devices. For counter drug operations, HITRON aircrews forward deploy aboard Coast Guard cutters for 30-60 day deployments, and aircrews are typically deployed about 120 days a year total.

If a suspect trafficker fails to stop after numerous visual and verbal warnings, the helicopter crew will take up a firing position alongside the go-fast and fire warning shots across their bow to further compel them to stop. If the warning shots do not convince the suspects to stop, the helicopter crew prepares to disable the vessel by shooting out the go-fast’s engines. Using precision, laser-sighted .50 caliber rifles, the helicopter crew positions themselves alongside the fleeing go-fast for disabling shots. Most of the go-fasts have multiple engines, and the helicopter crew will continue to fire into these engines until the suspects stop or they are forced to stop. Once stopped, the vessel will be boarded by the Coast Guard pursuit boat crew and the smugglers taken into custody.

***Coast Guard Air Station San Francisco – SFO – History Continued:***

**Current USCG aviation assets in frequent Search and Rescue use include:**



USCG Dolphin MH65-D hovering -Taking off into sunset, Alameda CA: *Photos: USCG, PA R. Bazeley*



Left: USCG HH-60 “Jayhawk” Sitka Alaska Long Range Right: USCG HC 130H –Air Station Sacramento, CA *USCG Aerial Photo*



Air Station SF Lt. Murphy USCG with Dolphin MH65-D, Air Station SF Pilot, PA-1 Bazeley USCGAUX with Dolphin MH65-D, Alameda Point, CA - *Photo: Left Roger Bazeley, Right USCG*



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

*By Roger Bazeley*



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

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



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



**The AUXFS TEAM**



*L-R: Linda Haynes, Michelle Gibson, John Foley, Tommy Holtzman, Jasmine Shepard, Wil Silva, Nancy Holtzman*

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



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

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

## **Behind the Scenes – transportation logistics, food prep**

The entire pre-prepared and cooked entrees, vegetable sides, salads, and deserts including setting up beverage and serving areas had to be transported to the SFO Aviation Museum exhibit/250 seat capacity court dining area prior to the event opening its doors for diner. Portable AUXFS warming oven multi rack units also were set up to keep the food and oeuvres at the proper temperature in a very small on site kitchen.



*Left: AUXFS: Haynes, Holtzman, Shepard, Holtzman, Silva; Center Holtzman testing Temp.; Right: Shepard*

A flurry of activity preparing the salads with fresh tomatoes and avocados as the AUUXFS staff peeled and carved the lush green California avocados while outside Auxiliary AUXFS staff and chefs were preparing serving table and food steamers buffet pans while checking the food safe temperatures with infrared thermometers. The just before the guest were to be served the AUXFS servers and Chefs stood at attention at their serving station in their bright white chef and server uniforms, caps, food safe gloves and wide beaming smiles as they started to serve the magnificent men and women serving at Air Station San Francisco.



*AUXFS Team: Haynes, Holtzman, Hayes and Foley Left Serving, Right photo: AUXFS Holtzman and Gibson*



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

As each person was carefully served with attentiveness you could see the mutual pleasure of the guests in being served with friendly courtesy and respect and treated like USCG family. As the guest enjoyed the festivities in which the AUXFS dishes and service were the night's hi-light. Guest wandered around looking at the exhibits of aircraft and aviation history and extensive model collection and felt in their element.



**AUXFS Team:** *Left: L. Holtzman, T. Holtzman, Right: Linda Haynes and John Foley Serving Guest*

The second floor contains more exhibits, a library of historic books and documents, offices, meeting rooms and a surrounding space with multiple use of stucco surfaced arches with a classical interior architecture creating a large magnificent on air court yard. Numerous tables were adored with red table clothes and created center pieces in a courtyard with the interior walls washed with colorful up lighting and a lighted ceiling highlighting a suspended DC-3 passenger aircraft and the historic 1926 era Sothern Cross Ford Tri Motor passenger.



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



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



*Left: AUXFS Foley Serving USCG CDR. Chris Huberty; Center: USCG Couple; Right: AUXFS Foley serving.*

The AUXFS TEAM through the evening and days preceding met the overall goals of the AUXFS program which include:

- Giving Auxiliarists another means to contribute to and support the Gold Side.
- Provide assistance at Coast Guard and Auxiliary VIP events.
- Improve the morale of Coast Guard personnel.
- Demonstrate to the Gold Side the importance and diversity of the Auxiliary
- Provide Food Service training and Chef Skills to Auxiliarists.
- Valuable AUXFS Specialist training increases recruitment and member retention.



R-L Photos SFO Louis A. Turpin Aviation Museum – Ctr. AUXFS deserts – *Photo: Roger Bazeley*

The food variety and fresh baked deserts, cakes, cookies and even homemade ice-cream added to the night's pleasurable treats and menu finishing touches. The author/photographer at the end of the evening was given a sampling of the food items to taste and evaluate --- they were simply marvelous and first class in the menu items and consistency of preparation

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

The deserts and homemade ice-cream sundae were worthy of the highest praise. At the end of the evening the entire AUXFS TEAM was brought out and thanked by San Francisco Air Station Commander Chris Huberty for their terrific food, service, and event success.



*Left: AUXFS Shepard and Silva Serving USCG Guest; Center: USCG Spouse and Michelle Gibson; Right AUXFS Foley serving USCG guest – Photos: Roger Bazeley*

The District Eleven North's AUXFS TEAM exceeded the mission and brought the USCG Air Station San Francisco holiday event in for a perfect landing!



*Left: AUXFS Michelle Gibson and Team being recognized by USCG CMDR. Chris Huberty; Right: AUXFS Event Team: Linda Haynes, Michelle Gibson, Tom Foley, Tommy Holtzman, Jasmine Shepard, Wil Silva, Nancy Holtzman Photos: Roger Bazeley*

*The depth and level of training to be a Chef or Food Service leader is incredibly detailed and complex and the results of servicing USCG Cutters, USCG Stations and bases as well as putting on a successful COW or large VIP or year-end event are rewarding and greatly appreciated.*

## What is the Auxiliary (AUXFS) Food Service Program?

*Roger Bazeley, Contributor/Editor*

<p>The Auxiliary Food Service (AUXFS) program enhances Coast Guard and Coast Guard Auxiliary mission readiness, effectiveness, and execution by providing food services support to Coast Guard and Coast Guard Auxiliary units by:</p>		<ul style="list-style-type: none"><li>• Promoting and maintaining food service in floating and land based facilities.</li><li>• Supporting the Coast Guard National Strategic Plan.</li><li>• Staffing a skilled staff to support Coast Guard operations.</li></ul>
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### Overview and History of the AUXFS Program

After 9/11, it became obvious that Auxiliarists had many new roles that they could play as part of Team Coast Guard. Auxiliarists had been informally supporting stations and cutters by helping in the galleys. In 2006, through the efforts of District 1SR, the Auxiliary Chef (AUXCHEF) program was approved as a pilot program. District 5SR then spearheaded its development, serving at small boat stations, on cutters, and at VIP events throughout the 5th District.

In January 2009, the National Commodore and National Executive Committee approved the AUXCHEF Program as an Auxiliary National Program and this guide was officially adopted in 2010. In 2013, the AUXCHEF program was renamed the AUXFS program to more closely resemble in both name and practice the policies and standards required of active duty Coast Guard Food Service Specialists.

All AUXFS members have been trained using the Coast Guard Approved Auxiliary Food Services Guides and instructors. Training includes both classroom lectures and culinary skills work followed by a standardized performance qualification completion within 1 year of the initial class. Medical screenings and Hepatitis A vaccines along with a yearly sanitation and team coordination training are also required. Due to strict guidance from the Coast Guard, no waivers will be granted under any circumstances.





## **What is the Auxiliary Food Service Program? Continued:**

### **Goals of the AUXFS Program**

- Give Auxiliarists another means to contribute to and support the Gold Side.
- Provide simple Food Service training to Auxiliarists.
- Relieve the Food Service Specialists (FSs) at small boat stations and cutters so that they can take leave, attend “C” schools, training, or perform other duties.
- Provide assistance at Coast Guard and Auxiliary VIP events.
- Provide training and support to Food Service Specialists (FSs).
- Improve the morale of Coast Guard personnel.
- Demonstrate to the Gold Side the importance and diversity of the Auxiliary.
- Support the Coast Guard and Auxiliary in emergencies.
- Add to the activities in which Auxiliarists participate, adding interest to their career. This is important to recruiting and retention.

### **Qualifications for the AUXFS Program**

- A desire to help and support the active duty Coast Guard
- Cooking experience not a requirement.
- Available time to volunteer.
- Completion of the AUXFS Training Program and PQSs, including TCT (If required by the Coast Guard unit they’re supporting) and getting the HEP A vaccination. Be qualified as an Auxiliary instructor in order to be certified as an AUXFS instructor.

### **AUXFS Duties**

Under the supervision of the unit Food Service Officer (FSO) and/or Senior AUXFS, a trained AUXFS will:

- Plan meals and shopping lists

*\*AUXFS shall not do any direct purchasing, with or without a unit credit card, as this would be a violation of Coast Guard and federal policies and regulations.*

- Prepare meals
- Serve meals
- Some clean up



## **What is the Auxiliary Food Service Program? Continued:**

### **Health Issues**

Hepatitis A Shots are required. The Coast Guard can provide the shots at a Coast Guard health care facility if supplies and operations allow. However, all AUXFS must provide proof of their vaccination in accordance with Appendices C & D. The AUXFS must be physically able to handle the assignment.

### **Uniform**

The ODU is generally the required uniform for AUXFSs working at a Station or on a cutter. However, a Unit may prescribe a different uniform. (See Appendix C for uniform details) For VIP events, a white chef coat, black pants, and black shoes will be required. There are many sources for inexpensive chef clothing.

### **Overview of the Food Service Environment**

The CGDF may contain the following:

- Galley – food preparation and holding
- Serving Line – plates and utensils, serving equipment (steam tables and cold serving bars), cooking surfaces for cook-to-order food
- Mess Deck – drink dispensers, chilled salad bar, tables and chairs
- Scullery – food disposal areas, sinks/dishwashers/sanitizers
- Food Storage –dry storage, refrigerators, and freezers

### **COOKING EQUIPMENT**

Cooking tools and equipment are essential for preparing extraordinary food and drink –the kind of meals that people keep coming back for. When used and maintained properly, cooking equipment will serve you well. This same equipment can also be very dangerous. In addition, cooking equipment when used or maintained improperly can become very expensive. Equipment can burn, cut, or smash various parts of the body. AUXFS become familiar with the equipment before using it. It is important to recognize when the equipment is not working properly. (References: USCG and Auxiliary Food Services AUXFS PQS/Manuals)

*The depth and level of training to be a Chef or Food Service leader is incredibly detailed and complex and the results of servicing USCG Cutters, USCG Stations and bases as well as putting on a successful COW or large VIP or year-end event are rewarding and greatly appreciated.*

## The Essence of Auxiliary Leadership - Commodore “Rich” Thomas; Team Coast Guard, RBS Operations, AUXFS Program

*Interview and Article by Gail Giacomini*



“Coast Guard Auxiliary’s 2018 Immediate Past District 11 Northern Region’s **Commodore “Rich” Richard Thomas** Rich Thomas, of Thomas Associates, a resident of Lake County’s Middletown, California, and a Coast Guard Auxiliary member since 2004, shared memories of his past volunteer experiences and of the role of the Auxiliary during an “question and answer” interview.

*\*Gail Giacomini, Deputy District Staff Officer, Public Affairs, conducted this interview at the offices of Thomas’ real estate company, Thomas Associates, in Middletown, California, December 20th, 2018. Photo: USCGAUX PA*

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**Q: Giacomini: What drew you to volunteer with the CG Auxiliary?**

**A: 2018 Past District Commodore Thomas:** From founding and coaching the Middletown Football Youth Program to helping start the Middletown Rotary Club, to serving with the Coast Guard Auxiliary, volunteering has always been a pleasure. I like to meet people and learn from them, and have made lasting friendships through my volunteer activities. In some ways volunteering is my entertainment, instead of sports season tickets!



Our Coast Guard enlistee son, Rich, Jr. was the one who suggested, “You should join the Coast Guard Auxiliary, Dad.” It was a surprise that I had never *heard* of this volunteer organization in the thirty-three years we had lived in Middletown! I looked online for an address and sent an interest form to it. The very next day, Flotilla 88 member Don Trebell arranged a meeting for an interview and gave me the new member test and membership forms!! I joined Clear Lake’s 08-08 Flotilla in 2002, and was able to complete enrollment on May 5, 2004.

Middleton, CA – Coast Guard Reservist Rich Thomas, Jr., with Coast Guard Auxiliarist father Rich Thomas at the offices of Thomas Associates. *Photo: Gail Giacomini*



## The Essence of Auxiliary Leadership - Commodore “Rich” Thomas continued:

**Q: Giacomini: What appointed and elected positions did you hold in the Coast Guard Auxiliary?**

**A: 2018 Past District Commodore Thomas:** I began volunteering with Clear Lake’s Flotilla 88 with Human Resources and Career Counseling. I was a project manager for thirteen years with the Coast Guard’s Academy Introduction Mission’s (AIM) one-week summer program for high school juniors. Auxiliary RBS Operations was a focus for six years. My first elected positions were as Flotilla 88’s Vice Commander, then Commander. After serving as Division Eight’s Commander, in 2011, I was appointed District 11NR’s Captain of Support and in 2013, Chief of Staff. In 2015 I was elected District 11NR’s Commodore and in January of 2018 I completed two years as Immediate Past District Commodore with District 11NR’s Commodore Wally Smith.

**Q: Giacomini: Which work with the Coast Guard Auxiliary has given you the most pride?**

**A: 2018 Past District Commodore Thomas** I’m most proud of answering the request of District 11NR’s Commodore Angelo Peralda’s in 2010 to help develop the District 11NR’s Auxiliary Chef (now called Aux Food Service) program. AuxChef instructors Linda Haynes, Jim Losi, myself and others helped to coordinate the AuxChef (now Aux Food Service) program for the District and in 2011 qualified thirty-five AuxChef graduates to provide meals for boat stations, Coast Guard Cutters, Coast Guard and Auxiliary special events! Rich Thompson and AUXFS crew served at D-Train, 2011. “Rich did the most to find us great work to show off our skills. He took us to places I didn’t even know the Coast Guard had and has been key in getting us great work.” Photo and quote by Coast Guard Auxiliarist Aux FS Linda Haynes.



SF., CA – CG Auxiliarist AuxChef Rich Thomas Coast Guard crew on 05-26-2012 USCGC *Sockeye* patrol displays roasted vegetables to USGGC *Sockeye* crew. CG Auxiliary AuxChef Rich Thompson (third from left). *Photos: USCG and USCGAUX PA*

**Q: Giacomini: What were the highlights of your USCG Auxiliary volunteering? Can you share any exciting adventures you’ve had as an Auxiliary volunteer?**

**A: 2018 Past District Commodore Thomas:** I was going to say, “Everything was a highlight!” But if I had to choose, one would be serving as an AuxChef aboard the USCGC *Sockeye* on a 2012 Memorial Day weekend patrol to accompany the USS *Iowa* on her final voyage out of the Golden Gate. Cooking was a challenge, as there were 35 knot winds! (*Link to Rich’s Northwind article, pages 4-6* [http://resource.d11nuscgaux.info/northwind/2012/12JulNW\\_web.pdf](http://resource.d11nuscgaux.info/northwind/2012/12JulNW_web.pdf))

## The Essence of Auxiliary Leadership - Commodore “Rich” Thomas continued:

Fellowship has been another highlight. For instance, I made a long-time East Coast friend of Dave Kirk, a retired chemical engineer and fellow volunteer with the AIM program. And I met famous Coast Guard Astronaut Commodore Burbank at the Academy’s “all hands” mess hall!! (I made a little joke, saying, “This food is “out of this world” and got a chuckle out of him.).

Our son Rich, Jr., provided an exciting adventure when he invited me aboard his Coast Guard patrols while serving at stations in Tacoma, Washington and Jacksonville, North Carolina. The first was a night patrol on a 25’ Boston Whaler and the second on a facility’s day patrol. The crews did 270 degree turns, and even though I was securely harnessed, it was exciting – and something I wouldn’t repeat!



*Boston Whaler Owners Event, Stuart, Florida “The Coast Guard came...on cue in their Boston Whaler” 04- 24-2004*  
Photo: James W. Hebert. Ref.78-15

**Q. Giacomini: What changes and opportunities for Coast Guard Auxiliary volunteers have you observed?**

**A. 2018 Immediate Past Commodore Rich Thomas** Although there is really no change to the main purpose or missions of the Coast Guard Auxiliary -Recreational Boating Safety and Marine Safety, opportunities have increased ten-fold to work with the active Coast Guard in programs that assist them.

**Q. Giacomini: How have certain Auxiliary programs helped with interaction with the Coast Guard?**

**A: 2018 Immediate Past Commodore Rich Thomas,** “Food and Fly!” AUXFS and AuxAir are the primary programs that assist the Coast Guard.! Of course, the Auxiliary programs of watch standing, ferry boat auditing, fishing boat exam assistance, and clerical help (look at what the Farnsworth’s do at DIRAUX) are appreciated by the Coast Guard when they invite our help. I once cooked dinner for Admiral Ray and was told he commented, “Sometimes we shoot ourselves in our own foot *not* using the Auxiliary.” To use sports analogy, long as we remember we are *invited* to be swimmers in a Coast Guard pool and are able to match our strokes with theirs, we’ll be welcome to work with them.

## The Essence of Auxiliary Leadership - Commodore “Rich” Thomas continued:

**Q. Giacomini: What is the value in having the Coast Guard Auxiliary use “Teamwork” versus individual and “in-groups” volunteering?**

**A: 2018 Immediate Past Commodore Rich Thomas:** We need to work more to change “I” to “we!” Once again, because of my coaching background I tend to use sports analogies. As I told my Football Youth Program players, without teamwork you won’t have a “winning” conclusion. Auxiliary teamwork is just as important for having a successful outcome for our missions



*Coast Guard Auxiliarist Food Service Chef Linda Haynes said, “Rich did the most to find us great work to show off our skills. He took us to places I didn't even know the Coast Guard had! He has been key in getting us great work.”*

*Photo of Rich giving an award to fellow AUXFS chef Linda Haynes  
USCGAUX PA*

**Q. Giacomini: What challenges and opportunities are involved working with such a diverse and varied scope and area of volunteers?**

**A. 2018 Immediate Past Commodore Rich Thomas:** There will always be a mission priority difference between our District’s inland lakes and rivers and coastal areas and those areas with and without a Coast Guard presence. For example, Utah works with more agencies because they have limited Coast Guard presence. In Northern California, our requested and Coast Guard (Admiral Servidio) permitted volunteer contributions to the Office of Emergency Services (OSM) and Operations Management Systems during the 2015 Valley Fire, resulted in people in authoritative becoming aware of the Auxiliary response readiness positions (I got a call from the head of OSM in Sacramento!) It’s a hope of mine that when other groups learn of our members mandated Federal Emergency Management Agency training and Homeland Security clearance, we’ll be recognized more and more as a valuable “Team Coast Guard” resource.

**Q. Giacomini: What might you have done differently in your Coast Guard volunteer work? Is there any advice you’d like to share, especially with new volunteers?**

**A. 2018 Immediate Past Commodore Rich Thomas** I would have done two things differently: one, I wish I had known about the CG Auxiliary earlier and two, I wish I had seen Immediate Past District Commodore Wally Smith’s signature quote sooner – “never go through life saying, ‘I should have!’ My advice to new Coast Guard Auxiliarists is to take advantage of all of the opportunities, but without “burning” yourself out. There are so many opportunities available to Coast Guard Auxiliary members to learn new skills! (For instance, I trained and qualified to be a Fingerprint Specialist, an Operations Crew, a Recreational Boating Services (RBS) Visitor, a Public Educator, a Public Affairs Speaker, an Auxiliary Chef Instructor and Auxiliary Food Service Cook).



**The Essence of Auxiliary Leadership - Commodore “Rich” Thomas continued:**



*Photo: Gail Giacomini*

Middletown, CA- Rich Thomas pointing out his mother’s small town in Italy near Spezia, Italy.

**Q. Giacomini: In what capacity (if any) do you envision yourself continuing to volunteer for the Coast Guard Auxiliary?**

**A. 2018 Immediate Past Commodore Rich Thomas:** The Flotilla where I started my Coast Guard Auxiliary volunteering - Flotilla “88”, of Clear Lake - celebrated its 50th anniversary this year, and I want to be a part of its future. I have just accepted the job of “88’s” Flotilla Commander,

I have lined up seven speaking engagements promoting the Coast Guard Auxiliary using a Power Point WWW (partly using my travel security experiences) presentation I’ve developed. I will probably stay involved in the Flotilla’s Human Service’s recruiting and training, the RBS visitation and Public Education programs.

I am also looking forward to having more time to travel (adding more pins to my world map) and for enrolling in one-day cooking classes, in the countries we visit, meeting new people and learning a little history along with the recipes. Some of my favorite foods are my Mother’s Northern Italian dishes – but my Greek dinners are a close second!

**Giacomini:** Thank you, Rich, for taking time to share your volunteer experiences with me and your time and commitment to the Coast Guard Auxiliary

**A: 2018 Immediate Past Commodore Rich Thomas** Thank you Gail.

# **FELLOWSHIP 2010**

## **Flotilla Point Bonita YBI, CA Tours USCG Air Station SF**



Photo: Roger Bazeley AUXPA-1 (Tripod Remote)

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



USCG Air Station Dolphin 65B Helicopters being serviced on tarmac. *Photos: Roger Bazeley*



**FELLOWSHIP 2010**

**Flotilla Point Bonita YBI, CA Tours USCG Air Station SF, Continued:**



USCG Air Station SF Hangar with Dolphin HH-/MHC-65A/B/C/ Helicopters –Burns, Nevesky- LT: Bart Rugo; Photos: Roger Bazeley



**Dolphin MH-65-D Helicopter on tarmac with Auxiliarist Bazeley – Photo: Roger Bazeley-Remote**

HH-65C — HH-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.



## FELLOWSHIP 2010

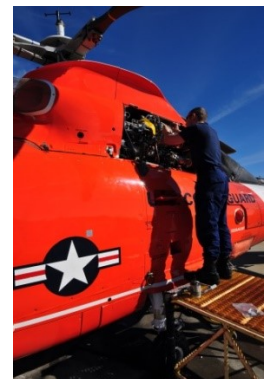
Flotilla Point Bonita YBI, CA Tours USCG Air Station SF, Continued:



LT: Auxiliarist Bill Burns with Dolphin MH-65-D in hangar USCG SF RT: Dolphin MH-65 -D Cockpit Instruments and Controls-  
Photos: Roger Bazeley



Dolphin MH-65-D in hangar USCG SF Engine Maintenance by USCG Tech – Photos: Roger Bazeley



USCG SF Engine Maintenance by USCG Tech, Air Station Uniform and Logo Graphic Shield – Photos: Roger Bazeley



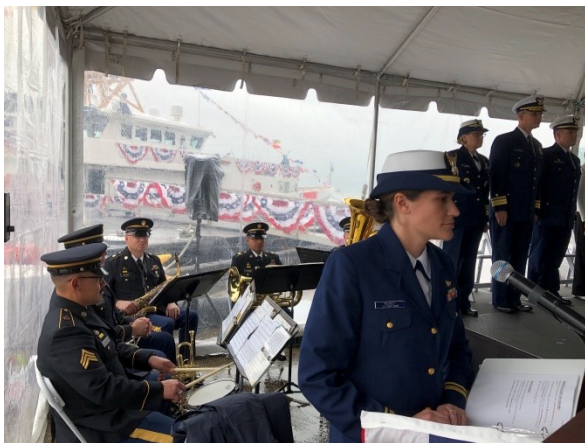
## **USCGC Robert Ward (New Sentinel Class) Commissioned**

*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 Sectoe 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 11<sup>th</sup> District, and Lieutenant Benjamin C. Davne Commanding Officer USCGC Robert Ward (WPC 1130) Standing on stage  
Left Photo: Army Band Contingent. *Photos: Roger Bazeley*



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



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



*Photo Courtesy Bollinger Ship Yards and USCG*

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



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



Army Band performing for USCGC Robert Ward Commissioning 3/2/2019 *Photo: Roger Bazeley*

The cutter's motto is inspired by its namesake Robert Gratton Ward. Ward served as coxswain of a landing craft in the first wave of operations against the enemy on Cotentin Peninsula during the invasion of Normandy, WWII. Ward successfully landed his troops despite heavy enemy opposition. Upon retracting from the beach, he observed stranded crews from two other landing craft whose boats had been destroyed by enemy mortar fire. Ward returned to the beach, took both crews off despite continued shelling, and returned safely with them to his ship. Ward was awarded the Silver Star for conspicuous gallantry in action against the enemy.



Guests of Honor: Vice Admiral Fagan, Rear Admiral Gautier, Lt Davne CO USCGC WARD, Admiral Breckenridge RET, USCG Chaplain D11, Lt. Col. Ralph Neal USCM RET. Long Glass Presenter, State And Bollinger Ship Representatives, Senator Jackie Spear (Red Jacket) *Photos: Roger Bazeley*



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

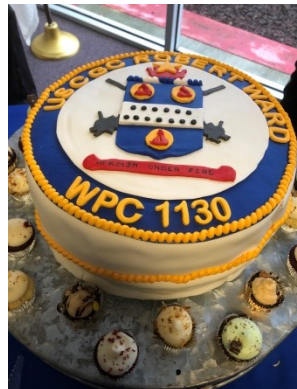
*Photos: Roger Bazeley*



Event: Photo Gallery:USCG Collins, and USCG Glander Admiral Attaches – Rt. Crew



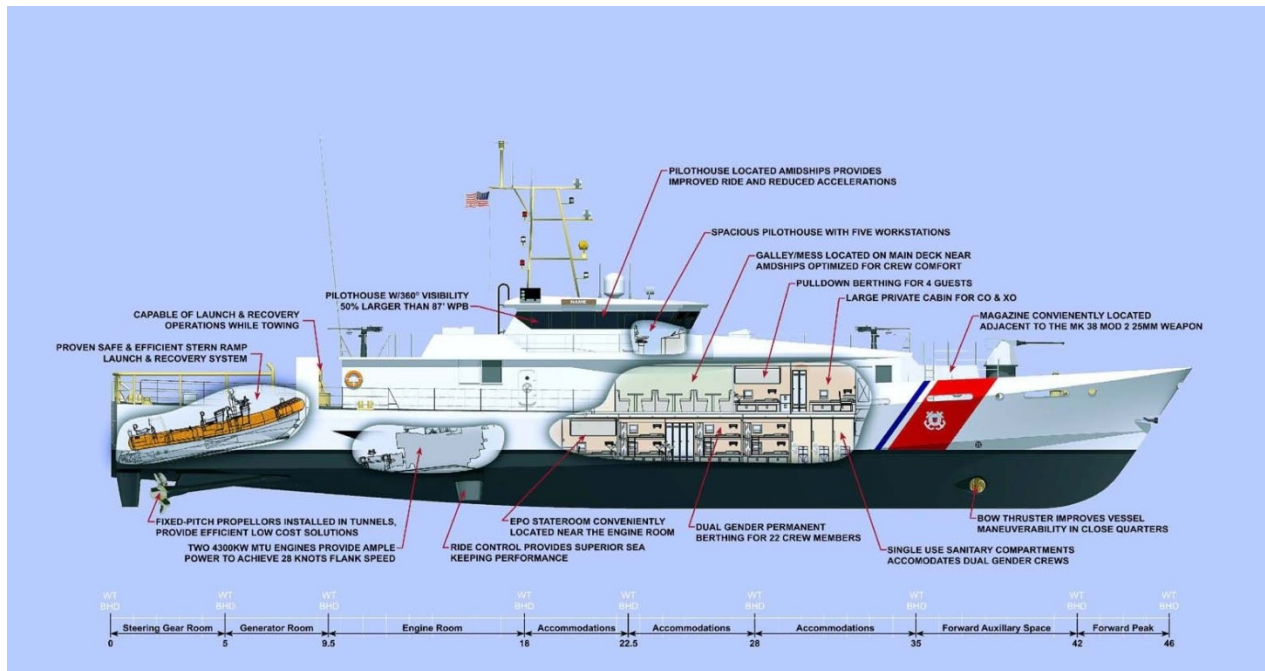
USCG Photo Technician Specialist and USCG Admiral's Attache Rt: USCG Admiral Gautier, Ships Sponsor, USCGC Commander, and Vice Admiral Linda Fagan Pacific Area Commander



Reception Deserts prepared by USCG Petaluma FS, USCG Audette, Sananta Haley-Command Chef

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

On September 26, 2008, Bollinger Shipyards in Lockport, Louisiana, United States, was awarded US\$88 million to build a prototype.[8] The vessel would be the first of a series of 24-34 46.8-meter (154 ft) cutters built to a design largely based on the Damen Stan 4708 patrol vessels from the Netherlands firm the Damen Group



*Graphic of USCG Sentinel-class cutter modifications made to the Damen Stan 4708 patrol vessel design.*

Proposed modification to the Damen Stan 4708 patrol vessel for possible use in the USCG. Vessels of the closely related Damen Stan 4708 patrol vessels employed by other countries, mount a fire-fighting water cannon where the USCG design mounts a 25mm autocannon. Vessels of closely related 4708 class, employed on customs, fishery or environmental protection patrols for other nations carry a crew about half the size the USCG plans.

USCG Fast Response Cutters, FRCs vessels will perform various Coast Guard missions which include but are not limited to PWCS (Ports, Waterways, and Coastal Security), Defense Operations, Maritime Law Enforcement (Drug/migrant interdiction and other Law Enforcement), Search and Rescue, Marine Safety, and environment protection. The vessels are armed with a remote-control 25 mm Bushmaster autocannon and four crew-served M2HB .50-caliber machine guns.

They have a bow thruster for maneuvering in crowded anchorages and channels. They also have small underwater fins, for coping with the rolling and pitching caused by large waves. They are equipped with a stern launching ramp, and are manned by a crew of 22. The Fast Response Cutter deploys the 26' Cutter Boat - Over the Horizon (OTH-IV) for rescues and interceptions



## USCGC Robert Ward (WPC-1130) (New Sentinel Class) Commissioned: Continued:

The FRC Coast Guard vessels design include an increase in speed from 23 to 28 knots (43 to 52 km/h; 26 to 32 mph), fixed-pitch rather than variable-pitch propellers, stern launch capability, and watertight bulkheads. The vessels are built to ABS High Speed Naval Craft rules and some parts of the FRC also comply to ABS Naval Vessel Rules. The vessels meet NAVSEA standards for two compartment damaged stability and also meet the Intact and Damage Stability and reserve buoyancy requirements in accordance with the "Procedures Manual for Stability Analyses of U.S. Navy Small Craft". The vessels have space, weight, and power reserved for future requirements which includes weapons and their systems.



*Left Photo:* FRC Sentinel Class stern launch capability *Right Photo:* Underway with 28 knot capabilities - Photos USCG and Bollinger Shipyards

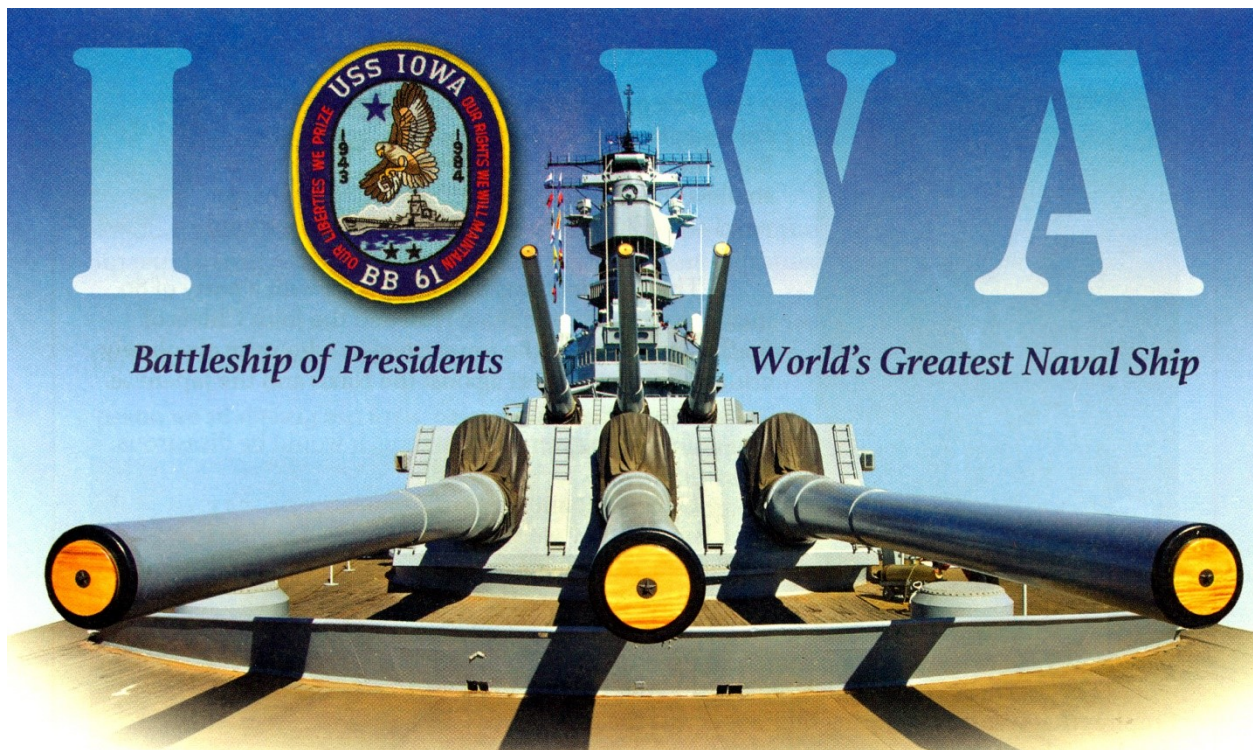
The cutters have a reduced Radar cross-section through shaping. The bridge is equipped with a handheld device that allows crew members to remotely control the ship's functions, including rudder movement and docking. Prior to the deployment of the Marine Protector class, the Coast Guard decided that all its cutters, even its smallest, should be able to accommodate mixed gender crews, and the Sentinel-class cutters are also able to accommodate mixed gender crews. On May 4, 2016, Bollinger Shipyards announced that the U.S. Coast Guard awarded it a new contract for building the final 26 Sentinel-class fast-response cutters. That brings to 58 the total number of FRCs that the USCG ordered from Bollinger. Acquiring the 58 cutters is expected to cost the federal government \$3.8 billion — an average of about \$65 million per cutter. (Reference Sources: Bollinger Shipyards, and USCG Media)



## San Francisco Maritime History

### BB-61 Battleship USS IOWA

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



Official Navy Photo: USS Iowa (BB-61)

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

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





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



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

*Photo: Roger Bazeley*



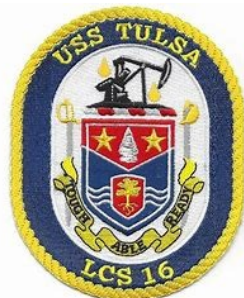
## **Advanced Litorial USS TULSA Commissioning San Francisco**

FEBRUARY 18, 2019, San Francisco, CA – The littoral combat ship USS Tulsa (LCS 16) was commissioned as the Navy’s newest surface combatant in a ceremony in San Francisco Feb. 16. The Independence-variant LCS is the Navy’s second ship to be named for the city of Tulsa, Oklahoma.

“She truly is an amazing ship and an amazing addition to the fleet, but as impressive as she is, she would be nothing without the Sailors you see lining her deck this morning,” said Cmdr. Drew Borovics, Tulsa’s commanding officer. “And as much as they have already accomplished, they know their true greatness lies ahead as Tulsa enters the fleet and stands ready to answer her nation’s call. They are the finest Sailors our Navy has to offer. They are tough, able and ready to take our nation’s newest warship to sea.



*US Navy Aerial Sea Trial Photo*



**Advanced Litorial USS TULSA LCS-16 Commissioning San Francisco**



**Main Guests of Honor Stage with Mayor Bree of San Francisco Speaking – Photo: Roger Bazeley**



**Cermonies Mastter of Ceremonies and U.S. Navy Band –San Diego Pacific Fleet HQ**





## **Advanced Litoral USS TULSA Commissioning San Francisco**

LCS is a highly maneuverable, lethal and adaptable ship designed to support focused mine countermeasures, anti-submarine warfare and surface warfare missions. The ship integrates new technology and capability to affordably support current and future mission capability from deep water to the littorals.

The LCS class consists of two variants, the Freedom variant and the Independence variant, designed and built by two industry teams. The Independence variant team is led by Austal USA, Mobile, Alabama, (for LCS-6 and the subsequent even-numbered hulls). The Freedom variant team is led by Lockheed Martin, Marinette, Wisconsin (for the odd-numbered hulls).

### **The Independence Variant of the LCS Class Specifications:**

#### **PRINCIPAL DIMENSIONS**

**Construction Hull and superstructure – aluminium alloy, Length overall 421 feet/128.3 m**

**Beam overall 103 feet/31.4 m, Hull draft (maximum) 14.8 feet/4.5 m**

#### **PAYLOAD AND CAPACITIES**

**Complement Core Crew – 40, Mission crew – 3, 6 Berthing 76 in a mix of single, double & quad berthing compartments, Maximum mission load 210 tonne, Mission Bay Volume 118,403 feet<sup>3</sup>/11,000 m<sup>3</sup>, Mission packages Anti-Submarine Warfare (ASW), Surface Warfare (SUW), Mine Warfare (MIW)**

#### **PROPULSION**

**Main engines 2 × GE LM2500, 2 × MTU 20V 8000**

**Waterjets 4 × Wartsila steerable, Bow thruster Retractable azimuthing**

#### **PERFORMANCE**

**Speed 40 knots/46 mph/74 km/h, Range 3,500 NM/4,028 miles/6,482 km**

**Operational limitation Survival in Sea State 8**

#### **MISSION/LOGISTICS DECK**

**Deck area >21,527.8 feet<sup>2</sup>/2,000 m<sup>2</sup>, Launch and recovery Twin boom extending crane**

**Loading Side ramp, Internal elevator to hanger, Launch/Recover Watercraft Sea State 4**

## **Advanced Litorial USS TULSA Commissioning San Francisco**

### **FLIGHT DECK AND HANGER**

**Flight deck dimensions 2 × SH-60 or 1 × CH-53 or multiple Unmanned Aerial Vehicles/Vertical Take-off and Land Tactical Unmanned Air Vehicles (UAVs/VTUAVs)**

**Hanger Aircraft & maintenance for 2 × SH-60, Launch/Recover Aircraft Sea State 5**

### **WEAPONS AND SENSORS**

**Standard 1 × 57-mm gun, 4 × 12.7-mm/.50 caliber guns, 1 × Surface-to-Air Missile (SAM) launcher, 3x weapons modles**



**USS TULSA LCS-16 CREW – First Watch – Await Orders to Man the Ship –**

*Photo: Roger Bazeley*



**Advanced Litorial USS TULSA Commissioning San Francisco**

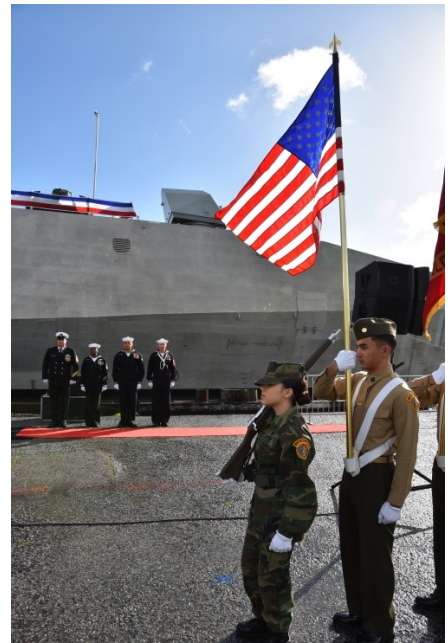


**Piping on Board, USS Tulsa CO " Captain Arriving" – Photo: Roger Bazeley**



**USCG Sector SF Providing PortEvent Security – Admiral's Flag Raising**  
*Photos: Roger Bazeley*

**Advanced Litorial USS TULSA Commissioning San Francisco**



**First Watch and Sea Cadets Honor Guard** - *Photos: Roger Bazeley*

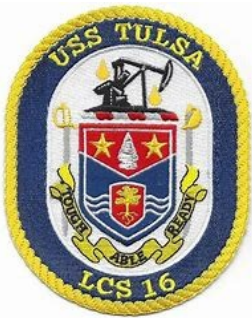
LCS is a modular, reconfigurable ship designed to meet validated fleet requirements for surface warfare, anti-submarine warfare, and mine countermeasures missions in the littoral region. An interchangeable mission package is embarked on each LCS and provides the primary mission systems in one of these warfare areas. Using an open architecture design, modular weapons, sensor systems and a variety of manned and unmanned vehicles to gain, sustain, and exploit littoral maritime supremacy, LCS provides U.S. joint force access to critical theaters.



**Advanced Litorial USS TULSA Commissioning San Francisco**

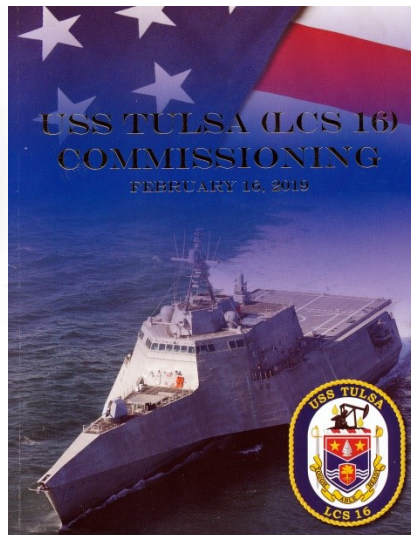


**“Bring This Ship to Life” Manning the Rails** *Photos: Roger Bazeley*



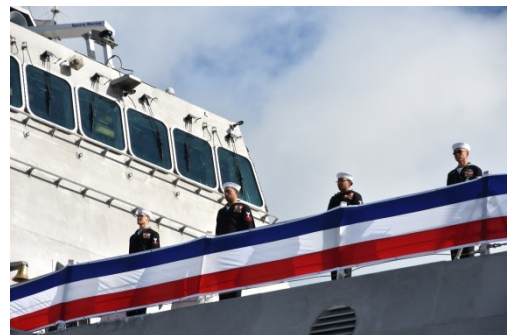
**USS TULSA Shield**

1st Quarter 2019



**Commissioning Program**

47



**Manning the Rails-First Watch**

January-April

Interview-Roger Bazeley AUXPA-1

## **Cmdr. Bill Burns - Aviator, “Jet Jock” and USCG Auxiliary Leader**



**Auxiliarist William Burns FC - Point Bonita, CA D11N (2017-18)** is our invaluable and amazing multi-tasking flotilla mentor and leader with years of experience. Bill is a veteran of the USAF 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 mentor.

**Admiral Servidio left presents USCG Service Award to William Burns FC F17**



**U.S. Coast Guard Auxiliarist William “Bill” Burns in front of historic Treasure Island Hanger 3/16/2019**  
*Photos: Roger Bazeley*



**Continued: Cmdr. Bill Burns – Aviator, “Jet Jock” and Auxiliarist Leader**

**Q: Bazeley: What drew you to aviation and started your path to the joining the USAF?**

**A: 2018 Past Flotilla Commander Burns:** 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: Bazeley: Please expand upon your young years taking flying lessons and plane types?**

**A: Commander Burns:** 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: Bazeley: How did you take these life experieinces during your high school years and decide to join the USAF?**

**A: Commander Burns:** 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!



USAF Cadet 1954/55 Lackland AFB Pre-Flight Training – Stallings AFB N.C. flew NA T-28A

**Continued: Cmdr. Bill Burns – Aviator, “Jet Jock” and Auxiliarist Leader**

**Q: Bazeley:** Bill could you continue to expand upon your USAF aviation training?

**A: Commander Burns:** 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. For the next 6 months we learned to fly North American T-28A’s.



T-28A’s at Stallings SFB in North Carolina for flight training on the North American T-28A

*\*The North American Aviation T-28 Trojan is a piston-engine military trainer aircraft used by the United States Air Force and United States Navy beginning in the 1950s. Besides its use as a trainer, the T-28 was successfully employed as a counter-insurgency aircraft, primarily during the Vietnam War. It has continued in civilian use as an aerobatics and Warbird performer.*

**A: Bill Burns:** 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.



Left: Bill Burns Pilot, Laughlin AFB, Del Rio, Texas for T-33 Jet Training \_ T-33 in flight

**A: Bill Burns:** After leaving Air Training Command, I took a special assignment for single engine pilots in the Strategic Air Command. Yes, what does SAC’s purpose for using a few single-engine “Jet Jocks” in a multi-engine bomber group using B-47’s. Like I said, it was a “special assignment,” and this is all I can say about the details due National Security..



**Continued: Cmdr. Bill Burns – Aviator, “Jet Jock” and Auxiliarist Leader**



Left: North American T-33 “Starfighter” with canopy open – Right: T-33 Cockpit



Left: Bill Burns in flight suit standing next to F-94C Jet – Right: T-33A Starfighter in flight



Left: Bill Burns on tarmac reading T-33 Flight Map – Right: Burns climbing into F-94 jet

**Continued: Cmdr. Bill Burns – Aviator, “Jet Jock” and Auxiliarist Leader**

**Q: Bazeley: Bill could you describe the decision on not making a career out of the USAF ?**

**A: Bill Burns:** 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: Bazeley: Bill could you describe the other USAF jets you flew or checked out on ?**



I flew the F-100 pictured in the right inflight photo and the right photo shows the F100 Cockpit

**Q: Bazeley: Bill could you tell me how you incorporated your USAF flying and aviaton experiences and training into your educational career at UC Berkeley ?**

**A: Bill Burns:** 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.



Oakland Airport, CA

Left; The Beech T-34A which was able to fly where the video camera of LAOSS was able to shoot directly out into the open air because the T-34A had a sliding canopy that could be open.



**Continued: Cmdr. Bill Burns – Aviator, “Jet Jock” and Auxiliarist Leader**

**A: Bill Burns:** 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. I did. And, I was surprised to find out they were interested,

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.

The Coast Guard had funding available for NASA sponsored remote sensing applications development. So, after I offered a video of demonstration of a prototype that was tested by shooting a video from a Cessna 150. 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**.



**“Airborne, remote sensing system that uses reflected polarized skylight to detect the presence of oil discharges into water,”** or search on “Light Airborne Oil Surveillance System” connected with the name William W. Burns. Photo: Bill Burns holding a LAOSS test unit.



## **Continued: Cmdr. Bill Burns – Aviator, “Jet Jock” and Auxiliarist Leader**

### **A: Bill Burns: “LAOSS” the Light Aircraft Oil Surveillance System**

NASA next called in the Coast Guard where we all meant together at the Hyatt Regency Hotel in San Francisco. Dr. Michael Herz from the Oceanic Society was also part of that group meeting. After much discussion, questions, and explanations, the Coast Guard officers gave NASA the OK to fund the development and field testing of the LAOSS device. I was asked what the budget would be, and I said \$25,000. NASA and Coast Guard spoke among themselves for a few minutes, and then asked me if I could do for \$15,000. I told them, that I thought it would be tough, and would reduce the scope of the original R&D project, but we would do it for \$15,000. So, that is how the project got funded.

### **Q: Bazeley: Bill that’s an amazing adaptive transition from applying USAF flying and aviation experiences to an actual environmental protection science project in connection with the USCG during your educational career at UC Berkeley.**

**A: Bill Burns:** A full description of how the LAOSS device works would be beyond this brief summary of the project, but a more detailed description can be found on the Internet. Google search for on: “Airborne, remote sensing system that uses reflected polarized skylight to detect the presence of oil discharges into water,” or search on “Light Airborne Oil Surveillance System” connected with the name William W. Burns. A brief Abstract follows:

The following is an abstract of the paper that was published in IEEE “OCEAN 75 Conference, September 1975. The Abstract itself was again published 09 September 2010

#### **Abstract:**

Noting that oil and water have respectively unique properties for surface reflection of polarized skylight, an experimental device consisting of a TV camera with a special filter arrangement was constructed to use this principal to provide a remote means to discriminate for the presence of oil. Water, and other possibly present water soluble substances capable of giving false oil-target images, can be observed in both polar planes. However, polarized light reflected from oil can only be observed in the horizontal plane. A light filtering system permitting a series of successive, rapid changes between the vertical and horizontal polar plane views causes the presence of oil to be observed as a flashing image against a relatively static background. This system has been flight tested, and shows some promise as a simplex, remote sensing instrument with an "on-line" capability for airborne surveillance for oil pollution.

**Published in:** [OCEAN 75 Conference](#)



**Continued: Cmdr. Bill Burns – Aviator, “Jet Jock” and Auxiliarist Leader**

**A: Bill Burns:** Field testing of the LAOSS devise involved the use of both the Beech T-34 which was able to fly where the video camera of LAOSS was able to shoot directly out into the open air because the T-34 had a sliding canopy that could be open, and the use of a Cessna 182 where LAOSS could be tested for being able to shoot through a Plexiglas window. Since I was the pilot flying the plane where I could position the plane over the various oil spill targets that we were working with. I had to have another person, Mr. Terry Taylor, who was trained and was able to do most of the shooting

<https://ieeexplore.ieee.org/document/1154134>

<https://ntrs.nasa.gov/archive/nasa/casi.ntrs.nasa.gov/19760026384.pdf>

This activity took place between 1975, and 1976. In 1976, I began a work study program with the University of California, Berkeley where I was a graduate student, and the San Francisco Chapter of the Oceanic Society, a local conservation organization base at Fort Mason.

While working at the Oceanic Society, I joined the Oceanic Society’s Conservation Air Patrol. This was an organization that gathered together private boats and aircraft to come together to work on a program for monitoring industrial and commercial vessel pollution activity in the San Francisco Bay waters and air pollution monitoring as well. I eventually became the director of the Oceanic Society’s Conservation Air Patrol. At one time our Conservation Air Patrol consisted of over 80 members of pilots and observers. The Oceanic Society had a fleet of some 22 vessels, made of small boats of about 29 feet long up to large pleasure boats up 59 feet long. The O.S. Conservation Air Patrol consisted of a collection 11 Cessna’s, several Cessna 150’s, several Cessna 172s, several Cessna 182’, and 1 Cessna 210, 1 Twin Cessna Skynight, Several Beechcraft aircraft, plus 2 Beech T-34A aircraft.



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



**Continued: Cmdr. Bill Burns – Aviator, “Jet Jock” and Auxiliarist Leader**

**A: Bill Burns:** This group was in operation from about 1974 to about 1980. At the time, the Oceanic Society had about as many boats as the Coast Guard Auxiliary has in the San Francisco Bay and the Sacramento area. As for aircraft, the Oceanic Society’s Air Patrol had more than 4 times as many aircraft that the Coast Guard Auxiliary Air group has in the whole of District 11. There was an article about the Oceanic Society’s Conservation Air Patrol in the February 1978 Private Pilot magazine.

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

**Some of the special accomplishments of the Air Patrol.** 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; and we needed a way for planes and boats to talk to each other, as well as communicate with headquarters. The Coast Guard 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: Bazeley: What was your experience with the Oceanic Society’s aircraft and the USCG?**

**A: Bill Burns:** 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 give 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.

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

**A: Bill Burns:** 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. 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.



**Continued: Cmdr. Bill Burns – Aviator, “Jet Jock” and Auxiliarist Leader**



*“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.” Bill Burns*

**A: Bill Burns:** 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.

**Q: Bazeley: How did you get involved with the USCG Auxilliary and decide to join?**

**A: Bill Burns:** 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 join 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.

**Continued: Cmdr. Bill Burns – Aviator, “Jet Jock” and Auxiliarist Leader**

**Q: Bazeley: Have you had any regrets or disappointments with USCG Auxilliary training?**

**A: Bill Burns:** However, after getting the clearance to go and do my AUX-AIR 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 AUX-AIR 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; and most likely earned my private pilot’s license in (1951) long before some of the USCG AUX-AIR guys who disqualified me to be an Auxiliary Air Crew member were born.



*“But, I am still trying to qualify as a Coast Guard Auxiliary Observer. Maybe the next time I can get some better mentors. If I am not good enough to get flying qualification status with Auxiliary Air, I guess it might be time to go back to the Civil Air Patrol and to re-qualify as a CAP Search and Rescue Pilot”- Cmdr. Bill Burns, USCGAUX.*



## **USCG 11<sup>th</sup> District Leadership COC**

### **USCG RADM Peter W. Gautier Our New 11<sup>th</sup> District Commander**

**Roger Bazeley, NLUS-PMMC Photographer**

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

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



**Rear Adm. Peter W. Gautier the new commander of the Coast Guard's 11th District - Photo: Roger Bazeley**



## **MEMBERS DECK CALENDAR: 2019 Q1**

**Flotilla: Meetings, 10 AM 3<sup>rd</sup> Saturday, YBI, USCG Sector SF**  
**Contact: RSVP to Cynthia [sergequeen@aol.com](mailto:sergequeen@aol.com)**

**MAR 16, 2019 – Point Bonita Flotilla, Monthly Meeting, at Coast Guard Sector SF at YBI - RSVP Cynthia Dragon, Bill Bermudez FC**

**Flotilla Meetings are usually on the 3<sup>rd</sup> Saturday of the month – 2019 TBA**

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### **NACON FYI: COAST GUARD AUXILIARY AND SEA SCOUTS**

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

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

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

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





## **California Boater Card Application; Active for Some Boaters**

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

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

### **Which Auxiliarists are eligible to apply now?**

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

### **Which courses are eligible courses?**

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

### **How do I apply if I still have my certificate?**

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

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

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

## **ENVIRONMENTAL PROTECTION**



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



## **DOCKWALKERS PROGRAM**

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

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

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

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

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



**WEAR IT**  
A program of the National Safe Boating Council



## Dockwalkers: 2019 UPDATE

We are very pleased and excited to announce that our [2019 Boater Kits](#) will be ready by mid-February! This email is packed with information; we appreciate you reading through it in its entirety.

Since we are not allowed to use tote bags due to the 2011 Governors' order, we are continuing last year's design. The 2019 Boater Kit features an oil absorbent sheet envelope that serves both functions of holding the kit content and providing an additional oil absorbent. This is a practical, trash-free, and unique way of presenting our Kits. We think you'll appreciate this and love them! Additionally, in the spirit of pollution prevention, all the materials included in the kits are made from low- or non-toxic materials and printed on recycled paper with soy-based inks.

Necessity is truly the mother of invention.



Oil absorbent sheet envelope

In the 2019 Boater Kit, you will find:

- Oil absorbent sheet
- Oil absorbent pillow
- Fuel bib
- Environmental Boating Laws Every Recreational Boater Should Know
- ABC's of CA Boating
- When Nature Calls
- Tidebook
- 2019 West Marine discount coupon
- Delta and/or San Francisco Bay Area Clean Boating Map or Southern California Boater's Guide order forms (depending on region)
- 2019 Questionnaire/Pledge



## ORDERING KITS:

**If you have previous (2018) Boater Kits left, please let us know how many and we can send you 2019 updated materials** (West Marine coupon, Tide books, and 2019 Boater questionnaire/pledge).

**In you are in need of Boater Kits, please place orders now** to begin your 2019 boating education and outreach efforts! **Kits will be mailed to you by mid- February.**

Boater Kits were produced by the CA State Parks Division of Boating and Waterways (DBW) and the CA Coastal Commission's Boating Clean and Green Program, and The Bay Foundation (DBW's Clean Vessel Act Program).

A friendly reminder that **only trained Dockwalkers can order Boater Kits**. Kits come in boxes with a quantity of 18 kits and only full boxes can be ordered. There is a maximum order of 36 kits (or 2 boxes) per order. Please keep in mind that we need up to ten days to complete your orders.

## 2019 QUESTIONNAIRE/PLEDGE

We heard you! Based on the Post-Dockwalking Survey, we updated the [2019 questionnaire](#) to make it shorter. We also updated the [online version](#) so it's easily accessible when conducting Dockwalking. Moving forward please **do not** use the 2018 questionnaire.

The correct responses for the 2019 questionnaire are as follows:

- Q4= Accept used oil for recycling
- Q5= Sewage
- Q6= Use oil absorbents and/or use a bilge pump out
- Q7= First four responses or All of the above
- Q8= Fine up to \$2000
- Q9= True

Please ask each boater kit recipient to fill out the [2019 Boater Questionnaire & Pledge](#). In each box of boater kits you will find questionnaires and a summary of the main messages to share with boaters when you distribute the Boater Kits and conduct face-to-face boater education. Once you've distributed your kits and returned your completed questionnaires to Vivian, you may order more Boater Kits for as long as resources are available.

We deeply value your help and support, Dockwalkers who send us the *highest quantity of completed* questionnaires will be honored in our Hall of Fame ([2018 Hall of Fame](#)) and receive recognition awards. You have until October 28, 2019 to submit the completed questionnaires.

We have a total of six banners for you to use during your boating events. If you have an event and want to use of one of these banners, please contact me, Vivian Matuk at [vmatuk@coastal.ca.gov](mailto:vmatuk@coastal.ca.gov) or [\(415\) 904-6905](tel:4159046905).



**USCG Auxiliary Members Volunteers, Auxiliarist Jenifer, Vivian Matuk, and Roger Bazeley USCGAUX,**

*Photo: USCGAUX/California Division of Boating and Waterway – Photo: USCGAUXs*



**WEAR IT**  
A program of the National Safe Boating Council

## 2019 DOCKWALKER TRAININGS

Please check the [training schedule](#) for more information. If you were trained more than 3 years ago, please join us for a refresher class. Please help us spread the word about these trainings!

We look forward to receiving your orders and working with you during this boating season to promote clean and safe boating practices throughout California!

Thanks,

*Vivian Matuk*

Vicki Gambale, Kim Riley & Georgia Tunioli  
California State Parks Division

The Bay Foundation of Boating & Waterways  
California Coastal Commission

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

Ph: (415) 904-6905 Fax: (415) 904-5216

45 Fremont Street, Suite 1900 San Francisco, CA 94105

[www.BoatingCleanandGreen.com](http://www.BoatingCleanandGreen.com) (check our new clean boating videos under “DBW TV” or in YouTube)

*Protect our Coast & Ocean on your California tax form! Find out how at [Checkthecoast.org](http://Checkthecoast.org).*







# **COMMUNICATING THE USCG AUXILIARY MISSION: PUBLIC AFFAIRS**

## **Lessons and Skills Acquired Through USCG/Auxiliary Public Affairs C School Training**

**By Roger Bazeley, AUXPA-1**

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

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

A fully qualified Public Affairs Auxiliarist can be a valuable asset to their flotilla, Division, National or the “Gold Side” when there is a need for additional staffing and expertise in a Joint Incident Command operation as in Hurricane Katrina, or part of an incident response as in the Gulf’s BP Deep Horizon oil well valve blow-out, fire and resulting massive spill. This massive oil drilling/environmental disaster required months of clean-up operations management and monitoring by various government response agencies under U.S. Coast Guard and FEMA operations and management oversight. Public affairs value is paramount in dealing with the Media and Press at RBS events and in an incident response. Additionally Public Affairs plays a key role in the positive promotion of the “Brand Identity/Mission Recognition” of the U.S. Coast Guard Auxiliary as a meaningful proactive public service volunteer organization in promoting public recreational boating safety and education. This external and internal identity reinforcement has proven value and positive results through motivational reinforcement impacting the recruitment, retention, and active participation of Auxiliarists.

There is a significant difference between managing and performing Public Affairs tasks and duties in the Public Sector versus within the confines of a Government Agency or Military organization in procedures and the dissemination of information, dealing with the Media, Public, stakeholders like Public Officials, multiple government agencies. These procedures and skills are best learned and acquired through taking the online Introduction to Public Affairs initially before taking on Flotilla Public Affairs duties and the highly recommended intense Public Affairs 3 day “C” School offered several times a year in different US Coast Guard locations. I had the privilege of taking the three day PA C School course and training given



## **Lessons and Skills Acquired Through USCG/Auxiliary Public Affairs C School Training**

at U.S. Coast Guard Base Alameda with 18 other Auxiliarists from all over the United States. AUX-12 is a valuable comprehensive interactive training course that covers a wide scope of procedures and practice scenario training for being an effective Public Affairs FSO for delivering and communicating positive Public Affairs messaging, publishing articles, and responding to a variety of local press opportunities, social media and incident /crisis response situations involving USCGAUX participation..

Public affairs is each and every member of the U.S. Coast Guard Auxiliary's responsibility to understand the procedures and constraints of communicating clearly with accountability with members of the public they serve and within interacting with other Auxiliarists and "Team Coast Guard" in mutual and supportive activities and operations. The area of Public Affairs is invaluable in communicating leadership values and PA messaging and should be a part of the skill set and training acquired through the Public Affairs AUX-20 Introductory on-line course and the more intensive AUX-12, C-School for anyone seeking or taking on appointed staff officer positions or higher leadership roles. Additionally, Auxiliarists in elected office in their Flotilla, Division or at the National level should be encouraged in taking the incredible six day (two weekend sessions A & B) AUX-LAMS C-School offered by the U.S. Coast Guard Auxiliary. The Public Affairs AUX-12 C-School three day course was well organized and utilized the highest level of dedicated instructors that exemplified the concept of "Team USCG" professionals with excellent communication skills. (Public Affairs AUX-12 Course at USCG Station Alameda, 2014, - INSTRUCTORS: Auxiliarists Manny Romero, David McClure, Patricia Fritchie)

### **KEY COMPONENTS OF PUBLIC AFFAIRS COMMUNICATIONS**

- Building positive communications within the Auxiliary and externally with the Public and Media
- Increasing Recruitment and Retention through communicating positive service values
- Educating and Informing the Public about Recreational Boating Safety and accident prevention
- Communicating clearly saves lives and strengthens the Team Coast Guard public service mission
- Point of Contact with the public or media is pivotal in positive or negative image and messaging results
- Knowing the facts in responding to the press/ media and what is protected by security vs FOIA
- Understanding the "Coast Guard Way" and procedures in print and multi-media communications

The Public Affairs AUX-12 C-School training had several main areas of concentration including homework projects, numerous informative instruction power-points, open discussions, classroom scenario and role playing, and a final Video TV capturing and review of a "Team Coast Guard" mock press conference concerning multiple crisis scenarios. This intensive mock Press Conference was videotaped for playback and review of team member's responses, communications strategy, body language, and tone of communications in dealing with an aggressive inquiring Press (Instructors). The following sections of AUX-12 content and main components for skill set acquisition included: 1.) Media Relations: Strategies for Success; 2.) News Copy and Print Media Content with Impact: Reader Appeal; 3.) Photography Quality and Composition for Impact; and 4.) Design and USCG Auxiliary Mission Identity Reinforcement.



## Lessons and Skills Acquired Through USCG/Auxiliary Public Affairs C School Training

### Media Relations: Strategies for Success

The key to gaining public support for the Coast Guard and the Coast Guard Auxiliary through the media including the Press, Radio/TV and printed materials is a key component of the Public Affairs mission. Building positive public relations begins with developing relations and contacts with local reporters, editors, and photojournalists to get ‘eyes” on recreational boating educational and safety events and other key public outreach activities/events. The class discusses methods for developing positive media contacts, procedures and channels for getting the message out about the activities and positive public service value of the USCG and the Auxiliary.

A public Affairs Officer must provide timely, accurate stories, and photos that tell the story and show the action or events. A good media relationship is based upon trust in the accuracy of the facts supplied to them. The PA must be on call to respond to media questions, phone calls, and respect submittal deadlines as well as be prepared to fill the role of principal spokesperson for your unit. As spokesperson you must be aware of your area and incident geography, unit and district PA policy, understand the Freedom of Information Act (FOIA) on the release of information, understand local public issues, and most importantly avoid speculation and opinion statements.

### The six most common types of incident crisis questions may include:

- 1.) Who or what agencies are in charge and responsible?
- 2.) What are the facts of the Incident?
- 3.) When did this happen and/or when will assistance be available?
- 4.) Why did this happen and/or prevention and safety procedures not followed?
- 5.) Where is the location of the incident, impacts and first responder staging/triage areas?
- 6.) How is the incident response being organized and resolved?

If you do not know the answer or have accurate information then inform the media or the public that you will get back to them promptly with the information or get them in contact with the right person or USCG department for the information or to handle an issue in question. Be aware and sensitive to diversity issues, cultural values, and word choice when responding to stakeholders, the public, first responders, incident response command, emergency communications, and when informing the press/media. DO not make “Off the Record Comments”. Never assume anything is not on the record.





## **Lessons and Skills Acquired Through USCG/Auxiliary Public Affairs C School Training**

If you know the facts and the information is not contrary to the SAPP policy concerning “ Security, Accuracy, Policy or Propriety”, then members are encouraged to publicly discuss the positive and non-restricted aspects of his duties, the USCG/Auxiliary and promote boating safety and public education about prevention. The PA-AUX-12 C-School goes into these areas further in detail and through the mock press conference scenario and exercises.

” REMEMBER: If you did it or have responsibility for it, then you can talk about it. If not, don’t.” Adding a personal observation and qualification; think strategically about the consequences or impacts on media or public perception before putting out content with the wrong tone, opinion, or inaccurate facts verbally, in print, to the media, or email/social media---it’s very hard to retract and make amends for the negative impact of inaccurate or poorly produced media content/statements based on speculation, personal opinion, or exaggeration.

### **NEWS COPY and PRINT MEDIA CONTENT with IMPACT**

Simplify with bold headlines and interesting captions that are concise, accurate, with specific details and descriptions. The standard for journalism and media writing is composing with simple direct sentences that avoid complex construction. Give your copy lots of second thought by editing and polishing so the copy flows smoothly. Attention to detail and organization is the strength of good writing, allowing your words to glide with a clarity that leaves no one confused. Your audience should not have to figure out a fragmented sentence, or slog through excessive words by keeping sentences free of unnecessary words. This doesn’t mean that every sentence must be short and lack detail. The choice of words, semantics color the tone of your message and written content. Exciting action photography with solid accurate and interesting captions adds understanding and reader attention to the overall content and purpose of your article.

### **PHOTOGRAPHY QUALITY AND COMPOSITION FOR IMPACT**

#### **Photography is a Communicator:**

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



## Lessons and Skills Acquired Through USCG/Auxiliary Public Affairs C School Training

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

### Photography Tips:

- **Shoot for Impact – with wide and telephoto views to create scale and isolate key action.**
- **Composition counts in creating an image with visual balance, impact and attention.**
- **The use of foreground in wide angle shots creates scale and draws the viewer into the scene.**
- **Know your Photo Equipment and its capabilities in varied indoor and outdoor lighting conditions.**
- **Utilize Professional Technique in focusing, exposure, and motion stabilization to get sharp photos.**
- **Permission and Release is required in certain situations – respect no shoot security zones**
- **APC or Full-Frame Sensor Digital DSLRs with a Medium VR Zoom can shoot 95% of everything.**
- **RMB Pro-Kit: Two DSLR Cameras -FX /DX sensors, Wide 10-24mm Zoom, Medium VR Zoom 16-85mm, and a 70-200 mm F-4 VR, or 70-300 mm VR for distance/close impact plus small SB-400 flash.**
- **USCG/AUX Newsletters, “North Wind”, and your Public Affairs and Publications staff will appreciate “Team” action activity shots for stories and as additional photo resources. (VR - Vibration Reduction)**

### Design and USCG Auxiliary Mission Identity Reinforcement

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

Why are public affairs important as a brand management tool? Marketing Communications enhances image (public perception) of Coast Guard and Auxiliary Image: what we stand for ...what makes our organization unique and trustworthy to the public we serve and represent. Consistent branding establishes unity between all members of team Coast Guard, builds confidence among Auxiliarists, and our customers the U.S. recreational boating public. “REMEMBER: Our “product” is service to those who utilize our American waterways. Solid mission messaging and branding is utilized to reinforce our public image, build moral within the organization, spur interest in VSC and PE classes ,membership recruitment and retention, and to strengthen media relations.



## Lessons and Skills Acquired Through USCG/Auxiliary Public Affairs C School Training

### THE PUBLIC ARE OUR STAKEHOLDERS

- The recognition and respect of our USCG and USCG Auxiliary “Stakeholders” through accurate and clear communications and information is a key priority.
- Our “stakeholders” are the people we serve and the people we work with in the performance of our duties from Vessel Inspections and Safe Boating Education to incident response participation.
- Our actions, words, “proper uniform image”, and the performance of duty impact public perception.
- Every member of the USCG Auxiliary is an important participant of “TEAM U.S. Coast Guard” insuring the Public’s Maritime Safety and Security as a part of the Department of Homeland Security.
- The point of “Public or Stakeholder Contact” is the key opportunity for impacting positive public support and involvement. Negative performance creates negative results, a lost opportunity to inform, educate, or serve the public.
- Treat the Public and all stakeholders with respect

*” Key USCG Auxiliary Publications for reference are: USCG Auxiliary Public Affairs Guide and the U.S. Coast Guard Public Affairs Manual (COMDTINST M5728.2C)*

### NEW CHANGES FOR January, 1, 2016 IMPACTING PUBLIC AFFAIRS and EXPANDING OPPORTUNITIES

**U.S. Coast Guard Auxiliary business cards** have historically been very helpful in supplying Auxillarist contact information for VE appointments and RBS events to the public, reinforcing our Auxiliary message and in attracting new members to our organization. Over the years without an established standardized branding and applications format as well as printing vendor non-standardized variations it became apparent to the Auxiliary Leadership that consistent standardized print and graphic design standards needed to be revamped. As a result, Auxiliary Business Card Guidelines for D11N have been established.

#### **The following D11N Auxiliary Business Card Guidelines will be effective 01 January 2016:**

- The Department of Homeland Security, DHS, or DHS symbol is not to be included on the card.
- Only a Coast Guard Auxiliary Logo is to be used but not the Coast Guard Logo.
- No outside interests and/or positions are to be listed.
- No academic qualifications are to be listed (i.e. M.A., Ph.D.)
- No prior service rank is to be listed (i.e. LCDR, ADM, etc.)
- The Display of personal information such as a personal cell phone number, residence address (not recommended), or personal e-mail is authorized and is at the Auxiliarists discretion.





## Lessons and Skills Acquired Through USCG/Auxiliary Public Affairs C School Training

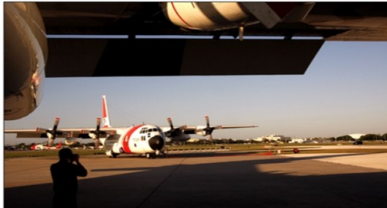
- A maximum of two Auxiliary offices, past and/or current, may be shown (i.e. Flotilla Commander, Division Staff Officer – Operations, etc.)
- A maximum of two Auxiliary qualifications may to be shown. (i.e. Coxswain, AUXOP)
- The back of the card is to be left blank unless one of the two following options is used:
- Listing of your Flotilla / Division meeting time & place, or including the following (as all of EXCOM does): "Find out more about the Auxiliary ... Live Coast Guard Auxiliary Informational Orientation ... Make a reservation .... [www.d11nr.info](http://www.d11nr.info)"

**These guidelines were effective on January 1, 2016. DCO Rich Thomas, 2015**

- Other designs may be considered as long as the design falls within the above parameters Questions and final approval of all designs other than those cards that are specifically listed rests with the DSO-PA. (Card Agents: <http://www.vistaprint.com/vp/ns/EnterprisePartner>), Option #1 Auxiliary Racing Stripe Format.


## Public Affairs Officer Course



- ⚓ Concepts, policy, principles Coast Guard and Auxiliary public affairs
- ⚓ Three day, fully reimbursible course
- ⚓ Learn to tell Auxiliary story in words and pictures

⚓ In-class practical exercises ... guest speakers ... Joint Information Center training ... message strategy ... marketing ... media relations



**Class Locations in 2019:**

**CG Air Station, Clearwater, FL**  
Friday, Saturday, Sunday — May 31 - June 2

**CG Air Station, Traverse City, MI**  
Tuesday, Wednesday, Thursday — July 30 - August 1

**See [auxpa.org](http://auxpa.org) > Directorate Divisions > Training**

## **VOLUNTEER JOB - COMMUNITY OUTREACH**

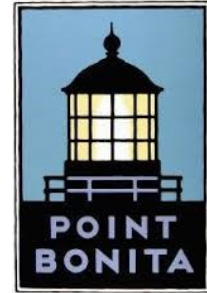
### **Point Bonita Lighthouse Interpretive Volunteer**

**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](mailto:michael_morales@nps.gov) Phone: (415) 289-1806



## **POINT BONITA FLOTILLA 1-7 COW** **2019 Officers Sworn in at Change of Watch**

District Eleven North's Commodore Mark Kirkwood sworn in new 2019 Flotilla Officers, present remarks concerning upcoming 2019 events and the status of the Auxiliary, as well as presented certificates of office, achievement, and special commendation awards.



### **Point Bonito Flotilla Officers Sworn in by District 11-N Commodore Mary Kirkwood**

LEFT to RIGHT: Mark Ranneberger FSO-PV; David Talton FSO-PE; Roger Bazeley FSO-PA, FSO-PB; Bill Burn FSO-MS, FSO-MT; Robin Stewart FSO-IS; Jerry Norton FSO-MA; Cynthia Dragon FSO-HR; Sue Fry FSO-FN; Julie Vincenzini Vice FC; Bill Bermudez FC; swearing in officer COMO Mary Kirkwood - *Photos: Mikiko Bazeley*



**Left: Officers and COMO Mary Kirkwood; Center Simone Adair COW MC; Right: PIFC Bill Burn –Simone Adair praising Bill Burns accomplishments.** *Photos: Mikiko Bazeley*

## POINT BONITA FLOTILLA 1-7 COW 2019 Officers Sworn in at Change of Watch



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

### 2019 Flotilla 17 Elected Officers

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

### **Flotilla 17 Staff Officers**

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

### Continued:

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



**POINT BONITA FLOTILLA 1-7 COW  
2019 Officers Sworn in at Change of Watch**



*Left: MC Simone Adair during Invocation given by Roger Bazeley Right: Commodore Mary Kirkwood congratulating sworn in PS/PB Officer Roger Bazeley and Bill Burn FSO-MS/MT  
Photos: Mikiko Bazeley*



*Left: Bill Burns being handed FSO Certificates by New FC Bill Bermudez and FVC Julie Vincenzini given by Roger Bazeley Right: Julie Vincenzini FVC, Bill Bermudez FC and MC Simone Adair at podium Photos: Mikiko Bazeley*



*Left: Remarks: COMO Mary Kirkwood; Center: Simone Adair & Spouse Alicia; Right: Past FC Bill Burns and Roger Bazeley PA/PB. Photos: Mikiko Bazeley*



## **POINT BONITA FLOTILLA 1-7 COW 2019 Officers Sworn in at Change of Watch**

Several Flotilla awards and certificates recognizing members' outstanding performance of duties and special accomplishments were presented by Bill Bermudez 2019 FC. Point Bonita Flotilla members receiving special awards and recognition at the COW were Jerry Norton receiving the Flotilla Commander's 2018 Award for outstanding performance in his duties as FSO-Materials and over work performed. Sue Fry FSO-FN received outstanding recognition and a Commendation of her TEAM performance and work in Marine Safety from the USCG Commandant. Roger Bazeley was awarded the McLens Outstanding Member for 2018 related to Public Affairs and as Editor of the Flotilla Quarterly News Magazine Bravo Zulu 2017-2019



*Left: Sue Fry Awarded to Commandant Commendations for Marine Safety Education and Operations with Julie Vincenzini FVC and Bill Bermudez FC. Right: Jerry Norton FSO-MA Center Awarded 2018 Flotilla Commanders Award – Bill Bermudez left and Bill Burns on right. Photos: Mikiko Bazeley*

A special TEAM commendation from the USCG Commandant to the flotilla's Public Affairs and Publication Officer, Roger Bazeley for his USCGAUX National two year term as part of the National Public Affairs (NAVEX), Navigator Express on-line Publication Team, as Assistant Editor for 2017-2018



*Left: FC Bill Bermudez reading Commandant's TEAM Commendation for Navigator Express USCGAUX PA work as Assistant Editor. All Photos: Mikiko Bazeley*



## ALAUX 017/18 AUXDATA MISSION ACTIVITY CODE CHANGES



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

These codes are:

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

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

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

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

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

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

## AL AUX 017/18 AUXDATA MISSION ACTIVITY CODE CHANGES

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

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

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

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



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



## **MEMBER TRAINING “Paddle Craft”**

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

*Roger Bazeley VE-2019 UPDATE*

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

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



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

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

## “PADDLE CRAFT” EXAMS NATION WIDE”

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

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



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

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

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

## PADDLE CRAFT REFLECTOR KITS



### United States Coast Guard Definition: 33 CFR 173 2018

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

## PADDLE CRAFT REFLECTOR KITS

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





# PADDLE-CRAFT Outfitters

## Instruction, Rentals, Retail, and Tours

### Greater San Francisco Bay Area

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





## VESSEL EXAM SAFETY

### URGENT USCG MARINE SAFETY ALERT!

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

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

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

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

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

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

<https://www.cpsc.gov/Recalls/2017/kidde-recalls-fire-extinguishers-with-plastic-handles-due-to-failure-to-discharge-and#.Wfr3FggeNkQ>





## **POLICY CLARIFICATION 05-18. AUXILIARY INFLATABLE PFDs**

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

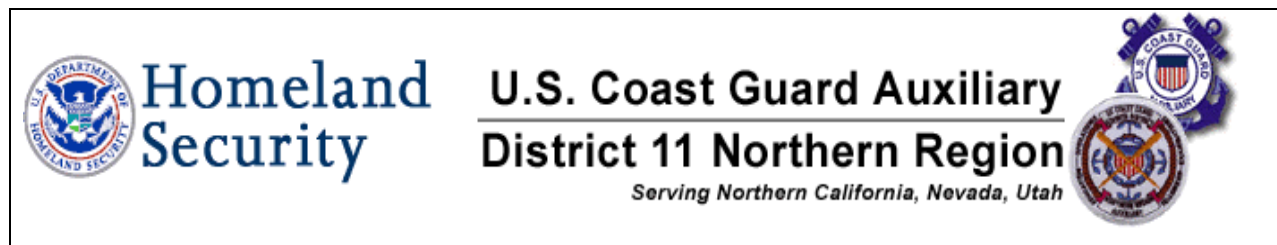
1. **PURPOSE.** This letter clarifies Auxiliary use of inflatable PFDs.
2. **ACTION.** Area commanders shall make their district commanders, Boat Forces Unit Commanding Officers (CO), Officers in Charge (OIC), Order Issuing Authorities (OIA), and Directors of Auxiliary aware of this Boat Forces Policy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

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



## 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?

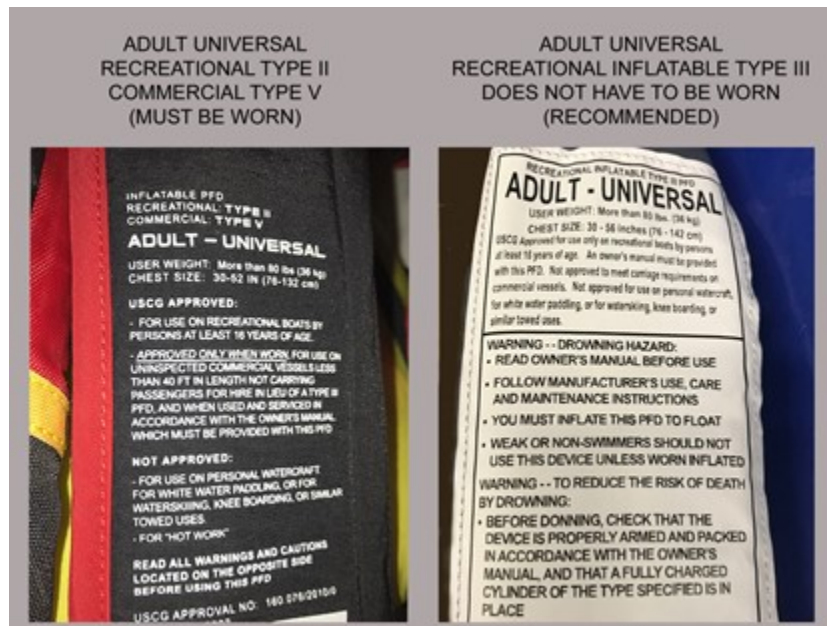
Inflatable PFD devices are classified into various types based on the environment in which they are designed to perform and their intended use. The design of the PFD is tested on its characteristics of buoyancy and in the water performance. For example, the Type I will be effective for all waters, especially 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"> <li>Needs regular inspection</li> <li>Not for non-swimmers</li> </ul>	<ul style="list-style-type: none"> <li>Use in offshore remote waters</li> <li>Turns most unconscious face - up</li> <li>Floats you the best, highly visible</li> </ul>
Type II	<ul style="list-style-type: none"> <li>Needs regular inspection</li> <li>Not for non-swimmers</li> <li>Not for activities w/water entry</li> </ul>	<ul style="list-style-type: none"> <li>Very comfortable when hot</li> <li>Highly visible color when inflated</li> <li>Good for calm or inland wearers</li> </ul>
Type III	<ul style="list-style-type: none"> <li>Needs regular inspection</li> <li>Not for non-swimmers</li> <li>Not for long hours in water</li> </ul>	<ul style="list-style-type: none"> <li>Good for calm or inland wears</li> <li>Keep wearers face up after inflation</li> </ul>
Type V (Special Use Devices)	<ul style="list-style-type: none"> <li>May require more than one step for proper inflation</li> <li>May only be approved when worn</li> </ul>	<ul style="list-style-type: none"> <li>Equal to either Type I, II, or III performance as noted on label</li> <li>Continuous wear prevents being caught without protection</li> </ul>



## **AUXILIARY INFLATABLE PFDs continued:**

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

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

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

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

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

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

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

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

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

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

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

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

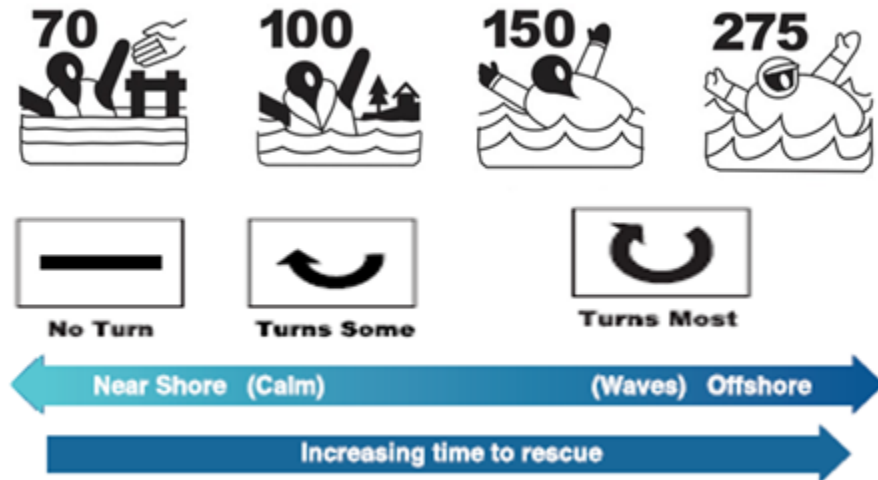
Here are some examples of the icons that will be used for future PFDs

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

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



## AUXILIARY INFLATABLE PFDS continued:



### Current life jacket information

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

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

*Type II, or NEAR-SHORE BUOYANCY VEST* is intended for calm inland water or where there is a good chance of quick rescue. Inherently buoyant PFDs of this type will turn some unconscious wearers 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.

## **AUXILIARY INFLATABLE PFDS** continued:

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

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

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

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

### **Title 33 of the Code of Federal Regulations**

§ 175.15 - Personal flotation devices required.

Except as provided in §§ 175.17 and 175.25:

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

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

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

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

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

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

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

**Mike Lauro, DSO-VE**

## *AERIAL PHOTOGRAPHY*

*Roger Bazeley PA-1*

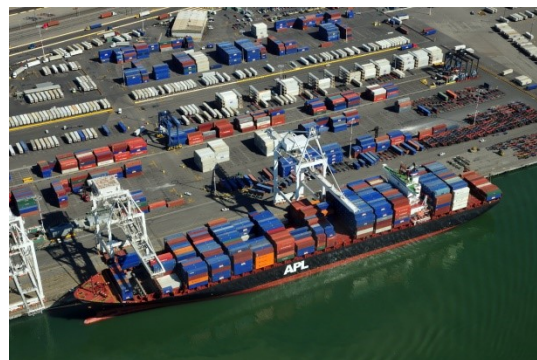
Wheels-up at 1 PM from the Concord airstrip in a Cessna 172, just in time to make the early afternoon lighting coming over the Golden Gate Bridge. This Bay flight and PA mission presented incredible views of the entire San Francisco Bay, and allowed for ample opportunities to photograph at many different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



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

### *1. Choose your aircraft wisely*

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



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



## ***AERIAL PHOTOGRAPHY***

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



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

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

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

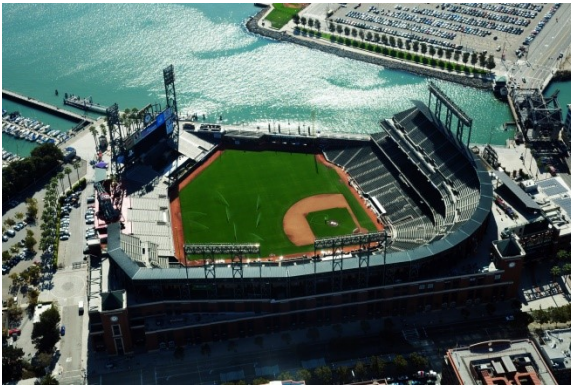


*Golden Gate Bridge from Cessna 172 - Downtown San Francisco – Ferry Terminal – Photos: Roger Bazeley*

## *AERIAL PHOTOGRAPHY*

### *3. Fast shutter speed is key*

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



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

### *4. Optimal settings for aerial photography*

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

**Shutter speed: 1/500**

**Aperture: f/4**

**ISO: Auto (minimum 100)**

**EV (exposure compensation): +0.7**

**Autofocus: On (back-button focus)**

**Bracketing: On**

**Vibration Reduction: On, High**

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



## ***AERIAL PHOTOGRAPHY***

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

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

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



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

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

*24-85mm VR zoom, 18-35 mm zoom, 70-200 mm F-4 VR (D750, D 610) Cameras*

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

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



## AERIAL PHOTOGRAPHY

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

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



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

### *8. Use a Safety Tether for your Cameras*

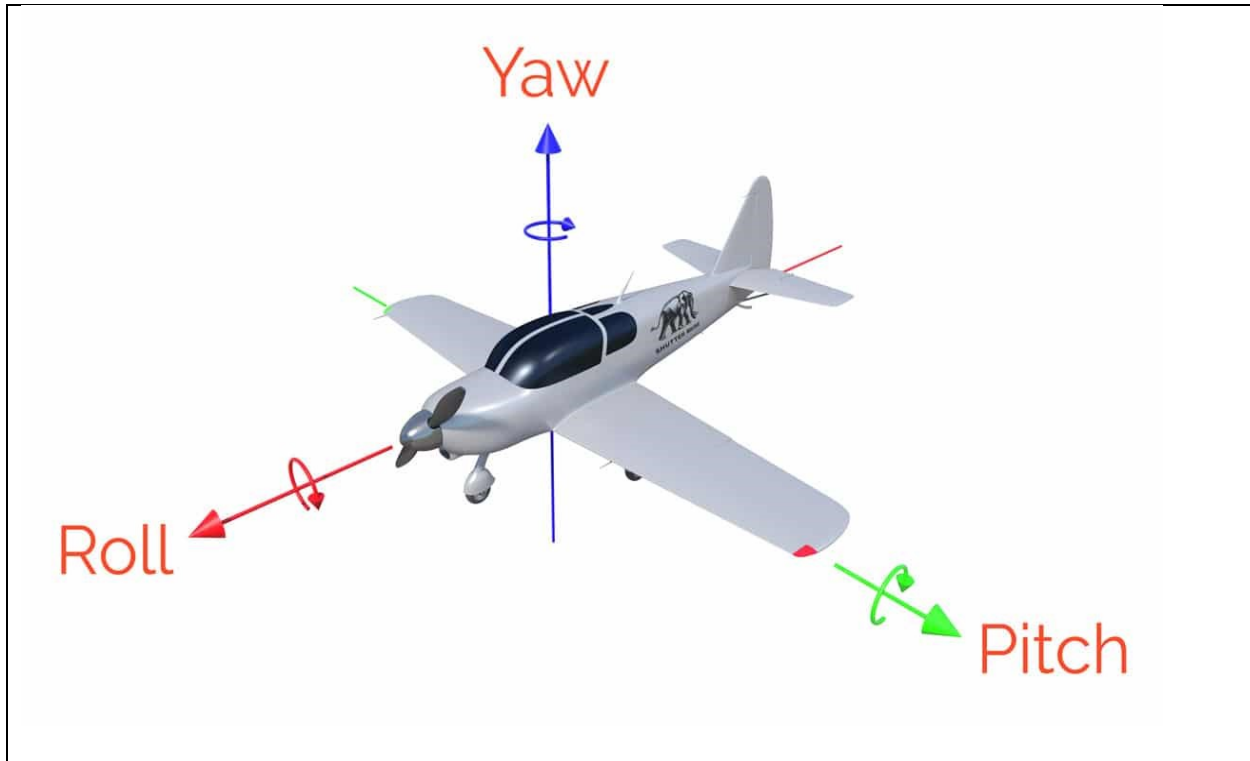
This is another tip that is relevant to photography from an airplane and a helicopter. It's very important that nothing can fall from the aircraft so whenever you're sticking camera equipment out of an open aircraft door or window, it needs to be securely attached to you. A neck strap is the first precaution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

### *9. Adjust and try different Altitudes*

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

## AERIAL PHOTOGRAPHY

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



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

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

As you approach your intended photographic subject, the pilot can yaw the plane to the left (assuming you are on the right), and this will move the strut out of your way. You can also roll it slightly to the left which will bring the wing tip up and usually give you plenty of viewing space to get a clear shot. I was pleasantly surprised how easy it was to get a clear view from the side of the Cessna as well. Make sure you discuss this with the pilot before you take off, and be aware that these adjustments to the aircraft will ultimately result in a change of direction if they are held for a long time so any request to perform them should be left right until the best shot is approaching. (Roger Bazeley: *Aerial Photography – Cessna 172 platform, Nikon D 300 DX 16-85 mm VR Zoom*) Currently use Nikon D7200 DX cropped sensor and D750 FX full Frame cameras – Lenses: Nikon 16-85 mm VR and 24-85 mm VR FX, 70-200 mm F-4 VR,)

## Member of the 4th Quarter 2018



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

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

## Member Activities: Flotilla Meetings – 2018



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



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

*Photos: Roger Bazeley*





## COMMERCIAL FISHING VESSELS

By Roger Bazeley



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

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

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

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

## Turning Up the Heat – Culinary Competition

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

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

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

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

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



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



*Point Bonita Flotilla, California*

# “OUR 2019 FLOTILLA TEAM”

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

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



*LEFT to RIGHT:* Mark Ranneberger FSO-PV; David Talton FSO-PE; Roger Bazeley FSO-PA, FSO-PB; Bill Burn FSO-MS, FSO-MT; Robin Stewart FSO-IS; Jerry Norton FSO-MA; Cynthia Dragon FSO-HR; Sue Fry FSO-FN; Julie Vincenzini Vice FC; Bill Bermudez FC

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**2019 Flotilla 17 Elected and Staff Officers**

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

**2019-Staff Officers**

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

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



## **USCG's 26<sup>th</sup> Commandant**

## **USCG's 31<sup>st</sup> Vice Commandant**



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

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

To the men and women of our Coast Guard,

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

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

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

*Semper Paratus.*

*Admiral Paul F. Zukunft, Past Commandant Retired*

## **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***

## “THE FLYING MACHINE” 1918 WW1

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



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

Aug.13, 1918

Dear Pop,

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

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



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

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

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

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

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

Your pal, *Frank*



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

## High Flight

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



*Spitfire Mark 5 RAF WWII, RCAF Achieves*

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

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

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

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

## ***Protect Our USCG and Auxiliary Volunteers***

### ***Eternal Father, Strong to Save***

Invocation COW Point Bonita F1-7 2/9/2019  
USCG/Auxiliary Adaption: Roger Bazeley

*Eternal Father, strong to save,  
Whose arm hath bound the restless wave,  
All those who navigate the mighty Oceans deep  
Its own appointed limits keep;  
O hear us when we cry to thee;  
for 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, Seeking wisdom and guidance from your  
gracious loving hand - Uphold them in the storms  
of strife and danger -- protecting sailors and  
fisherman,  
And guide them to a fulfilling life as volunteers in  
doing public service for our communities and  
nation in protecting lives and our environment.*

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

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

*AMEN*



### ***SEA FEVER***

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

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

*SALT-WATER POEMS, by John Masefield, Photos:*