



**USCG Auxiliary District 11 North - Surface Operations Report
September 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)

Note: Some of the information included is repetitive from last month’s report. It is IMPORTANT information. *All statistics have been updated through the end of August.*

HIGHLIGHTS

1. **ALERT:** Per ALAUX 029/21 - Patrols conducted from 01 October until 15 November will not be reimbursed before 15 November.
2. 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.
3. The number of boat crew members & coxswains due for requalification in 2021 totals 31, and in 2022 the number is 87 ... totals include those in REWK status.
4. OPTREX Calendar
5. The “QE Request Requirements” forms are available on the Surface Operations web page under Response.
6. REWK status for many in boat crew program.
7. Clear the decks of those members who do not intend to requalify.

BONUS MATERIAL: Former OpFac “Maverick” is for sale. See below for details.

DETAILS

1. Per the ALAUX dated 16 August - Subj: FINANCIAL SYSTEM BLACKOUT/CUTOVER IMPACT ON AUXILIARY PATROL ORDERS - The Coast Guard is installing a new accounting software package. Be forewarned that this will delay reimbursements for patrols and other activities conducted under reimbursable orders. Please plan accordingly.
2. 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 TCT RM Refresher and class sizes are limited to eight; sign up with Ann Zocchi, DSO-MT.
3. 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 Aug.

<u>Division</u>	<u>Coxswain</u>	<u>Crew</u>	<u>Total</u>
1	0	2	2
3	0	2	2
4	1	3	4
5	0	2	2
6	1	3	4
7	1	2	3
8	1	7	8
10	1	2	3
11	0	3	3
12	0	0	0
	5	26	31

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

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

<u>OPTREX CALENDAR - 2021</u>		
<u>Division(s)</u>	<u>Location</u>	<u>Dates</u>
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” documents include “Requirements before Requesting a QE” and “Vetting Form 2021”. Both are posted on the Surface Operation web page. Please review the requirements and complete the Vetting Form in their 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 did not complete required online training, i.e., Ops Workshop, TCT Refresher, Nav 95 exam, etc., by the required date (30 June) 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.
- Of the 206 qualified coxswains and crew due for check rides between 2021 and 2024, 43 are in REWK status. It is reasonable to assume that some will not be pursuing requalification when due which skews the numbers for planning. If a coxswain or crew member will not be continuing in the surface operations program, please let the DSO-OP know so that their name



can be removed from the list of upcoming requalification candidates. Also, if they have been issued PPE, the gear should be retrieved and returned to DIRAUX.

Cutterman's Corner

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



ALDER Arriving

Yerba Buena Island will have a new buoy tender when CGC ALDER arrives next year to replace CGC ASPEN, which will be moving north to her new home port. Last month, after sixteen years on the job, ALDER left her home port of Duluth, Minnesota for the last time, on her way to the Coast Guard Yard, in Baltimore, Maryland, where she will undergo a yearlong refit before setting off for her new home port, San Francisco. This will mark quite a difference for ALDER, who is used to spending her winters breaking ice in Lake Superior and Lake Michigan.

ASPEN and ALDER are both Juniper class sea going buoy tenders, 225 feet in length. The cutters in this class are all named for trees. They are considered multi-purpose platforms, and perform a variety of tasks. One commanding officer refers to them as, "The Swiss Army Knife of cutters."

In addition to servicing and maintaining aids to navigation, ASPEN has launched boarding parties, conducted drug interdiction operations, hosted guests and helped to maintain the safety perimeter for the Fleet Week Blue Angel air shows and helped to rescue a humpback whale that had become entangled in the lines of a crab pot and was exhausted and near death from the effort of pulling the additional weight.

ALDER will join CGC GEORGE COBB, D11's other buoy tender, a 175-foot coastal buoy tender, homeported at San Pedro, California. The 175s are Keeper class buoy tenders, each named for an illustrious lighthouse keeper.

George Cobb was the keeper of the Point Bonita light, when in DECEMBER of 1896 he saved three men from drowning. He was awarded the Coast Guard Silver Lifesaving Medal for this action. CGC GEORGE COBB is known as, "California's Keeper."



We wish ASPEN good luck in her future homeport and extend a warm welcome to ALDER. After 16 winters on the Great Lakes, it will indeed be warmer here.

Paul's Tips

Navigation and Safety Reminders from Qualification Examiner Paul Verveniotis

Does Anyone Know the Navrules?...

POSTED [AUGUST 10, 2021](#) [PAUL VERVENIOTIS](#)

Every day on the water brings new challenges and new stories. I was on the water just last night and experienced a close call with another vessel that I just had to share.

We all (should) know that the Navigation Rules are to be followed by all vessels while underway. They are unambiguous and specific as to the actions to be followed in order to prevent collisions at sea. While commercial operators are required to pass exams to demonstrate understanding and competence, there is no such thing for recreational boaters and I would guess that 95% of boaters do not know them. Even those who take state-mandated courses for their boater safety cards only get the briefest of exposure to the Rules.

I was at the helm of a 91' Skipperliner that was chartered for a pleasant four-hour graduation party and dinner cruise. We were slowly transiting at a speed of around 4.8 knots along the San Francisco waterfront by the Ferry Building. I could see a sailing yacht on a beam reach and approaching my starboard bow, and her position was at about 030 Relative or about the 1:00 o'clock position. It looked something like this (although further apart):





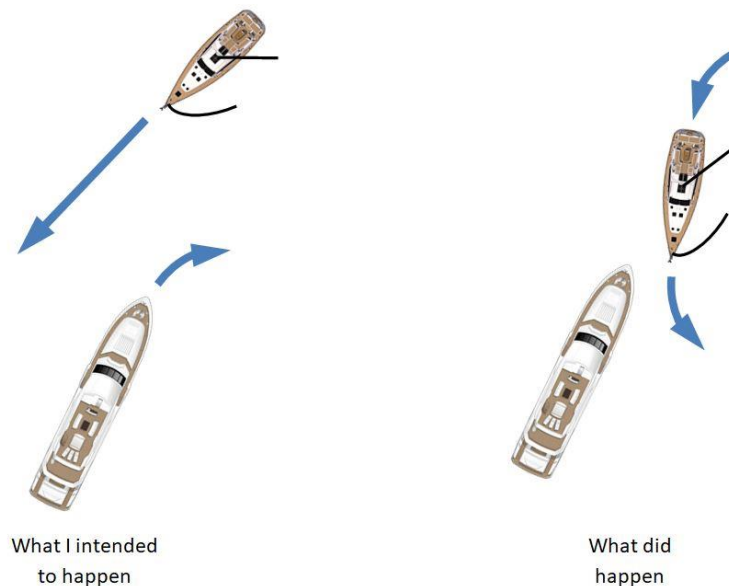
So what do the rules say about this situation? First of all, Rule 18 requires a power-driven vessel (me) to keep out of the way of a sailing vessel. Many (but not most) folks know this rule – this is an easy one. By Rule 18, I was required to keep clear. And I do so, even for the smallest sailboats.

Rule 17 is the rule about the action of the stand-on vessel (her). It says that the stand-on vessel (the sailing vessel in this case) **SHALL** maintain course and speed. The reason for this is so that the burdened vessel (me) doesn't need to guess their action and can maneuver as necessary.

Rule 17 also says that the stand-on vessel (the sailing vessel) can take action to avoid collision if I did not take sufficient action. More on that later.

As I saw the situation develop, I brought both engines to neutral and then astern on the starboard engine to slow down, and at the same time altered course to starboard to let the sailboat pass ahead. I also sounded one short blast on the whistle indicating that I intended to leave her on my port side. NOTE – this maneuvering signal in Rule 34 is technically for power-driven vessels but I wanted the sailboat to fully understand my intent.

In retrospect, the captain of the sailing vessel probably did not know the meaning of that whistle signal. Imagine my alarm when the sailing vessel then turns to port right in front of me!



I was dead in the water with no way on as the sailboat passed my starboard bow. As it went by, I could see the skipper shaking his head, undoubtedly thinking “another stinkpot powerboater not giving way...”

What could have been done differently? I'm not sure. I took action as early as I could after I saw the sailboat steady up on a course towards me. He probably did not notice my reduction of



speed and alteration of course to starboard to avoid him. And he may have interpreted my whistle signal as a “honk on the horn” as we hear in our cars every day.

He was also on a starboard tack and his sails may have blocked his view a bit. He might also have been intimidated by the larger vessel and thought that turning to port was his best option.

In any event, it’s a lesson to always be prepared and assume the other boater does not know the Rules. Thankfully in this case he maneuvered clear and avoided trading of paint or worse.

Boat Crew & Personal Protective Equipment (PPE)

Information from our District PPE Manager, Michael Brown

- Just a reminder that those of you who do VSCs while on a vessel that is in the water or on a dock next to a vessel in the water need to be wearing a PFD. Type III PFDs are available by requesting one thru your MA or FC.
- In the near future, we will have an online order form available on the D11n website attached to a district-specific email address for PPE requests.
- We are currently caught up in the backlog of issuing PLBs in the district. Many thanks to D11s’s PPE Manager for helping us out with our lack of PLBs. We are still awaiting a large order of PLBs that was placed at the beginning of this year for D11n.

OpFac for Sale

Former Operational Facility “Maverick” is for sale by Flotilla 49. For additional information, contact BK Barr, bkb.cgaux@gmail.com.

"Maverick "

Bayliner Trophy 2352 Asking \$22,000

Trophy: Cuddy Cabin /Walk Around
Full Custom Canvas Cover (\$2,800.00)

All USCG required equipment for use as a Facility:
2 fire extinguishers / Tow Line, Multiple fenders, tow hook and bridle,
Rotating Red/Amber Safety Light, Detachable Solid Patrol Placards, National
Ensign and Auxiliary Patrol Ensign. Throw Bag, and charts of San Francisco
Bay. Many extra Auxiliary PVD's.
Garmin GPS/Chart plotter



New Motor (Chevy V-8) has approx. 330-340 hours run time.
Last ~~service~~ Dec 2019
Oil and Filter
Outdrive
service.

Boat serviced in San Jose at:
Pleasure Boat Specialties (408) 432-0217
2456 Kruse Dr.
San Jose, CA





Division Reports
(In their entirety)

Division 1

From: Nancy Marion, SO-OP

Highlights

- 1. Division 1 OPTREX Planning Update & Restructuring**

Details

- 1. Division 1 OPTREX Planning Update & Restructuring:** With limited need for qualification check rides the QE portion of the OPTREX has been cancelled. This is a testament to the success of our ongoing 2 boat training and qualification program, spearheaded by Terry Blanchard (SILVER CHARM) and Jim Losi (SERVANT). BZ to this outstanding Operations team.



Division 1 OPTREX has been restructured to include on the water boat crew training exercises and TCO/COMs Training on Sunday October 3rd at Station San Francisco (YBI). Nine individuals have pre-registered for underway training and a second call out will be sent soon for TCO/COMs training participants.

A big thank you to our ASC Sue Fry and AUC StSF Jim Losi for their assistance in coordinating this event with Station San Francisco.

Alex Bennet, FSO-OP (01-04) is the joint POC for this event and will be handling the on-site administration the day of the exercises.

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

Intel, Incomplete and Inaccurate

We'll all agree that accurate and complete intel is critical to a successful SAR mission. Unfortunately, intel is all too often incomplete and inaccurate. Recently, a rescue unit received a report of a vessel in distress with one POB. It turns out the vessel had 33 POB and was washed ashore in heavy surf resulting in the death of three persons and numerous hospitalizations. Unfortunately, there are many other examples of poor intel leading to botched SAR missions.

Part of the problem is that intel is usually passed along a chain of entities, and with each transfer of intel, errors and omissions can occur. I believe we can improve our intel by being an "active" rather than a "passive" intel receiver.

A passive receiver merely assumes the intel is complete and accurate and then acts upon it. The result: Time can be wasted searching in the wrong location, and once on scene, the SRU is unprepared to deal with the situation.

The active receiver takes the time and effort to question the all the intel. The active receiver should act like a homicide detective in relentless pursuit of the whole truth. Unfortunately, the



active receiver can get "push back". Efforts seeking "complete" intel can be seen as a big waste of time to the person passing the intel.

I believe the active receiver will conduct more efficient and effective SAR missions. Such outcomes benefit the CG as well as the boating public we serve.

Division 4

From Paul Verveniotis, SO-OP

We have made efforts to execute patrols in Redwood City with members across multiple flotillas in Div. 04. Utilizing the newest facility in the Division (and maybe the District) ...a Jeanneau Leader 33 that belongs to Steve Guttman. These patrols are done on Wed evenings in support of Sequoia YC Wed Night Races. Also working on quals for some members with likely checkrides at the Richmond OPTREX.

Facility MAVERICK (Dave Naumann's prior facility) is now for sale by Flotilla 49

The FSO-OP for FL49 has been changed from Onno Hommes (who moved) to Bob Brown.

Division 5

From: Lew Derfuss, SO-OP

Bravo Zulu to Jim Minkel and Ron Nathan, Tom Hurley and Lew Derfuss. Please read the following report.

Training was excellent as we again got to exhibit our skills in stern and side tow evolutions with Sta. Vallejo 29 Ft Rib. Sta ask us to handle a SAR Case about 1600 as we were approaching Cutting Wharf and planning on trailering for day. Case was down near power lines on Napa River. The 16-foot boat with a single adult had drifted up into shallow rocky waters up river as he was not able to get his anchor to hold. After finally locating him, we were able to carefully and skillfully maneuver SAR DOG to his locations in 2 foot of water and get a line on him while trying to avoid rock formations in close proximity to the distress vessel. It was one of the most challenging recues I have performed, but thanks to the help of my crew Tom Hurley, Ron Nathan, and James Minkel we were successful in our attempt to render aid. So, at that point we thought the challenge was over, but no as he launched out of the old Brinkman's Vallejo Ramp. Again, we were able to get him to the dock in 2-foot waters. Made for a long day as underway time of 9.5 hours with a fatigue waiver requested. Bottom line if it had not been for high tide, we would not have been able to help and I don't think Sat 29 Foot Rib could have gotten to the distressed vessel. The stars were aligned, and all turned out well.

RESPECTFULLY SUBMITTED

Steven Johnson, FSO-OP.

FL 52



Overcast skies, zero winds, and a .07 minus tide greeted SAR DOG at Cutting Wharf at 0845 Sunday August 22 as she was launched and prepared for patrol. The crew, made up from flotillas 5-1, (Nathan, Minklel); 5-2, (Hurley) and 5-3, (Derfuss, the Coxswain) were planning to hone skills and practice drills with a boat from station Vallejo.

An uneventful passage though the Napa River led into a large fleet of sailing vessels slowly tacking across the Mare Island straits. The sailing vessels were awaiting the beginning of the return leg of "Great Vallejo Race" and filled the channel from Vallejo Marina to the Yacht club docks. Skillfully avoiding disturbing this silent ballet, SAR DOG meandered though the fleet and crossed the start line as the first starting gun fired. Evidently, we were in the lead. Discarding this privilege, SAR DOG powered up and speed away and out into the Carquinez Straits.

After practicing VS search patterns alone, SAR DOG met with CG 29152 from station Vallejo and were "rescued" by the Gold Side vessel. Later, SAR DOG returned the courtesy putting 29152 in both behind and side tows. Practice makes perfect, and these skills were demonstrated again later in the day when SAR DOG was tasked by station Vallejo to assist a vessel in distress.

Lunch side tied in Glen Cove marina and then back up toward Napa as SAR DOG rode the last of the incoming tide practicing navigation skills and ATON/ PATON observations. As our day became long and we were minutes away from both Cuttings wharf and the close of our orders, Station Vallejo requested assistance for a vessel on the Napa River without power, dragging anchor.

Heading back downstream to the reported location of " the power lines crossing the river", we searched the waterways for the disabled vessel. On the way to the reported location, a small boat off in shallow water about 300 yards outside the channel markers was spotted. Was this the vessel reported? SAR DOG slowed, then stopped, and keeping inside the channel, glassed the vessel, looking for a signal, a wave, or any sign of distress. Nothing. Other than being out of the channel, they seemed fine. Off to the power lines now, 3 miles downstream.

Not finding any vessels in the area, station Vallejo was contacted and asked to relay our request that the vessel display some marker or give a wave to identify themselves to assist locating them. Minutes later, station Vallejo responded that the vessel reported that we had passed them but had not stopped. A later communication with station with Lat and Lon information from sector confirmed that the stricken vessel was indeed the one 300 yards out of the channel, close to shore. Returning upstream, in minutes we were bow to bow with the vessel.

Bow to bow, in shallow water with an outgoing tide, maneuvering to keep from running over his anchor line, while keeping off the rocks that were visible in the wave troughs, and backing the now connected by a tow line two boats out towards the deeper water as the wind and waves worked together to push us further toward the nearby lee shore. 100 yards later, in 3 1/2 feet of water, we established a regular stern tow configuration, and headed downstream again to the notoriously shallow and mud filled at low tide boat ramp at South Vallejo.

Moments counted as we entered the boat launch in South Vallejo. We landed SAR DOG and pulled the grateful boater and his 16 ft Lone Star to the dock ahead of us, never stirring up the mud, and left him shouting his grateful thanks as we raced the outgoing tide to leave the launch ramp.

An uneventful trip back to Napa's Cuttings wharf was just what we wanted and exactly what we had as we sped back upstream to load, debrief and close out our patrol

Most Respectfully, Tom Hurley, FSO OPS 52



FL 53

Flotilla 53 had 2 patrols on 8 Aug in Vallejo AOR SAR DOG with Lew Derfuss (53) and Ron Nathan (51) and trainee Michael Gonzaga (53) and KOKUA II with Randy McCormick (53) and Mark Waters (53) and Morgan Curtis (53) trainee. These patrols included 2 boat tow evolutions with Sta Vallejo safe boat and between SAR DOG and KOKUA II as well as other training including Man-Overboard Drills, VS Search patterns and anchoring evolutions.

So now for the rest of the story related to this patrol. Our new trainee Michael Gonzaga communicated with us a couple of days after this patrol that he was out in Suisun Slough and in his newly acquired boat and on his way back to Suisun City came across a disabled vessel. He was excited and elated that he was able to apply his newly acquired training on proper towing procedures to render assistance as a Good Sam and tow the disabled vessel back to Suisun City. Needless to say, Michael can't wait to go on more patrols and get more training on Boat Crew Operations. I would say he is definitely hooked and committed to pursuing boat crew qualification.



SAR DOG on Patrol Napa River 8-8-21



SAR DOG on Mare Island Straits



SAR DOG on Patrol Mare Island Straits Coxswain Lew Derfuss at helm, Crew Ron Nathan forward, Trainee Michael Gonzaga aft



On 22 Aug SAR DOG again patrolled in Sta Vallejo AOR with Lew Derfuss (53) and Ron Nathan (51) James Minkel (51) and Tom Hurley (52) launching out of Cuttings Wharf we met up with Sta Vallejo Safe boat for some 2 boat towing evolutions switching off as the distressed vessel and the recue asset. We also ran some VS search patterns and other training before stopping at Glen Cove Marina for lunch. Due to the time, we started heading back to Cuttings Wharf with plans to re-trailer and secure for the day. As we worked are way up the Napa River and neared for Cuttings Wharf, we were picking up on some radio traffic from Sta Vallejo that was trying to locate a vessel that was in distress on the Napa River near the power lines and made the decision to delay docking in case we were needed to respond to this developing SAR Case.

That decision proved to be the correct one as with limited information we were asked to see if we could locate a white powerboat with engine failure and dragging anchor in the area around the power lines on the Napa River. Heading back downstream to the reported location of " the power lines crossing the river", we searched the waterways for the disabled vessel. On the way to the reported location, a small boat off in shallow water about 300 yards outside the channel 8 marker was spotted. Was this the vessel reported? SAR DOG slowed, then stopped, and keeping inside the channel, broke out the binoculars and scanned the vessel, looking for a signal, a wave, or any sign of distress. Nothing. Other than being out of the channel, they seemed fine and we hoped due to its position that that was not the distressed vessel. Off to the power lines now, further downstream.

Not finding any vessels in the area of the powerlines station Vallejo was contacted and asked to relay our request that the vessel display some marker or give a wave to identify themselves to assist locating them. Minutes later, station Vallejo responded that the vessel reported that we had passed them but had not approached towards him, and then left the area. A later communication with station with Lat and Long information from sector confirmed that the stricken vessel was indeed the one over 300 yards out of the channel, close to shore. Returning upstream, in minutes we slowly approached and were bow to bow with the vessel.

Bow to bow, in shallow water with an outgoing tide, maneuvering to keep from running aground or over his anchor line, while keeping off the rocks that were visible in the wave troughs, and backing the now connected by a tow line two boats out towards the deeper water as the wind and waves worked together to push us further toward the nearby lee shore. 100 yards later, now in 3 1/2 feet of water, we established a regular stern tow configuration, requested Sta. Vallejo contact Sector to grant us an extension of fatigue waiver time and headed downstream again to the notoriously shallow and mud filled at low tide boat ramp at South Vallejo. We stopped short of the ramp area to gather the distressed boater's information for our report as well as assessing the situation

Moments counted as we entered the boat launch in South Vallejo. We landed SAR DOG on the dock and pulled the grateful boater and his 16 ft Lone Star to the dock ahead of us, never stirring up the mud, and left him shouting his grateful thanks as we raced the outgoing tide to leave the launch ramp.

An uneventful trip back to Napa's Cuttings Wharf was just what we wanted and exactly what we had as we sped back upstream to load, debrief and close out our patrol. In over 30 years of conducting patrols and numerous SAR Cases, this was probably one of the most challenging and were only able to successfully accomplish it due to catching a near high tide and the teamwork of a highly skillful crew and coxswain. I doubt the CG safe boat would have been able to render



assistance in this case due to its draft and the shallow waters we had to deal with. We all felt sense of accomplishment in being able to successfully in rendering assistance. It also served to sharpen and test our training in preparations for upcoming QE check rides. Photo Below:

I also want to give a BRAVO ZULU!! to 53 member Morgan Curtis in qualifying as Boat Crew at the 14 Aug Division 3 OPTREX as well as John Hardin and Division 3 members that helped make this accomplishment possible.

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



SAR DOG with distressed vessel in stern tow on Napa River 8-22-21

End of Report
Lew Derfuss FSO-OP 53

Fl 55

Flotilla 55 Conducted 3 patrols in July & August.

July 29, Flotilla 55 conducted joint Night OPS training with CG Station Bodega Bay. Three CG Aux members were on the MLB 257 (Therese Van Wiele, Jimmy Matthies and Jeff Tuttle. Margarita was also underway with Thomas Herbst, Brian Barton and Wil Sumner.

August 8, Margarita conducted a MOMS and training with MLB 257 patrol at Bodega Bay. On AUXFAC Margarita, there was Larry Kubo, Brain Barton, Thomas Herbst, Therese Van Wiele and Wil Sumner.

August 15, Margarita, conducted a MOMS and Training patrol with MLB 257 at Bodega Bay Coxswain Wil Sumner, Crew Brian Barton, Thomas Herbst, Steve Kilgariff and Therese Van Weile. There was one SAR case this day



Members on Night Ops patrol aboard STA Bodega Bay 47 ft Surf Boat

Respectfully

Wil Sumner FSO-OP 55
US Coast Guard Auxiliary,
DSO_MS
707 776 7237 cell

FSO-OP 57
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

No report submitted

Division 8

From Dave Johnson, SO-OP

Mendocino 87: Normal helo fuel recirculation.

Clear Lake 88: No activity on Clear Lake due to low water. All on the water activity has been transferred to Lake Berryessa.

Crescent City 11: No report

Redding 39: Several Moon Light Kayak patrols were made prior to the cancelation of the event due to smoke. Two days of patrols occurred last weekend in preparation for the upcoming QE Check Rides on 09/04/21. Contact Bill Hale or Mike Maddox for further information on that event. Lake Oroville is closed due to low water. Lake Shasta is still open with only one ramp. It is unknown how long the remaining ramp will be in operation. Whiskeytown Lake is full, clear, and warm with 3 operational ramps.



Division 10

From Rod Rollins, SO-OP

HIGHLIGHTS:

1. Patrols continue in the Delta and inland lakes

DETAILS:

10-02-Three patrols.

10-03- Weekly OTW and Land Mobile patrols are being conducted.

10-05-No activity

10-06-Patrolled for 3 days at Lake Millerton

PROJECTS:

1. Preparing for OPTREX September 24-26 at Lake Millerton.
2. Patrols in the Delta and on local lakes and reservoirs.

CHALLENGES/OBSTACLES/OPPORTUNITIES:

1. Challenge is to have everyone return to water activities.

GOALS AND OBJECTIVES:

1. To exceed numeral number of patrols for 2020
2. To ensure all OTW events are conducted safely after being off the water for a year.

Division 11

No report submitted.

Division 12

From: Jim Losi, SO-OP

HIGHLIGHTS

- DIV12 Surface Operational OPFACS & STATUS
 - a) AQUAMARINE – Non-Operational
 - b) SERVANT – Operational
 - c) ODYSSEY – Non-Operational
 - d) SWEETWATER – Non-Operational
- Attached is a listing of the patrols OPFAC SERVANT has engaged in during the past 30 days in Exhibit 1.
- Noticed that the processing of fuel allowance has slowed down.
- Continued training of Boat Crew Trainees:
 - o Adam Kovalevsky
 - o Robert Torio



o Rob Firehock (Boat Crew Certified – needs on the water training)

Projects

- Check Ride Program for coxswains and boat crew members and trainees
- Recruiting members with prospective OPFACs

Future Activities

- Participation in Division 1 – 3 OCT training at YBI
- PATON patrols assigned to Stephen Busch of Div. 113-12-91 - Final 15 to be verified
- Div. 12 OPTREX on 15 & 16 OCT at Richmond Marina

Challenges

- Allocation of time with only one OPFAC and many requests
- Demands from members requesting check rides earlier in the year rather than the 4Q21.

Goals and Objectives

- Get as many members as possible ready for their check rides.
- Training excellence and mission excellence.

Exhibit 1 – Div. 12 Patrols for the Month of August

15- Aug	PO- 246234	Kite Surfer Safety Patrol	Losi Olsen Bennett Swiggett
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22- Aug	PO- 247142	Kite Surfer Safety Patrol	Losi Olsen Bennett Swiggett
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24- Aug	PO- 249672	PATON Patrol Night Time Patrol	Losi Busch Torio Kovalevsky
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29- PO- Kite Surfer Safety
Aug 247143 Patrol Losi
Olsen
Bennett
Firehawk

*** END OF REPORT ***

Respectfully submitted,
COMO Wally Smith, DSO-OP



SEMPER GUMBY!