



GEORGE C. KNIES, LIFE BIO PHASE III



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

On June 6, 2003 I had the pleasure of visiting the U.S. Coast Guard Cape Disappointment, National Motor Life Boat School., Washington, located on the north side of the Columbia River Bar. The NMLB School trains crews to negotiate treacherous surfing conditions in 47 ft. surfboats.

Cape Disappointment is the largest Coast Guard Station on the Northwest Coast, with 50 crewmembers assigned to the station. Cape Disappointment is also the site of the oldest search and rescue station within the thirteenth Coast Guard District.

The Station has 5 search and rescue boats including the 52' motor lifeboat "Triumph" (52'-HWSPC), two 47' motor lifeboats (47' -MLB), a 25' homeland security response boat (25' -RBHS) and a 23' utility boat produced by safe Boat (23' (23' -UTL). The (52'-HWSPC) and 47' -MLB's have all been designed for operations in heavy surf conditions and are capable of being rolled over by breaking swells and re-righting themselves with minimal damage.

This area is regarded as one of the most treacherous river bars in the world. Because of the large number of shipwrecks near the river entrance it is often called "The Graveyard of the Pacific." During winter storms, wind-driven swells often reach a height of 20-30 feet at the entrance of the bar. With the combination of strong outgoing tides and large incoming swells, huge surge conditions can exist in and around the entire bar entrance.



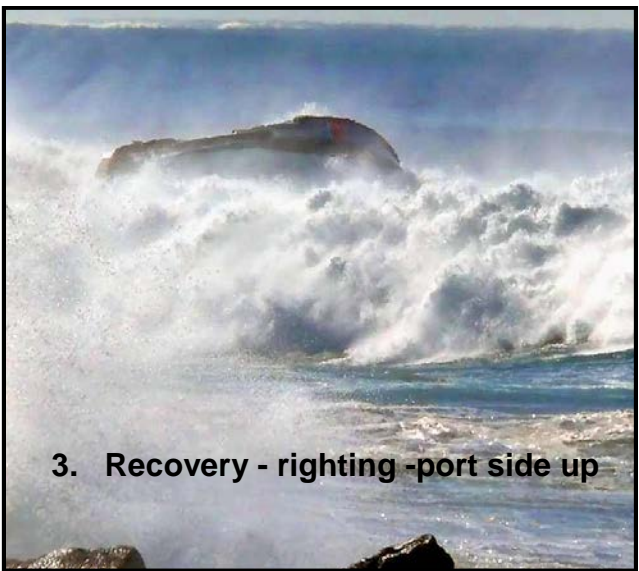
1. Here we gooooo



2. ◀ ◀Taking Swell bow-on



3. Recovery - righting -port side up



MARITIME/SAILING EMPHASIS

The Pacific Inter-Club Yacht Association (PICYA) was formed in San Francisco on May 12, 1896, to improve communication between yacht clubs, provide uniform racing rules, and encourage yachting.

The US Yacht Racing Association and YRA of San Francisco were created in 1928 to take over most major sail races. From the 5 charter clubs, today there are 100 member clubs in Northern California with a combined membership of approximately 15,600 boating families.



**PICYA Awards Night Encinal Y.C.
TIYC came across as a big winner**

Most clubs participate in a variety of inter-club activities designed to strengthen member yacht clubs. Many clubs have nearly perfect attendance at the monthly General Delegates Meetings, which are the primary source of information flow. There is a Flag Officers' Conference each spring to familiarize new club leaders with the heads of various boating related organizations. There is a corresponding Management Seminar each fall to improve club management skills. Safety conferences are also held to address topical issues of concern. Clubs compete annually for 26 prestigious perpetual trophies including keel boat, youth, predicted log, over-the-bottom, leadership, newsletter, and participation competitions. It has been my pleasure to have served as the **PICYA Legal Officer these past seven years.**



The International Order of the Blue Gavel

The objects and purposes of the International Order of the Blue Gavel are:

- (a) To selectively associate ladies and gentlemen of good character having a common love and appreciation of yachting and social and outdoor activities of every kind on the basis of background, character, personality, and social acceptability.
- (b) To provide Past Commodores with more extensive opportunity for worthwhile yachting activities for the purpose of cultivating, strengthening, perpetuating and preserving the ties of continued friendship, honor, benevolence, sportsmanship, fraternal and social relationships among Past Commodores of yacht clubs and yachting associations.
- (c) To subscribe to and stimulate interest in abiding by recognized yachting traditions, ceremonies, customs, ethics and etiquette. To provide for, though with limitation thereto, appropriate recognition of past and continuing service on the part of Past Commodores to their Club, the IOBG and yachting in the form of suitable insignia, lags, activities, awards, and honors.
- (d) To aid and promote, by precept and example, the development of more able and knowledgeable yachtsmen and women, that they may participate in yachting activities and marine events and ceremonies of every kind as a result of high standards of honor, tradition, good sportsmanship, and the fraternal and social relationship experienced by and between Past Commodores.
- (e) To encourage and promote the continuing interest and service of qualified and proven Past Commodores to their own yacht club and its activities without in any way usurping the authorities and responsibilities of the incumbent Officers, for the best interest of the Club.
- (f) To encourage and promote yachting and in all ways seek to provide, through the yacht club Chapter, a practical means to support, facilitate and augment the endeavors of the active Officers of the Club. By advising and counseling such Officers to the end of enhancing the pleasure and well being of all members and the prestige of the Club.

I served as an officer in IOBG for 18 years – Chapter: Secretary, Treasurer, Vice President, President: District Director 3 yrs, South Western Vice President 2 yrs.: International Legal Officer 8 yrs.

Civilian CRUISES

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<i>Sail Date</i>	<i>Ship</i>	<i>Destination/ Area</i>	<i>Days on Board</i>
AUG 27, 1976	SONG OF NORWAY	CARIBBEAN	07
JAN 27, 1979	ISLAND PRINCESS	MEXICO	07
SEP 10, 1979	PACIFIC PRINCESS	ALASKA	12
MAY 26, 1980	ROYAL VIKING STAR	PANAMA CANAL	16
MAY 02, 1981	GOLDEN ODYSSEY	MEDITERRANEAN GREECE	17
OCT 13, 1982	ISLAND PRINCESS	SIDNEY-NEW ZEALAND-SFO	30
DEC 24, 1983	PACIFIC PRINCESS	PANAMA CANAL	14
FEB 16, 1985	FAIRSKY	MEXICO	11
NOV 08, 1985	VISTAFJORD	EUROPE-CARIBBEAN-US	20
APR 05, 1988	ROYAL VIKING STAR	SINGAPORE-HONG KONG	14
JUL 08, 1988	MISSISSIPPI QUEEN	SI. LOUIS-CHATTANOOGA	07
NOV 20, 1988	SUN VIKING	CARIBBEAN	10
NOV 08, 1990	ROYAL VIKING SKY	SFO-TAHITI-HAWAII-SFO	26
DEC 11, 1995	STATENDAM	CARIBBEAN	10
APR 19, 1997	REGAL PRINCESS	TRANS-CANAL FT LAUDERDALE -SFO	15
DEC 02, 1997	VISTAFJORD	EUROPE-CARIBBEAN-US LIS-MIA	18
NOV 26, 2000	CORONIA	EUROPE-CARIBBEAN-US NAPLES-MIA	19
SEP 21, 2003	7 SEAS MARINA	SFO-TAHITI-HAWAII-SFO	26
SEP 17, 2004	7 SEAS VOYAGER	STOCKHOLM-BALTIC-FRANCE	11
OCT 29, 2006	CARNIVAL PRIDE	MEXICO IOBG CONFERENCE	07
MAY 30, 2008	OCEANIA NAUTICA	ISTANBUL-ATHENS	12
AUG 25, 2010	7 SEAS NAVIGATOR	FT. LAUDERDALE – BERMUDA	11
DEC 20, 2010	7 SEAS NAVIGATOR	SAN FRAN – FT LAUDERDALE (CANAL)	18

23 Cruises 349 Days

History Navassa Island

While attached to Fleet Training Command Atlantic Fleet Air Department Staff at Guantanamo Bay Cuba (GTMO) in early 60's, I was assigned as Liaison Officer to a Seabee and Seal unit directed to repair the Navassa Lighthouse and replenish the acetylene tanks fueling the Lighthouse beacon, as well as other classified missions. The LCDR Seabee engineer heading the expedition provided me with the history of Navassa Island that he had obtained from the Library of Congress. On July 17, 1964 I flew him to Navassa Island from GTMO in order to reconnoiter the Island from the air (no landing strip) and ascertain the possibility of making a landing via boat. The condition of the decaying pier, narrow gage railway, guttered buildings and steep forbidding cliffs ruled that option out. I concluded that the safest entry would be by helicopter. Several days later we embarked his detachment aboard a Destroyer Tender with a Helo Platform and provided two H-34 Marine helicopters for the subsequent lift. The landing evolution went without a hitch. During their two-week stay on the island I made several flights dropping fresh water, pizza, ice and beer, the latter-being most appreciated. I recently came across updated information regarding Navassa Island and decided to tell the rest of the story.....The recorded history of Navassa Island (originally called Navaza in Spanish) began in 1504 when Christopher Columbus, stranded on Jamaica, sent some crew members to Hispaniola by canoe for help. The canoes ran into the island on the way but it didn't have any water. Mariners avoided the place for the next 350 years.

Navassa's history resumed in 1857 when Peter Duncan, an American sea captain, landed and claimed the island for the United States under the Guano Act. The U.S. Congress had passed this act the year before, declaring that any unclaimed and uninhabited island anywhere in the world that possessed guano, i.e. bird-droppings in various stages of petrification, was U.S. territory if an American citizen claimed it first. The purpose of the Act was to protect U.S. claims to uninhabited guano islands. Navassa had one million tons of guano and became the third island to be acquired under this law. Haiti protested the annexation and claimed the island, which lies forty miles west of its southern peninsula, but the U.S. rejected the Haitian claim.

Guano phosphate was a superior organic fertilizer that became a mainstay of American agriculture in the mid-19th century. Duncan transferred his discoverer's rights to his employer, an American guano trader in Jamaica, who sold them to the just-formed Navassa Phosphate Company in Baltimore. After an interruption for the U.S. Civil War, the Company built larger mining facilities on Navassa with barrack housing for 140 African-American contract laborers from Maryland, houses for white supervisors, a blacksmith shop, warehouses, and a church. Mining began in 1865. The workers dug out the guano by dynamite and pick-ax and hauled it in rail cars to the landing point at Lulu Bay, where it was sacked and lowered onto boats for transfer to the Company Barque, the S.S. Romance. Railway tracks eventually extended inland.

Hauling guano by muscle-power in the fierce tropical heat with harsh rules enforced by abusive white supervisors eventually provoked a rebellion on the island in 1889. Five supervisors died in the fighting. A U.S. warship returned eighteen of the workers to Baltimore for three separate trials on murder charges. An African-American fraternal society, the Order of Galilean Fisherman, raised money to defend the miners in federal court, and the defense rested its case on the contention that the men acted in self-defense or in the heat of passion and that in any case the United States did not have proper jurisdiction over the island. The cases went as one to the U.S. Supreme Court in October 1890, which ruled the Guano Act constitutional, and three of the miners were scheduled for execution in the spring of 1891. A grass-roots petition drive by black churches around the country, also signed by white jurors from the three trials, reached President Benjamin Harrison, however, who commuted the sentences to imprisonment.

The Spanish-American War of 1898 forced the Phosphate Company to evacuate the island and file for bankruptcy, and the new owners abandoned the place to the booby birds after 1901.

Navassa became significant again with the opening of the Panama Canal in 1914. Shipping between the American eastern seaboard and the Canal goes through the passage between Cuba and Haiti. Navassa, which had always been a hazard to navigation, needed a lighthouse. The U.S. Lighthouse Service built a 162 foot tower on the island in 1917, 395 feet above sea level. A keeper and two assistants were assigned to live there until the U.S. Lighthouse Service installed an automatic beacon in 1929. After absorbing the Lighthouse Service in 1939, the U.S. Coast Guard serviced the light twice each year. The U.S. Navy set up an observation post for the duration of World War II. The island has not been inhabited since then.

A scientific expedition from Harvard University studied the land and marine life of the island in 1930. Since World War II, amateur radio operators have landed frequently to broadcast from the territory, which is accorded "country" status by the International Radio Relay Union. Fishermen, mainly from Haiti, fish the waters around Navassa.

On August 29, 1996, the U.S. Coast Guard dismantled the light on Navassa. An inter-agency task force headed by the U.S. Department of State transferred the island to the U.S. Department of the Interior. By Secretary's Order No. 3205 of January 16, 1997, the Interior Department assumed control of the island and placed the island under its Office of Insular Affairs. A 1998 scientific expedition led by the Center for Marine Conservation in Washington DC described Navassa as a unique preserve of Caribbean biodiversity. The island's land and offshore ecosystems have survived the twentieth century virtually untouched. The island will be studied by annual scientific expeditions for the next decade at least.

By Secretary's Order No. 3210 of December 3, 1999, the U.S. Fish and Wildlife Service assumed administrative responsibility for Navassa, which became a National Wildlife Refuge Overlay. The Office of Insular Affairs retains authority for the island's political affairs and judicial authority is exercised directly by the nearest U.S. Circuit Court. Access to Navassa is hazardous and visitors need permission from the Fish and Wildlife Office in Puerto Rico in order to enter its territorial waters or land. ©

AVIATION Emphasis

US Navy Attack Squadron (VA-46) was established on 24 May, 1955.

Following my return from the Hospital in Cuba I was transferred to VA-46, Cecil Field, Jacksonville Florida since my Squadron VF-173 was already deployed to the Mediterranean. Befitting the squadron's use of Scottish symbols, its nickname was "The Clansmen". The squadron's Scottish identity was chosen by its first commander, Clifford A. McDougal. Prior to our deployment in USS Randolph I met Ann and we were married on January 13, 1956 (FRIDAY). CDR McDougal and his wife and CDR B.J. Robinson and his wife (My Commanding Officer and Executive Officer) attended our wedding and diner at Naval Air Station Jacksonville, Florida along with New York and Birmingham families and our new Florida buddies.

Besides combat operations in Vietnam and the Persian Gulf, as well as deployments to other trouble spots around the World (including the Suez Canal in 1956 and Libya), VA-46 also saw firsthand the fire that broke out aboard the aircraft carrier *USS Forrestal* (CVA 59) in July, 1967. VA-46 lost 9 officers and enlisted men, and seven A4-E Skyhawks in that terrible tragedy. Among the squadron members at the time of the *Forrestal* fire was Lt. Commander John McCain, who currently serves as a US Senator from Arizona and was the Republican candidate for President in 2008. Later in our careers John and I served together at McCain Field (Jet Basic Training Base, Meridian Mississippi).

In 1967, after the fire aboard *Forrestal* that destroyed the majority of VA-46's aircraft, the squadron flew the older A-4B as we waited for transition to the Corsair II. We flew the "Bravos" for nine months before the squadron as a whole, began training for the A-7.

While tartan is traditionally associated with Scottish regiments, particularly in the armed forces of the British Commonwealth nations, the VA-46 "Clansmen" are somewhat unique in the adoption of a tartan by an American naval aviation squadron. This symbolism produced a strong sense of esprit de corps in the "Clansmen", as noted by Dollarhide:

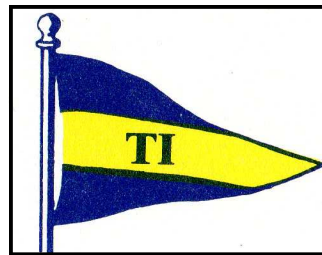
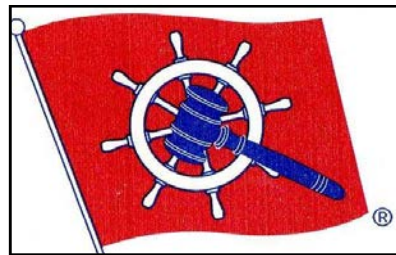
Our identity as the "VA-46 Clansmen," and our connection with the MacDougall clan, was a point of unit pride that made the squadron unique. Even though our squadron has long since been decommissioned, the legacy of the "Clansmen" and the MacDougall family tartan is alive in our memories and in museums around the country.

Today there are commemorative A-4 Skyhawks that bear the colors VA-46 at the Evergreen Aviation Museum in McMinnville, Oregon; the National Naval Aviation Museum in Pensacola, Florida; The Empire State Aerosciences Museum in Schenectady, New York; "Heritage Row" at NAS Jacksonville, Florida and the National Vietnam War Museum in Orlando, Florida. ©

We were proud of our Squadron Names, Logos and Patches, they were exposed to shine on our Aircraft, leather Flight Jackets, automobiles, etc. as a symbol of our glory and experience.

This page posts some of them ---- Starting with (ATG) Air Tactical Group 202 (Usually (CAG) Carrier Air Group);

► next Training Squadron Seven **BTG-7**; The Jesters, Fighter Squadron **VA-173**; Training Squadron Nine; Electronic Attack Squadron **VAQ-130**; Attack Squadron **VA-46**; I have more than 800 arrested landings that normally attached below Tailhook Society patch; TIYC ►► Yacht Club burgee & IOBG Blue Gavel.



Reunion: VAQ-130- Black Shirts, Denny, Me, Art/ White Shirts, Mac & Ted- PO's

Geo K



Gene Parquette, Me, Jack O'neal at our old 1953 Haunt, Trader Jons

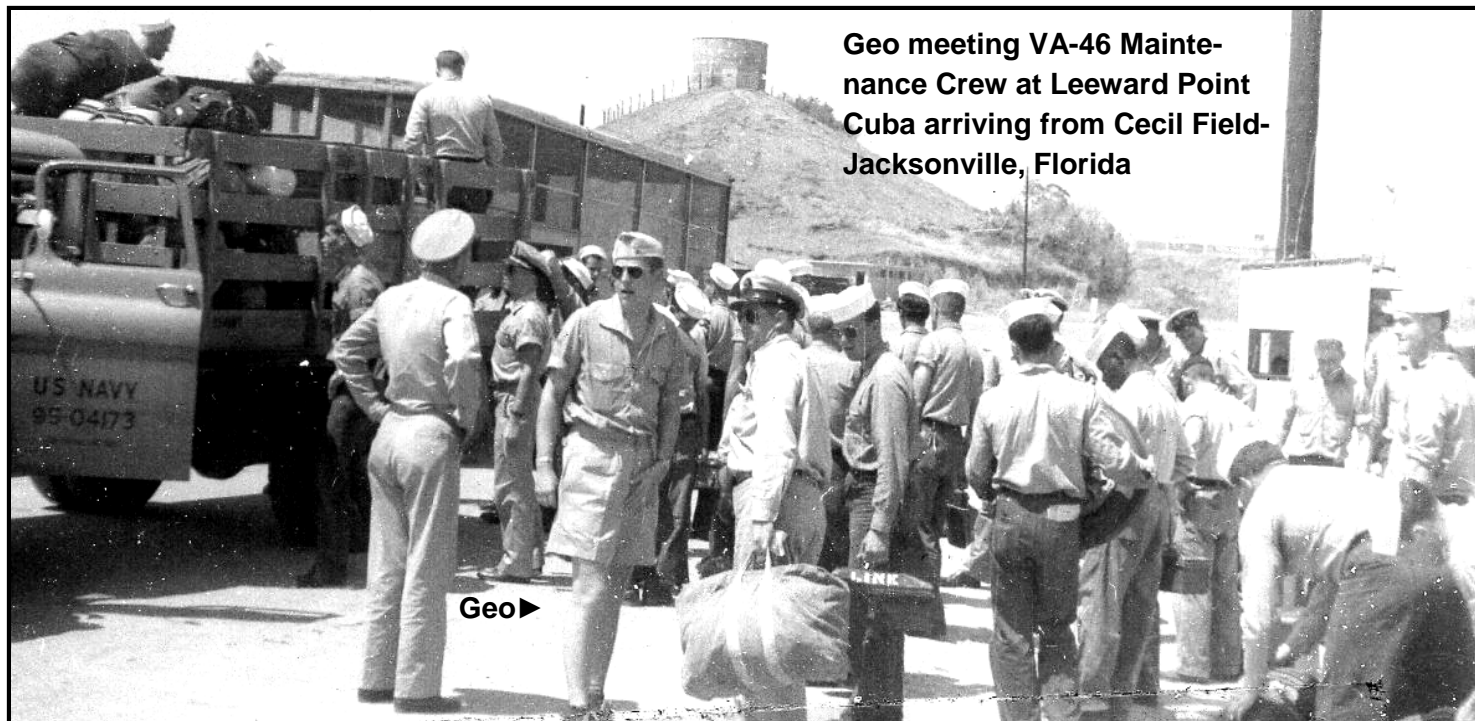
Geo K



VAQ-130 Reunion Raytheon Southern California 2009 - Officers &

Geo K





Dominican Sea Fury Jets



Dominican Air Base Bar



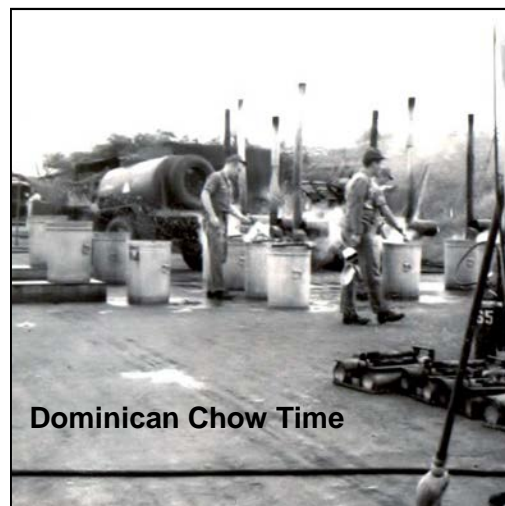
Dominican Mustanga P-51s



Dominican Air Force Base La Paz formerly Ciudad Truilliaro



Dominican Chow Time



Tall Ships, Port visits, Parades and International Relations — Retrospective

George C. Knies, DSO-PB 11NR

Every three years the Tall Ships[®] visit the West Coast of the U.S. commencing their race and tour from Canada to Southern California. Many of the participating ships do so in conjunction with the American Sail Training Association (ASTA) sponsorship. In 2009 this event will take place on the East Coast, in 2010 on the Great Lakes, then returning to the West Coast in 2011.

My first involvement with this event was in 1999, the Sesquicentennial "San Francisco Gold Rush Sail" celebration. In 2002, 2005 and 2008 I participated as the Parade of Sail Coordinator for the festival organizer. This year's event attracted fewer Class "A" foreign naval training tall ships (government vessels) and private tall ships due to world economic conditions. The past events provided the opportunity to visit sailing vessels from Indonesia, Columbia, Canada, Russia, Spain, Germany, Mexico, Ecuador, Japan, Chile, Sweden and a host of others. Each ship would host a "Captain's Reception" that included their native foods and beverages and in some cases their music provided by their naval bands and crewmembers. In turn we would arrange tours of Bay Area Coast Guard facilities for naval cadets and crew members in conjunction with PACAREA International Affairs Office. (*see comments and photos below*)

Festival of Sail 2008 being a "Marine Event of National Significance" the Coast Guard was a key participant in the planning and execution of the event. The parade and cannon-battle planning commenced last year at Sector San Francisco bringing together Coast Guard Sector SF, Waterways, Inspections, Enforcement, VTS, Public Affairs, etc. with Festival of Sail, Port of SF and SF Pilots representatives.

The International Order of the Blue Gavel provided two "Media Boats" *El Nido* skipper Jim Aberer and *Dedicated*, skipper Jerry Zanoli, that operated within the "Regulated Area". I was aboard *Dedicated* along with Desmond Thorsson, my radio operator, busily organizing the parade order and attempting to keep the bow to stern intervals reasonably close. A requirement for all parade participants was the Festival of Sail flag, five of which had to be delivered to late arrivals out in the marshalling area west of the GGB, two transfer attempts landed in the water, but were retrieved successfully. The parade started on time, and considering the potential speed differentials due to the mix of vessels, the parade proceeded fairly well.



We were blessed with exceptional weather and a brisk wind that afforded many of the vessels the opportunity to unfurl most of their sails — well appreciated by the thousands of spectators along the SF waterfront. As in the past there is always a participant casualty or two, this year the *Californian* was the unfortunate recipient when she severed her bow-sprit.

The Auxiliary did itself proud as represented by the many accolades included throughout this publication.

I have been asked why there was only one foreign ship this year— Money! The cost of fuel crossing the Pacific and the Atlantic was the main deterrent. These are sailing vessels; however, there are time considerations and the prevailing winds do not cooperate all the time, thereby necessitating auxiliary power. Even when under sail the ship will have her generators on continuously. Like our recreational boating public the foreign vessels are staying closer to home this year, and I don't see the situation changing for years to come. We were fortunate in having so many west coast vessels available and interested in participating in our festival. In the past six years we had the opportunity to host and join with many international Naval Training Ship crews and cadets, lets hope that we can once again renew these most valuable Port Visits in the not too distant future. ©



Mexican Naval Cadets from the Barque Cuauhtemoc

Attending briefing, lunch and tour of USCG Cutter, Coast Guard Island





Mexican Training Barque Cuauhtemoc



Geo K



PACAREA Int. Affairs Officer & George Knies, USCGAUX (Center) with Officers and Cadets of the Spanish Topsail Schooner Juan Sebastian De Elcano at Coast Guard Island, USCGC MORGENTHAU tour, briefing and lunch



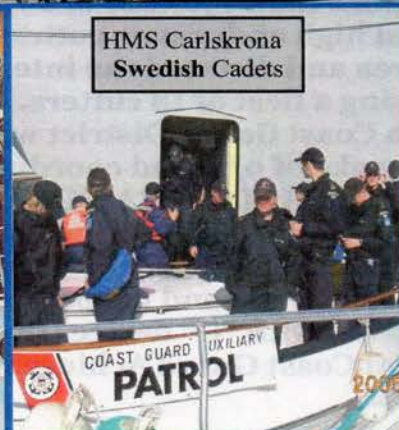
USCGC MORGENTHAU



Pallada, Full Rigged Ship, Russia



Esmeralda, Barquentine, Chile



HMS Carlskrona
Swedish Cadets





The OLD meets the NEW - Eagle and the soon to be commissioned Bertholf



USCGC BERTHOLF (WMSL 750)

**San Francisco
July 23, 2008
Festival of Sail**

**P
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SAIL**

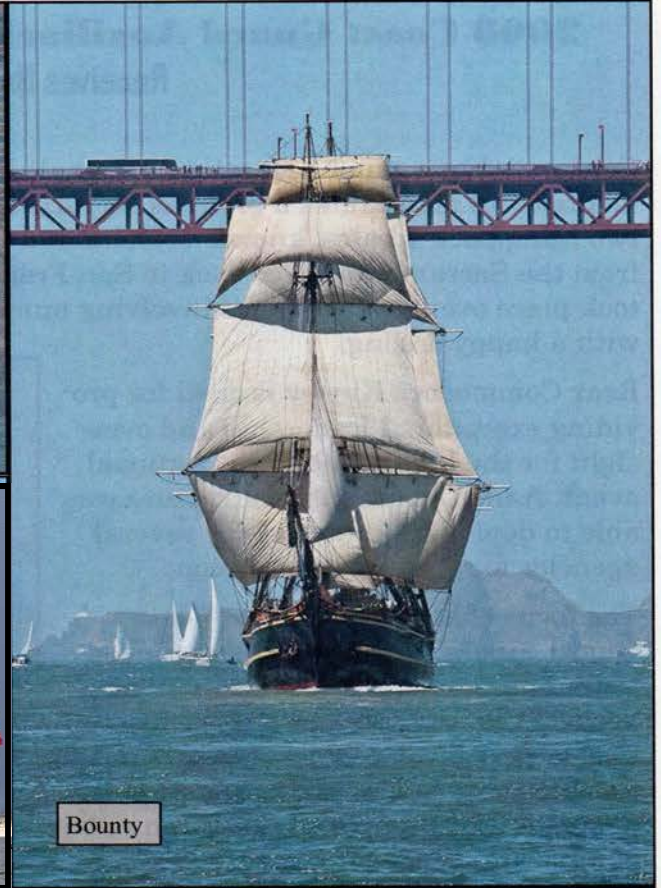
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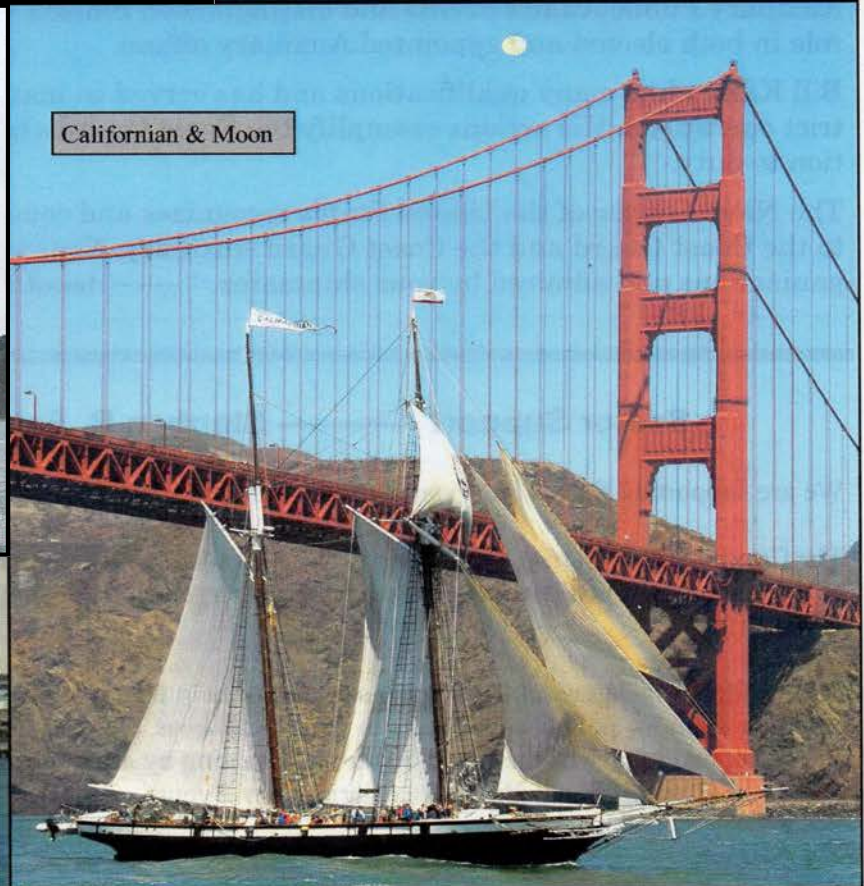


SF Fireboat Phoenix

Juan Sebastian De Elerno



Bounty



Californian & Moon



EAGLE

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Continued Phase IV Issue