District Navigation Systems

Covering Aids to Navigation, Bridges, & Chart Updating Activities

Accuracy - Credibility – Professionalism - Service to the Coast Guard & NOAA-NOS

2020-04-113 DSO-NS Report/Bulletin

Date: May 4, 2020
From: D113 DSO-NS
To: DCAPT- P & All D11 Auxiliary Members for Immediate Action
Info: EXCOM, Board & Staff, SO-NS, FSO-NS & Aid Verifiers, D11 (dpw) & D11 (dpa-n)
Subject: DSO-NS March Report/Bulletin Ending April 6th.

SO-NS please contact each FSO-NS to see that they receive a copy of this bulletin.
Additional copies can be downloaded at:
http://wow.uscgaux.info/content.php?unit=113&category=navigation-systems-1

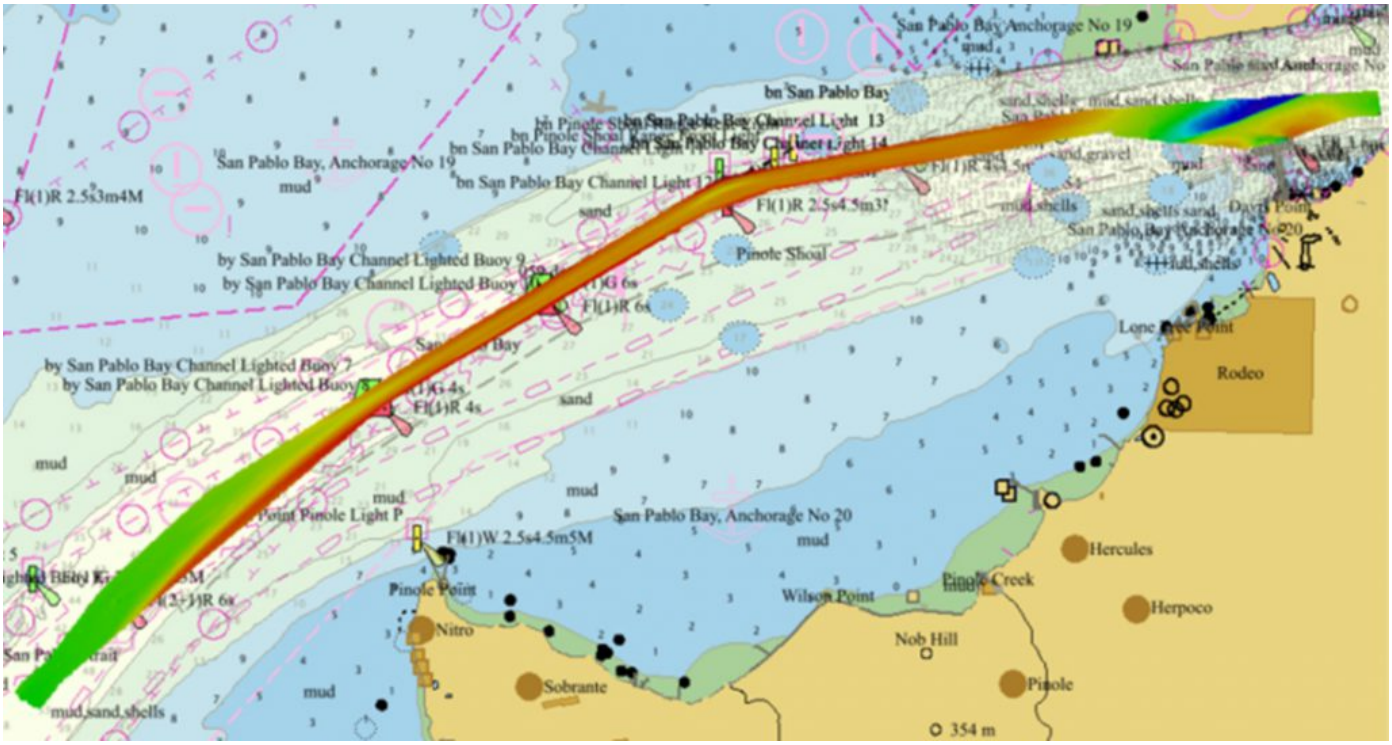
CONTENTS OF THIS REPORT

1. Here we are still on Shelter-In-Place, and unable to do our favorite Auxiliary activities as we like to be doing. I hope my DSO-NS Report/Bulletin finds you and your family healthy and safe. I know this is an incredibly stressful time for all of us when we cannot get out to do our auxiliary activities. I urge everyone to heed the warnings and comply with the shelter-in-place orders. With most of us are in the vulnerable group and with less exposure to other means less chance of getting the virus. Things are starting to look better, and we all hope this will end soon. Maybe May we be the end this lock down so we can get back to our favorite Auxiliary activities.

2. APRIL 6, 2020 BY NOAA OFFICE OF COAST SURVEY

NOAA certifies San Francisco Bay shipping channel with top survey rating, increasing confidence for deep draft vessel navigation

There is a risk factor when navigating in and out of our nation's busiest ports, particularly at the helm of some of the world's largest deep draft vessels. Mariners rely on tide and water level information, wind and weather data, but perhaps most importantly, they rely on electronic navigational charts and the quality of depth measurements that comprise them. Recently, NOAA's Office of Coast Survey certified the U.S. Army Corps of Engineers (USACE) hydrographic surveys for the Pinole Shoal Channel in San Francisco Bay — a critical waterway for bulk carriers and tankers to reach the ports of Sacramento, Stockton, Martinez, and Benicia — the highest possible data quality rating, Category Zone of Confidence (CATZOC) A1, for two years. This is the first USACE federally maintained channel to receive the highest-level certification. NOAA anticipates the increased CATZOC rating will dramatically increase shipping efficiency.



High resolution bathymetry of Pinole Shoal Channel collected by the U.S. Army Corps of Engineers overlaying NOAA electronic navigational charts US5CA31M and US5CA32M.

"It is our top priority to deliver the most up-to-date navigation data available to mariners and ensure that ports have the highest confidence in our charts," said Rear Adm. Shepard Smith, director of NOAA's Office of Coast Survey. "Our close partnership with the Army Corps of Engineers and our commitment to conduct frequent surveys in and around our nation's busiest ports will enable us to provide sophisticated navigational products to the maritime sector."

NOAA electronic navigational charts (NOAA ENC®) convey a data quality indication to the mariner known as a CATZOC rating, which indicates whether data meets a minimum set of criteria for position, depth accuracy, feature detection, and seafloor coverage. The quality designation ranges from A1 to D, based on survey accuracy specifications that were met during the time of survey. The CATZOC helps mariners make risk assessments as they navigate through various charted locations. In ports where a commercial vessel's draft is constrained, the CATZOC rating has an impact on how deep a vessel can be loaded and how much product can be carried in and out of the port.

A CATZOC A1 rating means the seafloor has been mapped with a high level of accuracy and all hazards have been found, therefore, a vessel can operate with smaller under keel clearance (i.e. the vessel's hull can operate closer to the seafloor). Conversely, a CATZOC B rating, means the seafloor was mapped to a lower level of accuracy and small hazards may still exist, therefore, a larger vessel must operate with a larger under keel clearance (i.e. the vessel's hull will be higher off the seafloor). Insurance and shipping companies use CATZOC ratings to determine the amount of under keel clearance that vessels need in order to reduce the risk of grounding.

"USACE seeks to make all bathymetric data collected for channel maintenance and construction available to NOAA in a consistent format and timely manner. The USACE eHydro Program is meeting these goals, and hopefully enables better CATZOC ratings," said Thomas Smith, chief of operations and regulatory function, U.S. Army Corps of Engineers.

In August 2018, the San Francisco Bay Harbor Safety Committee's Dredge Issues Working Group requested that NOAA work with USACE to improve the CATZOC in Pinole Shoal Channel. In this request, the working group described the impact of the CATZOC rating. A CATZOC B rating requires an additional five percent under keel clearance, when compared to a CATZOC A1 rating. This five percent increase on a tanker with a 10-meter draft, is 5,000 metric tons of product, worth almost $2 million. At almost 200 transits per year, the change in CATZOC rating can have an economic impact of almost $400 million in this channel.

Tanker heading west and approaching the Richmond–San Rafael Bridge and Pinole Shoal Channel. Credit: Julian Rose, chair of San Francisco Bay Harbor Safety Committee's Dredge Issues Work Group

The improved CATZOC also increases the available tide window when tankers can transit through the channel. Tankers typically wait for a tide window that gives them the appropriate UKC value.

A CATZOC of A1 allows a smaller under keel clearance, which increases the available tide window, giving shippers and pilots additional flexibility on conducting operations, which improves safety.

"The improved CATZOC will have an immediate impact on improving the safety and efficiency of transits through the channel," said Julian Rose, Chair of San Francisco Bay Harbor Safety Committee's Dredge Issues Work Group.
Pinole Shoal Channel ranks 23 of the top 150 US ports in throughput and is of significant national economic importance. It follows the U.S. federal channels in Boston, Massachusetts (September 2018) and the Delaware Bay (May 2018) in receiving an improved CATZOC rating.

NOAA's close coordination and partnership with the USACE to improve the CATZOC rating to A1 for Pinole Shoal Channel ensures cargo can safely and efficiently continue its movement through this critical channel and help drive the economic engine of the region

3. 2020 NAVIGATION SYSTEMS AUXINFO REPORT AS OF 5 APRIL:

"LAST DUE TO CHANGE OVER FROM AUXDATA TO AUXDATA 2"

"We are still on Shelter-In-Place NO change from Last Month"

Cube last refreshed on Sunday APRIL 5, 2020

ATON-Aids to Navigation 30-31-32	District 113	All Facilities	All Unit Locations	All Activities	CY 2020	All Statuses	Lead ONLY	All Operations
Some of this AUXDATA Information does not match actual reports submitted to DSO-NS & D11 (dpw). SEE BELOW				BRIDGE – Bridge Administration (32)		FEDERAL – ATON/Chart Update (30)		PRIVATE – Private Aids to Navigation (31)
				ATON Bridge Verified	ATON Bridge Discrepancy	ATON Aids Verified	ATON- Aid Discrepancy Reported	PATON Aids Verified	PATON - Aids Discrepancy Reported
113-01-02 SAUSALITO-Tiburon	MANI, CASSANDRA 2			6					
113-01-04 CENTRAL MARIN	FORTNER, JOHN C							3	
	KIRKWOOD, MARY L							5	1
	PAZ, CAROL H							34	
	RUSSO, PAULA J							4	3
113-01-07 POINT BONITA									
113-01-09 COYOTE POINT	BLANCHARD, TERRY M								2
113 - DIV 01				6				48	6
113-03-05 SACRAMENTO	BLACK, FREDRIC R			1	3				
	DUNCAN, JAMES B			3	3			2	
	MACPHERSON, DOUGLAS W				1				
113 - DIV 03				4	7			2	
113-05-02 NAPA									
113-05-03 NORTH SOLANO COUNTY									
113-05-05 SONOMA COUNTY									
113-05-07 DIABLO									
113 - DIV 05									
113-06-10 CAPITOLA FLOTILLA	SIMPSON,BRUCE				2			6	1
113 - DIV 06					2			6	1
113-08-08 NEW LAKE COUNTY									
113—08-11 CRESCENT CITY FLOTILLA									
113 - DIV 08									
113-10-06 KAWEAH									
113 - DIV 10									
113-11-01 NORTH LAKE TAHOE									
113-11-03 RENO									
113-11-04 SOUTH LAKE TAHOE									
113 – DIV 11									
113-12-01 EAST BAY	KAPLAN, GARY			6					
113-12-91 SAN RAMON VALLEY	LOSI, JAMES G			6					
	PISIO, RICHARD W			6					
113 - DIV 12				12					
113 RAW UNCORRECTED AUXDATA INFORMATION				22	9	0	0	56	7
PROBABLE AUXDATA INPUT ERRORS MADE or NOT AV-PQS				-18	0	0	0	-3	0
113 ESTIMATED CORRECTED AUXDATA INFORMATION				4	9	0	0	53	7
DSO-NS Note: Only CG Unit Reqested Verification of an ATON may be ↑ entered in this column!									

Question: Have you submitted your Navigation Systems 7030 reports and your name is not on the table above? Is the data above incorrect? If so, then you have not submitted a 7030 or all of your 7030's for your Navigation Systems activity to be entered by your FSO-IS. If you have submitted all your 7030's for your Navigation Systems activities, then check with your FSO-IS Officer for the answer. Again, the FSO-IS, SO-IS & DSO-IS is the only members that can enter your Navigation Systems activity into AUXDATA.

NOTE: All Navigation Systems activity awards for this year and AV certifications for next year is taken from AUXDATA information. Remember the old saying "If it's not in AUXDATA it didn't happen." That is why you should always check the table above each month. So, this way you can see that if you have not reported your NS activity (7030) to your FSO-IS or they have not entered your NS activity incorrectly you have time for them to correct your information into AUXDATA. The FSO-IS or SO-IS is the only member that can enter and correct your Navigation Systems activity into AUXDATA and only you can let the FSO-IS or SO-IS if the data information is incorrect.

4. 2020 NAVIGATION SYSTEMS ACTIVITY REPORT:

"We are still on Shelter-In-Place NO change from Last Month"

This summary report activity table covers all ATON, PATON, Bridge, & Chart Updating activities & reports received by D11 (dpw), NOAA-OFFICE OF COAST SURVEY & AUXINFO through April 30, 2020.

2020 DIVISIONAL, BRIDGE, ATON, & CHART UPDATING ACTIVITY SUMMARY REPORT

Div.	AIDS TO NAVIGATION ACTIVATY							Bridges Assigned				PATON's Assigned				2019 AVPQ In Training	AV-PQS
	Bridge	Bridge AUX Data Lead only	ATON	ATON AUX DATA Lead only	PATON	PATON NO Permit	PATON AUX DATA Lead only	AOR	Check	% Done	Still to Do	AOR	Check	% Done	Still to Do		
1		6	1		39		54	4		0%	100%	104	36	35%	68	1	7
3	11	11	1		2		2	15	10	67%	5	34	2	6%	32	0	3
4								2		0%	100%	67		0%	100%	0	2
5								11		0%	100%	103		0%	100%	1	8
6	2	2			7		7	2	2	100%	0	67	7	10%	60	0	3
8								1		0%	100%	5		0%	100%	1	1
10								9		0%	100%	54		0%	100%	1	4
11								0		0%	0	144		0%	100%	1	8
12	6	12				18		8	6	75%	2	181		0%	100%	3	7
Total	19	31	2		48	18	63	52	18	35%	34	759	45	6%	714	7	43

Total Aids to Navigation Reports	87	Total Members Submitting ATON & CU Reports in 2020 →	11
*Total Navigation Systems in AUXDATA**	94	*94 out of 87 ATON & CU reports showing up in AUXDATA →*	108%
Total Chart Updating Reports	0	B= Bridges, A= ATON, P= PATON, U= Unauthorized & CU=Chart Updates/CP-Coast Pilot.	
Total ATON & Chart Updating	87	CUC = Chart Update Credits, (113 Stop Gap) = 26 CUP awarded by D113 DSO-NS for each confirmation of a Report you recently submitted via NOAA -Office of Coast Survey ASSIST Report System.	

*Note: *Red numbers above is the information from AUXINFO as of APRIL 5, 2020 update*

CHART & COAST PILOT UPDATE SUBMISSION THOUGH "NOAA -OFFICE OF COAST SURVEY ASSIST REPORT SYSTEM" SECTION BELOW

	2019 D11NR Chart Updating Year Jan 1, 2019 to Dec 31, 2019				2020 D11NR Chart Updating Year Jan 1, 2020 to Dec 31, 2020		
Div.	CU Reports	2nd Ob	CUC (26)		CU Reports	2nd Ob	CUC (26)
1							
3	1 - 4	2	182				
4							
5		1	26				
6							
8							
10							
11							
12							
Total	1 – 4 = 5	3	208				

➢ Total D11 CU Reports & Credits 1/1/2020 through 12/31/2020	0	0

➢ See 2020 NAVIGATION SYSTEMS INDUVIAL ACTIVITY AUXINFO REPORT Page 4

➢ **D11NR Chart Updating Year is from - January 1 through December 31 each year.**

➢ *Note: The Purple number under "2nd Ob" indicates secondary Chart Updating Observers.*

✓ **Note: "ALWAYS submit a 7030 for all ATON, PATON, Bridge, & Chart Updating Activity. Your work is not completed until your 7030 is in your FSO-IS hands and entered in AUXDATA"**

✓ **"Always check AUXINFO at** http://www.uscgaan.com/aton_auxdata_information.htm **and Click on "D11 NS Activity" then change "Year to 2020" for your Bridge & ATON activity. If you do not find your activity recorded and you have submitted the proper ANSC 7030, check with your FSO-IS or SO-IS for help." If you are not satisfied always contact the DSO-NS for help.**

5. DATES OF CHART LATEST EDITION TABLE

Charts Used in District 113, MAY 2, 2020

Chart No.	Chart Scale	Edition No.	Traditional Paper Chart Edition Date	Last Correction Date from LNM Update for NOAA On-Line-Viewer & RNC & ENC Navigational Charts	
18600	196,948	15	Mar 2011	LNM 16/20	4/21/2020
18602	40,000	13	Feb 2012	LNM 16/20	4/21/2020
18603	40,000	17	Mar 2012	LNM 16/20	4/21/2020
18605	15,000	13	Dec 2010	LNM 16/20	4/21/2020
18620	200,000	24	Feb 2012	LNM 16/20	4/21/2020
18622	25,000	56	APR 2016	LNM 16/20	4/21/2020
18623	40,000	12	Jan 2012	LNM 16/20	4/21/2020
18626	40,000	16	Dec 2012	LNM 16/20	4/21/2020
18628	10,000	9	Oct 2012	LNM 16/20	4/21/2020
18640	207,840	27	Oct 2015	LNM 16/20	4/21/2020
18643	30,000	18	Dec 2009	LNM 16/20	4/21/2020
18645	100,000	28	May 2013	LNM 16/20	4/21/2020
18647	40,000	16	Mar 2009	LNM 16/20	4/21/2020
18649	40,000	68	Jun 2013	LNM 16/20	4/21/2020
18650	20,000	58	Jan 2017	LNM 16/20	4/21/2020
18651	40,000	45	Dec 2013	LNM 16/20	4/21/2020
18652 SC	40,000:80,000	36	CANCELLED	2017	2017
18653	20,000	12	Oct 2012	LNM 16/20	4/21/2020
18654	40,000	45	Jan 2012	LNM 16/20	4/21/2020
18655	10,000	59	Oct 2006	LNM 16/20	4/21/2020
18656	40,000	56	Aug 2010	LNM 16/20	4/21/2020
18657	10,000	19	Nov 2005	LNM 16/20	4/21/2020
18658	10,000	31	Sep 2007	LNM 16/20	4/21/2020
18659	10,000	16	Jan 2012	LNM 16/20	4/21/2020
18660	20,000	3	Sep 2005	LNM 16/20	4/21/2020
18661	40,000	30	Mar 2009	LNM 16/20	4/21/2020
18662	40,000	22	May 2009	LNM 16/20	4/21/2020
18663	20,000	6	Apr 2006	LNM 16/20	4/21/2020
18664	20,000	12	Aug 26, 2000	LNM 16/20	4/21/2020
18665	40,000	11	Aug 2004	LNM 16/20	4/21/2020
18666	10,000	1	Nov 24, 2001	LNM 16/20	4/21/2020
18667	20,000	12	Aug 26, 2000	LNM 16/20	4/21/2020
18680	210,668	32	May 2013	LNM 16/20	4/21/2020
18682	20,000	15	APR 2016	LNM 16/20	4/21/2020
18685	50,000	34	Sep 2012	LNM 16/20	4/21/2020
18686	40,000	13	Jul 17, 1999	LNM 16/20	4/21/2020
18700	216,116	22	Jul 2003	LNM 16/20	4/21/2020
United State Coast Pilot	Volume 7	51	2019 Edition with (72 COLREGS)	Last Corrected through 26APR2020	
D11 CG Light List Weekly Updates	Volume 6	2020	Updated weekly	LNM 17/20 – 29APR2020	

James B. Duncan

D113 DSO-NS