

# D1SR Bridge Verification and Reporting Procedure

## References for Bridge Verification and Reporting

- A. D1SR's NS-7055 Bridge Report Form – Provided to you.
  - NS-7055 non-fillable Bridge Reporting Form –  
[https://wow.uscgaux.info/Uploads\\_wowII/091-20/7055BridgeReportForm.pdf](https://wow.uscgaux.info/Uploads_wowII/091-20/7055BridgeReportForm.pdf)
- B. USCG Bridge Lighting and Other Signals – Provided to you.
  - Link –  
<https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5pw/Office%20of%20Bridge%20Programs/Lighting.pdf>
- C. D1SR Aux Bridge Spreadsheet
- D. Latest LNM
- E. ENC Chart for area
- F. Google Earth Pro
- G. 33 CFR 117 and 118 link: <https://www.ecfr.gov/current/title-33/chapter-I/subchapter-J/part-114>.

## Background

D1SR will no longer be using the online D1 Bridge Program/Database because it is not supported. D1SR will be using the Microsoft Excel version of the Form NS-7055 until Aux National approves a new PDF version of the Form NS-7055. For a database / spreadsheet D1SR will be using a D1SR Auxiliary Bridge Spreadsheet (Aux Spreadsheet). The Aux Spreadsheet was put together using the CG's Marine Information System for Law Enforcement (MISLE) database and information from the online Auxiliary Bridge Database. The information that is in the Aux Spreadsheet on each bridge in D1SR's AOR is old and much of the information has never been verified. Our first job is to verify and/or update as much information as possible and document what physically exists in our AOR. If it differs from the MISLE database, we will need to inform the Bridge Department through the chain of leadership and using the NS-7055 form.

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### **Prior to any Bridge Verification**

Using Reference C, verify as much information as possible prior to doing any bridge Verification. The following is a description of each heading in the spreadsheet. If you find any incorrect information or if information is missing, please indicate this in the comment section of the NS-7055 form and send it to the ADSO-Bridges in an email. The submitted forms will be saved in a file for historical records.

- **AUX ID** – The unique number assigned to each bridge in the D1SR AOR. When you click on this number it should be linked to a picture of the bridge. If you have a better picture of the bridge, send it to the ADSO-Bridges.
- **MISLE ID** – Are unique identifiers assigned by the Coast Guard for each bridge or sets of bridges. Not all bridges will have a MISLE ID.
- **Div** – This is the division that the bridge is in. If the waterway divides two or more division's AORs list the division that most likely will verify the bridge. Coordination and agreement between divisions is crucial.
- **Waterway** – Verify that the waterway listed is the correct waterway or body of water. If a change is anticipated, cite a NOAA chart for the new name.

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- **Mile** – This is the number of miles that the bridge is located upstream of the mouth of the body of water. This was assigned by the USCG and should not change.
- **Location** – The municipality(s) (city, town, etc.) that the bridge is in or connects, should include state.
- **Bridge Name** – The official name of the bridge as known by locals, include route number in parenthesis. If you are changing the name document your source.
- **Alternate Bridge Name** – If there is an alternate name(s).
- **Class** – This is an auxiliary classification for each bridge, the CG does not classify the bridges. The bridges are assigned a class based on the nature of the navigable waterway they span: Class 1 – Ocean-going ships, Class 2 – Commercial tug & barges, but not ocean-going, Class 3 – Recreational traffic only, and Class 4 – Little to no marine traffic, canoes and small outboards only.
- **Type** – The type of bridge (Fixed, Bascule, Swing, Vertical Lift, Retractable, Other).
- **33CFR 117** – For all movable bridges there is a CFR written indicating how the bridge is to be operated, in this column list which subparagraph details the information for this bridge.
- **Clearance Gauge?** – Does the Bridge have a Clearance Gauge? (Y or N). The bridge may have a clearance gauge that is not required by a CFR, in which case the answer to this question is yes and the answer to the next question is no.
- **Clearance Gauge Req by CFR?** – Does 33 CFR 117 require a Clearance Gauge?
- **Use** – Verify the primary use of the bridge (Highway, Railroad, Pipeline, Pedestrian, Cable, Other).
- **Latitude (DD MM SS)** – Verify that the location of the bridge is correct using Google Earth, Google Map or a chart. Use the center of the center span or the bridge opening. Acceptable accuracy is about 200 feet or 2 seconds. No need to record tenths of a Second, round the number to the whole Second.
- **Longitude (DD MM SS)** – Verify that the location of the bridge is correct using Google Earth, Google Map or a chart. Use the center of the center span or the bridge opening. Acceptable accuracy is about 200 feet or 2 seconds. No need to record tenths of a Second, round the number to the whole Second.
- **Fenders** – yes or no
- **Wales** – yes or no
- **Draw Sign** – yes or no.
- **Fog Signal** – Yes or no.
- **33CFR118** – All Bridge Lighting should be in accordance with one of the sub paragraphs of CFR 118, list the CFR paragraph that best describes the lighting on the bridge.
- **Bridge Navigation Lights** – The first column indicates if the bridge has any navigation lights or not. In the next 7 columns list the number of lights under each category. Some fixtures have several lights in them depending on the direction being viewed, count each fixture as one (1).
- **Verifier's Name** – The verifier who last verified the Bridge will be input by the screener.
- **Date Verified** – The date the bridge was last verified.
- **Status** – The status as it was found, either Verified (found watching properly) or Discrepancy.
- **Date the 7055 Submitted** – the date the 7055 or information was received by the screener.

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## Reporting a Bridge Verification or Discrepancy

Use Reference A. the NS-7055 fillable Excel form to report all Bridge Verifications or Discrepancies. Any differences between the D1SR Aux Bridge Spreadsheet and what is found should be noted in the Comment section of the form and sent to the ADSO-NS-Bridges via email.

If you are doing bridge Verification by land, not aboard a facility under orders, a second auxiliarist shall accompany the AV for safety, the second auxiliarist need not be a qualified AV.

Any Discrepancies that are or might be a hazard to navigation must be reported to the local Sector Command immediately. The following are the phone numbers of the Sector Command Centers.

- SECLIS (203) 468-4401
- SECNNE (207) 767-0303
- SECNY (718) 354-4353

The report to the Sector should be followed up with a NS-7055 form to the ADSO-NS-Bridges

## AuxData II Reporting Hours – Mission Codes

- All preparation (getting ready) and travel – 99B
- Research to do a bridge verification – 32
  - Only one person can be the lead, or a trainee
  - A number must be entered into the number of bridges verified and discrepant – “0” is the number if you are just doing research. Only when you submit a 7055 do you include a number greater than zero, not while you are doing research.
- Bridge verification by Land:
  - Travel to and between bridges – 99B
  - Reporting of Bridge verification or discrepant – 32
  - If doing several bridges in one day combine each type of mission hour
- Doing bridge verification by water, all hours underway are accounted for by the coxswain / owner.
  - Actual research and reporting (7055) mission 32, hours onboard inspecting the bridge are underway hours, don't double dip.
- All mission codes 30, 31 and 32; the OPCON should be listed as the ANT in that AOR

This is a living document that will be updated and sent out to AVs as changes are made. Please provide any suggestions to the ADSO-Bridges.