

ON-WATCH

Flotilla 11-S-16-05

Coronado Bay, California

March 2009



HAPPY BIRTHDAY MR. SAFE T SEAL!!!

Many of you know who Mr. Safe T Seal is, but some of you who are new to the Flotilla have not been introduced. He is the mascot/training aide for Flotilla 16-05. When the Flotilla was newly formed, its members were as dedicated, energetic and creative as they are today. This new flotilla wanted to do something very special and create something special too, so they had a dream. They decided that they would like a mascot/training aide. A committee was formed, sketches were drawn and meetings were held. After many meetings and hours of hard labor the committee decided to have a mascot/training aide in the form of a seal and call him, "Mr. Safe T Seal." A seal they felt was most appropriate as a representative of the Coast Guard and Coast Guard Auxiliary.

Their work was not done. It had only begun, because now they had to find someone to make the costume and they had to find a way to pay for this costume. They found someone to make the costume. The members began collecting cans, bottles, and plastic to raise money to pay for Mr. Safe T Seal. The members held potluck dinners and charged \$3.00 a plate. They also brought in used books and sold them to the members. Finally the costume was finished and paid for. Mr. Safe T Seal was ready to make his debut. His debut was at a boat show at the San Diego Sports Arena in April 1980, twenty-nine years ago.

Two very new members to the Auxiliary took him home with them after the boat show and presented him to a Water 'N' Kids audience at Walker School in Mira Mesa, California. Auxiliarist, Lee Davis was the presenter and Jim Davis was in the costume. Thus began Mr. Safe T Seal's career. For twenty-nine years he has promoted all four cornerstones of the Coast Guard Auxiliary. He has instructed and entertained school

children of all ages including Boy and Girl Scout Troops. He has appeared in many parades and at many boat shows. He does other events as well and is loved by all audiences. Mr. Safe T Seal has appeared on local and national TV. He even appeared on stage at the Palladium in Hollywood. He was on the cover of the Navigator, the official magazine of the Coast Guard Auxiliary, and featured in an article in that issue. The list goes on and on.

On November 2, 1989 he received a commendation from, Rear Admiral J. W. Kime, United States Coast Guard. The commendation reads as follows:

Dear Mr. Davis,

It is with great pleasure and pride that I congratulate you for your outstanding performance as, "Mr. Safe T Seal", the official mascot of the Coast Guard Auxiliary Eleventh District Southern region. For ten years you have been an active and positive attribute at many Auxiliary functions, performing at parades, conventions and many other public gatherings.

You have worked diligently to uphold the Auxiliary image as well as being the Eleventh District Staff Officer for Public Education. You are a shining example of what the Coast Guard Auxiliary represents.

I commend your dedication and personal effort for a job well done,

Sincerely,

J.W. Kime

Bravo, Mr. Safe T Seal, Flotilla 16-05, and Jim Davis (the Seal)!

Mr. Safe T Seal continues to represent the Auxiliary and continues to teach the boating public to be safe in and around the water. We are now using our second costume, the first one wore out.

Mr. Safe T Seal would like to invite you to celebrate his 29th birthday with him at the April Flotilla Meeting.

Submitted by: Lee Davis, Mr. Safe T Seal's Trainer



Trainer Lee Davis and Mr. Safe T Seal



Interoperability Communications Challenge (IC2)

By Randy Houk

Flotilla 16-6 hosted IC2 at Oceanside Harbor February 4 – 7. I attended a briefing of system capabilities, and can see great things ahead for communications interoperability during incidents that require multiple agencies to talk.

Two of the days, including the day I attended, were dedicated to demonstrations of a command, control and communication interoperability unit. This trailer was designed to be a civil forward intelligence unit for disaster management. Participants in the demonstration included civilian members of the USMC, regional and local members of emergency operations units, the city of Oceanside fire and police departments, Harbor Patrol and lifeguard units.

The trailer is self-sufficient, not requiring shore power. It has large rechargeable batteries, a gasoline generator for charging them, a satellite antenna for T1 speed Internet, two antennas for local Internet source access, a Wi-Fi antenna for area Internet access, and multiple VHF and UHF antennas for the radios inside. Computer control links this amazing collection of equipment together. Witnessing a conference call between a cell phone user and two folks using hand held VHF and UHF radios was really something.

The third day of the event was a successful interoperable SAR communications exercise, including 16-6 members, the Harbor Patrol and lifeguard service.



A very impressive set-up!



March 25 – 29, 2009

STAYING ON COURSE

<http://www.fredhall.com/index.php>

Twenty-nine years ago I received a phone call from a gentleman who identified himself as, Fred Hall. Fred Hall was the originator and CEO of the Fred Hall Fishing and Boat Show. After identifying himself he went on to say that he didn't find an application to participate in his show from me. I answered that I was sorry, but that I didn't know about his show and that was the reason he didn't have an application from me. He went on to explain that he has the Fred Hall Fishing and Boat Show and that it was to be held at the San Diego Convention Center which is now called the Community Concourse. He told me that the Auxiliary in Long Beach had attended his show and that they brought with them a 'half boat'.

He asked if I would do the same. Let me tell you about the 'half boat'. It was an actual boat that had been cut in half. It was cut in half so that people could see just how a boat is constructed. The 'half boat' was fully equipped with all equipment necessary to meet all of the legal requirements. I told Fred that I would be happy to participate in his show and that I would bring the 'half boat' and 16-05's training aide/mascot, Mr. Safe T Seal. He was very pleased with my answer. Now in order for me to bring the 'half boat', I had to go to Hawaiian Gardens, up north, and bring the boat down. I had agreed to do this and I did.

Fred was so pleased, that he gave us his number one spot in the show. The number one spot was at the entrance to the show, by the heads, and the bar. I will tell you we had a lot of traffic and the traffic stopped because they were curious about our exhibit. Well times have changed and the show has been at the Del Mar Fairgrounds for several years now. We have had a lot of different spots since that time, but for the last few years we have had the number one spot again. We are located in a tented area between two buildings. We are still by the head, by the bar and three different food concessions. Those people attending the show have to go by our exhibit upon entering the show and leaving the show. Fred Hall passed away a few years ago, but the Hall family keeps up the tradition of running the show and they insist that we be there, we being the Coast Guard Auxiliary.

Respectfully submitted by: Jim Davis, FSO-PA, SO-PA

To volunteer as a watch stander at this year's show, contact Jim Davis.



On The Bay

4 March 2009

Tucked away in a south bay boatyard at San Diego Steel and Shipyard is a very unusual boat. It is AGSS-555, the USS Dolphin, a one design submarine and the US Navy's last diesel-electric sub. It is destined to become a part of the San Diego Maritime Museum's collection and is currently being fitted with access doors and is awaiting costal commission permission to be a permanently moored vessel at the museum.

The Dolphin was launched in 1968 as a navy deep-diving research and development vehicle. Its unclassified dives are up to 3000 feet and it is responsible for first-testing a wide variety of submarine equipment which is now standard throughout the silent service. This sub is 151 feet long and weighs 805 tons. It has 2 General Motors V-71 12 cylinder 425HP engines and 2 electric motors. By design the number of hull openings was minimized for strength and the sub has no snorkel mast. It must have its one sail hatch open when the diesel engines are running. Also because she has no watertight internal bulkheads she was designed to surface quickly in case of a leak. In 2002 she did, in fact, develop a leak while underway and took on 75-80 tons of sea water before the leak was stopped. The Dolphin was taken out of service in 2006 and decommissioned in 2007. Check her over when you get a chance. She holds many worlds' records for submersibles and a long list of firsts as well.

Submitted by John Kerley, FSO-SR



Departing San Diego Port (date unknown)

For more information check out these sites online:

http://sub-log.com/uss_dolphin_agss-555

[http://en.wikipedia.org/wiki/USS_Dolphin_\(AGSS-555\)](http://en.wikipedia.org/wiki/USS_Dolphin_(AGSS-555))