



**USCG Auxiliary District 11 North - Surface Operations Report
February 2021**

To: COMO Dean McFarren
 Curtis Han, District Chief of Staff (DCOS)
 District 11 North Board & Staff

From: COMO Wally Smith, District Staff Officer – Operations (DSO-OP)

HIGHLIGHTS

1. Bubbles continue and patrols are happening!
2. The annual 1-hour Workshop has been published and presentations will begin in the very near future. It has been announced that the updated TCT Risk Management Refresher is available but has yet to be posted.
3. The number of boat crew members & coxswains due for requalification this year totals 148.
4. OPTREX Calendar

1. The District continues to require that those participating in surface operations belong to a “Bubble”. To be eligible to join a bubble, one must have a High-Risk Assessment Form on file and have passed the Blood Borne Pathogens course.
2. The 2021 1-Hour Operations Workshop is now available and will be presented very soon. The news re the TCT Refresher Course is that it has been approved and is now available however, only the mishap scenarios have been posted thus far. Both the Workshop and the TCT Refresher are required in 2021.
3. The number of candidates due for requalification checkrides this year has fluctuated a bit but remains high at 148. Below is a spreadsheet indicating the number of coxswains and crew, broken down by Division, due this year:

Requalification Candidates - 08 March 2021

<u>Division</u>	<u>Coxswain</u>	<u>Crew</u>	<u>Total</u>
1	3	13	16
3	5	4	9
4	3	12	15
5	9	17	26
6	4	9	13
7	13	9	22
8	7	11	18
10	5	4	9
11	4	4	8
12	5	7	12
	58	90	148



4. OPTREXs currently listed on the District Calendar are below:

<u>OPTREX CALENDAR - 2021</u>		
<u>Division(s)</u>	<u>Location</u>	<u>Dates</u>
1 & 12	Victory OPTREX (Tentative) Marina Bay, Richmond	25 – 26 June
4	Port of Redwood City	31 July
7	Jordanelle Reservoir	6 – 7 August
3	Sacramento Yacht Club	14 August
11	CGSTA Lake Tahoe	28 August
6	Santa Cruz Harbor	11 – 12 September
Flt 55	CGSTA Bodega Bay	24 – 26 September
10	Millerton Lake	24 – 26 September

Boat Crew & Personal Protective Equipment (PPE)

Information from our District PPE Manager, Michael Brown

Shipmates, with patrol orders increasing, so are the PPE requests. I am able to get to DIRAUX once a week to fill requests. Due to Phase II restrictions, DIRAUX is still not fully staffed on a daily basis, and personnel are on an every-other-day rotation, so the office staff are not always available to assist in this process. Most Auxiliarists are still prohibited from accessing any CG base or station. PPE gear in most cases can be mailed, but the base's mail facility is on a similar schedule, and out-going office packages and mail can languish for days before getting picked up for delivery. Another issue with mailing out PPE items is the lack of boxes available for any particular items and having one to fit a particular item is random at this time. If anyone wishes to, I can meet them outside the base by the Chief's Mess and Seawest Credit Union on CGI, as they are outside the wire/security checkpoint. Please email me to coordinate that delivery.

PPE requests only need the following information:

- First and Last name of member requiring items
- Indicate whether or not that member is Crew or Trainee
- The items requested
- Sizes of: Type III, AEC (S-M-L-XL-XXL-XXXL); gear vests (M-L-XL); gloves (S-M-L-XL)

All requests must be made via email by your FSO-MA/OP. If those offices are not staffed, then the request should be made through your FC. My email is m.brown.uscgaux@gmail.com. Please contact me with any questions or concerns. Keep up with your PPE inspections, and let's be "Asset Paratus" for when we return to normal activities!

OTO CHRONICLE



Hero of this Edition – BM1 Bernard Webber

On February 18 1952, the SS Pendleton was on her way to Boston when she broke in two in a gale south of Cape Cod. CG 36500 with Coxswain Bernard Webber and his crew of three received the call to get underway. While crossing the sandbar out of the harbor the boat suffered some damage, leaving the crew to navigate without a compass. Still, CG 36500 was able to locate the stern section of the SS Pendleton temporarily grounded on a sandbar. BM1 Webber positioned the CG 36500 under the listing hull, while timing each swell with expert station keeping, the crew of the SS Pendleton climbed down the Jacobs ladder on board. All but nine of the SS Pendleton's 41 crew were rescued that stormy night.

This is considered to be one of the most heroic and daring rescues in Coast Guard history. All four members on board the CG 36500 were awarded the Coast Guard's Gold Lifesaving Medal for their efforts. The stern of the SS Pendleton still lies underwater off Monomoy Island south of Chatham and the CG 36500 is now a museum boat at Rock Harbor in Orleans, MA.



DISCUSSION TOPICS

- From the OTO
- Rescue and Survival Gear
 - AUXDATA II
- Blood Borne Pathogens
- Assignment to Duty Requests
- Operations/Proposed OPTREX Dates

Greetings Friends,

It has been a minute since I decided to publish another edition of the OTO Chronicle, mainly due to the challenges that 2020 gifted us. In hopes that things slowly start to get back to normal, there has been a good bit happening behind the scenes that I feel is noteworthy, may help some folks out, or at least clear some things up.

We have our first mini-OPTREX planned with Jim Losi's KRAKEN Bubble and Terry Blanchard's Nudibranch Bubble. Each bubble has a QE on board and has the ability to knock out a few certifications. As long as bubbles are comfortable with two-boat training, it is allowed. I am available to join bubble for QE purposes, the downfall is the bubble will be locked for 21 days and I would not be able to join a bubble until I self-isolate for 10 days. I don't mind, but I also don't want to lock a bubble for 21 days either and same rules apply for all willing QE's as well. We are still awaiting CDC guidance on vaccinated personnel. Be sure we're staying sharp with our skills, all qualified folks (Coxn's and Crew) should be able to tie all required knots before leaving the pier. If you have electronic navigation equipment on board you are expected to be able to operate it. For example, if a QE provides you with Lat/Long coordinates; you should be able to safely navigate to that position with an estimated ETA. These are skills we often overlook can saves lives.

I have reached out to the OIA's and communications centers to notify them the Aux are out, operating, and willing to help. Once I received some word back, I will forward the message to the stations.

STAY FROSTY!

- Rescue and Survival Gear
 - Mike Brown is back in the office and is diligently working to ensure all requests are filled.
 - Personal Locator Beacons (PLB's) have been ordered and we will soon have a healthy stock again. If you or your members need a PLB please do not hesitate to reach out. Please send expired PLB's to the DIRAUX office for proper disposal. If you or your members need replacement gear, let us get those items replaced sooner rather than later.
 - If gear is returned to the office please ensure there is paperwork (AF-538) attached to it, it makes things easier on our end.



- Questions or concerns: Dustin.F.Finkelson@uscg.mil or M.Brown.USCGAUX@gmail.com.

- **AUXDATA II**

- I have received a ton of opinions in regards to AUXDATA II (AD2) most are favorable, and the current system is here for the long run.
- Requests:
 - Home page – more tab – files – libraries – “USCG Auxiliary Guides”
 - The second option is “AUXDATA User Guide – Aux Patrol Orders”
 - This will walk you through the request process.
- After you have an Approved Patrol and you complete the mission, do not forget to go back in and close your patrol for payment.
- I have received a number of Facility Inspection (FI) requests and folks are doing well with this. I do not receive a notification when a FI is submitted, please ensure you send me an email so I can log in, verify, and approve these.
- Do not forget to upload documents with your FI's, I can walk you through it or feel free to email them my way. Phone pictures will suffice too.
- IS Officers should log in weekly (or bi-monthly) to approve activities. This ensures the members receive credit for the hours they have logged.
- Any training documents can be forwarded for entry to the Flotilla IS Officer, if it needs DIRAX attention please send to D11AUXNorthern@uscg.mil and Tina or myself will take action.

- **Blood Borne Pathogens**

- The training is available in AUXLMS again. This is required only when under orders.

- **Assignment To Duty/Bubble Requests**

- First steps, submit your High Risk Assessment Form
- If you plan to be under orders (underway on the water or air), submit proof of completion of your Blood Borne Pathogens if not already in AD2.
- Submit your Bubble Formation Requests
<https://www.emailmeform.com/builder/form/dbbV1669i5TYw4>
- Once all members are verified and the bubble is approved, the bubble liaison/POC will submit a request for duty



<https://www.emailmeform.com/builder/form/apq47kOroc571fb>

followed by a request in AD2.

- Please do your best to give the OIA and myself advanced notice, the OIA requests at least a seven-day window.
 - AIRSTA OIA is LT Mitchell Dow
 - SECTOR San Francisco OIA is BOSN2 Joe Holt
 - SECTOR Humboldt Bay OIA is BOSN4 Rob Canepa

- **DSO-OPS**

- As most of you know, Virginia Luchetti has done amazing work during her tenure as DSO-OPS and her successor COMO Wally Smith has continued this trend.
 - All the OPS monthly reports can be found at <http://wow.uscgaux.info/content.php?unit=113&category=surface-operations>
- There is a tentative schedule for OPTREX's available on the District Calendar, hopefully these will come to fruition. <http://wow.uscgaux.info/content.php?unit=113&category=CALENDAR>
- Captain Paul Vervenotis has done outstanding work and has published some great training tips found on https://urldefense.proofpoint.com/v2/url?u=https-3A_uscgaux.bayvessel.com_&d=DwICAg&c=tnPw9yRHa20_HV5YVoVFtg&r=qO13vOFkEm5Qr24ScbyVJpXpWpFcesDEAlqrY0xQET4&m=F3pvLyKYRcwEQy7ijwrMYiPt7WoLuuK3StZk-9VTE80&s=8jppX4v6DIQIUM-BrA0jPjtVe_NTuDSZbb2I21z6qE&e

BOSN Dustin Finkelson

Paul's Tips

Navigation and Safety Reminders from Qualification Examiner Paul Vervenotis

How to Develop a Deviation Card

POSTED MARCH 5, 2021 PAUL VERVENIOTIS

OK, just a brief warning up front...this is going to get a bit complicated. But it's an important topic and one that many do not fully understand even through it's a requirement for all OPFACs.

The deviation card is a necessary item for all facilities and is simply the difference between magnetic and compass headings. There is also the other component of overall compass error



which is variation (difference between True and Magnetic North) but that's a topic for another day. Deviation is a characteristic of the boat, and consists of both permanent and temporary magnetization.

Why do we care about this stuff? Besides the fact that it's a facility requirement, a large deviation can make the compass grossly inaccurate and result in huge navigational errors. With today's universal reliance on chartplotters, this all seems antiquated and unnecessary but all mariners must maintain the ability to navigate without electronics should the need arise. I've been on facilities where I've noticed that the deviation is 10 degrees or more, and with sloppy installations of electronics next to the compass it can be 30-40 degrees off! This renders the compass useless. A 10-degree error on heading would result in being one mile off track every six miles.

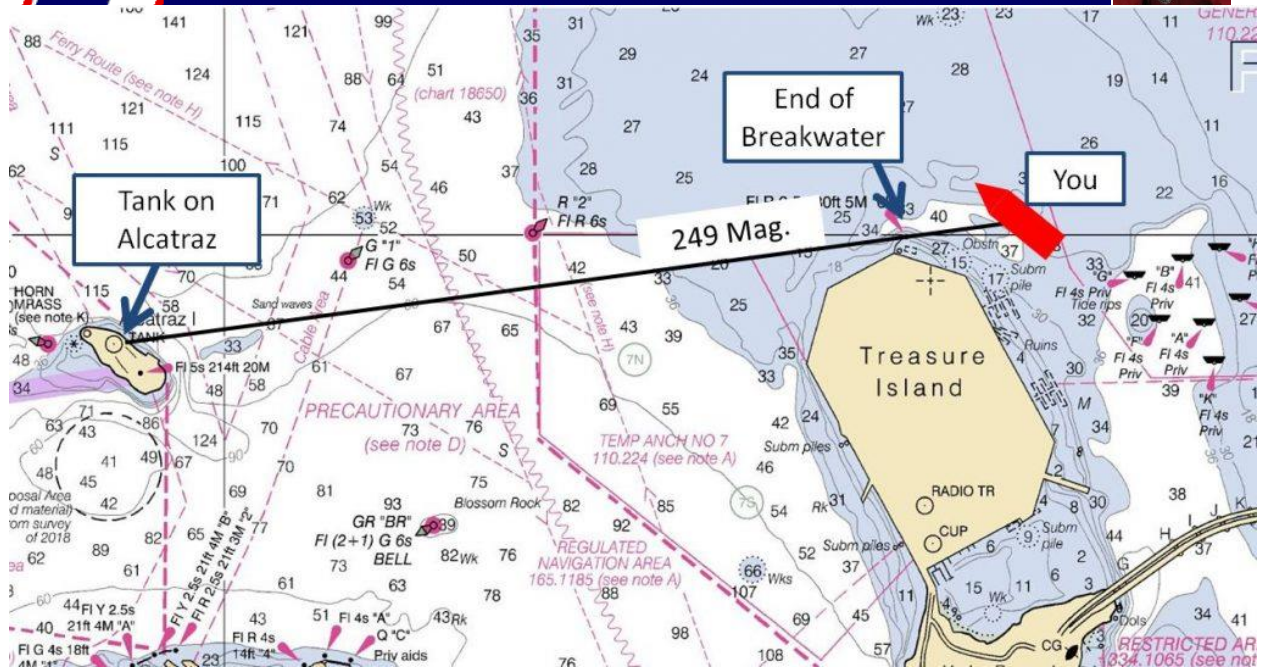
What is a deviation card? Simply, it is a table (which should be posted at the helm) that shows the correction to be applied to a magnetic heading to derive the proper compass heading. Here's an example:

Magnetic	Deviation	Compass (Steer)
000	1W	001
015	1W	016
030	0	030
045	0	045
060	1E	059
075	2E	073
090	3E	087
105	4E	101
120	4E	116
135	3E	132
150	3E	147
165	2E	163
180	1E	179
195	0	195
210	1W	211
225	1W	227
240	3W	243
255	3W	258
270	4W	274
285	4W	289
300	3W	303
315	2W	317
330	2W	332
345	1W	346

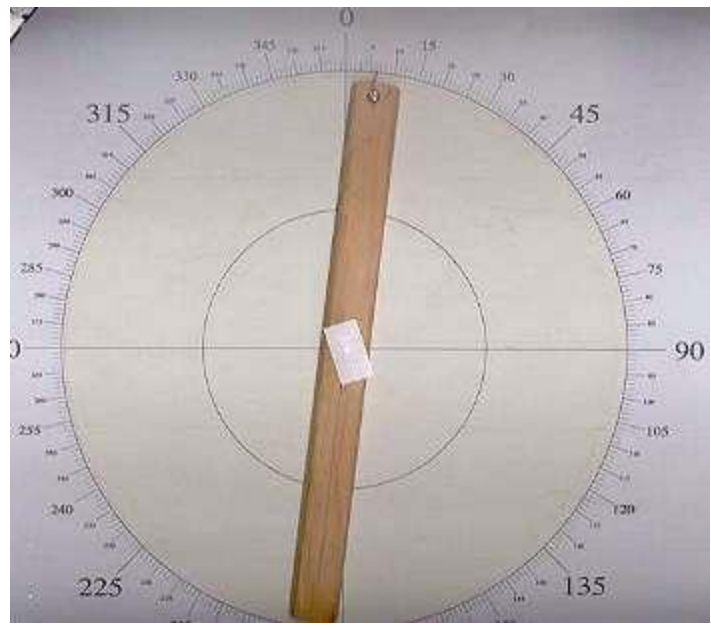
Let's say your GPS indicates the magnetic bearing to a desired waypoint is 170 degrees Magnetic. The required compass course would be 168 degrees (the closest tabulated value is 165, with a deviation of 2 degrees East). Westerly errors are added and easterly are subtracted.

The tricky part is the development of the deviation card for your vessel. And changes to the vessel such as installing new equipment or steel railing will change the vessel's magnetic signature and require a new card. The process is called "swinging ship" and observing the bearing to known objects, measuring that on the chart, and comparing to the compass. A compass adjuster can be hired to tweak the compass to minimize deviation but it will never be totally eliminated.

There are a few different methods to determine deviation. A very accurate way is to find a natural range between two landmarks that are shown on the chart. This will be used in combination with sightings to figure out the values.



In this example, your boat is on the east side of Treasure Island and you can see both the tank on Alcatraz and the end of the breakwater on TI. On the chart (or on a chartplotter) you can determine that the magnetic bearing is 249 degrees. Now it is necessary to sight the relative bearing of this range as the boat swings through the entire compass. To do this you can make a pelorus that consists of a compass card and a rotating element with two points.



The zero degree mark is aligned with the centerline of the boat, and then all sightings are relative degrees.



Now it's time to swing ship while holding position on that line, and measure the relative bearing which is then added to the heading for every 15 degrees of the compass. In this way the deviation can be determined. Wow, really? That sounds complicated and hard to do. Yes, it is hard to do all that on a small boat – definitely requires a calm day and good crew coordination.

Another method is to pick landmarks all around the compass at 15 degree intervals and compare compass reading with the bearing as given from the chartplotter. This is also difficult as it's hard to find charted objects you can sight on all the way around.

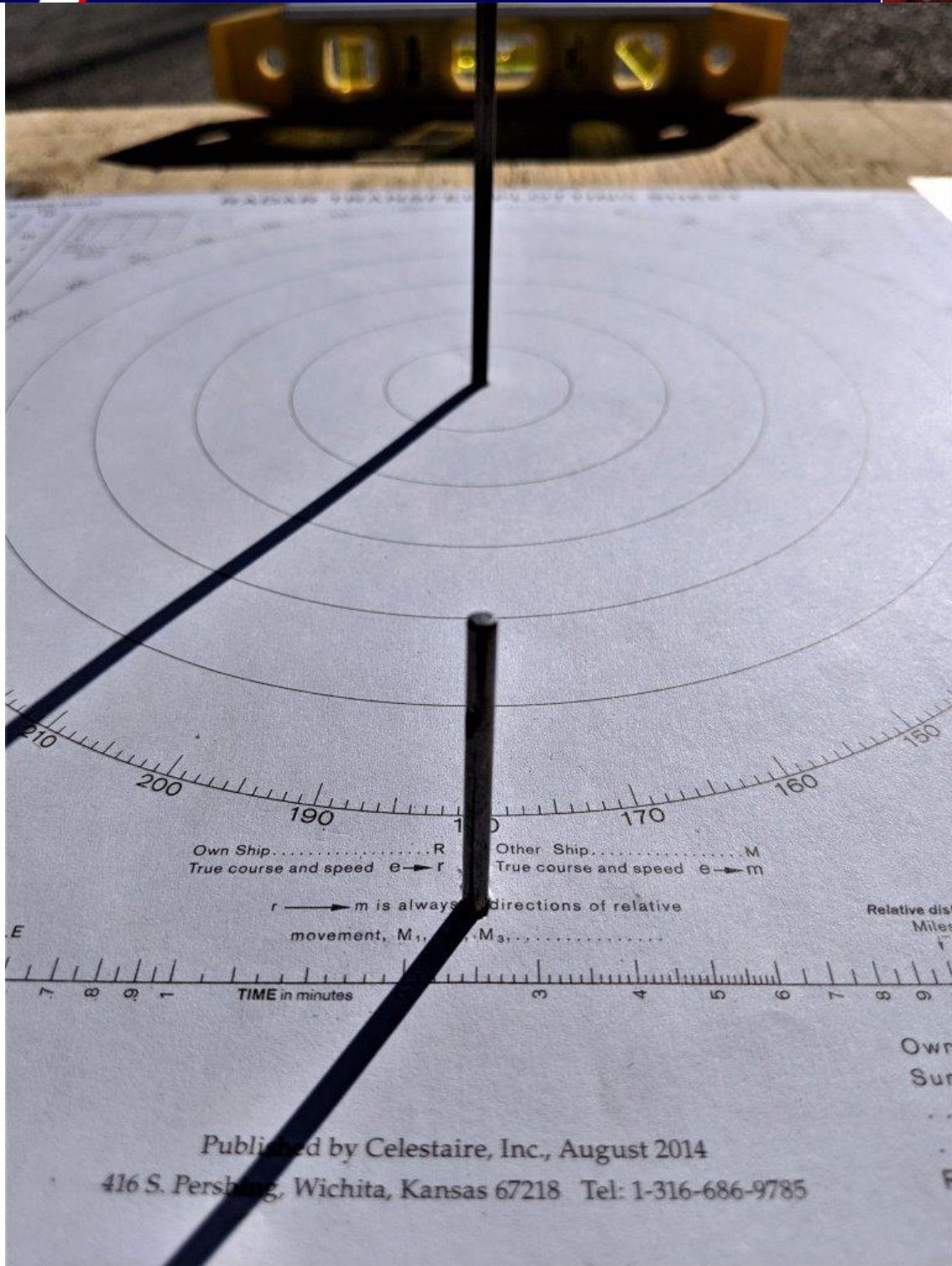
There is another way to determine deviation that involves using the sun. The Nautical Almanac (published by the US Naval Observatory) tabulates values for the sun and other heavenly bodies which can be used to determine true azimuth (bearing) of the sun for every second of the day. Unless you want to geek out on celestial navigation it is not trivial to figure out all of the calculations. Fortunately there is a MUCH easier way.

On my phone I have a free app called Nautical Almanac. It does a lot of stuff, but for this purpose a simple touch of a button gives the instantaneous current true azimuth to the sun. But we also need to be able to sight where the sun is based on the compass and compare the two values to come up with the deviation.

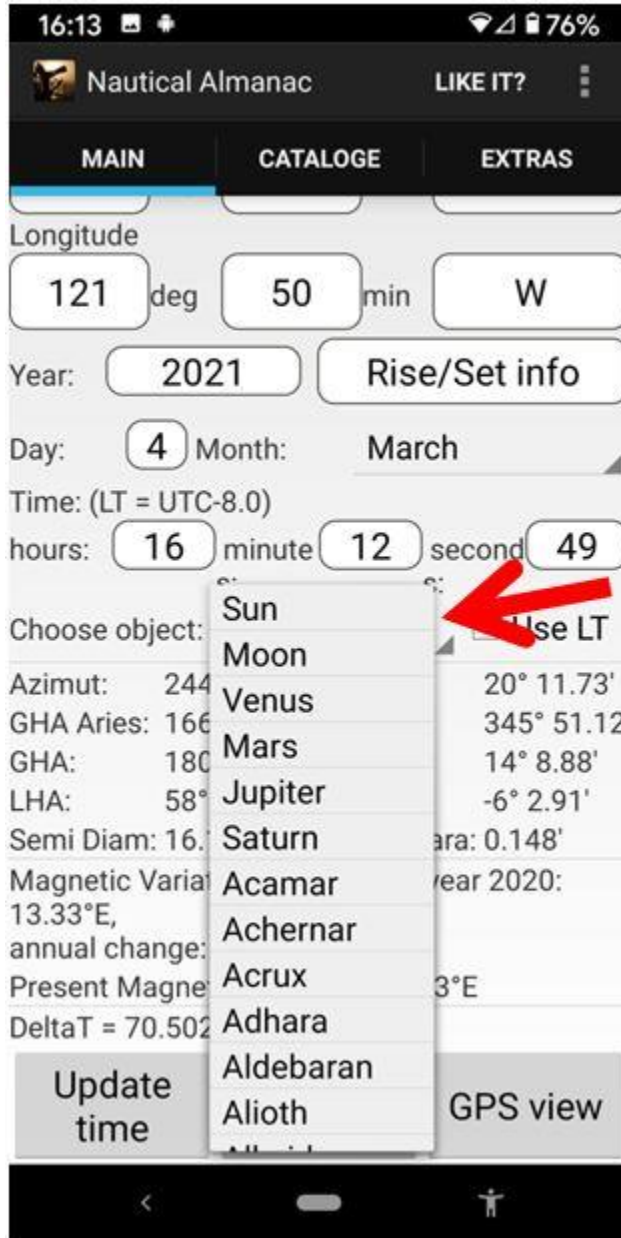
This simple homemade device uses a blank plotting sheet and a metal rod which is installed perpendicular to the board.



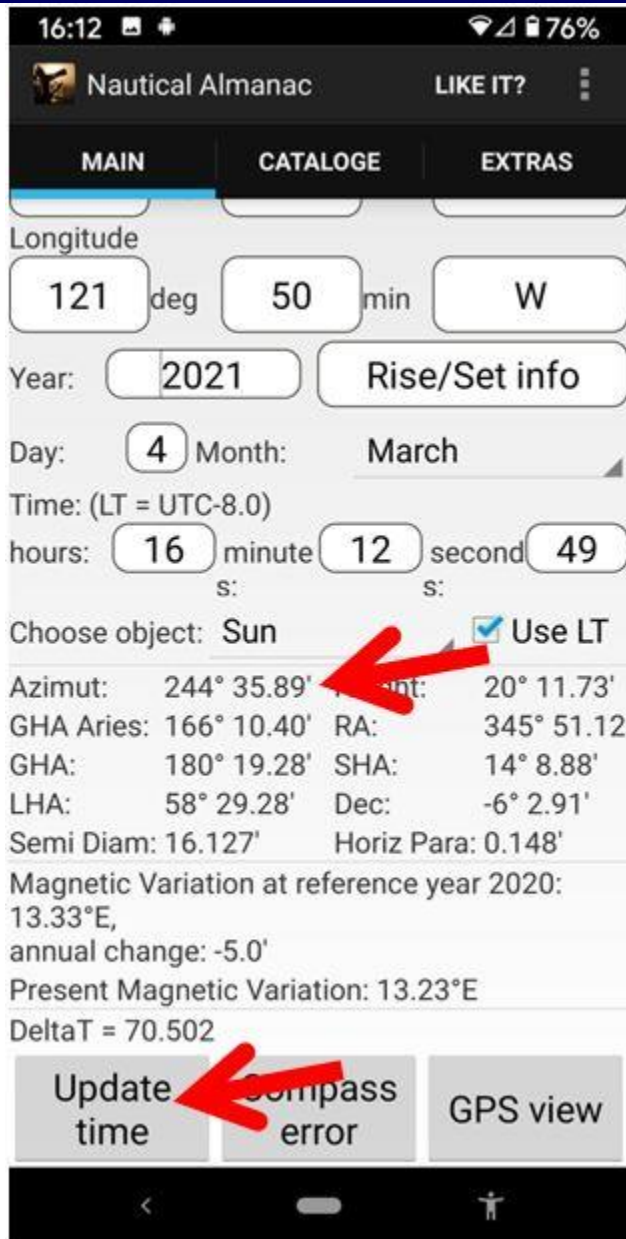
It is critical to align the board precisely parallel to the boat to give accurate relative bearings. A secondary short metal rod at 180 can be used for aligning with the boat. It's also necessary to make sure it is level by using whatever shims are required.



That's the hard part. After that, it is simply a matter of swinging around and reading values around the compass card, and at the same time noting the true azimuth of the Sun. To use it you obviously need a flat calm day. But it can be done anywhere, even in the harbor right next to your slip! You just need to be able to see the Sun.

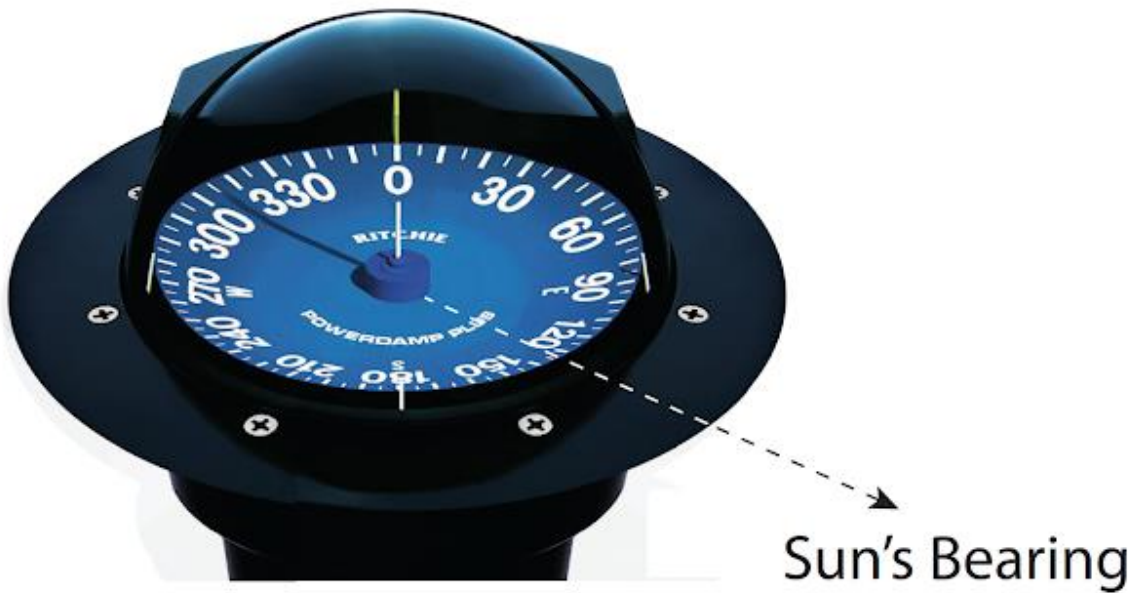


In the app you select Sun from the pulldown of celestial bodies. Then, every time you press the Update button, the current azimuth of the sun is shown.



Variation needs to be factored in to figure out True bearings which are then compared with the app values.

With some styles of compass, the shadow on the compass card can also be used as a sighting device. Note that with either method, the reciprocal of the shadow is the bearing to the Sun.



While the celestial method is not complicated, it does require some math that might seem a bit spooky at first. Another method that is sometimes suggested is to compare compass readings to the COG function on a GPS. While this method is tempting, it is fraught with error from current, leeway, and the slow update frequency of the GPS's internal calculations. This method is NOT reliable – don't use it.

Whichever method you use, make sure to recheck your deviation card if any changes to equipment are made. Even relocating the anchor could change your magnetic signature. And make sure you and your crew practice steering the proper compass course when navigating to a destination.

Cutterman's Corner

Helpful Tips from Gary Kaplan
Coast Guard Auxiliary Cutterman
Boat Crew Academy Instructor
District 11 NR Assistant Staff Officer - Operations (Training)



In the summer of 2017, I went aboard Coast guard Cutter ASPEN and began working toward qualifying to become a Coast Guard Auxiliary Cutterman. Less than two years later, on 12 April,



2019, I was awarded the Cutterman badge on ASPEN's buoy deck, in the presence of the commanding officers and crews of cutters ASPEN, GEORGE COBB and PIKE, the three platforms on which I had trained.

In so doing, I became, so I was told, only the twelfth Auxiliarist to have earned this qualification. The Cutterman designation is rare even within the ranks of the gold side. Only 8% of the officers and 12% of the enlisted personnel wear the insignia. The reason for the low numbers is the requirements.

Active duty must accrue five years of sea time to earn the badge. This can take some time in excess of five years. I know a CS1 who took 16 years to complete five years of sea duty.

The Coast Guard Auxiliary requires 52 days a year of time on a cutter of 65 feet or more, for at least two years. This is the equivalent of one day per week. Of these 52 days, 24 must be underway. In addition, Auxiliarists must earn at least one watchstanding qualification, and a damage control qualification.

The Coast Guard and Auxiliary badges are very similar to the Coast Guard badges. They are the same size and show the same stylized bow wake, an artistic impression of what you would see if a cutter was coming straight at you. Superimposed over the waves on the Coast Guard Badge is a shield on a five-pointed star – representing five years of cutter service - over a ship's wheel. Officers' badges are gold and enlisted badges are silver. The Auxiliary badge is bronze toned, and has the Auxiliary crossed anchors and shield over the waves.

During the nearly two years that I worked on my qualifications, I had the opportunity to do a variety of things. I worked in the galley, stood watch on the bridge, helped inspect boat crew PPE and made engineering rounds aboard ASPEN and GEORGE COBB. I assisted with maintenance in the engine room, cleaned a 50-caliber machine gun mount, manned a mooring station and crewed on the cutter boat aboard PIKE.

I learned a great deal during my time on cutters, more than I could have imagined. The farther away from the experience I get, the more I realize how it has changed me. It has certainly expanded my view and understanding of surface operations.

Cutterman training is relatively unheard of in the Auxiliary. I learned of it only by chance, when it was mentioned to me in passing. Perhaps by sharing some of my experiences, others will be encouraged to go this route. At the least, it should shed some light on what is probably the least known qualification in the Coast Guard Auxiliary.

Over the course of the next few months, I'll be writing about different aspects of the program, about what I have learned and experienced, and about how it has made me a better Auxiliarist.



Division Reports

(in their entirety)

Division 1

From Nancy Marion, SO-OP

Highlights

1. Virtual Crew Training
2. Crew Operations Certification & REYR Policy
3. Two Boat Crew Qualification Check Ride Scheduled.

Details

1. Virtual Boat Crew Training: The SO-OP has been working with FSO-OP Alex Bennett of Flt 01-04 to develop a series of virtual Boat Crew training courses. The first virtual class will cover the Navigation module and has been scheduled for March 18th and 25th at 1900 hours. Our Instructor for this segment will be Coxswain Steve Bustin and we have 7 students from throughout the Division signed on.
2. Crew Operations Certification & REYR Policy: Please pass the following requirements along to your Operational Members:
 - o Any Boat Crew Member or Coxswain who went into REYR for a QE Check ride in 2020, will remain operational until the end of 2021. However, they must continue to maintain any required classes such as the annual RM Refresher, Annual Operations Workshop and Core Training.
 - o 12 Hours of on the water time will be required in 2021 to maintain crew qualification.
 - o Phase II Crew Bubbles will continue to be required until further notice. Crew Members wishing to be eligible for a Boat Crew Bubble must:
 - Complete the Blood Bourn Pathogen Class, which is now available on the AUXLMS website. Upon completion, print out the Class Completion Certificate and send to DIRAUX.
 - File a High-Risk Assessment form with DIRAUX. The form has been revised to reflect a Vaccination date for those who wish to confirm that a COVID-19 Vaccine has been received. No evidence of the Vaccine is required.
3. Two Boat Crew Qualification Check Rides Scheduled: The first two-boat (Bubble) QE Check rides have been scheduled for April 17th between OPFAC SERVANT and SILVER CHARM. To accomplish this a Qualified Examiner has been placed in each Facility Bubble. Several Division 1 members will be participating in this exercise both as crew and those seeking initial qualification or re-qualification. Once the check rides on April 17th are completed, the Facility Bubbles will be re-shuffled to accommodate additional members seeking a QE check ride. Our OPFAC Coxswains and Crews have



put a great deal of time and effort into developing on-board operations protocols to conform to COVID-19 protection standards to maximize member safety. See photos attached.

Challenges

1. Maintaining support for Boat Crew training and QE check rides within a virtual training environment and the limitations of “Boat Bubble” operations under Phase II.

Photo's courtesy of Roger Bazeley, Photojournalist – Silver Charm Crew Bubble/Training





Division 3

From: John Hardin, Div. 3 SO-OP

Highlights

1. New Cell # For Station Rio Vista
2. Preparation for Underway Check Rides

Details

1. New Cell # For Station Rio Vista The OOD at Station Rio Vista can now be reached directly via 707-389-0510. This number is not be used in place of routine VHF or land line comms with the Station. However, it can be used to transmit pictures, Lat/Lon (location pins) for SAR Reports, to obtain PPE waivers, or when real time feedback with Sector San Francisco is required.
1. Preparation for Underway Check Just a reminder that the Div.3 OPTREX is scheduled for Saturday, August 14, 2021 at the Sacramento Yacht Club. Candidates should be reviewing the QE Standards for Coxswains or Boat Crew. These guides contain all the skills the QEs will expect of you.

Remember the QEs will be examining double the number of candidates this year. So I don't expect they'll have much time to help those less prepared candidates along. Know your stuff and be prepared. Let me know if you have questions.



Division 4

No Report submitted.

Division 5

From: Lewis Derfuss SO-OP 5

Anyone interested in Boat Crew Operations or getting patrol time please advise Lew Derfuss SO-OP 5 with your contact information and I will try to find slots on upcoming patrols as space allows. With our Operational Fleet of AUXFAC's Coxswains and Crews we need to work together to maximize opportunities and fill our AUXFAC on as many patrols as possible. Both 55 and 53 sometimes have some open opportunities for crew and trainees. Take advantage of these opportunities

AUXFAC inspection requires updated AUXFAC photos 4 shots Port side, Starboard side, Forward Port, and Forward Starboard as well as screen shot of current registration loaded into AUXDATA II. You can send these photos to OTO Dustin Finkelson if you need assistance to load into AUXDATA II. We can also conduct Virtual Inspection of our PPE and document with your FSO-MA. DO NOT TEST EPIRBs but LAST CALL if you battery is expired or near expiration send an email to me and I will forward to Michael Brown and he will add to list to order replacements. We can no longer use with expired batteries.

Please note: Many of our AUXFAC's inspections are now expired and we have received guidance on how we can get these inspections completed and AUXFAC's inspections updated in AUXDATA II. This process is new, somewhat confusing and convoluted so work on getting these inspections and offer for use updated now so we will be ready to go when water temps and air temps allow us to start operations. Follow the process sent out from OTO Dustin Finkelson in November and if you need help with the process John Hardin ADSO Operations has offered to help walk members through the process and understands it better than me at the present time. Additionally, you will need to complete Blood Borne Pathogen training 100293, be current in Risk Management/TCT 100202 and Operations workshop and file High Risk COVID-19 Assessment worksheet for all crew members and trainees. Once this is completed you can form a Patrol COVID-19 Bubble and submit to DIRAUX for approval under Phase 2 Guidance.

If you did not complete 100293 Blood Borne Pathogens by 28 December, it is now again available on AUXLM. Also Boat Crew Training is being offered by COMO Wally Smith on Webinars Mondays 1, 15, 29 March 1900-2100

Division 6

No Report submitted



Division 7

From Mike Thompson, SO-OP

Highlights:

1. Practice and prepare for your requalification with a QE this summer. The standard is that you must be proficient and able to do all tasks without prompting or hesitation. Since we will all be a bit rusty, here are some suggestions that you can do now while our water is still frozen solid.
 - a. Review line handling commands.
 - b. Practice your knots. There are some nice free knot tying apps for your electronic device that show animations of each knot. Suggest that you download an app and practice the five required knots and then learn a few more. The Square (reef), bowline, round turn and two half hitches, clove hitch, and sheet (becket) bend
 - c. Review the coxswain or crew or PWC check ride qualification tasks on respective qualification guide found on the National website.
<http://wow.uscgaux.info/content.php?unit=R-DEPT&category=surface>
2. Attached is the District Operations report. Please refer to it. In it tells how to currently takeout orders for patrols. Blood Borne Pathogen training <https://auxlearning.uscg.mil/> is now available and must be completed to be in a 'Bubble'. Complete the COVID High-Risk Assessment Form
<http://wow.uscgaux.info/content.php?unit=113&category=surface-operations> (District Response webpage) so it is on file for any of the Auxiliary missions you may want to do.
3. PWC Operators must be part of a "COVID Bubble" like all other operations crew and coxswains. This was confirmed with our District OTO.
4. The National and District annual operation TCT refresher is not out yet. You will be notified when it is and when it must be completed by.
5. Our OPTREX is Aug 6-7 at Jordanelle State Park. It will be a busy one since it will be two years of check rides for a total of 18 so far. That is does not include any new candidates. More info to come.

Division 8

No Report submitted



Division 10

From Rod Rollins, SO-OP

Highlights:

- A) Radio and OTW Patrol Activity Reported.
- B) NSBW Event Sportsman Warehouse May on hold until we are allowed to meet public.

Description of Items:

- A) Flotilla 10-03 reported, K Keller and members of a bubble, 6 members working together, completed MOM patrols in the Sacramento and Stockton areas. K. Keller completed numerous Land Mobile patrols. Keller also completed PV's while maintaining social distancing. The patrol in Sacramento on 20th had all six members of the Delta Force present on two facilities; K. Keller, T. Holtzman, B. Martin, F. Cavazos, S. Link and R. Rollins had a great weekend honing necessary skills.

Keller completed an excellent report for the two patrols for the weekend. There was an issue on Sunday's patrol regarding a PIW/body recovery below the Benica bridge which is noted in the report.

Division 11

No Report submitted

Division 12

SO-OP position vacant. No Report submitted

*** END OF REPORT ***

Respectfully submitted, COMO Wally Smith, DSO-OP



SEMPER GUMBY!

