

**April 21, 2021**

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

**First District, Southern Region**

**NAVIGATION SYSTEMS**

 **2021 NEWSLETTER**

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| **This is what we are!****Our 2021 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 2021 Annual Goals!**

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| **First Priority – SAFETY !****Second Priority – *Verify* the Private Aids which were not verified in 2020 or 2019.****Third Priority – *Complete* the Photograph Project for Private Aids.****Fourth Priority – *Survey* Bridges not visited since 2017.** **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 Newsletter 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 2,334 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; the COVID-19 restrictions of 2020 meant that the Auxiliary was not active in Sector NY or Sector NNE. As a result, the Gold Side was tasked with all of the aids in these areas.

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. Therefore, this year we are updating 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”.

**BRIDGE inspection**

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 2 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 bridges that have not been properly checked in a long time. This amounts to 43 of our 283 listed bridges. Some of these bridges were last inspected more than ten years ago, and many of them do not have correct information listed in the Auxiliary Bridge Database. It is time to remedy this situation.

The highest priority are the following 43. These bridges require a full survey of the available features. That is, indicating YES or NO to the following a) Fender System b) Wales c) Regulatory Signs d) Horn or Siren e) Fog Signal f) Clearance Gauges g) Lights. In the case of lights, specify how many of each a) Center Channel Lights b) Margin of Channel Lights c) Pier Lights d) Axis Lights e) Moveable Span Lights f) Preferred Channel Lights. Also needed are the Federal Regulation for the bridge and which Marine Facilities are located above the bridge.

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| **Div** | **ID** | **Waterway** | **Name** |
| 2 | 3475 | RARITAN RIVER-01 | RARITAN RIVER RAILROAD BRIDGE - 1 |
| 2 | 3476 | RARITAN RIVER-02 | VICTORY BRIDGE |
| 2 | 3477 | RARITAN RIVER-03 | RT. 9 NORTH BRIDGE - 3 |
| 2 | 3566 | RARITAN RIVER-03a | RT. 9 SOUTH BRIDGE -3a |
| 2 | 3478 | RARITAN RIVER-04 | GARDEN STATE PARKWAY BRIDGE - 4 |
| 2 | 3479 | RARITAN RIVER-05 | NEW JERSEY TURNPIKE BRIDGE - 5 |
| 2 | 3480 | RARITAN RIVER-06 | MORRIS GOODKIND MEMORIAL BRIDGE - 6 |
| 2 | 3481 | RARITAN RIVER-07 | US 1 - RARITAN RIVER HIGHWAY BRIDGE - 7 |
| 5 | 3126 | EAST RIVER-10 | ASTORIA & RIKERS BRIDGE |
| 5 | 3229 | HARLEM RIVER-02 | 125TH STREET HIGHWAY BRIDGE |
| 5 | 3235 | HARLEM RIVER-08 | MACOMBS DAM BRIDGE |
| 5 | 3236 | HARLEM RIVER-09 | HIGH FOOT BRIDGE - PIPELINE |
| 5 | 3237 | HARLEM RIVER-10 | ALEXANDER HAMILTON BRIDGE |
| 5 | 3238 | HARLEM RIVER-11 | WASHINGTON BRIDGE - NYC |
| 5 | 3239 | HARLEM RIVER-12 | 207TH STREET BRIDGE |
| 5 | 3241 | HARLEM RIVER-14 | HENRY HUDSON BRIDGE |
| 5 | 3286 | HUTCHINSON RIVER | PELHAM PARKWAY BRIDGE |
| 5 | 3287 | HUTCHINSON RIVER-02 | PELHAM PARKWAY RAILROAD BRIDGE |
| 5 | 3288 | HUTCHINSON RIVER-03 | HUTCHINSON RIVER PARKWAY BRIDGE |
| 5 | 3289 | HUTCHINSON RIVER-04 | I 95 - NEW ENGLAND THRUWAY BRIDGE |
| 5 | 3290 | HUTCHINSON RIVER-05 | BOSTON POST ROAD BRIDGE |
| 5 | 3550 | WESTCHESTER CREEK | BRUCKNER EXPRESSWAY BRIDGE |
| 5 | 3551 | WESTCHESTER CREEK | CROSS BRONX EXPRESSWAY BRIDGE |
| 6 | 3291 | HUTCHINSON RIVER-06 | WESTCHESTER LIGHTING PIPELINE |
| 6 | 3292 | HUTCHINSON RIVER-07 | SOUTH FULTON AVENUE HIGHWAY BRIDGE |
| 6 | 3374 | NEW ROCHELLE HARBOR-01 | NEW ROCHELLE HARBOR HIGHWAY 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 | 3381 | NEWTOWN CREEK-03 | KOSCIUSZKO MEMORIAL BRIDGE |
| 12 | 3175 | FLUSHING CREEK-02 | WHITESTONE PARKWAY HIGHWAY BRIDGE - 2 |
| 12 | 3176 | FLUSHING CREEK-03 | NORTHERN BLVD HIGHWAY BRIDGE |
| 12 | 3177 | FLUSHING CREEK-04 | NORTHERN BLVD HIGHWAY BRIDGE - 4 |
| 14 | 3183 | FRESH KILLS-01 | WEST SHORE EXPRESSWAY BRIDGE |
| 14 | 3545 | THE NARROWS-01 | VERRAZANO NARROWS BRIDGE |
| 15 | 3163 | ERIE CANAL-14 | (E-15) ERIE CANAL RAILROAD BRIDGE-14 |
| 15 | 3284 | HUDSON RIVER-19 | I 787 - HOOSICK STREET HIGHWAY BRIDGE-19 |
| 18 | 3187 | GOOSE CREEK-01 | GOOSE CREEK HIGHWAY BRIDGE |
| 18 | 3303 | JOCKEY CREEK-01 | JOCKEY CREEK HIGHWAY BRIDGE |
| 18 | 3426 | PECONIC RIVER-01 | PECONIC RIVER HIGHWAY BRIDGE |
| 18 | 3495 | SAG HARBOR-01 | SAG HARBOR HIGHWAY BRIDGE |
| 18 | 3560 | SHINNECOCK BAY | PONQUOGUE BRIDGE |
| 22 | 3343 | MILL NECK CREEK-01 | MILL NECK CREEK HIGHWAY BRIDGE |

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

If you want to help in the effort, contact your own SO-NS and, as applicable, the SO-NS of the Division with bridges on the priority list and have the SO-NS contact Chris Howe, ADSO-NS-Bridges. She will add your name to the Auxiliary Bridge Database as “adopting” one or more bridges for this year so our efforts are better coordinated across the entire District.

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.

Excerpt from the document titled "**Update 7 - Novel Coronavirus (COVID-19)** dated 4/7/2021

Members shall: "Prior to any activity outside the home, Auxiliarists shall assess their personal ability to undertake the activity. This assessment will include the availability of proper personal protective equipment (PPE), their health history, the health of those in their household, the health of others they may be interacting with, and the overall risk vs gain of the activity."  In addition all members must abide by local conditions and restrictions put in place by governmental agencies and local Departments of Health.

The **Mission Request Form**" on the District website will still be utilized.  Members must complete the form, PRIOR, to performing the mission.

In addition the electronic **form 7101** "Auxiliary Covid-19 High Risk Assessment Form" must be completed as well.  This form is completed once, and after that ONLY if there is a change in any information.

**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 ATON/PATON verifiers from 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** | 75 |  |  |  |  |  |
|  | **Not current in D1SR** | 36 |  |  |  |  |  |
|  | **Total AV's** | **111** |  |  |  |  |  |
|  |  |   |  |  |  |  |  |
|  | AV | 66 |  |  |  |  |  |
|  | AV-PQS | 45 |  |  |  |  |  |
|  | HM access | 66 |  |  |  |  |  |
|  | Mentor | 40 |  |  |  |  |  |

 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’ Database 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 insure 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 newsletter 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 newsletter may only be used for official purposes. Any other use is a violation of law. This newsletter was prepared and published by the First Southern Navigation Systems Team. Contact the editor at* ***aolsen413@gmail.com***