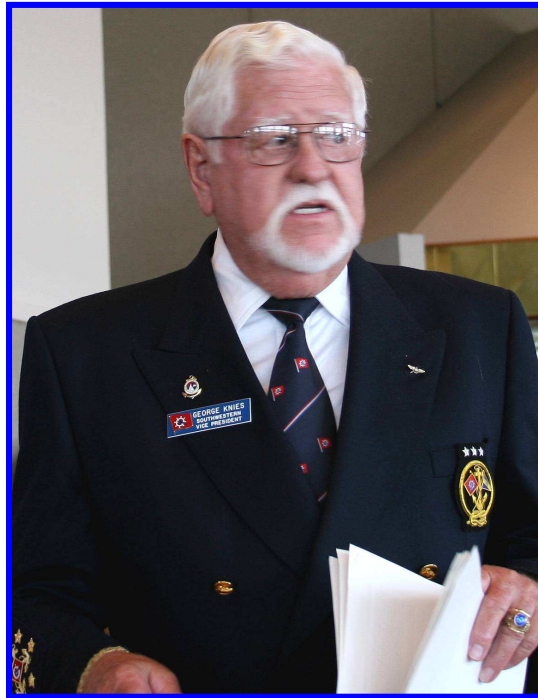




# GEORGE C. KNIES, LIFE BIO PHASE II



*Compilation of life experiences: Formal Education; Maritime, Aviation, Law Training - (Life-long practice); Family, World Travel, Wars and the Perpetual Search for Reality*

I commenced my Naval Aviator Training in March 1953 at Pensacola Florida. Pre-flight ground training consisted of military boot camp tactics combined with extensive aviation classroom courses. All class members then went to Whiting Field where we flew the SNJ (AT-6) Texan radial engine retractable gear aircraft. My solo flight was conducted on a large grass field. Then came formation flying at Saufley Field and basic instrument training at Corry Field. Following aerial gunnery training at Barin Field we submitted our requests to enter the Jet (fighter), Prop (Attack), Multi-engine or Seaplane *Pipeline*. I made the cut for the *Jet Pipeline*, and left the Pensacola Area for Corpus Christi Texas, where I went through the advanced instrument training course flying the North American T-28B Trojan aircraft. The next step was Cabannis Field where I flew the WW II Grumman F6F Hellcat fighter. My jet training commenced at Kingsville Texas flying initially the Lockheed T-33 shooting Star and then the Grumman F9F-2 Panther.

I received my Navy Wings in September 1954 and then proceeded to Jacksonville Florida and fighter Squadron VF-173. I checked out in the swept wing Grumman F9F-6 Cougar. VF-173 was one of the first squadrons to transition to the North American FJ-3 Fury, a carrier version of the F-86 Sabre Jet. My normal career pattern consisted of three tours in jet carrier squadrons, two tours in training squadrons, ship's company Air Department tour and Staff duty.

The A-3 Community from it's inception only took senior aviators based upon total flight time and carrier experience. I commenced A-3 training in January 1969 by first attending advanced instrument training at Top Gun School Miramar California. From there I went to Whidbey Island, Washington State for my A-3 Training. In September 1969 I transferred to VAQ-130 (Tactical Electronic Squadron) flying KA-3, EKA-3 and TA-3B (Skywarrior) aircraft. This was a training squadron for the Airwing as well as providing detachments for East and West Coast carriers.

#### Answer's to your questions:

When I went through flight training nearly all wanted to fly jets. Only the top rated pilots in basic training made the cut

Currently there are three *Pipelines* Jet, Multiengine and Helos. There were no A-3's in the Navy when I received my wings. I flew all versions of the A-3. Only experienced second tour or more pilots flew A-3's. Carrier Landings most difficult part training. (Very little difference between versions of A-3).

Piloting, Navigator, and Radar Officer training flights. See above.

The KA-3 and the EKA-3 had three crewmen, the left seat was the pilot, right seat either Navigator or RO, the third seat behind the pilot was an enlisted Combat Air-crewman.

Usually different crews during shore-based operations. Carrier operations usually required same crewmembers.

Just detachments of three aircraft were deployed on carriers.

During deployed carrier operations in combat zones or not operation cycles lasted 90 minutes. The whale was first off and last to be retrieved (It was necessary for the Whales to transfer fuel in flight as they were too heavy to land aboard many of the carriers with more than 10% fuel remaining. In Viet Nam the Whale would lead the sortie jamming enemy acquisition and fire control radars.

There was a comprehensive crew mission briefing in the ready room prior to launching.

Average carrier mission time 2 hours, first off last on; available to conduct in-flight-refueling as needed during recovery phase.

Ditching at sea was not recommended, if a safe altitude existed bailing out was recommended. A cold catapult shot was nearly always fatal since there were no ejection seats.

Night Carrier Landings were the greatest challenge to any carrier pilot regardless of the aircraft they were flying.

Flight time while stationed ashore was greater since training flights averaged three to four hours compared to the 90 minute cycles aboard the carrier. Depending on deployments the average flight time for a Whale pilot was two to three hundred hours per year.

There was constant training in between deployments due to the flow of new Pilots and Crew replacing former members. ©



SNJ This is me doing a deck launch after my first carrier landing on the USS Monterey 1953



WWII F6F Hellcat Advanced Training Corpus



Geo K



Geo K

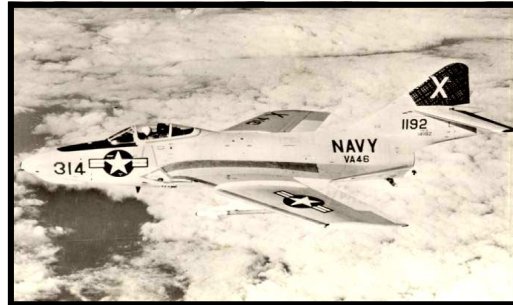


Geo K



Flight Training Basic, Pensacola Florida. We soloed and Trained in the ► SNJ - Navy name for the Texan. L to R - Ed Murphy, Geo, Jim Gough, & "Beatle" Gene Parquette.





Water  
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Number  
1 Cata-  
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VA-46 Cougar on Number One Catapult USS  
Randolph, I am in Flight Suit ▲ Note Bomb under  
Port Wing, it is a Dummy Nuke for Arming Practice

In 1956 I was a LTjg serving in the USS RANDOLPH CVA-15 as a member of VA-46 "Clansmen" flying Grumman F9F-9 Cougars. Attack Squadron 46 was the first jet attack squadron in the Navy, commissioned June 1955 at U.S. Naval Station Cecil Field, Florida. Eight months after commissioning we came aboard the RANDOLPH for its shake-down cruise at Guantanamo Bay, Cuba in February and March 1956.

We returned to the RANDOLPH again in June for an operational Sidewinder firing evaluation and demonstration for members of Congress, and in July for the Mediterranean deployment.

The squadron had 18 officers, 14 of which were pilots, 120 enlisted men, and 14 Cougars. All pilots logged more than 100 arrested landings during the cruise and the "Clansmen" had the distinction of making the RANDOLPH's 17,000<sup>th</sup> and 2,000<sup>th</sup> landings since its commissioning.

This was my first Sixth Fleet cruise in the sunny Mediterranean. During this deployment RANDOLPH was engaged in "Operation Watch and Wait" which centered primarily in and around "Point Moses." This point on the charts was latitude 35 North and longitude 19 East, some 181 miles southeast of Malta was our operating area for an entire month. It was here that a great part of the Sixth Fleet watched and waited for results of the Egyptian-Israeli conflict.

Our squadron provided day and night CAP for the U.S. fleet as well as support for Marines evacuating U.S. nationals from Alexandria and Cairo (our time in-country) was combat related since we were shot at. Operating in this area at the same time were units of the British and French fleets steaming to their commitments in Egypt.

While airborne we were in constant contact with waves of British jet bombers and fighters flying to their operations in the police war.

This operation was my first combat experience, providing me with combat time in my pilot's log book, a silk map of the entire area, as well as a silk Blood Chit (several Arab dialects offered \$\$\$ in gold for my safe return) similar to those worn on the back of WWII Flying Tiger leather jackets.

I never forgot one in-country mission intelligence briefing that included a rather indelicate warning concerning my well-being if captured, ask me about at one of our upcoming events. During night hours RANDOLPH flew a gigantic American flag illuminated by many floodlights. Following a month at sea and several at-sea replenishments consisting of mostly bunker, aviation, and JP fuel, we finally made landfall in Naples, Italy . . . providing beer, wine, fresh vegetables, and meat other than ham that had a silver sheen.

A news comment this morning said the Navy was standing off-shore Egypt. Further commentary addressed the long term working relationship between the U.S. and Egyptian military and at this stage they were in a "Watch and Wait" scenario. Here we go again, another Iran?

I have been most fortunate over the years to have witnessed the fall of many dictators-Batista in Cuba, Rafael Trujillo (El Jefe) in Dominican Republic and a few years later when Che Guevara attempted a coup there (See me in photo in a Dominican Air Force British Vampire, "Santo Domingo"); then there was Haiti—Francois Duvalier (PaPa Doc) and Jean-Claude Duvalier (Bebe Doc) . ©

The prototype, XA3D-1 (BuNo 125412) was first flown on Oct. 28, 1952 at Edwards Air Force Base, Ca. The A-3 was commissioned by the Navy and first delivered to active duty on March 31, 1956. After 39 years of faithful service, the A-3 Skywarrior was decommissioned during a ceremony at Naval Air Station Key West, Fl. on Sept. 30, 1991. But even now, in 2003, A-3s are still flying with Raytheon as test bed aircraft. It is a testament to the A-3's versatility and ruggedness that it is still in the air, 50 years later since that first flight

VAQ-130 Commissioned at NAS Agana, Guam, on September 1, 1959 and transferred to NAS Alameda, California, in July, 1961, Carrier Airborne Early Warning Squadron Thirteen flew a variety of aircraft during its first eight years. In the spring of 1967 this unit received the first EKA-3Bs and KA-3Bs and soon began to deploy its Skywarriors to provide aerial refueling and electronic countermeasures while continuing to operate Douglas EA-1Fs until November, 1970. From November, 1967, until March, 1969, six VAW-13 detachments operated EKA-3Bs aboard the USS America (CVA-66), Bon Homme Richard (CVA-31), Constellation (CVA-64), Enterprise (CVAN-65), Hancock (CVA-19), and Ranger (CVA-61).

On October 1, 1968, the squadron was re-designated VAQ-130 and 14 of its detachments served aboard carriers in the Gulf of Tonkin until the return of Det 4 in June, 1973. From May to October, 1974, VAQ-130 Det 4 made the final EKA-3B peacetime deployment aboard the USS Ranger (CVA-61). Following the decommissioning of VAH-123 in February, 1971, VAQ-130 also took over the responsibility for training A-3 crews. VAQ-130 stood down on June 30, 1974 and, moving to NAS Whidbey, Washington, began its transition to the EA-6B.

I went through the A-3 Refresher Air Group at Whidbey Island, State of Washington in 1969. Finishing my day and night carrier qualifications in southern California aboard the USS Constellation I transferred to VAQ-130 stationed at NAS Alameda California. My first detachment was aboard the USS Bon Homme Richard an Essex class carrier veteran of WW II. We were too heavy to be launched full fuel load from the carrier so we had to stage one of our A/C out of Danang. We had two carriers at Yankee Station, approximately 100 miles from Danang, one carrier operated from noon to midnight and the other from midnight to noon. We were working 90 minute cycles with our Danang A/C handling the first cycle with a full fuel load. The second cycle and all following cycles we were the first to launch and immediately connect with our off-going A/C (in-flight refueling) to take his fuel, and he would be the last to land for that cycle. The A-3 in the last cycle for the day would land at Danang. And repeat the process the next day.

Our Air Wing at NAS Alameda continued training and qualification of aircrews using our EKA-3, A-3 and TA-3B Aircraft. The TA-3B was a later model that had four ECM stations in the fuselage in addition to the three stations on the flight deck. The TA-3B was a "Rolls Royce" having 8,000ft cabin pressure at 35,000ft. There were several VIP versions because it exceeded any executive jet A/C of its day for speed and comfort.

The A-3 community had photo squadrons VAP's and electronic collection squadrons VQ's both providing us with information for our zapping sortie missions, see attached photos.

The A-3 did not have ejection seats, the egress system was the main access door that dropped down from the flight deck.

**A-3 Nicknames:** *Official;* 'Skywarrior' *Unofficial;* 'Whale'

(Most popular)- Heavy' (Largest U.S.N. carrier based aircraft)

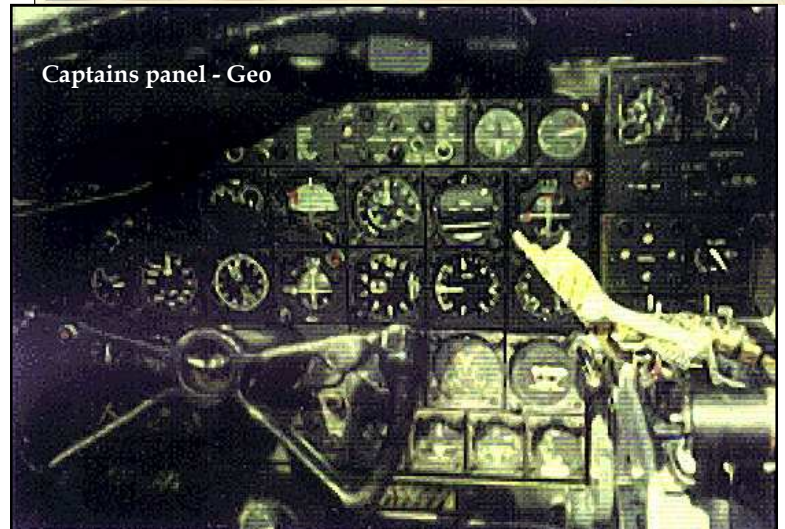
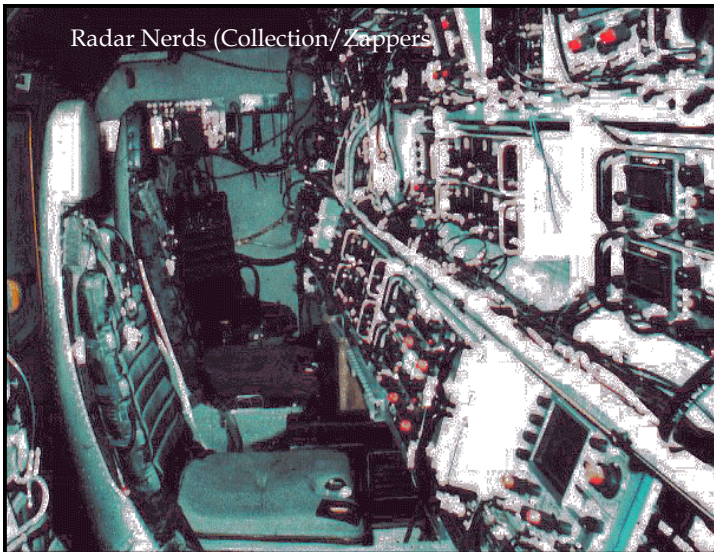
'TACO' (Tanker Airborne Countermeasures Ordnance)

A3D 'All three dead' (no ejection seats, most unpopular)

**Danang Air Force Base, Viet Nam. Our overnight refuge between 12 hours' 90 minute combat missions. ▼**







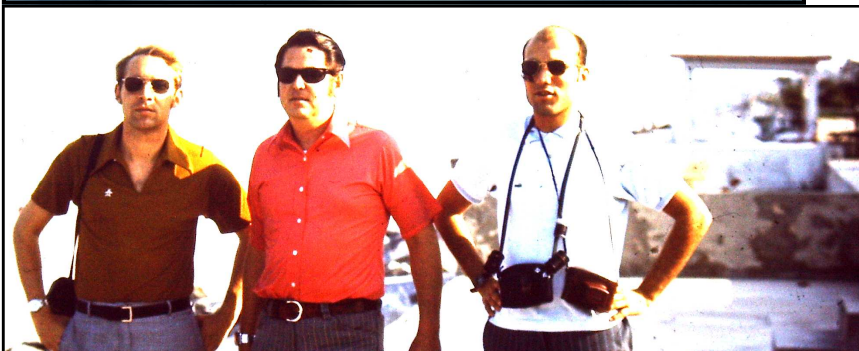


## Electronic Measures A-3 Aircraft

A-3 bombers were joined in the late fifties by the specialized electronic reconnaissance (A3D-2Q), photographic reconnaissance (A3D-2P) and-trainer (A3D-2T) versions, the A3Ds grew in importance until a peak of eighteen squadrons was reached shortly after the last Skywarrior was delivered in January 1961. Twelve of the fourteen Heavy Attack Squadrons—VAH-1, VAH-2 and VAH-4 to VAH-13 -- flew A3D-2s primarily in the strategic bombing role whilst VAH-3 and VAH-123 were equipped with A3D-1s and A3D-2Ts and functioned as replacement training squadrons. Beginning in June 1961 with VAH-7, however, the A3D-2s were replaced in five squadrons by North American A-5A/RA-5C Vigilantes. Longer lived were two electronic reconnaissance/counter measures squadrons VQ-1 and VQ-2, which operated A3D-2Qs, and two photographic reconnaissance squadrons, VAP-61 and VAP-62, which flew A3D-2Ps; these four units provided detachments aboard fleet carriers as required.

Progressively the Skywarrior's role evolved as the Navy relinquished its strategic bombing role and began emphasizing the use of carriers and their aircraft in the context of limited wars such as the new conflict then flaring up in Vietnam. Fortunately, the A-3 (the A3D-1 and -2 had been redesignated A-3A and A-3B in September 1962 in accordance with the new Tri-Service designation system) was a remarkably adaptable aircraft and most A-3Bs were modified into KA-3B tankers or EKA-3Bs with dual ECM and tanker capability. Thus, When after August 1964 the Navy took an active part in the air operations over North Vietnam, detachments of KA-3Bs and EKA-3Bs were regularly embarked aboard the carriers operating in the Gulf of Tonkin. Providing the necessary intelligence on the North Vietnamese radar system and escorting most strikes to jam enemy radar and communication networks, the EKA-3Bs proved invaluable, whilst the KA-3Bs saved scores of lives and much valuable equipment by flight refueling aircraft about to run out of fuel short of their carrier or having sustained battle damage to their fuel system.

Following the end of the Southeast Asia War and the development of ECM and tanker versions of the Grumman Intruder (EA-6A, EA-6B and KA-6D), the Skywarrior finally began to fade away. In 1976, EA-3Bs and RA-3Bs were operated only by two fleet squadrons, VQ-1 and VQ-2, while other versions were ending their useful life with reserve squadrons VAQ-208 and VAQ-308. As retirement day approached, the Skywarrior remained the heaviest aircraft ever to be operated from a carrier, a record take-off weight of 84,000 lbs. (38,102 kg)---still well below the original Navy limit which Ed Heinemann had succeeded in bettering by a fantastic margin---having been demonstrated on 25 August, 1959, during suitability trials preceding the commissioning of the USS *Independence*. ©



◀ DR. John Haley, Flight Surgeon, left - Geo center, Tony Perizzo, right. VAQ-130 Trip NAS Jacksonville FL. Made Emergency landing during severe thunderstorm. Wind direction changed 180 degrees, landed downwind, was overshooting runway dropped hook and engaged emergency overrun gear in wrong direction. We went to Miami to calm Our nerves.

Joined Navy Reserve age 17 yrs. New York (ROC program) May 27, 1950 Commissioned U.S. Navy Sep. 17, 1954 Retired active duty NAS Alameda California - Jul. 01, 1974 - More than 400 carrier arrested landings; USS Monterey, USS Randolph, USS F.D. Roosevelt, USS Constitution, USS Bon Homme Richard, USS Forrestal, USS Enterprise, USS America

**Combat Duty:**

Dominican Republic Air Force Jet "Sea Fury" ►

1. Oct. – Nov. 1956 6<sup>th</sup> Fleet evacuation Haifa, Israel and Alexandria Egypt, USS Randolph.
2. Aug, 1962 Military Coup, Santo Domingo, Dominican Republic, USS F.D. Roosevelt.
3. Jul. 1965, Military Coup, San Salvador/Cuban invasion (in country).►
4. Aug. 1965, Military Coup, Port Au Prince, Haiti, Papa Doc (in country).
5. May 1970, Viet Nam CVA 31, DaNang (in country).



This is a ▲ US Navy Preflight photo 1953 taken at Whiting Field Pensacola Florida where I soloed my first aircraft. Fast forward to 2011 when I received the Coast Guard Commendation medal ▲ for flying Coast Guard Search and Rescue Missions in private aircraft. L ► R

My entire adult life was occupied with Navy, Coast Guard Aux. and Civilian Aircraft, Twenty Six years Navy 30 years in the Coast Guard Aux and in between Civilian Aircraft.

**NOTE: Jul. 1965, Military Coup, San Salvador/Cuban invasion by Che Guevara (in country) see photo above.**

***Che attempted a Coup against Trujillo that was un-successful due to U.S. intervention.***



## AVIATION EMPHASIS



Ann

Geo K

Friday, January 13, 1956, U.S. Naval Air Station Jacksonville Florida. Wedding Bells for Ann

and George. Ann's family arrived from Birmingham Alabama and George's family arrived from Long Island New York.



We had a short honey moon, because our squadron VA-46 was getting ready for a European/Mid East deployment for six months.

### AIRCRAFT FLOWN CDR George C. Knies (*Pilot in Command*)

1953 - 2013

#### Military Prop

Geo K

**North American:** SNJ (Texan), T-28B (Trojan) **Grumman:** F6F (Hellcat), US-2B Tracker) multi-engine, C1A (Trader) Multi-engine, UH-16 (Albatros) multi-engine Amphibian  
**Beech craft:** JRB, SNB, TC-45 (C-45), all multi-engine, T-34 (Meteor)

#### Civilian

**Beechcraft:** B-35 (Bonanza)  
**Cessena** 150, 172, RG-172, Centurion/ multi-engine  
**Piper:** Tri-Pacer, Lancer, Cub, PA-28 (Warrior)  
**Mooney:** 201 (Executive)  
**Grumman:** TR-2 American  
**Stearman:** PT-17 (Bi-wing)

#### Jet Military

**Lockheed:** T-33 (Shooting Star), T2V (Sea Star)  
**North American:** T-2A, T-2B multi-engine, T-2C multi-engine (Buckeye), FJ-3 (Fury) Navy version of the Sabre Jet  
**Grumman:** F9F-2, F9F-5 (Panther), F9F-6, F9F-8, F9F-8T (Cougar)  
**Canadair:** CF-41 multi-engine, T-37  
**Douglas:** A-4, TA-4 (Skyhawk), KA-3, EKA-3, TA-3 (Skywarrior) multi-engine



Geo K



Geo K

**M**ission: Provide surface transportation on AUXFAC "El Nido" to cadets of Swedish Naval Vessel HMS

Carlskrona from Pier 30-32 San Francisco to USCG GRUSF facility at Yerba Buena Island, and return same to Pier 30-32. AUXFAC "Melody" will be similarly engaged. El Nido must be alongside Carlskrona at 0900.



L ► R Ann Knies, CDR Ingemar Olsson, HMS and Wife Debbie

AUXFAC El Nido will be moored up at Treasure Island in Clipper Cove marina. El Nido crew will muster at the marina parking lot on Treasure Island at 0730 22 APR 05. The transit from Treasure Is to SF Pier 30-32 is approximately 40 minutes on El Nido. Uniform for El Nido crew is Working Blue or ODU. Transfer of personnel from Carlskrona: details will be determined on 21 APR at the reception, if possible. El Nido and Melody will remain at Yerba Buena to return Carlskrona Cadets back to their ship. Once that's done, we can secure from patrol back at Treasure Is. G.C. Knies SSF USCG Coordinator

We were invited to the gourmet dinner served aboard Carlskrona that evening, and I do mean gourmet. The Swedish Navy has a mandatory service draft for

all male citizens, for foreign training cruises they will draft several of their famous chefs, it was an evening too remember.

MARITIME EMPHASIS

From: Alison Healy CEO

To: machbuster1@earthlink.net

Sent: Monday, September 09, 2002 12:54 PM

Subject: Re: Parade of Ships report to USCG

Dear George,

Thanks for the excellent report which will help us going forward. You played a critical role in keeping us on track and picking up the pieces as they fell. For this I will always be grateful. Your experience and willingness to go the extra mile sure made us look good!

I agree that in spite of the winds all went relatively well. It was a shame to lose the visual of the parade, but what can you do? (many boats blew out sails in addition to Lynx busting her bowsprit.) Oh well, can't have everything all the time!

I hope the next time around, I can afford to have someone with sufficient experience and leadership skills to appropriately guide the maritime group. This combined with more cooperation from the port with docking and accessibility issues would make life so much easier.....Warm Regards and Many Thanks, Alison

Sail San Francisco

*Alison Healy CEO*

*Circa 2002*



## UNITED STATES COAST GUARD AUXILIARY

September 9, 2002

**FROM:** Sail San Francisco (Tall Ships Challenge 2002) Projects & Site Officer, George Knies, D11(NR)

**TO:** Commodore, USCGAUX, D11(NR)

**INFO:** DIRAUX, D11(NR)  
Sail San Francisco Maritime Committee

**ENCL'S:** (1) Tall Ship Parade Route in SF Bay  
(2) Tall Ship Mooring Assignments  
(3) Order of Parade

**SUBJECT:** San Francisco "Parade of Ships", 28 August 2002

**Background:** Sail San Francisco is a non-profit organization dedicated to fostering international goodwill and friendship through sail training in conjunction with the American Sail Training Association ASTA. ASTA works in tandem with port festivals to celebrate the world's rich maritime heritage and traditions, while providing opportunities for education under sail and adventure travel for participants of all ages.

Prior to being assigned as *Project & Site Officer* for subject event I was already serving on the Sail San Francisco (SSF) Maritime Committee ie. We commenced monthly planning sessions for this event in 2001. The Maritime Committee was responsible for the planning, acquisition and implementation of the following Maritime Support:

Berthing, Tug Assistance, Pilot Assistance, Water, Electricity, Pump-out, shipping Agent Services, Linehandlers (Ships crew to manage, approved by Union), ADA liaison with Mayors Office, Order of Parade of Ships, Parade Security Screen (Development of OP-ORDER in concert with USCG GRU, MSO and local Law-Enforcement Agencies).

**Planning:** Monthly meetings commenced last year involving committee members from the Port of San Francisco, USCG (Group SF, MSO, VTS), USCGAUX, SF Maritime Historical Park, Maritime Administration, SFPD, Pier 35, ADA Mayors Office, Marine Terminals Corp., Inchcape Shipping Services.

Once the list of participating vessels was finalized, it was decided that they should stage south of the main shipping channel west of the Golden Gate Bridge. The vessels would line up in accordance with the Order of Parade and maintain a close bow-to-stern interval. The parade would then proceed down the city front as close to the shoreline as feasible, so as to afford the spectators maximum viewing advantage.

Safety and security was paramount so an elaborate plan was devised (Encl's. (1) & (2)) utilizing multi-agency and volunteer on-the-water and shore-side assets:

<b>USCG</b>	USCGC PT. Brower (PATCOM), USCGC Hawksbill, IMSST (3), PSU (1) Sta. Golden Gate, Sta. SF ( <i>Eight units</i> )
<b>Local Law-Enforcement</b>	SFPD (2), Berkeley PD, Fish & Game, Contra Costa Cty. PD, Richmond PD, Solano Cty. PD ( <i>Seven units</i> )

George C. Knies, Life Bio, Phase II- 2014, Page 11

Continued page 12

**PARADE ORDERS**      **Any revisions to the parade order will be broadcast on Channel 72.**

All participating vessels, if able, will muster outside the Golden Gate Bridge (GGB) south of a line between the South tower and Mile Rocks prior to 1145 hrs. This area is approximately 2 miles long and varies between .25 and .5 miles wide off Baker Beach. Vessels are required to remain south of the eastbound traffic separation lane.

The Guardian (fireboat), the first vessel, will take up station at the eastern end of the muster area, and begin the parade by passing under the GGB, just north of the south tower, at 1200 sharp. All other vessels are to muster to the west, out toward Mile Rocks, in parade order (Encl. (3)). Vessels are requested to report in to SSF Parade Control on Channel 72 when they arrive in their muster area. Europa (class A), Phoenix (last vessel) and Guardian (first vessel) must check in with USCG Vessel Traffic control Services before the start of the parade.

Any vessel that cannot go out under the bridge, will muster in an area stretching approximately .5 miles south and east of the South Tower of the GGB. Vessels mustering in this area will take up their place in line as the vessels pass.

Each participating vessel will be given, and must fly, a yellow and black SSF flag as an identifier for the USCG and the public. USCG, Police and USCGAUX assets will establish 100-yard Security Bubbles around all vessels flying the black and yellow burgee. The security bubbles are scheduled to commence at 1200 hrs., however, if a vessel desires security assistance in the muster areas, they should communicate their needs to the USCG on Channel 72. (Emergency situations should use Channel 16).

Parade speed will be set by the Pilot on board Europa; in range of 4-5 knots.

Vessels should try to maintain a parade spacing of 50 yards. Apart, and less for smaller ones, safety permitting. At this spacing, security bubbles will overlap and form a continuous security zone 100 yards. Wide on each side of the parade line.

Commercial ferry traffic may transit the parade line and security zones, but any requested crossings will be communicated to and coordinated by the security vessels.

As vessels approach the end of the parade at the Bay Bridge, vessels berthed at Pier 40 and China Basin will continue south to their berths. Vessels berthed at Piers 35, 45 and Hyde Street Pier shall turn to port, outside the parade line, and navigate east and north of the parade line to the area off their assigned pier. Vessels that have completed the parade shall not cross the parade line until all vessels have cleared the parade course in front of their assigned piers.

Review your docking information to determine which vessels in your group would enter the pier area first. All piers have more than one vessel at them and some are rafted. Coordinate your movements using Channel 72.

Safety zones will be discontinued when vessels are secure in their berths.

**NOTE:** If your vessel has a cannon on board, please do cannon salutes at Hyde Street Pier, Pier 39, and the Bay Bridge.

1. All vessels participating in the parade will fly a SSF Flag requiring a - 100 yd. safety zone around it.
2. All Media vessels will fly a Pink Flag *authorizing unrestricted transit* (Encl. (1)).
3. All Pwr. Sqd. vessels will fly a Yellow Flag.
4. All CG, Law Enforcement vessels will have their Blue Lights Flashing.
5. All CG AUX vessels will have their amber lights Flashing, patrol sign and burgee.
6. The moving safety screen will commence at noon until 1630.
7. For practical purposes the screen will last until all parade motion has ceased.
8. Parade vessels will leave the formation passing the Bay Bridge, and proceed to their individual berths..©