



**USCG Auxiliary District 11 North - Surface Operations Report  
August 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. The annual 1-hour Surface Operations Workshop and the Risk Management Refresher were to have been taken by 30 June. Presentations are still underway for those who have not completed the annual trainings.
2. The number of boat crew members & coxswains due for requalification in 2021 totals 35, and in 2022 the number is 87 ... both totals include those in REWK status.
3. OPTREX Calendar
4. The “QE Request Requirements” form is available on the Surface Operations web page under Response.
5. REWK status for many in boat crew program.
6. Four out of ten Divisions submitted SO-OP Reports ... not a great percentage!
7. Addendum to Report: “NACO GUIDANCE: INCIDENT OR MISHAP NOTIFICATION”

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**DETAILS**

1. Both the Ops Workshop and TCT Risk Management Refresher are required annually to maintain currency. Check the District Training Calendar for upcoming dates. No pre-registrations are necessary for the Ops Workshop; the number of attendees is unlimited. Advance signups are required for the RM Refresher and class sizes are limited to eight; sign up with Ann Zocchi, DSO-MT.
2. Below is a spreadsheet indicating the number of coxswains and crew due this year for check rides, broken down by Division.

**Requalification Candidates – as of 31 July**

<u>Division</u>	<u>Coxswain</u>	<u>Crew</u>	<u>Total</u>
1	0	2	2
3	3	2	5
4	1	3	4
5	0	2	2
6	1	3	4
7	3	3	6
8	1	7	8



10	1	2	3
11	0	3	3
12	0	0	0
	10	26	36

Note: These totals do not include candidates for initial qualification.

3. Upcoming OPTREXs currently listed on the District Calendar are below:

<b><u>OPTREX CALENDAR - 2021</u></b>		
<u>Division(s)</u>	<u>Location</u>	<u>Dates</u>
3	Sacramento Yacht Club	14 August
11	CGSTA Lake Tahoe	28 August
Flt 8-39	Whiskeytown Lake	04 September
6	Santa Cruz Harbor	11 – 12 September
Flt 55	CGSTA Bodega Bay	24 – 26 September
10	Millerton Lake	24 – 26 September
1	Loch Lomond YC, San Rafael	1 – 2 October
12	Marina Bay YC, Richmond	15 - 16 October

- The “QE Request Requirements” document is posted on the Surface Operation web page. Please review it in its entirety prior to requesting a Qualification Examiner. It is very important that all candidates are pre-vetted per the requirements and process as delineated.
- Anyone who had not completed required annual online training, i.e., Ops Workshop, TCT Refresher, Nav 95 exam, etc., by the required date was put into “Required Workshop Not Met” (REWK) status. When one is in REWK, their qualifications are suspended. In order to be reinstated, an MT-3 Form must be completed and submitted to DIRAUX; the Form is available on the District website.

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**Division Reports**  
(In their entirety)

**Division 1**  
From: Nancy Marion, SO-OP

**Highlights**



1. **Surface Operations update**
2. **OPTREX Planning Update**

### Details

#### 1. **Surface Operations update:**

- Coxswain Terry Blanchard (01-09) on OPFAC SILVER CHARM and Coxswain Jim Losi (12-91) on OPFAC SERVANT held a 2 boat QE check ride on July 10<sup>th</sup> and re-certified or initial certified 6 individuals. A big Bravo Zulu to our OPFAC Coxswains for their continued efforts in support of our surface operations members. With the conclusion of this qualifying event, Division 1 has recertified all members expiring in 2021.
- OPFAC Silver Charm is now fully reengaged with Air Station SF and is conducting regular Helicopter Operations including night ops.
- OPFAC Ranger (01-02) and Seahorse (01-04) continue to plan training patrols.

#### 2. **OPTREX Planning Update:** The Division's October 1-2 OPTREX planning is in full swing. Division leadership approved the event outline during the July 28<sup>th</sup> meeting. The Event Outline/Invitation/RSVP form will be sent out to our members and contiguous Divisions by August 5<sup>th</sup>.

### Goals:

Rotating members into training patrols for OPTREX preparation and building underway hours.

### Challenges:

Maintaining support for Boat Crew training and QE check rides as we come out of Phase II and enter a more flexible work environment provided by Phase III with the elimination of the Crew Bubbles.

### Division 3

From John Hardin, SO-OP

**Subject:       Huston, we have a problem – Way too many lights**

1. **Decorative Lights** While patrolling at night, you can't help but notice that many boats are now adorned with extensive decorative lights. Very often these decorative lights are a clear violation of **Rule 20(b)** which states that decorative lights shall not be mistaken for or impair the visibility of required navigation lights. Furthermore, superfluous lighting must not interfere with the keeping of a proper look-out.



2. **Headlights** Many boats are now using very powerful “headlights”. These forward-facing headlights send blinding light into oncoming vessels in violation of 46 CFR Section 97.25-1 and Title 14, California Department of Boating and Waterways Section 6695. In addition to blinding oncoming traffic, these headlights also interfere with the visibility of navigation lights.

These boating safety risks should be addressed in all our public education efforts. Furthermore, boating safety would be greatly enhanced if law enforcement addresses these issues.

#### **Division 4**

No report submitted.

#### **Division 5**

SO-OP 5 Report from Lew Derfuss

July 2021

FL 51 No Operations this month

On 11 July 2021 Ron Nathan and Jim Minkel went on OP’s boat training on Kolua 2 and Sar Dog. (With Flotilla 5-3)

Steven Johnson, FSO-OP.

FL 52

Nothing to Report

Most Respectfully,

Tom Hurley, FSO OPS 52

FL 53

Flotilla 53 had 2 patrols on 11 July in Rio Vista AOR SAR DOG with Lew Derfuss (52) and Ron Nathan (51) and KOKUA II with Randy McCormick (53) and Jim Minkel (51) and Morgan Curtis (53) trainee

No other acuities due to conflicts in getting Qual Crew and other scheduled activities

Planning Mini OPTREX for Sept. to QE 2 Coxswains and 2 Crew



End of Report

Lew Derfuss FSO-OP 53

## FI 55

### **Flotilla 55 Conducted 3 patrols in July.**

July 3 & 4, Margarita conducted 2 MOMS Patrol on Lake Sonoma and Supported CG Station Bodega Bay plus Sonoma Co Sheriff with Operation Dry Water.

Margarita, July 3 Patrol Coxswain Wil Sumner, Crew Doug Twitchell and Therese Van Weile. There was one SAR case this day and we handed out 20 T Shirts and Ice Cream Coupons, plus Therese completed her VE for qualifications.

Margarita, July 4, Coxswain Wil Sumner, Crew John Zowalki and Jimmy Matthies. We had no SAR cases on July 4, but had to educate 12 boaters on the correct speed limits, plus handed out 12 T Shirts and ice cream coupons., As the water was so low, we also came across a sunken boat that was suspended in the trees.



22 Ft Cobalt sunken after striking the top of a very large Pine Tree, from 2017. When discussing this vessel with Sonoma Co Sheriff, he mentioned that there are 29 sunken boats in Lake Sonoma, all from vessel accidents and alcohol related.

Margarita July 29

Night Operational Patrol at Lk Sonoma. We will have Brian Barton, Thomas Herbst and John Teague with Wil Sumner on Margarita. The USCG MLB 47 will have Jeff Tuttle, Therese Van Weile and Jim Matthies on board as observers.

Respectfully

Wil Sumner FSO-OP 55



US Coast Guard Auxiliary,  
DSO\_MS  
707 776 7237 cell

FSO-OP 57 Nothing to Report

Bob Gallup, FSC-OP 57

SO-OP 5

With the Covid Bubble gone it will allow us more flexibility in crew and trainee selections so contact me if interested in our help. You must have completed Blood Borne Pathogens class, completed Core Training, filed a High-Risk Assessment form to DIRAUX, and be current on annual TCT/Risk Assessment and Operations workshops. Division 5 has the highest number of Coxswains and Crew requiring REQUAL. This along with new crew trainees and limited OPTREXs we need to focus on training and more training, so we are ready for QE Sessions.

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 if your 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.

2021 National OPS workshop is available. Many flotillas have already been presenting to their membership. If you haven't done this yet, please make plans for presentations.

Risk Management/TCT refresher workshop are on Webinar calendar—Please tune in and update your qualifications.

Finally, if you haven't been on the water yet this year-it's time to get going. We all need 12 hours minimum underway, to refresh our skills and in many cases prepare for QE check rides. This requires a minimum of 30-day lead time to request QEs so don't wait till Sept. as it may be too late to get scheduled.

**Division 6**



No report submitted

### **Division 7**

From Mike Thompson, SO-OP

### **Highlights:**

1. Surface Operations
2. Our OPTREX is Aug 6-7 at Jordanelle State Park.
3. Low water issues
4. Event support need at Jordanelle August 14<sup>th</sup>.
5. Directions, corrections and information from Diraux and or the District supersedes this report.

### Details:

1. I am still leaving this as item one because it is that important. There have still been questions about what needs to be done in order to go out on patrols and other Surface Operation questions.
  - a. The District webpage has the answers and here is a link to the Surface Operations page. <http://wow.uscgaux.info/content.php?unit=113&category=surface-operations>.
  - b. District Operations monthly report contains up to date info on what is going on in OPS. It too can be found on the Operations website under Como Smith's picture
  - c. OTO sends out emails that will give info on changes, updates to current guidelines, corrections and clarification to policy and standards of operations. Strongly suggest you do not delete them before reading them.
  - d. Diraux and the District is the source of truth. If you have questions or hear of something new and it didn't come from Diraux or the District, please ask your chain of leadership to get clarification for you. Through the chain of leadership information flows to and from the source of truth (Diraux).
2. Our OPTREX is Aug 6-7 at Jordanelle State Park. We have 2 coxswains and 3 new crew and one crew coming out of REYR. These sessions will be by invitation only due to the lack of dock space for the facilities. The good news is that there is still enough water. You are welcome to come and hang out at the Keetley pavilion on Saturday.
3. Water! It is a scarce commodity this summer. If your regular water body is un-launchable, please consider supporting those that are. The reservoirs that are launchable are being overran by boaters. With Jordanelle at 64% and Deer Creek at 61% and both have plenty of ramp, but they at capacity each weekend for boaters so look to those first.



Strawberry at 76% is doing well but being 2 hours + away and at 7600 ft elevation is not yet getting overran but boat traffic is rapidly increasing, that too is a place that's needs us.

- a. For your information, Willard Bay is launch at your own risk and has closed the ramps at 47% of capacity, Utah Lake is not doing much better at 57%. Rock Port 30%, Pineview is at 29%, and Echo 20%. Water level data can be found at <https://www.usbr.gov/uc/water/basin/index.html#tab-2> or [https://data.cuwcd.com/data/reservoirs/index.htm#jump\\_public\\_jd](https://data.cuwcd.com/data/reservoirs/index.htm#jump_public_jd)
- 4. We have a triathlon to support at Jordanelle coming up on August 14<sup>th</sup>. The Park Rangers have asked that we have three facilities there for safety zone patrol. Blessings and Got One will be supporting so we need one other facility.

**Division 8**

No Report submitted

**Division 10**

No report submitted.

**Division 11**

No report submitted.

**Division 12**

No report submitted.

\*\*\* END OF REPORT \*\*\*

Respectfully submitted,  
COMO Wally Smith, DSO-OP



**SEMPER GUMBY!**





Wally Smith <wscgaux@gmail.com>

**Incident or Mishap Notification**

1 message

**USCGAUX Message System** <uscgaux-ms@cgauxnet.us>  
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Thu, Jul 22, 2021 at 7:16 AM

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## Auxiliary Leadership Link

### The Digest of US Coast Guard Auxiliary Activity

19 July 2021



### MEMORANDUM

Date: July 19, 2021

From: Alex Malewski,  
National Commodore

To: All

Subj: NACO GUIDANCE: INCIDENT OR MISHAP NOTIFICATION



- References: a. Coast Guard Safety and Environmental Health Manual, (COMDTINST M5100.47 (series)),
- b. Auxiliary Operations Policy Manual (COMDINST M16798.3 (series))
- c. Auxiliary Manual (COMDTINST M16790.1 (series))

It is critically important that the Auxiliary's Senior Leadership be informed in a timely manner if an incident or mishap as defined in this Guidance occurs. The need for such notification is not necessarily confined to those situations in which an Auxiliarist was operating under orders.

The procedures detailed in this Guidance are intended to facilitate timely and accurate notification to the Auxiliary's Senior leadership of the specified types of incidents or mishaps involving members of the Coast Guard Auxiliary, whether or not they occur while a member is assigned to duty. These procedures *are in addition* to those in place for reporting mishaps to the Order Issuing Authority (OIA) occurring while members are under operational orders.

#### **A. Procedure:**

1. As soon as possible after an incident occurs the member(s) involved, if able, or another Auxiliarist with knowledge of the facts, shall notify the District Chief of Staff (DCOS), and if under orders, the OIA.
2. If the incident occurred during flight operations or associated ground support activities, the member involved, if able, or another Auxiliarist with knowledge of the facts, shall notify the District Flight Safety Officer (DFSO) and the DCOS as soon as possible whether or not the incident occurred while under orders. The OIA shall also be notified if the incident occurred while under orders.
  3. For all other incidents or mishaps described herein, whether or not occurring while the members are assigned to duty, the member involved or another Auxiliarist with knowledge of the facts shall notify the DCOS as soon as possible.
  4. The District Flight Safety Officer, and DCOS shall notify the District Commodore (DCO) of the incident or mishap.
    - a. The DCO shall notify the District Director of Auxiliary (DIRAUX) and maintain continuing communication with the DIRAUX as needed.
    - b. If the DCO deems it warranted, the DCO shall notify the Vice National Commodore (VNACO) and the cognizant Deputy National Commodore (DNACO). The VNACO shall notify the National Commodore (NACO).
  5. If at any point in the notification process it is not possible to contact the next level as directed herein, or if there is any doubt that the incident notification will be forwarded in a timely manner to the next level, the reporting member will continue to attempt to contact the next higher level until confirmation is received that the information has been successfully passed.

#### **B. Incident or Mishap to be Reported to NACO**

1. As noted, this procedure applies not only to an incident involving an Auxiliarist assigned to duty, including incidents occurring during travel to and from the location of the authorized Auxiliary activity, but also includes incidents defined below that did not occur while assigned to duty:
    - a. Any occurrence causing personal injury requiring medical care beyond basic first aid, death, and any occupational illness, property damage, personal injury, or loss that will generate a claim against the Coast Guard must be reported.
    - b. Any occurrence reported to Active-Duty Coast Guard is to be reported to the designated Auxiliary officer as described.
    - c. Any unusual occurrence which significantly interferes with, or negatively impacts, the performance or outcome of a mission is to be reported.
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d. Any occurrence which results in intervention or a response by a federal, state, or local agency must be reported.

e. Any incident which results in damage in excess of \$300.00 (Three Hundred Dollars) or more to an Auxiliary facility or structure must be reported to NACO through the process described.

f. Any other incident, whether or not occurring while a member is assigned to duty or executing a Coast Guard mission, which, in the judgment of the member, is likely to result in positive or negative publicity for the Auxiliary, must be reported.

**C. Contents of The Report**

1. State the names of the members involved and their District affiliation.
2. Report the date, time and location of the incident.
3. State whether any injuries were sustained, the nature of the injuries, if known, and whether the injured person(s) has (have) been hospitalized.
4. State whether any government agency was notified or responded to the incident.
5. Without delaying the report, provide any additional information considered significant.
6. The report should be considered confidential and not shared beyond forwarding as directed. No information should be passed to anyone other than in compliance with this memorandum. Members of the media inquiring with regard to the incident should be referred to the District Director of Auxiliary.

**D. Flow Charts**

1. The applicable portion of the attached flow chart shall be followed.
  - a. Members are required to cooperate with Coast Guard personnel designated to investigate the incident or mishap.
  - b. Members who do not receive confirmation that the notification has been received shall notify the next level in the Chain of Leadership and Management (COLM). In the case of any government agency related incidents, notification up the chain must be completed.



