



Sausalito, California – An early morning Kayakers paddling around Classic schooner Mathew Turner. Photo: *Roger Bazeley*

QUARTERLY NEWS

4th Quarter 2020 BRAVO ZULU News Magazine



Table of Contents Q-4, 2020

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Cover Photo: Sausalito, California – Kayakers paddling near the schooner Mathew Turner.. Photo: *Roger Bazeley*

Auxiliary Aviation Poster:: USCG Air Station SF Auxiliary Bell H-1 1957 Helicopter and ACOMS Van, Photo: *Roger Bazeley* Page 50

Inside Back Cover, Photo: Donner Lake, California – An early morning Kayaker paddling during spring thaw. Photo: *Roger Bazeley* Page 57

Back Cover: Yerba Buena Island USCG Sector SF Restored buoys on wharf waiting to be deployed and installed by USCGC ASPEN. Photos: Roger Bazeley PA1 Page 58

Articles + Content

FYI: Point Bonita Flotilla/ Lighthouse History...3

About the Auxiliary ...4

Auxiliary Four Corner Stones...5

USCG Auxiliary 81st Anniversary Message...6

Illusive Leadership...7

Auxiliary Team Sews Masks –to fight COVID-19...8, 9

Paddle-Craft Articles-Hypothermia-Sea Scouts...12-21

Cell Phones 911 for Mariners in distress...22, 23

SF Pier 45 Huge Fire, SS Jeremiah O’Brien Saved...24

Communicating The USCG Mission: Public Affairs...27

Bringing Home the Catch Safely...34

Why I joined the USCG Auxiliary...37

Commandant’s “Diversity and Inclusion Policy”...38

Safe Sailing Trips with the Kids...40

AUX-JACK Auxiliary Exams by Brady McNulty...41

Mineta- Leadership...42 In My Hand we hold Freedom...43

Our 2020 Flotilla Leadership Team...44

Have You Heard About USCG Auxiliary Aviation...45

Diversity Policy USCG Auxiliary COMO. Washburn Ret....52

Auxiliary Programs...53 – COW Benediction...54

Auxiliary Chaplain Program...55

Maritime photos...56-58

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POINT BONITA LIGHTHOUSE HISTORY



Tower Information

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



National Park Service Historic Achieves – Photos and Historic Documentation

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

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



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



ABOUT THE AUXILIARY

Who we are and what we do

The United States Coast Guard Auxiliary (USCGAUX) is the uniformed auxiliary service of the United States Coast Guard (USCG). The Auxiliary exists to support all USCG missions except roles that require "direct" law enforcement or military engagement. As of 2019, there were approximately 24,000 members of the U.S. Coast Guard Auxiliary.

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

The Auxiliary areas of operation:

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

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



AUXILIARY FOUR CORNOR STONES

Member Services

The Auxiliary will "attract, recruit, develop, train, nurture, and retain Auxiliarists for assignment to duty. Auxiliarists are trained to accomplish specific [Aux] missions... and to support collateral Coast Guard missions... Related to the recruitment of Auxiliarists is the acquisition of offer-for-use surface, air, and radio facilities. These facilities are used in... accomplishing assigned Coast Guard missions."

Recreational Boating Safety (RBS)

The Auxiliary will "improve the knowledge, safety skills, and operating environment of recreational boaters", accomplished via,

- a. Public Education (PE)
- b. Vessel Examinations (VE)
- c. Distribution of RBS literature and information to the boating public, and via the RBS Visitation Program (RBSVP)
- d. Liaison for the purposes of enhancing RBS and the images of the Coast Guard and the Aux in RBS environs



Operations and Marine Safety (OMS)

"The Auxiliary has general mission responsibility for providing resources, personnel, and facilities in support of the operations and marine safety, security, and environmental protection missions, and in support of other Coast Guard missions, when requested. These include but are not limited to"... Operations (OP), Aviation (AV) Communications (CM), Marine Safety (MS), Navigation Systems (NS), Public Affairs (PA) and Food Services (FS).

Fellowship

" Fellowship remains an essential ingredient in making any organization of volunteers successful. The Coast Guard recognizes the importance of this aspect of volunteer participation and encourages a close relationship between Auxiliarists and other CG personnel."



Navigator's Corner



Commandant's 81st ANNIVERSARY OF THE U.S. COAST GUARD AUXILIARY MESSAGE

Captain Scott L. Johnson USCG-BSX
Chief Director of Auxiliary

June 20, 2020

SUBJ: 81st ANNIVERSARY OF THE UNITED STATES COAST GUARD AUXILIARY

To the Men and Women of the Coast Guard Auxiliary: Please accept my sincere congratulations on another year well done, and thank you for all that you do for our Coast Guard and Nation. Your spirit of volunteerism, concerted teamwork, and commitment to service are truly inspirational to all Americans. Continue to serve with pride in the years ahead, enjoy the well-deserved testament below, and the happiest of birthdays to all of you!

Respectfully, Captain Scott L. Johnson Chief Director of Auxiliary (CG-BSX)

1. Congratulations to the Coast Guard Auxiliary on its 81st birthday. Since inception in 1939, the men and women of the Auxiliary have been steadfast shipmates and invaluable assets to our Service.
2. Our 23,000 uniformed volunteers are profound examples of selfless devotion to duty who have not only embraced and exemplified my watchwords of "Ready, Relevant, and Responsive," but have proudly added "Resilient" to that list. The Coast Guard has always upheld a solemn promise to serve our Nation, conducting operations under the umbrella of eleven statutory missions, including responding to disasters, rescuing boaters in distress, and educating America's boating public. These missions were performed in exemplary fashion this past year, enabled by superlative Auxiliary involvement. Examples include two Auxiliarists with emergency management expertise providing expert support to the Coast Guard's Hurricane Dorian response center and briefing the White House; an Auxiliary boat crew in the Fifth District (Northern Region) saving the lives of six passengers on a small boat that capsized in the Delaware River; and Auxiliary flotillas across the Nation establishing specialized training and partnerships with Sea Scout youth under provisions of the new AUXSCOUT program. Even more impressively, against the unprecedented constraints imposed by the COVID-19 pandemic, the Auxiliary supported myriad Coast Guard missions throughout the year while remaining the vanguard for Recreational Boating Safety (RBS). Auxiliarists delivered over 2.4 million hours of support, performed more than 121,500 vessel safety checks and marine dealer visits, and taught over 6,800 boating safety classes, significantly enhancing safety on America's waterways.
3. The aforementioned accomplishments and characteristics reflect a highly dynamic, diverse and dedicated organization of servant leaders, experienced counselors, and true patriots. It is our privilege to include them on our Coast Guard Watch, Quarter, and Station Bill, and have them serve alongside for every mile we steam. On June 23, 2020, I strongly encourage all Coast Guard units to hoist the Auxiliary colors in recognition of the exceptional Honor, Respect, and Devotion to Duty that are consistently displayed by our Coast Guard Auxiliarists. On the 81st anniversary, we thank them for their exemplary service.

Admiral Karl. L. Schultz, Commandant, USCG

Illusive Leadership by Roger Bazeley PA-1

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

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

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

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

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

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

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

AUXILIARY TEAM MEMBERS SEW MASKS for USCG

By Roger Bazeley PA1 & Cynthia Dragon



San Francisco, CA – Cynthia Dragon representing the team of Auxiliarists who made the cloth masks possible for the USCG Boat Station included two fabricators (Right Photo) Cynthia Dragon, and not photographed Carol Paz and , Flotilla 01-02 Commander Linda Pfeifer and project coordinator/liaison Nancy Marion, Division 1 District eleven North Commander. Photos: Jim Dragon.

AS a result of stepping g up to the challenges of COVID-19 Auxiliary volunteers made needed vital protective masks for USCG Station Golden Gate. “A well-deserved big shout out for these Auxiliarists”, said COW 3 Craig Ross, Commanding Office. ‘We are so pleased that the Auxiliary has been able to provide real physical support to Station Golden Gate during this difficult time’. The team of Auxiliarists who made the cloth masks possible for the Boat Station included our two fabricators Carol Paz and Cynthia Dragon, and Flotilla 01-02 Commander Linda Pfeifer. Without their hard work this would not have been possible.

Auxiliarist Carol Paz stated, “ I’ve been a member of the Auxiliary since 1996. The Auxiliary has given me an opportunity to give back to the community. The opportunity to make masks has given me the opportunity to give back to the active duty and the auxiliary. I used to do a lot of sewing at different times of my life but hadn’t done much in the last 15 years. So it was with some trepidation that I got out my machine and started sewing again. It took a bit of time but I got back in the swing of it and have found my joy in sewing again. All due to the need for masks. So filling the need for masks also helped me during this time of stand down”.

CWO3 Craig Ross Commanding Officer of USCG Station Golden Gate stated, “Thank you for your thoughtful comments and supporting our boat station need for COVID-19 protection. On behalf of the men and women serving at Coast Guard Station Golden Gate, I wanted to say thank you for the donation of cloth face masks. We appreciate the support from you and all the USCG Auxiliarists quietly working in the background to support us during these challenging times. Without their hard work this would not have been possible”.

Nancy M. Marion Division Commander Division 1, District 11 north responded to Commanding Officer Craig Ross with, “ I will be delighted to share the Station's appreciation with our 'Face Mask Team'. It's a privilege to support the men and women of the US Coast Guard, thank you for your dedication and service”.

Auxiliary Teams in the Fight against COVID-19



San Francisco, CA – Cynthia Dragon fabricating and sewing COVID-19 Masks – Photos: Jim Dragon USCGAUX



Left Photo: San Francisco, CA-- Auxiliarist Carol Paz, USCG Auxiliary District Eleven North at work sewing COVID-19 personal protection masks for USCG Golden Gate Boat Station active service Team Coast Guard members. Right Photo: Coastie Bear toy mascot and companion with its required PP Safety mask

Article Credits: USCG Auxiliary Public Affairs, Cynthia and Jim Drago photos, and Nancy Marion Division 1 Commander

US COAST GUARD AUXILIARY
WEAR IT!
YOUR SAFETY IS JOB #1





Hypothermia, Cold Shock Response and Cold Incapacitation

General Principles for Paddlers by Robin Pope



Canoeing in white water can subject a boater to cold water exposure.

(Photo courtesy of USCG Office of Boating Safety)

Cold temperatures can be a challenge for even the best prepared boater. This is particularly true for Paddlers, who may be separated from cold water by only a thin boat hull; subjected to wind, spray, and cold air; and immersed or capsized by rough water,. Even if they never capsize or fall overboard, paddlers may sit in cold water and be immersed by waves throughout their trip. After a capsizing or swim, paddlers continue to be exposed to the elements even if they are able to get back in their boat. That exposure continues until the trip ends, placing paddlers at risk for both short and longer-term complications from cold exposure. Cold air and water can make a paddling trip a miserable experience. For ill-prepared – or even well-prepared but unlucky paddlers, a miserable trip can become dangerous or fatal. Fortunately, paddlers can use a wide range of approaches to reduce risks when paddling in the cold, and to help ensure an enjoyable paddling experience.

What are the hazards?

To help manage the risks of cold water, paddlers must be prepared to face three primary cold hazards – hypothermia, cold shock response, and cold incapacitation. Paddlers might suffer from one, two or all three of these conditions, depending on weather and water conditions, their individual preparation, and their specific circumstances.

Hypothermia is defined as a core body temperature below 95° F. What does it feel like as the body cools from normal temperature to the onset of hypothermia? As a person's body temperature cools down, they often say they feel cold, particularly that their hands and feet feel cold. If they continue to cool, victims begin to shiver and lose fine motor control. Tasks like zipping a life jacket or putting on a spray skirt become difficult as muscles in the arms and hands cool. At the same time, hypothermia impairs judgment. The combination of impaired judgment and decreased muscle function can lead to a capsizing or swim. With further cooling, shivering becomes more violent. Gross motor Skills (e.g., paddling, swimming, or walking) deteriorate and a capsizing or a fall overboard becomes almost inevitable. Victims become disoriented and may only respond to painful stimulus. Eventually, victims become unconscious and shivering stops. Without flotation, unconscious victims will sink. Even with flotation, subjects may be unable to protect their airway from small waves. Ultimately, cooling leads to abnormal heart rhythms and death.

Cold incapacitation occurs when cold water immersion makes it hard or impossible for a swimmer to use their hands, arms and legs.

Hypothermia is clearly dangerous, but it doesn't happen suddenly. Even when swimming in ice water (32°F or colder), victims without warm clothing may take 30 minutes or more to lose consciousness. In 50°F water, subjects may take an hour or more to lose consciousness. But, paddlers often are on the water for hours and may be repeatedly immersed by spray and waves. After a swim, they continue to be exposed to cold and wet conditions as they recover and re-enter their boat. Even the best prepared Paddlers can develop hypothermia if they are exposed to cold, wet and windy conditions for a long enough time. Hypothermia will eventually become life threatening but before it does, the associated loss of strength, coordination and judgment might lead to dangerous situations.

For example, a rapid that is challenging to run in warm weather might become impossible to safely run when a paddler is shivering and having trouble staying upright. Poor judgment, associated with hypothermia, might keep a paddler from recognizing



Even the most experienced paddler can develop hypothermia if exposed to cold, wet and windy conditions for a long enough time.
(Photo courtesy of USCG Office of Boating Safety)

For example, a rapid that is challenging to run in warm weather might become impossible to safely run when a paddler is shivering and having trouble staying upright. Poor judgment, associated with hypothermia, might keep a paddler from recognizing that hazard until too late.

The cold shock response (also referred to as cold water shock or cold shock) is the second cold water hazard paddlers face. It is an involuntary response to sudden immersion in cold-water, such as an unexpected capsize or swim, causing gasping, rapid breathing, elevated heart rate, and steep rises in blood pressure. Victims frequently panic. Panic and uncontrolled breathing can cause swimmers to inhale water and drown. Rapid increases in heart rate and blood pressure can stress the heart and potentially cause heart attack or stroke.

Victims may be unable to swim and, if they're not wearing a life jacket, can quickly sink and drown. The cold shock response typically lasts for only a few minutes (although it may seem like longer). After it resolves, subjects' breathing rate will slow and they will be better able to participate in their rescue. It is most likely to occur in waters 60° F or colder, but can occur in warmer water, particularly if air temperatures



Through proper planning and preparation, paddlers can take many steps to prevent and manage cold-related problems. (Photo courtesy of USCG Office of Boating Safety)

Cold incapacitation occurs when cold water immersion makes it hard or impossible for a swimmer to use their hands, arms and legs. Victims lose both strength and sensation because cold muscles and nerves simply don't work as well as warm ones. Victims have difficulty swimming and eventually are unable to even hold on to a rescue line. If victims are not wearing a life jacket and have no other means of flotation, they will sink and drown once cold incapacitation occurs. Cold incapacitation can take an hour or more to occur in water 60° F or warmer. However, the colder the water is, the faster cold incapacitation develops. In 50° F water, cold incapacitation can develop in as little as 10 to 20 minutes.

Well-prepared paddlers should be familiar with all these conditions because all can be mitigated or even prevented. Cold shock impacts the first few minutes of a swim and is a direct result of sudden cold-water exposure. Cold incapacitation can occur after as little as 10 to 20 minutes of immersion. Hypothermia is more likely to occur after longer exposures to cold air and water. Both cold incapacitation and hypothermia can affect paddlers before, during and after a swim. Fortunately, there are many things paddlers can do to manage these problems.

The most important step is to wear a life jacket. It can keep you afloat even when incapacitated by cold



Paddlers are sometimes referred to as “swimmers who periodically sit in boats” and should be prepared to end up in the water. (Photo courtesy of USCG Office of Boating Safety)

Preventing and Managing Paddling Related Cold Injuries

Paddlers can take steps to prevent and manage cold-related problems. Some of the steps suggested below are general safe-boating principles, others are specific to cold water. All of them can help create a safer and more fun paddling experience.

- The most important step is to wear your life jacket whenever you paddle. Not surprisingly, most people who drown when boating aren't wearing a life jacket. Life jackets keep you afloat even when you're incapacitated by cold or injury. But, life jackets are like seat belts – they don't work if they're not worn. When you paddle, wear clothing and equipment appropriate for the conditions. Evaluate the conditions first, and then decide what you'll need.
- Consider not boating when it's cold. This doesn't mean you shouldn't boat just because it's cold. It does mean you should take a moment, consider the risks, consider how you're preparing for them, and not be afraid to cancel or modify the trip if you're not prepared for the conditions.
- If you do boat when it's cold, boat conservatively. Paddle on more protected waters to reduce the risk of a swim. Take shorter trips at the warmest part of the day to help stay warm. Boating conservatively reduces the risk of capsizing or swimming.
- Always boat in a group. If you're alone and have a problem, there's no one to help you. When a person in your group has a problem, take immediate steps to help them.

- File a float plan. If you do have problems on the water, a float plan helps ensure someone will come looking for you.
- Make sure you eat and drink while boating. Calories and hydration keeps you warm and avoid alcohol when boating.
- Medications and medical conditions may affect how you respond to cold conditions. Speak with your health care provider about your health and how it might affect your paddling in strenuous conditions.
- Dress for the water temperature and plan to swim. Paddlers really aren't boaters – they're swimmers who periodically sit in boats. Every paddler swims. Plan on it happening and be prepared for it. Even water temperatures above 70 F can be problematic for prolonged swims. That doesn't mean paddlers need to wear dry suits or 7 mm wetsuits every time they paddle. It does mean taking a moment to consider what happens if you swim, and how best to prepare for it.
- Have basic survival equipment, including signaling devices and rescue gear, on your person. You may have additional equipment in your boat but it doesn't help if the boat drifts away.
- Practice using your equipment on the water, before you really need it. It's harder to use the equipment in the water in emergency conditions than on land under ideal conditions. Practicing in controlled conditions beforehand helps strengthen skills, reduce panic and build confidence.
- Wear proper warm clothing designed for paddling. Proper clothing will increase your survival time and reduce your risk of developing cold shock, cold incapacitation and hypothermia.
- Wear hats or hoods to keep your head warm. Fleece liners or wool hats can be used under a helmet or Waterproof hood. Otherwise, neoprene hoods are a good choice.
- Use pogies (mittens that strap around paddles), mittens or gloves to keep your hands warm and to help preserve your grip strength.
- Practice swimming with your cold-water clothing so you know how much clothing you need to stay warm in a given situation, and what it feels like to swim with it on. Learn what you personally need to wear for different conditions.

- When you start to feel cold, immediately take steps to warm up, before problems develop. If possible, have clothing layers that you can put on while you are boating. Don't hesitate to go to shore and add layers if necessary.
- If you fall into the water, focus on staying afloat, getting to the surface, and protecting your airway. In a river, get into a defensive river swimming position (on your back, nose and toes out of the water, floating at the surface). Control your breathing and wait for it to slow down. Understand that rapid breathing and a sense of panic are normal and will pass in a few minutes. Once you've regained control of your breathing, you can focus on self-rescue and assisting others.
- As soon as possible after entering the water, take immediate steps for self-rescue. Prioritize what you do based on your situation and do the most important things first. Make sure your life jacket is snug. Try to get back in your boat or out of the water. Signal for help. Consider swimming to shore, if you're very close to shore, but recognize that swimming any distance in cold water is challenging. In very cold water, you may have ten minutes or less before you're no longer able to effectively self-rescue, so make good use of the time you have.



A kayaker assists a capsized kayaker to get out of the water to safety. (Photo courtesy of USCG Office of Boating Safety)

- If you're not able to get out of the water, your body temperature will continue to drop and eventually cold incapacitation will set in. If you're no longer able to swim, get in the Heat Escape Lessening Posture (HELP) position by drawing your knees up to your chest, if you're by yourself, or the HUDDLE position boating. (Huddling with others) in a group. Huddling with other people in the water lessens the loss of body heat and is good for morale. Also, rescuers can spot a group more easily than individuals. It's hard to get into a HELP position in some lifejackets, so practice the positions before you need it. Both positions reduce heat loss and increase survival time, but both also are passive positions that depend on someone else rescuing you. If you didn't file a float plan, didn't signal for help and aren't with a group, you'll need a lot of luck to be rescued.

- Remember the 1-10-1 principle. If you swim in cold water, be prepared for one minute or more of cold shock response. In the next ten minutes, take the most important survival step based on your individual situation. Finally, recognize that it will likely take an hour or more to become unconscious from hypothermia, so don't give up on trying to rescue a boater in the water.
- Once a swimmer is rescued, do everything you can to warm them up. If they are no longer alert, be sure to keep them lying down and inactive as they're being warmed, to reduce the risk of complications. Consider how people lose heat and take whatever actions you can to stop heat loss. Action steps can include building a fire, creating a wind break, adding insulation, or setting up a shelter. When in doubt, seek professional medical care as soon as possible and practical.
- Take a first aid class such as Wilderness First Aid that covers care for cold related illness. Develop your paddling and emergency skills. Better paddling skills reduce the risk of a swim. Better emergency skills make you better able to manage the consequences of a swim by yourself or someone else.



Paddlers should always be prepared to end up in the water. (Photo courtesy of USCG Office of Boating Safety)

Summary

Cold temperatures can be a challenge for all boaters. This is particularly true for paddlers because they are close to the water and often directly exposed to splash and spray. If a paddler swims and is ill-prepared or unlucky, cold shock response and cold incapacitation can quickly lead to drowning. Even if a paddler doesn't swim, exposure to cold and spray can lead to hypothermia. On the other hand, well-prepared paddlers can survive for hours or days after an unexpected swim, allowing time for self-rescue or rescue by others. Wear your lifejacket, dress to swim, be familiar with your equipment and practice your skills before you need to use them in an emergency situation. A video about what to wear when paddling to help prevent hypothermia is available here:

<https://www.boatingsafetymag.com/boatingsafety/boating-safety-videos?video=x4kqgiu>

“AUXILIARY SHORT ON “PADDLE CRAFT” EXAMS NATION WIDE”

Roger Bazeley VE-2020 UPDATE

It has been noted that in Northern California there have been far more fatalities with KAYAKS than with other types of boats. The use of Paddle Craft VSC Form 7012A 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 sports 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” by Roger Bazeley

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.



Trek Kayak in Sausalito, CA– and Paddling around history tall ship. 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.

Save A Life. Wear It!



Photo: Roger Bazeley PA1

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".

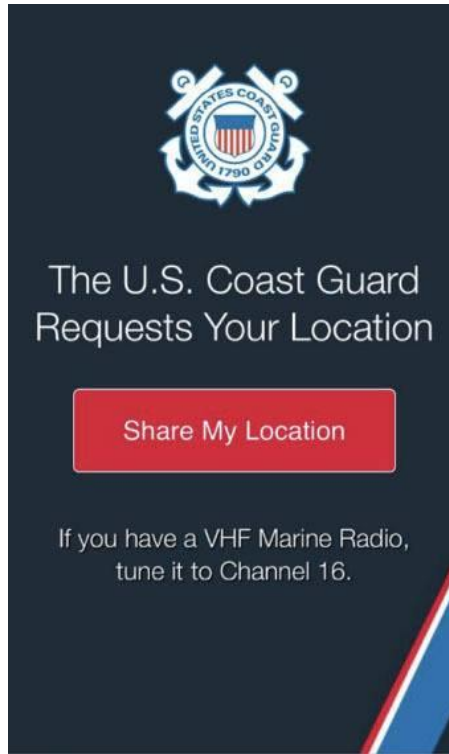
PADDLE CRAFT REFLECTOR KITS

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.



Cellphones Are Helping the USCG Locate Distressed Mariners

By USCG Petty Officer 2nd Class Nicole J. Groll May 6, 2020



Left: File photo (U.S. Coast Guard photo courtesy of Station New London)

Right: A photo of what pops up on your cell phone to share your location with the Coast Guard when in distress. (U.S. Coast Guard photo by Nicole J. Groll)

First Coast Guard District command center crews, from Maine to Northern New Jersey, have a new tool to help distressed mariners come home to their families after being out to sea.

The i911 program allows for watchstanders to use a mariner’s cellphone number to assist in finding their location for Coast Guard rescue crews to locate them faster. Once the number is entered, the mariner receives a text message authorizing them to share their location with the U.S. Coast Guard. Once shared, the internal cell phone’s GPS, which uses satellites to pinpoint the mariner’s location, is displayed on a screen for watchstanders to aid in the search for them. This software is already available to first responder agencies across the country. It was developed by Callyo Inc. and is a free service for all first responders, including the Coast Guard.

“What’s cool about my job is that I get to learn about new technology, and how we can apply it to help the Coast Guard,” said Lt. Anne Newton, Coast Guard Research and Development Center. “The second I saw Callyo’s presentation, I knew this would help command centers tremendously.” Newton worked in a several command centers before her time at the R&D Center and understands the struggle command center crews face when trying to find someone they know is counting on the Coast Guard to bring them home.

Depending on the cell phone service, i911 can determine locations of distressed mariners from up to 15-20 nautical miles offshore. During the pilot period, more than 38,000 search and rescue cases across the contiguous United States were analyzed, and it was found that 89 percent of all SAR cases took place within 20 nautical miles off shore. Coast Guard Sector Long Island Sound, located in New Haven, [Connecticut](#), was the first to test the system. It was a success and subsequently all five First Coast Guard District Sector command centers became part of the pilot program.

It's not a perfect system though, there are some challenges.

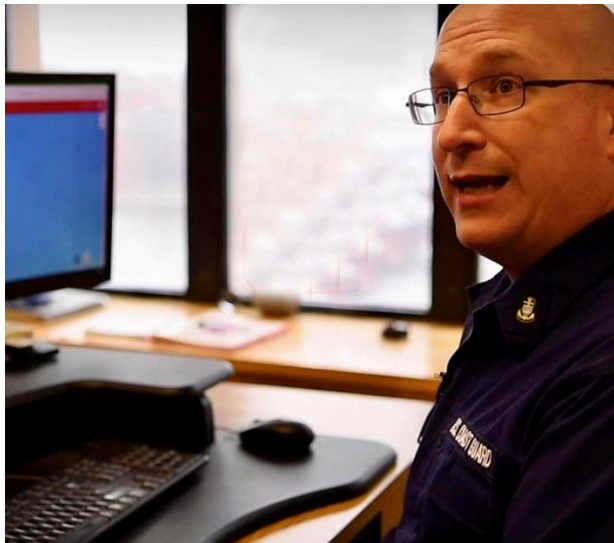
The biggest challenge watchstanders at Sector Long Island Sound found was teaching distressed mariners how to turn on their location services. The i911 system will not work without it. "It's really cool technology and already helped us on numerous occasions with search and rescue," said Joshua Olsen, a command duty withstander for Sector Long Island Sound. "Sometimes, we just need to talk people through how to share their location."

During the pilot period, the i911 system assisted in bringing several mariners home including three people on an inflatable raft. They were blown out to sea and couldn't paddle to shore due to high winds and strong sea currents. Armed with only [their cell phones](#), i911 pinpointed their location about 6 miles offshore and rescue crews were able to rescue and bring them home safely.

The U.S. Coast Guard has received a report that you may be in distress. To share your location with the U.S. Coast Guard tap this link:

<https://i911.com/help?token=f69a275f-eb40-44d7-9be4-37f881932e5f&t=321>

If you have a VHF Marine Radio, tune it to Channel 16.



Left: Verbiage of the text message the i911 system sends for mariners to follow to share their location with the Coast Guard via the Watch-stander. (U.S. Coast Guard photo by Nicole J. Groll)

Chief Petty Officer Andrew Case, a command duty officer at Sector Southeastern New England, located in Woods Hole, Massachusetts, really liked having this tool to use for search and rescue. "It's like Rescue 21 for the phone," said Case. "It greatly decreases the time we spend looking for someone and gets the rescue crews out faster." Case also said that doesn't mean mariners should not have a VHF radio on board. The most reliable and traditional means of communication for mariners to use when in distress is VHF channel 16.

This is just one of many cases where people were brought home safe during the pilot program in the Northeast. This program will hopefully be a game changer in the 2020 recreational boating season. The pilot program, which ran from May – November 2019, is now authorized for Coast Guard command centers across the entire service and U.S. as of March 20, 2020.



San Francisco Fire Department and Fire Boats save Historic USSS Jeremiah O'Brien
World War 2 Liberty Ship moored at Pier 45. Photo: Roger Bazeley PA1 USCGAUX

At 4:15 am, a four-alarm fire broke out at Pier 45, next to the SS Jeremiah O'Brien. “Damage to the sheds was extensive, but thanks to the quick response of the San Francisco Fire Department the ship and her personnel are safe and secure. We thank the SFFD and their fireboats for their incredible efforts in saving the ship. Without them, the ship likely would not have survived.”

A fire early Saturday morning destroyed a fish processing and storage warehouse at San Francisco’s Fisherman’s Wharf and for a time threatened part of the popular tourist area the firefighters saved the Jeremiah O’Brien, a World War II Liberty ship. The SFFD says the fire was burning above and below the historic pier, made of concrete and wood, built in 1926.

Flames from the blaze shot more than 100 feet in the air and billows of black smoke shrouded the waterfront as 150 firefighters with 50 trucks and other pieces of equipment, including fireboats, fought the blaze on Pier 45, where a large warehouse known as Shed C is home to fishing and maritime businesses. One firefighter was injured in the fire with a severe laceration to the hand and transported to a local hospital.



SS JEREMIAH O'BRIEN



Left: San Francisco – RMB Apartment Roof View Photo 600 MM and Right: water shot from Embarcadero

The Jeremiah O'Brien is also moored at the pier. Flames licked at the historic vessel but it escaped with only cosmetic damage, thanks to efforts by firefighters. Philip O'Mara, senior ship keeper for the O'Brien, said the ship was in great shape and "just got singed a bit." O'Mara credited the city's fire boat, the St. Francis, for saving the day. "I am very grateful," said O'Mara, who has worked on the ship for 20 years. "This ship, she's something else. She's been through a lot. She's not going to be taken down by a shed fire." Fire Department Lt. Jonathan Baxter credited "our aggressive and quick, swift actions" with saving the O'Brien.

The fire was contained at 11:30 a.m., Baxter said, after firefighters spent several hours spraying water on the smoldering debris from the ground and from three aerial ladders. The fire broke out around 4 a.m. and firefighters rushed to the scene. Although a cause for the blaze has yet to be determined, Baxter said that fire investigators are "looking at the possibility that homeless people were inside." That investigation was expected to last several days.

A fisherman whose boat is docked at Pier 45 said that homeless people hang out in the warehouse and sometimes build fires for cooking. Workers were in the warehouse when the blaze broke out. Lloyd Dizon, a salesman for Aloha Seafood, was taking orders when the fire began. "It started like a little thing, and then the whole structure started," he said. "A few seconds later, the building started caving in." Other workers reported an explosion before the fire erupted. Alejandro Arellano, who works for La Rocca Seafood, was cleaning out a fish storage locker. "I saw a lot of smoke. A few minutes later, fire everywhere," he said. "It was very, very scary. I've never seen anything like it."

Hours after the fire broke out, about two dozen workers from the warehouse, many still wearing their yellow fish-processing aprons, gathered behind Alioto's restaurant to watch firefighters pour water on the collapsed shed. They showed each other cell phone pictures they had taken of the fire and wondered when and how they will be going back to work.

The streets around the pier were almost paved with yellow hoses, some stretching for as many as four blocks to a hydrant at Beach and Taylor streets. Firefighters from at least a dozen trucks were spraying water on the blaze, with three ladder trucks drenching the warehouse from 50 feet above.

The first call came at 4:15 a.m. Truck 13 from the Sansome Street Station in the Financial District was the first on the scene, and fast action by its crew prevented the fire from spreading, Baxter said. The truck company nearly paid a heavy price. Flames from the blaze rolled out and singed the truck, forcing firefighters to turn their hoses on the vehicle to save it, Baxter said. The truck was slightly damaged, but no one was hurt.

The blaze was confined to the north end of the pier, well away from the Musée Mécanique and its historic arcade games and the restaurants and other businesses in the popular tourist area Kenny Belov, owner of TwoXSea, a sustainable seafood wholesaler in a building only about 50 feet from the warehouse, learned of the fire in a phone call from one of his employees at about 4:45 a.m. Then his plant manager sent a video taken on the loading dock facing the fire. "Just breathtaking," Belov said. "It was this massive blaze, "Five of Belov's employees were in the building at the time, he said, and they all evacuated safely. There was no damage to TwoXSea "as far as I know," he added.

The fire destroyed corporate office space for Red and White Fleet, a family owned tour boat company since 1892. Tyler Foster, Executive Vice President of the Red and White Fleet, said it felt surreal to get the call at 4:45 a.m. that the pier was on fire. "It sort of feels like the triple whammy," Foster said. They ceased operating their boats on March 16 under the shelter-in-place order. "We, unfortunately, had to let go of the majority of our staff shortly thereafter. And now this! We'll get through this, what we really need is to get back out on the Bay and get people back on the Bay again," Foster said.

Belov said hundreds of vehicles typically are parked in the warehouse, mostly a mix of employees' cars and delivery trucks. There were tense moments on the Bay as the fireboat St. Francis fought to save the historic WWII ship, the SS Jeremiah O'Brien from ruin. She was docked just feet from the fire. "If there's anything positive, we were able to save the Jeremiah O'Brien, now with more emphasis on Memorial Day," Baxter added.

The ship, which is one of two remaining fully functioning Liberty ships launched during World War II, stormed Normandy on D-Day in 1944. The ship docks by the pier and is a popular tourist attraction.



COMMUNICATING THE USCG AUXILIARY MISSION: PUBLIC AFFAIRS

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

By Roger Bazeley, PA-1, NAVEX-BC

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 verses 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 Sept. 2014 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, and 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.

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, 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.

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.

Photography: Submitted for National 2017 Photo Contest by Roger Bazeley FSO-PA

PUBLIC AFFAIRS



DSO-PA Gail Giacomini at St. Francis Yacht Club Bay Opening PA Outreach Event and Virginia Luchetti at RBS booth

FELLOWSHIP



DCAPT-PA Jerry Edelen Photo Shooting B &W, Right: Simone Adair at Valor Games West – USCG Alameda

OPERATIONS



Left: Fleet week USCG Hamilton Class Cutter - Parade of Ships, Right: Sector San Francisco at night

Photography: Submitted for National 2017 Photo Contest by Roger Bazeley FSO-PA

MARINE SAFETY



Ferry Audit Program – Steve Johnson Auditor, COMO Rich Thomas D11N, NACO Richard Washburn

TEAM COAST GUARD



D11N Honor Guard – Ferry Auditor Program Auxiliarist Johnson and USCG Master Chief Gollnick

VESSEL EXAMS



Paddle Craft Exams: COMO Dale Fajardo (Left) and Sue Fry Marine Safety expert (Right)

Photography: Submitted for National 2017 Photo Contest by Roger Bazeley FSO-PA

PUBLIC EDUCATION



DSO-PA Gail Giacomini – Educating PFD and swim safety at Richmond YMCA “SPLASH EVENT”

MEMBER SERVICES



Auxiliary Food Service Staff – District Meeting Event – ALL PHOTOS: Roger Bazeley

FYI: The 2017 National Auxiliary photo contest allows for two photographs to be submitted for each of eight contest categories taken within the calendar year starting from May 2016 to May 2017 for the shown photos taken by Roger Bazeley during that 12 month span. Notice the difference in impact between a wide angle shot with a wide angle lens 15 mm-36 mm and those tighter shots taken with moderate to medium focal lengths 42 mm-105 mm lenses. Also notice the impact of shooting the photo as a Black and White photo for greater concentration on the subjects without color distraction verses the use of color and the need for strong composition and color selectivity.

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 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 VSCs and PE classes ,membership recruitment and retention, and to strengthen media relations.

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

Night unloading crab on Pier 45 in San Francisco.



BRINGING THE CATCH HOME SAFE

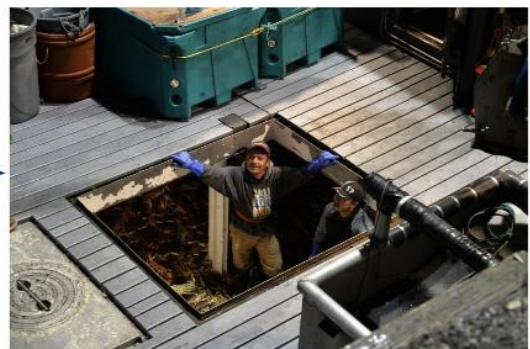
ARTICLE & PHOTOS BY ROGER BAZELEY

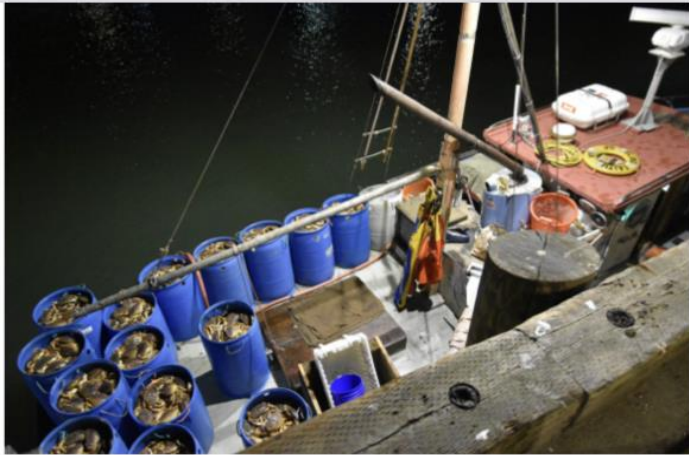
These are the hard working crews of the fishing vessels that bring home the catch of Dungeness crab for off-loading, processing, packing and shipping. In spending numerous seasons photographing the commercial vessels and their crews, one becomes impressed of how hard these crews work to bring in fresh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



Night unloading onto Crab Pier.

Workers standing in hold full of Dungeness crab.









Why I Joined the Coast Guard Auxiliary - By Gail Giacomini, PA-3

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

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

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

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

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

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

di·ver·si·ty

By Roger Bazeley, PA1 and Admiral Paul F. Zukunft, USCG Commandant Retired

“Diversity embraces the understanding that each individual is unique by recognizing our individual differences formed by the dimensions of race, ethnicity, gender, sexual orientation, socio-economic status, age, physical abilities, religious beliefs, political beliefs, or other ideologies.”

Diversity sparks innovation in new leadership approaches to problem solving which is vital to mission readiness and performance excellence. The strategic goal of diversity acceptance and Team Coast Guard cohesiveness is enhanced by creating a climate of equity where all USCG and Auxiliary individuals have the opportunity for career advancement and are unencumbered to contribute to their USCG Auxiliary Missions



USCG Pacific Command
Change of Command
VADM Ray to VADM
Midgette 2016

Photo: *Roger Bazeley, PA1*

“Our Duty to People requires Coast Guard men and women to adhere to the highest standard of personal and professional conduct on and off duty. As stewards of public trust, our collective actions must always uphold our Core Values of Honor, Respect, and Devotion to Duty.

We expect everyone in our service - active duty, reserve, civilian, and Auxiliary - to build and maintain a culture of respect. This starts with living our *Core Values* in word and deed and having the courage to call out any behavior that is unacceptable in our Coast Guard. If you witness disrespect to a shipmate - in person or online - don't condone or join in it. Our duty to people demands that we act when we see our shipmates demeaned. Don't be a bystander. We are a service of "by-doers" with a storied reputation for seizing on-scene initiative. This very same character trait that has become instinctive applies whether rescuing a mariner in distress or seizing the on-scene initiative when a shipmate has been demeaned and betrayed. We do the right thing. We advance a culture of respect. We report behavior that targets a shipmate, including bullying, hazing or harassment. Violations of our trust in one another have no place in our service.

I am proud of you - the world's best Coast Guard - and your commitment to upholding our service's proud 230 years history of service before self.” *Ref: Statement Issued 2016 by Admiral Paul F. Zukunft, USCG RET.*





Safe Sailing Trips with the Kids - Karoline King

Sailing is fast becoming a handy tool for educators to teach STEM subjects to children; however, there's more to sailing than just the practical side. For kids, it's an opportunity to learn certain life skills that may not previously have been available to them, such as communication, responsibility, and the ability to take lead or submit to leadership. But at the [heart of every sailing excursion is safety](#).

The Basics of Safety

One of the first lessons to teach kids before going out on the water is to respect whichever body of water they're on. This means [safety gear such as life jackets](#) is essential even in the best conditions. For kids, it's also important to become confident in their ability to brave the water in the event they're somehow land up in the water to avoid panic. It's also important to let kids know that while sailing is a fun excursion, it also needs to be taken seriously in order to protect everyone aboard the vessel.

Playing To the Ability of Each Kid

Just as kids have different abilities in the classroom, so will they on a boat. Be sure to pay [special attention to kids with additional needs](#) and to allow them the opportunity to contribute to the excursion in their own way. Sailing is a particularly good way to unleash special abilities in kids and tends to provide a safe way for kids to engage in a small group activity.

Be Aware of Your Surroundings

While kids might have a slight inkling of the potential dangers of sailing, it's important to constantly keep an eye out for potential dangers. These include keeping youngster off railings and roofs and to ensure that babies and toddlers are safe and warm. It's also important to keep an eye on weather conditions and ensure that sunscreen, windbreakers, and raincoats are onboard.

Sailing as a family is an ideal opportunity to spend quality time together. Take the time to teach kids about boat safety and allow them to take on some of the responsibility of sailing in order to create a long-lasting love for the water.

AUX-JACK



*“Any chance this will work as
a fix and float?”*

CRISIS LEADERSHIP: NORMAN MINETA

By Roger Bazeley, PA1



Norman Mineta's style of leadership was based upon a life of acting for the common good to improve his community and society without demonstrating political, race, or religious views in his decisions and leadership processes. His leadership values of analysis and team building came from family roots that started with World War II experiences as being interned as an adolescent in Tule Lake and Japanese internment camps. He was a Boy Scout that rose to Eagle Status during this period and became a lifelong friend of Senator Simpson of Wyoming, who planted the seed of public service as a career.

On the morning of September 11, 2001, while Mineta was Secretary of the Department of Transportation, the country was struck by a terrorist attack. Mineta was catapulted into managing the decisive strategy to activate his staff and management team into risk assessment in taking immediate action to reduce the possibility of further commercial and private airline hijacks. This act of leadership took a decisive action with constantly changing assessment as each terrorist hijack airliner attempted or struck its target of opportunity. This moment brought forth all of Secretary Mineta's management, risk assessment, and decision making into action during the crisis and the many months that followed changing regulations in an increasing volatile geo-political environment where the public lost its comfort in flying. Over the next few years, there was the task ahead of rebuilding the safety integrity and the public's confidence in commercial aviation. Norman demonstrated the key strengths of leadership in times of sudden crisis and recovery.

Leadership must take the ultimate responsibility for its actions, vision, and business/command ethics by virtue of the authority bestowed by the principals of "public trust". To be a truly great leader one must have etched in the soul the principals of "doing the right thing", the belief of integrity and service for the benefit of the public. Only history will justify the right and wrong of leadership's strategic decisions, public works, or impact and benefit to society. Mineta's style of leadership embraces this philosophy; he is my life's bench mark as my mentor, my coach and personal friend.

IN MY HAND I HOLD FREEDOM

In the line of fire;
As many soldiers silently wait, abiding their fate.
Yet, they hold in their hands,
a way to end the war and to restore peace.
But in many ways, they use only one hand.
One hand is in war, the other hand is in sorrow,
for not knowing when it is time,
to return home to their native land.

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

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

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

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

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

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

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

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

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

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

BY ROGER BAZELEY
& MIKIKO BAZELEY

Point Bonita Flotilla, California

“OUR 2020 FLOTILLA TEAM”



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

2020 Flotilla 17 Elected and Staff Officers

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

2020-Staff Officers

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

(FSO-HR)- Human Resources, Cynthia Dragon
(FSO-IS)- Information Services Robin Stewart
(FSO-MA)- Materials, Gerald Norton
(FSO-MS) -Marine Safety, William Burns
(FSO-MT) - Member Training, William Burns
(FSO-PA) - Public Affairs, Roger Bazeley
(FSO-PB)- Publications, Roger Bazeley
(FSO-PE) - Public Education, Holland Ja
(FSO-PV) - Program Visitor, Julie Vincenzini
(FSO-SR) - Secretary of Records, Robin Stewart
(FSO-VE) -Vessel Examinations, Bill Bermudez
(FSO-OP) - Mary Stephens

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

Have You Heard About Coast Guard Auxiliary Aviation

Ron Darcey



READY for TAKE-OFF a Cessna 172, Jackson Hole Wyoming, Grand Teton National Park, Jackson Airport – *Photo Image: Cessna Inc. Public Domain*

Auxiliary Aviation (AUXAIR) is not well known because there is no press and no fanfare. Not surprisingly AUXAIR is somewhat unknown, even within some levels of the active Coast Guard. In fact, Auxiliary Aviation is the smallest of the small in the Coast Guard Auxiliary community, with less than 300 aviators flying fewer than two hundred aircraft in total.



San Francisco USCG Air Station—USCG Auxiliary Air Pilots Douglas Keer and Larry Olsen standing next to USCG M-65-D Dolphin Helicopter Training participants with USCG emergency responder government agency search and rescue partners at USCG Inter-agency Day exercise June 2019 – *Photo: Roger Bazeley PA1 USCGAUX*

Have You Heard About Coast Guard Auxiliary Aviation, Continued



Left: AUSAIR Kerr, Todebusch and Busch stand in front of 1957 Bell AUSAIR Helicopter used for Flying Search and Rescue (SAR) Patrols. Auxiliary Communication Vehicle is in the background - Right: Aerial Photo mission of Bay Area Oil Refineries and environmentally sensitive areas of the Bay Area Photos: Roger Bazeley PA1 USCGAUX



Left: Cessna 172 type used for Flying Search and Rescue (SAR) Patrols - Right: Aerial Photo documentation mission over San Francisco. Photos: Right Cessna Aircraft Corp, Left: Aerial Photo: Roger Bazeley PA1 USCGAUX

But with that number of aircraft and personnel, Auxiliary aviators provide a dedicated force multiplier by increasing the number of aircraft available for the mission, or filling in when Coast Guard air is called away for more demanding missions. Routine operations for AUSAIR are air safety patrols flown week-to-week, month-to-month year-round. Auxiliary air patrols are requested by the pilots who fly them and must be approved by the Coast Guard air station to which they are assigned.



Left: Cessna 172 type cockpit controls and instrumentation and Right; Cessna 172 used for Flying Search and Rescue (SAR) Patrols and Aerial Photo documentation. Photos: Cessna Aircraft Corp,

Have You Heard About Coast Guard Auxiliary Aviation, Continued

Perhaps you might have caught a glimpse of Auxiliary aviators at an airport, uniformed in sage green military flight suits, on the ramp fueling their airplane or having lunch. They might have been preparing to depart for a patrol, just having returned after hours aloft, or secured from a search and rescue mission.

A closer look would reveal who they were, from the assortment of patches on their flight suits, the one on the right breast announcing 'United States Coast Guard Auxiliary,' backed by three red, white and blues stripes angled diagonally across. On the left breast, a black leather patch identifying the wearer as a pilot, aircrew or observer. On the right shoulder a patch identifying the Coast Guard Air Station they are attached to, on the left, our flag.



Auxiliary Aviator William Burns with an extensive resume of flying in jets F-100 Starfighter during a stint with the Air Force in his youth and later as a Civil Air Patrol (SAR) pilot before joining AUXAIR in different roles from pilot to crew and air observer. *Photo: Roger Bazeley PAI USCGAUX*

There would be a collection of equipment on the ground, kneeboards, cameras, headsets, helmet bags and life vests.



Left: AUX-AIR and AUX-COM Auxiliary members standing next to USCG M-65-D Helicopter used for SAR missions with specialized equipment on display for training first responder agencies and Auxiliary participants. Standing L-R: AUXAIR pilot Kerr, Bush, pilot Todebusch, and pilot Larry Olsen. Right: Cessna 172 parked. Photos: Left: Roger Bazeley PAI USCGAUX, Right: Cessna Archives

Have You Heard About Coast Guard Auxiliary Aviation, Continued

On a closer look at the airplane, you might notice, just under the pilot's windscreen, a small shield proclaiming it a Coast Guard aircraft facility. Some carry the unmistakable red, white and blue stripe of the Coast Guard under the right wing.



Left: AUXAIR Pilot in cockpit of personal aircraft with AUXAIR emblem on fuselage Right: Cessna 172 used for Flying Search and Rescue (SAR) Patrols and Aerial Photo documentation. Photos: USCGAUX and Cessna Image Achieves

In 1939, Congress established a Coast Guard Reserve composed of volunteer U.S. Citizens, owners of motorboats or yachts. In 1941, Congress created a military Coast Guard Reserve, renaming the original volunteer organization as the Coast Guard Auxiliary. The purpose of the Auxiliary is to assist and support the Coast Guard in any mission, role or operation authorized by law.

In 1946, an aviation element was added to the Auxiliary but it was slow to expand, because the mission hadn't been specifically defined, regularly exercised or simply comprehended as to where it fit. The fact was, Auxiliary aviation was sort of a step-child until the late 1980s, and even then, was a somewhat loosely organized bunch of pilots and observers flying over shorelines, bays and harbors, and inland waterways and lakes, its mission only then beginning to materialize.

That suddenly changed post-9/11. From that moment, Auxiliary Aviation began a quick rush to maturity, as it became readily apparent that an aviation capability of experienced civilian pilots and observers, flying personal aircraft could indeed be of importance.

With the creation of the Department of Homeland Security (DHS), the Coast Guard was faced with new and broader challenges. By 2003, Auxiliary Aviation was beginning to evolve into a solid and fully capable force multiplier. By the middle of that decade, the Coast Guard and its Auxiliary Aviation component had an operational doctrine and a mission. The AUXAIR mission has intensified since then.

AUXAIR, recruitment of pilots, observers and aircraft accelerated, with training becoming more structured and organizationally mandated, ramped up to integrate crew resource management, spatial disorientation, situational awareness and risk assessment training. And, as the country became more security conscious, by 2005, all aviators, in order to retain operational status, were required to submit to the FS-86 security background check.

The mission-mix also intensified, swinging into maritime domain awareness, port and harbor security and an increasing awareness of critical infrastructure. Then, in 2007, as Coast Guard Air began training for Rotary Wing Air Intercept (RWAI) operations, AUXAIR deployed, flying their aircraft on RWAI support missions as air intercept targets.

Have You Heard About Coast Guard Auxiliary Aviation, Continued

As demands on the Coast Guard accelerated, legislation expanded the Commandant's authority to use the Auxiliary, and especially AUXAIR, to assist other Federal agencies, State authorities, and local governments.

By 2011, AUXAIR began integrating routine patrols into operations with the National Oceanic and Atmospheric Administration (NOAA), flying within the National Marine Sanctuary along the Nation's coastlines; the sanctuaries, part and parcel of the Coast Guard's mission of Marine Environmental Protection.



Cessna 172 used for aerial photography of Bonita Lighthouse, Marin, CA - Golden Gate area.

Photos: Left Cessna Achieves Right: Point Bonita Lighthouse Photo: Roger Bazeley PA1 USCGAUX

These are but a fragment of AUX-AIR's responsibilities. As more missions and operations are integrated into Auxiliary Aviation's area of responsibility, the need for pilots, and, especially for observers, has become critical and recruitment has become a daily effort to enlist more observers.

So, what does it take for someone to join this organization as a pilot or air observer? A first step would be to go on-line to 'Auxiliary Aviation' where you'll discover the requirements of membership, the aviation program, training, squadron operations and the flotillas nearest you.

For pilot owners, you will find what is expected of you to prepare your aircraft to be an official Coast Guard aviation asset. You will also see that while flying for the Auxiliary you'll receive reimbursement for fuel and a maintenance allowance for each hour on operations.

Those interested in the air observer program, are also very welcomed to apply because missions/operations must be flown with one, or more observers. The AUXAIR website introduces and outlines air observer induction, training and the operational requirements of the position. Persons considering air observer, need not have aviation experience, though helpful, as candidates are thoroughly trained in each aspect of observer tasks and responsibilities.

Training to fly Coast Guard Aviation missions is a lengthy and demanding procedure. As you progress, you will meet new people, make new, often close, relationships, and most important, become an essential part as a Coast Guard Auxiliary pilot, crew, or air observer in service to your country. You will also learn a very different way of flying your airplane to higher proficiency. Once awarded the silver wings of an Auxiliary pilot or leather breast patch of an Auxiliary air observer, you will have become a member of 'Team Coast Guard.'

AUXILIARY AVIATION TEAM COAST GUARD



JOIN AUXAIR

JOIN TODAY!

AMERICA'S VOLUNTEER GUARDIANS

WWW.CGAUX.ORG



High Flight

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



Submarine Spitfire Mark IX-e 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.

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

AUXILIARY PROGRAMS

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



Below are some of our special programs:

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

ETERNAL FATHER STRONG TO SAVE

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

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

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

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

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

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

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

AMEN

USCG/AUXILIARY ADAPTATION: ROGER BAZELEY



U.S. COAST GUARD AUXILIARY

CHAPLAIN SUPPORT PROGRAM

PROVIDED BY LIEUTENANT ERIK NEIDER, USCG D11 CHAPLAIN

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

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

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

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





Sausalito, CA -- Auxiliarists Peter Shamray and Pete Grosvenor perform a vessel inspection on a 38.5 foot Juneau Sailing Vessel berthed at the Sausalito Marina; look skyward to exam the masthead running lights visible operating condition. This is one of many items in the vessel examination procedure to be examined for passing the annual Vessel Exam and being awarded a new Decal upon passing the annual exam. Photographer: Roger Bazeley PA1 D11N



Donner Lake, California – An early morning Kayaker paddling during spring thaw. Photo: *Roger Bazeley*

