



Navigation Systems is focusing on AV – Aid Verifier training and qualification at the April District Training Conference.

2012 is the end of a three-year commitment to the Coast Guard District Commander who wants every PATON in the First District verified and all the errors in the PATON specifications and owner data corrected by 12/31/2012.

We have been making plans for the past two months and have published detail work schedule spreadsheets for each AOR within the District.

Toward this goal, training will be provided at the April Awards Conference for AVCs – Aid Verifier Candidates and any AV who want to get updated to the new on-line reporting guidelines.

Everyone is encouraged to be involved this year. There are many activities to do right now that will help, such as:

- **Verifying annual-designated PATONS.**
- **Researching missing owner data on PATON records.**
- **Researching corporate or municipal links.**
- **Checking Federal Aids to Navigation.**
- **Surveying bridges.**
- **Getting updated with the Bridge and PATON on-line systems.**
- **Chart updating.**
- **Small Craft Facility updating are other year-round activities.**

[Here's how you can become involved.](#) *[Become AV Qualified](#)* or *[Update your AV Skills and get involved.](#)* The AV Qualification procedure is explained later in this newsletter. If you are AV Qualified, checkout the Saturday training agenda at the April Conference. There are many training opportunities scheduled to provide you with the knowledge of the various changes. Pick a topic and plan to attend the presentation.

AV - AID VERIFIER TRAINING is scheduled for the APRIL AWARDS CONFERENCE on Saturday April 14.

Pre-conference Activities for AVCs:

FIRST - AVC – Aid Verifier Candidates can acquire the Qualification Check Off Guides, both the District Specific AV Qualification Guide and the AV/PQS Qualification Guide by download from the Aid Verifier-AV web page on the DINS Web Site at www.uscgaan.com. These guides contain the check-off lists that explain the prescribed PATON and Bridge Program tasks in detail.

- Prescribed readings should be completed before the conference for maximum training impact.

SECOND - Download the prescribed documents free to your PC Desktop. These are the navigation documents that you will use for reference when performing PATON verifications and Bridge surveys as an AVC and an eventual AV.

THIRD - If you are not Boat Crew or Coxswain qualified, there are 15 Boat Crew tasks that you must complete as part of your AV qualification. These are safety-related tasks are common sense and won't take long to complete. Any qualified Coxswain will be able to assist you. Note that these Boat Crew tasks must be signed off by a Boat Crew program OE. We will have one available at the Conference.

FOURTH – You must complete two ICS-Incident Command System courses – ICS 100 and ICS 700. Be sure to send the ICS course completion certificates to DIRAUX for recording in your personnel record. Contact your MT-Member Training Staff Officer for instructions for achieving this qualification.

FIFTH - Attend an 8-hour Team Coordination Training (TCT) course. Contact your MT-Member Training Staff Officer for availability of these training sessions.

Conference NS Training Schedule for Saturday, April 14 – 0830 to 1700.

SEQ	TIME	TOPIC	(Scheduled times are approximated)
1.	0830	Understanding the IALA-B Aid to Navigation System. (PowerPoint)	
2.	0910	Typical Aid to Navigation Discrepancies explained. (PowerPoint)	
3.	1005	Federal Regulations for Private Aids to Navigation. (Lecture)	
4.	1035	Set up and operation of a GPS and guidelines for taking a Fix. (PowerPoint and lecture)	
5.	1120	Set up and operation of a GPS and guidelines for taking a Depth. (PowerPoint and lecture)	
6.	1330	Using the Web-Based PATON System for on-line reporting. (Live on-line)	
7.	1500	Federal Regulations for Bridges. (PowerPoint and lecture)	
8.	1530	Typical Bridge Discrepancies. (PowerPoint presentation with explanations)	
9.	1400	Using the Bridge Database System for on-line Bridge reporting. (Live presentation)	

Verifying Officers will be available all day Saturday at the April Conference to check off the District Specific and AV/PQS tasks that you have completed.

Free on-line NOAA chart plotter (CPN) software is available for your PC at the April Conference.

Navigation Systems staff will be available at the April Conference to provide downloads and update of this software to your PC. [Bring your laptops with you to the April Conference.](#)



In order to understand the true focus of the Navigation Systems Programs, the 2012 Navigation Systems Goals and Objectives are presented here again for your review. Hopefully, this will provide some ideas on how you can contribute this year. There are many opportunities provided this year and we are already well underway researching the many corrections that are scheduled.

PATONS:

First Priority – Verify all of the PATONs that have never been verified before in your AOR or were last verified since before 2010.

- At the end of the 2012 verification season EVERY Paton should have been verified at least once in the previous 3 years.

Second Priority – Research and update all erroneous or missing information on PATON records.

- This activity is currently in process and many corrections have already been made.

Third Priority – Research and update all erroneous or missing links.

- This activity is currently in process and many links have already been corrected.

Along with filling in the ownership info, each owner should be assigned Local Authority and be able to log on and see/update/change their online permit.

BRIDGES:

First Priority - Survey all Class 1, 2 and 3 bridges that have never been surveyed before.

- If a bridge is not navigable from the sea, let the DSO-NS know and the Class Code will be changed to 4.
- Do not survey Class 4 Bridges unless specifically requested by the Coast Guard.

Second Priority - Recheck and report the current status on all bridges that are showing an existing discrepancy on the Bridge System.

- If a bridge is not being corrected in a timely manner, report it to bring attention to the problem so that follow up with the Bridge Branch is initiated.
- Bridges showing discrepancies should be rechecked monthly to check whether any discrepancies were corrected.

Third Priority - Survey the rest of the bridges.

- At the end of 2012, every Class 1, 2 and 3 bridge in your AOR should have been surveyed or show a discrepancy report.

CHART UPDATING See article from NOAA on page 5.

1. Encourage members to participate in available Chart Updating training programs.
2. Prepare and publish a list of Chart Updating opportunities for your AOR.
3. Plan and facilitate some Chart Updating events and submit CU reports to NOAA.

SMALL CRAFT FACILITY UPDATING

1. Identify and publish a list of Small Craft Facilities within your AOR that meet the criteria for inclusion on a Small Craft Chart.
 - Review existing charted and listed entries for accuracy.
2. Encourage members to participate in the Small Craft Facility WebEX Training programs.
3. Plan and facilitate some Small Craft Facility events and submit SCF reports to NOAA.

ATONS

1. Encourage OPFAC owners to check every Federal Aid to Navigation that they pass while underway on a CG AUX patrol.
2. Encourage OPFAC owners to make discrepancy reports to the Coast Guard.

YOUR NAVIGATION SYSTEMS PLAN

It is the ADSO, SO and FSO's responsibility in each AOR to formulate a plan of execution to accomplish these goals. This planning should include items such as:

1. Forming a Navigation Systems Team of NS Staff Officers for your AOR.
2. Preparing and publishing a list of AVs and members who are committed to execute the work required to meet each Goal and Objective listed above.
3. Preparing and publishing a list of OPFACs that are committed to support the work plan defined in (1) above. [OPFAC owners do not have to be AV trained.]
4. Tracking and reporting the performance throughout the year.
5. Following up and re-planning for success when schedules are not met.
6. Constant communication and feedback to your volunteers.

A Message from NOAA

Many government agencies are facing severe funding cuts. The article below outlines one of their programs, the NOAA Navigation Response Teams (NRT), that will be drastically reduced if not eliminated entirely.

Here is where the Auxiliary can lend a huge helping hand. While we can't do all the things the NRTs did, we can certainly assist by expanding our chart updating activities. The article from NOAA explains more about the NRTs and we will be looking at providing more guidance on Auxiliary help as we find out more ourselves.



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March 2012

NOAA prepares to phase out Navigation Response Teams

Operating in a constrained fiscal environment, NOAA has prioritized its activities and limited investments toward the core services that protect life and property and support job creation and economic growth. As a result, NOAA has had to make tough budget choices in balancing the needs of our mission. One of these tough choices affects how NOAA fulfills our mandates for nautical charting and emergency response.



NRTs helped California harbors recover from damage caused by the 2011 tsunami

Major surveys planned for East Coast, Puget Sound, Alaska

Coast Survey and NOAA ship crews are preparing for the 2012 hydrographic survey season. All of the surveys are prioritized to support the growth of U.S. trade and the maritime economy.

The [description of the 2012 planned projects](#) is now available as a PDF.

NOAA products

NOAA's suite of more than a thousand traditional [paper nautical charts](#) are available for purchase from chart sellers around the world. [Print-on-Demand nautical charts](#) are updated weekly and include all of the latest critical chart corrections. [NOAA electronic navigational charts](#) (NOAA ENC®), vector data sets that represent NOAA's newest and most powerful electronic charting

NOAA's Office of Coast Survey deploys six navigation response teams (NRTs) to work in the nation's busiest ports and harbors, surveying for dangers to navigation and updating NOAA's nautical chart products. Our [last newsletter laid out the 2012 and 2013 plans](#) for the navigation response team surveys in critical port and coastal areas. The President's FY 2013 budget request, however, proposes a \$2.3 million budget cut that would eliminate the NRTs, if enacted by Congress.

If the navigation response team program terminates on September 30, the last day of the 2012 fiscal year, NOAA will likely slow or bring to an end numerous nautical chart updates planned for high-transit areas around the nation's coasts. These include the waters off of Savannah and Brunswick, Georgia; Mobile, Alabama; Biloxi, Mississippi; portions of the Texas coast; Los Angeles and Long Beach; Thunder Bay, Michigan; Eastern Long Island Sound; and Narragansett Bay.

The navigation response teams are also the agency's "first responders" to the nation's maritime community, surveying for dangers to navigation in order to speed the reopening of ports after hurricanes and other emergencies. Port authorities and the U.S. Coast Guard include the NRTs in their Port Recovery Plans, and the federal [Maritime Infrastructure Recovery Plan](#) charges NOAA with the responsibility to assess sea-floor conditions. Without NRTs, the responsibility for rapid response hydrographic surveys will shift from NOAA to other first responders, such as the U.S. Coast Guard and FEMA, or to the ports. NOAA may be able to task one of its deeper draft vessels to an emergency on a reimbursable basis, if one is nearby and available, but this will likely result in longer response times. Thus, ports and the commercial shipping industry may need to make alternate plans to acquire surveys for underwater dangers to navigation if they are to quickly reopen waterways to vessel traffic.

Ports along the Southeast and Gulf Coast are currently planning their emergency response procedures and assets for the coming hurricane season, which does not officially end until November 30. Prudent planning will consider that NOAA's navigation response teams may not be available to assist them during the final months of the season.

A new day for surveying

Near-shore and port surveying, often conducted with small and nimble boats, has been a core mission of the Coast Survey since its inception in 1807. During the [Civil War, Coast Survey field parties](#) did river reconnaissance for the Army and conducted surveys for Union blockade squadrons.

product, are available for free download.

[NOAA raster navigational charts](#) (NOAA RNC®), georeferenced electronic reproductions of paper nautical charts, are available in BSB format.

[Booklet Charts](#), experimental reduced-scale NOAA charts organized in letter-sized pages can be downloaded and printed at home.

[Pocket Charts](#) are for beginning recreational boaters to use for planning and locating, but not for real navigation. Purchase them at retail outlets.

[Coast Survey's historical map & chart collection](#)

is a rich archive of over 35,000 scanned images, including some of the Nation's earliest nautical charts, bathymetric maps, city plans, and Civil War battlefield maps. Search and download images.

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Distribution is encouraged to all members of the Coast Guard and CG Auxiliary.

