

FINAL

DEPARTMENT OF TRANSPORTATION
U.S. COAST GUARD

STATEMENT OF

REAR ADMIRAL THEODORE J. WOJNAR
CHIEF, OFFICE OF NAVIGATION

REGARDING

CONTRACTING OF NOAA CHART SERVICES

AUGUST 6, 1984

GOOD MORNING MR. CHAIRMAN - MEMBERS OF THE COMMITTEE:

I AM REAR ADMIRAL THEODORE J. WOJNAR, CHIEF, OFFICE OF NAVIGATION, U.S. COAST GUARD. I AM PLEASED TO BE HERE THIS AFTERNOON TO PROVIDE YOU WITH THE VIEWS OF THE COAST GUARD ON THE SIGNIFICANT ROLE ACCURATE, CURRENT AND READILY AVAILABLE NAUTICAL CHARTS PLAY IN THE MAINTENANCE OF SAFE MARITIME TRANSPORTATION SYSTEMS IN U.S. WATERS.

HIGH QUALITY NAUTICAL CHARTS ARE FUNDAMENTAL TO SAFE NAVIGATION. INDEED, THE CHART ITSELF IS ONE OF THE MOST IMPORTANT NAVIGATIONAL AIDS AVAILABLE TO THE MARINER, FOR IT IDENTIFIES AND LOCATES THE AIDS TO NAVIGATION HE MUST USE TO FIX HIS POSITION AND TRAVEL A SAFE COURSE. THE TRUTH OF THAT IS AXIOMATIC TO MARINERS EVERYWHERE, AND MOST CERTAINLY TO US IN THE COAST GUARD. WE IN THE COAST GUARD ARE VITALLY AWARE OF HOW INDISPENSABLE ACCURATE, HIGH QUALITY, TIMELY AND EASILY CORRECTED CHARTS ARE IN CARRYING OUT OUR MISSIONS, IN MEETING OUR RESPONSIBILITIES FOR SAFETY OF LIFE AND PROPERTY AT SEA, FOR ESTABLISHING AND MAINTAINING BUOYS AND OTHER AIDS TO NAVIGATION, FOR THE SAFETY OF NAVIGATION IN OUR HARBORS AND TRAFFIC ROUTING SYSTEMS, AND FOR FACILITATING THE FLOW OF MARINE COMMERCE IN OUR WATERWAYS.

RELIABLE AND TIMELY CHART MAKING AND PROFESSIONAL DATA GATHERING SERVICES HAVE MADE U.S. CHARTS A STANDARD FOR OTHER NATIONS TO EMULATE. THAT U.S. CHARTS ARE THE BEST IN THE WORLD IS VERY IMPORTANT TO US, NOT ONLY IN MEETING THE RESPONSIBILITIES PREVIOUSLY MENTIONED, BUT IN THE SAFE NAVIGATION OF OUR OWN COAST

ARD SHIPS AND BOATS, AND IN OUR BUOY TENDING OPERATIONS.

THE PORT AND TANKER SAFETY ACT OF 1978 STATES IN PART, "...THE CONGRESS FINDS AND DECLARES...THAT NAVIGATION AND VESSEL SAFETY...ARE MATTERS OF MAJOR NATIONAL IMPORTANCE..." IN KEEPING WITH THIS MANDATE, THE COAST GUARD REQUIRES THAT ALL SHIPS ENTERING OUR TERRITORIAL WATERS TO HAVE ON BOARD CURRENT AND CORRECTED U.S. CHARTS OR CHARTS OF OTHER NATIONS, PROVIDED THEY ARE EQUIVALENT IN QUALITY AND CONTENT TO OURS. THIS MAKES THE U.S. CHART THE STANDARD BY WHICH ALL OTHERS ARE JUDGED.

THE INTERNATIONAL CONVENTION ON SAFETY OF LIFE AT SEA, TO WHICH THE UNITED STATES IS SIGNATORY, REQUIRES ALL COMMERCIAL VESSELS TO CARRY UP-TO-DATE CHARTS. THE COAST GUARD HAS PROMULGATED REGULATIONS IN 33 CFR 164 TO INSURE THAT VESSELS HAVE SUFFICIENT AND UP-TO-DATE CHARTS AND INSPECTS TRANSITING VESSELS TO ENSURE COMPLIANCE.

THE NAUTICAL CHART SUPPLIES THE MARINER WITH A VARIETY OF CRITICAL GRAPHIC AND PRINTED INFORMATION AND HAS NO PARALLEL WITH MAPS THAT DEPICT HIGHWAYS OR GEOLOGICAL FEATURES. IF A MARINER USES A CHART WHICH IS FAULTY, WHICH DOES NOT PROPERLY MARK HAZARDS, AND WHICH DOES NOT CLEARLY DEPICT AIDS TO NAVIGATION, HE PLACES HIMSELF, HIS SHIP AND THE ENVIRONMENT IN JEOPARDY. CONDITIONS MAY NOT PERMIT HIM TO MERELY STOP HIS VESSEL TO AVOID A GROUNDING OR COLLISION.

AN EXAMPLE OF THE IMPORTANCE OF ACCURATE SURVEYS AND CHARTING IS SEEN IN THE GROUNDING OF AN ESSO TANKER IN THE RED SEA IN MAY

1983 WHILE IN AN ESTABLISHED TRAFFIC SEPARATION LANE THAT HAD NOT BEEN ACCURATELY SURVEYED PRIOR TO ADJUSTING THE SCHEME.

INSURING THE ACCURACY OF A NAUTICAL CHART IS A PROCESS THAT BEGINS WHEN THE CHART IS INITIALLY PUBLISHED AND CONTINUES UNTIL THE CHART IS SO SUBSTANTIALLY CHANGED THAT A NEW EDITION IS REQUIRED. AS SOURCE MATERIAL IS REVIEWED AND NEW DATA ANALYZED, EACH CHART IS EVALUATED AND CORRECTED FROM INFORMATION FURNISHED TO NOAA. THE ACQUISITION OF THIS INFORMATION INVOLVES COMPLEX COORDINATION BETWEEN THE COAST GUARD AND NOAA HEADQUARTERS OF INFORMATION PROVIDED BY OUR RESPECTIVE FIELD UNITS.

THE COAST GUARD FURNISHES CHARTING INFORMATION ON THE ESTABLISHMENT OR DISESTABLISHMENT OF AIDS, TRAFFIC SEPARATION SCHEMES, SAFETY FAIRWAYS, ANCHORAGES, PROHIBITED AREAS AND BOUNDARY LINES OR LINES OF DEMARCATION, WHILE NOAA INFORMATION RELATES TO HYDROGRAPHY AND CARTOGRAPHY. THE CORRECT POSITIONING OF OUR AIDS TO NAVIGATION IS DEPENDENT UPON HOW ACCURATELY THE NEARBY LANDMARKS AND HYDROGRAPHY ARE REFLECTED ON THE APPLICABLE NOAA CHART USED BY OUR BUOY TENDERS.

IT IS AN ADDITIONAL COAST GUARD RESPONSIBILITY TO PUBLISH THE INFORMATION DEVELOPED IN LOCAL NOTICES TO MARINERS. THESE ARE EITHER PRINTED WEEKLY OR BROADCAST IMMEDIATELY BY RADIO IF THE INFORMATION IS URGENTLY NEEDED BY THE MARINER. UPON RECEIPT OF THESE NOTICES, THE MARINER ENTERS THE NECESSARY CORRECTIONS FOR THE CHARTS HE IS USING OR EXPECTING TO USE. THE COAST GUARD HAS BEEN, AND WILL CONTINUE TO BE, A MAJOR CONTRIBUTOR OF

VIGATIONAL INFORMATION THAT IS USED IN PREPARING AND
MAINTAINING CHARTS FOR THE NAVIGABLE WATERS OF THE UNITED STATES.

I HAVE TRIED TO PROVIDE YOU WITH SOME FEELING FOR WHY WE IN THE
COAST GUARD HAVE A VITAL INTEREST IN CHARTS; WHY THERE IS A
STRONG NEED FOR ALL SEGMENTS OF THE MARITIME COMMUNITY TO HAVE
ACCURATE, HIGH QUALITY NAUTICAL CHARTS; WHY THEY ARE ESSENTIAL TO
MAINTAIN THE SAFETY OF VESSELS NAVIGATING IN OUR WATERS; AND WHY
THE SAFETY OF THOSE WATERS AND OUR PORTS DEPENDS ON THEIR
QUALITY, TIMELINESS OF DATA, AND READY AVAILABILITY.

RECENTLY, A NOAA OFFICIAL BRIEFED ME ON THE SUBJECT OF NOAA'S
PLANS TO CONTRACT OUT CHARTING SERVICES. JUST AS THE FAA IS
WORKING WITH NOAA TO ENSURE THAT THE CHARTING NEEDS OF AVIATORS
ARE BEING SATISFIED, WE WILL CONTINUE TO WORK CLOSELY WITH NOAA
TO ENSURE THAT THE INTERESTS OF MARITIME SAFETY AND COAST GUARD
REQUIREMENTS ARE MET.

ANY CHANGES MADE TO THE PRESENT CHARTING SYSTEM MUST ENSURE THAT
UP-TO-DATE AND ACCURATE NAUTICAL CHARTS REMAIN AVAILABLE TO THE
MARINER AND THAT THE SYSTEM USED TO OBTAIN THE REQUIRED DATA AND
QUICKLY TRANSLATE IT INTO A USEABLE FORM FOR THE SHIP'S NAVIGATOR
IS TOTALLY PROFESSIONAL AND RELIABLE.

THAT CONCLUDES MY FORMAL STATEMENT. IF YOU HAVE ANY QUESTIONS, I
WOULD BE HAPPY TO ANSWER THEM.