

**April 12, 2022**

**U.S. Coast Guard Auxiliary,**

**First District, Southern Region**

**NAVIGATION SYSTEMS**

 **2022 BULLETIN**

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| **This is what we are!****Our 2022 Mission!**

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| **We *verify* the Private Aids, *check* the Federal Aids, *survey* the Bridges, and *correct* the Nautical Charts of USCG First District, Southern Region. (CT, NJ, NY, VT)** |

**How we do it!**

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| **Prevention, Accuracy, Credibility, Timeliness, Professionalism, and Service to the United States Coast Guard.** |

**Our 2022 Annual Goals!**

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| **First Priority – SAFETY !****Second Priority – *Verify* the Private Aids which were not verified in 2021 or 2020.****Third Priority – *Complete* the Photograph Project for Private Aids.****Fourth Priority – *Survey* the Bridges specified below.** **Fifth Priority – *Identify and document* all “*Unauthorized*” Private Aids.****Sixth Priority – *Check* the remaining Private Aids in each AOR.****Seventh Priority – *Check* the Federal Aids in each AOR.****Other activities:*****Correct* all discrepancies observed on NOAA Charts in each AOR.** |

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**OVERVIEW**

The reason for this bulletin is to present the ‘big picture’ and to encourage the use of AUXDATA. This is the repository of combined statistics that is available to all Auxiliarists. The following listing is an extract based on information that you submitted to your IS Officers. Bottom line, please submit the data so that you receive proper credit.

**Workshops**

While reviewing Bridge and PATON reports, it became painfully obvious that an overall refresher course is necessary for all AV and AV-PQS members. We are planning to have two workshops. The first will cover PATON and Bridge Discrepancy reporting. The second will address Bridge Survey reporting.

We do have quite a few AVs that have not been doing any Bridge surveys or verification and that probably will not change, but we do feel that all AVs should be refreshed on the basics of bridge verifications, so as they go by or under a bridge they can look at the lights, understand when they should be working or not working and know who to report discrepancies to.  I talk about light discrepancies, but this goes for any hazard to navigation.  So as we are putting together a workshop for our AVs, we will include a section on bridges.

The other thing that we will do is put a special refresher workshop together for just those AVs that are interested in doing bridge surveys.  This would include a lot of details regarding nomenclature of the lights, types of bridges, etc.  The proper way of reporting, where to send pictures, how to report.  We will get the names of these individuals from the present program and ask if others would be interested in joining.

**PATON verification**

District One Southern Region (D1SR) consists of USCG Sector NY, Sector LIS and a portion of Sector Northern New England (NNE). This area contains 2,388 Private Aids (PATON). Each year the Sectors must verify one third of the aids in their area. This is in addition to all of their Federal Aids and numerous other assignments. Due to the area covered, the large number of aids and limited resources, the CG has assigned the Auxiliary to assist. This takes a large burden off the Active Duty side, but it does not relieve the Active Duty from completing the assignment.

Case in point; due to limited verifiers, facilities and crews, the Auxiliary was not able to complete the required verifications by October 1, 2021. As a result, the Gold Side was tasked with completing the 2021 Priority list.

Therefore, I am requesting that a few of the AVs who are listed below as “Not Current in D1SR”, step forward and relieve the Active Duty. After all, we are all part of Team Coast Guard. This work can be accomplished during other missions. It does not have to be an exclusive mission. For those who are listed as ACTIVE, we say BRAVO ZULU.

Since lighted aids must be verified at night, it is suggested that these aids are verified during the day and, where possible, the lights are observed at night from shore. This should reduce the number of night patrols.

The distribution of PATONs within the Divisions of D1SR is highly variable. Because of this, verifying aids in one area can be easy but difficult in another. Two years ago, we updated the procedure to get out of “Not Current in D1SR”. The procedure is spelled out below under the title “Currency Maintenance”.

To assist you in selecting which aids require verification, all aids are grouped into 40 Patrol Areas. There are 22 areas within Sector NY, 13 for Sector LIS and 5 for Station Burlington. For those who would like a visual presentation, you can view the Navigation Systems web site at: <http://uscgaux1sr-aton.org/Paton.htm> On this screen, click on “PATROL AREAS with maps”.

The southern boundary of ANT Saugerties is now set at the Bear Mountain Bridge (BMB). All Hudson River aids, south of this line, are now in the New York database. Aids north of the BMB are in the Saugerties database. This line does not conform to any Division boundary.

Being ready to verify PATONS means being ready to get underway, so please remind AVs that are also Crew qualified, to make sure that their PPE is in order.  This includes making sure EPIRB battery and registration are in order, that the PML is working properly, that all PPE equipment is correctly attached to their SAR vest and that it has been inspected as per their Flotilla's procedure.  AV candidates and AVs that are not Crew qualified, should request an Auxiliary PFD through their leadership chain.

Similary, their "tools of the trade" should also be checked for good working order and accuracy. GPS units should be checked against known locations or other GPS units.  Depth sounders can be checked against lead lines.  If any equipment has been changed since last used, "accuracy statements" for the 7054 must be updated.

Finally, members should be reminded to submit the latest version of the 7101 form, indicating their COVID vaccination status.  They won't be getting underway without it.

**BRIDGE inspection**

We will continue using the Bridge Database program that we have been using, while we continue to work on getting something better.  So looking from the outside, nothing is changing.

Since 1996, the USCG has relied on the Auxiliary to observe and report discrepancies on bridges over navigable waterways. Unfortunately, the D1SR bridge mission has been somewhat neglected, and to remedy that situation we are in Year 3 of a directed effort. Our current focus is to check a subset of bridges that are on a Bridge priority list, but eventually we aim to have each bridge checked every year.

This year the Bridge priority list consists of the following 70 bridges extracted from our list of 283 bridges . These are all of our Class 2 movable bridges which also contain lights. This category of bridges contain the majority of reported discrepancies.

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| **Div** | **ID** | **Waterway** | **Name** |
| 1 | 3531 | STATE BOAT CHANNEL-01 | CAPTREE ISLAND OAK BEACH BRIDGE |
| 2 | 3475 | RARITAN RIVER-01 | RARITAN RIVER RAILROAD BRIDGE - 1 |
| 2 | 3519 | SHREWSBURY RIVER-02 | Sea Bright Bridge  |
| 5 | 3228 | HARLEM RIVER-01 | 103RD STREET FOOT BRIDGE |
| 5 | 3229 | HARLEM RIVER-02 | 125TH STREET HIGHWAY BRIDGE |
| 5 | 3234 | HARLEM RIVER-07 | 145TH STREET HIGHWAY BRIDGE  |
| 5 | 3239 | HARLEM RIVER-12 | 207TH STREET BRIDGE  |
| 5 | 3240 | HARLEM RIVER-13 | 225TH - BROADWAY HWY-RR BRIDGE  |
| 5 | 3550 | WESTCHESTER CREEK | BRUCKNER EXPRESSWAY BRIDGE |
| 5 | 3242 | HARLEM RIVER-15 | HARLEM RIVER RAILROAD BRIDGE  |
| 5 | 3235 | HARLEM RIVER-08 | MACOMBS DAM BRIDGE  |
| 5 | 3233 | HARLEM RIVER-06 | MADISON AVENUE HIGHWAY BRIDGE  |
| 5 | 3232 | HARLEM RIVER-05 | PARK AVENUE RAILROAD BRIDGE  |
| 5 | 3287 | HUTCHINSON RIVER-02 | PELHAM PARKWAY RAILROAD BRIDGE  |
| 5 | 3231 | HARLEM RIVER-04 | THIRD AVENUE HIGHWAY BRIDGE  |
| 5 | 3230 | HARLEM RIVER-03 | WILLIS AVENUE HIGHWAY BRIDGE  |
| 7 | 3388 | NORWALK RIVER-02 | NORWALK RIVER RAILROAD BRIDGE - 2  |
| 7 | 3387 | NORWALK RIVER-01 | S 136 - NORWALK RIVER HIGHWAY BRIDGE |
| 7 | 3292 | HUTCHINSON RIVER-07 | SOUTH FULTON AVENUE HIGHWAY BRIDGE  |
| 10 | 3410 | PASSAIC RIVER-12 | CLAY STREET HIGHWAY BRIDGE  |
| 10 | 3205 | HACKENSACK RIVER-03 | HACKENSACK RIVER RAILROAD BRIDGE |
| 10 | 3208 | HACKENSACK RIVER-06 | HACKENSACK RIVER RAILROAD BRIDGE - 6 |
| 10 | 3211 | HACKENSACK RIVER-09 | HACKENSACK RIVER RAILROAD BRIDGE - 9 |
| 10 | 3206 | HACKENSACK RIVER-04 | HACKENSACK RIVER TWIN RAILROAD BRIDGE |
| 10 | 3202 | HACKENSACK RIVER-11 | JACKNIFE RAILROAD BRIDGE-11  |
| 10 | 3404 | PASSAIC RIVER-06 | JACKSON STREET HIGHWAY BRIDGE  |
| 10 | 3400 | PASSAIC RIVER-02 | LINCOLN HIGHWAY HIGHWAY BRIDGE  |
| 10 | 3408 | PASSAIC RIVER-10 | MORRISTOWN LINE RAILROAD BRIDGE  |
| 10 | 3378 | NEWARK BAY-04 | NEWARK BAY RAILROAD BRIDGE - 2  |
| 10 | 3421 | PASSAIC RIVER-16 | PASSAIC RIVER HIGHWAY BRIDGE - 16  |
| 10 | 3405 | PASSAIC RIVER-07 | PASSAIC RIVER RAILROAD BRIDGE - 7 |
| 10 | 3209 | HACKENSACK RIVER-07 | PENN MAIN LINE PORTAL RAILROAD BRIDGE |
| 10 | 3402 | PASSAIC RIVER-04 | POINT NO POINT RAILROAD BRIDGE  |
| 10 | 3413 | PASSAIC RIVER-15 | RUTGERS STREET HIGHWAY BRIDGE |
| 10 | 3409 | PASSAIC RIVER-11 | S 280 - STICKLE MEMORIAL HIGHWAY BRIDGE  |
| 10 | 3216 | HACKENSACK RIVER-15 | S 46 HACKENSACK RIVER HIGHWAY BRIDGE-15 |
| 10 | 3212 | HACKENSACK RIVER-10 | UPPER NECK RAILROAD BRIDGE-10 |
| 10 | 3203 | HACKENSACK RIVER-01 | US 1 - S 9 - LINCOLN HIGHWAY BRIDGE  |
| 10 | 3207 | HACKENSACK RIVER-05 | WITT-PENN BRIDGE |
| 11 | 3581 | GOWANUS CANAL-07 | CARROLL STREET BRIDGE  |
| 11 | 3113 | EAST BRANCH NEWTON CREEK | GRAND AVENUE BRIDGE, BROOKLYN NY  |
| 11 | 3379 | NEWTOWN CREEK-02 | GREENPOINT AVENUE HIGHWAY BRIDGE  |
| 11 | 3190 | GOWANUS CANAL-02 | HAMILTON AVENUE HIGHWAY BRIDGE - 2  |
| 11 | 3297 | JAMAICA BAY-01 | MARINE PARWAY BRIDGE |
| 11 | 3148 | ENGLISH KILLS-01 | METROPOLITAN AVENUE HIGHWAY BRIDGE  |
| 11 | 3193 | GOWANUS CANAL-05 | NINTH STREET HIGHWAY BRIDGE  |
| 11 | 3380 | NEWTOWN CREEK-01 | PULASKI HIGHWAY BRIDGE  |
| 11 | 3338 | MILL BASIN | SHORE PARKWAY HIGHWAY BRIDGE  |
| 11 | 3194 | GOWANUS CANAL-06 | THIRD STREET HIGHWAY BRIDGE  |
| 11 | 3195 | GOWANUS CANAL-08 | UNION STREET HWY-RR BRIDGE  |
| 12 | 3123 | EAST RIVER-07 | WELFARE ISLAND BRIDGE |
| 13 | 3488 | REYNOLDS CHANNEL-03 | AUSTIN BLVD HIGHWAY BRIDGE - 3 |
| 13 | 3323 | LONG CREEK-02 | LOOP PARKWAY BRIDGE |
| 13 | 3522 | SLOOP CHANNEL-01 | MEADOWBROOK CAUSEWAY - 2 |
| 13 | 3486 | REYNOLDS CHANNEL-01 | REYNOLDS CHANNEL HIGHWAY BRIDGE - 1 |
| 13 | 3487 | REYNOLDS CHANNEL-02 | REYNOLDS CHANNEL RAILROAD BRIDGE - 2 |
| 13 | 3521 | SLOOP CHANNEL -02 | Wantagh Parkway |
| 15 | 3283 | HUDSON RIVER-18 | HUDSON RIVER HIGHWAY BRIDGE-18 |
| 15 | 3279 | HUDSON RIVER-14 | HUDSON RIVER RAILROAD BRIDGE-14 . |
| 24 | 3344 | MILL RIVER-01 | CHAPEL STREET HIGHWAY BRIDGE  |
| 24 | 3434 | PEQUONNOCK RIVER-05 | EAST WASHINGTON AVENUE HIGHWAY BRIDGE  |
| 24 | 3462 | QUINNIPIAC RIVER-03 | FERRY STREET HIGHWAY BRIDGE  |
| 24 | 3261 | HOUSATONIC RIVER-03 | HOUSATONIC RIVER RAILROAD BRIDGE |
| 24 | 3431 | PEQUONNOCK RIVER-02 | S 130 - STRATFORD AVENUE BRIDGE  |
| 24 | 3460 | QUINNIPIAC RIVER-01 | TOMLINSON BRIDGE  |
| 24 | 3259 | HOUSATONIC RIVER-01 | WASHINGTON BRIDGE  |
| 24 | 3558 | YELLOW MILL CHANNEL-01 | YELLOW MILL CHANNEL BRIDGE |
| 25 | 3079 | CONNECTICUT RIVER-01 | CONNECTICUT RIVER RAILLROAD BRIDGE - 1 |
| 25 | 3082 | CONNECTICUT RIVER-04 | CONNECTICUT RIVER RAILROAD BRIDGE - 4  |
| 25 | 3081 | CONNECTICUT RIVER-03 | S 82 - CONNECTICUT RIVER HIGHWAY BRIDGE  |

Many Bridges are actually in two Divisions. Since rivers are frequently the dividing line between Divisions, the above listed Division is only an approximation of the location. Case in point, East River bridges could be assigned to either Div. 05 or 12. (The database only provides for the display of one Division number)

AVs in Divisions without bridges on this year’s Bridge priority list should first try to assist other Divisions. After good faith attempts at assistance, those AVs may check any bridge that is listed in the AUX Bridge Database as having discrepancies. The data can be accessed using your Member Number and your AUXDATA password. http://uscgaux1sr-aton.org/BridgeDB/Bridges

The Auxiliary Bridge Database can be accessed from the D1SR NS website; the database itself is undergoing improvement. Upon request, ADSO-NS-Bridges will organize training sessions for checking and reporting on bridges.

**CHART updating**

For AVs or other members interested in training to report chart updates to NOAA, there is a lot of good information available online on a) the National Navigation Systems website, and b) the AUX-06 C-school website under "Required Materials." D1SR training may be offered if there is enough interest.

**SAFETY first**

Accidents happen at the most inopportune moments. You can be in very serious trouble if you are alone. This is especially true at night. Boat patrols are under written orders and automatically require at least two people. Use the same rational for ALL missions, not just missions for which written orders have been issued. Within NS, the missions are PATON, Bridge and Chart.

Every mission involves some sort of Risk. The important thing is that the Gain out-weighs the Risk. Going out at night without a partner is one example of Risk out-weighing Gain. That said, Risk Management is always required for every mission.

Protect yourself, and those with you. Contact at least one of your officers prior to performing ANY mission and again at the completion of the mission. This can be done by email, text or voice. Email and text are better since you will have a record, if it should ever be needed. This officer could be your FC, VFC or FSO-NS. Keep their numbers handy in your phone. Again, this contact protects you and your partner.

Beside safety, having a partner provides a training opportunity. There are tricks to every trade. Don’t hoard your techniques.

**Reminder**

Just a reminder that anyone performing a mission on or near the water (e.g., NS from a facility) must be in appropriate PPE.  Appropriate PPE shall include an Auxiliary PFD and all appropriate COVID gear as outlined in the current COVID update memorandum.  It is up to the member to perform each and every mission as safely as is possible.

Note that NS verifiers on a vessel underway are required to wear an Aux PFD.  They are NOT crew (unless qualified and appointed as crew for that mission), and as such are not required to wear SAR vests and related equipment.  Should the facility be required to respond to a mission, the NS verifier will maintain a position so as to not obstruct the crew from performing their assigned duties.

Many flotillas and divisions currently have in their possession extra PFDs.  At a minimum, each division has a PPE Maintenance officer, who keeps records of issued equipment and inspections.  Members should canvas their respective flotillas and division PPE Maintenance officer for appropriate gear requests and issuance.  After this process, should a member still need a PFD, a request should be made thru the DSO-NS.

As member safety was, is and will continue to be our top priority, please spread the word far and wide!

**Thank you**

Again, I want to thank all those who have, and/or plan to, contribute to the success of the NS program

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|  | **STATISTICS** |  |  |  |  |  |  |
|  | **Active AV** | 66 |  |  |  |  |  |
|  | **Not current in D1SR** | 30 |  |  |  |  |  |
|  |  **Total AV's** | 96 |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  | AV-PQS | 53 |  |  |  |  |  |
|  | AV | 43 |  |  |  |  |  |
|  | HM access | 66 |  |  |  |  |  |
|  | Mentor | 14 |  |  |  |  |  |
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 Currency Maintenance in D1SR

In the absence of National requirements for currency maintenance by Auxiliary Aid Verifiers, D1SR has implemented District-specific requirements. These requirements are meant to ensure all Aid Verifiers are up-to-date on current procedures and are adequately trained to function in a highly professional manner. The Coast Guard and the boating public depend on us to be absolutely reliable and accurate at all times while performing our Navigation Systems activities and missions.

D1SR-defined “Active” Aid Verifiers are able to perform all Navigation Systems missions in D1SR. They have access to the ‘U.S. Harbormaster Private Aids to Navigation’ database maintained by U.S. Coast Guard First District. They are able to report Annual Bridge Surveys to the ‘Auxiliary Bridge’ Data maintained by D1SR.

**NOTICE:** Due to COVID-19 restrictions, lack of activity in 2020 does not affect Currency Maintenance.

**NOTICE 2**: To provide the Navigation Systems with all of the credit it deserves, we would like to know which members are actually involved. This has to be done by the coxswain when completing the Order Management. The portion of the patrol involving NS should be entered as **Mission 03 (Navigation Systems Patrol)**. As the AV on board, please request that code 03 is entered on the 7030.

**1. Annual Currency.** In order to maintain “Active” status as an Aid Verifier in D1SR, each AV or AV-PQS member must be active in the Navigation Systems program. Each Aid Verifier is required by D1SR to have filed at least two (2) ATON, PATON, or Bridge reports annually.

Updates to NOAA Charts are also acceptable for currency maintenance if documentation is provided to the DSO-NS.

NOTE: All of these reports must have been properly reported to the Coast Guard and properly entered into AUXDATA. Reports that are acceptable for D1SR currency maintenance for “Active” status are any combination of at least two (2) of the following:

a) An ATON (Federal Aid) discrepancy report.

b) A PATON (Private Aid) discrepancy or verification report.

c) A Bridge annual survey report, or a complete Bridge discrepancy report listing all discrepancies on a bridge.

d) An update to a NOAA chart, with copies of the submitted Chart Update information forwarded in one email to your FSO-NS,SO-NS, ADSO-NS, and DSO-NS. These officers can be found in the Auxiliary Directory.

**2.** The list of “**Active”** Aid Verifiers in D1SR is maintained by the DSO-NS based on Annual Currency completion as documented in AUXDATA. After any calendar year in which Annual Currency is not met, the Aid Verifier will be listed by DSO-NS as “Not Current in D1SR.” NOTE: This is not a national requirement and lack of D1SR currency will not show up in AUXDATA Training Management Reports.

**3.** “**Not Current in D1SR”** means the minimum annual requirement was not met.

The member may be returned to D1SR “**Active**” status after the following requirement has been met and their completion reported to the DSO-NS:

Perform two PATON verifications, including preparation of required reports, under supervision of a currently Active D1SR Aid Verifier who is listed as a **MENTOR**. The PATON need not be on the current year’s required verification list, and sample U.S. Harbormaster submissions, along with the 7030, are sufficient. (this paperwork must be submitted to the DSO-NS by the **MENTOR**). However, if the PATONs are on the required verification list, **a)** the **MENTOR** enters the verification into U.S. Harbormaster using the 7054 form. In the Comments section of the 7054, the **MENTOR** enters the name of the member who was supervised. That comment will be removed by the person Screening the 7054 prior to final approval of the 7054. **b)** the **MENTOR** submits the 7030, with **MENTOR** as LEAD and the “Not Current” member as TRAINEE.

The **MENTOR** takes credit for the two aids. The candidate must now complete 2 Aids/Bridges/Charts to remain **ACTIVE**.

**4.** **Not Qualified in D1SR**. Failure to perform the D1SR Annual Currency procedures for five (5) consecutive years will result in loss of access to the U.S. Harbormaster PATON system and loss of the ability to perform and report Bridge Annual Surveys in D1SR. The member may be returned to D1SR “**Active**” status after all of the following requirements are met and their completion reported to the DSO-NS:

a) Complete a one-day Aid Verifier training class presented by the D1SR Navigations Systems Department and approved by DSO-NS.

b) Review the National AV-PQS under supervision of a D1SR Aid Verifier **Qualifier** assigned by the area ADSO-NS.

c) Perform three PATON verifications, including preparation of required reports, under supervision of a currently Active D1SR Aid Verifier who is listed as a **MENTOR**. At least two of the verifications must be on a lighted PATON. The PATON need not be on the current year’s required verification list, and sample U.S. Harbormaster submissions, along with the 7030, are sufficient. (this paperwork must be submitted to the DSO-NS by the **MENTOR**). However, if the PATONs are on the required verification list, the **MENTOR a)** enters the verification into U.S. Harbormaster using the 7054 form. In the Comments section of the 7054, the **MENTOR** enters the name of the member who was supervised. That comment will be removed by the person Screening the 7054 prior to final approval of the 7054. . **b)** the **MENTOR** submits the 7030, with **MENTOR** as LEAD and the “Not Current” member as TRAINEE.

The **MENTOR** takes credit for the three aids. The candidate must now complete 2 Aids/Bridges/Charts to remain **ACTIVE**.

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| **IMPORTANT:** It is part of DSO-NS’s function to assure the Coast Guard, that any Auxiliarist who verifies and submits a 7054 PATON Report on-line to the Harbormaster System, is qualified as an AV and is current (has submitted two or more ATON, PATON, or Bridge verification or check reports each year. I try to do everything in my power to insure that AVs do not lose their AV currency and/or their AV qualification. However, there are legal implications for the Coast Guard if this protocol is not followed. Your AV qualification is potential evidence that can be introduced in court that you were trained and qualified when you performed this important work for the Coast Guard. ***Please! No begging or whining***. Be sure that you correctly update **AUXDATA** with your **Navigation Systems activity.*****If you need assistance, feel free to contact me directly.*** |

**ACTIVITY CALENDAR for Navigation Systems Staff Officers**

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| If you are relieving an NS Staff Officer at any level, you should have received all the records and materials for your new office by now. If not, make arrangements with your predecessor and get the records transferred to you as soon as possible.Secure a copy of the list of the current Staff Officers for your AOR in the Navigation Systems Program. Remind them to check their E-mail address in AUXDATA. Have them send any corrections to your SO-IS. Start working on your ***Navigation System Program Plan***. If you have a problem, contact your SO-NS, ADSO-NS, or DSO-NS for assistance. Each NS Program should include:* + - **Private Aid** (PATON) ***Verification*** **Program**, Only Current AV-qualified volunteers may participate.
		- **Private Aid (**PATON) ***Checking* Program**. Only Current AV-qualified volunteers may participate.
		- **Private Aid Photo Program.** All Auxiliary volunteers may participate.
		- **Bridge** (BAP) **Surveying Program**. Only Current AV-qualified volunteers may participate.
		- **Bridge** (BAP) **Checking Program**. All Auxiliary volunteers may participate.
		- **Federal Aid** (ATON) ***Checking* Program**. All Auxiliary volunteers may participate.
		- **Chart-Updating Program**. All Auxiliary volunteers may participate.
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**Please forward this bulletin to your members at the Flotilla and Division levels. We have important Coast Guard business to complete each year and we need AV and NS Staff Officer support from skilled and trained Auxiliarists in every Division of First Southern in order to meet our goals.**

*Under the Privacy Act of 1974, all information in this bulletin may only be used for official purposes. Any other use is a violation of law. This bulletin was prepared and published by the First Southern Navigation Systems Team. Contact the editor at* ***aolsen413@gmail.com***