



## District 11N DSO-NS Monthly Report

### MONTH ENDING: 31 October 2023

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

CC: ADSOs-NS 11N, AV/AV-PQS, DSO-NS 11S, SO-NS 11N, Mike Salsman, PATON Administrator-D11, Ed Martin, Auxiliary Chief NS National, Coxswain: Sidekick

From: Michael Hay – DSO-NS District 11

#### Highlights:

- ✓ **2023 D11 (dpw) Bridge Surveys**
- ✓ **2023 D11 (dpw) PATON Verifications**
- ✓ **2024 Aux C-06 School – Aids to Navigation, Bridge and Chart Updating**

#### Details:

- ✓ 2023 D11 (dpw) tasking assignments (52 Bridges & 807 PATONS) for District Aid Verifiers:
  - PATON Verifications – PATON Verifications 563 of 807 at 70%. Verifications due 9/30/23. All Class I PATONS verified and 85% of Class II PATONS verified.
  - Bridge Surveys - Bridge Surveys 46 of 52 at 88% with two not required. Surveys due 5/30/23.
- ✓ AUXDATA II Data = NS Activity Data 79% of activity reported
- ✓ District 113 has 30 certified AV-PQS Aid Verifiers and 11 Trainees
- ✓ An Aux C-06 C School will be offered in Yorktown, VA April 26-28, 2024- I will be a co-instructor.

#### Activities:

- ✓ Created 4 new PATONS for District 11N due to new permits
- ✓ Initiating response to Discrepant Aids during the winter months and prepping for the creation of 2024 PATON sheets.

#### Challenges:

- ✓ In recognition of retirement and loss of AV personnel, loss of facility support and restrictions on mode of travel to do verifications and surveys, 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

#### Future Activities:

- ✓ Attending all D113 Board & Staff online & onsite meetings and all National NS program meetings.

#### Agency Interactions:

- ✓ Direct interaction with D11-dpw and National NS staff.

#### Goals and 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 – **88% as of May 31**
- ✓ Complete 100% of District 11N PATON verifications by September 30, 2023 – **70% as of Sept 30**
- ✓ **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 +4 for year and 3 new Trainees**

Respectfully Submitted,

*M.D. Hay*

Michael Hay, DSO-NS 113

## Appendix:

### Divisional Reports -Around the Horn:

#### Division 3 - Jim Duncan & Division 5: Bob Bain

DISTRICT 113 VERIFICATIONS by WORK AREA					YEAR TO DATE 11/10/2023			
Work Area	Work Area Description	Aid Total	Total "WP"	Total "D"	Total Verified	Total Not Verified	Verify %	Overdue
0.01	West SF Bay	105	69	36	105	0	100%	0
0.02	East SF Bay	155	22	36	58	97	37%	2
0.03	Sacramento River Area	32	16	16	32	0	100%	0
0.04	South SF Bay	62	39	8	47	15	76%	0
0.05	San Pablo to Suisun Bay	106	59	47	106	0	100%	0
0.06	North Pacific Coast	69	35	25	60	9	87%	0
0.08	North Coast	17	6	10	16	1	94%	0
0.09	New York Slough & West Delta	39	9	1	10	29	26%	0
0.10	San Joaquin River Area	55	11	6	17	38	31%	0
0.11	Lake Tahoe	146	38	28	66	80	45%	3
<b>TOTALS</b>		<b>786</b>	<b>304</b>	<b>213</b>	<b>517</b>	<b>269</b>	<b>66%</b>	<b>0%</b>

Note: District Summary of PATON Activities - #s quoted in above text do not line up due to table compilation dates vs report dates. Not all submissions recorded in IATONIS due to entry backlog.

DISTRICT 113 VERIFICATIONS by CLASS											
Work Area	Work Area Description	CLASS ONE					CLASS TWO				
		CLASS I TOTAL	Class I "WP"	Class I "D"	Class I % Verified	Class I Current	CLASS II TOTAL	Class II "WP"	Class II "D"	Class II %Verified	Class II Current
0.01	West SF Bay	2	0	0	0%	100%	50	44	6	88%	100%
0.02	East SF Bay	0	0	0			34	20	8	59%	94%
0.03	Sacramento River Area	0	0	0			0	0	0		
0.04	South SF Bay	0	0	0			32	12	5	38%	100%
0.05	San Pablo to Suisun Bay	0	0	0			39	20	19	51%	100%
0.06	North Pacific Coast	0	0	0			17	13	4	76%	100%
0.08	North Coast	0	0	0			17	6	10	35%	100%
0.09	New York Slough & West Delta	0	0	0			12	5	1	42%	100%
0.10	San Joaquin River Area	0	0	0			1	1	0	100%	100%
0.11	Lake Tahoe	0	0	0			7	3	0	43%	71%
<b>Totals</b>		<b>2</b>	<b>0</b>	<b>0</b>			<b>209</b>	<b>124</b>	<b>53</b>		
<b>Percentages</b>		<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>		<b>85%</b>	<b>59%</b>	<b>25%</b>	<b>85%</b>	

Note: Class I/II Priority Review – Class 1 submissions are 100% .

## NAV NEWS:

### The Rule of the Road – Set to Poetry

Date Posted: October 24, 2023

Source: Vincent Pica Commodore, 1st District, Southern Region (D1SR) USC

Nearly 150 years ago, Captain Eldridge created the renowned [Eldridge Tide and Pilot Book](#), the marine industry's most respected tide and current reference guide since 1874, capturing the most essential aspect of the Rules of the Road (COLREGs.)

Captain Eldridge has carried an old sea ditty that has captured the essence of avoiding collisions at sea.

## The Poem

Here is what the Captain penned, and here is the dissection:

When all three lights I see ahead,

I turn to **Starboard** and show my **Red**.                      Rule 14!

**Green to Green, Red to Red,**

Perfect Safety – **Go Ahead**.

But if to **Starboard Red** appear,

It is my duty to keep clear –                                      Rule 15(a)!

To act as judgment says is proper:

To **Port** or **Starboard**, **Back** or **Stop** her.

And if upon my **Port** is seen

A Steamer's **Starboard** light of **Green**,                      Rule 15(b)!

I hold my course and watch to see \*

That **Green** to **Port** stays Clear of me.

Both in safety and in doubt

Always keep a good look out.                                      Rule 5!

In danger, with no room to turn,

**Ease** her, **Stop** her, **Go Astern**.

## Rule 13 - Overtaking

Bottom line, if you are overtaking another vessel, you are the Give-Way vessel. Here are three ways to tell who is whom:

1. At night, you can see a white light and no red or green side lights. The white light is either an anchor light or it is the stern light. You are overtaking that vessel. Don't hit her!
2. During the day, if at a distance you see an uninterrupted wake from one side of the boat to the other, you are overtaking her. If you see a break in the middle of the wake, you are not. (see rule 14 below!)
3. When in doubt, assume you are the overtaking vessel and act accordingly.

#### **Rule 14 – Head-On**

When two vessels are on opposite compass courses, this is a problem. Here are 3 ways to tell what's what:

1. At night, if you see three lights – red, green and a white light above them, you are definitely heading straight at each other.
2. During the day, if at a distance you see an interrupted wake in the middle of the boat's aspect, you are very likely heading right at each other. That break is the bow cutting through the water.
3. When in doubt, assume you are on reciprocal courses and act accordingly.

In this situation, both vessels are "Give-Way" and both are required, where conditions permit, to turn to starboard and open up a passing lane between them. Remember – take "early and substantial" action so that your maneuver is "telegraphed" to the other skipper.

#### **Rule 15 – Crossing**

When two vessels appear to be heading across each other's paths, this is by definition a crossing situation but how can you tell if you are actually on a collision course. Here are 3 ways who's who:

1. At night, if you see a red light and a white light above it and trailing behind, you are crossing each other's path and she is the Stand-On vessel (red means stop!) You are thus the Give-Way. If you see a green and a white light above it and trailing behind, you have a crossing situation where you are the Stand-On vessel – but keep an eye on her always! During the day, you can obviously see if the vessel is crossing your path on your starboard side (you are Give-Way) or on your port side (you are Stand-On.)
2. Mark the other boat's progress against something fixed on your boat – a cleat, a stanchion, the anchor – anything that is traveling with you. If the opposing boat continues to hover on or around that fixed mark as you both continue your course and speed, a collision is about to happen! If still in doubt, watch the land behind her. If she appears to be gaining on the land, she will pass ahead of you. If she seems to be falling back against the land, she will pass behind you. If the land is unchanged against her course over the water, sound collision alarm!
3. When in doubt, assume you are on a collision course and act accordingly.

In this situation, the Give-Way vessel is, by preference, to turn to starboard (towards the Stand-On boat) and go behind her (go "under her stern"). Remember – take "early and substantial" action so that your maneuver is "telegraphed" to the other skipper.

Now, granted, you can't reduce an inch of regulations to 4 stanzas of poetry, completely, but these words are key to the essential elements of what the rules are all about – avoiding a collision at sea!

If you have questions on this column or you are interested in being part of USCG Forces, email me at [JoinUSCGAux@aol.com](mailto:JoinUSCGAux@aol.com) or go directly to the US Coast Guard Auxiliary "Flotilla Finder" at <http://www.cgaux.org/units.php> and we will help you "get in this thing."

Comment Submitted by **Wade A. Griffith** - October 25, 2023