



United States Coast Guard Auxiliary
PREVENTION (Marine Safety) DEPARTMENT
NAVIGATION SYSTEMS DIVISION
AN MONTHLY REPORT 08-04
FIRST NORTHERN AID TO NAVIGATION TEAM
July 2008



This newsletter is distributed to all Division Captains, Vice Captains and all Aid to Navigation Staff Officers. Please distribute to all your members.

Division One AV Training on Saturday, July 26.

FIRST NORTHERN DIVISION ONE AV CERTIFICATION TRAINING WORKSHOP
Division One - Downeast Maine "First in the Nation"
presents an AV Certification Training Workshop on Saturday, 26 July 2008,
0830 – 1700 at the Orland Town Hall, Orland ME

Currently AV certified members and all interested in becoming AV certified must attend in order to participate in the PATON program in the 2008 season.

The new Web-Based PATON System will be explained during the morning session so that currently certified members will not have to spend the whole day in training. AVs must register on the new system and receive access codes in order to participate in this New PATON System.

NOTE to all: It is recommended that attendees download and read the PATON Study Guide from the PATON Web Page on the First Northern Aid to Navigation Web Site at www.uscgaaan.com Pay particular attention to the new guidelines for taking and reporting fixes and depths.

NOTE to AV candidates: Download the ATON03-D1NR AV-Aid Verifier Training Guideline and Check off List from the First Northern Aid to Navigation Web Site at www.uscgaaan.com Start reviewing the suggested readings and tasks before the workshop. This will facilitate the instruction at the workshop and speed up the qualification process.

AVs who plan to participate in this program should contact SO-AN Nancy Plunkett at 207-230-1279.

Members from other Divisions are invited to attend this program

Attention Boat-Crew Members!

Make your operational patrols more meaningful this season. Add ATON, PATON, Bridges, Charts and Small Craft Facilities to your patrol plans. You'll be amazed how the time will fly by, how much you will learn about your AOR and how much you will contribute to the Coast Guard, NOAA and your fellow mariners. We don't want to be the only ones having all the fun. Contact your SO-AN for more information.

New Web-Based PATON System Study Guide

A new Private Aid to Navigation System Study Guide is available. This guide will help you get back up to speed on the reporting screens and process. Logon onto the First Northern Aid to Navigation Web Site at www.uscgaan.com and click on “What’s New in ATON.” Click on “Web-Based Private Aid to Navigation Study Guide” to access this guide. The major topics covered are, Logging onto the System, Registering on the System, Applying for a PATON Permit, and the AV PATON Reporting process and screen.

One of our PATON goal is to provide “professional” PATON reports to the ANT Chiefs throughout the District. Remember, PATON Reports transmit directly to the ANT Chief. Don’t embarrass yourself or the First Northern ATON Team by submitting shoddy reports. If you are not sure of yourself, send a preliminary copy of your data to Frank Larkin at FrankJLarkin@verizon.net. He will formalize it for you and sent you an example that you can use for submitting your other reports.

NOTE: New guidelines for taking and reporting fixes and depths require that you submit additional information on each PATON report. Since these PATON reports become part of the permanent record for the PATON, it is critical that you attach and complete a paragraph in the comments section similar to the one below:

“Location was checked by a [[Model of GPS](#)] by [[Manufacturer’s name](#)] with [[WAAS or DGPS](#)] enabled and was pre-calibrated [[with a known location or another GPS](#)] at the dock. GPS was operating in [[3D or 3D Differential](#)]. [[EPE or HDOP](#)] was []. Echo sounder was a [[Manufacturer’s Name](#)] that was checked for accuracy at the dock [[indicate method used](#)]. Depths are adjusted to charted DATUM using a [] ft. correction for the location of the transducer on the vessel and for an estimated height of tide from the GPS of [] ft. Depth was taken at [].”

Set this paragraph up on your computer. Much of the data is repetitive and does not change. Simply copy the paragraph as you start the PATON reporting cycle and paste this paragraph in the comments section, changing the variable (yellow)fields as you go. Providing this supporting data on your report gives a strong impression of your accuracy, credibility as an AV reporter and overall professionalism.

Auxiliary PATON Report Quality Screening – The DSO-AN receives a copy of every PATON report that is submitted in First Northern. You may receive corrective action reports. These reports will not be vindictive but will be more instructive and focused on improving your credibility and the overall credibility of the First Northern ATON Team, of which you are a valued member.

It's time to get out and join the fun. We have hundreds of Federal Aids, Private Aids, Bridges, Small Craft Facilities and Chart Updating opportunities waiting for you.

For training materials, check out www.uscgaan.com/ .

For the Bridge Database, check out www.uscgauxnh.org/aton/ .

For Flotilla and Division training sessions, contact your ADSO-AN or the DSO-AN.

Get a strong sense of satisfactions by helping the Coast Guard through the Aid to Navigation / Chart Updating Program.

Who says NOAA Charts don't get updated?

Jim Katz's Chart Update Report on Prouts Neck in Division 2 impressed NOAA so much that not only are they going to remove the two towers on the neck but they have included a copy of his report in their PowerPoint training presentation as an example of how to correctly report an update to a NOAA Chart. Mike Quinn of Division 7 received a similar honor for his report on a missing RADOME in New Bedford Harbor.

NOAA received corrections to aids to navigation from the Coast Guard's LNM-Local Notice to Mariners. These corrections are now made electronically and appear on ENC-Electronic Nautical charts within a few weeks or less. These corrections also appear in POD-Purchase On Demand charts. Not so with chart corrections. Chart Update Reports are corrected digitally as your reports are reviewed and accepted by the cartographer. Digitally, the master chart is corrected. However, the change will not appear until the chart is formally released. This can take one to two years depending on the popularity of the chart.

As always, if you have any questions, the First Northern Aid to Navigation Team is just an email or phone call away.

There are more reports in the hopper at NOAA, we will let you know when these changes appear on NOAA Charts. If you follow the new guidelines, you too can make changes happen.



NOTE to all AN Staff Officers:

June is the time to execute your ATON/CU Program for 2008. This is when you get the job done?

Executing your plan is essential! Without a plan, nothing ever gets done. As AN Staff Officers, you must provide the leadership to get the ATONs, PATONs, Bridges, Small Craft Facility checks and Chart Updates done this summer. The Coast Guard

is depending on you to get this important job accomplished.

JULY AN STAFF OFFICER ACTIVITY CHECK LIST



Here are the AN Tasks that you should be reviewing with your team members during July. Include the progress that you make as part of your monthly AN report. If you don't blow your own horn, often people think that you are not doing anything.

- Schedule and conduct ATON, PATON, and Chart Updating patrols.** *Your ATON Program plan should be in full swing at this time.*
- Continue to encourage your volunteers to perform their assigned PATON and Bridge verifications.** *July is the time to wrap up your lateral Private Aids to Navigation so there is time to get the owner to make the corrections.*
- Encourage your volunteers to perform Small Craft Facility Updating** – *invite your MV qualified members to participate.*
- Get interested AN and AV volunteers underway on OPFACs for on-the-job training on Federal Aids and Bridges.**
- This is the time of execution. Get out there and start observing and reporting.**

Every Auxiliarist, while underway on an OPFAC, should be checking every ATON, PATON and Bridge that they encounter for discrepancies, and also be checking the shoreline for charting errors as well as providing update reports on all Small Craft Facilities.

FIRST NORTHERN BRIDGE DATABASE

The First Northern Bridge Database has a whole new look! The bridge discrepancy screens have been reformatted and are much easier to use.

To view the new reporting screens, click on <http://www.uscgauxnh.org/Bridges>. Do not forget to add this site to your favorites. The old screens will still be available for a short period of time before being phased out. Please start using the new screens right away.

To view a bridge record, select “[*Display Details*](#)” located in the right-hand column.

To make an on-line Bridge Discrepancy Report, select “[*Report Discrepancy*](#)” located in the right-hand column on the screen.

Take a few minutes to view these updates and plan to get out in this great weather to check a few bridges in your AOR. *Please don't report on any Class 4 bridges*. Focus your support on the bridges that have not been checked in the past year. The “Last Checked” column shows the date when the bridge was last checked.

Every Auxiliarist can perform a Bridge Check Report. You will need an E-Directory logon capability to access the system. Check out the training materials available to you on the D1NR AN Web Site at www.uscgaan.com and click on the Bridge page.

Below is a copy of the new “[*Bridge Database Detail Display*](#)” screen that shows the specifications for the bridge as well as the annual check and discrepancy reports that have been made on the bridge. Note that it has been the Auxiliary reports that have provided the information for the updates to the specification on the bridges. Print copies of this screen prior to your patrol so you will have the latest information about the bridge's specification and the last report. Use this form to record your on-scene observations. Always report whether or not any prior reported discrepancies have been corrected or still exist.

1. Review the bridge's specifications and note any discrepancies that you observe.
2. Review any prior discrepancy reports and note whether or not that have been corrected. Always report your findings. This is very important because we always try to report whether the owner has

fixed reported discrepancies. The Bridge Database Manager will ask you for additional details if you fail to report these details.

3. Perform a light inventory. Check that the light list on this screen is correct.
 - a. Always provide a detail list of light discrepancies referencing the terms “*upstream*” and “*downstream*.” Downstream is the side facing the sea or the mouth of the waterway.
 - b. Use the terms “*right*” and “*left*” side of the bridge. The “*right side*” is the side on the waterway when traveling downstream with the stream or flow of the water.
4. Identify whether the various safety equipment categories exist on the bridge by checking “**YES**” or “**NO**” on each item.
 - a. When a safety equipment category exists, circle any discrepancies that you observe.
 - b. Photos of discrepancies are an important piece of evidence that will enhance the credibility of your bridge report.
5. **More information is better.** Don’t assume prior knowledge.
 - a. Don’t worry about too much information. **The Auxiliary Bridge Database Manager edits or deletes excessive information if needed so that only a professional grade report is sent to the Bridge Branch.**

Back	<h1 style="margin: 0;">District 1 Northern Region</h1> <h2 style="margin: 0;">Aids to Navigation Team</h2> <h1 style="margin: 0;">Bridge Database Detail Display</h1>	Instructions
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Aux. Division: 07	Type: FIXED	Bridge Class: 1	Bridge No. 1605
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Bridge Name: MOUNT HOPE BAY BRIDGE	Local Name:
Location1: BRISTOL	Location2:
Waterway: MOUNT HOPE BAY	Miles above mouth: 0
Use: HWY	Charted Vert. Clearance MHW: 135 ft. State: RI
Latitude: 041-38-25.000N Longitude: 071-16-35.000W	Charted Horizontal Clearance: 400 ft. Owner: RI Turnpike & Bridge Authority
Last checked by: Mike Quinn Date Last Checked: 5/16/2008	Time bridge was checked: hrs. Date Last photo sent:

Discrepancy History Of This Bridge
<p>5/14/08 - QUINN - Margin of Channel Light Incorrect Color, Margin of channel (red) downstream West light is now white. East downstream margin of channel light extinguished. Upstream Center Channel light and East Margin of Channel light are extinguished.</p>
<p>9/15/07 Report - Quinn - Margin of Channel Light Incorrect Color, 9/12/07 - Northwest downstream RED margin of channel light is now bright white. There is no RED color at all.</p>
<p>2007 Annual Report - 5/29/07-QUINN - Margin of Channel Light Not Visible for 1NM, Northwest downstream RED margin of channel light extinguished. Otherwise bridge watching properly. Scaffolding erected around South tower for maintenance. RACON is functioning.</p>
<p>2006 Annual Report-06/23-2006-QUINN - Tower painting and rehabilitation is in process on the bridge including concrete refacing of the bridge tower piers and restoration of the stone masonry. Scaffolding is being erected on the base of the North tower.</p>
<p>2005 Annual Report-08/10/2005-QUINN-401-737-5078-Bridge lights are watching properly. 4 Margin of Channel lights were added and are watching properly.</p>
<p>2004 Notice-09/16/2004-Commander OBR notified Rhode Island Turnpike & Bridge Authority of discrepancy.</p>
<p>2004 Annual Report-09/01/2004-QUINN-401-737-5078-The Center Channel light on the downstream side of the bridge is extinguished.</p>
<p>2004 Annual Report-07/28/04-QUINN-401-737-5078 - All lights were watching properly. There are no fender systems and wales on this bridge.</p>
<p>2003 Annual Report-09/05/2003-2000-QUINN-401-737-5078 - No problems were observed on this bridge</p>

Most Recent Discrepancy Report
<p>5/16/2008 - Mike Quinn - 5/14/08 - QUINN - Margin of Channel Light Incorrect Color, Margin of channel (red) downstream West light is now white. East downstream margin of channel light extinguished. Upstream Center Channel light and East Margin of Channel light are extinguished.</p>

Lights on Bridge? Yes	
Center Channel Lights	2
Margin of Channel Lights	4
Pier Lights	4
Axis Lights	0
Lift / Movable Span Lights	0
Preferred Channel Lights	0

Yes **CHANGES SINCE LAST REPORTED** (If YES, explain at the end of this report.)

No **FENDER SYSTEM ON BRIDGE** Circle ANY data that applies to your observation:

IN GOOD CONDITION FIRE DAMAGE NATURAL DETERIORATION? ALLISION
 STEEL MEMBERS DEBRIS WEDGED IN OR BEHIND THE FENDERS PROTRUDING PLATES INTO CHANNEL
 STRUCTURE IS LEANING IN THE NAVIGABLE CHANNEL PILES ARE LEANING MORE THAN 15 DEGREES
 ANGLES PROTRUDING BEYOND FACE CABLE ON DOLPHIN IS UNRAVELLING

No **WALES ON BRIDGE** WOOD STEEL TEFLON COATED IN GOOD CONDITION
 FIRE DAMAGED NATURAL DETERIORATION EXPOSED BOLTS HAVE METAL CORNER PLATES

No **CLEARANCE GAUGES** IN GOOD CONDITION MISSING OBSCURED BROKEN

No **REGULATORY SIGNS** IN GOOD CONDITION MISSING UNREADABLE NO MATCH TO FED REGS

No **HORN OR SIREN** NOT OPERABLE UNABLE TO CHECK COMMUNICATES ON _____

No **FOG SIGNAL ON BRIDGE** NOT OPERABLE UNABLE TO CHECK

No **ANYTHING HANGING BELOW LIP OF SPAN** CABLE PIPE LADDER PLATFORM

FEDERAL REGULATIONS and special notes about this bridge
 The regulations can be found in [33CFR117](#)

Yes **MARINE FACILITIES located above this bridge**
 The city of Fall River and many Taunton River marinas are to the Northeast.

[<- Back](#)

[Instructions](#)

BRIDGE DATABASE UPDATE SCREEN

Below is a copy of the new “[Bridge Database – Data Update Screen](#)” screen. Note that the need to write is minimized. Now, all you have to do is to check-off any observed discrepancies and hit the submit button. The system even enters your name, e-mail address, District and Flotilla from your E-Directory logon. The time to prepare a discrepancy report has been shortened and, the time from observer report to Bridge Branch is shrunk to minutes.

1. Correct any bridge specifications that you observe to be in error by adjusting the data in the field.
2. Enter the details of any discrepancy that you observe on the section labeled, “[Enter Discrepancy Details](#).”
 - a. For discrepancies, check the “**YES**” box, show the date, your last name, and your message.
 - b. When a bridge is watching properly, check the “**NO**” box, show the date, your last name, and the message, “**Bridge is watching properly**.”
3. Write in any observed corrections in the Light Survey and check any appropriate discrepancy box.
4. Do not enter or change any data in the field labeled, “[Special Notes](#).”
5. Check any discrepancies observed on the Bridge safety equipment categories. Explain the discrepancies in the comments. Include photos of any discrepancies with your report. E-mail your photos on a separate e-mail to the DSO-AN at FrankJLarkin@verizon.net .
6. Correct any 33 CFR 117 Federal Register input for this bridge from the latest Coast Pilot or just click on the 33CFR117 hyperlink to access that actual CFR database.
7. Do not enter any data in the field named, “[Bridge Check/Survey Report](#).” This field is updated by the Bridge Database Manager.
8. Note any [Marine Facilities](#) upstream of this bridge or special marine traffic that utilized this bridge.

A sample of the “[Bridge Database – Data Update Form](#)” appears .

District 1 Northern Region

[Back](#) [Aids to Navigation Team - Bridge Database](#) [Instructions](#)

Data Update Form

Date of Obs. (MM/DD/YYYY): * <input type="text" value="06/18/2008"/> 		* = Required Fields New Window		Bridge No. 1605	
Time: <input type="text"/> (HHMM)					
DIV <input type="text" value="07"/>	Bridge Use: <input type="text" value="HWY"/>	Bridge Class: <input type="text" value="1"/>	Bridge Type: <input type="text" value="FIXED"/>		
Bridge Name: MOUNT HOPE BAY BRIDGE			Local Name: <input type="text"/>		
Waterway: <input type="text" value="MOUNT HOPE BAY"/>		Miles above mouth: <input type="text" value="0"/>			
Location1: <input type="text" value="BRISTOL"/>		Location2: <input type="text"/>			
Latitude:	<input type="text" value="041-38-25.000N"/> dd mm.m (to 1/10 minute)	Charted Vert Clearance MHW:	<input type="text" value="135"/> ft.	Owner: <input type="text" value="RI Turnpike & Bric"/>	
Longitude:	<input type="text" value="071-16-35.000V"/> ddd mm.m (to 1/10 minute)	Charted Hor Clearance:	<input type="text" value="400"/> ft.	State: <input type="text" value="RI"/>	
Date Last Checked: 5/16/2008	Last Checked by: Mike Quinn		Last photo sent:		

Enter Discrepancy Details:

YES NO **DISCREPANCIES Found On This Bridge (Enter comments here)**

Provide a complete and through description of the problems found

5/14/08 - QUINN - Margin of Channel Light Incorrect Color, Margin of chan

<input checked="" type="checkbox"/> Lights on Bridge? <input type="checkbox"/> YES <input type="checkbox"/> NO	No. of Lights	Lights not correctly placed?	Lights not of proper color?	Lights not visible for 1 NM?
Fill in your observations. Click only to denote problems - leave blank if OK				
Center Channel Lights	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Margin of Channel Lights	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pier Lights	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Axis Lights	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lift / Movable Span Lights	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preferred Channel Lights	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Last Bridge Check Completed 5/16/08

Special Notes:

4

YES NO ***Any CHANGES since this Bridge was last reported?** (If YES, explain at the end of this report.)

YES NO ***FENDER SYSTEM on this Bridge?**

- FIRE DAMAGE? NATURAL DETERIORATION? ALLISION?
- STEEL MEMBERS (if present)? DEBRIS WEDGED IN OR BEHIND THE FENDER SYSTEM?
- PROTRUDING PLATES INTO CHANNEL?
- STRUCTURE IS LEANING IN NAVIGABLE CHANNEL? PILES ARE LEANING MORE THAN 15°?
- ANGLES PROTRUDING BEYOND FACE? CABLE ON DOLPHIN UNRAVELLING?

YES NO ***WALES on this Bridge?**

- FIRE DAMAGE? NATURAL DETERIORATION? EXPOSED BOLTS? METAL CORNER PLATES?

YES NO ***CLEARANCE GAUGES required on this bridge?** MISSING? NOT LEGIBLE?

YES NO ***DRAWBRIDGE SIGN required on this bridge?** MISSING? NOT READABLE? DON'T MATCH FED REGS?

YES NO ***BRIDGE SIGNAL required on this bridge?** NOT WORKING?

YES NO ***FOG SIGNAL required on this bridge?** NOT WORKING?

BRIDGE HARDWARE PROTRUDING INTO CHANNEL? PIPES? LADDERS? PLATFORMS?

ANYTHING HANGING BELOW LIP OF SPAN? CABLE? LADDER? PLATFORM?

FEDERAL REGULATIONS and special notes about this bridge

The Federal Regulations can be found in [33CFR117](#)

BRIDGE CHECK / SURVEY REPORT and prior reporting activity
Leave this line along - for district staff use to record discrepancy history

5/14/08 - QUINN - Margin of Channel Light Incorrect Color, Margin of channel (red) d

9/15/07 Report - Quinn - Margin of Channel Light Incorrect Color, 9/12/07 - Northw e

YES **NO** **MARINE FACILITIES located above this bridge**
List name, phone number, and type of facilities upstream

The city of Fall River and many Taunton River marinas are to the Northeast.

*Checker: Frank J. Larkin	Date: 06/18/2008	*Telephone: <input style="width: 80%;" type="text"/>
*Division: <input style="width: 40px;" type="text" value="10"/>	*Flotilla: <input style="width: 40px;" type="text" value="07"/>	*E-Mail Address: frankjlarkin@verizon.net

DISCREPANCY REPORTING INSTRUCTIONS

Bridge discrepancy reports should be filed within 24 hours of the observation. Be sure to print a copy and send to your FSO-AN and SO-AN.

Any extinguished lighting discrepancy must be observed after legal sundown, and the time of observation must be entered. List known marine facilities above the bridge, including name, phone number, type of facility and number of boats at the facility.

Photographs must be supplied for any initial discrepancy other than extinguished lights. E-mail is the preferred way to send them, but regular mail is acceptable.

[Click here to submit your report](#)

[Back](#)

Check out the First Northern Aid to Navigation Web Site at www.uscgaan.com for anything you need to know about our program. Send us a digital photo for our "ATONers in Action" web page.

Please distribute this newsletter to other members of the Coast Guard and Coast Guard Auxiliary.

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