[](file:///C:\Users\Frank\Desktop\NEWSLETTER%20FILE\~WRL3408.tmp)

**April 28, 2023**

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

**First District, Southern Region**

**NAVIGATION SYSTEMS**

**2023 BULLETIN**

|  |  |  |  |
| --- | --- | --- | --- |
| **This is what we are!**  **Our 2023 Mission!**   |  | | --- | | **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!**   |  | | --- | | **Prevention, Accuracy, Credibility, Timeliness, Professionalism, and Service to the United States Coast Guard.** |   **Our 2023 Annual Goals!**   |  | | --- | | **First Priority – SAFETY !**  **Second Priority – *Verify* the Private Aids which were not verified in 2021 or 2022.**  **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.** | |

**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.

**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 2,427 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, 2022. As a result, the Gold Side was tasked with completing the 2022 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.

To assist you in selecting which aids require verification, all aids are grouped into 40 Patrol Areas. There are 22 areas within Sector NY, 14 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 at the Bear Mountain Bridge (BMB). All Hudson River aids, south of this line, are 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.

Similarly, 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.

Speaking of tools, this year we have a new mobile application called “AV Assistant” which is currently in Beta testing. This year the Bulletin is extra-long because I have attached the full write-up at the end of the Bulletin. Please review it and decide if you want to be involved. I would like to know of your involvement.

**BRIDGE inspection**

Since 1996, the USCG has relied on the Auxiliary to observe and report discrepancies on bridges over navigable waterways. Verifiers will concentrate on the most troublesome bridges which are listed below. These are the 73 Class 2 Lighted, Movable bridges.

It should be noted that many of these bridges can be observed from land. Hence they can be verified at your convenience. However, before you proceed, contact one of your Flotilla officers as specified below in the paragraph “SAFETY first.

Do not report on any other bridge unless it is an immanent matter of life and death. In this case, contact the CG immediately and file a report afterwards.

At this time, the Bridge database is not operational but the Bridges still need to be inspected. Therefore, contact the ADSO for Bridges David Marriott ([wdavidmarriott@gmail.com](mailto:wdavidmarriott@gmail.com)) for bridge details and the current procedure for reporting all bridge work.

During May 2023 we will distribute detailed instructions referencing bridge reporting requirements

Since rivers are frequently the dividing line between Divisions, some Bridges are in two Divisions. Case in point, two of the listed bridges fall into this category.

AVs in Divisions without bridges on this year’s Bridge priority list are requested to assist other Divisions. Contact ADSO-Bridges, David Marriott for further information.

You will notice that Division 11 does not have an AV but they do have 11 listed bridges. Please verify these bridges, no approval needed. By the way, one of these is a retractable bridge built in the 1800’s. It is the only one in D1SR and is quite unique.

|  |  |  |  |
| --- | --- | --- | --- |
| **Div** | **ID** | **Waterway** | **Bridge Name** |
| 1 | 3531 | STATE BOAT CHANNEL-01 | CAPTREE ISLAND OAK BEACH BRIDGE |
| 2 | 3519 | SHREWSBURY RIVER-02 | Sea Bright Bridge |
| 2-4. | 3475 | RARITAN RIVER-01 | RARITAN RIVER RAILROAD BRIDGE - 1 |
| 4-10. | 3378 | NEWARK BAY-04 | NEWARK BAY RAILROAD BRIDGE - 2 |
| 5 | 3228 | HARLEM RIVER-01 | 103RD STREET FOOT BRIDGE |
| 5 | 3229 | HARLEM RIVER-02 | 125TH STREET HIGHWAY BRIDGE |
| 5 | 3230 | HARLEM RIVER-03 | WILLIS AVENUE HIGHWAY BRIDGE |
| 5 | 3231 | HARLEM RIVER-04 | THIRD AVENUE HIGHWAY BRIDGE |
| 5 | 3232 | HARLEM RIVER-05 | PARK AVENUE RAILROAD BRIDGE |
| 5 | 3233 | HARLEM RIVER-06 | MADISON AVENUE HIGHWAY BRIDGE |
| 5 | 3234 | HARLEM RIVER-07 | 145TH STREET HIGHWAY BRIDGE |
| 5 | 3235 | HARLEM RIVER-08 | MACOMBS DAM BRIDGE |
| 5 | 3239 | HARLEM RIVER-12 | 207TH STREET BRIDGE |
| 5 | 3240 | HARLEM RIVER-13 | 225TH - BROADWAY HWY-RR BRIDGE |
| 5 | 3242 | HARLEM RIVER-15 | HARLEM RIVER RAILROAD BRIDGE |
| 5 | 3287 | HUTCHINSON RIVER-02 | PELHAM PARKWAY RAILROAD BRIDGE |
| 5 | 3550 | WESTCHESTER CREEK | BRUCKNER EXPRESSWAY BRIDGE |
| 7 | 3292 | HUTCHINSON RIVER-07 | SOUTH FULTON AVENUE HIGHWAY BRIDGE |
| 7 | 3387 | NORWALK RIVER-01 | S 136 - NORWALK RIVER HIGHWAY BRIDGE |
| 7 | 3388 | NORWALK RIVER-02 | NORWALK RIVER RAILROAD BRIDGE - 2 |
| 10 | 3203 | HACKENSACK RIVER-01 | US 1 - S 9 - LINCOLN HIGHWAY BRIDGE |
| 10 | 3205 | HACKENSACK RIVER-03 | HACKENSACK RIVER RAILROAD BRIDGE |
| 10 | 3206 | HACKENSACK RIVER-04 | HACKENSACK RIVER TWIN RAILROAD BRIDGE |
| 10 | 3207 | HACKENSACK RIVER-05 | WITT-PENN BRIDGE |
| 10 | 3584 | HACKENSACK RIVER-05A | New Route 7 Wittpenn Bridge |
| 10 | 3208 | HACKENSACK RIVER-06 | HACKENSACK RIVER RAILROAD BRIDGE - 6 |
| 10 | 3209 | HACKENSACK RIVER-07 | PENN MAIN LINE PORTAL RAILROAD BRIDGE |
| 10 | 3211 | HACKENSACK RIVER-09 | HACKENSACK RIVER RAILROAD BRIDGE - 9 |
| 10 | 3212 | HACKENSACK RIVER-10 | UPPER NECK RAILROAD BRIDGE-10 |
| 10 | 3202 | HACKENSACK RIVER-11 | JACKNIFE RAILROAD BRIDGE-11 |
| 10 | 3216 | HACKENSACK RIVER-15 | S 46 HACKENSACK RIVER HIGHWAY BRIDGE-15 |
| 10 | 3400 | PASSAIC RIVER-02 | LINCOLN HIGHWAY HIGHWAY BRIDGE |
| 10 | 3402 | PASSAIC RIVER-04 | POINT NO POINT RAILROAD BRIDGE |
| 10 | 3404 | PASSAIC RIVER-06 | JACKSON STREET HIGHWAY BRIDGE |
| 10 | 3405 | PASSAIC RIVER-07 | PASSAIC RIVER RAILROAD BRIDGE - 7 |
| 10 | 3408 | PASSAIC RIVER-10 | MORRISTOWN LINE RAILROAD BRIDGE |
| 10 | 3409 | PASSAIC RIVER-11 | S 280 - STICKLE MEMORIAL HIGHWAY BRIDGE |
| 10 | 3410 | PASSAIC RIVER-12 | CLAY STREET HIGHWAY BRIDGE |
| 10 | 3413 | PASSAIC RIVER-15 | RUTGERS STREET HIGHWAY BRIDGE |
| 10 | 3421 | PASSAIC RIVER-16 | PASSAIC RIVER HIGHWAY BRIDGE - 16 |
| 11 | 3113 | EAST BRANCH NEWTON CREEK | GRAND AVENUE BRIDGE, BROOKLYN NY |
| 11 | 3148 | ENGLISH KILLS-01 | METROPOLITAN AVENUE HIGHWAY BRIDGE |
| 11 | 3190 | GOWANUS CANAL-02 | HAMILTON AVENUE HIGHWAY BRIDGE - 2 |
| 11 | 3193 | GOWANUS CANAL-05 | NINTH STREET HIGHWAY BRIDGE |
| 11 | 3194 | GOWANUS CANAL-06 | THIRD STREET HIGHWAY BRIDGE |
| 11 | 3581 | GOWANUS CANAL-07 | CARROLL STREET BRIDGE |
| 11 | 3195 | GOWANUS CANAL-08 | UNION STREET HWY-RR BRIDGE |
| 11 | 3297 | JAMAICA BAY-01 | MARINE PARWAY BRIDGE |
| 11 | 3338 | MILL BASIN | SHORE PARKWAY HIGHWAY BRIDGE |
| 11 | 3380 | NEWTOWN CREEK-01 | PULASKI HIGHWAY BRIDGE |
| 11 | 3379 | NEWTOWN CREEK-02 | GREENPOINT AVENUE HIGHWAY BRIDGE |
| 12 | 3123 | EAST RIVER-07 | WELFARE ISLAND BRIDGE |
| 13 | 3323 | LONG CREEK-02 | LOOP PARKWAY BRIDGE |
| 13 | 3486 | REYNOLDS CHANNEL-01 | REYNOLDS CHANNEL HIGHWAY BRIDGE - 1 |
| 13 | 3487 | REYNOLDS CHANNEL-02 | REYNOLDS CHANNEL RAILROAD BRIDGE - 2 |
| 13 | 3488 | REYNOLDS CHANNEL-03 | AUSTIN BLVD HIGHWAY BRIDGE - 3 |
| 13 | 3521 | SLOOP CHANNEL -02 | Wantagh Parkway |
| 13 | 3522 | SLOOP CHANNEL-01 | MEADOWBROOK CAUSEWAY - 2 |
| 15 | 3279 | HUDSON RIVER-14 | HUDSON RIVER RAILROAD BRIDGE-14 . |
| 15 | 3283 | HUDSON RIVER-18 | HUDSON RIVER HIGHWAY BRIDGE-18 |
| 15 | 4005 | Lake Champlain-03 | Grand Isle Drawbridge (33CFR 117.993) |
| 15 | 4008 | Lake Champlain-06 | Missiquoi Bay RR Bridge (33CFR 117.993) |
| 24 | 3259 | HOUSATONIC RIVER-01 | WASHINGTON BRIDGE |
| 24 | 3261 | HOUSATONIC RIVER-03 | HOUSATONIC RIVER RAILROAD BRIDGE |
| 24 | 3344 | MILL RIVER-01 | CHAPEL STREET HIGHWAY BRIDGE |
| 24 | 3431 | PEQUONNOCK RIVER-02 | S 130 - STRATFORD AVENUE BRIDGE |
| 24 | 3434 | PEQUONNOCK RIVER-05 | EAST WASHINGTON AVENUE HIGHWAY BRIDGE |
| 24 | 3460 | QUINNIPIAC RIVER-01 | TOMLINSON BRIDGE |
| 24 | 3462 | QUINNIPIAC RIVER-03 | FERRY STREET HIGHWAY BRIDGE |
| 24 | 3558 | YELLOW MILL CHANNEL-01 | YELLOW MILL CHANNEL BRIDGE |
| 25 | 3079 | CONNECTICUT RIVER-01 | CONNECTICUT RIVER RAILLROAD BRIDGE - 1 |
| 25 | 3081 | CONNECTICUT RIVER-03 | S 82 - CONNECTICUT RIVER HIGHWAY BRIDGE |
| 25 | 3082 | CONNECTICUT RIVER-04 | CONNECTICUT RIVER RAILROAD BRIDGE - 4 |

**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.

Contact at least one of your Flotilla officers, who you trust to cover your back, stating your planned mission location, date and time (aka float plan). At the completion of the mission, or the specified time, report back to this person. If you don’t report back, this officer is expected to initiate a search. Notification should be done by email, text or voice. Email and text are better since you will have a record if it should ever be needed. Again, this contact is your lifeline. This procedure is similar to VE

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

**PFD Reminder**

Just a reminder that anyone performing a mission on or near the water (e.g., NS from a facility) must be in appropriate PFD (Personal Flotation Device).  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 PFD Maintenance officer, who keeps records of issued equipment and inspections.  Members should canvas their respective flotillas and division PFD 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!

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  | **STATISTICS** |  |  |  |  |  |  |
|  | **Active AV** | 57 |  |  |  |  |  |
|  | **Not current in D1SR** | 30 |  |  |  |  |  |
|  | **Total AV's** | 87 |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  | AV | 31 |  |  |  |  |  |
|  | AV-PQS | 56 |  |  |  |  |  |
|  | HM access | 63 |  |  |  |  |  |
|  | Mentor | 13 |  |  |  |  |  |

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 D1SR ADSO-NS who communicates with the CG Bridge office.

**NOTICE**  To provide 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 when 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**.

**Thank you**

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

|  |
| --- |
| **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**

|  |
| --- |
| 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. |

**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***](mailto:aolsen413@gmail.com)

***Addendum***

***AV Assistant – Beta Test documents***

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| |  | | --- | | **Spilsbury, James D CIV USCG R&D CENTER (USA)** | | AttachmentsApr 7, 2023, 11:36 AM |  | https://mail.google.com/mail/u/0/images/cleardot.gif  https://mail.google.com/mail/u/0/images/cleardot.gif |
| |  | | --- | | to Thomas, me, Stu, Vincent  https://mail.google.com/mail/u/0/images/cleardot.gif | | | |

Good Morning BMC Beaudoin,

***BLUF: Coast Guard Research and Development Center (RDC) has a team of Auxiliarists in your AOR helping to improve the PATON aid verification process, this e-mail is to provide awareness of the effort and enlist your support.***

My name is James Spilsbury and I’m a project manager on several of our ATON modernization initiatives at the Coast Guard RDC. As noted, RDC has an ongoing collaboration we have with the Coast Guard Auxiliary looking at ways to streamline and improve the PATON aid verification reporting process (see attached 1020 project quad sheet). For this project, we have a team of committed Auxiliarists from D1, D5, and D7 that have been actively supporting RDC with the development of a mobile app called ***AV Assistant*** (developed and maintained by Auxiliarist Clint O’Connor in D7).

AV Assistant (AVA) is an innovative new tool already available to Auxiliarists to improve efficiency and data quality of reports. The ***average 7054 report takes 3-5 minutes***total to complete start to finish. During market research earlier in the project, RDC found it was not uncommon for Auxilarists to spend up to 1-2 hours per PATON verification with significant time spent having to manually download updated Light List/LNM/Chart information, perform the on-water inspection with notes, and return home to fill in the 7054 form on a computer. AVA automatically pulls in all federal and private aids (including class III PATON), LNM, and ENC chart overlay, etc. automatically. Once the PATON verification is completed on-site, the 7054 form is automatically generated by the app on-site and is e-mailed to the performing AV in PDF format for final review and submission.

One of the missing pieces in this reporting process that the RDC team is trying to resolve, is the lack of an efficient way to ingest this valuable data to easily verify and compare to the ATONIS database (before making official light list updates). Often, it requires someone to manually re-enter this data multiple times in the reporting process before CG is able to make any changes to the ATONIS database and is still subject to human error during data entry (ex: transcribing AP vs. as found positions, etc.). In this project, we are trying to better leverage the data we’re already collecting from having “boots on the ground” and streamlining the data reporting process, making it easier for AV’s, DSO’s, ANTs, and district PATON managers to perform the mission. Ultimately, the goal is that this will allow CG to more easily detect and correct inconsistencies between the PATON (as permitted), the ATONIS database, NOAA’s charted position, and other important characteristics about the aid. With NOAA transitioning to electronic navigation charts (ENCs), these types of positioning errors and aid information are critical for CG to detect so that we can properly provide that info to NOAA to populate ENCs going forward.

For your awareness, I’ve attached a one-page description of the app, a copy of the Operational Test & Evaluation (OT&E) from CG-NAV supporting to testing of the mobile apps for the AV mission, and a example of a 7054 form produced by AVA (shoreside test). At present, the team has been focusing on the Apple version of AVA and will be available this field season on the Apple Store for Auxiliarists to use. However, the intention would be to update a similar app for Android with similar capabilities down the road if proof of concept works (an outdated Android version exists).

I know I provided a lot of background information in this e-mail, but I’d welcome any questions, comments, or concerns as CG and AUX gets ready for the upcoming PATON verification season. The app will be updated soon to support the new features for the beta testing season, I can send an update once available. I’ve found it to be a useful tool in general for CG ops in the field to identify and lookup more info on ATONs and PATONs on my phone.

I’d be happy to setup a Microsoft Teams call at your convenience to provide more details on the project, typical PATON database errors we’ve seen, and a tutorial of the app. Let me know if there may be a good day/time and would be happy to schedule. I’ve also copied COMO Vin Pica from your AOR that is helping RDC with this evaluation and available to assist if you’d like more information.

V/R,

James

--

James Spilsbury

Environment & Waterways Branch

USCG Research & Development Center

1 Chelsea Street

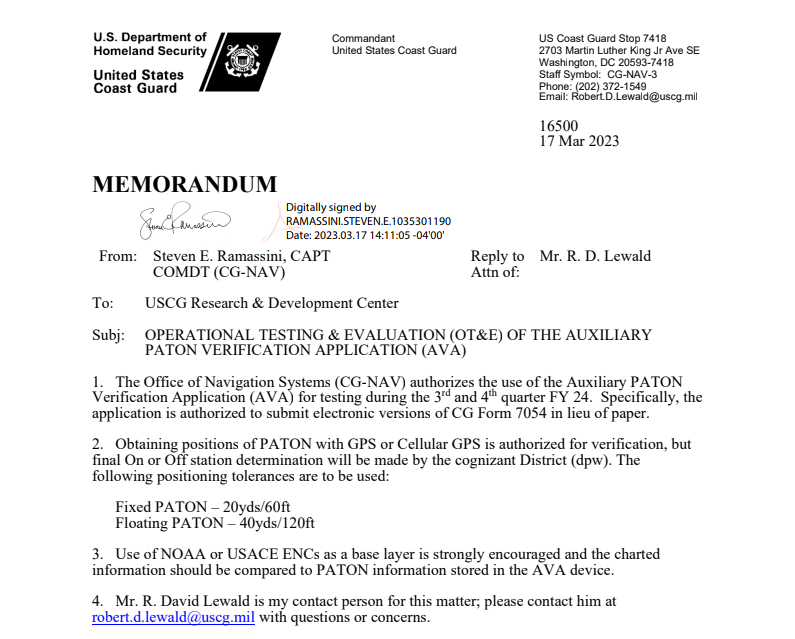
New London, CT 06320

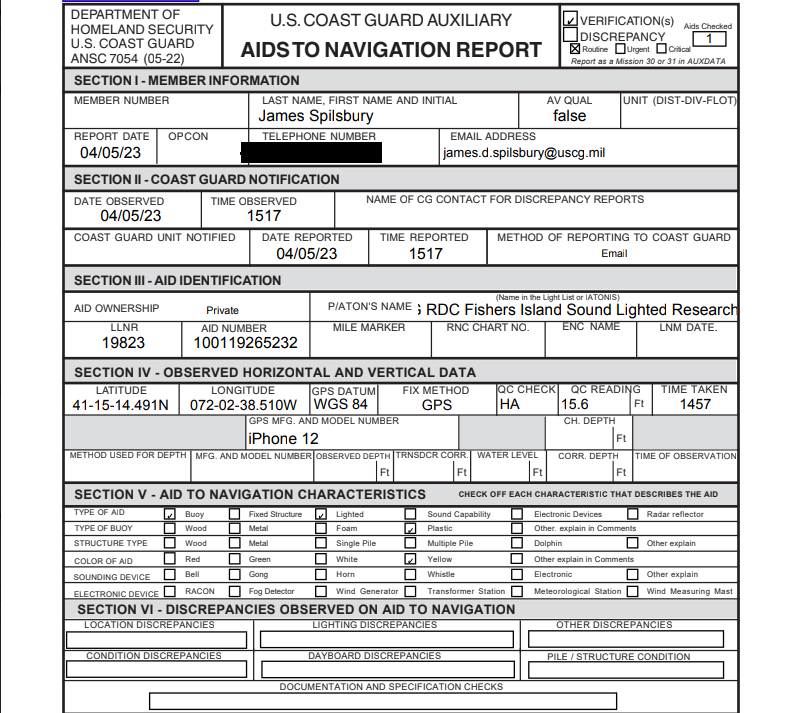
[james.d.spilsbury@uscg.mil](mailto:james.d.spilsbury@uscg.mil)

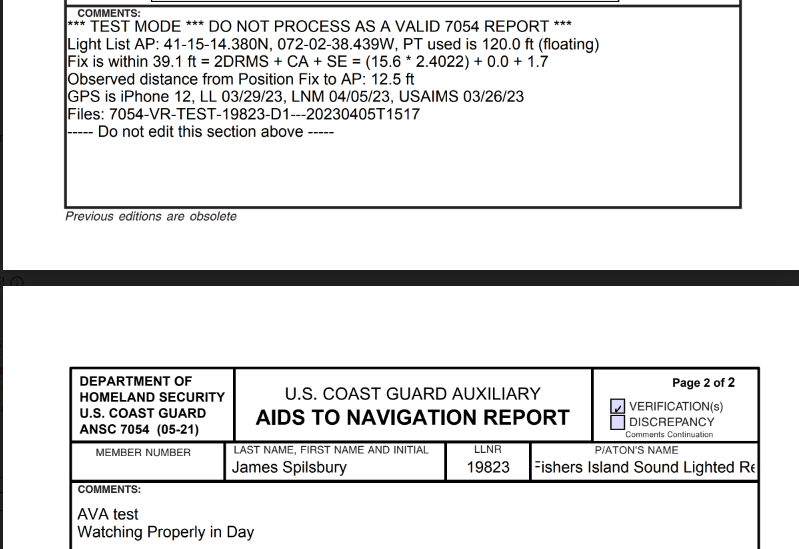
******

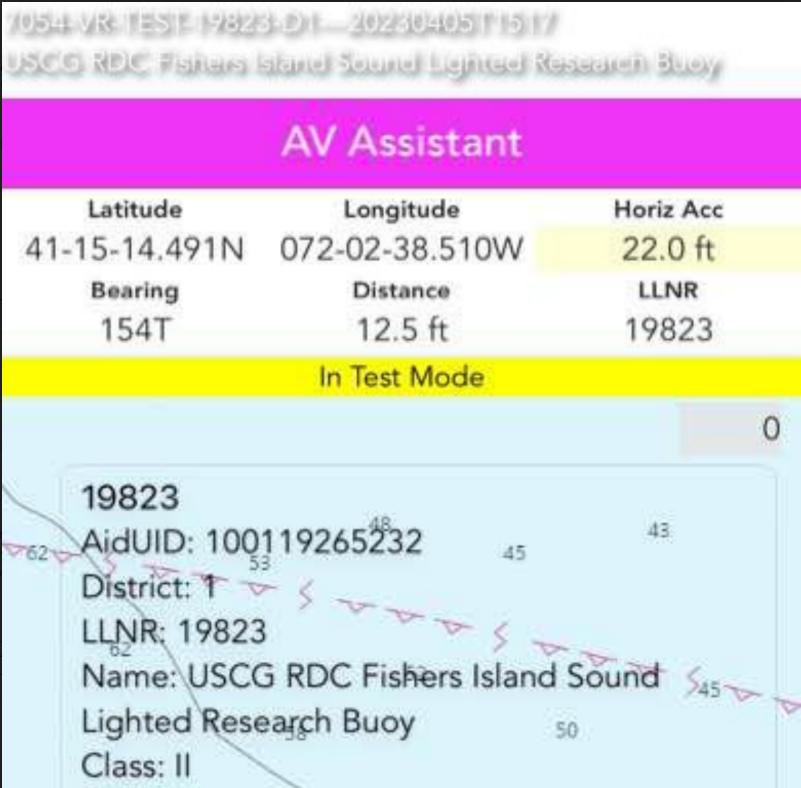
******

******

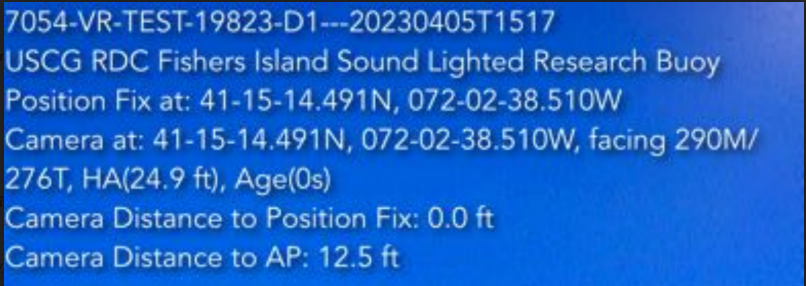
******

******

******

******

******

******

******