

ON-WATCH

Flotilla 11-01-09

Coronado Bay, California

June 2010

OUR PAST, FLOTILLA 16-05

Flotilla 16-05 was formed in 1978 with 21 dedicated members; all of whom became boat crew qualified. A tailor from Long Beach traveled south to fit the members with their uniforms just in time for the Division swearing in ceremony.

The Division, consisting of seven Flotillas, began training the same week. Other flotillas met once a week for meetings, whereas our flotilla elected to meet twice a week to complete our qualifications.

On February 11, 1978 all 21 of us, in proper uniform, attended the swearing-in ceremony. No one told us what we should or shouldn't do, so we jumped in doing everything. At that time, you could have 3 Members for every boat in the Flotilla, so everyone who had one or more boats made them Facilities so we could grow.

Within a couple of years we asked the Mayor of Coronado to declare a "Safe Boating Weekend". The Flotilla put on a show at Glorietta Bay Marina with fire-fighting, towing, and knot tying demonstrations. We even had a man-overboard recovery using a real person in the water (PIW). Eight new and very active members were recruited from that event.

Our Public Education Courses were full classrooms. We completed CME's (Courtesy Marine Examination's) at Coronado Yacht Club and Coronado Cays every weekend. Several Members participated in more than 100 of these courses in a year's time.

We put the first all woman crew (in the San Diego area) on the water, which made the cover of the "Navigator". Safety Seal was born, and we purchased two costumes by collecting cans, again making the cover of the "Navigator".

We set up a booth at every shopping center that would give us space. When I say "we", I mean everyone in our Flotilla. We had twice-a-month barbeques on the dock Saturday nights from 1600 until dark and became a very close-knit family: ALL FOR ONE AND ONE FOR ALL.

Our Safety Patrols covered waters from Oceanside to the Mexican Border. For an Oceanside Patrol, we went up on Friday Night, patrolled Saturday and Sunday and returned home Sunday night. Many Patrols were done in San Diego Bay where over 20 people were rescued within a 15 year period.

Our Flotilla fixed up and outfitted a small house-trailer as a DF Station by obtaining permission from the Navy for a location on Pt. Loma.

Flotilla 16-05 put together and sponsored two District Conferences (back-to-back), the second because of rave reviews for being so good and fun-filled from the first one.





We graduated six Coxswains from the first West-Coast QE School, and those Coxswains were pinned at the National Conference in Portland. At one time our Flotilla had more AuxOp pinned Members than any other Flotilla in the Nation.

The Flotilla established a Small-Craft Weather Station at Ballast Point by putting up the flag pole, complete with lights and flag halyards. We then assisted the Weather Bureau by calling seven Weather Stations when the flags and lights were to be displayed or taken down.

We had our own office in Coronado, a motel room belonging to the City which rented for only a dollar a month. Plans were drawn up for a building at the Launch Ramp for meetings and a CME Station.

That was just some of the past—now we have the future. Let's do even more as 11-19!!!!!!

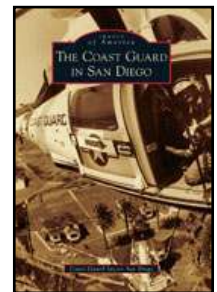
Written by Jack Swartz and typed by Joan Swartz. Minor changes were made to the paper which was found tucked away in a photo album containing 16-05 history.

THE COAST GUARD IN SAN DIEGO

(This is informational only and not an advertisement)

Arcadia Publishing has just released one of its latest books, it tells the history of Sector San Diego. The story begins in 1935, when in May of that year Commander Stone began the single air detachment that operated out of a commercial hanger at Lindbergh Field. Of course the base was built adjacent to Lindbergh Field, where we know it today, on 23 acres of tideland.

It has since evolved into the Sector of today, using the latest technology, adapting to changing world events, and working closely with Homeland Security. Sector is comprised of approximately 400 dedicated personnel who stand ready to accomplish any mission necessary with the utmost pride, tradition and heritage. This book includes numerous historical photographs from Sector's archives, many seldom seen. And, as I glanced through, one picture was of the backsides of two of our Flotilla members. One of them tall and furry, known to us as Mr. Safe-T-Seal standing next to his ever diligent caretaker, Lena Davis.



Arcadia Publishing is an historical publisher of small local histories throughout the United States. They have over 6,000 titles and have only been in operation since 1993. Their books are about small segments of our past which include significant local areas. They provide basic factual histories and relevant photographs of American history. Check out their website www.arcadiapublishing.com in the search section type in San Diego and it lists all books written about San Diego history including subjects like the Del Mar Racetrack or Lighthouses of San Diego. If you are interested in a particular subject, say Postcards of America, or the history of rail travel and transportation search for that subject.

I first notice this book at Costco for \$12.99, and thought the Flotilla would be interested since it is also a part of our history. It can also be purchased directly from the publisher and shipped from www.arcadiapublishing.com. There appeared to be a few available at www.amazon.com. You can search using the book title or the ISBN: 9780738580142.

The above information was taken from book reviews and the arcadia publishing website.



The Start of the Aux Chef Program



By Russ Venti

Cooking has been part of my life from an early age. Growing up in a New York Italian family most everything evolved around food. Weekly gatherings of multi generations all taking part in preparing a meal was so much a part of my life. Everyone had a part in the preparation Grandma was in charge and tasks were given to everyone right down to the smallest of children. The final result was multi course feast to be shared by all at a large table and smaller children's tables all gathered together. The meal always including the banter of world's events all part of a large table each week which range from sports ,business, politics and any an number of world events. Little did I know at the time this was the foundation to much of my future.

Beyond family the interest in cooking always found a place in my life. In high school sports at Uniondale NY also became part of my life. It was a time in the early 70's and equal rights for woman was a popular subject. As part of that, my school decided to put girls in shop classes and boys in Home Economics. As a member of the football team I was tagged to be one of the participants by our coach. They renamed the program Bachelors Survival to lessen the pain but a feature article in New York Daily News including a photo did not help. In the end it proved to be another learning experience that paid dividends later. Off to the University of Miami and now the cooking skills from family and school start me down another road. While at Miami I would work part-time in the cafeteria and somehow be the one to prepare meals for roommates. Larger scale cookouts and parties again would find me behind a grill, preparing and serving. This also led to summer work back in Freeport NY on Long Island in seafood restaurants preparing everything for salads, opening clams, and oysters and preparing full meals.

Joining the Auxiliary in 1987 with my interest in boating soon led to involvement in underway patrols. I had an opportunity to qualify for the station watchstanding program at Station Fire Island NY which proved to be challenging and rewarding. Helping fellow Coasties in a direct way is a fulfilling part of your time. District 1SR's 1 Division had an early test to a changing world during the aftermath of the crash of TWA flight 800 off the coast of Long Island. Auxiliary members working as Station Watchstanders at USCG Station Fire Island NY routinely filled in to assist and cook meals for station and area responders to the tragedy the night of July 17 1996. As one of the Watchstanders and a cook my interest was sparked, this led to a full Auxiliary Program. Station Fire Island has a long history of Auxiliary members assisting in areas of maintaining housing, plumbing, electrical, and Coast Guard crew augmentation. Again, an early start to what would be a rally to support the Coast Guard as a bigger challenge of events occurred a few years later. Since September 11th and the Coast Guard's shift to the Department of Homeland Security, the Auxiliary's role is changing and evolving. As a part of Coast Guard augmentation, Auxiliarists throughout the country have come forward to fill a number of non-traditional rolls and some started training as chefs for Coast Guard stations and later aboard ships.



This training is open to any Auxiliarist. The program has attracted members who just wish to expand their culinary skills and assist the Coast Guard. The training is two and half days and covers intensive sanitary training and basic hands on cooking skills, including serving a Morning and Noon meal as a class team. The trained AuxChefs are eligible to work at Coast Guard units, including service on board USCG cutters. Chef talent ranges from Auxiliarists with little experience but a desire to learn and assist to those who worked in their own restaurants or attended a Culinary Institute.

Then in late 2008, as one of the original members of the AuxChef program, a job transfer to the San Diego CA brought the opportunity and the assignment as Branch Chief Pacific. Ron Ellis is the Branch Chief – Atlantic. Now as a National Program and two charter members on each coast the program is developing into the training and implementation stage. In Oct 2009 I was appointed as the Division Chief AuxChef DVC-HA and Linda Haynes as Branch Chief Pacific. As news of this National Program began to spread Coast Guard Units and Vessels saw the benefit of this program. As needs arise the request can be quickly filled with trained Auxiliarist to step in, assist or run official functions and events. The Training guide is in the process of final approval and presentations at this year's NACON have added to the momentum. 2010 will bring training and new members into the program all across the country.



As word spread, one of the several requests was to fill in aboard USCGC Petrel 87350. This was an opportunity for me to fill in due a family emergency with the cutters FS. This was a four day run out of Sector San Diego CA in late Oct 2009. Sector San Diego is in a unique location with the large military presence of the U.S. Navy and Marine ground and Air stations. San Diego Bay is a busy hub of Navy ships of every size up to the Home base of two carriers. The bay is also busy with cargo, cruise ships and recreational boaters presenting and challenge unlike any other port. In addition, San Diego is located about 30 miles north of the Mexican Border with the added level of security and challenge drug smuggling and migrants. This was my first venture on a cutter as part of this program. Being part of the Auxiliary crew program and working aboard cutter was an experience I had hoped to accomplish.

Packing my gear for the trip included my PPE bag and several uniforms. I had phone conversations with the ships FS prior to the trip as part of the orientation and review of menu items and basic information. The morning of the patrol I had the opportunity to meet with the FS1 for a hands-on review of the procedures aboard and guidelines of a typical trip. After a galley orientation by the FS1 and a ship brief by members of the cutter we were off on our assignment. A typical 87 has a crew of about 12 with watches running around the clock. Meals aboard are served at set times unless we are underway with a mission or SAR. You quickly realize that nothing is typical and the need to be flexible is a necessary part of your day. Cooking and living aboard a cutter are very different to a station assignment. Some of the differences you face are being confined in a space in the galley and in general. Your constant awareness of limited water supplies and the concept of Sea Showers are also different. This Water Saving method entails the very limited use of water to apply soap, shampoo and wash this all off within about one minute of water use. The other reminder is the ever present feeling of everything at any moment can be moving. Not to mention the fact that if you are short a food item you have no local store to fall back on!

Menus are setup up by the FS in charge with the approval of the Cutters Commander each week. Unlike the crew program, with all equipment in a standard place, galleys are more of a personal collection of kitchen items in somewhat random locations. Think of it as going to a friend's house and cooking a meal. Yes the items are somewhat the same but the pots, pans, utensils and cooking products are not in a familiar place. This is a small challenge that passes quickly as you need to be flexible to working aboard a cutter. The galley equipment aboard all 87's is standard in type and location bringing a sense of familiarity to the task.

The excitement of being aboard a cutter and filling a key part to the operation, as the crew goes about the assignment at hand, is both fulfilling and an adventure you will not soon forget. One of the highlights was to make a Birthday cake for one of the crew members.



Another was my Homemade pasta sauce with meatballs which was treat for the crew and completely gone by the midnight watch.

Meal time gives a chance for most of the crew to be together and fills the galley with the familiar banter of our assignment at hand to world events. It is much like a family gathering that adds to your feeling that you're a part of and assisting in a great cause with your fellow Coasties. We are brought together for a common cause at the cost of being away from our families and friends who support us at home.

SAR missions are always a possibility and as such always seem to come at meal time. Again, flexibility and working with changing conditions is a must aboard a cutter. During my four days we received two SAR missions during times of high wind and seas. One of the SAR cases was at the evening meal, making cleanup an unusual challenge of stowing all items and getting the galley all squared away for the meal. Another difference to a station assignment is the confined living spaces that are in constant motion. My sleeping rack was in the bow in a space for four crewmembers. On one of the rough nights we tossed about making an evening I will not soon forget; going airborne while attempting to sleep was a very new experience. The other SAR case was during the day giving me a opportunity to be up on the bridge between meals. We were running search patterns to locate a sailboat reported missing off the coast of CA outside of San Diego. All hands assisted in searching the horizon as the seas threw water above the top of the 87' cutter. This search took us into the evening and required us to prepare our evening meal once we were back inside San Diego Bay.

I look forward to my next assignment to a cutter and to bring my new experience to assisting another cutter's crew.

Written by Russ Venti, Division Chief of the Pacific AuxChef program.

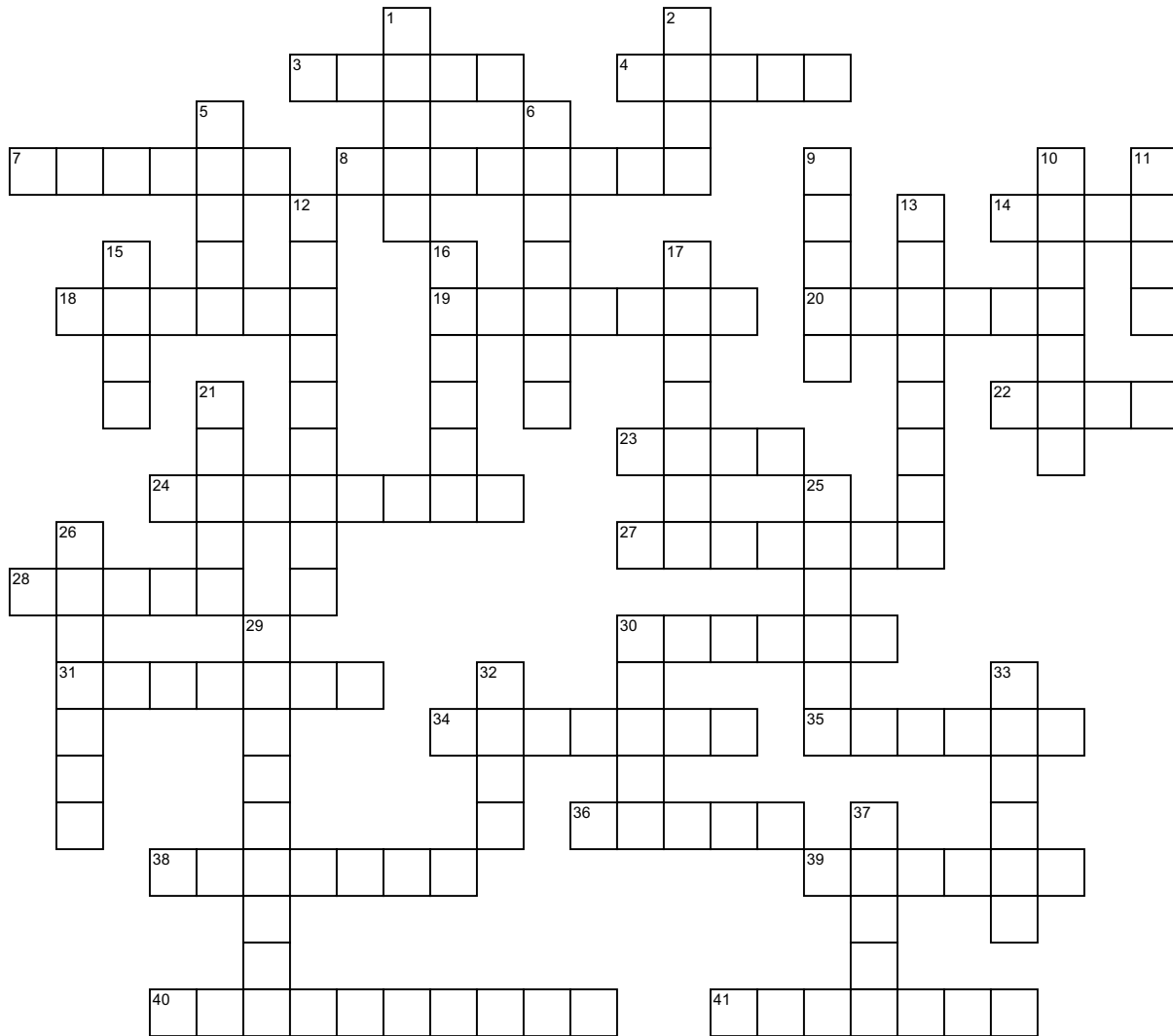


Sure doesn't look like any galley food I ever ate!!!!

The next page contains a crossword puzzle created by Randy Houk. It's not an easy one but, I think it will give our brains a good work out (and we may even learn something). Try it before you look at the answers which are located on our website at: <http://www.cgauxflotilla19.org/newsletter.html>

Nautical Terms

by Randy Houk



www.CrosswordWeaver.com

ACROSS

- 3 A fitting to which lines are made fast.
- 4 Acronym for Long Range Navigation
- 7 A heavy rope or cable used for mooring or towing.
- 8 A place established on the globe that represents fixes that boaters want to go to or come from.
- 14 A periodic disturbance of the sea surface, most often caused by wind.
- 18 Device used to secure a boat to the bottom
- 19 The forward motion of a boat through the water.
- 20 A cushion placed between boats.
- 22 Disturbed water astern of a moving vessel.
- 23 Permanent leaning of a vessel

- 24 Moisture in the air.
- 27 Direction away from the wind.
- 28 The lowest spaces in a vessel's hull.
- 30 A small open boat.
- 31 The upper edge of a boat's sides.
- 34 A small flag, most often a signal flag.
- 35 Spoken distress signal.
- 36 The after part of a boat.
- 38 A decorative method of coiling a line flat on the deck or dock.
- 39 A vertical plate that can be pivoted to steer a boat.
- 40 A unit of power equal to 746 watts.
- 41 A line or wire used to hoist a spar, sail or flag.

DOWN

- 1 To make a line fast. Also a

- 2 The left side of a boat, looking forward.
- 5 The unobstructed distance over which the wind blows across the surface of the water.
- 6 Instrument for determining direction.
- 9 Toward the stern
- 10 The main thoroughfare of shipping in a harbor or channel.
- 11 The backbone of a vessel.
- 12 To wear metals away gradually, usually by chemical action.
- 13 Toward the direction from which the wind is coming.
- 15 1.15 MPH
- 16 A seat or brace running laterally across a boat.
- 17 To turn a vessel bottom side up.

- 21 The flat palm- or shovel-shaped part of an anchor that digs in to prevent dragging.
- 25 A nautical measure of length, 6 feet.
- 26 All the lines of a vessel.
- 29 Instrument for measuring air pressure
- 30 The vertical depth from the bottom of the keel to the top of the water.
- 32 The wheel or tiller controlling the rudder.
- 33 The kitchen area of a boat.
- 37 A small shelter cabin in a boat.