





2015 FLEET WEEK PARADE OF BOATS



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SCHEDULE OF EVENTS

Thursday October 8th

Blue Angels Arrival & Practice 12:00pm - 4:00pm

Friday October 9th

Parade of Ships 11:00am – 12:30pm First Ship under the Golden Gate Bridge

Air Show 12:30pm - 4:00pm (Blue Angels from 3pm - 4pm)

Saturday October 10th

Air Show 12:30 - 4:00pm (Blue Angels from 3pm - 4pm)

Pier 39 Fireworks 8:30pm

Sunday October 11th

Air Show 12:30 - 4:00pm (Blue Angels from 3pm - 4pm)

2015 Parade Lineup

11:00am – First Ship under the Golden Gate Bridge

1. SFFD Fireboat Guardian
2. USS Capt St. George
3. USS Stockdale
4. USCGC Boutwell
5. USS Coronado
6. HMCS Calgary
7. ACRE MV John Dillard

SFFD FIREBOAT GUARDIAN



Guardian is a fire boat owned by San Francisco Fire Department and operated in the San Francisco Bay since 1990 in reserve status. *Guardian* was a gift to the people of San Francisco by anonymous donors following the notable role of the fireboat *Phoenix* in helping to save the Marina District buildings from further destruction by fire following the 1989 Loma Prieta

earthquake. Both *Guardian* and *Phoenix* fireboats are based at Firehouse No. 35 at Pier 22½ of the Port of San Francisco. *Guardian* has 5 pumps which can deliver up to 26,000 gallons of water per minute, significantly more than *Phoenix*, making it the most powerful fireboat in the world in terms of pumping capacity.

Guardian was built by Yarrows, LTD of British Columbia in 1951 and was hull number 115. *Guardian* served the city of Vancouver, Canada from 1951 until the time it was retired in 1987 by Vancouver Fire and Rescue Services under the name *Fireboat #2*.

Though the city of San Francisco had operated two fireboats from the early 1900 until 1954, the *Phoenix* was the only fireboat in the city from 1955 until the 1989 Loma Prieta earthquake. Because of the role of *Phoenix* in the protection of the Marina District after the 1989 earthquake, \$50,000 from grateful Marina property owners and \$300,000 from anonymous donors were used purchase and refurbish *Guardian*. Upon arrival in San Francisco, the ship was rechristened *Guardian*, a name chosen by the school children of San Francisco at the request of the anonymous donors.

Both *Guardian* and *Phoenix* are based at Pier 22 1/2. In 1999, Firehouse 35 at Pier 22 1/2 was declared San Francisco's 225th Historic Landmark.

USS CAPT ST. GEORGE



USS Cape St. George (CG-71) is a Ticonderoga-class cruiser laid down by the Litton-Ingalls Shipbuilding Corporation at Pascagoula, Mississippi on 19 November 1990, launched on 10 January 1992 and commissioned on 12 June 1993. Cape St. George operates out of San Diego, California, and administratively reports to Commander, Naval Surface Forces Pacific.

Cape St. George is named for the World War II Battle of Cape St. George near New Ireland in Papua New Guinea where a U.S. Navy destroyer force led by Captain Arleigh Burke defeated a Japanese destroyer force on 25 November 1943.



In March 2003 she was a first responder in support of Operation Iraqi Freedom, awaiting orders from the Mediterranean Sea, off the coast of Turkey. Cruiser-Destroyer Group Eight. The Helicopter Squadron attached to the Cape during this cruise was HSL-44 (out of Mayport Naval Station). During this deployment, the Cape St. George became one of the first US Navy ships to fire cruise missiles from the Mediterranean at a target (Iraq). The Cape soon set sail for the Persian Gulf to continue missile support operations after the

Government of Turkey claimed that a cruise missile landed, intact, on Turkish soil. Needless to say, US warships were no longer allowed to fire missiles over Turkish airspace. The Cape St. George then became the first US Navy ship ever to fire from two theaters of battle in history during her five month cruise, the Mediterranean Sea and the Persian Gulf. The photograph of the USS Cape St. George firing its first missile at Iraq (cover photo) from the Mediterranean Sea was taken by one of two sailors deployed in one of the Cape's two RHIB boats. (Rigid Hull Inflatable Boat) Video footage was also taken and was seen shortly after on CNN. The photograph made papers nationwide soon after and is now the Cape's token photograph.,

In May 2005, Cape St. George became the first surface warship certified to use only digital nautical charts (DNC), instead of paper charts using the Voyage Management System (VMS). About 12,000

paper charts have been replaced by 29 computer discs. VMS is part of the Smart Ship Integrated Bridge System, which has been under development since 1990.

On 18 March 2006, she was involved in a firefight with suspected pirates, along with USS Gonzalez. The two US warships exchanged fire with the suspected pirates about 25 nautical miles (46 km; 29 mi) off the coast of Somalia. Initial reports indicated that one suspected pirate was killed and five others wounded while Cape St. George took superficial damage from small arms fire during the action.

In March 2007, Seaman Richard Mott slashed the throat of Seaman Jose Garcia from behind as the 18-year-old ate breakfast on the berthing barge nested aside the ship while she was pier side at BAE Shipyards Norfolk, Virginia for repairs. Garcia was seriously injured but survived. On 7 November 2008, Mott was found guilty of attempted murder and was sentenced to 12 years in prison.

In July 2007, Cape St. George departed Norfolk, VA in transit to her new homeport of San Diego, CA as part of the realignment of naval forces following the 2006 Quadrennial Defense Review.

On 17 October 2010, the aircraft carrier USS Abraham Lincoln (CVN-72) and Cape St. George arrived off the coast of Pakistan to support the coalition troop surge in landlocked Afghanistan.

On 31 January 2011, Cape St. George responded to a distress call from a sinking Iranian dhow by dispatching a rescue team via a rigid-hulled inflatable boat (RHIB). The rescue team attempted to repair the dhow's dewatering pumps, but they were unable to stop the flooding. The Iranian fishermen were brought aboard Cape St. George where they were examined by the medical staff before being transferred to an Iranian customs vessel.

6–10 January 2012, accompanying carrier Abraham Lincoln, Cape St. George visited the Gulf of Thailand port of Laem Chabang. During the visit, Singapore-based Glenn Defense Marine Asia (GDMA) provided husbanding services, for which the Navy was billed a total of \$884,000. In November 2013, federal prosecutors charged that the Navy had been overbilled more than \$500,000.

USS STOCKDALE



USS Stockdale (DDG 106) laid down on August 10, 2006, in Bath, Maine, by the Bath Iron Works Corporation. After sailing around the United States and through the Panama Canal to her homeport in San Diego, USS STOCKDALE was commissioned on April 18, 2009. Commander Fred Kacher was the first to take command of the destroyer.

On November 30, 2010, STOCKDALE departed on her maiden deployment to Southeast Asia. The deployment was a great success, and included visits to Malaysia, Singapore, Korea, Cambodia, Guam and Hawaii. In July 2011, the crew received the opportunity to conduct

exclusive missile testing off the coast of Hawaii. STOCKDALE and her crew returned safely home on July 22, 2011.

In September 2010 DDG 106 participated in a tactical maneuvering exercises, as part of the USS Carl Vinson (CVN 70) Carrier Strike Group, off the coast of southern California. In November USS Stockdale departed Naval Base San Diego for her maiden deployment.

In January 2011 The USS Stockdale maneuvered and conducted helicopter operations with the Japan Maritime Self-Defense Force (JMSDF) destroyer JS Kurama (DDH 144) during a Passing Exercise (PASSEX). In February the guided missile destroyer participated in Cobra Gold 2011 with the Essex (LHD 2) Amphibious Ready Group (ARG). In July USS Stockdale returned to San Diego after an extended eight-month deployment in the U.S. 7th Fleet Area of Responsibility. In September the guided-missile destroyer was off the coast of southern California conducting operations with the USS Carl Vinson CSG.

In January 2012 The Stockdale commenced a two-month Selected Restricted Availability (SRA). In June USS Stockdale pulled into Pearl Harbor for the in-port phase of the multi-national exercise Rim of the Pacific (RIMPAC) 2012. In November DDG 106 returned to homeport after completing a four-week Composite Training Unit Exercise (COMPTUEX) and Joint Task Force Exercise (JTFEX), in the SOCAL Op. Area, with the USS Nimitz (CVN 68) Carrier Strike Group. In December the Stockdale returned to Naval Base San Diego after a week-long underway off the coast of southern California.

In January 2013 USS Stockdale departed Naval Base San Diego for a scheduled Middle East deployment. Later that January DDG 106 completed a three-day Undersea Warfare Exercise (USWEX) 13-1 in the Hawaiian Op. Area with other destroyers from the USS Nimitz CSG Surface Action Group.

USCGC BOUTWELL



USCGC Boutwell (WHEC-719) is a U. S. Coast Guard high endurance cutter based out of San Diego, California. Named for George S. Boutwell, United States Secretary of the Treasury under President Ulysses S. Grant. Boutwell engages in many CG missions, including Search and Rescue, Law Enforcement, Maritime Security, and National Defense.

USCGC Boutwell is the fifth of the Coast Guard's fleet of 378 foot High Endurance Cutters. She was built in 1967 in the Avondale Shipyards in New Orleans, LA. She was launched on 17 June 1967, and her

launching sponsor was Mrs. Douglas Dillon. After she was commissioned in 1968, she sailed to her first homeport, Boston. In 1973 Boutwell moved to Seattle, where she remained until she underwent the Fleet Renovation and Modernization Program in 1990. Once the renovation was complete she moved to Coast Guard Island in Alameda, CA. In 2011 she relocated to San Diego, CA to replace the decommissioned USCGC Hamilton.

Boutwell's successful missions have earned her fame and respect in the Coast Guard Community. Boutwell's successes include many historic records. In 1980 Boutwell conducted the largest at-sea rescue ever conducted, when she rescued more than 500 people from the burning cruise ship Prisdendam, in the Gulf of Alaska. In 1998, Boutwell had the largest high-seas drift net bust in Coast Guard history.

In 2003, Boutwell participated in the Iraqi conflict. Boutwell valiantly defended the oil terminals off the coast of Iraq and Iran. For her many accomplishments and continued excellence, Boutwell received the Admiral John B. Hayes Award for Unit Excellence. In 2005, Boutwell seized over 900 million dollars in cocaine (28,000 lbs). In doing this, Boutwell was exercising the newly developed Go-Fast Response Team. With the help of the new HITRON helicopter, Boutwell could stop and seize drugs from every Go-Fast it pursued.

Boutwell was recognized as the 2013 Forrest O. Rednour Memorial Award Large Afloat Dining Facility[2] and as the second place winner for the 2014 Large Unit Afloat MWR Program of the Year. In October 2014, Boutwell completed a noteworthy counterdrug deployment in support of the U.S. Coast Guard's Western Hemisphere Strategy; this deployment was cited by U.S. Coast Guard Commandant Admiral Paul Zukunft as an example of how better integration of operations and intelligence can impact smuggling in the Western Hemisphere.

USS CORONADO



USS Coronado (LCS-4) is an Independence-class littoral combat ship. She is the third ship of the United States Navy to be named after Coronado, California. The contract was awarded to General Dynamics-Bath Iron Works in May 2009 for the construction of LCS-4.

Coronado is the second littoral combat ship (LCS) to feature a high-speed trimaran hull and will be designed to defeat littoral threats and provide access in coastal waters for missions such as mine warfare, anti-submarine warfare and surface warfare. There are two different LCS hull forms – the Independence-class aluminum trimaran, and the Freedom-class semiplaning monohull designed and built by Lockheed Martin. These seaframes will be outfitted with reconfigurable payloads, called mission packages, which can be changed out quickly. Mission packages are supported by special detachments that will deploy manned and unmanned vehicles and sensors. Coronado is being built by Austal USA in Mobile, Alabama.

Starting with LCS-4, the Independence class carries standard 7 metres (23 ft) long Rigid-hulled inflatable boats, and improvements in corrosion protection and propulsion.

The ship's keel was laid on 17 December 2009. She was launched and christened during a ceremony in Mobile Bay on 14 January 2012 by Susan Keith, the daughter of Eleanor Ring who christened USS Coronado (AGF-11) in 1966.



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Fire is feared on all the ships of the Independence class, and the delivery of Coronado was delayed by two fires during her builder's trials. USS Coronado was delivered on 27 September 2013. On 27 January 2014 Coronado departed the Austal USA shipyard in Mobile, Alabama, en route to her commissioning site in Coronado, California. She was commissioned on 5 April 2014.

On 30 April 2014, the LCS Mission Modules (MM) program successfully completed the first Structural Test Firing (STF) of the 30 mm gun mission module aboard USS Coronado. The test consisted of installing two 30 mm guns, mission package software, and associated test equipment, loading live ammunition, and conducting three live fire scenarios: gun operations; worst case blast loading; and sustained fire. Multiple tracking exercises using high speed maneuvering surface targets to simulate single and swarm boat attacks were also accomplished the following day. Surface warfare tracking and live fire exercises are scheduled in summer 2014, culminating in initial operational test and evaluation in 2015. Coronado is the first Independence-class LCS to undergo firings of the 30 mm cannons of the surface warfare mission package.

In late July 2014, the Navy confirmed that Coronado would test-launch the Norwegian Naval Strike Missile in September. Although there is no current requirement for the missile aboard Littoral Combat Ships, it is significantly larger than the AGM-114 Hellfire missile slated to be integrated onto the ship classes, and the Navy is testing its feasibility in an increased anti-surface warfare role for the ships. The test was meant to provide insight into the missile's capabilities, see if it could fit aboard the ship, and review the detect-to-engage sequence of firing a long-range weapon from an LCS. The test occurred on 24 September 2014. The missile was successfully fired from a launcher positioned on ship's flight deck at a mobile ship target.

In mid-August 2014, Coronado demonstrated the ability to rapidly stage and deploy U.S. Marine Corps ground units. Marine Light Attack Helicopter Squadrons 469 and 303 conducted day and night deck-landing qualifications in preparation for an airborne raid. The Independence LCS' features of high speed, a large flight deck, and reconfigurable mission bay can support air and small-boat employment and delivery of Marine ground and air tactical units; a small Marine ground unit can be carried even with an embarked mission module.

On 16 October 2014, the Navy announced that Coronado conducted dynamic interface testing with the MQ-8B Fire Scout unmanned helicopter. The tests familiarized the crew with operating the unmanned aircraft, verified and expanded launch and recovery envelopes, and identified opportunities for envelope expansion to demonstrate future concepts of operations for the aircraft aboard an LCS, which will use the Fire Scout in all three mission packages. Final Contract Trials (FCT) for the ship were completed in June 2014, and Coronado is scheduled to begin Post Shakedown Availability in October 2014.

HMCS CALGARY



HMCS Calgary is a Halifax-class frigate that has served in the Canadian Forces and Royal Canadian Navy since 1995.

Calgary is the sixth vessel in her class and the second vessel to carry the designation HMCS Calgary. She was built as part of the Canadian Patrol Frigate Project.

Calgary was laid down on 15 June 1991 by MIL Davie Shipbuilding at Lauzon and launched on 28 August 1992. She was commissioned into the Canadian Forces on 12 May 1995 and carries the hull classification symbol 335. On 6 June 2011 Calgary was turned over to Seaspan Marine Corporation's Victoria Shipyards, to start an 18 month mid-life upgrading and modernization. Calgary was returned to the Royal Canadian Navy from Victoria Shipyards on 1 June 2012 and as of fall 2013 conducted sea acceptance trials. She is assigned to Maritime Forces Pacific (MARFAC) and is home-ported at CFB Esquimalt.

HMCS Calgary (FFH 335) pulls into Joint Base Pearl Harbor-Hickam, Hawaii, to support Rim of the Pacific (RIMPAC) 2010 exercises.

Calgary serves on MARPAC missions protecting Canada's sovereignty in the Pacific Ocean and enforcing Canadian laws in its territorial sea and Exclusive Economic Zone.

On 10 July 1995, Calgary was sent to the Persian Gulf as part of the force used to enforce sanctions on Iraq, her mission lasting until December of that year. While en route home, she assisted the sinking bulk carrier Mount Olympus. She rescued all 30 members of her crew, taking them to the freighter Rodopi.

HMCS Calgary deployed on Exercise "Tandem Thrust" in 1999.

In 1999, while participating in the exercise "Tandem Thrust", Calgary suffered the breakdown of one of her diesel generators. The following year she redeployed to the Persian Gulf, once again as part of the group enforcing sanctions against Iraq.

Calgary participated in RIMPAC 2014 in June 2014, the first time that China will participate in the operation. Calgary, accompanied by Winnipeg, Yellowknife and Brandon, departed in October 2014 to take part in San Francisco Fleet Week and the Task Group Exercise with the US Navy in American coastal waters.

ACRE MV JOHN DILLARD



86.7 feet Length Overall
26 feet on the beam
27 knot capability

The risk of serious danger to marine traffic from debris in San Francisco Bay has been greatly reduced thanks to an 87-foot state-of-the-art debris removal vessel with special maneuvering ability.

The M/V John A. B. Dillard Jr., equipped with two 1,450 HP engines, is capable of traveling at 32 mph, almost three times faster than the other vessels in the fleet, but it's special maneuverability comes from two WESMAR

dual propeller bow thrusters, which allow it to maneuver in turbulent weather, in close quarters, and hold to position for quicker, safer recovery operations.

The Dillard, owned by the US Army Corps of Engineer's, is a multi command catamaran and the first vessel built specifically for the Corps' San Francisco Division. Instead of having to tow debris for disposal like the older boats of the fleet, the new boat can pick it up with a pedestal mounted, knuckle-boom grapple crane, drop it on the deck and quickly carry it to shore for disposal. Key to the process are the WESMAR V2-12E bow thrusters. WESMAR thrusters are well known for their ability to snug up close to docks, to hold position and to maneuver in close quarters during such operations.

The Dillard was an \$8.5 million dollar investment, the hull design is from Incat Crowther Ltd of Australia and builder was Kvichak Marine Industries, Kent, WA. It is the first vessel built for the Corps' San Francisco Division in more than a half-century. Named in honor of a World War II and Vietnam veteran killed in action, the Dillard will serve as a command center in emergencies for debris removal, dive operations and hydro-surveying.

An historic event created the debris removal program in San Francisco Bay, which has been in place for 70 years. In 1942 Admiral Chester Nimitz, Commander-in-Chief of the Pacific Fleet was on board a seaplane that struck floating debris when landing in San Francisco Bay. The bottom of the aircraft was ripped open and it capsized. Admiral Nimitz survived, but the pilot was killed.

That incident led to the SF District Corps of Engineers setting up a floating debris hazard collection program in the Bay, and during World War II small tugs with crews of both civilian and navy enlisted men patrolled the Bay daily collecting floating hazards and towing them to a disposal site at the Alameda Naval Air Station. In the years since, as traffic has increased and technology has advanced, the Corps has struggled to keep up with its mission with two converted WW II vintage aircraft recovery vessels modified to meet their hazard collection mission, a 100-foot catamaran Raccoon and a 50-foot tugboat Grizzly.