



SECS DINST 16791.4D

SECTOR SAN DIEGO INSTRUCTION 16791.4D

Subj: AUXILIARY SURFACE OPERATIONS

- Ref:
- (a) Auxiliary Manual, COMDTINST M16790.1 (series)
 - (b) Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series)
 - (c) Memorandum of Agreement Between the USCG and the National Parks Service Regarding Recreational Boating and Passenger Vessel Safety in the Lake Mead National Recreation Area, Glen Canyon National Recreation Area and the Grand Canyon National Park
 - (d) Boat Crew Seamanship Manual, COMDTINST M16114.5 (series)
 - (e) U.S. Coast Guard Boat Operations and Training Manual, Vol. I, COMDTINST M16114.32 (series)
 - (f) Auxiliary Boat Crew Manual, COMDTINST M16798.28
 - (g) Coast Guard Addendum to the U.S. National Search and Rescue Supplement to the International Aeronautical and Maritime Search and Rescue Manual, COMDTINST M16130.2 (series)
 - (h) Team Coordination Handbook, COMDTINST 1541.1
 - (i) Auxiliary Aids to Navigation Program, COMDTINST 16500.16
 - (j) Rescue and Survival Systems Manual, COMDTINST M10470.10
 - (k) Telecommunications Manual, COMDTINST M2000.3D

1. PURPOSE. This instruction provides policy and guidance for the conduct of surface operations for Auxiliary facilities operating within Sector San Diego's Area of Responsibility (AOR). In addition to the coastal portion of the AOR, this instruction standardizes Auxiliary patrol procedures for the Colorado River system and inland lakes. A main objective of the instruction is to maximize boating safety patrols and search and rescue (SAR) coverage for weekends, holidays and other peak times during boating season.

Information on inland lake patrol areas and priorities has been set aside in enclosure (1) so that it can be easily reviewed, adjusted, updated and distributed annually. This deliberate annual update process will be completed in close coordination with the National Park Service (NPS) prior to the beginning of the spring boating season. Similarly, communications protocols have been established in enclosure (2) for a review and update process each year.

2. ACTION.

a. Sector San Diego shall:

- (1) Exercise operational and safety management system control over all Auxiliary units operating in the Sector San Diego AOR.

- (2) Review this instruction annually and at every Change of Command to ensure its policies are consistent with current Coast Guard instructions and requirements. Update the enclosures annually.
- b. Auxiliary Divisions within the purview of Sector San Diego shall:
 - (1) Carry out the functions and duties as prescribed by Coast Guard directives.
 - (2) Review this instruction annually and at every Change of Command to ensure its policies are consistent with current Coast Guard and Coast Guard Auxiliary requirements. Forward all suggestions for improvement and updated information to the Sector San Diego Auxiliary Liaison Officer (AUXLO).
- 3. DIRECTIVES AFFECTED. This instruction supersedes SECINST 16791.4C, *Conduct of Auxiliary Patrols on Inland Lakes*, dated 23MAY11.
- 4. DISCUSSION. As stated in the Commandant's Auxiliary Policy Statement:

"Auxiliarists continue to lend their unique talents to assist with performing a broad range of Coast Guard missions. Their mission support efforts expand the reach and impact of Coast Guard operations, particularly boating safety initiatives.

The Auxiliary Service priorities include:

- ***Promoting and Improving Recreational Boating Safety***; (emphasis in original)
- *Providing trained crews and facilities to augment the Coast Guard and enhance safety and security of our ports, waterways and coast regions;*
- *Supporting Coast Guard operational, administrative and logistical requirements."*

The statement explicitly emphasizes Recreational Boating Safety. Hence, this Sector San Diego Instruction is focused on the Recreational Boating Safety Program, primarily in the form of Auxiliary boating safety patrols.

Sector San Diego is supported by Eleventh District, Southern Region, Auxiliary Divisions 1, 9 and 10. To optimize this support, this instruction augments the overarching policies and procedures applicable to authorized Auxiliary missions as articulated in the cited references, by providing Sector San Diego's specific directions, requirements and needs. In order to properly carry-out all assigned missions, safety, professionalism, and training must be stressed. Additionally, proper and timely communications between Auxiliary facilities, Auxiliary Flotillas, Auxiliary Divisions, Sector units, and Sector Command staff are necessary to expedite operational decisions and administrative requirements.

- 5. POLICY. The policies and guidance contained in this instruction are in accordance with Eleventh Coast Guard District policies and are necessary to ensure the efficient, safe, and

economical employment of all on-water Auxiliary facilities to meet routine, planned and emergency situations. Policies concerning specific areas are as follows.

- a. Facility Inspections and Operating Limitations. The District Auxiliary Operations Training Officer is the authority for questions related to these issues.
- b. Mission Risk. Every operational mission undertaken by an Auxiliarist involves risk. The decision to undertake a mission always involves balancing risk against the mission goal. Auxiliarists should apply the principles of risk management before accepting orders and during mission prosecution. If risks become too high, the mission should be stopped or adjusted immediately. The on-scene evaluation will always be given the greatest weight in the risk assessment process. One issue of particular note is crew rest. Auxiliarists lead busy lives, and a coxswain must calculate the crew's physical and mental preparedness into the risk equation each time the crew assembles for a patrol. It is the coxswain's responsibility to ensure that each crew member is properly rested, and he or she should ask each member how much rest they have had. Reference (e), chapter 2.B. discusses crew rest, sleep debt and personal responsibility to maintain individual readiness.
- c. Duty. Auxiliarists must ensure they are “Assigned to Duty” within the meaning of reference (a), chapter 5, section J. Patrols orders are to be issued by Sector San Diego for all of the sector's AOR. When Auxiliarists from other Auxiliary Regions or Districts operate within the Sector San Diego AOR, orders will come only from Sector San Diego. This is necessary to ensure that there is only one safety management system for operations in Sector San Diego's AOR.
- d. Liaison. Sector San Diego will assign an AUXLO, as a primary or collateral duty depending on staffing constraints. Normally the AUXLO will be assigned from the Prevention Department, but will liaise with the other three departments (i.e., Response, Planning, Logistics) to ensure alignment with Command Cadre objectives, goals and directions. The AUXLO will present Auxiliary concerns to Sector San Diego Command Cadre. A subordinate sector unit that work regularly with the Auxiliary may designate its own AUXLO to provide coordinated assistance and support through the Sector San Diego AUXLO.
- e. Area of Responsibility. Sector San Diego has a large and diverse AOR, encompassing coastal Southern California, the Colorado River system and the lakes of Arizona. In general, the Auxiliary Division AORs are:
 - Division 1 - San Diego Bay, Mission Bay, Oceanside / Del Mar, Pacific Ocean
 - Division 9 - the Colorado River concentrated on the Lakes Havasu, Mead and Mohave area and southern Nevada (Clark County)
 - Division 10 - the inland lakes of Arizona and the Lake Powell section of the Colorado River (the Utah counties of Washington, Kane, San Juan, Garfield)

Regardless of the home Division, any Auxiliary facility may request orders for San Diego AOR lakes or waterways. Visiting facilities typically come from the Eighth District (Western Rivers) and Eleventh District (Northern Region).

In the Patrol Orders Management System (POMS), the areas are broken out as:

- San Diego Coast - Oceanside, Mission Bay, San Diego Bay, San Diego Offshore
- Inland Lakes - Apache, Pleasant, Roosevelt, Canyon, Bartlett, Saguro
- Colorado River - Mead, Mohave, Havasu, Laughlin, Parker Strip
- Lake Powell Recreation Area - Bull Frog, Wahweap

The coastal San Diego area and the Colorado River system with its lakes are all federal waters, on which the Auxiliary may perform the full range of authorized missions. The inland lakes of Arizona are sole state waters, and the Auxiliary is limited to performing only the recreational boating safety mission on those waters.

- f. Communications. Robust communications are the single most critical factor for conducting safe operations.
- (1) All Auxiliary patrols are required to have a designated radio communications guard. The guard may be established with the Joint Harbor Operations Center (JHOC), a designated Auxiliary radio facility, a designated marine events Patrol Commander (PATCOM) (see 5.h.(1), below), a NPS Dispatch Center or a local law enforcement agency dispatch center. Cellular telephones are strictly a secondary communications system and may not be used in place of a radio guard. Patrol orders will not be issued if a radio guard is not available.
 - (2) The coxswain or the designated radio guard must notify the JHOC via radio or telephone when a patrol has been initiated and again when the patrol is concluded.
 - (3) In accordance with reference (k), Auxiliary patrols must perform Operations Status and Position Reports with their radio guard every 30 minutes. If a facility enters any area where the coxswain knows radio reception will be lost, the radio guard must be advised and given a time for communications to be re-established. When giving reports the facility shall add information on direction of travel, speed, and the next intended destination. This information will greatly assist the radio guard if communications are lost unexpectedly, especially in the inland AOR.
 - (4) If communications are lost unexpectedly, the facility must immediately proceed to port or to an area with better reception to re-establish communications. When a "lost comms" situation exists, the radio guard must use all means necessary to report the situation, to include notifying the JHOC, other Auxiliary facilities and local agencies. Secondary and tertiary communications systems (e.g., cell phones, satellite phones, etc.) should be attempted. If communications are not re-established within 15 minutes, assistance call-outs will be initiated, a lost communications message must be initiated (via the JHOC) and a SAR case will follow. Whenever communications are

- re-established, all parties must be re-notified. See enclosure (2) for the communications information for specific lakes and waterways.
- g. Boating Safety Patrols. Auxiliary boating safety patrols effectively support the Coast Guard's Recreational Boating Safety mission by focusing on high-use recreational boating areas during peak usage times. The objective is to have a surface facility available in the area to locate and assist persons and vessels that may be having difficulties or become involved in a distress situation. Safety patrols are authorized when orders for coxswain and facility are processed. In some areas, a radio patrol may also need to be authorized to provide radio guard for the water patrol. All levels of the Auxiliary chain of leadership shall review enclosure (1) when conducting patrol planning. Sector San Diego may also encourage patrols in certain areas to respond to trends, historical data on SAR cases, or to respond to agreements or requests from other agencies (e.g., NPS).
- (1) The majority of the boating safety patrols will be based on a boating season that runs from approximately 1 April to 1 November. Patrols in the National Parks should be scheduled to support the NPS based on the annual operational assessment (enclosure (1)) and any Incident Action Plan issued by the NPS. In addition, patrols may be authorized on a year-round basis depending on the volume of traffic and local needs. Patrols conducted during the winter months usually pose an increased risk due to decreased average water and air temperatures. When required, anti-exposure suits must be used unless a waiver is granted (see paragraph 5.m., below).
 - (2) The coxswain or the designated radio guard must contact the JHOC when a patrol commences. Further, the coxswain must check-in with the local authority on the lake prior to launching for patrol and advise them of the Auxiliary facility's presence, capabilities, communications, and expected location and length of patrol. The same information should be given to the JHOC, which will make an appropriate log entry. Upon completion of the patrol, the JHOC and local authority must again be notified, and significant events should be reported.
 - (3) Patrol duration will normally be not less than 4 hours and last no more than 8 hours, including travel and trailering. Each regularly scheduled boating safety patrol by each facility shall make at least one complete circuit of the patrol area, defined by enclosure (1). The patrol shall be conducted at a safe and economical speed for fuel conservation. When not engaged in the patrol or active SAR, the facility may moor or anchor in a location that will facilitate accessibility to high concentrations of recreational boaters within the patrol area. Time spent at a sheltered anchorage counts as 50% underway time, per reference (b), Chapter 4, E.8. Patrols must be carefully planned so that they meet the requirements for patrol length, fatigue standards and overnight restrictions. Failure to plan will not be considered favorably when requesting a waiver.
- h. Special Patrols. Special patrols may be assigned at the direction of Sector San Diego. There are a number of different special patrols, some of which are described below.

- (1) Marine Events. One of the most valuable and productive uses of Auxiliary facilities is support of management of Regattas and Marine Parades, as defined by 33 CFR 100. Some events are annual, such as New Years' Eve fireworks, while some events are singular, like the Centennial of Naval Aviation aerial review. Small events may be patrolled by a single facility, while large events may employ numerous facilities integrated into an Incident Action Plan with cutters, active duty boats, Navy assets and local law enforcement, all under the direction of a PATCOM.

The Chief, Waterways Management Division at Sector San Diego determines the need for Auxiliary support and requests assets through the Division Operations Officers. Request for supports will be made in a timely manner; however hinges on the review process of each Marine Event Application. For large or high profile marine events, Auxiliarists may be involved in all stages of training, planning and executing the Incident Action Plan. When a PATCOM is designated, he/she will be in tactical control of the Auxiliary facilities, and may also be the radio guard for the Auxiliary facilities.

Occasionally, Sector San Diego may expend unit funds to issue full travel orders to Auxiliarists to pay for lodging in support of a marine event.

- (2) Safety Zones patrols. Auxiliary facilities are excellent platforms to assist with managing safety zones. While Auxiliary facilities cannot enforce the provisions of a safety zone, they can educate boaters about the location and regulations of the zone. Auxiliary shall attend the Operational brief prior to supporting any Safety Zone patrols. Auxiliary assistance greatly reduces the active duty resources needed, and makes enforcement actions stronger because it can be shown that the Coast Guard made additional efforts to advise the public of the existence of the zone.
- (3) Auxiliary Maritime Observation Missions (MOM). The MOM patrol is a multi-faceted activity that combines the aspects of a safety patrol, a Maritime Domain Awareness Patrol and a harbor safety patrol into a comprehensive Auxiliary mission. The patrol includes observing, monitoring, recording and reporting maritime activities, hazards and threats to the waterways and infrastructure within the AOR. This is a NON-LAW ENFORCEMENT activity that poses no greater risk to individual Auxiliarists than to the general boating public. Any suspicious or illegal activity observed during the course of a MOM patrol shall be immediately reported to the Sector San Diego JHOC using non-VHF communications capability. Auxiliary personnel shall take no direct action with regard to suspicious or illegal activity, and the facility shall not be put into a dangerous situation. When in doubt, the correct action is to CALL 911.
- (4) Significant event patrols. Auxiliary facilities may be asked to support operations during or after a significant event. Examples include, but are not limited to, a severe storm, an earthquake, a mass rescue drill, a maritime or industrial accident, a continuity of operations exercise, etc. Usually the support will be in the form of

- providing a platform for survey operations, transportation, evacuation, or other logistical needs. See paragraph 5.1., below, for discussion of oil and hazardous materials incidents. Patrols to support significant events will be specific in tasking and will include a careful risk assessment by both the AUXLO and the Auxiliary coxswain(s), in consultation with the Sector San Diego Safety Officer.
- (5) Training or area familiarization patrols. Auxiliary facilities provide excellent platforms for training Coast Guard personnel and providing valuable area familiarization opportunities. This mission set may also include transport and/or area familiarization for VIPs.
 - (6) Burial at Sea Patrols. These missions will be coordinated through the Sector San Diego Burial at Sea Officer. All inquiries about burials at sea shall be referred through the AUXLO to the collateral duty Burial at Sea Officer at Sector San Diego.
 - (7) Security zone patrols. This mission is not normally assigned to Auxiliary facilities due to the inherent and/or potential physical danger. There is also a concern that this activity may have the appearance of law enforcement or national defense. However, in rare cases the Auxiliary may be asked to distribute informational flyers about the security zone from a reasonable distance from the actual zone.
- i. Search and Rescue (SAR). When an Auxiliary facility on a boating safety patrol or otherwise on orders discovers a vessel requesting assistance, or in obvious need of assistance, but not in radio contact with the Coast Guard, the Auxiliarist will make a report to the JHOC and/or radio guard and may undertake to provide assistance, if capable. This is called a, "Come Upon" or, "Come Along" situation. Auxiliarists should read and understand Section 4.1 of reference (f), the *Maritime SAR Assistance Policy*.
- (1) When an Auxiliary facility engages in a SAR case, the mission is to save lives. Saving property is secondary, and should only be attempted when the situation is stable and safe. Remember to reassess the GAR (green-amber-red) score.
 - (2) DISTRESS CASES. Respond immediately to any known situation in which the mariner is in imminent danger. The coxswain's initial priority is to collect and pass information about the situation to the JHOC, when possible, so that the SAR Mission Coordinator may evaluate the circumstances to determine the severity of the case.
 - (3) NON-DISTRESS CASES. Guiding principles in non-distress cases, per Section 4.1 of reference (f): "When specifically requested assistance, such as a commercial firm, a marina, or friend, is not available, a request for assistance will be broadcasted. If a commercial provider is available and can be on scene within a reasonable time (usually one hour or less) or an offer to assist is made by a responder... no further action by the Coast Guard, beyond monitoring the incident, will be taken. Otherwise, a Coast Guard Auxiliary facility... may be used."

NOTE: By law, the Coast Guard cannot interfere with business opportunities of commercial salvage companies. This pertains to non-distress situations only. There are factors such as on-scene weather, predicted weather, time of day, the condition of the people on board, communications capability of the vessel, and even the delayed arrival of commercial assistance that may place a non-distress vessel into a higher emergency phase. These cases may warrant a Coast Guard response. The coxswain should be consulting with Sector San Diego through the JHOC as the situation develops.

- (4) Auxiliary facilities may engage in towing operations as long as commercial assistance is not a viable option due to non-availability or due to on-scene safety concerns. If commercial assistance facilities are available and the vessel or people onboard the vessel are not in distress, the Auxiliary facility shall not engage in towing.
 - (5) Refloating a vessel or conducting any sort of damage control, dewatering, or salvage is not authorized without specific approval from Sector San Diego. Additionally, an Auxiliarist should never embark upon a vessel to determine the extent of damage or the cause of an emergency unless it is clearly an imminent life saving situation.
 - (6) Auxiliary facilities should immediately report derelict vessels and hazards to navigation to the Sector San Diego JHOC, but take no action without specific authorization.
 - (7) If guests are aboard when a SAR case is initiated (see Guest Waivers, paragraph 5.m. (2), below), the preferred action is to transfer the guests to another vessel or ashore, if it can be done safely and in a timely manner. Otherwise, the guests shall remain uninvolved in the case.
- j. SAR Call Out. On occasion, the Auxiliary may be called out by Sector San Diego or a request made from NPS or local authorities to have the Auxiliary assist with a SAR case. Sector San Diego is the "call out" authority in all situations. The Chief, Response Department may verbally approve the mission. Once approved, requests for orders should be entered into POMS as soon as possible. Auxiliary members who respond to the approved call out mission are considered under Coast Guard orders and shall follow all established policies and procedures of notification to include the Flotilla Operations Officer and Division Operations officer as soon as possible. For urgent SAR, patrol length or heavy weather waivers (see 5.m., below) may be requested. The decision will be based on a current and thorough GAR model score provided by the coxswain.
 - k. Aids to Navigation. Any time an aid to navigation is observed off station, missing, damaged, showing improper characteristics, or extinguished, it shall be reported to Sector San Diego JHOC. The JHOC will contact the Aids to Navigation Team and issue any broadcasts and/or notices to mariners that are needed.
 - l. Pollution Response. If an Auxiliary patrol comes upon a possible environmental pollution incident, the facility should immediately report to the JHOC or National

Response Center (800-424-8802) and remain a safe distance away. Unmarked containers (e.g., floating 55 gallon drums) should be suspected to contain hazardous materials and should be treated as such. If there is a clear danger to the public, the facility should advise other boaters to stay clear of the area. If the pollution/hazard is airborne, the facility should move away from the scene, upwind if at all possible.

Planned surface operations in support of an oil spill response may not be permissible due to safety concerns and OSHA training requirements. Auxiliary patrols will not be used to support hazardous materials response operations unless they can be entirely removed from the impacted area.

- m. Waivers. Auxiliary facilities and crews are expected to meet the same safety requirements as active duty boats and crews. Therefore, before an Auxiliary facility can operate outside normal conditions, a waiver must be granted by Sector San Diego. When a waiver request is expected, the coxswain or Auxiliary operational chain must contact the AUXLO well in advance of the patrol or scheduled activity and provide information supporting the waiver request. The AUXLO will consult with the Sector Commander and/or Chief of Response to arrive at a decision; results will be briefed to the coxswain and Auxiliary operational chain of leadership and the JHOC will make a log entry.

Operating outside of normal standards without a waiver may mean the Auxiliary facility and crew are not “assigned to duty,” and therefore their actions may not be covered and/or supported by the Coast Guard. Each waiver request will be weighed on the merits of safety and operational impact.

- (1) PERSONAL PROTECTION / ANTI-EXPOSURE SUIT WAIVER requests are not uncommon in the San Diego AOR due to the frequent combination of cold water and warm air temperature. Per reference (i), anti-exposure suits must be worn by Auxiliary boat crews when the water temperature is below 60 degrees Fahrenheit. In the San Diego area the JHOC will advise the facility of the water temperature using data from official NOAA sources. In the inland AOR the coxswain must provide the water temperature to the JHOC.

As an Auxiliary crew prepares for a patrol, a waiver request may be made through the JHOC to the Sector Commander (or his designee). For operations in support of a marine event the waiver may be submitted through the Patrol Commander, but will still be approved by the Sector Commander, or an individual specifically delegated to make the decision.

- i. Requests for waivers will only be considered on the day of the patrol.
- ii. Waivers will not be granted when operating in the Pacific Ocean when the water temperature is below 60° F. However, a request can be made beforehand to remove the anti-exposure suits upon entering San Diego Bay, Mission Bay or Oceanside Harbor.

- iii. Waivers will not be granted for night operations when the water temperature is below 60° F. Further, existing waivers expire at sunset. Auxiliarists must don anti-exposure suits if underway after sunset when the water temperature is below 60° F.
 - iv. The factors considered in the waiver decision include, but are not limited to: water temperature, air temperature, sea state, predicted weather, planned operations, route, expected traffic in area of operations, vessel type, communications, fitness level of the crew and type of personal flotation devices (PFD) worn by the crew. Type III PFDs are greatly preferred over Type V.
 - v. If a waiver is granted, all required suits must be onboard and readily available. Also, all anti-exposure suits must be in compliance with annual inspection, inventory and maintenance requirements. If there is any doubt, the waiver will not be granted.
 - vi. Dry suits are required when the air and water temperatures are both below 50° F. Dry suits are not normally issued or available to Auxiliarists. Auxiliary facilities will only be deployed during these conditions in extraordinary circumstances and only if properly maintained dry suits are available. Requests for waivers to not wear this level of protection will be considered, but will only be granted if rescue of a man-overboard can be affected immediately by another Coast Guard or law enforcement vessel.
- (2) GUEST WAIVERS are required for non-Coast Guard personnel. Typically, guests are prospective new members, but can also be family or friends. This waiver is only for the individual(s), date(s), and Auxiliary facility noted in the request. The facility must have the required qualified crew per reference (b) and must not exceed the boat manufacturer's maximum capacity for number of persons or weight. Guests must wear the PFDs at all times. Guests may not wear type V PFDs. Information required for the waiver request are the names, social security numbers and ages of the guests. The total time the guest is approved to be onboard will be on a case-by-case basis. The guests must not be a potential distraction to the coxswain or crew. The type of patrol or marine event will be a driving factor in the decision. The AUXLO may grant this waiver.
- (3) HEAVY WEATHER WAIVERS. Sector San Diego requires a waiver to be granted for vessels 30' length or over to operate in seas over 6'. Further, a waiver is required for vessels under 30' to operate in winds greater than 25 knots or waves greater than 4'. The Chief, Response Department may grant this waiver.

Coxswains must continually monitor weather forecasts before and during patrols to determine if heavy weather is imminent and a waiver is required. It is the coxswain's responsibility to judge the facility's capability; meaning that operations may not be considered safe even if these heavy weather conditions are not met.

- (4) PATROL LENGTH WAIVERS are necessary for patrols over 8 hours. Crew underway time begins when the crew member reports to the designated place to prepare for a specific mission. Per reference (b), chapter 4, paragraph E.8., any time spent transporting a boat on a trailer, and any pre-mission and post-mission vessel checks are included. The driving factor for this limit is to prevent mishaps caused by fatigue. It is the coxswain's and crew's responsibility to continually monitor themselves and their shipmates for signs of fatigue and to terminate the mission if fatigue sets in. However, even if not feeling the effects of fatigue, a waiver must be requested if an Auxiliary patrol will go over eight hours. Boats smaller than 30' or seas greater than four feet may require a waiver sooner than eight hours, and coxswains and crew must be familiar with fatigue requirements per reference (b).

Patrol length waivers can be pre-approved up to 10 hours by the AUXLO if fatigue reduction measures are presented in a well-reasoned plan. The typical weather, comforts of the facility, and travel and trailering requirements will be factors in the decision.

Unplanned SAR is the only reasonable compelling factor for an immediate waiver request to go over 8 hours of total mission time. Failure to plan a conservative patrol schedule is not a good reason to request a waiver once underway. For SAR incidents, Chief of Response must grant this waiver.

- (5) NIGHT OPERATIONS AND OVERNIGHT PATROL WAIVERS. Standard boating safety patrol requests that involve night operations will not normally be granted orders. However, as Auxiliarists should be competent mariners who can operate at night, special patrols for marine events, significant event operations, safety zone patrols, training and area familiarization sorties will be approved on a case-by-case basis. The facility coxswain and crew must be current on night underway training requirements.

Overnight stops, such as anchoring, beaching or "camping out" on remote stretches of the Colorado River will not normally be approved. Overnighting means the facility spends the night somewhere other than the starting point or the final destination. If a request is made for a waiver to overnight, a plan must be submitted. First, there must be an operational driving factor, such as a specific request from the NPS, or a need to be in a remote location to be readily available for a marine event. Communications, fatigue, navigation safety, expected weather, comforts of the facility and other factors will be considered. It is also paramount to remember to advise the radio guard that the facility is securing for the evening. The AUXLO may grant this waiver.

- (6) QUALIFIED CREW SIZE WAIVERS will not be given except possibly for dedicated training missions. The AUXLO may grant this waiver. However, if a dedicated training mission encounters a SAR case, a waiver must be requested from the Chief of Response before the Auxiliary facility renders anything more than communications assistance.

- n. Appearance. For many of the boating public, the Coast Guard Auxiliary will be their only interaction with Team Coast Guard. Therefore, a professional appearance is a must for all Auxiliary patrols and activities. A demonstrated pattern of sub-standard appearance or wearing the wrong uniform is reason enough to deny patrol orders.
- (1) For singular boating safety patrols, the coxswain will set the uniform. When Auxiliarists are working with active duty personnel, the senior active duty member will set the uniform; during marine events this will be the PATCOM. In any situation where two or more facilities are working together in coordination, the Auxiliarists must agree in advance on the exact uniform to be worn by all members.
 - (2) The Hot Weather Uniform is an authorized uniform for operational patrols. This uniform is described in reference (a), paragraph 10.H.3. It is important for all Auxiliary members on a patrol to be in the same uniform. If the Polo shirt is worn, all crewmembers must be in the Auxiliary Operations Polo shirt. The Auxiliary Operations Polo shirt is a dark blue 100% cotton shirt with embroidered white block lettering of USCG AUXILIARY on the left side and the Auxiliarist last name on the right side.

No other Polo shirts are authorized for operational patrols.
 - (3) Auxiliarists shall be in uniform while aboard any facility on orders in accordance with reference (a). When working at Sector San Diego in the Operational Dress Uniform, Auxiliary ball caps, Sector San Diego ball caps or unit ball caps (if working with a specific Sector sub-unit) are authorized. When working off-base or on patrol the ball caps must be standard Auxiliary caps. The blue working utility cap may be worn, but it will no longer be authorized for Auxiliary wear as of December 31, 2012, see reference (a) paragraph 10.H4.h.
 - (4) Since boater education is a primary mission of the Coast Guard Auxiliary, setting an appropriate example is a must. Therefore, life jackets / personal floatation devices and all other necessary personal protective equipment is to be worn at all times while on patrol, while working mooring lines on the dock, and while launching and recovering the facility. No logos, patches, insignia, nametapes, nor nametags of any type may be worn on the Polo shirt.
- o. Damage Claims and Mishaps.
- (1) All damage claims will be submitted in accordance with reference (b). Auxiliarists shall report any damage that occurs while on orders, and the Division Commander and the Division Operations Officer will review any facility damage claim and ensure it is submitted to the AUXLO without delay. Sector San Diego will handle damage claims submitted by Auxiliarists from outside regions or divisions (i.e., Western Rivers and D11 Northern Region) who incur damage while operating on orders in the San Diego AOR.

(2) Mishaps are any unplanned, unexpected or undesirable event causing injury, occupational illness, death, or property damage/loss. Auxiliarists shall report any injury that requires first-aid or a higher level of medical attention to the radio guard and JHOC. Minor first aid may be reported post patrol, but all else should be reported immediately. If there is a question about whether an incident is a mishap, it should be reported so that the AUXLO can make a determination. Note that any fall overboard from a vessel or dock is automatically a reportable mishap. Near misses and high potential events should also be reported so that measures can be taken to prevent their recurrence. If in doubt, report the event.

p. Property and Travel.

(1) Inventory records of equipment transferred to the Auxiliary from Sector San Diego are maintained by Sector San Diego. Each Division Commander will conduct an annual inventory and forward the results through the District Captain to the AUXLO on or before 1 October of each year.

(2) Occasionally, Sector San Diego funds may become available to support purchases for the Auxiliary. Each Division Commander shall forward a list of desired equipment through the District Captain to the AUXLO annually, or when a particular need exists.

(3) When travel monies are available, Sector San Diego will fund high priority Auxiliary travel and lodging to offset costs to individuals. The priority for this funding will be on Auxiliary support of significant marine events or boating safety patrols during peak times. If possible, Sector San Diego will announce this funding availability when soliciting for Auxiliary support of marine events or high priority patrols to maximize participation.

6. PROCEDURES. These procedures are in accordance with Eleventh Coast Guard District Auxiliary, Southern Region, Policy Directives. For operational matters, liaison and guidance are provided by Sector San Diego.

a. Sector San Diego is the sole order issuing authority for Auxiliarists operating anywhere in the Sector San Diego AOR.

b. Patrol Orders will be issued in accordance with the following procedures. See reference (e) for additional guidance.

(1) Auxiliary Divisions and Flotillas should perform strategic planning at the beginning of the year to align their patrols with Sector San Diego priorities. Auxiliarists will review enclosure (1) and focus on the targeted days and patrol areas.

(2) Requests for patrol orders will be made to the AUXLO staff via POMS between 90 to 14 days before of the requested date(s). The 14 day minimum allows ample time to

- cancel the order, if necessary, before Auxiliarists begin extensive preparations or travel.
- (3) Orders for marine event support will be reviewed by the Chief, Waterways Management Division. The comments section of the orders request should specify the name of the marine event. The Chief, Waterways Management Division can provide more specific guidance on this process.
 - (4) In the comments section in the order request in POMS (CG-5132) the requestor must provide details of the patrol. These details will be reviewed carefully for safety management and operational efficacy by the AUXLO staff before approval will be made. Lack of detail may result in a request for more information by e-mail or telephone call, thereby delaying the process. Patrol requests that are not in alignment with this instruction or that generate safety concerns will not be approved.
 - (5) Auxiliarists requesting orders should advise their Operations Officer of the details of the request. Any orders s
 - (6) Sector San Diego shall try to issue orders at least seven days prior to the patrol.
 - (7) Orders for SAR Call Out or other special patrols (paragraphs 5.j. and 5.h., above) may be requested and issued in an expedited manner, and may include verbal approval.
 - (8) Receipts are required for all reimbursements requested on 5132's.
 - (9) Boat launch, slip rentals all MUST be approved in advanced of approval in POMS. Any request submitted after that fact will be considered on a case by case basis; with the high likely hood they will not be approved.
 - (10) Coxswains shall complete an After Action Report (AAR) at the conclusion of their patrol, please see enclosure (3) for simplified AAR. The AAR is intended for members to just check it off and email it back the next day. The AAR is a reporting tool for the AUXLO to brief SD COMMAND on the AUX patrols, i.e. SAR case, etc.
- c. Sector San Diego considers Auxiliary facilities operating within their AOR as their resource for all activities captured in the Marine Information for Safety and Law Enforcement (MISLE) database. Auxiliary facilities should ask for a MISLE case number before pursuing a SAR case. In the event time is critical, the MISLE case number will be assigned after the fact. After completing the mission and/or patrol, information must be provided to the JHOC to complete the MISLE case entry. The ANSC-7030 Auxiliary Activity Report - Mission should be completed for each mission.
 - d. Requests for reimbursement must be sent to Sector San Diego within one week following the patrol. Patrols not receiving a claim will be automatically canceled from POMS after four weeks. All requests for reimbursement require appropriate receipts. The completed

package, consisting of the signed Patrol Order / Request for Reimbursement and receipts, should be sent to:

Coast Guard Sector San Diego
 Attn: Auxiliary Liaison Officer
 2710 N. Harbor Drive
 San Diego, CA 92101

- e. Coxswains or their respective radio guards are reminded to check-in and check-out each patrol with JHOC and to ensure the JHOC logs any waivers that are granted. When checking-out with JHOC, coxswains should advise JHOC of the number of professional contacts made, and the total number of people present during the contacts (i.e., the audience). Especially for MOM activities (Paragraph 5.h.(3), above) this information is needed to generate separate reports. Coxswains should ask the JHOC for any assigned MISLE numbers that were generated during the patrol.
 - f. Following a patrol, using common sense, coxswains should report any unusual activity or incidents to Sector San Diego (AUXLO and/or the JHOC) and the Auxiliary chain of leadership. Examples are significant rescues or assistance provided, injuries to any crew, any media or press contacts, unusually positive or negative contacts with citizens, damage to any property, feedback from other agencies, contact with politicians, or any other contacts or engagements (positive or negative) that might get reported directly to Sector San Diego.
7. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS. Environmental considerations were examined in the development of this Sector Instruction and have been determined to be not applicable.
 8. FORMS/REPORTS. None.



S. M. MAHONEY

- Encl: (1) Sector San Diego Inland Lake Patrol Areas
 (2) Sector San Diego Inland Lake Communications Protocols
 (3) After Action Report
- Dist: All SSD Dept. Heads / Division Chiefs / COs / OiCs
 Sector Auxiliary Liaison Officer
 National Park Service (Lake Mead, Glen Canyon and Grand Canyon Parks)
 Auxiliary D11(SR) Commodore
 Auxiliary Sector Coordinator
 Auxiliary District Captain & staff
 Auxiliary Division Commanders and Operations Officers

D11 Director of Auxiliary & Operational Training Officer
Master SECINST file
Sector Commander EA

SECTOR SAN DIEGO AUXILIARY INLAND LAKE PATROL AREAS

CALENDAR YEAR 2012

NOTE: this enclosure shall be updated annually in close coordination with the National Park Service (NPS). A draft must be prepared and sent to the NPS for review before the annual Colorado River Law Enforcement Association (CRLEA) conference, which is usually held in February. Following the meeting with NPS at the CRLEA conference this enclosure shall be finalized and distributed before the boating season begins in April.

1. AUTHORIZED PATROL LAKES. For 2012, patrols are authorized for the following lakes and stretches of the Colorado River within the Sector San Diego AOR. Note that federal jurisdiction indicates the lake or waterway is a portion of the Colorado River system.

LAKE OR WATERWAY	STATE(S)	JURISDICTION	NATIONAL PARK
Powell	UT / AZ	federal & state	Glen Canyon NRA
Mead	NV / AZ	federal & state	Lake Mead NRA
Mohave	NV / AZ	federal & state	Lake Mead NRA
Havasu	AZ / CA	federal & state	-
Parker strip	AZ / CA	federal, state & tribal	-
Roosevelt	AZ	state	-
Saguaro	AZ	state	-
Pleasant	AZ	state	-
Canyon	AZ	state	-
Bartlett	AZ	state	-
Apache	AZ	state	-

NRA - National Recreation Area

2. NON-AUTHORIZED LAKES. For 2012, Auxiliary patrols on Lake Patagonia, AZ, are strictly prohibited.
3. OTHER LAKES. Patrols for lakes and stretches of the Colorado River currently not listed may be requested and approved through the AUXLO, in consultation with the D11 Director of Auxiliary, Southern Region.
4. PRIORITY OF PATROLS AND MARINE EVENT SUPPORT ON AUTHORIZED LAKES.

As a general rule, priority will be given to supporting the NPS on Lakes Powell, Mead and Mohave; followed by patrols on Lake Havasu and the Parker Strip; followed by patrols on state waters. If there is a shortage of resources, this is the prioritization guideline that will be

used. Contact the ASC and/or AUXLO to discuss other factors that should be considered to properly assign patrol resources when there are constraints.

In the national parks, marine events are permitted by the NPS, by agreement, while marine events on Lake Havasu and other locations on the Colorado River are permitted directly by Sector San Diego's Marine Events Branch. Laughlin, NV, is one location that is not normally patrolled by the Auxiliary, but the Auxiliary may be asked to support a marine event there. If there is a shortage of resources, the Chief, Marine Events Branch will determine the priority for Auxiliary support. Patrol orders for marine event support on sole state waters will normally not be approved, since there is no federal authority. However, standard boating safety patrols during a marine event on a state lake are perfectly acceptable, and may be especially effective given the additional boating traffic.

5. PATROL AREAS.

LAKE	PATROL AREAS
Powell - Wahweap Region (downlake)	The "downlake" Wahweap Region is divided into seven areas: A - Wahweap Bay - encompasses Wahweap Bay Dam to the entrance of Navajo Canyon B - Warm Creek Bay / Navajo Canyon - encompasses Warm Creek Bay to Navajo Canyon C - Padre Bay - encompasses the entire Padre Bay area including all side canyons D - Last Chance Bay - encompasses the Last Chance Bay and Last Chance Canyon areas E - Dangling Rope / Rainbow Bridge - Dangling Rope Marina to Rainbow Bridge and all side canyons F - Forbidding Canyon / San Juan Arm - Forbidding Canyon to the entrance of the San Juan Arm, and all side canyons G - San Juan Arm - encompasses the entire San Juan Arm
Powell - Bullfrog Region (uplake)	The "uplake" Bullfrog Region is divided into five patrol areas or patrol routes: A - Uplake Long - Bullfrog to Good Hope Bay B - Uplake Short - Bullfrog to Hansen Creek and return to Bullfrog C - Downlake Short - Bullfrog to Annie's Canyon and return to Bullfrog D - Downlake Long - Bullfrog to the Rincone, Bowns Canyon or the mouth of the San Juan River E - Bullfrog - the area around Bullfrog Bay

Mead	A - Boulder Basin / Las Vegas Bay - Sand Island to Beacon Island B - Boulder Canyon / Virgin Basin - Beacon Island to East Point C - Temple Bar - East Point to Day Marker #63 D - Overton Arm - Middle Point to Fish Island
Mohave	A - Davis Dam to Beacon #12 B - Beacon #10 to Beacon #25
Havasu	A - Pilot Rock to Parker Dam B - Pilot Rock to Thompson Bay C - Pittsburg Point to I-40
Parker Strip	One patrol area from Headgate Rock Dam to La Paz County Park
Roosevelt	A - Rock Island to eastern extremity B - Rock Island to western extremity
Saguaro	One patrol area encompassing entire lake
Pleasant	One patrol area encompassing entire lake
Canyon	One patrol area encompassing entire lake
Bartlett	One patrol area encompassing entire lake
Apache	Patrol area at coxswain's discretion

6. SEASONAL PRIORITIES FOR PATROLS IN NATIONAL PARKS

In the national parks, boating season starts in mid-May and hits full stride on Memorial Day weekend. The season corresponds to the school summer vacation, generally from end of May to the first of September. The "shoulder" season, September to end of October, can also be busy. Many of the National Park Service's seasonal rangers return to college in the fall.

Ideally, Auxiliary facilities that are available to support will be incorporated into the NPS' Incident Action Plans for the summer season and/or specific holiday weekends. The coxswains, boat numbers and radio watch will be assigned to the Water Operations Section as "USCG Aux Branch".

TARGET DATES FOR PATROLS:

Each weekend from mid-May through September, and especially on Memorial Day, Independence Day and Labor Day weekends. Weekday patrols can also be effective, but holidays and weekends are the most important.

- Saturday, 14MAY - "START" OF PEAK SEASON
- Saturday, 28MAY to Monday, 30MAY - MEMORIAL DAY WEEKEND
- Saturday, 02JUL to Monday, 04JUL - INDEPENDENCE DAY WEEKEND
- Saturday, 02SEP to Monday, 05SEP - LABOR DAY WEEKEND
- Sunday, 30OCT - "END" OF PEAK SEASON

PATROL AREAS:

Auxiliarists shall plan patrols based on the patrol areas outlined in 5, above. Deviations from those areas will need approval from AUXLO. For the national parks, patrols should be planned on the guidance provided by the NPS.

SECTOR SAN DIEGO, AUXILIARY COMMUNICATIONS INFORMATION AND
PROTOCOLS

CALENDAR YEAR 2012

NOTE: information in this enclosure shall be updated and verified annually. A draft will be prepared and sent to the National Park Service (NPS) for review before the annual Colorado River Law Enforcement Association (CRLEA) conference, which is usually held in February. Following the meeting with NPS at the CRLEA conference this enclosure will be finalized and distributed before the boating season begins in April.

OCEANSIDE, CA

STATION GRACIE 760-716-1781

This fixed facility is located dockside in Oceanside Harbor, Oceanside, in a city-owned building that the USCG Auxiliary is allowed to use. It is usually staffed by one watchstander on weekends. It has HF capability which has 100% coverage of Oceanside Harbor and Del Mar Boat Basin, and 85% coverage of San Diego Bay coverage. This facility has been active in relaying traffic from the east and north of the Oceanside. This fixed radio station is owned by Flotilla 1-6. Public Education classes are held at this location, and it is used as a staging area for the annual Oceanside Harbor Day's events.

SAN DIEGO BAY, CA

LAUREL STREET VESSEL SAFETY CHECK (VSC) STATION 619-231-1300

A small building located at the intersection of North Harbor Drive and Laurel Street on the waterfront in downtown San Diego. It is within walking distance of Sector San Diego. There is a nearby floating dock for the small boats moored at special anchorages in the bay. It has a stationary radio, owned by Division 1, which has 95% signal coverage of San Diego Bay. Weekly VSCs are given for persons that are renting space on mooring balls. It is mandatory that these boats get a VSC on an annual basis. The facility is staffed each weekend except for holidays and subject to availability of Vessel Examiners (VE). There are two watchstanders per shift; one VE and one radio operator.

LAKE POWELL, BULLFROG, UT

Patrols must check in and out with the National Park Service. Patrols should ask the NPS if they have any special requests or instructions for patrols.

NPS PAGE DISPATCH CENTER 928-608-6301
NPS RANGER LANCE MATTSON 928-608-6254, office
LANDLINE TO BOAT EAGLE 435-684-2439

Radio guard provided by PAGE RADIO 1 or Auxiliary handhelds in the local Bullfrog area. Orders for patrols must include a radio patrol (NPS can take radio guard, but recognize that NPS Dispatch can be extremely busy during peak season). Communications are generally good in middle of channel, but can be lost when close to canyon walls or in canyon fingers. VHF coverage through Navajo Mountain repeater is excellent on over 90% of lake. Cell phones reception is scattered and unreliable. Radio coverage from Bullfrog to Wahweap is very good. PAGE RADIO 1 is high up and can receive Bullfrog signals well.

Information needed on D8 Western communications trailer in Bullfrog area.

LAKE POWELL, PAGE, AZ - WAHWEAP

Patrols must check in and out with the National Park Service. Patrols should ask the NPS if they have any special requests or instructions for patrols.

NPS PAGE DISPATCH CENTER 928-608-6301
PAGE RADIO 1 908-645-0962
NPS RANGER LANCE MATTSON 928-608-6254, office

Radio guard provided by PAGE RADIO 1 or Auxiliary mobile radios in the local Page area. Orders for patrols must include radio patrol (NPS can take radio guard, but recognize that NPS Dispatch can be extremely busy during peak season). Communications are generally good in middle of channel, but can be lost when close to canyon walls or in canyon fingers. VHF coverage through Navajo Mountain repeater is excellent on over 90% of lake. Cell phones reception is scattered and unreliable, and satellite phones have been used here with only limited success.

LAKE MEAD, NV

Patrols must check in and out with the National Park Service. Patrols should ask the NPS if they have any special requests or instructions for patrols.

NPS RADIO DISPATCH, BOULDER CITY, NV 702-293-8993 / 8998
Notifications of patrols can be sent to: LAME_dispatch@nps.gov

Radio coverage by NPS Dispatch in Boulder City, provides 98% coverage of Lake Mead, down to I-40. Auxiliary does not need a separate radio watch on this lake because of NPS coverage, under their 30 minute "Float Following" protocol. Cell phone coverage is spotty in a large area, so cell phones are not recommended as backup.

NPS RANGER COORDINATOR IS RANGER MARC BURT, 702-293-8972,
CELL 702-249-1377

LAKE MOHAVE, AZ - COTTONWOOD COVE

Patrols must check in and out with the National Park Service. Patrols should ask the NPS if they have any special requests or instructions for patrols.

COVERAGE FROM NPS RADIO DISPATCH, BOULDER CITY, NV
702-293-8993 / 8998
Notifications of patrols can be sent to: LAME_dispatch@nps.gov

NO DOCKSIDE LANDLINE FROM COTTONWOOD COVE
NO NPS RANGER FACILITY AT COTTONWOOD COVE

Auxiliary typically uses handheld radios in this area. They may be individually owned or property of the NPS. One radio watchstander is required for operations. For NPS boats, communications are handled by NPS Boulder City. NPS is to be notified whenever Auxiliarists are operating on Lake Mohave or Lake Mead. NPS boats have secure comes via coded radio. Coverage from Cottonwood Cove and Katherine Landing is about 50%. During a patrol from either site for a full patrol you can expect signal problems. Cell coverage can be spotty on the lake when trying to call San Diego.

LAKE MOHAVE, AZ - KATHERINE LANDING

Patrols must check in and out with the National Park Service. Patrols should ask the NPS if they have any special requests or instructions for patrols.

DOCKSIDE RADIO LANDLINE AT KATHERINE LANDING 928-754-5629
NPS RANGER STATION AT KATHERINE LANDING 928-754-3272
NPS RADIO DISPATCH, BOULDER CITY, NV 702-293-8993

Auxiliary typically uses handheld radios in this area. They may be individually owned or property of the NPS. One radio watchstander is required for operations. For NPS boats, communications are handled by NPS Boulder City. NPS is to be notified whenever Auxiliarists are operating on Lake Mohave or Lake Mead. NPS boats have secure comes via coded radio. Coverage from Cottonwood Cove and Katherine Landing is about 50%. During a patrol from either site for a full patrol you can expect signal problems. Cell coverage can be spotty on the lake when trying to call San Diego.

LAKE HAVASU, AZ

CONTACT POINT FACILITY 928-453-3888

This fixed radio station is in the government building located at 1801 Highway 95, Lake Havasu City. Sector San Diego maintains a lease for the Auxiliary to use the space. Radio coverage is 98% on Lake Havasu. There is a repeater on Black Mountain, which is also used by the public. There is no law enforcement traffic on this repeater. The facility is staffed

when OPFACs have orders on the lake. By tradition there must be radio watch when Auxiliary is operating on the lake. Cell phone coverage on the lake is also good (90%).

PARKER STRIP, AZ, CA

Information needed.

ROOSEVELT LAKE, AZ

GILA COUNTY SHERIFF STATION 928-467-2516
28449 N. Highway 188 (at mile 243 across from marina)

Radio guard is kept by an Auxiliarist in the Sheriff Station. Orders are issued only when a radio watch stander is also under orders for the mission. The radio can reach the Mount Ord HF repeater, giving excellent coverage. A trailer is parked at this site, providing overnight accommodations for two Auxiliarists. The Sheriff donated a boat for the Auxiliary to use at this lake. It is under control of Division 10, Tucson.

SAGUARO LAKE, AZ

SHERIFF STATION 480-373-8611

Radio guard via Auxiliary handhelds. Patrol orders should include orders for radio patrol. VHF has 98% coverage of lake. Mount Ord repeater can be reached from 98% of lake.

LAKE PLEASANT, AZ

LAKE PLEASANT REGIONAL PARK 602-372-7460 x 200

Phone at park can be used to call Sector San Diego or to reach radio guard. VHF coverage on lake is 96%. HF can reach Mount Ord repeater from most of the lake.

CANYON LAKE, AZ

MARINA 480-288-9233
NO PHONE AT SHERIFF STATION

Radio coverage provided by Auxiliary radio patrols with handhelds. Orders for lake patrol should include radio patrol. Cell phone coverage on the lake is problematic. It is difficult for a cell phone to reach Sector San Diego. Satellite phones have had limited results. VHF coverage is good in the middle of the lake, but not near the canyon walls. Overall VHF coverage is about 70%. Radios do not reach Mount Ord repeater for HF.

BARTLETT LAKE

No landlines available and cell phone coverage is only 45%. Radio guard is via handhelds, which can reach Mount Ord repeater on 90% of lake. Communications are a safety concern on this lake.

APACHE LAKE

No landlines. Communications information needed.

AFTER ACTION REPORT SECTOR SAN DIEGO

DATE: _____

LOCATION: SD___ Colorado River___ Inland Lakes___ Lake Powell___

PATROL ORDER #: _____

OPFAC: Boat___ Radio___ Vehicle___

COXSWAIN/OPERATOR: _____

SAR CASES MAJOR___ #SAR CASES MINOR:___ #LIVES SAVED: ___

Persons ASSISTED _____ \$ PROPERTY SAVED: _____

PATROL BRIEF

Best phone contact #(s)

Email this form to AUXLO by next morning after the patrol

AAR rev 1-a 2012
