



The Official Tour Guide to

COAST GUARD ISLAND

Alameda, California



SEMAPHORE PRACTICE U.S.C.G. GOVERNMENT ISLAND 108

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Front cover, top: Government Island circa 1922

Front cover, bottom: Semaphore practice on Government Island circa 1945



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THE ISLAND



Coast Guard Island circa 2012
(Photographer unknown)

Federal Property

Coast Guard Island is a government-owned facility. It is **not** open to the general public so **escorts are required** unless the visitor carries a valid Department of Defense (DoD) identification card (also referred to as a common access card, CAC), a retired DoD or Department of Homeland Security (DHS) identification card, or carries a valid dependent identification card. All others will be turned away at the front gate.

Directions

Coast Guard Island is located at:

1800 Dennison Street, Alameda, California 94501.

Most Internet mapping software can guide you to either the street address or to Coast Guard Island as a point of interest.

Parking

Parking availability will ebb and flow depending on the number of Coast Guard cutters in port. However, there is usually plenty of parking in the main parking lot between Campbell Boulevard and Eagle Road. This lot is between the Clinic (Building 1) and the Galley (Building 4). Do not park in any location designated for unit or command use. These areas are clearly labeled. **Do not park on the pier at any time.**

Food

Coast Guard Island does **not** offer galley services to the general public without sponsorship by a military or civilian escort. The Coast Guard Exchange (Building 22) offers a Subway restaurant but other Exchange services are restricted to military and government civilians (and their dependents) only. ★



The Estuary with Alameda to the right and Oakland to the left. Coast Guard Island, then known as Government Island, is in the upper left before the entrance to the tidal canal.

(Photo circa 1920 by unknown)

GUIDELINES



Health and fitness on Government Island, circa 1945
(Photographer unknown)

Clothing

Wear comfortable walking shoes

Although much of the tour is on pavement, there is a section along the western side that skirts the Estuary. The path is made of crushed stone.

Wear “Bay Area” clothing

Coast Guard Island is exposed to the elements. Even in summer months it can be chilly. We suggest a light jacket in the summer and a warmer one in the winter.

There are no publicly accessible bathroom facilities

Not all buildings are accessible to the public. We suggest that before beginning the tour, all tourists or guides use the facilities in Building 4 (Galley) or Building 16 (Gym).

Safety

Follow the map

It is incumbent upon the tour guide to ensure all tourists follow the tour map and stay on course. However, should any tour guide “lose” a tourist, the lost individual should immediately contact our Security in Building 3 for assistance call 510-437-3151.

Do not stray from the tour

While safety is not a major factor, there are areas on the Island that are

considered industrial . Examples include the area around Building 42 (the Warehouse), Building 15 (Naval Engineering), and the cutter piers. Further, despite our best efforts there may be tripping hazards especially along the running path.

When available, stay on the sidewalks

We have a very strict speed limit but there are blind corners. Additionally, we often receive shipments from suppliers via semi-tractor trailer and have a routine Shuttle Service that circles the Island. You are small and they are big. Please stay on the sidewalks.

Do not approach the water line

Since the Island is artificial, the shoreline is extremely rocky and potentially dangerous. Refuge that washes up along our shores is particularly worrisome and should be avoided at all times.

Do not walk on the concrete pier without escort

Like other areas of Coast Guard Island, the pier is a working environment. If you are fortunate to visit while a Homeland Security Cutter is in port, you may take photographs. However, approaching a cutter without escort or entering the pier area without an escort is a security concern. Further, the piers often contain tripping hazards that could lead to serious injury.

Wildlife

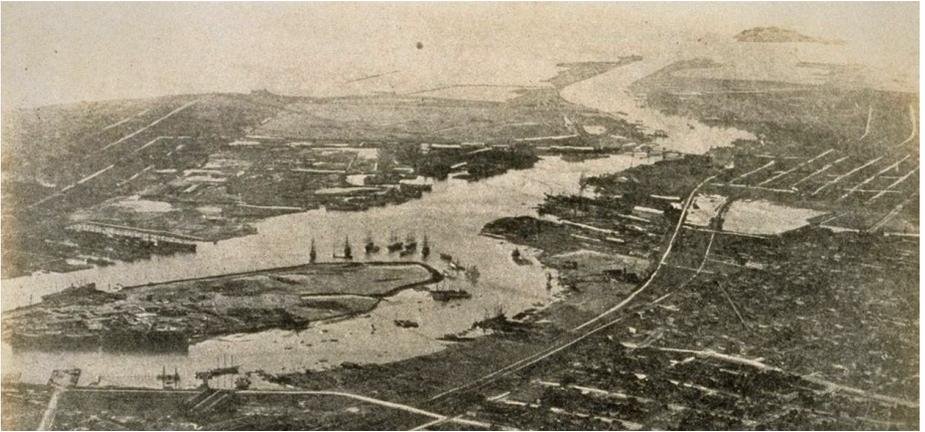
Be wary of wild life

Coast Guard Island is home to a surprising number of geese. Most are wary of humans but, if threatened, they will chase. **Do not feed the animals**, either. Over time the squirrel population has felt less threatened and will approach you for food. Although cute, they can bite and do carry disease. ★



These little critters are cute but please don't feed them.
(photo by Christine N. Cole)

HISTORY



Government Island circa 1919
(Photographer unknown)

By David S. Rosen

Government Island, an artificial island, was formed in 1913 in the Oakland Estuary between Oakland and Alameda. The Coast Guard first came to the island in 1926 when it established Base 11.

An Executive Order signed in September 1931 gave title to a 15 acre tract for a permanent base. Improvements were started at that time and by 1933 included streets, utilities, spur tracks, a trestle bridge from Oakland, a transformer station, and rebuilding of the existing wharves. The cost was more than one and a half million dollars and provided facilities for Base 11 and the Coast Guard Store (warehouses).

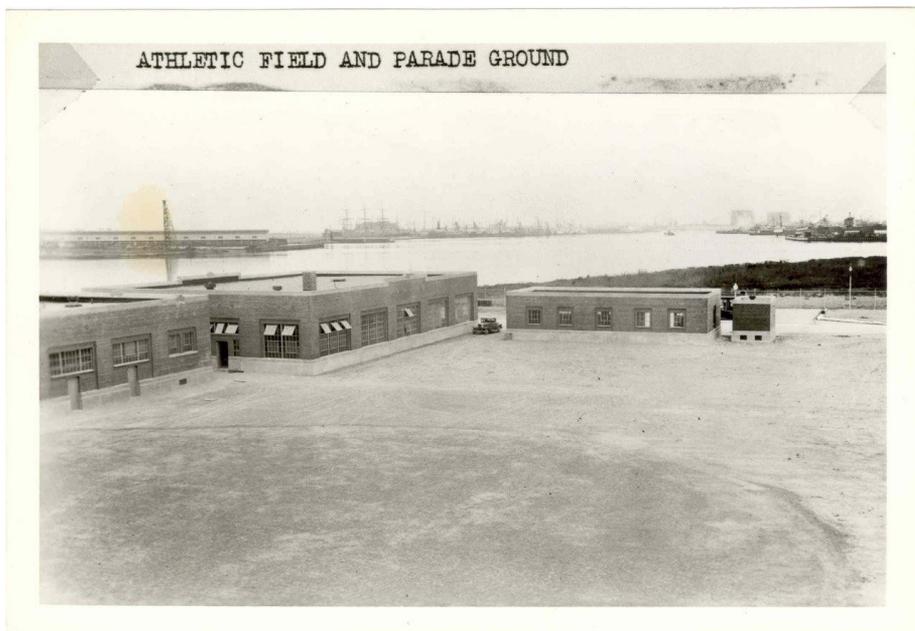
The shore establishment expanded in 1939 with the amalgamation of the Lighthouse Service. A training center was established in 1940 to meet the service's increased personnel needs.

Thirty-five acres were acquired from the city of Alameda in 1939 with an additional 17 acres purchased by the Coast Guard in 1942. The entire island of 67 acres was devoted to training center facilities. The first contract awarded February 21, 1942, provided for five barracks, mess hall and galley, engineering and administration buildings, an infirmary, roadways, heating, plumbing, electrical and fire protection. The contract was completed June 30, 1942 at a cost of \$1,680,082.94. Additional contracts for another half million dollars provided for additional barracks, clothing issue building, paving a drill field, band room, incinerator, anti-aircraft trainer building, and docks for small boats.

The training center was first opened in June 1, 1942 with accommodations for 900 men. It was solely to train recruits. Specialty training was added later to include fireman, signalman, laundryman, radioman, boatswain's mate, cooks and bakers, and volunteer port security.

After the war Government Island remained a Coast Guard Training Center with addition of the Weather Bureau, Internal Auditors, and the Bureau of Roads. During the late 1960's the Training & Supply Center was the Coast Guard's largest field unit on the West Coast. The Training Center graduated 60-100 seaman and fireman apprentices each week. The Supply Center provided support to the western area districts including Squadrons One and Three in Viet Nam. The cutters *Taney*, *Gresham*, and *Barataria* were home-ported at the island.

In 1982 the Training Center was closed and recruit training was accomplished exclusively at Cape May, NJ. Support Center Alameda was estab-



Government Island circa 1933.
(Photographer unknown)

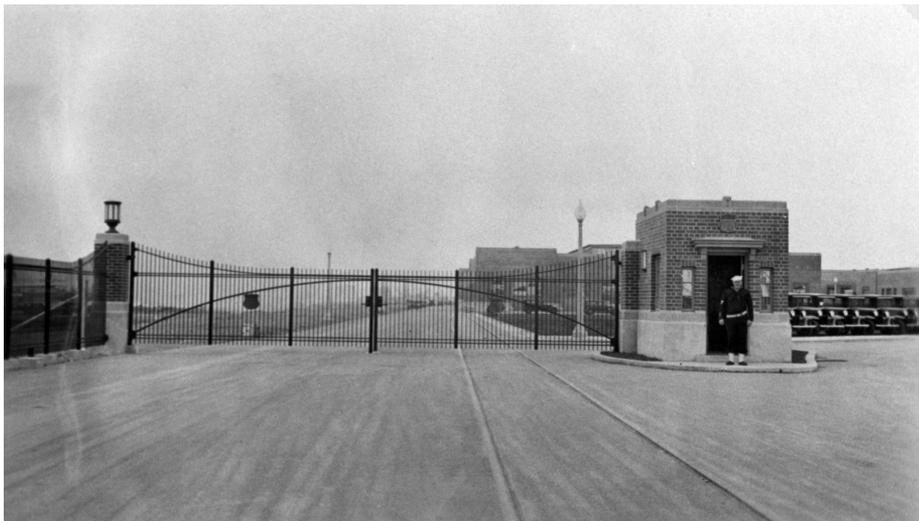
lished June 1, 1982 and the island was renamed Coast Guard Island. The Pacific Area Command, Coast Guard District Twelve, and Marine Safety Office San Francisco Bay moved from downtown San Francisco to the island.

On June 24, 1987 the Maintenance & Logistics Command Pacific was established and located on the island. The Support Center was re-designated as

Integrated Support Command Alameda on March 15, 1996.

The Integrated Support Command was disestablished on September 28, 2009 and Base Support Unit Alameda stood up along with Personnel Services and Support Unit and Health Services Work Life Field Office Alameda.

On 15 February 2012, Base Alameda stood up. BSU, PSSU, and HSWL Alameda were disestablished and became five departments under Base:



Original front gate on Government Island circa 1933
(Photographer unknown)

Comptroller/Base Operations, Personnel Support, Facilities Engineering, Procurement and Contracting, and Health Services Work Life. NESU and ESU Alameda were subordinate commands in Base Alameda.

On 17 May 2013 NESU and ESU Alameda were disestablished and became the Naval Engineering and C4IT departments. Base Alameda is now a command of over 500 military, civilian and contractor personnel in an AOR that provides support from San Diego to Humboldt Bay in California. ★

Coast Guard Island today

By CDR John R. Cole

Coast Guard Island is arguably the most important 67-acre property on the West Coast. It is the center of all Coast Guard operations for the Pacific Area. It hosts more than a dozen commands including Coast Guard Pacific Area and Defense Force West, the Eleventh Coast Guard District, Maritime Intelligence Fusion Center Pacific (MIFCPAC), Pacific Regional Fisheries Training Center, and Maritime Safety Security Team 91105. It's the homeport to three National Security Cutters as well. The Coast Guard Cutters *Bertholf*,

Waesche, and Stratton depart from Coast Guard Island regularly to ensure compliance with fishery treaties in the Bering Sea, interdict millions of dollars of illegal drugs in the southern Pacific, and halt human trafficking from overseas.

Coast Guard Island employs more than 1,200 people during the workday. It's a mixture of active duty military, Coast Guard Reserve, General Schedule (GS) and Wage Grade (WG) civilians, contractors, and occasional Coast Guard Auxiliary personnel. It also enjoys the support of its extended Coast Guard family: the spouses of the men and women who support and protect the United States.

With such a large population, support services are essential. To balance work with life, Coast Guard Island has its own Child Development Center, a



Laying the pavement in Munro Circle, circa 1933
(Photographer unknown)

robust gymnasium and an Olympic-sized pool, a clinic, a galley, a baseball field, and barracks for single or transient personnel. It even has its own auto hobby shop. Despite its tiny size, the Island has its own gas station and store: the Coast Guard Exchange System or CGEX.

The property itself is under the watchful eye of Base Alameda. The Base, with its motto of "360 Degrees of Mission Support", works directly for

the Director of Operational Support (DOL) in Norfolk, Virginia. The DOL "maintains a national level logistics common operating picture (COP). [It] provides contingency logistics planning for both Coast Guard and joint operational plans, integrates logistics services throughout the Coast Guard, and supports tactical logistics needs for deployed operational assets."

Base Alameda maintains the facilities – the buildings, the lighting, and the roads. Further, the Base provides critical logistical support for personnel administration, procurement, contracting, naval engineering, work-life, medical services, security, and computer support. In other words, Base Alameda supports those that perform Coast Guard operations. ★

THE TOUR



The walking path around Coast Guard Island with Oakland to the left.
(Photo by John R. Cole, 2016)

The Coast Guard Island tour consists of **ten stops** scattered around the island. It is designed as a **walking tour** but vehicles may be used in some locations.

- The island is approximately **68 acres** and has a perimeter of more than **1.25 miles** so wear good walking shoes.
- **Remain aware of your environment** at all times and stay with your tour guide.

Contact Base Security at **510-437-3151** if you experience any problems.

The official map of Coast Guard Island is located on pages 12-13.



The tour assumes you are walking *counter-clockwise* around Coast Guard Island. Stop numbers are on the enclosed map and associated with this Tour Guide booklet.

There are no tour stop markings on the island itself.

O A K L A N D



The 1920s

If you look at low tide you may see the remains of the old rum runners seized in 1929 during Prohibition.

3

The 1940s

Building 42, now a warehouse, was once the Supply Building. It was built in 1942 as part of the war effort.

2

Auxiliary Memorial

Commissioned in 2011, the Coast Guard Auxiliary Memorial is dedicated to our volunteer branch, a part of our service since 1939.

4

The Tidal Canal

Coast Guard Island is artificial. It's the result of dredging operations at the turn of the nineteenth century when the tidal basin was carved out between San Antonio Creek and San Leandro Bay. Alameda became an island at the same time.

Our swimming pool, Building 48, was constructed in 1959.

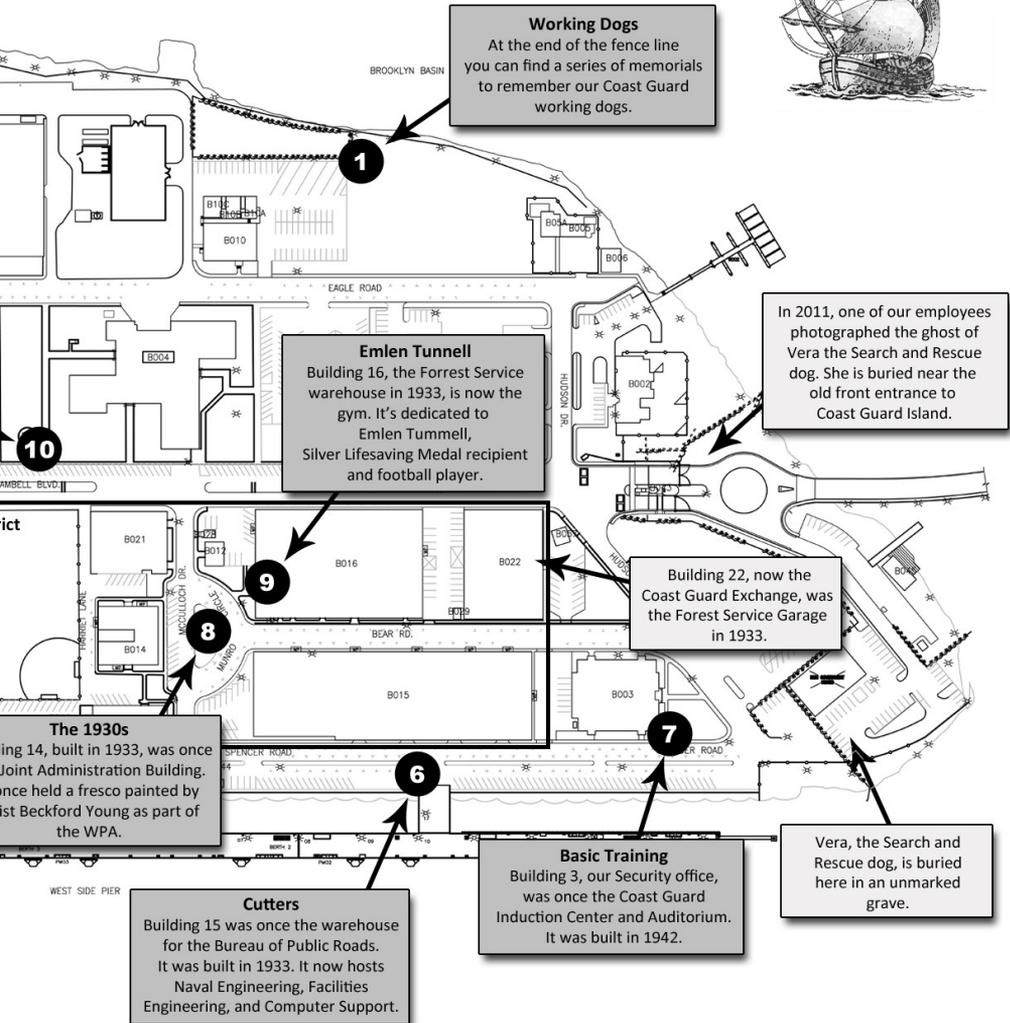
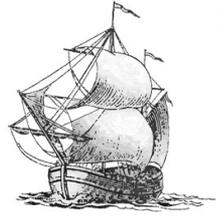
5

Homeland Security

Building 55 is our newest addition. It hosts cutter support personnel for USCGC BERTHOLF, WAESCHE, STRATTON and future MUNRO (2018).



Historic
COAST GUARD ISLAND
ALAMEDA, CALIFORNIA



Working Dogs
At the end of the fence line you can find a series of memorials to remember our Coast Guard working dogs.

Emlen Tunnell
Building 16, the Forrest Service warehouse in 1933, is now the gym. It's dedicated to Emlen Tummell, Silver Lifesaving Medal recipient and football player.

In 2011, one of our employees photographed the ghost of Vera the Search and Rescue dog. She is buried near the old front entrance to Coast Guard Island.

Building 22, now the Coast Guard Exchange, was the Forest Service Garage in 1933.

The 1930s
Building 14, built in 1933, was once the Joint Administration Building. It once held a fresco painted by artist Beckford Young as part of the WPA.

Basic Training
Building 3, our Security office, was once the Coast Guard Induction Center and Auditorium. It was built in 1942.

Vera, the Search and Rescue dog, is buried here in an unmarked grave.

Cutters
Building 15 was once the warehouse for the Bureau of Public Roads. It was built in 1933. It now hosts Naval Engineering, Facilities Engineering, and Computer Support.

A L A M E D A

1

WORKING DOGS



Ricky the bomb-sniffing dog flying high above San Francisco Bay
(Photo courtesy of MSST San Francisco)

TOUR STOP 1 is the Working Dog Memorials near the southeast corner of the dog training area fence line. These memorials commemorate those animals who have served their country with honor and distinction.

MSST San Francisco (91105) was commissioned 18 December 2003, as an active duty Coast Guard unit assigned to U.S. Deployable Operations Group. Unit personnel are trained in Anti-terrorism/Force Protection (AT/FP) and Maritime Law Enforcement (MLE) policies and practices, enabling them to augment Coast Guard forces during National Special Security Events, major marine events, contingencies, and other Coast Guard law enforcement operations primarily in ports, harbors, internal waterways, and coastal regions.

The MSST employs two bomb-sniffing dogs to augment their workforce. Ricky and Fico are part of the Coast Guard's Explosive Detection Canine Team. Their job is to find explosives and warn their human companions to stay clear.

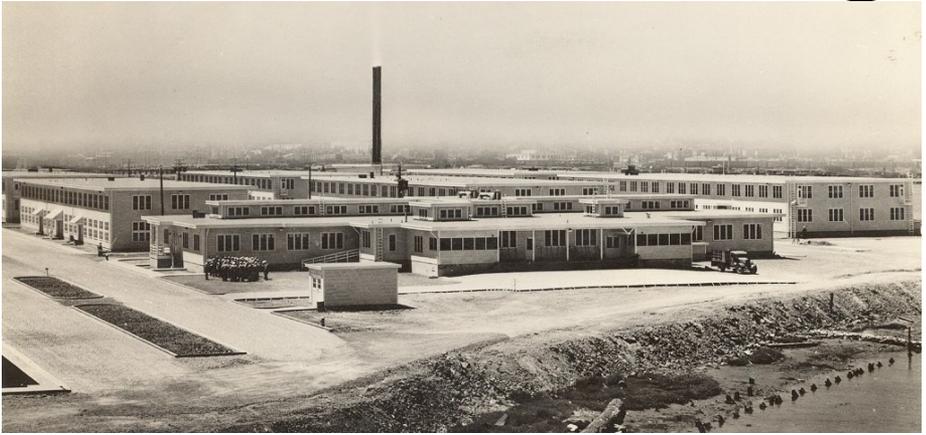
Training is an important part of a canine's life. Their initial indoctrination takes about 25-weeks. After that, and to keep their sniffers keen, they continue to train, often with their counterparts from other government agencies. Our Coast Guard dogs are adventurous and have even been known to make vertical descents from helicopters! ★

Point of Interest Trivia

- The MSST has six small boats. They spend about 75% of their time providing security for our Bay Area ports, waterways, and coastal areas.

THE 1940S

2



Government Island circa 1945
(Photographer unknown)

TOUR STOP 2 is in front of Building 42, near the Eleventh District Public Affairs Office in the Warehouse.

In 1940, Government Island became the primary Coast Guard and Lighthouse Service base on the West Coast. That year plans were made to quadruple the Maritime Service Training School to accommodate 500 people at one time. By 1942, all other federal agencies were moved off the island except for the Coast Guard and the Bureau of Public Roads.

Until 1948, 17 acres of the Island were owned by private owners (the American Dredging Company, George Sessions, and Felix Smith). That year the government cited Eminent Domain and started condemnation proceedings for the remaining property. By the end of the year the Coast Guard had consumed the entire island.

World War II brought about a significant building boom to the Island. Beginning in January of 1942, twenty-five buildings were constructed as quickly as possible for a cost of approximately \$3.5 million dollars. Of those World War II buildings constructed, only four remain: Building 3 (Induction Center), Buildings 24 and 26 (Barracks), and Building 42 (Warehouse). ★

Point of Interest Trivia

- Building 42, the warehouse, is 120,000 square feet. That's more than twice as large as a professional National Football League field—including end zones.
- Between 1943 and 1944, Government Island had its own football team called the *Alameda Coast Guard Sea Lions*. Their coach was Lieutenant Joe Verducci who would eventually be named coach at St. Mary's College.



Government Island circa 1922
(Photographer unknown)

TOUR STOP 3 is located at the far western tip of Coast Guard Island near the helicopter pad.

Between 1920 and 1933, the United States passed the Eighteenth Amendment to the Constitution which banned the production, importation, transportation, and sale of alcoholic beverages.

In 1921 the Air Mail Service proposed to use Government Island as a terminal for the transcontinental air mail route. This plan was rejected.

In 1926, the Coast Guard established Section Base Number Eleven (Base 11) on Government Island. Base 11 was chartered as the operating base for the rum runner chaser fleet (typically seized boats that were repurposed for Coast Guard interdiction efforts). One of its missions was “wiping out of piracy which has which has proven a bane to boat owners in the waters adjoining government Island.” The Coast Guard took over guard duty on the Island as well and were armed with Winchester shotguns. Their orders were to “shoot to hit if such measures are necessary to put down the piracy.”

In 1927, the Government, who paid for its creation, considered removing it because it posed an “impediment” to navigation. Fortunately this did not happen. In 1928, the Army also proposed to use the Island as an air base. This plan was also rejected. ★

Point of Interest Trivia

- At low tide visitors can still see traces of the hulls of old and decayed sailing ships that were abandoned at the Island and forgotten.

THE TIDAL CANAL

4



Excavating the tidal canal, circa 1890
(Oakland History Room, Oakland Public Library)

TOUR STOP 4 is located along the walking path on the Alameda side of the island near the gun mounts.

Coast Guard Island exists, in part, because Alameda had a sanitation problem. Alameda was connected to Oakland by a tract of marshland that smelled really bad at low tide. In 1873, city leaders proposed a tidal canal be dug to connect San Antonio Creek with San Leandro Bay. The end result would “furnish Alameda with a flushing system” that would “carry all accumulations of sewage to deep water in the bay and scour out Oakland harbor.” The project was estimated to cost more than \$1.3 million dollars.

The tidal canal was completed in September 1902, nearly 30 years after it was proposed. In 1914, dredging was needed to allow deeper draft vessels into Oakland harbor. The American Dredging Company was contacted to use the reclaimed mud to build an island in the center of Brooklyn basin. Initially the plan was to use the new land as a government arsenal or, if turned over to either Alameda or Oakland, a park. It was used for neither one.

Four years later, in 1918, Government Island was ready for occupation. Its first tenant was the San Francisco Shipbuilding Company. It’s mission was to build ships made of concrete (or ferrocement, reinforced concrete). The Company made two ships, the *Palo Alto* and the *Peralta*, before it closed operations in 1921.★

Point of Interest Trivia

- The first person to circumnavigate the new island of Alameda was Henry Dilling of 1108 Santa Clara avenue. He rowed the entire 20 miles in five hours.

5

HOMELAND SECURITY



Preparedness exercise on Coast Guard Island
(Photo by CaraMia Marinelli, 2016)

TOUR STOP 5 is located at the end of the gravel walking path near Building 55.

The Coast Guard reports directly to the Secretary of Homeland Security. However, under 14 U.S.C. § 3 as amended by section 211 of the Coast Guard and Maritime Transportation Act of 2006, upon the declaration of war and when Congress so directs in the declaration, or when the President directs, the Coast Guard operates under the Department of Defense as a service in the Department of the Navy.

The service has participated in every major U.S. conflict from 1790 through today, including landing troops on D-Day and on the Pacific Islands in World War II, in extensive patrols and shore bombardment during the Vietnam War, and multiple roles in Operation Iraqi Freedom.

Under DHS, the Coast Guard is responsible for defense readiness, maritime law enforcement, migrant interdiction, ports, waterways and coastal security (PWCS), and drug interdiction. The Coast Guard is also responsible for certain non-homeland security roles including ice operations, including the International Ice Patrol, living marine resources (fisheries law enforcement), marine environmental protection, marine safety, aids to navigation, and search and rescue. ★

Point of Interest Trivia

- The Coast Guard became a component of the Department Of Homeland Security in 2003. Before that it was a part of the Department of Transportation.



USCGC Northland was used as a training vessel for the Maritime Training Center on Government Island.
(Photographer unknown, circa 1929)

TOUR STOP 6 is located between Building 15 and the piers.

Coast Guard Cutter is the term used for our commissioned vessels. Cutters are 65 feet or greater in length and have a permanently assigned crew with accommodations aboard. The term is English in origin and refers to a “a small, decked ship with one mast and bowsprit, with a gaff mainsail on a boom, a square yard and topsail, and two jibs or a jib and a staysail.” It was adopted by the Treasury Department at the creation of what would become the Revenue Marine. Since then, no matter what the vessel type, the service has referred to its vessels as cutters.

Most of the Island’s streets are named after famous cutters. Spencer Avenue, for example, is named for the cutter Spencer who was transferred to Navy control in 1941 and began duty as a convoy escort. She sailed as the flagship of the only US-led convoy escort group on the North Atlantic. While escorting an east-bound convoy, she located the submerged U-175 attempting to infiltrate the convoy. She blew it to the surface with depth charges and then rescued the surviving German crew.

Other streets named after cutters are *Eagle*, *McCullough*, *Hudson*, *Northstar*, *Icarus*, *Wakefield*, *Campbell*, and *Bear*. The *Bear* was credited with rescuing 273 men on eight ice-bound whaling ships in the winter of 1897-98. ★

Point of Interest Trivia

- Captain Michael A. Healy, commanding officer of the USRC *Bear*, was the first African-American to command a ship of the United States government. He is buried in Colma, California.



Charlie-74 company, Training Center Alameda, 1970
(Military Yearbook Project)

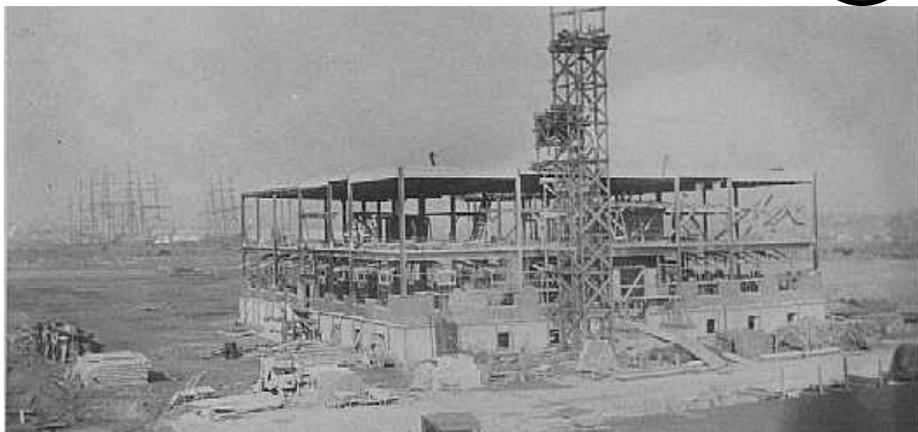
TOUR STOP 7 is located along the walking path on the Alameda side of the island near the gun mounts.

On September 1, 1938, Secretary of the Treasury Henry Morgenthau approved the creation of the Maritime Service Training School on Government Island. Its purpose was to improve personnel of the merchant marine. Unlike other merchant marine training available during the time, the Government Island school was designed to emphasize training of its common, or ordinary, seamen and not its officers. In 1939, as war loomed, Rear Admiral Waesche, Coast Guard commandant, ordered the maritime training schools at New York, New London, and Alameda to stop enrolling additional men for training unless they were seamen who had lost their jobs after the neutrality law stopped American shipping to the war zone.

Because of World War 2, the Coast Guard opened its recruit training center on the Island in June 1942. It was initially devoted to basic training but later additional education was added to include fireman, signalman, laundryman, radioman, boatswain's mate, cooks and bakers, and volunteer port security. Government Island remained a Coast Guard Training Center until 1982 when it was closed. All recruit training moved to Cape May, New Jersey where it remains to this day. ★

Point of Interest Trivia

- Both Henry Morgenthau and Rear Admiral Waesche have cutters named after them. The USCGC *Morgenthau* was commissioned in 1969 and remains in service in Hawaii. The USCGC *Waesche* was commissioned in 2010 and calls Coast Guard Island home. *Morgenthau* did between 1977 and 2012.



Building 21 under construction, circa 1933
(Photographer unknown)

TOUR STOP 8 is located in Munro Circle at the cannon.

Munro Circle, McCullough Drive, and the buildings that surround them, were part of a major construction effort between 1932 and 1933. These buildings are considered part of the Coast Guard Island Historical District.

Munro Circle is named after Coast Guard Signalman Douglas A. Munro. Munro rescued a detachment of the 7th Marines on September 27, 1942 at the Battle of Guadalcanal. Despite being wounded, he shielded the desperate Marines with his Higgins boat and kept the Japanese attention on himself by firing two small boat guns. He died returning from this mission and received the Congressional Medal of Honor.

In 1938, Berkeley artist M. Beckford Young completed a WPA (Work Progress Administration) art project in building 18. He painted three frescoes depicting the work of the three federal agencies on the Island – the history of road building, highlights in the history of the Coast Guard, and the activities of the U.S. Forest Service. Unfortunately the fresco is no longer there.

Today, Building 18 hosts the Coast Guard Training Team, Building 14 is awaiting earthquake retrofit, and Building 21 hosts the Base Alameda Command Cadre, Housing Office, Servicing Personnel Office (SPO), and the Computer Department. ★

Point of Interest Trivia

- No two buildings in the Historical District are the same yet all share the same Art Deco style: cubic forms, flat surfaces, and geometric designs.



Emlen Tunnell of the New York Giants (in dark jersey), circa 1950
(Associated Press via NY Times on-line)

TOUR STOP 9 is located at the western door of Building 19, the Gymnasium.

Emlen Tunnell served the Coast Guard from 1943-46 as a steward's mate. He was a Silver Lifesaving Medal recipient.

On April 27, 1944, the Coast Guard-manned cargo ship *USS Etamin* was attacked by Japanese aircraft in Papua New Guinea. A torpedo blew a hole 27 feet by 27 feet in the ship's starboard side. With the shell plating of *Etamin* ruptured, gasoline sprayed over the after part of the ship. Tunnell came to the aid of Machinist's Mate First Class Fred Shaver who was on fire and pulled him to safety, severely burning his own hands in the process. On March 17, 1946, Tunnell's shipmate Alfred Givens fell off the dock of the Coast Guard Cutter *Tampa*. Without regard to his own safety, Tunnell jumped into the 32-degree seas and rescued his shipmate.

Despite the *Tampa* nominating Tunnell for the Silver Lifesaving Medal, a momentous occasion considering African Americans were not customarily awarded medals at that time, he did not receive it until 2011 when it was posthumously awarded at a ceremony on Coast Guard Island. The gymnasium was also dedicated in his honor.

Tunnell went on to play 14 years in the National Football League. He played with the New York Giants and the Green Bay Packers. ★

Point of Interest Trivia

- Before serving overseas, Emlen played basketball with the then District 12 team on Coast Guard Island.

AUXILIARY MEMORIAL

10



Coast Guard Auxiliary Memorial
(Photograph by Christine N. Cole, 2016)

TOUR STOP 10 is located near Campbell boulevard between Buildings 4 (the galley) and 24 (the barracks).

Congress established the Coast Guard Auxiliary on June 23, 1939, as the Coast Guard Reserve. In 1941, it was re-designated the United States Coast Guard Auxiliary. The Auxiliary exists to support all Coast Guard missions except those that require “direct” law enforcement or military engagement.

The Auxiliary was needed because of the rapid increase in recreational motorboats operating in Federal waters. By 1939 there were more than 300,000 personal watercraft in operation. The previous year the Coast Guard had received 14,000 calls for assistance and had responded to 8,600 “in-peril” cases.

In 1942, the U.S. Navy ordered the acquisition of the “maximum practical number of civilian craft in any way capable of going to sea in good weather for a period of at least 48 hours.” A large number of vessels, owned and piloted by Auxiliarists, made-up the bulk of the American coastal anti-submarine warfare capability.

Flotilla No. 4, consisting of 17 small boat owners from Richmond, California, was formed in March 1940. It was the second Coast Guard Reserve unit formed in the San Francisco Bay area and based on Government Island. ★

Point of Interest Trivia

- As of 2015, there were approximately 32,000 members of the U.S. Coast Guard Auxiliary.

TIMELINE

- 
- 1873 Oakland and Alameda City leaders propose a tidal canal dug to connect San Antonio Creek with San Leandro Bay.
 - 1902 Tidal canal is completed.
 - 1918 Island is formed after additional dredging of Brooklyn basin is completed by the American Dredging Company. Leased to U.S. Shipping Board Emergency Fleet Corporation. Shipyard built and operated by San Francisco Shipbuilding Company.
 - 1922 Shipyard closed. Leases transferred to Bureau of Public Roads
 - 1926 State Supreme Court awarded Government Island to City of Alameda. Coast Guard establishes Base 11 on Island.
 - 1927 War Department requested portion of island for airfield. Ten acres set aside for use by Bureau of Public Roads, Coast Guard, and Forest Service.
 - 1928 Coast Guard expands on Island.
 - 1930 City of Alameda deeds 15 acres to Federal Government.
 - 1931 \$800,00 appropriated for construction. Construction begins on first permanent buildings.
 - 1933 Dedication of Government Island as Base 11.
 - 1938 Establishment of Maritime School on Island.
 - 1939 City of Alameda deeds additional 35 acres to Federal Government.
 - 1940 Main Coast Guard and Lighthouse Service Base on West Coast.
 - 1942 Construction of 25 new buildings. Coast guard only agency left on Island. Remaining 17 acres condemned.
 - 1948 Seventeen acres acquired by Federal Government.
 - 1964 Major building expansion proposed in 3 phases.
 - 1967 Coast Guard transfers from the Department of the Treasury to the Department of Transportation.
 - 1982 Decommissioning of Training Center Alameda. Island renamed to Coast Guard Island.
 - 2003 Coast Guard transfers to the Department of Homeland Security.
 - 2012 Base Alameda commissioned.