



**USCG Auxiliary District 11 North - Surface Operations Report
November 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 information has been updated through the end of October.*

HIGHLIGHTS

1. **ALERT #1:** All patrol order requests are temporarily on hold. See below for details.
2. The number of boat crew members & coxswains due for requalification in 2021 totals 21, and in 2022 the number is 66 ... totals include those in REWK status. The updated “QE Check Ride Due Dates” report is available on the Response page on the District web site.
3. FLEET WEEK was a great success! See photos following this report.
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:

- I. Free “Safety Light” for Operational Facility. Contact Jim Losi for more information.
- II. Former OpFac “Maverick” is for sale. See below for details.
- III. Fleet Week photos contributed by Lew Derfuss, SO-OP, Division 5 added as addendum to this report.

DETAILS

1. The following is an excerpt from an email (in italics) received from OTO Dustin Finkelson on 04 October: *All patrol orders and requests in ADII are to be denied regardless of status (requested or approved). There may be issues with accounting lines and future payment processing. Only “Critical Missions” will be approved and no requests should be entered into AD2 until further notice. For member who requesting orders the temporary work around is:*
 - *Fill out and complete the CG-5132 attached.*
 - *Forward to OTO for verification.*
 - *OTO will forward to the OIA’s for signature.*
 - *The OIA’s will forward back to the requesting member.*
 - *After the blackout period, you will enter in ADII as normal.*



Any approved patrols after OCT 1st will need to follow the steps above as well. Please forward to your folks and as always, stay flexible as thing may change at a moment's notice.

Addendum: Email received 07 October from OTO: After a conference call with BSX, all air/surface ops will not take place until after the blackout period 15NOV21. Unless the SECTOR/AIRSTA Commanding Officer is requesting Aux support, no orders will be issued and ADII should not be used.

- Below is a spreadsheet indicating the number of coxswains and crew still due this year for check rides, broken down by Division.

Requalification Candidates – as of 30 Sept.

<u>Division</u>	<u>Coxswain</u>	<u>Crew</u>	<u>Total</u>
1	0	2	2
3	0	2	2
4	1	1	2
5	0	1	1
6	0	1	1
7	0	2	3
8	1	5	6
10	0	2	2
11	0	3	3
12	0	0	0
	2	19	21

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

- Fleet Week saw a number of Auxiliary facilities on the water supporting the Safety Zone (box) for the air show. The sea conditions were challenging on Thursday and Friday but both Saturday and Sunday saw bright skies and relatively calm seas ... at least for San Francisco Bay! Shoreside activities were somewhat curtailed as a result of lingering COVID concerns. Communications for the Auxiliary vessels were handled by shore based TCOs during transit times to and from their home ports and their positions on the box. BZ to all who made this happen!
- Upcoming OPEX / OPTREXs currently listed on the District Calendar are below:

OPTREX CALENDAR - 2022

<u>Division(s)</u>	<u>Location</u>	<u>Dates</u>
8	Lake Shasta, Antlers Resort	28-30 April
6	Santa Cruz	10 September



5. 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 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.
6. 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.
7. Of the 213 qualified coxswains and crew due for check rides between 2021 and 2024, 42 (20%) are in REWK status. Of that number, nine are both in REWK and due for requalification this year. It is reasonable to assume that some will not be pursuing requalification when due, particularly those due this year, 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)

The Importance of Training

Working directly with active-duty Coast Guard provides a view of training that differs significantly from that of the Auxiliary. Active-duty training is regular and ongoing, while that of the Auxiliary is geared primarily towards QE check rides. While the Coast Guard trains for uniformity and excellence, the Auxiliary trains for qualifying and requalifying.

Uniformity is of paramount importance to the Coast Guard. To be able to move personnel from one Response Boat to another, or from one MH-65 Dolphin Helo to another, and have them fit in smoothly, is essential for the successful completion of missions. While the uniformity of platforms makes such a transition easier, an even more important factor is that everyone does the same things the same way, uniformity of practice.



All Auxiliary facilities are not the same, but the operations performed on them are. Learning the idiosyncrasies of a new Auxiliary Facility is not that difficult since all boats are relatively similar, but the different ways that coxswains do things, despite the fact that requirements are standardized makes such transitions more difficult.

The variety of ways that procedures and evolutions are performed on different facilities, the lack of uniformity of commands the failure to echo commands and the irregularities in line handling, radio communications procedures and towing evolutions, makes the major goal of training, training for excellence, difficult, if not impossible to achieve.

Coast Guard training, whether it is aboard a cutter, at a small boat station or at an air station, is not just focused on the achievement of competence, it strives to train individuals to advance to the next level. Next level does not mean next level of qualification, it means next level of performance. No matter how good someone is, they can always do better. It means getting to the point where things are done smoothly and automatically.

Both the Coast Guard and the Coast Guard Auxiliary use the same standards for boat crew training, The Boatcrew Handbook. Previously, the Auxiliary had a separate manual. The Auxiliary Boatcrew Manual. Now, we are all on the same page. The standards, and procedures are the same, and they reflect the expectation that we are to perform the same way.

The Coast Guard are widely recognized as being the best professional mariners in the world. We are fortunate to have the opportunity to train to the same high standards, but training only every three years will not get us there. We should be training more often and more regularly, and we too must train for excellence and uniformity, and not just to qualify.

Division Reports

(Most in their entirety)

Division 1

From: Nancy Marion, SO-OP

Highlights

1. Operational Activities during ADII Ops Blackout
2. Fleet Week Participation
3. Air Station SF Hoist Training for OPFAC SILVER CHARM Crew.
4. OPEX October 3rd: Mission Summary ((Repeat from September Report)



Details

- 1. Operational Activities during ADII Ops Blackout:** With the Order system blackout in ADII running from October 1st to November 15th (we hope), operational activities have been limited to those at the direct request of the Active Duty. Within Division 1 this has sidelined all our OPFACs except Terry Blanchard with OPFAC SILVER CHARM which continues to receive orders for Helo Operations and any other direct support needed by Sector.
- 2. Fleet Week Participation:** We were fortunate to have all three Division 1 OPFACs participate in this year's Fleet Week Air Show security operations. Our Coxswains included Terry Blanchard on SILVER CHARM, Bob Golden on RANGER and Peter Shamray on SEAHORSE II. In all, 19 Division 1 Boat Crew and Coxswains staffed the event, which was the largest personnel contingent of any single Division. A big thank you goes to our own Terry Blanchard for heading up District 11N OPFAC sign-ups and event coordination for this year's San Francisco Fleet Week. This was an enormous task and on a much shorter planning time line than prior years. A total of 43 crew personnel from six Divisions participating. Bravo Zulu Terry for another successful Fleet Week.
- 3. Air Station SF Hoist Training for OPFAC SILVER CHARM Crew:** Thursday, October 14th, the crew of OPFAC SILVER CHARM were invited to the air station for the annual training for Helicopter Hoisting for Non-Flight Deck Vessels, Tactics, Techniques, and Procedures (TTP) or HOSST Training. This is typically an annual training event but was cancelled last year due to COVID-19. The training was conducted in the hanger with an MH-65 and included a thorough review and simulation of the use of all hoist equipment and procedures. The training was provided by LCDR Briggs, the training officer and the senior chief lead for the flight mechanics. Everyone thought this training was very beneficial and interesting.

After the training the Silver Charm crew joined with AUXAIR members for a picnic to honor both groups for their assistance to the air station. With both COMO Kirkwood and COMO Smith in Silver Charm's crew, our D11 North Aux leadership were well represented. Everyone from the Aux side enjoyed this recognition and interacting with the active duty is always appreciated.
- 4. OPEX October 3rd, Mission Summary (Repeat from September Report):** After clearing one hurdle after another, Division 1 was able to hold their OPEX at Station San Francisco on Sunday, October 3rd. While this report is for Operational activities in September, as the vast majority of time was spent in preparation for the October 3rd OPEX, I'm covering the event details here. September was spent assisting members in completing pre-OPEX qualifications, assuring ID cards were up to date or arranging alternative means of transportation when ID cards had expired.



While we faced many hurdles in the run up to this event, the three primary roadblocks were the late scheduling of the Fleet Week Skippers meeting on the same day, OPFAC mechanical challenges and the end of the fiscal year on September 30th, any of which would have required cancellation of the event. Due to the hard work of several members the Fleet Week Skippers meeting was moved to the day before. With one challenge averted, OPFAC SILVER CHARM went down with mechanical issues but fortunately was back up and running within a week of the event. This left the Federal Budget as our last major hurdle, but miraculously orders were received for our two OPFACs mid-afternoon the day before. A special thank you goes to our OIA LT Natasha Kenney for getting the job done for us in the nick of time.

The event included members from all four Division 1 Flotillas in both training and Staff rolls, with additional support from Coxswain Jim Losi (12-91) on OPFAC SERVANT of Division 12. Alex Bennett (01-04) was the event co-coordinator and our Division 1 SO-CM Carol Paz (01-04), organized the Operational Communications and TCO Training component which included use of the Auxiliary Communications Vehicle (ACV).

The goal of the event was to provide both Boat Crew Underway training and TCO Operational time and training.

Boat Crew Training: Due to the ongoing impact of COVID-19, many members have not had access to an OPFAC this year and face going into REYR due to limited annual underway hours. The OPEX provided a means of shaking off the dust, clearing the cobwebs, and gaining much needed underway time toward their 12-hour annual minimum. We also had several new crew trainees anxious to get on board an OPFAC for initial boat training.

Communications Activities and Training: Our SO-CM Carol Paz did a stellar job of organizing the Communications component of our OPEX. The ACV was on hand, thanks to John Brandenburg, David Sequeira, and Stephen Busch who brought the vehicle from CGI and provided setup and facility support for the duration of the event. The ACV was used as primary Communications support for our OPFAC boats during the entire exercise. Several of our TCO's were able to work the van for needed comms hours and provided training to a number of TCO Trainees during the event.

A big thank you to our Sector SF ASC, Sue Fry (01-07) and Station SF AUC, Jim Losi (12-91) for their assistance in coordinating this event with Sector SF and Station SF. To our OPFAC Coxswains, Terry Blanchard (01-09) SILVER CHARM and Jim Losi (12-91) SERVANT, without whom the event would not have been possible, a special thank you for their patience, and flexibility in the run up to, and day of the event. To our SO-CM Carol Paz who coordinated the entire Communications component of the event



including OPCOM and TCO Training. Gary Kaplan (01-09) was also on hand to provide a tour of the Station Communications Center as we rotated crews between OPFACs.

This type of event always takes a good team, but in this case, it really was a whole Village of dedicated members pulling in the same direction to make this even a reality. And with all the additional outside challenges we faced, Semper Gumby is an understatement. Bravo Zulu to the whole team!

Please see seven OPEX photos attached at the end of this report.

Goals:

- Provide as many Operational opportunities as possible to support ongoing Boat Crew Training, completion of annual underway hours, and trainee support.
- Assist with member qualification expirations.
- Assist Members with Initial Specialty Qualifications.

Division 3

From John Hardin, SO-OP

Subject: Sacramento IRONMAN Race

The highlight of Division 3 operations in October was the Auxiliary's participation in the Sacramento IRONMAN Race. The IRONMAN triathlon races are staged throughout the USA.

The Sacramento IRONMAN Race was scheduled for Sunday October 24. In addition to the 3,500 racers, the race sponsors also assigned about 100 volunteer yachts, runabouts, kayaks, and paddle boards to assist within the 2.4-mile race course. A closure of the Sacramento and American Rivers from 0600 to 1000 was necessary to assure the safety of the swimmers. Safety vessels from 4 local LE agencies, 2 FDs, CG Station Rio Vista as well as Auxiliary facilities from Divisions 3, 5, and 10 were on hand to assist in the river closures.

The official activities began with a pre-sunrise briefing on Sunday morning at 0500 at the West Sacramento docks. This required early wake up calls particularly for those crews and facilities coming from out of town. Our endurance was further tested by Sunday's mega rain storm dropping over 5 inches of rain. It was nearly impossible to stay dry, but never the less, all the safety vessels remained "at the ready".

At 0630 and after enduring constant downpours and steady winds, the race was cancelled due to the hazardous conditions. While the IRONMAN racers were spared the opportunity to display their skill and fitness, the crews on the safety boats were tested to the limit and passed with flying colors. Esprit de corps was very evident among the safety vessels.



Notwithstanding the race cancellation, the event was a tremendous success operationally. When the “big one” comes requiring multiagency action, we’ll be in a much better position to respond effectively. The next Sacramento IRONMAN race is now scheduled for October 23, 2022.

Division 4

From Paul Verveniotis, SO-OP

Not much to report from down here.

Maverick is still for sale.

My facility Search Engine needs a new outdrive so working on that – ouch.

We had one member who was planning to qualify at the Richmond OPTREX but that was canceled.

Division 5

From: Lew Derfuss, SO-OP

FL 52

Members of flotilla 5-2 patrolled both the delta and the SF bay during October of 2021.

On Oct 1 the grand lady String of Pearls did her final patrol. Under clear blue skies, through smooth water in warm fall weather, SOP left Antioch and did the loop down the San Joaquin to Pittsburgh and back up the Sacramento River to 3-mile slough. After hailing the drawbridge and passing under and through, she returned again to Antioch. Fortunately, no calls for assistance were broadcast, no assistance was required. No dings, no damage, no deaths, no drama. Aux member Hurley of 5-2 was aboard as crew.

String of Pearls is generously being offered as a facility to Division 5 by the owner Bob Gallup. Facility anyone?

Fleet week saw Dan Glenn, Dinia and Erik Paananen, John Albrecht and Tom Hurley of 5-2 all pitching in to keep boats out of airplane jet engines and props for Fleet Week. Strong currents and heavy winds almost brought conditions to a dangerous level on Friday, but a successful air show was completed all 4 days. Dan Glenn helped operate Shady Ladies first as the target boat, then later as the official photo platform for the Blue Angels. Congratulations to Dinia Paananen and John Albrecht for completing their first Air show Patrols, and special thanks to Erik Paananen for muscling the helm on SAR DOG Friday during big seas and strong winds, keeping it safe and bringing' everyone back home.

No other patrols reported at this time.

M/R

Tom Hurley, FSO OPS 52

FL 53



SAR DOG patrolled all 4 days and KOKUA II 2 days on SF Bay in Support of Fleet Week with crew support from FL 51, 52,53, and 57—Truly a Division effort.

Additionally, we received a special mission essential tasking as one of 3 vessels to support the Ironman Competition on 24 Oct on the Sacramento and American Rivers KOKUA II with Randy McCormick as Coxswain, Lew Derfuss as Crew and Michael Gonzaga as trainee and MD were selected to support this special event. We were schedule to meet at West Side Dock on Sacramento River at 0500 and selected Broadrick Ramp to launch. After issue with access gate to ramp being locked, we finally got someone to unlock and launched at 0500 and proceeded to West Side Dock. After briefing we were enroute to our position at the North end of Sacramento River just above the confluence of the American River when we received a radio transmission cancelling the event over safety concerns due to record breaking severe winds and rains. We trailered with wind gust of 40 knots adding to the challenges of all of us being soaked to the bone. Ironman Event rescheduled for 23 Oct 2022.

End of Report
Lew Derfuss FSO-OP 53

FSO OPS Wil Sumner Oct 2021

Flotilla 55 Conducted 0 Patrols in October

While flotilla 55 conducted no Patrols in October, we had many members participate as crew on other boats during fleet week.

FSO-OP 57

The String O'Pearls did its last patrol (not under orders and without the patrol sign) on October 2, 2021 for Station Rio Vista, lower Sacramento River. Mike Hay was the Coxswain and the crew was Tom Hurley and me.

I will either sell or give the boat to charity. On board are towlines, Snatch Block for centering Stern tows, and a Public Service Light (Amber and red) that I need to remove from the boat. They did more than 360 CG patrols over the past 22 years.

Bob Gallup, FSO-OP 57

Division 6

No report submitted

Division 7

From: Mike Thompson, SO-OP



Highlights:

1. Off Season
2. Thank you, Division 7 operations members.
3. Directions, corrections and information from DIRAUX and or the District supersedes this report.

Details:

1. Snow is in the mountains, and we are now in our off season as far as on the water operations is concerned. What does this mean?
 - a. We can inspect our PPE and take it out of service and order any replacement items. Work with your materials officer to do this.
 - b. Get our facilities inspected. Contact one of our vessel inspectors to get it done now while it is easy to access your facility.
 - c. Make sure all our activities are reported in AD2.
 - d. Use the time we would expend on OPS and support the other missions of the Auxiliary.
 - e. Look forward to May 2022 when we can get back out on the water and support our State Parks and the boating public again.
2. Thank you to all who supported and participated in the operations program this year. We put a lot of hours on the water and land helping others boat safely. It is you the member that makes the difference being out on the water.

Division 8

From Dave Johnson, SO-OP

Flotilla 0893 Redding: No activity due to Federal budget issues

Flotilla 11 Crescent City: No report

Flotilla 87 Mendocino: No report

Flotilla 88 Clear Lake: Low water forces training and on the water activities to be held at Lake Berryessa.

Division 10

From Rod Rollins, SO-OP

Stockton Flotilla-normal activities weekly patrols.

The other three Flotillas either did not report any OPS activities or did not submit a report.



Division 11

From Tom Henderson, SO-OP

DETAILS

1. Have been having regular comms with BMC Colt Fairchild OIC regarding Station Lake Tahoe needs.
2. I am crewing on the RBS-II as needed.
3. I am standing watch at Station Lake Tahoe as needed.
4. We provided two boat training for Station Lake Tahoe this month with additional training planned but canceled due to AOM and budget Issues.
5. I am ready to stand full duty sections for Station Lake Tahoe per their needs.

AGENCY INTERACTIONS

None

UPCOMING EVENTS, DATES AND LOCATIONS

STAFF OFFICER OP GOALS

1. To work closely with the flotilla FSO-OP's and provide them with the tools they need to complete their missions.
2. Keep the Division up to date on all special events and their need for patrols.
3. To meet all Station Tahoe's needs for two boat training & special event patrols.

Division 12

From: Jim Losi, SO-OP

HIGHLIGHTS

- DIV12 Surface Operational OPFACS & STATUS
 - a) AQUAMARINE – Non-Operational – Under Inspection (Steven Busch)
 - b) SERVANT – Operational
 - c) ODYSSEY – Non-Operational
 - d) SWEETWATER – Non-Operational
- SERVANT from Div 12 engaged in the 2021 SF Fleet Week annual event for all four days as the West TARP Boat



Projects

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

Future Activities

- Running maintenance on OPFAC SERVANT

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.

**** END OF REPORT ****

Respectfully submitted,
COMO Wally Smith, DSO-OP



SEMPER GUMBY!

OpFac for Sale

Former Operational Facility “Maverick” is for sale by Flotilla 49. For additional information, contact Judy Esteban, jse7@msn.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





Fleet Week Photos



KOKUA II on SF Bay

Blue Angles Perform



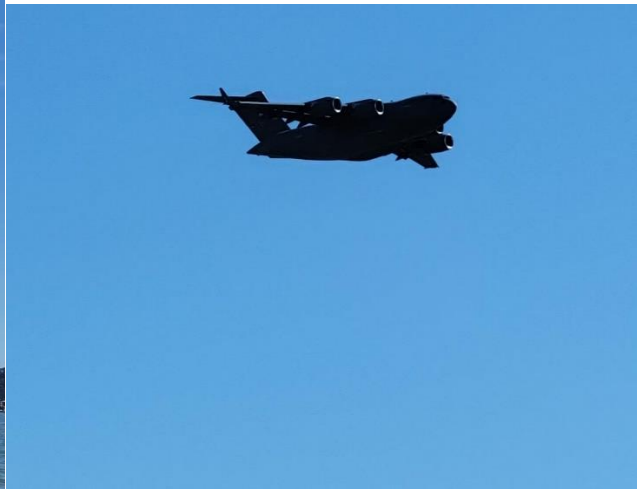
President Roosevelt Ship USS Potomac



Blue Angels with Bay Bridge in background



United Airlines 787 Flyover



Travis AFB C-17 Flyover



Travis C-17 over Golden Gate Bridge



Coast Guard Cutter Kern



Fleet Week Parade of Ships Fire Boat Lead



Navy Stealth Guided Missile Cruiser



2021 Fleet Week Parade of Ships coming under Golden Gate Bridge

DIVISION 1 OPEX AT STATION SAN FRANCISCO ON OCTOBER 3rd, 2021.



OPFAC SILVER CHARM

From Left: Pete Gorenberg, Nancy Peterson, COX Terry Blanchard, Ken Louie & David Beltran
Photo Courtesy of Tiffany Townsend



OPFAC SERVANT

From Left: Jim Whipple (01-02), COX Jim Losi (12-91) and Chris Armbrust (01-04)
Photo Courtesy of Tiffany Townsend



Div-1 OPEX 10-3-21 Station San Francisco: OPFACS SILVER CHARM (LF) AND SERVANT Setting up for a side tow.

Photo Courtesy of COMO Mary Kirkwood



Event Support Staff: From Left DCDR (113-01) COMO Dale Fajardo, Coxswains Jim Losi and Terry Blanchard, Event Co-Coordinator Alex Bennett, ACV Support John Brandenburg, Event Coordinator Nancy Marion, and ACV Support David Sequeira.
Photo Courtesy of Tiffany Townsend



Boat Operations Event Participants and Crews: "The Masked Brigade".
From left: COMO Dale Fajardo, Pete Gorenberg, Nancy Peterson, Michael Mitchell, COMO Mary Kirkwood, COX Terry Blanchard, Nancy Marion, Alex Bennett, Greg Olson, Chris Armbrust, Ken Louie, Jim Whipple, David Sequeira, Larry Seeger, COX Jim Losi, David Beltran, John Brandenburg & Gary Kaplan.
Photo Courtesy of Tiffany Townsend.



Auxiliary Communications Vehicle (ACV) From Left: David Sequeira, Sue Fry, Carol Paz, John Brandenburg, John Farina and Stephen Busch.
Photo Courtesy of COMO Mary Kirkwood



From Left: FC Renee Thomas, TCO and SO-CM Carol Paz, TCO working Event Operations and TCO training from the ACV.
Photo Courtesy of Tiffany Townsend

