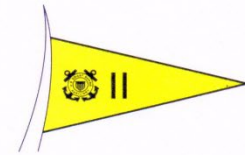


# UNITED STATES COAST GUARD AUXILIARY

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OFFICE OF THE  
DISTRICT STAFF OFFICER  
NAVIGATION SYSTEMS

TO: Curtis Han, District Chief of Staff 11N  
District 11 North Board & Staff

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

FROM: Michael Hay, DSO-NS 11N

SUBJ: DSO-NS D11N Monthly Report for April 2023

DATE: May 9, 2023

## **Highlights:**

**NOTE: Bridge Surveys are due May 31, 2023 – we're halfway there.**

NS Program underway for 2023

- 765 PATONs to verify
- 52 bridges to survey

Waterways Management (dpw):

- Systems Management enhancements
- PATON Permit Move, Adds and Changes
- Discrepant/7054 Response

National NS Work:

- C School scheduled in Alameda for 2023
- Update of AuxData II reporting for Navigation Systems

## **Details:**

- 765 PATONs to be verified in 2023
  - 44 of 765- 6% - PATONs verified thus far.
  - PATON verifications due September 30, 2023
  - Goal is 100% verification with priority on Class I and IIs.
- 52 Bridges to be surveyed in 2023
  - 25 of 52 – 48% -Bridges surveyed thus far.

- Bridge surveys due May 31, 2023
- 2 bridges are exempt due to challenging conditions – Isla Creek in SF
- 2023 Bridge electronic sheets are available on the District 11 bridge site.
- Waterways Management:
  - Move, add or change all new permitted PATONs as they occur
    - Installed new PATONs in Seal Beach
    - Training sessions on new upgrades to electronic system
- National NS Branch:
  - Seven Auxiliarists signed up for 28-30 JULY 2023 Navigation Systems C School to be held in Alameda.
  - Coordinated all aspects for the C School classroom, hotel, and participant arrangements required to conduct the Alameda class.

**Reports:**

**NS Report by Division- all Activities:**

DISTRICT 113 2023, BRIDGE, ATON, & CHART CY UPDATED SUMMARY TABLE														April	30	2023	
Div.	AIDS TO NAVIGATION				BRIDGES				Private Aids				Aid Verifiers				
	B	A	P	U	AOR	Check	%	NotCheck	AOR	Check	%	NotCheck	Trainee	PQS			
1			20		4		0%	4	107	20	19%	87	3	6			
3	25	1			15	10	67%	5	32		0%	32	0	4			
4					2		0%	2	62		0%	62	0	0			
5	4		24	2	11	4	36%	7	109	24	22%	85	0	6			
6	2				2	2	100%	0	67		0%	67	1	1			
8					1		0%	1	21		0%	21	1	1			
10					9	9	100%	0	55		0%	55	0	3			
11					0	0	100%	0	145		0%	145	1	3			
12					8		0%	8	191		0%	191	4	4			
<b>Total</b>	<b>31</b>	<b>1</b>	<b>44</b>	<b>2</b>	<b>52</b>	<b>25</b>	<b>48%</b>	<b>27</b>	<b>789</b>	<b>44</b>	<b>6%</b>	<b>745</b>	<b>10</b>	<b>28</b>			
Total Aids to Navigation					78				Number of members submitting an ATON or CU Reports					4			
Total Chart Updating 1/1/23 to 12/31/23					0				B=Bridge, A=ATON, P=PATON, U=Unauthorized								
Total ATON/CU Activity					78				C=Chart Update, CP=Coast Pilot Update, CCP=Charting Credit Points								
AUXDATA II 2022 Bridge & ATON Activity					30-Apr	2023	CHART UPDATING SUMMARY TABLE				April	30	2023	Type			
AUXDATA II 2023 Bridge & ATON Activity							Div.	113 Jan 1 to Dec 31, 2023		113 Jan 1 to Dec 31, 2024		Reports		2023			
Div.	AIDS TO NAVIGATION				All NS Activities		Reports	0	CUP	Reports	0	CUP					
	BV	BD	AD	PV	PD												
1				17	3	(*)	3										
3	4	10	1			Trainee Counted	4										
4							5										
5	1			12	12	AUXDATA	6										
6		2					8										
8							10										
10							11										
11							12										
12							Total			0	0	0	2023				
Total	5	12	1	29	15		# Member submitting NOAA-Coast Survey Report-ASSIST					0					
Total Aids to Navigation					62		79%	Total	0	0	0	0	0	0	RC=26		

**AV-PQS Counts:**

- 28 PQS Certified AVs on roster
- 10 Trainees in progress

**Around the Horn – Division Reporting:**

**Division 1:**

- Flotilla 14 - From John Fortner FSO-NS. Mary Kirkwood has completed several PATONS in 14's area.
- Flotilla 17 - Will complete the SF Waterfront later in the year.
- Flotilla 19 - Will complete Bridges, Pillar Point, So Bay and Div 4 PATONS later in the year.
- The missing Pillar Point PATONS were sent to me from Div 6, where they were sent from Waterways.

**Division 3:**

Division 3 Aid Verifier Results/Plans:

- Flotilla 33 – Div. 10 Bridge Surveys 9 (9 of 9 Completed by AV-PQS Tommy Holtzman (33) & PATON Verifications 0 (0 of 0 Done)
- Flotilla 35 - Bridge Surveys 11 (11 of 11 Completed & PATON Verifications 24 (0 of 24 Done)
- Flotilla 3-10 - Bridge Surveys 4 (0 of 4 Done) & PATON Verifications 8 (0 of 8 Done)
- ü Division 3 Tracked/Recorded 2023 activity CY Total's 26: (25 Bridges, 0 PATON, 1 ATON 7054, 0 PATON (Non-permitted 7054).

**Division 5:**

Month Activity Counts				
NS Team		Goal	April	Total
Flotilla 51	No members	0 PATON's 0 Bridges	0 PATON's 0 Bridges	0 PATON's 0 Bridges
Flotilla 52	Robert Bain, Michael Hay	47 PATON's 0 Bridges	24 PATON's 0 Bridges	24 PATON's 0 Bridges
Flotilla 53	Mark Waters, Lew Derfuss, Randy McCormick	30 PATON's 6 Bridges	12 PATON's 5 Bridges	12 PATON's 5Bridges
Flotilla 55	Larry Kubo	41 PATON's 5 Bridges	0 PATON's 3 Bridges	0 PATON's 3 Bridges

Progress Report for Flotilla interaction.

- Flotilla 52 – 1st night patrol for PATON verifications on 4/26.
- Flotilla 53 – Randy and Lew completed all Bridges and PATONS on Napa River and Mare Island Straits on Sat. 22 Flotilla 55

**Division 8:**

- **Division 08 reports the following:** Received Div 8 PATON sheets. Making arrangement to have all PATONS verified.
- **Flotilla 08-08:** No report received.
- **Flotilla 08-39:** When underway all auxiliary vessels should be checking all Aids to Navigation for any type of discrepancy or navigation issues. Also, they should be checking the charts and shoreline as well as any type of floating hazards, rock piles, or debris that could cause any type of problems to boaters. Lake levels continue to rise daily during these times of spring storms. Be on guard and watch out for changing conditions.

**Division 11:**

- PATON patrols once OPS starts.

**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, 2023
- Complete 100% of District 11N PATON verifications by September 30, 2023
- **COMPLETED:** Calculate and nominate AV personnel for NS awards at the end of January 2023 for 2022 awards – *certificates printed, signed and delivered to Division Commanders.*
- Improve count of AV personnel in district 11N – *currently have +1 for year*

**Waterways Management (dpw) PATON Administration Goals:**

- Stay current with all IATONIS changes approved during the year
- Input all PATON verification data into Access db and IATONIS on a timely basis -
- Improve response and continue to define and implement a feedback loop for Discrepant Aid follow-up
- Report updated progress monthly
- Eliminate roadblocks to institutionalizing new Access db for multi-user usage – transferred existing db to new mainframe server due to CG wide server changes
- Support DSO-11S in enhancing their program
- Ensure currency of Class I and II PATON verifications for District 11

**National Goals:**

- ***Scheduled and Planned:*** Host C-06 School in Alameda during July 2023
- Teach one session of C-06 School – *will co-teach July 2023 C School*
- Participate in drafting of program materials as needed

**Challenges/Obstacles/Opportunities:**

In recognition of 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 2023. 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**

Night Ops Aboard Audrey L – Recording PATON information.



### *Nav Notes:*

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.

For many years, the governing height for new fixed bridges constructed over major U.S. navigable waterways has been 65 feet. You will, of course, find some much higher . . . and you will still find numerous fixed bridges over lesser waterways lower than 65 feet.

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/](http://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.

**BY BOB ARRINGTON**, PassageMaker Magazine, April 2023