

# NORTHWIND

U.S. Coast Guard Auxiliary District 11 North, Quarterly Magazine, 3<sup>rd</sup> Quarter, July-September 2023



ALAMEDA, Calif. – USCGC Stratton (WMSL-752) assisted by tractor tugboat in a 180-degree maneuver to its assigned berthing position, at Coast Guard Island on its return from Pacific area deployment, taken by Roger Bazeley AUXPA1

Q3  
2023

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**Cover Photo:** ALAMEDA, Calif. – USCGC Stratton 752 being assisted by tractor tugboat into a 180-degree maneuver into its assigned berthing position, at Coast Guard Island on its return from Pacific area deployment, taken by Roger Bazeley AUXPA1

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**WANTED ASAP – NORTHWIND** requires articles of 450-1,200 words with quality 3 MB-10 MB captioned photographs for Q-4 NORTHWIND issue, by November 30, 2023. Please mail articles in 12-point copy with separate photo JPEG files and Word AP style captions that note the event or activity, who, where, when and with complete author and photographer credit, flotilla number, and related qualification, FC, AUXPA1, etc. Please contact Roger Bazeley at [Roger.Bazeley@comcast.net](mailto:Roger.Bazeley@comcast.net) for publishing inquiries, mailing articles and photos.



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# AUXILIARY PROGRAMS

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



*Below are some of our special programs:*

- **MARINE SAFETY (MS) and ENVIRONMENTAL SAFETY** Qualified Auxiliarists and their facilities assist with USCG marine safety and environmental protection.
- **PUBLIC AFFAIRS SUPPORT (PA)** Auxiliarists are authorized upon qualifying as a Public Affairs Specialist AUXPA1 to support both Coast Guard and Auxiliary Public Affairs including publications.
- **PUBLIC EDUCATION (PE)** The Education Department's mission is twofold: to provide exceptional boating safety education to American boaters to reduce loss of life, personal injury and property damage to recreational boaters; and to deliver the highest possible quality training, resources and publications for our Public Education and instructors.
- **RBS PROGRAM VISITATION (PV)** The RBS Program Visitation's intent is to save lives and property by providing marine-related-businesses with current boating safety information for boaters including Vessel Safety Checks and Public Education boating courses
- **OPERATIONS PROGRAM (AUXOP)** The AUXOP is an advanced training program for acquiring the advanced skills needed to assist in critical Coast Guard Operational Missions. On successful completion of qualifications the Auxiliarist may wear the prestigious AUXOP insignia.
- **CULINARY ASSISTANCE (CA)** Auxiliarists' augment and support active duty food service in galleys, aboard cutters and during special events.
- **AVIATION PROGRAM (AUXAIR)** Search and Rescue (SAR) Patrol Missions as a USCG Auxiliary qualified Pilot, Co-Pilot or Air Observer in AUXAIR Facility.
- **RECRUITING PROGRAMS:**
  - Coast Guard Recruiting Support Program (CGRSP)** Auxiliarists may qualify and assigned to duty as military recruiters to support USCG's recruiting program. This includes qualification as a military recruiter, proctoring recruiting examinations, and administrative assistance to recruiting offices and for screening applicants for the USCG Academy. Other Academic and Academy admissions recruitment support programs are the **CG Academy Partners Program (APP)** in which CG alumni and qualified Auxiliarists help to recruit and screen CG Academy applicants. The **Academic University Program (AUP)** Is designed to offer college students the opportunity to participate in the U.S. Coast Guard Auxiliary AUP the Auxiliary's official program for integration with higher-level educational institutions.
  - **AUGMENTING for the USCG** There are many diverse areas available in augmenting the USCG from Marine-Safety, aboard cutter deployment for Auxiliary Interpreters and the AUXCA program to Public Affairs. Augmenting assignments are coordinated by your Auxiliary Sector Coordinator (ASC) or Auxiliary Unit Coordinator (AUC) to determine relevant qualifications.





# *Commodore's Corner*

*Commodore Curtis S. Han*



Every morning I'm amazed at how many emails and texts to which I wake! Some members submit reports, enter their hours in AUXDATA II, submit Assignment-to-duty (ATD) forms, and correspond with fellow Auxiliarists at night. In addition, emails from the Director's office staff with ATD approvals, responses to members and leadership, and pertinent information are relayed to the members each day.

This correspondence reminds me how fortunate I am to be in this organization, this District, surrounded by members dedicated to the missions and committed to the Coast Guard Core Values. I am very proud to be your fellow shipmate.

Operations Training Officer BOSN2 Thomas Perez, Jim Losi, and I recently traveled to Utah to attend Division 7's operation training exercise event. We thank COMO Mike Williams and Division 7 Commander Bill Ross for driving us around to familiarize us with their Area of Responsibility (AOR). We visited Jordanelle Reservoir, Deer Creek Reservoir, and Utah Lake. Division 7 members and twelve Naval Sea Cadets participated in the joint-training at the Jordanelle Reservoir. John-Michael Zimmerle (DSO-CA, AUX-CA1), his wife Toni, and their son Nathan, along with the help of many cadets, provided wonderful meals for breakfast, lunch, and dinner. Witnessing Division 7's example of participation and collaboration with another organization was gratifying. I encourage other District Flotillas and Divisions to build and maintain similar working relationships with organizations in their AORs.

The Coast Guard Auxiliary's National Conference (NACON) was held in August in Orlando, Florida. For the safety of conference members, due to the emergence of COVID-19 cases, NACON truncated Friday's meeting and canceled the weekend events. During the brief Friday morning National Board meeting, three recommendations were voted on:

- 1)** Creation of the Leadership Development ribbon upon successful completion of Leadership Competency Level II;
- 2)** Members working in the Operations program, Navigation Systems (NS), are not currently granted the ability to earn NS points toward the Annual Service Award "M" device. ATON/PATON/BRIDGE codes will receive points towards the 200 points in any combination—CFV, UPV, MS/EP, etc., now to include NS and;
- 3)** Present and former DSO-LPs, ADSO-LPs, and, when authorized by their active-duty supervisors, legal services attorneys will be authorized to permanently wear a silver-colored silver colored Legal Program Qualification Insignia similar to the insignia approved for members of the Coast Guard's military and civilian legal professional staff not assigned to Coast Guard Judge Advocate General (CGJAG) positions. The Auxiliary's present and former Auxiliary Chief Counsels, Deputy Chief Counsels, and Assistant Chief Counsels will be permanently authorized to wear a gold-colored colored Legal Program Qualification Insignia similar to the insignia approved for members of the Coast Guard's legal. The Chief Director approved the above recommendations on August 31, 2023.



# Commodore's Corner

## In addition, NACON:

- Member Zone login will be eliminated from some of the websites to conform to the universal secured login system for the Auxiliary Directory, Auxiliary Classroom, National Test Center, etc.
- Added color codes to the Performance and Measurement Directorate's Training Management Report to make it easier to read. We strongly encourage the leadership to review the Unit Summary Data Report, with other available reports on their website: <https://wow.uscgaux.info/content.php?unit=m-dept>
- Noted the Coast Guard Auxiliary's added value measures have increased slightly.
- Approved utilization of the 7000 form for all unit Meeting Reports – beginning September 1, 2023. FSO-SR will submit it to SO-SR, who reviews and forwards it to DSO-SR. Upon review and approval of the Flotilla and Division minutes, all forms will be uploaded onto the Digital Management System.
- Noted the AUX-HG (Honor Guard) PQS is now available, including online tests for members interested in HG. Any current and interested members must complete the online test and the PQS.
- Noted: The Basic Qualification Course II (BQCII) exams have been updated online and will develop into a workshop format soon.
- Noted: C-School funding is down 30%. Interested members who need to attend C-Schools submit STTR ASAP. Please check the posted C-School Schedule: [2023CSchoolCalenderV3.47232023.docx \(live.com\)](#)
- Noted: Vessel Safety Check forms: 7038 (report); 7012 (exam) – will be updated soon to include additional information, the removal of the High-Focus checkbox, etc.

As we approach the 4<sup>th</sup> Quarter of the 2023 calendar year (and 1<sup>st</sup> Quarter of the fiscal year), we encourage everyone to enter mission and activity hours or submit them to your Flotilla Information System (IS) officers for entry. Please keep track of your annual currency maintenance status, ensuring you have satisfactorily met your requirements.

Although we are a volunteer organization, our annual budget and funding depend on the hours reported annually. Recent value assessment of Coast Guard Auxiliary - for every single dollar spent on us, we returned \$9.58 in 2022, a slight increase since 2021. Unfortunately, only 30-40 percent of the members' hours are being reported. Our members are encouraged to log their hours to accurately document the work we provide as the force multiplier for the Coast Guard.

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

Thank you for all you do.

*Semper Paratus.*

*Commodore Curtis S. Han*

District Commodore, D11N



# Silver Charm's Millennium Patrol

By Tiffany Townsend, AUXPA3

While any Coast Guard Auxiliarist may offer their boat as an operational facility, few have devoted their time and energy to the extent of Eleventh District Northern Region's Linda Vetter and Terry Blanchard.

A 1992 boating safety class at Coast Guard Air Station San Francisco motivated Vetter and Blanchard to join the Auxiliary. They became boat crewmembers in 1994. "My late wife Linda and I became crew-qualified, and after a few years of crewing on others' boats, we decided to get our own vessel," reflected Blanchard. They served as crew aboard a number of Auxiliary assets, including their own Auxiliary Operational Facility (OPFAC) *Tuggles*, a 24-foot red and white Murphy tugboat.

With several years of Auxiliary boat crew experience, the couple began searching for a custom-built boat that would suit their patrol needs. They made multiple trips to the Pacific Northwest during the fall and winter of 1998-99, visiting multiple builders from Puget Sound to British Columbia. "We picked up a free boating magazine and found an ad for Daigle Welding in Campbell River on Vancouver Island," explained Blanchard. Daigle Marine builds commercial and recreational Eagle Craft boats, ranging from water taxis and patrol vessels to recreational fishing boats and luxury cruisers.



SAN FRANCISCO — U.S. Coast Guard Auxiliary Coxswain Terry Blanchard is at the helm of Operational Facility Silver Charm during Coast Guard Air Station San Francisco Standardization (STAN) Team training on Monday, March 7, 2022. MH-65 Dolphin helicopter rescue teams are assessed annually by examiners from Aviation Training Center (ATC) Mobile, Ala., ensuring Coast Guard aviation forces are using the best equipment and tactics to successfully complete all required missions. U.S. Coast Guard Auxiliary photo by Tiffany Townsend AUXPA3

SAUSALITO, Calif. — In recognition of 2023 National Safe Boating Week, Eleventh District Northern Region Coast Guard Auxiliarists and local first responders host a Water Safety Fair at U.S. Coast Guard Station Golden Gate in Sausalito on May 20, 2023. Auxiliary Operational Facility Silver Charm crewmembers promote recreational boating safety while conducting asset tours for the public during this annual open house at the motor lifeboat station. From left: Facility owner Terry Blanchard, Herman Haluza, Arne Gelb, and Coxswain Pete Gorenberg. U.S. Coast Guard Auxiliary photo by Tiffany Townsend, AUXPA3

# Silver Charm's Millennium Patrol

"We made a trip up to visit them," recounted Blanchard, "and felt like they understood what we wanted, as they had already built an aluminum patrol boat for the [Canadian Coast Guard Auxiliary](#). The Canadian Auxiliary covers all inshore patrol activities. At the same time, the [Canadian Coast Guard](#) focuses on offshore things like ice-breaking, with the Royal Canadian Mounted Police handling law enforcement activities on the water.

"Steve Daigle himself arranged for the local Canadian Auxiliary unit to bring their boat, *Bruce Brown II*, up to show us, and we also got underway. Right then and there, we were convinced and signed the *Silver Charm* contract. When the build was done in June of 1999, we went up for a week of sea trials with our good Aux friend Cheryl Warner. Surprisingly, they had already mounted our patrol signs, light, and a U.S. flag!"



CAMPBELL RIVER, British Columbia — The Comox unit of the Canadian Coast Guard Auxiliary's patrol boat, the *Bruce Brown II* (left) and the U.S. Coast Guard Auxiliary's newest patrol boat, *Silver Charm* participate in sea trials off Vancouver Island in Canada. *Silver Charm*, measuring 33 feet overall and weighing 4.6 gross tons, planes at a top speed of 37 knots with a crew of four and fuel aboard. (Photo of 1999 *Silver Charm* Sea Trial, courtesy of Daigle Marine)

SAN FRANCISCO — U.S. Coast Guard Auxiliary Operational Facility *Silver Charm* participates in a training patrol at Belvedere Cove on the San Francisco Bay on June 11, 2023. Built by Daigle Marine in Campbell River on Vancouver Island, British Columbia, in 1999, the vessel is a custom aluminum patrol boat that is well-suited to weather and sea conditions of the San Francisco Bay. U.S. Coast Guard Auxiliary photo by Tiffany Townsend

"The Inside Passage is a beautiful area and a great place to boat. The builder wanted us to get twenty hours on the engines for break-in service before delivering the boat to us in California. Being a small business in a small town, he was proud of his work and arranged for *Bruce Brown II* to return so we could be photographed together for the local paper. Linda and I were concerned about running in a foreign country with our patrol signs and ensign flying. Luckily no international incident occurred," Blanchard reminisced.

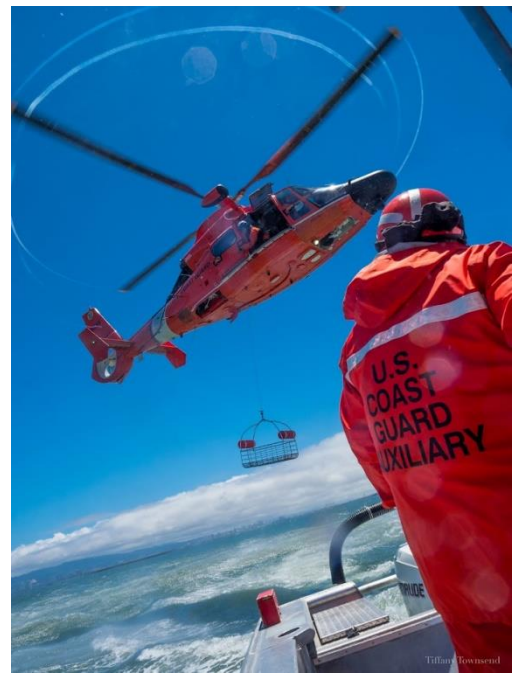
Vetter and Blanchard coxswain-qualified in 1999 and soon thereafter accepted delivery of *Silver Charm* by truck to a boatyard in Redwood City, California. They had to wait three hours until the tide was high enough to unload the boat by crane into the water safely. Once fully inspected at the Coyote Point Marina, *Silver Charm's* first patrol as an Auxiliary facility occurred on August 28, 1999, crewed by Coxswain Terry Blanchard, Linda Vetter, and Cheryl Warner.



# Silver Charm's Millennium Patrol

The boat moved to Brisbane in 2005 to be closer to San Francisco Bay and cut down underway time. “The typical weather pattern is for the wind to build into the afternoon from a westerly direction, through the San Bruno Gap west of the SFO airport,” explained Blanchard. “The water can get very rough. We'd be pounding along when heading out for a night patrol, throwing spray over the cabin top to Hunters Point. At 60 mph on the road, it was much quicker making up the distance driving.”

Since becoming a dedicated Auxiliary facility in 1999, *Silver Charm* has participated in a variety of marine observations, aids to navigation, bridge verification, and regatta support missions. These include safety patrols along the San Francisco waterfront, kite-boarder and windsurfer patrols at the Golden Gate Bridge, and perimeter support for special events such as Opening Day on the Bay, Fourth of July fireworks displays, and San Francisco Fleet Week. The vessel began supporting Air Station San Francisco helicopter training drills in 2001 and has been a valuable asset for maintaining aircrew qualifications ever since. *Silver Charm* is a ‘Team Coast Guard’ ambassador, patrolling with Coast Guard Admirals and Auxiliary Commodores, providing facility tours during Coast Guard Station Golden Gate’s annual Water Safety Fair, and informing local first responders about Auxiliary surface operation activities during Interagency Day at Air Station San Francisco.



SAN FRANCISCO — Eleventh District Northern Region U.S. Coast Guard Auxiliarist Alex Bennet participates in a side-towing evolution aboard Auxiliary Operational Facility *Silver Charm* at Belvedere Cove on June 11, 2023. Boat crewmembers in the Surface Operations Program maintain annual currency and skills proficiency through the practice of knot tying, anchoring; man overboard drills, search and rescue patterns, and towing vessels in distress. U.S. Coast Guard Auxiliary photo by Tiffany Townsend, AUXPA3

SAN FRANCISCO —Auxiliary Operational Facility *Silver Charm* boat crewmember participates in rescue basket hoist training with an MH-65 Dolphin helicopter from U.S. Coast Guard Air Station San Francisco on June 26, 2019. Training with helicopter rescue teams helps air crew members maintain qualifications and readiness for search and rescue missions. Photo by Tiffany Townsend

# Silver Charm's Millennium Patrol

After Linda 'crossed the bar' in 2018, Blanchard honored her memory by continuing to conduct patrols. "The silver lining of her loss has been the opportunity to meet and work with great crew people over the years," he reflected. The facility has assisted numerous Bay Area Auxiliarists in achieving and maintaining crew and coxswain qualifications. Over the past twenty-five years, 123 crewmembers, and 66 trainees served aboard *Silver Charm*. as a key Coast Guard Auxiliary asset.

On April 4, 2023, Auxiliary OPFAC *Silver Charm* completed the one-thousandth patrol mission with Coxswain Terry Blanchard, Commodore Wally Smith, and boat crew Nancy Marion, Cassandra Mani, and Lou Sarto. The accomplishment was recognized by Coast Guard Sector San Francisco, Air Station San Francisco, and the Director of the Auxiliary during a District training event at Coast Guard Island, Alameda, on Saturday, June 17. Mr. Blanchard was presented a commemorative plaque featuring an aerial image of helicopter hoist training taken on February 16 for an article in Vertical Magazine. Designed with a collaborative effort from Sector San Francisco's Auxiliary Liaison Officer, LT Natasha Kenney, and Division 1 Senior Commander Pete Gorenberg, twenty-six active-duty Coastguardsmen signed the back in congratulations for his years of service.



SAN FRANCISCO — A Coast Guard MH-65 Dolphin helicopter conducts rescue basket hoist training with Coast Guard Auxiliary boat crewmembers aboard Auxiliary Operational Facility *Silver Charm* on the San Francisco Bay on February 16, 2023. To prepare for medevac requests from boats or ships, Coast Guard helicopter rescue teams routinely conduct training with small boat crews in order to maintain qualifications and proficiency in lifesaving techniques. (Vertical Magazine photo by Lloyd Horgan)

ALAMEDA, Calif. — U.S. Coast Guard Sector San Francisco, Air Station San Francisco, and the Director of the Auxiliary present Auxiliary Coxswain Terry Blanchard with a plaque commemorating Operational Facility *Silver Charm*'s one thousandth patrol during a District 11NR training event at Coast Guard Island on June 17, 2023. Featuring an aerial image of hoist training with a Coast Guard MH-65 Dolphin helicopter, the back is signed by 26 active-duty Coastguardsmen, congratulating him for *Silver Charm*'s 24 years in service. (U.S. Coast Guard Auxiliary photo by Pete Gorenberg)



# Silver Charm's Millennium Patrol

Auxiliary OPFAC *Silver Charm* conducted fifty-five operational missions in calendar years 2002, 51 in 2004, 55 in 2014, 55 in 2015, 51 in 2016, and 61 in 2022. Forty-seven percent were helicopter training operations (87% daytime, 13% at night).

In addition to nearly seven thousand logged coxswain hours (4,821 for Vetter, 1,997 for Blanchard, 36 for Cheryl Warner, 14 for Bob Peterson, and 21.25 for newly qualified Pete Gorenberg), *Silver Charm* has 16,133 hours logged for boat crewmembers and 1,352 for trainees, for a total of 24,353 underway hours for all crew.

"When we started," Blanchard recalled, "only one person was credited coxswain time for the patrol, even if other crewmembers were qualified coxswains. Linda and I later got coxswain credit on board, either as coxswain of record or crew. Linda was always the coxswain of record, except for a few patrols a year when I needed my mandatory 12 hours of underway time. I was 'deck boss,' organizing the crew. After her passing, I've been getting better at the helm, although I have a way to go to match her expertise."

According to Mr. Blanchard, "some of the many who have been aboard — some departed, most still with us," [with significant boat crew hours] include:

Alex Bennett Steven Bustin Wesley Craig Pete Gorenberg Herman Haluza Mike Hay Nancy Holtzman	Tommy Holtzman CMC Phadra Hooker Gary Kaplan COMO Mary Kirkwood Vic Linderholm James Losi	Cassandra Mani Nancy Marion CMC Travis Cutler COMO Dale Fajardo Sue Fry Mark McLaughlin	COMO Angelo Perata Bob Peterson Rick Pisio Rosemary Plank COMO Gail Ramsey	Lou Sarto Jane Smith COMO Wally Smith Tiffany Townsend CWO Gary Walker Cheryl Warner
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Notably, Boat crewmember Cheryl Warner has 153 patrols with 1,156 underway hours logged aboard *Silver Charm*. COMO Wally Smith, a coxswain with his Auxiliary facility on Monterey Bay, has crewed on 170 patrols with 834 hours. "Overall, Cheryl Warner and Wally Smith are very close for total hours and patrols," explained Blanchard. "Cheryl has more hours, but Wally recently passed her on patrol number. Cheryl went to retired status last year, so he will soon be the undisputed leader in both categories."

Blanchard admitted, "The only reason I can determine who crewed on each patrol and track the hours so precisely is that a year after we started patrolling, I got the idea of preparing spreadsheets to track data — What else is an accountant to do in their spare time? I started from the beginning... and just kept going."



*Tiffany Townsend is Division 1 Senior SO-PB and Assistant Editor of the Navigator Express. She met Terry during her initial boat crew check ride in 2018 and has been a dedicated member of 'Team Silver Charm' ever since*



# Silver Charm's Millennium Patrol



Alameda, Calif. – June 17<sup>th</sup> staff meeting assembly. (Left to right) Captain Lam, Sector SF Commander, Terry Blanchard holding award for over 1,000 patrol missions with Auxiliary OPFAC *Silver Charm*, as coxswain, and Captain Huberty, Commander Air Station San Francisco. Photo by Roger Bazeley AUXPA1



SAN FRANCISCO — U.S. Coast Guard Auxiliary Coxswain Terry Blanchard waves goodbye to a Coast Guard Air Station San Francisco MH-65 Dolphin helicopter, following a rescue swimmer demonstration on Horseshoe Cove at Station Golden Gate's Water Safety Fair on May 21, 2022. Coast Guard motor lifeboat and Auxiliary operational facility tours were offered. USCGAUX photo by Tiffany Townsend, AUXPA3



SAN FRANCISCO — U.S. Coast Guard Auxiliary Operational Facility *Silver Charm* embarks on a day of operational training exercises on the San Francisco Bay on March 6, 2021. USCG Auxiliary photo by Tiffany Townsend, AUXPA3



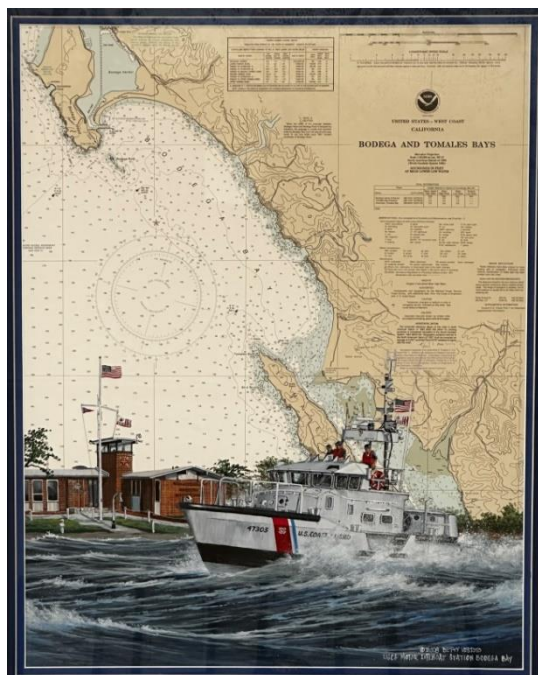
# Change of Command USCG Station Bodega Bay

June 9, 2023

Change of Command USCG Station Bodega Bay on June 9, 2023. Congratulations Senior Chief Petty Officer Robert A. Norris on his promotion, and Chief Petty Officer Kopshever on his retirement. Captain Taylor Lam, Commander, Sector San Francisco participated in remarks and award presentations. USCG Photos by Roger Bazeley, AUXPA1, D11NR



BODEGA BAY, CA – Left: USCG Bodega Bay Motor Lifeboat Station shield. Right: Bodega Bay Station docks for berthing the USCGC Sockeye (WPB-87337) and their 47' Motor Lifeboat (MLB) 7/9/2023.



BODEGA BAY, Calif. – Left: USCG Bodega Bay Motor Lifeboat Station artwork by Betty Vestoto 2008. Right: Bodega Bay Station ceremonial and memorial bell located on the front building wall. 7/9/2023.



# Change of Command USCG Station Bodega Bay



Sector Commander, Captain Taylor Lam, being saluted. Right: Bodega Bay Boat Station boat crew standing at attention.



Sector Commander, Captain Taylor Lam Change of Command speaker. Right: Ceremonial passing station flag and reading "Old Glory" Ceremony.



Ceremonial reading of "Old Glory" as flag is passed to retiring Chief Petty Officer Kopsheve,



# Change of Command USCG Station Bodega Bay



Left: XO CWO2 James B. Corbisiero, receiving salute from SCPO Robert Norris Right: Chief Petty Officer, Kopshever receives Commendation Medal and citation from Sector Commander, Captain Taylor Lam.



CWO2 James B. Corbisiero speaking to the audience and right: receiving a framed copy of station artwork.



Retiring CPO Kopshever right and left photo receiving a framed career shadow box and sword mounted on a carved wooden wall plaque by his fellow station "surf men".



# Change of Command USCG Station Bodega Bay



Retiring CPO Kopshever with daughter, wife and Captain Taylor Lam. Right: Captain Lam departing the ceremony



Retiring Kopshever CPO with daughter, wife, and: CAPT Taylor Lam. Right: Auxiliary Bodega Bay Station volunteers Matthies, Tuttle and Twitchell enjoy the ceremonies' reception.



Retiring Kopshever, CPO with his entire extended family celebrates Chief Kopshever's important USCG retirement and career transition.



## Navigation Systems Patrol: San Francisco Bay

Tuesday, 11 JUL 2023, 1900-2300, Navigation Systems Patrol; S.F. Bay; AUXFAC: Silver Charm; Crew: Terry Blanchard, Coxswain, FI 19; Pete Gorenberg, Coxswain, FI 12; Alex Bennett, Crew, FI 14; Louis Sarto, Crew, FI 14



SAN FRANCISCO BAY - Conducting the Risk Management Assessment before departure  
left to right: Alex Bennett, Pete Gorenberg, Terry Blanchard



Left: SAN FRANCISCO BAY - S.F. Bay Paton floating at high tide but on the mud flats at low tide.  
Right: SAN FRANCISCO BAY - Terry Blanchard pointing at S.F. Bay PATON as the sun sets behind a fog bank. USCG Auxiliary photos by Louis Sarto, FI 14, Central Marin.





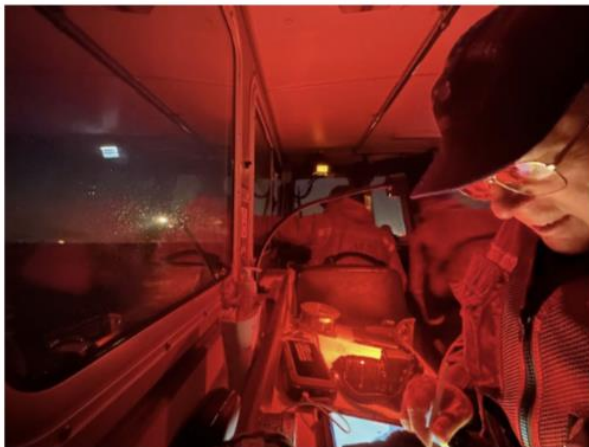
Left: SAN FRANCISCO BAY - Silver Charm on heading to S.F. Bay PATON, which is barely visible to the camera through the middle-cabin window left to right: Alex Bennett, Terry Blanchard, Pete Gorenberg.

Right: SAN FRANCISCO BAY - With pen in hand, Terry Blanchard observes an S.F. Bay PATON and awaits number confirmation from an obscured Alex Bennett using an infra-red monocular at the open port-cabin window.

Right: SAN FRANCISCO BAY- View of an airplane while Terry Blanchard opens the sliding doors.



Far right: SAN FRANCISCO BAY- Terry Blanchard with camera for a PATON picture to adhere to Chart Patrol Records.



SAN FRANCISCO BAY - With AUXFAC Silver Charm now in night-patrol status, Terry Blancard utilizes red illumination at the chart table to maintain ocular sensitivity. In the background at the communication seat, Alex Bennett provides PATON information.

BRISBANE, CALIF. - With AUXFAC Silver Charm moored at Brisbane Harbor, Pete Gorenberg solicits operational feedback about the Navigation Systems Patrol conducted during day and night environments. Left to right: Alex Bennett, Terry Blanchard, Pete Gorenberg. USCG Auxiliary photos by Louis Sarto, FI 14, Central Marin.

[Reprint: The SILVER ZEPHYR Newsletter, Central Marin Flotilla 14](#)

# *Squeezing every penny from Patrol Orders*

## *Boat Crew Operations Training: Safety Zone Support to TASK Training*

By Nancy Marion, Staff Officer, Operations, (SO-OP) Division 1

**Coxswains and Facilities:** Coxswains Terry Blanchard, FL 19 and DCDR Peter Gorenberg, FL 12 of OPFAC *Silver Charm*; Jim Losi, FL 12-19 of OPFAC *Servant*; and Tommy Holtzman, FL 33 on OPFAC *Intrepid*; **Boat Crew:** Ken Louie, FL 14; Morgan Swiggett, FL 12-91; SO-OP Nancy Marion, FL 14, Lily Ferguson FL 12, Daniel Glenn FL 52, and Cassi Mani FL 12. **Communications:** TCOs: Carol Paz. FL 14,

Anticipating a safety zone assignment would only take a fraction of the allotted patrol hours; one creative Coxswain suggested utilizing the balance of the patrol for Annual Boat Crew TASK training. Thus, an impromptu Operations Exercise (OPEX) was born, supported by three Operations Facilities (OPFACs), serving thirteen crew members and two Telecommunications Operators (TCOs) from four Divisions of District Eleven Northern.

Coxswain Terry Blanchard, Flotilla 19, of Auxiliary OPFAC *Silver Charm* was tasked with coordinating Auxiliary surface assets to support a perimeter safety zone for the Escape from Alcatraz Swim event, taking place between Alcatraz Island and the San Francisco city front, on Sunday June 11<sup>th</sup>. In addition to OPFAC *Silver Charm*, Jim Losi, Flotilla 12-91, Coxswain, District Staff Officer (DCOS) on OPFAC *Servant*, Coxswain Tommy Holtzman, Flotilla 33, on OPFAC *Intrepid*, were also part of the safetyzone team. With an on-scene time of 0700 and scheduled completion of the swim 0800-0830, part of the eight-hour patrol orders would be wasted. Blanchard contacted Nancy Marion, Division 1 SO-OP, and suggested that following the swim event, the three OPFACs could transition to USCG Station Golden Gate to work on Annual Boat Crew TASK training for the balance of the patrol.



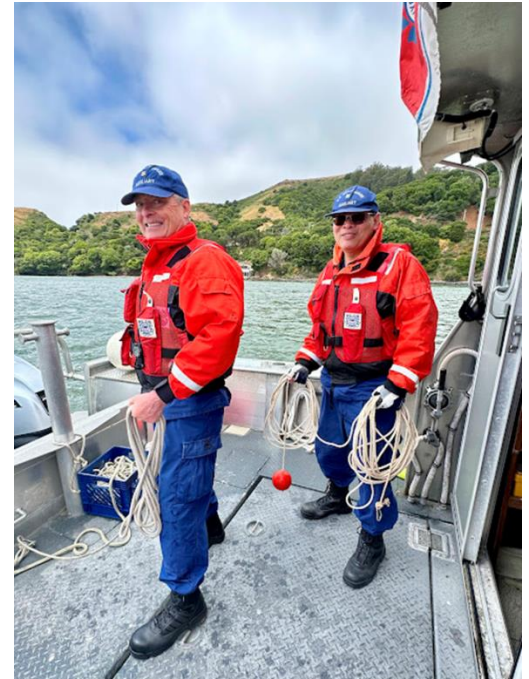
Coxswain Pete Gorenberg, DCDR, FL 12, at helm with Coxswain Terry Blanchard Flotilla, FL 19, in the COMs seat, aboard OPFAC *Silver Charm*, as they maneuver into position for a side tow with OPFAC *Intrepid*. Photo by Tiffany Townsend AUXPA3, FL 12.

With operational funding tight and surface assets limited, the additional patrols needed to assure all our Surface Operations members complete the new Annual TASK Training by the end of the year poses a significant challenge. Thus, adding a training segment to the security zone patrol was too good an opportunity to pass up, and a group effort was quickly activated to make this mini-OPEX a reality.

Coxswain Pete Gorenberg, FL 12 secured approval from USCG Station Golden Gate to utilize their docks and facilities for the training evolutions. Anticipating a low tide, Gorenberg also secured approval to dock at the Presidio Yacht Club, located on the opposite side of Horseshoe Cove. This gave our OPFACs a secondary docking option should the low tide limit access to Station Golden Gate's wharf.



## Boat Crew Operations Training: Safety Zone Support to TASK Training



Left photo: Ken Louie aboard OPFAC *Silver Charm* controls a moving fender while Morgan Swiggett, FL 12-91, aboard Auxiliary OPFAC *Servant* manages the side tow lines. Photo: Nancy Marion, FL 14.

Right photo: Division 1 Mini-OPEX at Station Golden Gate on June 11, 2023. Alex Bennett and Ken Louie, FL 14, aboard OPFAC *Silver Charm* prepares heaving lines. Photo: Tiffany Townsend, AUXPA3

Our last step was to set up Auxiliary Communications AUXCOMs for the event. Fortunately, Communications Officer/Deputy DSO-CM, Carol Paz, FL 14, reached out to Alfonso Faustino, FSO-CM and TCO, F12, to provide back up. With the AUXCOM team set, we now had two mobile land units to manage radio communications for training.

On Tuesday, June 7<sup>th</sup> approved Patrol Orders were issued by our OIA, ENS Rachel Jankelow, and Sector San Francisco. With the formal “green light” in place, an email was distributed to our Division 1 boat crew members announcing this “late breaking” training opportunity, with three additional crew members confirming to meet the OPFACs at USCG Station Golden Gate.



**SAN FRANCISCO--Auxiliary Operational Facility**  
*Servant* on patrol. Archive USCGAUX photo by Roger Bazeley, AUXPA1



## *Boat Crew Operations Training: Safety Zone Support to TASK Training*

Sunday June 11<sup>th</sup> dawned and our three OPFACs were on station in San Francisco Bay at 0700 for the start of the Escape from Alcatraz Swim, with 2,000 swimmers in the water. By 0900 our AUXCOM staff in two Mobile Land Units was set up on the bluff overlooking Horseshoe Cove, poised to take over the radio guard for the training element. By 0930 the OPFAC's were rafted up at Station Golden Gate with each taking on an additional crew member.



Lilli Ferguson, FL 12 aboard OPFAC *Intrepid* throws the heaving line to Ken Louie, FL 14 on OPFAC *Silver Charm*. Crew of OPFAC *Intrepid* from left Daniel Glenn, FL 5-2, on foredeck, Cassi Mani, Cox Tommy, FL 33, at helm, Lou Sarto, FL 14 and Lilli Ferguson, FL 12, in stern, prepare to take OPFAC *Silver Charm* in a stern-tow. Photo: Tiffany Townsend, AUXPA3.

Our OPFACs quickly re-deployed north of USCG Station Golden Gate, working in the San Francisco Bay waters between Sausalito and Belvedere Cove, undertaking multiple towing, anchoring, man-overboard, boat handling, navigation, and piloting exercises. Upon completion, our three OPFACs returned to USCG Station Golden Gate to disembark the additional crew members and then head back to their respective home ports.

The event resulted in many TASK Training signoffs for the participants, taking a big bite out of Division 1's annual crew training demand. We had less than ten days to organize this event, which provided TASK Training to four Coxswains and nine crew members, on three OPFACs, from four Divisions of D11N. Further, the event provided two TCOs with communications experience and hours. We really did squeeze every minute and penny from these patrol orders in support of two missions: Security zone protection for the Escape from Alcatraz Swim and Boat Crew TASK Training.

Bravo Zulu to all who answered the call and moved swiftly to make this event possible.

## *Boat Crew Operations Training: Safety Zone Support to TASK Training*



With OPFAC *Intrepid* in a stern tow by OPFAC *Silver Charm*, Alex Bennett Flotilla 14 controls the tow while staying outside the snap back line. Photo by Tiffany Townsend AUXPA3



# Historic U.S. Coast Guard Fort Point Station

By USCG History Program and National Park Service, Photos by USCG, and Roger Bazeley AUXPA1

Sited within the boundaries of the Presidio of San Francisco National Historic Landmark (NHL), the United States Coast Guard Fort Point Station is a five acre historic district located in the Golden Gate National Recreation Area. The U.S.C.G. Fort Point Station period of significance extends from 1915 to 1964, including the period of initial development until the time new lifesaving equipment was introduced, drastically altering how the site was used.



The National Park Service maintains and manages the historic district in partnership with the National Oceanic and Atmospheric Administration (NOAA), which leases the buildings and pier for offices and research. Photo: Roger Bazeley AUXPA1

The U.S.C.G. Fort Point Station contains structures associated with maritime transportation and early social and humanitarian efforts. The original Fort Point Lifeboat Station was built just east of the existing station in 1890 to aid ships stranded or wrecked at sea. The station was moved in 1915 to make room for the Panama Pacific International Exposition, and it has stood in its present location since then, with substantial additions and alterations made throughout the years.

The major contributing features of the district include the 1890 boathouse, the Officer in Charge quarters, the 1915 boathouse, the tide gauge house, the buoy shack, the storage building, the pier, the breakwater, and the concrete seawall. Additional features include a row of Canary Island date palms, lawns, footpaths, and driveways.

Changing technology eventually rendered the station obsolete, and the Fort Point Coast Guard Station was deactivated in 1990. Currently, the station is maintained by the National Oceanic and Atmospheric Administration (NOAA) and the National Park Service (NPS). Most of the structures are used as offices and educational spaces by NOAA. Overall, the district is in good condition and exhibits all seven aspects of integrity as defined by the National Register of Historic Places.

# Historic U.S. Coast Guard Fort Point Station



The Officer in Charge or Keeper's Residence is one of two remaining structures from the original late-1800s lifeboat station. Although relocated (not far from the original site) and reoriented, this building stands as valuable evidence of the original lifeboat station. Photos: Roger Bazeley AUXPA1

With the gentle slope leading to the San Francisco Bay and its clear views of the entire North Bay and the Golden Gate Bridge, the natural systems and features of the U.S.C.G Fort Point Station provided an ideal location for a lifeboat station, with the area of calm waters allowing for easier rescues. The remaining contributing buildings and structures display the evolution of the lifeboat station, including the original boathouse, the original Officer in Charge quarters, and the newer boathouse, as well as the pier, breakwater, seawall, and outlying buildings.

The station was first established at the west end of Crissy Field in 1889. The original station house was replaced with a new structure in 1915 during the Panama-Pacific Exposition and the existing boathouse was built in 1920 after the station was moved 700 feet west. The original station house then served as the Keeper's family quarters. The three-story frame structure includes barracks, a galley, and administrative offices, capped by a watchtower that housed the station's communications. The station's boats were located at the end of the pier supporting a one-story boat house. The hangar at the east side of the station was used to support Coast Guard testing of air-cushion vehicles in the 1970s. Immediately adjacent to the station house is the officer in charge quarters. This two-story, shingled frame house was the original 1880 station. The station's equipment and personnel were transferred to the "new" Station Golden Gate at East Fort Baker in Marin County, when deactivated.

Regarding the small boats assigned to the station, pulling surfboat No. 4878 (Type SR) was listed as being in storage as of 1937, with pulling surfboats No. 4515 and No. 1345 (both Type S) on active service. Motor Lifeboat No. 3676 (Type T) and Motor Lifeboat No. 4839 (Type TR) were assigned but 4839 was transferred soon after to Station Point Arguello.



# Historic U.S. Coast Guard Fort Point Station



Fort Point Motorized Lifeboat station with wooden catwalk 315 feet long with a 400 square foot boathouse.  
Photo by Roger Bazeley AUXPA1



# Historic U.S. Coast Guard Fort Point Station



Pier and Tide Gauge House

The sanctuary completed the rehabilitation of the Pier & Tide Gauge Station in June 2004, in time to celebrate 150 years of providing near continuous tidal observations of San Francisco Bay. The station is one of the country's major scientific landmarks, the oldest continually operating tidal gauge in the Western Hemisphere. The first bit of data was recorded on June 30, 1854, and this station has been providing data ever since.

Besides continuing to provide this valuable information to the world, the pier also serves as an iconic classroom and meeting space for sanctuary programs, and as a platform for other scientific instrumentation that helps to better our understanding of the ocean and bay.



## Tide Gauge Station

Regarding the small boats assigned to the station, pulling surfboat No. 4878 (Type SR) was listed as being in storage as of 1937 with pulling surfboats No. 4515 and No. 1345 (both Type S) on active service. Motor Lifeboat No. 3676 (Type T) and Motor Lifeboat No. 4839 (Type TR) were assigned. As of 1943 CG-38754 was assigned as were picket boats CG-4369, 4355, and 4325. Motor Lifeboat CG-5186, Rescue Boat CG-5234 and Motor Dingy CG5085 were also in that year's inventory. The station's boat allowance was increased by two boats in 1947, Motor Lifeboat CG-36473 and "motor S-B surfboat 25636".

For almost one hundred years the Fort Point Life Saving Station had protected those who traveled on the seas, rescuing them from dangers, educating them in the ways of sailors, and providing aid to navigation. One of several stations in the beginning, it became the sole station for the Bay Area and the water beyond. Its traditions and its accomplishments live on in its successor, Golden Gate Motor Lifeboat Station, across the bay.



## Historic U.S. Coast Guard Fort Point Station: Notable Rescues

Some of the station's more notable rescues included the station's crew fighting fires within the city after the 1906 earthquake destroyed much of San Francisco. Keeper John L. Clark (G) and his crew, on November 24, 1914, rescued the survivors of the M/S Hanalei after the vessel wrecked on Bolinas Point in heavy fog. Keeper Clark was awarded the Gold Life-Saving Medal for his efforts that day. The station's crew rescued 12 persons from drowning from the wrecked tug Pinto after it went aground on Potato Patch Shoals on December 3, 1939. After the Golden Gate Bridge was constructed and entered service in 1937 the station's crew was frequently called out to respond to people jumping off the bridge.

The station crew was soon put to the test. Elizabeth, an 866-ton wooden ship on her seventh visit to San Francisco, arrived off the Golden Gate on February 21, 1891. Despite the bad weather the captain refused a tow through the Gate from a tug. A strong eddy drove the vessel back toward Point Bonita where she went on the rocks. Water began to fill the ship but the captain's wife and family were taken off safely. The ship then drifted north, striking again at Tennessee Cove, and then going ashore seven miles north of Point Bonita, at the Big Slide Ranch. Crews from the United States Life-Saving Stations at Golden Gate and Fort Point responded to the wreck, but their heroic efforts were doomed to failure.

In the tow of a tug, the Fort Point surfboat was swamped. Keeper Charles Henry washed overboard and drowned. Keeper Hollohan of the Golden Gate Park Station then took some of the Fort Point crew crossed the bay to Sausalito by ferry, and unable to secure horses., directed his men to harness themselves to the drag ropes of the cart, which, with its load, weighed nearly a ton and a half, and started for the scene of the disaster. The road led them over high hills and through deep ravines...but the faithful surfmen tugged on.... horses were finally secured at Tennessee Ranch, and the party quickly reached the ocean shore at Tennessee Cove. Upon arrival, the exhausted lifesavers found that Elizabeth had pulled free and drifted farther north. Continuing their trek along the rugged Northern Marin coast, they finally arrived at the wreck, too late to help. The life-savers had responded to the disaster in the best tradition of their service, only to be thwarted by the weather. Elizabeth had disintegrated, taking the lives of the captain and eighteen of the twenty-six-man crew.

Two years later, the City of New York, the Pacific Mail Steamship Company's a modern iron-hulled steamer, headed out through the Golden Gate on October 26, 1893. A heavy fog hid the tower light at Point Bonita and, suddenly, the vessel struck rocks at the point. The Fort Point Life Saving Station heard the signal cannon and immediately dispatched assistance. Because of the rocks, tugs could not approach the stranded ship, and the Fort Point Station's surfmen took all passengers off and transferred them to rescue craft. Assisted by the Golden Gate Park Station's crew, they also removed the steamer's cargo. The hulk broke free from the rocks and sank in deep water five months later.

In 1914 the Life Saving Service merged with the Revenue-Cutter Service and the new organization became the United States Coast Guard, still under the Treasury Department. The station at the Presidio became the Fort Point Coast Guard Station and it was numbered 323. The Presidio's Star Presidian printed an article about the station on September 30, 1963, noting that the crew maintained two 40-foot speedboats and two 30-foot motor lifeboats. With the boats they supplied logistical support for the Mile Rock Light Station, Point Blunt Light Station on Angel Island and the Alcatraz Light Station. Another nasty task was recovering suicides that jumped from the Golden Gate Bridge.

The Coast Guard "disestablished" Station Fort Point on March 23, 1990. BMCS R. D. Dixon was the OIC. At the time, the station operated two 44-foot MLBs, one self-righting 30-foot surf rescue boat, and one six-meter RHIB. The crew consisted of 36 enlisted personnel. . In the end, the station became a part of the Golden Gate National Recreation Area, and the station building became a park rangers' dormitory and later office space for the National Oceanic and Atmospheric Association (NOAA).

SAN FRANCISCO—Golden Gate Station 47' motorized lifeboat (MLB) headed out from Horseshoe Cove.



SAN FRANCISCO—Topside: Golden Gate Station 47' (MLB) crew. Photos: Roger Bazeley AUXPA1





# OPFAC *Servant-One Kite Surfer Saved*

By Jim Losi, Coxswain, OPFAC *Servant*

SAN FRANCISCO--July 23, 2023, Patrol Number: PO-273053 – Auxiliarist Olsen successfully engages in his very first SAR case and prosecution as CIC leading the crew of OPFAC *Servant*. Mission crew members aboard *Servant* included, Coxswains Greg Olsen and Coxswain in Command (CIC) Jim Losi with boat crew member Stephen Busch and Jeffrey Grave, Trainee.

At approximately 1500, *Servant* received a distress call on channel 16 from a windsurfer in distress at approximately half a mile east of the Golden Gate Bridge even with the center span. At the direction of the order issuing authority, Coast Guard Station Golden Gate, *Servant* proceeded at the fastest possible speed maintaining safety for the conditions.

At approximately 1503, channel 16 traffic from Blue & Gold Fleet's tour boat *Golden Bear* had the windsurfer in sight. *Servant* arrived approximately 5 minutes later to recover the windsurfer. The windsurfer and his board were brought on board. The windsurfer had suffered equipment failure and lost his wing in the wind and thus had no propulsion to return to shore. He was in good physical condition with no injuries or evident hypothermia. The windsurfer was transported to Saint Francis Yacht Club at 1514 for disembarkation. Conditions during the rescue: were 62 degrees F, WNW winds of 23 knots, wind waves 1-3 feet, with a flood tide. This saved kite surfer SAR case represents the Auxiliary OPFAC *Servant's* 10<sup>th</sup> successful person saved SAR case.

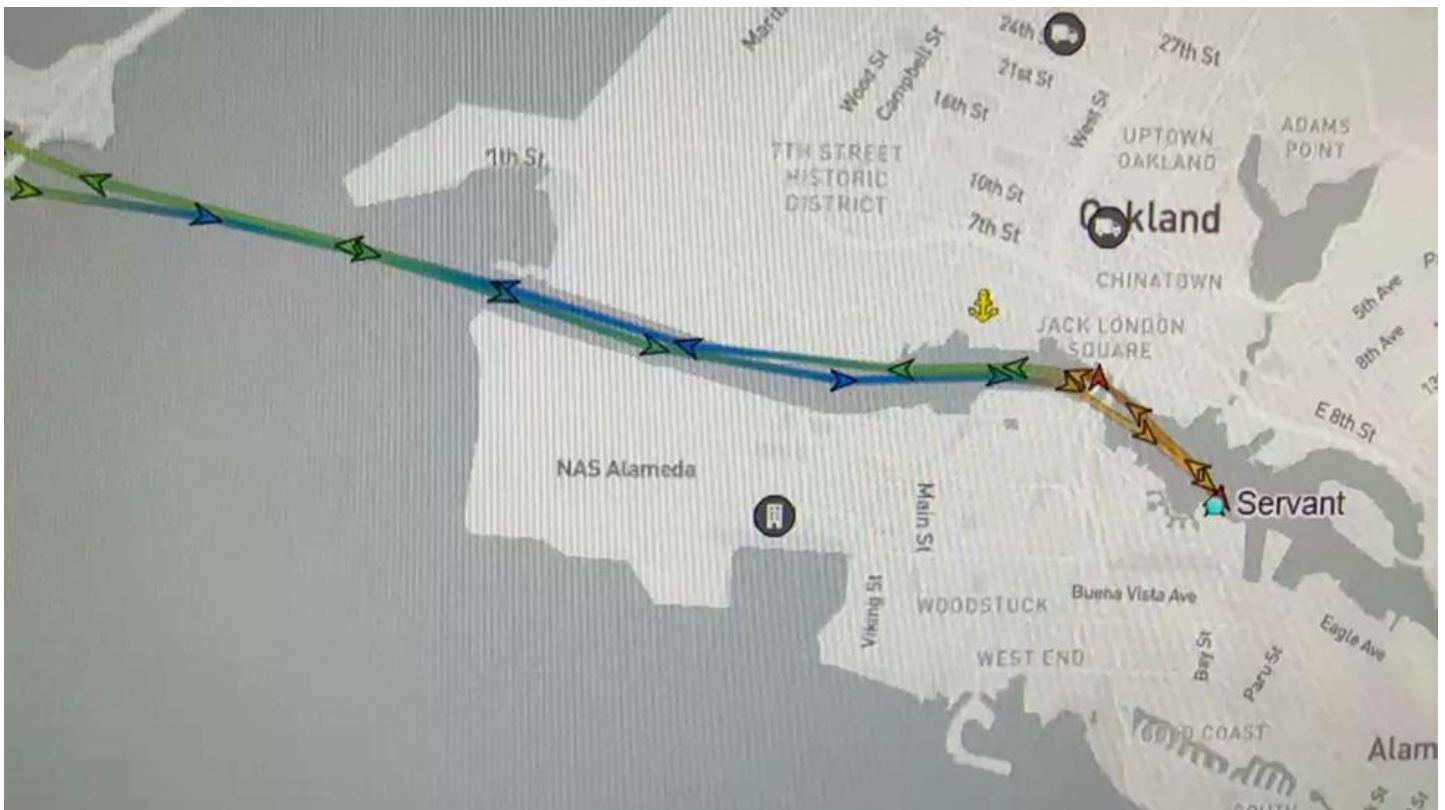


Figure 1 - CIC Olsen of Flotilla FL 12-91 on the weather deck of OPFAC *Servant* assessing the condition of the PIW and the associated risk in collecting the PIW. The sea state was difficult with winds gusting to 20 knots and swells from 3' to 6' every 5 seconds. Photograph by Stephen Busch

# OPFAC *Servant-One* Kite Surfer Saved



Figure 2 –SANFRANCISCO-- Random kite surfer riding OPFAC *Servant's* wake. Photograph by Stephen Busch. Figure 3 - Jim Losi of Flotilla 12-91, on helm duty while Greg Olsen of Flotilla 12-91, plots a course to the navigable waters near Coast Guard Station Golden Gate. Photograph by Stephen Busch, Flotilla 12-91.



*Figure 4 - AIS sourced video of patrol produced by Jeff Grave of Flotilla 12-91.*



# Helicopter Operations Patrol, 20 JUL 2023

OPFAC: *Silver Charm*; Crew: Terry Blanchard, Coxswain, FL 19; Dan Glenn, Flotilla 52; Cassandra Mani, FL 12; Louis Sarto, L F14.-- Reprinted with permission from USCG Auxiliary Flotilla 14's *The Silver Zephyr*, Q3 August 8, 2023, by Gail Giacomini, AUXPA3, editor.



Right: San Francisco Bay - Framed by Alcatraz and the Bay Bridge in the background, Dan Glenn FL 52, prepares to turn around and engage the MH-65 in another evolution.

Left: San Francisco Bay - Dan Glenn FL 52, prepares to execute the grounding process for a basket without a trail line

Below: San Francisco Bay - With the Bay Bridge and the San Francisco skyline in the background, Dan Glenn FL 52, observes the MH-65 as the M-65 observes AUXFAC *Silver Charm*! USCGAUX photos by Louis Sarto, FL 14, of Central Marin.





## Coast Guard Helicopter Training at USCG Station Vallejo 07-24-2023



Left: VALLEJO, CALIF. - Auxiliant Glenn Hunter addresses the 7-24-2023 class at Coast Guard Station Vallejo. The majority of attendees were members of Division 5. Right: VALLEJO, CALIF. - USCG LCDR Conrad teaches the fundamentals of Helicopter Operations Training



Left: VALLEJO, CALIF. - In an open field several hundred feet from Station Vallejo, LCDR Conrad discusses opening the M-65's cockpit doors in the event of an emergency ditching. Right: VALLEJO, Calif. - LCDR Conrad continues his tutorial as seen from the MH-65's open port and starboard doors.



Left: VALLEJO, CALIF. - Active Duty and Auxiliary listen intently to Helicopter Operations Training protocols  
Right: VALLEJO, CALIF. -With the training event concluded, the MH-65 departs for Air Station San Francisco. Note the saluting Guardsman at the lower right. USCG/Auxiliary photos by Louis Sarto, Flotilla 14.





## AUG.19 - 25 - NATIONAL AVIATION DAY/WEEK and AUXAIR

In 1939, President Franklin Roosevelt designated August 19th, the anniversary of Orville Wright's birth, **National Aviation Day**. **National Aviation Week** is celebrated each year from August 19 - 25

It commemorates humanity's achievements in flight, encourages education about the history of flight<sup>1</sup>, and serves as a celebration of our nation's long aviation history dating back to 1793, with the launch of a hot air balloon in Philadelphia, notably, with George Washington in attendance...to the historic Wright Brothers' first heavier-than-air flying machine flight in 1903, WWI and II military aircraft, and airplane travel, this day and week commemorate all the achievements in-between, in the United States and around the world.<sup>2</sup>

"By 1939, the National Advisory Committee for Aeronautics (N.A.C.A.) - [NASA's organizational predecessor](#) - had an aviation research laboratory in Virginia and an impending one in California helping to solve fundamental problems with flight on their drawing boards and wind tunnels.<sup>3</sup>

Although Coast Guard aviation history began in 1916, the Coast Guard Auxiliary informally joined in using aircraft later, during World War II. Public Law, 451 of September 1945, added owners of aircraft and radio stations to those eligible for membership in the Auxiliary. In 1952 specially trained Auxiliary Operational Units (AUXOP) added two aircraft to each unit to assist the Coast Guard in emergencies, search and rescue missions, checking and verifying the operation and location of various aids to navigation, providing transport to and from CG stations, and ice patrols.

Beginning in 1991, Auxiliarists began flying as observers on Coast Guard HC-130 aircraft. ...and in 1996, were tasked to assist the Coast Guard in any mission or operation authorized by law and authorized by the Commandant. Coast Guard Auxiliary Aviation (AUXAIR) upgraded with a standard command and control network in January of 1997 as a part of the "Team Coast Guard" concept.<sup>3</sup>

AUXAIR's Air Operations Division is part of the Auxiliary Response Directorate that "support members and assets participating in Surface, Aviation, and Telecommunication missions, on behalf of the US Coast Guard, ...the Division designs and develops program branches and components that focus on administration, aeromedical, aircraft maintenance, aviation management, continuing education, currency and qualification maintenance, flight standards, flight safety, IP/FE liaison, and training of AUXAIR's pilots, and other crew members..."<sup>4</sup>

AUXAIR has its own structure, training, and qualifications, separate from surface operations, for pilots, co-pilots, and observers. It is organized on a District basis without a parallel structure at the District's Division or Flotilla level. When Auxiliary aviation assets in a District are aligned with a Coast Guard Air Station, it is known as the "Squadron Concept." ...Coast Guard Stations provide program oversight and are the Order Issuing Authority for AUXAIR. ...When missions involve the movement of a Coast Guard Auxiliary aircraft, they are termed patrols.

Some types of simultaneous or sequential missions carried out in AUXAIR's environment (which all include MDA or Maritime Domain Awareness) are Aids to Navigation; Area Familiarization; Ice Reconnaissance; Logistic Flights; Marine Environmental Protection; Marine Safety Patrols; Ports Waterways and Coastal Security; Photographic Missions; Search and Rescue, and Support of CG Operational Exercises.

## District 11NR Auxiliary Air Fleet of facilities stationed near Coast Guard Air Stations Sacramento and San Francisco



Trent Bachman  
Cessna 182



Doug Kerr & Adam  
Kovalevsky Cessna 182



Hal Seibert  
Piper Cheyenne



Ron Darcey  
Luscombe



Left: Doug Kerr, Bell 47 Helicopter

The success of AUXAIR has largely been due to coordination and liaison with Coast Guard Air Stations. Maintaining this relationship and joint training is essential for the maximum effectiveness of AUXAIR.

[Note]: While assigned by a Coast Guard unit commander to duty under orders, qualified and current Auxiliary pilots are considered Coast Guard pilots, and approved aircraft are considered Coast Guard aircraft



Left: SOUTH SAN FRANCISCO, CALIF. - AUXAIR's AUXFAC - Larry Olson's Cessna 172 Photo from the March 2023 issue of *The Silver Zephyr*. Photo by Larry Olson.



In honor of National Aviation Day and Week, visit an airfield, or arrange to visit a Coast Guard AUXAIR station! (San Francisco Bay Area's Air Station SF, next to the SF International Airport).///

Resources: - Reprint: [The SILVER ZEPHYR Newsletter](#), Central Marin Flotilla 14

<sup>1</sup> [National Aviation Week](#) (this link opens in a new tab) post by [SCLSNJ Staff](#) | Bob Helmbrecht, collection development librarian August 19th, 2020 | [SCLSNJ with Recommended Reads](#); <https://sclsnj.org/national-aviation-week/>

<sup>2</sup> [All Eyes on the Skies During Aviation Week August 19, 2022](#), by Dr. Christopher Smith, Director of S&T's Transportation Security Laboratory

<https://www.dhs.gov/science-and-technology/news/2022/08/19/all-eyes-skies-during-aviation-week>

<sup>3</sup> United States Coast Guard Aviation History <https://cgaviationhistory.org/1945-coast-guard-auxiliary-aviation/>

<sup>4</sup> [Welcome to the Response Website](#) USCGAUX. R dept. <sup>5</sup> [Air Operations Division](#) USCGAUX Aviation-Division



# Coast Guard Air Station San Francisco – SFO - History

*Roger Bazeley, Contributor/Editor*



USCG Air Station SFO Dolphin MH-65-D Helicopter Landing at Coast Guard Island, Alameda



SAN FRANCISCO, Calif.--USCG Air Station SFO Dolphin MH-65-D Helicopter Landing at Coast Guard Island, Alameda on Public Display for USCG Birthday 2015 – *Photo: Roger Bazeley*

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

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

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



SANFRANCISCO, Calif.--USCG Aviation History Archives Photo 1941

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



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

In addition to PBY-5A Catalina the PB2Y Coronado flying boat had been flown out of San Francisco in the last years of World War II. In 1945 Boeing PB-1G flying fortresses were assigned and replaced by P4Y-2G Privateers. In 1947 the first helicopter, a HO3S-1 Dragonfly arrived and was followed by the HO-4S. The HU-16 Albatross, known to many as the “Goat,” arrived in the 1950s and was supplemented by R5Ds until the C130s came on the scene. The HH-52 amphibious helicopter came on board in 1963.

In 1978, all fixed-wing aircraft were moved to the newly constructed Coast Guard Air Station Sacramento due to space limitations and an increase in operational requirements. San Francisco became a helicopter only air station. The HH-52As were replaced by HH-3F Pelicans which in turn were replaced by HH-60 J- Hawks. A restructuring within Coast Guard Aviation led to the replacement of the HH-60s by the HH-65C in June of 1996. The HH65C are equipped for Airborne Use of Force.

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

### **1941: Coast Guard Acquires Consolidated PBY-5/-5A/-6A Aircraft**



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

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

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

Two Pratt & Whitney R-1830 radial engines were installed in the wing leading edge just aft of the cockpit. To keep the propellers away from the water, the wing was put on top of a sturdy pylon, and braced with two struts on each side. The fuselage had a two-step flotation bottom, and a rounded upper side. The fuselage was wider than it was high; an unusual feature for a flying boat, there was only one deck inside. In the nose, there was a position for a gunner / bombardier. Behind him was the cockpit for the two pilots, and immediately aft of the cockpit there was a cabin for the navigator and the radio operator. Behind them was the flight engineer, whose workplace extended into the wing pylon. Aft of the wing there was a cabin with bunks; finally, there were two waist gun positions covered, in most versions, with large blisters. The PBY was one of the first US aircraft to carry radar.

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

In December of 1943 the Navy established its' first Air Sea Rescue Squadron at Air Station San Diego. An all-Coast Guard unit, it led to the Coast Guards' heavy involvement in Air-Sea Rescue. Starting in 1944 the Coast Guard had the Search and Rescue responsibility for the Continental Sea Frontiers. By the end of 1944, there were 114 PBY-5A/6As in the Coast Guard service.



SACRAMENTO, Calif.--PBY-5A Catalina the PB2Y Coronado flying boat had been flown out of San Francisco in the last years of World War II. By the end of 1944 there were 114 PBY-5A/6As in Coast Guard service. The following fixed-wing aircraft from those early years are represented by photographs of the USCG PBY-5A/6A Catalina on display at the Sacramento Aerospace Museum next to USCG Air Station Sacramento. The last version of the USCG PBY Catalina is on display at Sacramento Aerospace Museum.

Photo by Roger Bazeley AUXPA1



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



*Photos: Roger Bazeley*

SACRAMENTO, Calif.--USCG PBY Catalina left photo and Gulfstream Jet on display at Sacramento Aerospace Museum

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



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

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

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

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

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

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

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

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



*This is the helicopter that truly made rotary-wing aviation the backbone of Coast Guard aviation. The HH-52A's versatility and reliability were legendary—as was its ability to work with the cutters of the Coast Guard's fleet including its icebreakers. During 26 years of service the HH-52, with over 15,000 lives saved in its twenty-six years of service, has the honor of having rescued more persons than any other helicopter in the world It had an enormous impact on Coast Guard aviation. Sikorsky HH-52A “Seaguard” 1963 99 Sikorsky ordered by the USCG – Photo: USCG Archives*



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

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



**Agusta MH-68 “Stingray”**

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

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



Left: USCG Air Station SFO Dolphin MH-65-D Helicopter performing hoist training at Golden Gate Station

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



USCG Dolphin MH-65-D hovering –performing vertical hoists at Air Station SF: *Photos: USCG, PA R. Bazeley*



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



Air Station SF Lt. Murphy USCG with Dolphin MH-65-D, Air Station SF Pilot, PA-1 Bazeley USCGAUX with Dolphin MH-65-D, Alameda Point, CA - *Photo: Left Roger Bazeley, Right USCG*



Air Station SF SFO—Left to right: Dolphin MH-65-D cockpit, maintenance service, Air Station SF hangar.



# AUXILIARY AVIATION

## TEAM COAST GUARD



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Source: Navigator Express 2020 Q1 page 7 Reprint Photo by Roger Bazeley AUXPA1, Graphics by Andrew Niquette

# Homogeneity: *"the cultural homogeneity of our society"*

By Renee M. Thomas

When I concluded my assignment as Flotilla Commander for Flotilla 1-7 (Point Bonita), I retained the position of Flotilla Staff Officer for Diversity. To be honest, being FC through a global pandemic turns out to be quite exhausting in the ways that enduring COVID-19 was exhausting for all of us. I was wrung out and I needed a break. I thought a Staff Officer position for Diversity, would be an FSO assignment with a slower tempo. It also provided me the chance to really think deeply about diversity. Big topics often tempt me to adopt a contemplative longer view. When I consider the topic of Equity, Diversity, and Inclusion (EDI) it is a conversation that by 2023 all of us will be well acquainted with but few of us interrogate closely. It is a subject that comes with as many opinions as to whether it is really “working” as there are people considering that question. In full disclosure, as a member of the LGBTQ+ community this area of inquiry holds history for me and has an immediate and personal resonance.

When I consider the question now, I am transported back, back in time to Des Moines, Iowa. It is August 2017 and I am assigned to D8 - Sector Upper Mississippi River. As a newly minted ICS Emergency Management Specialist assigned as staff to the National COOP Site at Coast Guard Sector St. Louis, the probability of getting deployed somewhere in District Eight is quite high. District Eight is the largest of the nine administrative districts of the U.S. Coast Guard. As such, Active Duty personnel are spread out very thinly across the 26 states that make up District Eight. (Image below courtesy USCG District Eight)



What was also the case in July 2017 was that then President of the United States, Donald J. Trump was about to issue an Executive Order that could have the effect of barring me from serving in the Coast Guard. This Presidential Executive Order, I reasoned, could prove to be a bit of a problem because in August I had been assigned and issued TDY orders to fly down to Sector New Orleans to work in the Area Command at Sector NOLA for Hurricanes Harvey, Irma, and Maria. I was one of 2000 Coast Guardsman, (Active Duty, Reserves, and Auxiliarists) who were rapidly converging from as far away as Air Station Kodiak, and Sector Guam to the Gulf Coast to do all we could to respond to those at risk across the U.S. Gulf Coast, Puerto Rico, and the wider Caribbean.



*“Homogeneity isn’t better; it’s just easier”. Continued*

In the summer of 2017 then Commandant of the United States Coast Guard, Adm. Paul F. Zukunft was the first senior flag officer, and de facto member of the Joint Chiefs of Staff (JCS), to make it plain how he regarded ALL members of Team Coast Guard. He articulated his commitment to transgender members of the Coast Guard when he said *‘I will not turn my back. We have made an investment in you, and you have made an investment in the Coast Guard, and I will not break faith.* On that day, Adm. Zukunft earned tremendous respect from across the service. I was asked to share my thoughts in an interview that I agreed to give to reporter Courtney Crowder of The Des Moines Register. I indicated “in my case, it was not that I didn’t respect him already, but my estimation of the man went up tenfold.” Then, and now, my interaction with the wide diversity of individuals that make up the U.S. Coast Guard makes it clear - we represent America in every way, shape and form, and understand that diversity is our strength. Diversity is not a buzz word to us — it is a commitment.” When I completed my assignment at Sector New Orleans, I was able to participate in assisting to save over 11,000 lives, rapidly reopen 7 major coastal seaports to commercial traffic, and organized to respond to over 1500 pollution targets. There is no better feeling in the world having an opportunity to make that kind of difference.

From ADM Zukunft through ADM Schultz to ADM Fagan, the Commandant’s emphasis on EDI is consistent and directly linked to our service’s core values of: **Honor, Respect, and Devotion to Duty**

The conversations we need to have with each other are not easy but they are vitally important and we are long overdue in being honest with each other. In their article: *Getting Serious About Diversity: Enough Already with the Business Case*, published in the Harvard Business Review in 2020, business researchers Robin J. Ely and David A. Thomas make a case for a new way of thinking about EDI. They note:

*“Studies have shown that diverse teams realize performance benefits when team members are able to reflect on and discuss team functioning ...*

*When teams orient members to learn from their differences rather than marginalize or deny them, people understand that just increasing the number of people from underrepresented groups is not meaningful if those employees do not feel valued and respected”*

(See linked article: [getting serious about diversity](#))

Ely and Thomas identify four actions to help leaders shift to a “learning and effectiveness” approach:

- The first task is to build trust. Create a workplace where all people feel safe expressing themselves.
- The second? Take concrete steps to combat forms of discrimination and subordination that inhibit members’ ability to thrive. Leadership must undergo the same shifts of heart, and behavior they want to see implemented for the larger organization. Model those changes into real, lasting change for the Coast Guard.
- The third task is investigating how our culture has reproduced systems of oppression, undercutting some groups’ opportunities to thrive and succeed, while giving others a boost. We must examine what stereotypes and assumptions we hold about members’ competencies and suitability for jobs and how those stereotypes impact the service’s ability to grow and adapt.

*“Homogeneity isn’t better; it’s just easier”.*

- The critical final step in rooting out systems of discrimination and subordination is for our leaders and for each of us to use our personal experience to spur collective learning and systemic change. Such efforts require a well-articulated, widely shared organizational mission to motivate and guide change, together with a collective process of continuous reflection and sincere engagement, experimentation, and action.

Inequality and lack of opportunity undermine our service. It limits our capacity and stifles innovation and continuous improvement. Most critically it prevents each of us from being fully seen, heard, developed, engaged and rewarded accordingly. Conversely, respecting each member as a critical source of knowledge, experience, and inspiration and fully empowering and utilizing those contributions will unleash enormous reserves of leadership potential too long suppressed by systems perpetuating inequality. It’s the question that leadership at all levels should ask themselves, often – am I fully engaging all my people? Do I care enough about what each of us can contribute as a team to see that all my people shine?

*“Homogeneity isn’t better; it’s just easier ...”*

Auxiliarist Renee M. Thomas has previously served as a Flotilla Commander in both USCG District Eight and District Eleven. She currently is assigned as an Emergency Management Specialist to the Emergency Management and Force Readiness (EMFR) Department at Coast Guard Sector San Francisco.



WASHINGTON, D.C.--From left: LT Christopher Bodner, (CG-MER CGHQ) and AUX Renee Thomas assigned as ESF-10 Technical Specialists & Liaison Officers to FEMA’s National Response Coordination Center (NRCC) for Hurricane Dorian (2019)



## June 17, 2023 District 11NR Board Meeting



Auxiliarist Rocchild introducing the District Mini-D-Train Guest speaker Commodore Tiney Singler, PACAREA VNACO



Alameda, Calif. – Left: June 17<sup>th</sup> staff meeting assembly. Right to left: Captain Lam, Sector SF Commander presenting special award to Terry Blanchard for over 1,000 patrol missions with Auxiliary OPFAC *Silver Charm*, as coxswain. U.S. Coast Guard Auxiliary Photos by Roger Bazeley AUXPA1



## June 17, 2023 District 11NR Board Meeting



Left: ALAMEDA, Calif. -- Coast Guard District leadership with Captain Taylor Lam USCG, Commander Sector San Francisco, sitting during D11N staff reports. Center: Auxiliarist Jim Losi and current DCO Curtis Han presenting a special award plaque to the Immediate Past DCO, Dean McFerrin for his services as DCO 2021-2022. Right: Performance awards presented to Auxiliarists. U.S. Coast Guard Auxiliary photos: Roger Bazeley AUXPA1



Left: ALAMEDA, Calif. -- Commodore Tiney Singler Pacific Area RBS guest Mini D-Train speaker with Captain Taylor Lam USCG, Commander Sector San Francisco, sitting to the right. USCGAUX photos: by Roger Bazeley AUXPA1



## D11N Auxiliary Tours – USCGC Waesche (WMSL 751)



Figure 5 – SAN FRANCISCO -- USCGC Waesche entering San Francisco Bay after her southerly deployment.  
Photograph by Jeff Grave, Flotilla 12-91

### Auxiliary Tours USCGC Waesche (WMSL 751) after a Successful Deployment

ALAMEDA, Calif.—The U.S. Coast Guard's National Security Cutter, the 418' USCGC Waesche 751 sailed into San Francisco under the Golden Gate Bridge to berth at Coast Guard Island, Alameda, California after its recent deployment. The USCGC Waesche is designed to take on a variety of diverse multi-operational tasks from humanitarian assistance and disaster relief missions to rapid deployment response to search and rescue to supporting national security and defense. USCGC Waesche: **Strength - Endurance – Service**



Aft Boat Launch Area of USCGC Waesche, WMSL 751. USCGAUX Photos by Roger Bazeley AUXPA1



ALAMEDA, Calif.--USCGC Waesche welcome Home to Alameda Homeport. Photo: Roger Bazeley AUXPA1

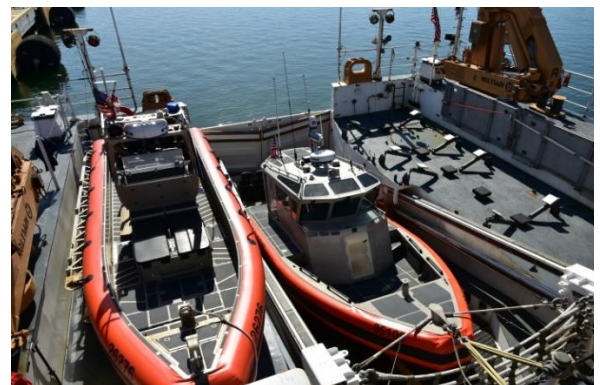
## D11N Auxiliary Tours – USCGC Waesche (WMSL 751)



ALAMEDA, Calif.--USCGC Waesche (WMSL-751) Photo: Roger Bazeley AUXPA1

**USCGC Waesche (WMSL 751)** the second commissioned Legend-class National Security Cutter of the United States Coast Guard. Waesche is named for Coast Guard Admiral Russell R. Waesche (1886–1946). Waesche served as the eighth Commandant of the United States Coast Guard from 1936 to 1946, and overseeing the service during World War II. He also was the longest serving Commandant, serving ten years in command of the United States Coast Guard. Waesche was born and raised in Thurmont, Maryland.

Legend-class NSCs are the flagships of the Coast Guard's cutter fleet. Designed to replace the 378-foot Hamilton-class high-endurance cutters that entered service in the 1960s, they are 418 feet long with a 54-foot beam and displace 4,500 tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 110. NSCs have automated weapons systems and advanced command and control systems that enhance the Coast Guard's interoperability with its partners in the Defense and Homeland Security departments.



USCGC Waesche 751 Flight Deck, Crew Daily Briefing, Right: Aft Boat Launch Area. Photos: Roger Bazeley AUXPA1



# D11N Auxiliary Tours – USCGC Waesche (WMSL 751)

USCGC Waesche 751, a Legend Class National Security Cutter of 418' LOA NS cutter has unique long-range multi-mission capabilities. The ship's aft flight deck can handle on board two helicopters of the Dauphine and Jayhawk types for air search and rescue operations. USCGC Waesche slogan: **Strength - Endurance - Service**



ALAMEDA, Calif.--USCGC Waesche 751 Berthed with ceremonial flags – Achieve USCGAUX photos by Roger Bazeley



Radio/Communications Station - RMB



Bow 57mm Rapid Fire Gun – RMB



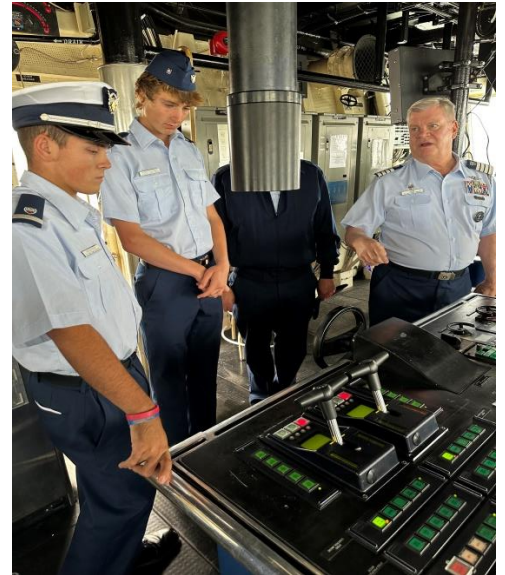
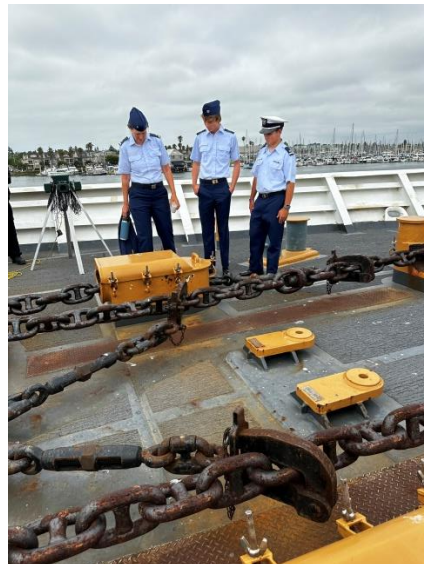
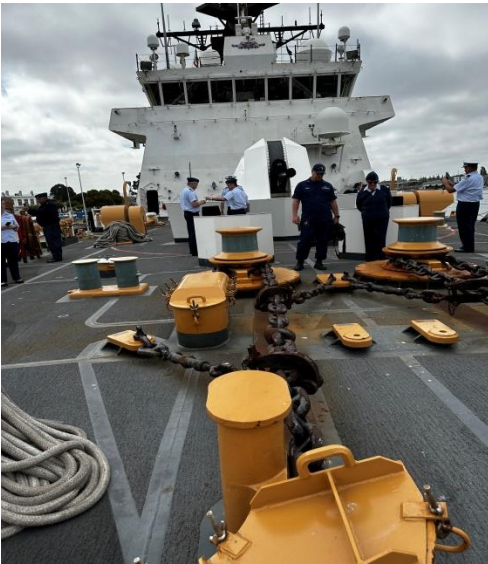
Waesche Bridge-Controls and Navigation Station - Galley Kitchen and Food Preparation Photos: Roger Bazeley AUXPA1



# D11N Auxiliary Tours – USCGC Waesche (WMSL 751)



ALAMEDA, Calif. -- USCGC Waesche gangway with Jim Losi DCOS and ENS Tetsuka USCG as guides Photos: Roger Bazeley AUXPA1



ALAMEDA, Calif. – USCGC Waesche foredeck with anchoring equipment. Jim Losi DCOS instructing Sea Scouts on power controls



ALAMEDA, Calif. – Left: USCGC Waesche's Bridge with Jim Losi DCOS and ENS Tetsuka USCG as tour guides. Right: Ship's mess area.



## Division: 113-07 Utah Participated in Three PA Events

The **Wasatch County Safe Kids Fair** was held on May 4, 2023, in Heber City, Utah. Thanks to the efforts of our SO-PA Lana Visser, Division 7 Flotillas 76 and 78 have participated in this safety fair for several years. It was estimated that over three hundred kids, with their parents, participated in the event.

Twenty-four safety organizations participated in this program, including the Utah Division of Recreation, EMS and Fire Departments, Wasatch County Sheriff, Wasatch Search and Rescue teams, and others. Despite having to be *semper Gumby* because of the wind and storm fronts passing through, our team talked to many kids and parents about water safety and wearing life jackets when around water and participating in water sports. The photo shows; Panda was a big hit with the kids.



Left: HERBER CITY, Utah - Auxiliarist Tony Zocchi talks to safety fair participants about wearing life jackets and the different types of jackets available. May 4, 2023. Right: Auxiliarists Don Moyle and Michael Bowser hand coloring books to the kids while Tony Zocchi talks to parents. May 4, 2023. U.S. Coast Guard Auxiliary photos by Lana Visser

### Utah Lake Commission Hosted a Celebration

While the paddlers were on their way, the **Utah Lake** Commission hosted a celebration with educational booths, food trucks, and games at the American Fork Marina. As part of this event, the Utah Lake Commission provided information and donor opportunities for the Utah Lake Life Jacket Loaner Program, an initiative to promote water safety awareness and make life jackets more readily available for public use at the lake.



Left: UTAN LAKE, Utah – “Paddle with Care” participants enter the American Fork Marina after completing a 2.5-mile paddle from the Lindon Marina. May 20, 2023



Right: Utah Lake, Utah - Auxiliarist Paul Custance explains how to complete the VE form to Sea Scouts Jacob and Ephraim Devereaux while Auxiliarist Ammon Thompson also listens and learns as part of his VE training. Photo by Carl Henning

## Division: 113-07 Utah Participated in Three PA Events



UTAH LAKE, Utah – “Paddle with Care” participants enter the American Fork Marina after completing a 2.5-mile paddle from the Lindon Marina. May 20, 2023. Right: BESR LAKE, UT - Auxiliarists Pamela Berger, Lana Visser and Don Moyle prepare for launching prior to the communications drill at Bear Lake, Utah. June 6, 2023 Photo by Jamie

### Bear Lake Northern Utah Healthcare Coalition

This event was held June 6<sup>th</sup>, 2023 at Bear Lake, Utah. There were 28 partner agencies from Utah and Idaho which included one Federal Agency (U.S. Coast Guard Auxiliary, Division 7 Utah), four state agencies from Utah and Idaho, eleven county agencies from Utah and Idaho, three Utah city agencies, six health care agencies from Utah and Idaho (including one helicopter), and three communication organizations from Utah and Idaho. This drill aimed to assess communications between federal, state, county, city, and health-agencies responsible for safety and SAR response for Bear Lake, a federally-recognized body of water involving both Utah and Idaho. (See Photos)

The drill was divided into four operational periods. The initial scenario was an overdue boat with 9 people on board (which eventually increased to 16 POB) reported by the family on shore with no contact for two hours in an increasingly severe weather event with water temps near 50 degrees. Despite the drill being considerably shortened for safety concerns of severe thunderstorms in the area, the objectives of the drill were achieved. There exists a disparity in the communication equipment and abilities of various agencies in the Bear Lake area which complicates communications between them. The responders were commended for finding a workaround to communicate with each other. The organizers of the event, documented the communication issues, and work will now begin to find ways to correct disparities and improve communication abilities between government, health, and civilian entities.

Auxiliarists Pamela Berger, Lana Visser, and Don Moyle participated in this interstate/interagency drill aboard Don Moyle's boat, since the boat normally used by the Auxiliary under the MOU agreement with the State of Utah was not yet ready due to servicing constraints by the state shop trying to get all the state-owned boats serviced.

**By Lana Visser 113-07 Utah**



## Bear Lake Northern Utah Healthcare Coalition SAR Response Drill

There were 28 partner agencies from Utah and Idaho which included one Federal Agency (U.S. Coast Guard Auxiliary, Division 7 Utah), four state agencies from Utah and Idaho, eleven county agencies from Utah and Idaho, three Utah city agencies, six health care agencies from Utah and Idaho (including one helicopter), and three communication organizations from Utah and Idaho.



*Bear Lake, UT - Auxiliary training aids ready to do their part, and "victims" deployed for SAR teams to find. June 6, 2023. Photo 3 Bear Lake, UT - EMS personnel respond to receive "victims" from Idaho State Parks vessel. Photos 1 and 2 by Jamie Petersen and Photo 3 by Lana Visser*



*Left Photo: Auxiliarist Joseph Stocking (2nd from right), a Garden City EMT, participated in this drill with the Garden City SAR team. May 6, 2023. Right Photo: Bear Lake, UT – Air-Med touches down at Bear Lake State Park marina. Figure 2 Air-Med personnel explain to EMS personnel how a patient is transferred from the ambulance to the helicopter. June 6, 2023. Photos by Lana Visser*



Bear Lake, UT - one of the thunderstorms on Bear Lake contributed to shortening the communications drill due to safety concerns for personnel on the water. June 6, 2023. U.S. Coast Guard Auxiliary photo by Lana Visser



## Bear Lake Northern Utah Healthcare Coalition SAR Response Drill

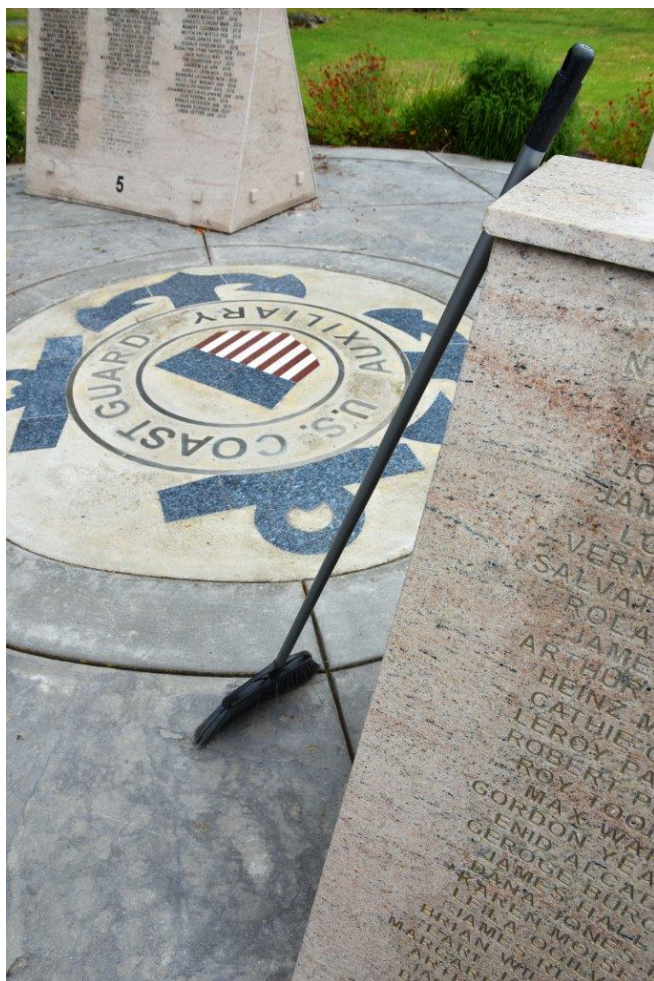


Bear Lake, UT – Air-Med touches down at Bear Lake State Park marina. Figure 2 Air-Med personnel explain to EMS personnel how a patient is transferred from the ambulance to the helicopter. June 6, 2023. U.S. Coast Guard Auxiliary photos by Lana Visser



# Team Coast Guard Volunteer

USCG and Coast Guard Auxiliary team up to maintain the U.S. Coast Guard Auxiliary District Eleven North Memorial, at Coast Guard Island, Alameda Calif.



## *CROSSING THE BAR*

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

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

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

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

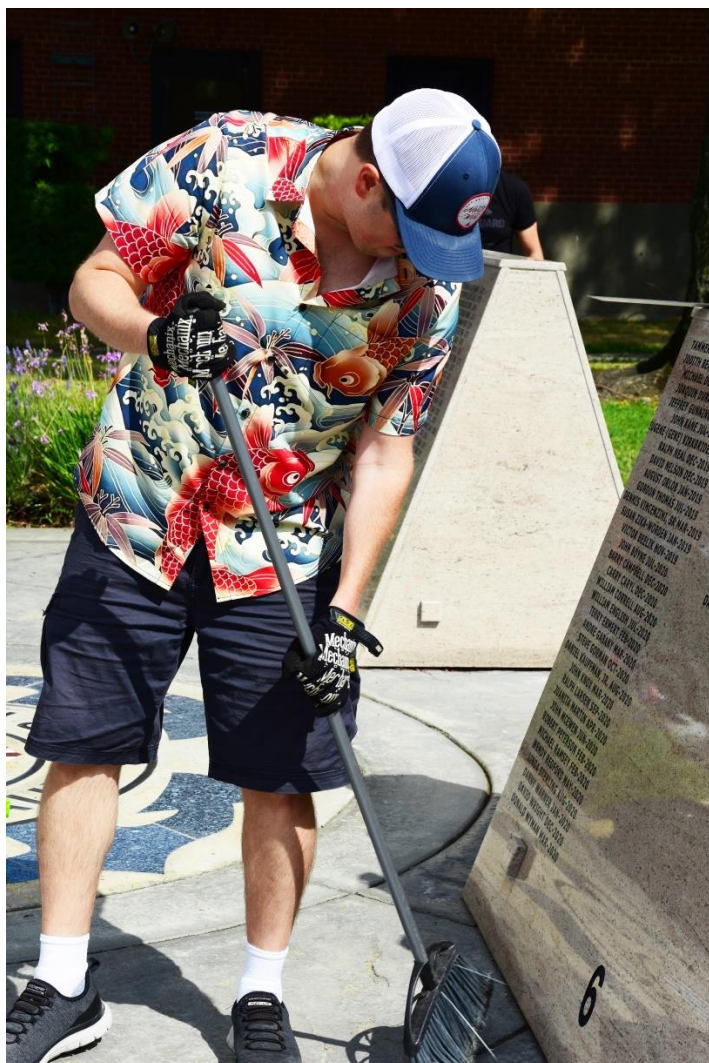
*Alfred Tennyson*



ALAMEDA, Calif. Coast Guard Island- Left: USCG volunteer team led by USCG Chief Syreeta R. Broomfield CPO pictured far left conferring with another USCG volunteer. U.S. Coast Guard Auxiliary photos by Roger Bazeley AUXPA1



# Team Coast Guard Volunteer



ALAMEDA, Calif. Coast Guard Island--USCG volunteer team included: USCG Chief Syreeta Broomfield CPO, ETCS Roys, EMCS Rooney (Griller), AMTCS Lorenzo, PAC Dragin, OS1 Lopez, YN2 Thumhart, SM Zhou, IT3 Laws, BM1 Whitsell and Coast Guard Auxiliary participants Jim Losi DCO, Nancy Marion, Stephen Busch, and Morgan Swiggett, among other cleaning-up Auxiliary Memorial. Photos by Roger Bazeley AUXPA1

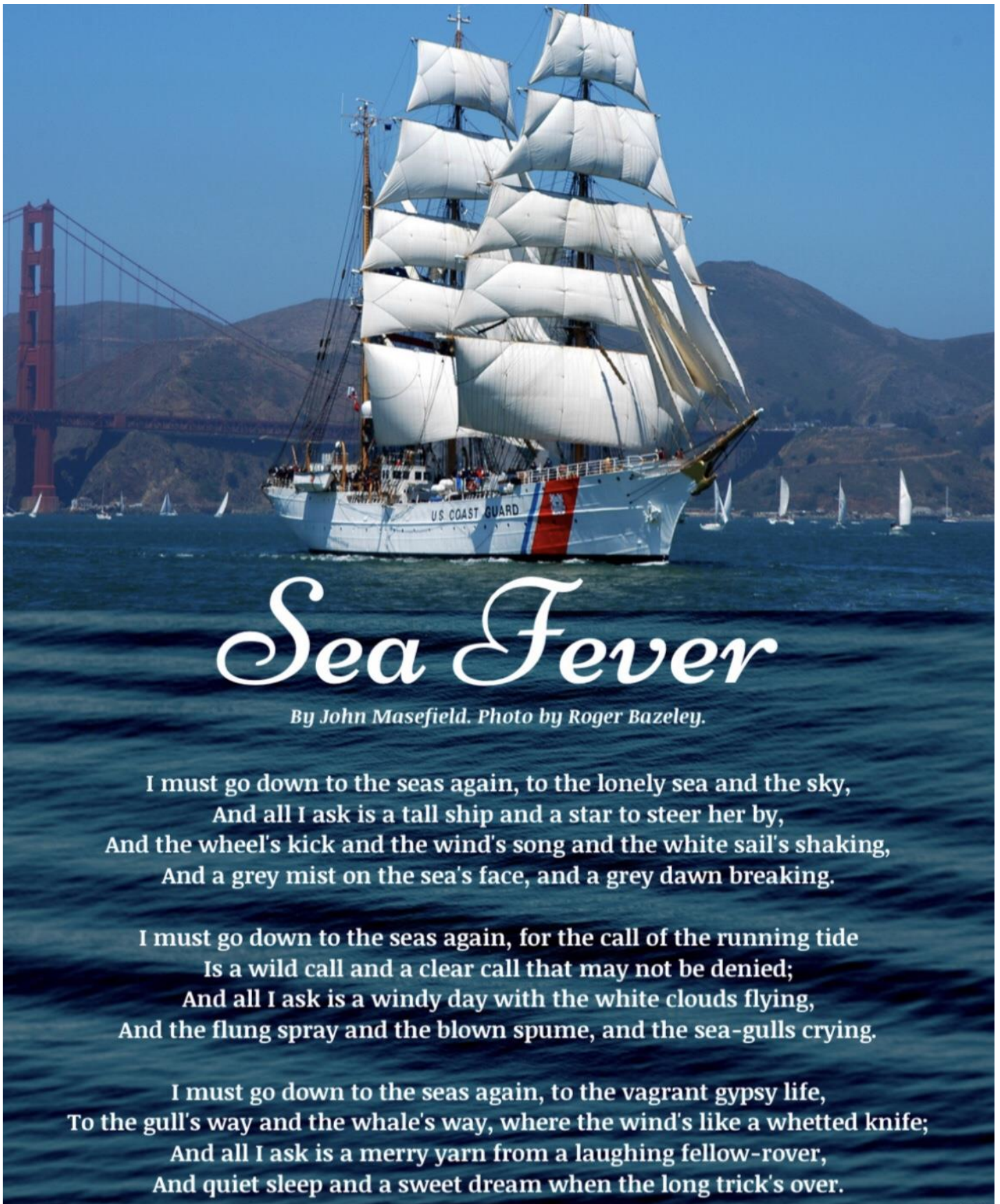


# Team Coast Guard Volunteer



ALAMEDA, Calif. CG Island--USCG volunteer team included: USCG Chief Syreeta Broomfield CPO, ETCS Roys, EMCS Rooney (Griller), AMTCS Lorenzo, PAC Dragin, OS1 Lopez, YN2 Thumhart, SM Zhou, IT3 Laws, BM1 Whitsell and Coast Guard Auxiliary participants Jim Losi DCO, Nancy Marion, Stephen Busch, and Morgan Swiggett, among other cleaning-up Auxiliary Memorial. Photos by Roger Bazeley AUXPA1





# Sea Fever

*By John Masefield. Photo by Roger Bazeley.*

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

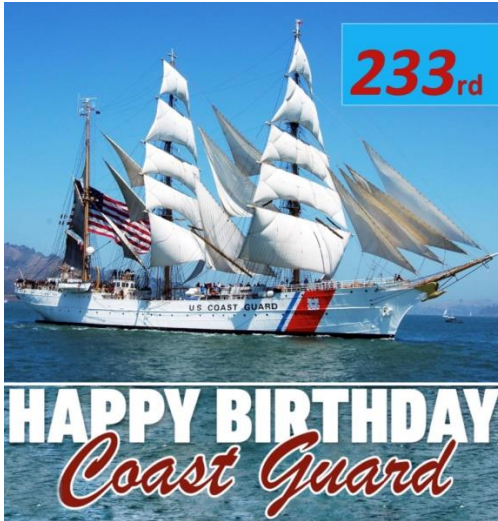
I must go down to the seas again, for the call of the running tide  
Is a wild call and a clear call that may not be denied;  
And all I ask is a windy day with the white clouds flying,  
And the flung spray and the blown spume, and the sea-gulls crying.

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

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



# Happy 233<sup>rd</sup> Birthday U.S. Coast Guard



ALAMEDA, Calif., Coast Guard Island each August 4, the U.S. [Coast Guard](#) celebrates its birthday.

The Coast Guard is one of America's six armed forces and traces its founding to Aug. 4, 1790. That's when the first Congress authorized the construction of 10 vessels to enforce tariff and trade laws, prevent smuggling, and protect the collection of federal revenue. Responsibilities added over the years include humanitarian duties such as aiding mariners in distress.

The service received its current name in 1915 when the Revenue Cutter Service merged with the U.S. Life-Saving Service to form a single maritime service dedicated to the safety of life at sea and enforcing the nation's maritime laws.

The Coast Guard is a multi-mission maritime military service. Its mission is to protect the public, the environment and U.S. economic interests in the nation's waterways, along the coast, on international waters or in any maritime region as required that supports national security.



ALAMEDA Calif. – Air Station San Francisco Dolphin MH-65-E flies over USCG birthday event. Right: Photo taken after landing at Coast Guard Island helicopter pad; and visited by USCG families and friends. Photos by Roger Bazeley AUXPA1 (Happy Birthday graphic image by Roger Bazeley AUXPA1 and USCG Public Affairs)



# Happy 233<sup>rd</sup> Birthday U.S. Coast Guard



ALAMEDA, Calif.CG Island--USCG AST Clint Johnson with crew co-pilot. Right: USCG Alameda surf boat crew racing boat.



Children's amusement includes a bubble pool and slide. Below: photos of two food and desert trucks of at least fifteen present.





# Happy 233<sup>rd</sup> Birthday U.S. Coast Guard



ALAMEDA—Coast Guard Air Station San Francisco active duty and family member's portrait photo by Roger Bazeley



Left to right: USCG AST Clint Johnson and CDR Jeremy Courtade, USCG Dolphin MH-65 E Pilot. Photo of Roger Bazeley AUXPA1 photographer by USCG, 8.4.2023



# Happy 233<sup>rd</sup> Birthday U.S. Coast Guard



ALAMEDA, Calif. CG Island--USCG Air Station pilot enjoying the Alameda event posing with her beautiful Golden Retriever seated in the MH-65-E Dolphin helicopter on display. U.S. Coast Guard, birthday event. Auxiliary photo by Roger





SAUSALITO, Calif. -- Auxiliarists Will Sumner 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 examined for passing the annual Vessel Exam and being awarded a new Decal upon passing the annual exam. Photographer: Roger Bazeley AUXPA1 D11N



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





**Top: 2023 D11 USCGC Alder (WMSL 216) -- Sector San Francisco,  
Bottom: USCG SECTOR SAN FRANCISCO Buoy Refurbishing Storage Area --San Francisco, Photos: Roger Bazeley AUXPA1**