

Navigation Systems

By Michael Stanley DSO-NS

Navigation Systems has several new items on the horizon which will precipitate some changes in the way we do our business. These changes include initial qualifications and procedures, forms and reporting procedures, partnering with other agencies, and working as closely as we can with our respective cutters and ANT teams. I recently had the pleasure to attend N-Train and the presentations given to all DSO-NS staff. Many of the proposed changes were presented there for all of us to see. You can see most of these on the 1stN website which is www.uscgaan.com. There you will see proposed form changes, discussion on AV requirement changes, the proposed split of the ATON-CU requirements into two qualifications along with many other proposed changes to enhance and modernize our program and service to the boaters.

One of the biggest items for discussion were the auxdata reporting procedures. It is very important that we get this piece of the program correct. If we don't our data is skewed and meaningless. So, let's review. There are three categories under which we report aid verifier activity; 30, 31, 32. It is very important that we are using the correct category for patons, atons, and bridges. These are all separate and in order to have our data correct must be reported to and entered by the IS officer correctly. When you go on a mission, it should be reported as follows: The boat crew (assuming there are more than 2 on the boat) reports their time on a 7030 as per normal procedures. All aton/paton/bridge activity should be reported on a separate 7030 for each item with the appropriate time for a verification for each item reported (15min). Also, the start and stop time for the actual verification must be at a time that does not coincide with the patrol time if you are also one of the crew. If you are acting as an AV only then it doesn't matter. I urge all of you to have a discussion with your IS about this as this is very important!!!

Now, let's talk about reporting to the cutters, sector, and ANT teams with which we interface. Of course please report all discrepancies. Now with that said lets discuss how we go about doing this. If the discrepant aid is Critical, in need of immediate attention, please call the cutter and advise them of this. By letting them know about a bad situation we may avert a marine disaster. After all, that is our job. For all other categories of discrepancies report them as instructed in our published manual. I have found that instead of sending an envelope full of papers to the CO of the cutter, send them a spread sheet summary with appropriate comments where necessary. If you don't know how to do this your IS or CS may help you. Please send your report to the appropriate places as listed in the manual. You can get the current web addresses from the district directory. Email is the best way to get the information where it needs to go in a timely fashion. Also, that prevents loss of information.

We have training scheduled in several areas of the district for requalification and new qualification of Aid Verifiers. Please contact your SO-NS officer for time and place. Naturally, if you need additional help the ADSO-NS Staff and DSO-NS are available to help with this. Remember that even though you may be currently listed as a AV you may need to do a requal if you haven't done so in the last 3 yrs since qualification. You are also currently required to maintain the TCT currency and the Ops workshop currency.

All of you who are currently active as aid verifiers do a great job and I certainly look forward to your activity for the 2009 boating season. Please don't hesitate to email me or any of my staff with your questions and concerns.

Warmest Regards

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