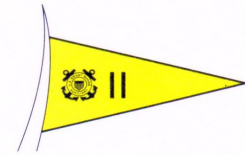


UNITED STATES COAST GUARD AUXILIARY

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OFFICE OF THE
DISTRICT STAFF OFFICER
NAVIGATION SYSTEMS

TO: Bruce Martin, District Captain 11N
Dean McFarren, COMO District 11N
Curtis Han, District Chief of Staff 11N
District 11 North Board & Staff

CC: ADSOs-NS
AV-PQS
Bill Wicks, DSO-NS 11S
Ed Martin, Auxiliary National NS Captain
Mike Salsman, PATON Administrator, D11

FROM: Michael Hay, DSO-NS 11N

DATE: September 4, 2022

Highlights:

NS Program underway for 2022

- 786 PATONs to verify
- 52 bridges to survey

Waterways Management (dpw):

- Resume PATON Permit installation

National NS Work:

- Conducted C School
- Research project for auto collection of data returning to the forefront

Four more NOAA raster charts being cancelled.

Details:

- Surveyed 48 of 52 bridges - 92% complete
 - Note: Bridge Surveys were due May 31, 2022
- Verified at least 261 of 790 PATONs – 33% complete
 - Note: PATON verifications are due Sept 30, 2022

- Waterways Management:
 - Working directly with Tahoe City and Tahoe City HOA to clear up issues.
 - Installed new virtual PATONs on oil derricks off Pt Conception (11S)
 - Converted Class III PATONS to Class II and charted/light listed them – Huntington Harbour (11S)
- National NS Branch:
- Conducted C School (Navigation Systems) at CGSTA Alameda as Lead Instructor – 16 students, 2 instructors – 3 students from 11N, 2 from 11S, rest from other districts
 - Meeting Held at CG Research Center, New Groton, CT to propel the auto collection project ahead.
- Charts being cancelled 5 October 2022:
 - 18643 – Bodega and Tomales Bays
 - 18645 – Gulf of the Farallones
 - 18651 – San Francisco Bay, Southern Part
 - 18657 – Carquinez Strait

Reports:

NS Report by Division- all Activities:

DISTRICT 113 2022, BRIDGE, ATON, & CHART UPDATING SUMMARY TABLE														SEPT 2 2022																
Div.	AIDS TO NAVIGATION				BRIDGES				Private Aids				Aid Verifiers																	
	B	A	P	U	AOR	Check	%	NotCheck	AOR	Check	%	NotCheck	Trainee	PQS																
1	10	1	73		4	4	100%	0	105	51	49%	54	2	6																
3	28	1	24	13	15	15	100%	0	33	24	73%	9	0	4																
4					2	2	100%	0	68	22	32%	46	0	0																
5	11		77		11	11	100%	0	103	70	68%	33	0	6																
6	2		71	7	2	2	100%	0	69	69	100%	0	1	1																
8			18		1		0%	1	18	14	78%	4	0	1																
10					9	6	67%	3	55		0%	55	0	3																
11			11		0	0	100%	0	145	11	8%	134	0	3																
12	8				8	8	100%	0	194		0%	194	0	4																
Total	59	2	274	20	52	48	92%	4	790	261	33%	529	3	28																
Total Aids to Navigation					355					Number of members submitting an ATON or CU Reports					23															
Total Chart Updating 1/1/22 to 12/31/22					0					B=Bridge, A=ATON, P=PATON, U=Unauthorized																				
Total ATON/CU Activity					355					C=Chart Update, CP=Coast Pilot Update, CCP=Charting Credit Points																				
AUXDATA II 2022 Bridge & ATON Activity														2-Sep	2022	CHART UPDATING SUMMARY TABLE		SEPT 2 2022		Type										
AUXDATA II 2022 Bridge & ATON Activity														Div.		113 Jan 1 to Dec 31, 2022		113 Jan 1 to Dec 31, 2023		Reports										
AIDS TO NAVIGATION														All NS Activities		Reports		CUP		2022										
BV														BD		AD		PV		PD										
1	1	9	1	62	15																									
3	8	9	1	11	26																									
4																														
5		1		3	5																									
6		2		25	13																									
8																														
10																														
11																														
12	7	2																												
Total	16	23	2	101	59																									
Total Aids to Navigation					201					57%					Total		0		0		0		0		0		0		RC=26	

Note: Reported September 22, 2022

AuxData II Reporting:

A/PATON WORK REPORTED IN AUXDATA II					
Codes 30, 31, 32					
Divison	Divisions Reporting	People Reporting	Events	Hours Reported	Aids/Bridges Reported
1	2	4	7	17	40
3	1	2	12	21.5	41
5	1	1	2	3	3
6	1	2	4	5.5	26
12	1	2	2	6	7
Totals	6	11	27	53	117

Updated 9/2/22: 76 ½ hours, 201 reported

Note: Original Reported July 1, 2022, Updated reported 9/2/22 – encouraging people to complete AUXDATA II input for work completed in order to receive due credit for their work and effort.

Around the Horn (District 11N):

- Div 1- All bridges completed. 35 PATONS verified, rest being planned.
- Div 3 – All bridges completed. PATON verifications are on track for completion.
- Div 4 – New SO-NS identified, Kevin Quinn and potential AV, Michael Brown identified – both attending National C School.
- Div 5- All bridges completed. PATONS nearing completion.
- Div 11 – Working with Avs, Peter Rast and Roger Haynes towards updating permits for Tahoe City, Tahoe Keys, Tahoe Keys HOA, Fluer d’Lac and four NASA buoys.

DSO 11N Goals & Objectives:

- **COMPLETED:** Distribute all electronic and paper PATON verification sheets to SO-NSs in both 11N and 11S by mid-February 2022
- **COMPLETED:** Distribute all electronic and paper Bridge survey sheets to SO-NSs in 11N by end of January 2022
- Complete 100% of District 11N bridge surveys by May 31, 2022 – **79% completed on time.**
- Complete 100% of District 11N PATON verifications by September 30, 2022
- Calculate and nominate AV personnel for NS awards at the end of the year
- Improve count of AV personnel in district 11N – **6 planned attendees for PCA Faire in September.**

Waterways Management (dpw) PATON Administration Goals:

- Stay current with all IATONIS changes approved during the year – *Current as of today's date.*
- Input all PATON verification data into Access db and IATONIS on a timely basis - *Current*
- Define and implement a feedback loop for Discrepant Aid follow-up – *initiated some new ideas related to Bair Island and Lake Tahoe*
- Report updated progress monthly – *done and current*
- Eliminate roadblocks to institutionalizing new Access db for multi-user usage
- Support DSO-11S in enhancing their program
- Ensure currency of Class I and II PATON verifications for District 11

National Goals:

- **COMPLETED:** Host C-06 School in Alameda during August 2022 – *16 students from around the country participated in the class.*
- **COMPLETED:** Teach one session of C-06 School – *will co-teach Aug 12 C School*
- **COMPLETED:** Participate in drafting of program materials as needed
- Continue participation in CG Research department project to enhance Navigation Systems reporting requirements as required.

Challenges/Obstacles/Opportunities:

In recognition of COVID impacts, serious weather conditions impacting outside activities, retirement and loss of AV personnel, loss of facility support and restrictions on mode of travel to do verifications, it is understood that 100% completion is a stretch goal for 2022. Consequently, priorities have been established to complete surveys and verifications in the following order: Bridges, Class I, Class II and then Class III PATONs

Photos:

None

Nav Notes: **Navigating Under Bridges**

DORI ARRINGTON

Inland waterways are frequently spanned by bridges. You can't transit these stretches very far before you're going to have to pass under one of them. Bridges can be a bit intimidating, and judging from the number of scrapes or damaged timbers we see on fender systems, there is good reason for the concern. U.S. Coast Guard statistics show that a significant number of boating accidents involve vessels striking bridges. So, how do you get comfortable passing under bridges safely? As with most aspects of boating, knowledge goes a long way in overcoming fear.

Bridges spanning navigable waterways fall into two categories: fixed and movable. All have published vertical and horizontal clearances. Movable bridges come in a variety of configurations, including swing, bascule, lift and floating.

When approaching a bridge, begin with the most obvious concern first: Is there enough vertical clearance for your boat to pass under?

The answer to this question isn't always as simple as it may seem. Most boat manufacturers publish the air draft of a boat, describing the distance from the top of a boat's highest point to the waterline. Regardless of having this figure from the manufacturer, measure your specific boat to verify the dimension. The consequences of miscalculating can be catastrophic.

The amount of vertical clearance under a bridge is measured at mean higher high water, meaning the worst-case scenario. On drawbridges, the clearance is also measured to the lowest point of the bridge structure spanning the channel. It is not unusual to have 3 feet to 4 feet of additional height near the center or at the point of high steel.

The vertical clearance under the bridge is indicated on gauges attached to the fender system. They mark the clearance, typically, in 1-foot increments; however, the lower portions of the gauges are frequently worn away or unreadable because of marine growth. Bridge operators generally will not tell you what the current clearance is, and they usually can't see the gauges from their position anyway. You are solely responsible for determining the clearance and for safely passing beneath.

Movable bridges operate on request or on a set schedule, or a combination. Consult local cruising guides to know which it is for any bridge you're approaching. Bridges in areas with busy vehicle traffic may have periods during morning and evening rush hours when they will not open at all.

Bridges have overhead lights that indicate the location of the navigable channel under the bridge. This is the safest place to pass beneath a bridge. There are a variation of red and green light arrangements indicating the center of a channel or whether it's safe to pass through. The light arrangements vary with the type of bridge. A description of light arrangements can be found in the Bridge Lighting Manual here: dco.uscg.mil/Office-of-Bridge-Programs/

Fender systems are structures erected around the channel piers to guide vessels through the navigable channels. When waiting for a bridge to open, stay outside of the fender system until the bridge is in the fully raised position and the lights indicate it's safe to pass through.

Swing bridges, by their nature, create two channels, one on either side of the bridge when it's in the center open position. Some swing bridges allow opposing vessel traffic to pass on opposite

sides of the bridge, while others require all traffic to pass on the same side. Know what the situation is at any swing bridge you are approaching before attempting to pass through.