

**April 21, 2020**

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

**First District, Southern Region**

**NAVIGATION SYSTEMS**

 **2020 NEWSLETTER**

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| **This is what we are!****Our 2020 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 2020 Annual Goals!**

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| **First Priority – SAFETY !****Second Priority – *Verify* the Private Aids which were not verified in 2019 or 2018.****Third Priority – *Complete* the Photograph Project for Private Aids.****Fourth Priority – *Survey* all the Bridges in each AOR.** **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 2,313 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 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; during 2019 the Auxiliary did not complete the one-third quota. Sector LIS had to divert assets to inspect 9% of the quota within their area. Likewise, Sector NY had to inspect 11.9% of their quota. On the other hand, the Auxiliary covering Station Burlington, which is within Sector NNE, met and even exceeded their quota.

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.

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 to have each bridge checked every year.

This year the priority list consists of bridges that have not been checked since 2017 or earlier. This amounts to 69 of our 283 listed bridges. Some of these bridges were last inspected more than ten years ago. It is time to remedy this situation.

If you want to help in the effort, coordinate with your own SO-NS and/or with the SO-NS of the Division where there are bridges on the priority list, and then contact Chris Howe, ADSO-NS-Bridges to have your name added to the Auxiliary Bridge Database as “adopting” one or more bridges. (The AUX Bridge Database itself is undergoing improvement, and can be accessed from the D1SR NS website.) ADSO-NS-Bridges will organize training sessions for checking bridges upon request; training will be held online until we can meet in person.

**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.

**COVID-19 Special**

To all AV’s who are hunkering down at home, now is the time to upgrade your qualification from AV to AV-PQS. We will keep it relatively painless. Just contact me, by email, and I will send you a link for a face-to-face Webex meeting.

For those who don’t know what is involved, here is the PQS. (Performance Qualification Standard) <http://uscgaux1sr-aton.org/Documents/Master_NS_Aid_Verifier_PQS_22Nov2011.pdf> Since you already have the AV qualification, we will skip over Tasks 5 & 7 which are the most time consuming.

I am new to Webex but it appears to be painless. I just send you an invitation via email, and when you click on it, you will be connected to my computer. At this point we can have a face-to-face conversation while maintaining our social distancing. If nothing else, it will give both of us something to do while we are hunkering down at home.

This special is aimed primarily toward our 72 AV’s. I would like to see all of you with the AV-PQS qualification. Perhaps, some day, this will become a requirement. For the 40 members who have the AV-PQS qualification, and would like a refresher, you are certainly welcome.

This special could be especially useful for the 39 members who are currently “Not current in D1SR”.

**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.

For those missions without written orders, protect yourself, and those with you. Contact at least one of your officers prior to performing ANY mission where written orders have not been given. 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.

Again, I want to thank all those who contributed to the success of 2019.

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|  | **STATISTICS** |
|  | **Active AV** | 73 |  | Retired | 7 |
|  | **Not current in D1SR** | 39 |  | Deceased | 1 |
|  | **Total AV's** | **112** |  | Not qualified in D1SR  | 3 |
|  |  |  |  |   | **11** |
|  | **Members who have:** |  |  |
|  | AV | 72 |  |  |  |
|  | AV-PQS | 40 |  |  |  |
|  | HM access | 62 |  |  |  |
|  | Mentor | 43 |  |  |  |

 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.

**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.**

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