

District 11N Auxiliary Operations Performance Summary (OPS) Report, May 2012

Auxiliary operational personnel conducted over a dozen air patrols, dozens of Land Mobile safety patrols and callouts, and over 100 surface (vessel) patrols during May, covering all areas of D11N coasts, bays and inland lakes. Some of the highlights of these activities are summarized below.

The fourteen air patrols were performed by AuxAir facilities across the district, covering both inland areas and coast side. The AuxAir flights provide great AreaFam opportunities for District, Sector, and Station personnel, as well as SAR assistance where required. The May 9 flight was also tied to a multi-agency COPTREX with Station Rio Vista (more on that event later).

Division 1 Aux vessels *Silver Charm* and *Sunrise* performed 8 patrols in support of CG Air Station San Francisco MH-65 helicopter training and STAN team flights in May. In fact, per a request from AirStaSF, all of their STAN team flights (all boat hoist and rescue swimmer deployment exercises for 2 weeks in May) were handled exclusively by the Auxiliary vessels. These two facilities also cover normal training evolutions for the AirSta every Friday, year-round. The AirSta has indicated that it frequently schedules its flights for new trainees and upgrades for Fridays, due to the consistency, dependability, and willingness of these two facilities and their Aux. crews to remain on-scene for extended evolutions.



A total of 8 Auxiliary vessels, plus Aux. Land Mobile personnel, assisted in the major fireworks show celebrating the Golden Gate Bridge 75th Anniversary on Sunday night, May 27, 2012. It was estimated that over 1,000 boats and hundreds of thousands of spectators ashore were out to see the spectacular event, with fireworks cascading off of the bridge itself as well as 4 fireworks barges and also a laser light show barge. A safety area over 2 miles long needed to be maintained for the fireworks and moving barges.

In total, over 30 surface patrols occurred in San Francisco Bay in support of events mentioned above plus Opening Day – South Bay (Port of Redwood City), 2-boat training with Station San Francisco, and a large OPTREX training event at Berkeley Marina. In fact, a number of OPTREXs and QE (Qualified Examiner) check rides and sign-offs have been happening. In the last 6 weeks a total of 3 new coxswains and 14 new crew personnel have been qualified, and 14 coxswains and 19 crew have been re-qualified in 50 QE check-off rides!



Across the Delta another 20+ patrols handled 2-boat training with CG Station Rio, support at Folsom Lake, and support for CG Air Station Sacramento (C-130s). Aux. vessels in

the Sacramento River areas around Liberty Island and elsewhere have been providing cover and “pick ups” for practice air drops from CG C-130s (and returning materials to the AirSta). This sort of support goes a long ways towards freeing up CG station assets for extended on-scene times and transits.



Multiple Aux. vessels (*Argonath, Belleau Wood, Big Bear, Intrepid, Knot Yet, SandPiper, Sea Force, String of Pearls, and This Side Up*) supported the COPREX multi-agency training event with

CG Station Rio Vista (and nearly 130 CG personnel) and two dozen other agency representatives at Brannon Island, May 9th. In addition to all the Aux. vessels, the Auxiliary also supported the event with an AuxAir fly overs and and Aux. Land Mobile communications trailer. There were also 8 AuxChefs present to cook and serve up meals.



Aux. patrols at CG Station Bodega Bay also supported local 2-boat training, including support during the STAN team’s visit to StaBB. A good schedule of on-going training and support has been continuing in Bodega Bay for a long time, with Aux. boats also providing back up for day or night extended case support, etc.



A long-standing close relationship between the Aux. and CG personnel also continues in Monterey Bay, where the Auxiliary supplied safe boating booths, “Coastie”, and other support for a National Safe Boating week and a large open house at CG Station Monterey (May 20) and at Santa Cruz Harbor (May 21).

Patrols also supported a major multi-day outrigger canoe races off-shore May 26-27 (18 canoes with 6 persons on each), including having to tow in one of the private committee boats with a smoking engine.



Another approximately 20 patrols were done in Group Humboldt Bay’s AOR this month, many in support of inland lakes activities (regattas, Memorial Day weekend activities, and other safety patrols) in concert with Shasta County Sheriff and others. These occurred in Lake Shasta, Whiskeytown Lake, and Clear Lake. Aux vessels also participated in 2-boat training evolutions off Ft. Bragg and with CG Station Noyo River assets.

Dozens of additional inland lakes safety patrols were conducted in Utah, Nevada, and California, including Lake San Antonio, Strawberry Reservoir, Utah Lake, Jordanelle, Bear Lake, Pyramid Lake, Lake Sonoma, Lake Kaweah and Flaming Gorge. Activities included safety zones for canoe races, triathlons, training with Sonoma County Sheriff personnel and other support. Aux. vessels also participated with CG Station Lake Tahoe in 2-boat training and supported kayak events and other local Lake Tahoe activities.



Auxiliary assets also assisted in numerous SAR cases during the month, either exclusively or in support of CG and other agency assets. Typical cases involved vessels taking on water, needing a tow out of harm's way, overturned paddle vessels, and other assistance. In addition,



Land Mobile assets were called out for numerous SAR cases, including possible plane crash in water, missing kayakers, and various other incidents across the District.

In other related activities during multi-purpose patrols across the District, ATON and PATON checking has resulted in hundreds of annual checks and reports completed already this year, and dozens of deep-draft ship photos have been provided to Sector SF IS department.

Thanks to many for their photos and inputs for this report, including Warren Golubski, Randy McCormick, Gail Ramsey, Wally Smith, Linda Vetter, and others we may have missed.