



First Northern Navigation Systems

June, 2012
Newsletter

Know the rules for verifying PATONs.

Before you get underway this spring and summer to verify the PATONs in your area, please note some important changes in the schedule:

- PATONs that have never been verified before are the top priority along with those aids that were last verified before 2010.
- The SOP (Standard Operating Procedure) Annual Plan of verifying one-third of the PATONs in your AOR is still in place.

A spreadsheet showing the 2012 Plan has been prepared and sent to all ADSO-NS. The PATONs are assigned by Division, Flotilla or Patrol Area on the PATON System and on these spreadsheets. If you have not received a copy of the plan, check with your ADSO-NS or SO-NS for a copy.

- We are missing owner information on some aids. Enter any information that you may have on these aids in the “AV Observation” field on the 7054 AV Verification Report.
- The identified Non-Permitted aids are listed on a spreadsheet in the 2012 Plan. Please check out this report. It is important that we get the owners of these aids to submit permit applications or to get the aids removed. Non-permitted aids are considered as hazards to navigation and must be either removed or permitted as quickly as possible once they have been identified. Work with your ADSO-NS to clean up the non-permitted list for your AOR. They can become a liability for the Coast Guard.

**It's time to get underway and start making
PATON and Bridge Reports.**

Navigation System training is available on-line using WebEX.

The future of Auxiliary training is here! Navigation System training programs are now available on-line right in the comfort of your own home. This new training technique provides the use of the most experienced and knowledgeable instructors without having them travel all around the District. Attendance at each session is limited to 25.

Our next training session is scheduled for Tuesday, June 19 at 08:00 to 10:00 PM covering “SIMPLE CHART UPDATING.**”**

During this session, you will learn to identify simple chart corrections and how to make effective CU reports to NOAA. Division 7’s Frank Cotter and Mike Quinn will be presenting. Division 7 has been very successful making corrections to NOAA’s Narragansett Bay charts. Join us and learn their secrets for getting NOAA charts corrected successfully. There are hundreds of potential chart discrepancies on NOAA charts that need your attention. If you have errors on your local chart, this is the time to learn how to get them corrected. It is not necessary to be AV Qualified to make Chart Update reports to NOAA.

A new Chart Updating reporting form was recently released. Take the time to read the Chart Updating Training Guide available on the Chart Updating web page on the First Northern Navigation Systems Web Site at www.uscgaan.com.

We are trying to make it as easy as possible for you to learn how to participate in the Navigation Systems training programs because we need your help to perform the annual verifications and surveys desired by the Coast Guard each year. They really is easy to do but requires accuracy, attention to detail and procedure, and your desire to assist the Coast Guard.

If you didn’t receive an announcement for WebEX training, e-mail the DSO-NS at FrankJLarkin@verizon.com and you will be put on the mailing list for future announcements.

Please pass this information on to your members.

Attention AVCs who attended the AV Training at the April Conference: If you haven’t had your AV/PQS and District Specific Check off lists signed off for the training that you received, mail them to **Frank Larkin, 107 Concord Road, Action MA 01720** with a self-addressed and stamped envelope and I will sign them off and return them to you.

If you live nearby, give me a call and drop by. I am home most mornings.

TEST YOUR NAVIGATION KNOWLEDGE

Where would you find these types of aids?



Do you notice anything wrong with this aid?

Would you find this aid in the First District?

The answers are at the end of this newsletter.

Haven't got a clue! It may be time that you joined the Navigation Systems WebEX training that is scheduled on the first and third Tuesday evenings of each month. Learn while enjoying the comfort of your own home.



These aids and facilities are common sights for the AV participants.

Photos, as supporting evidence, make a big difference.

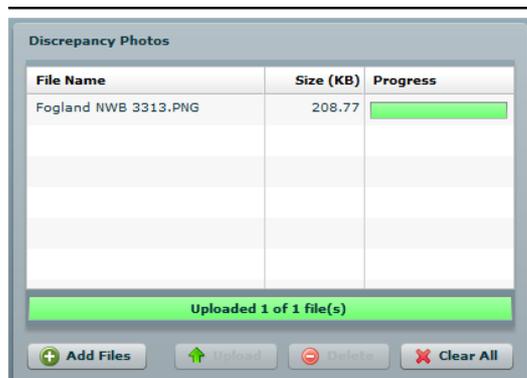
Photos are actually evidence that supports your reports and adds great credibility to them. Coast Guard agencies love them and are more reactive to your reports which get your problems resolved. You are requested to add photos to ATON, PATON, Bridge, Chart Update and Small Craft Facility reports. The PATON and Bridge systems maintain photos on their digital records. Here are some brief procedures for submitting photos:

ATONs - Federal Aids – Use the Excel ATON report to report the problem. E-mail this report per local procedures and attach the photo(s) to the e-mail. The quickest way is to e-mail your ATON Discrepancy report directly to the CG ANT with a copy to your FSO-NS and SO-NS.

PATONs – Private Aids – There are two types of photos requested – **Official Image** and **Discrepancy** photos. Multiple photos can be attached to the on-line 7054 AV Discrepancy Report.

CAUTION: You may have problems if you are not logged onto the PATONs system using the www.usharbormaster.com address and you are not using a Microsoft Browser. Other browsers may not work.

- Click on “Add Files” at the bottom of the “Discrepancy Photos” section of the 7054 AV Verification Report.



- Search your digital pictures file for the correct photo(s).
- Click on the selected photo. The photo data should appear under “File Name” and “Size.”
- Click on the green arrow at the bottom to upload the selected photos.
- The system will report, “**Uploading.**”
- Wait until the system reports, “**Uploaded**” before proceeding.

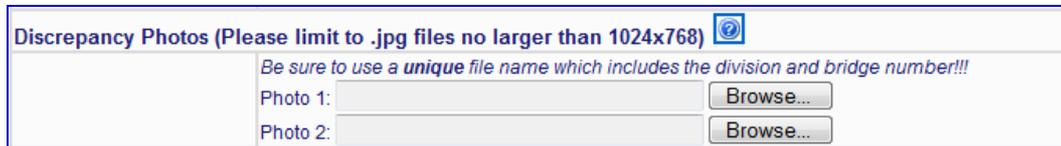
- **Make adding your photo(s) the last update that you make to your report.**
- When you hit the “Submit” button, your photo(s) will be attached to the report that is sent to the Coast Guard.

Note: If you just attach your digital photos to an e-mail, please rename the photo(s) with your Division Number, the LLNR or Aid Number and the Aid Description. Send them to the DSO-NS 013 at FrankJLarkin@verizon.net.

BRIDGES – There are two types of photos requested – **Official Image** and **Discrepancy** photos.

Send your Official Image photos to ADSO-NS Tom Raynor at Tom@RaynOrshyn.com. Tom will add them to the Bridge’s Record. Be sure to indicate the Division and the official Bridge Name on your e-mail.

You can add two Bridge Discrepancy photos to a bridge report.



- Click on “Browse” at the bottom of the “Discrepancy Photos” section of the Bridge Report.
- Search your digital pictures for the correct photo(s).
- Click on the selected photo. The photo data should appear as Photo 1 or 2. You are limited to two photos. If possible submit a close up and a long shot of the discrepancy.
- When you hit the “Submit” button, your photo(s) will be attached to the report that is sent to the Coast Guard.

CHART UPDATE Reports – Copy your supporting photos and attach them to your CU or SCF reports which are mailed to the DSO-NS 013, Frank Larkin, 107 Concord Road, Acton MA 01720. The DSO reviews and approves each report and forwards them to NOAA.

Plan to join the Chart Updating training session on Tuesday, June 19 for more information on the Chart Updating program.

TEST YOUR NAVIGATION KNOWLEDGE - Answer

This is an aid that is marking an Aquaculture facility. Note the Permit Numbers. Stay well clear of these installations because of potential gear and lines just below the surface. The color is in error. Aquaculture aids are usually yellow. However, many fish farms are marked by regulatory aids.

Aquaculture facilities are becoming a large part of the New England sea coast. We are spending a lot of time this year working on correcting the owner and position data on these sites. Many of these facilities remain without PATON permits at this time.

NAVIGATION SYSTEMS TRAINING SCHEDULE

This is the training schedule that we currently are planning. Mark your calendar accordingly. Everyone is welcome to join. Participating is limited to 25.

June 19 – Simple Chart Updating.

July 3 – No class.

July 17 – Using the on-line PATON System. 1 hour (Repeat)

August 7 – Understanding the Bridge Program. 2 hours (Repeat)

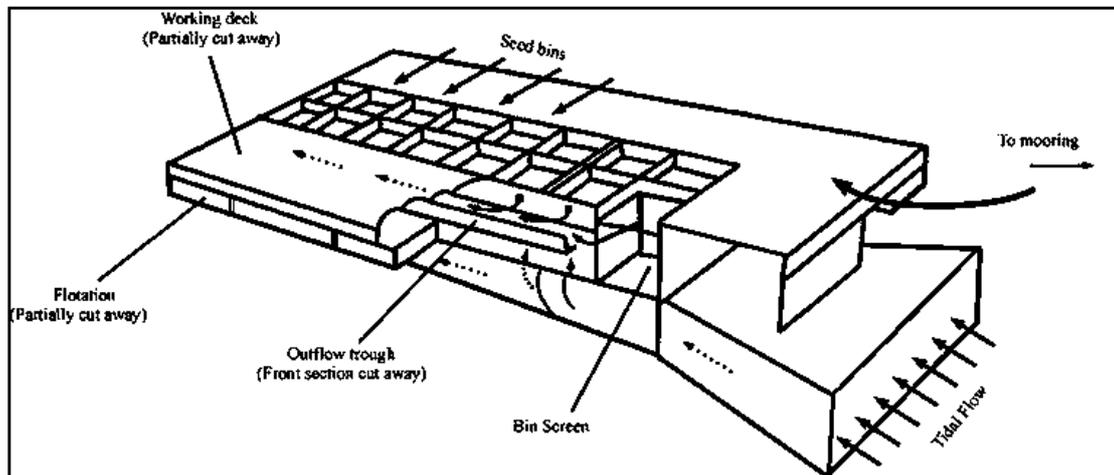
Please pass the word!

Some new items and terms for AVs.

UpWeller – used for fish and shellfish cultivation.



Diagram of an Upweller.

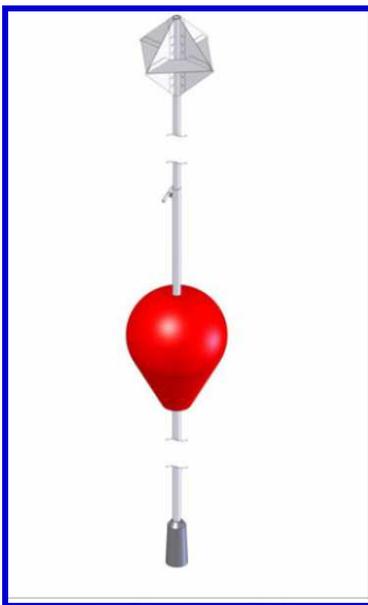


Currently, small scale upwelling systems may be powered by a pump, airlift or water wheel, to ensure an upward flow of seawater through the facility, using the natural plankton therein to feed spat in stacked or side-by-side trays in the facility. Using this system, after larval rearing to settlement in a relatively limited facility, animals can be grown to a size where they are more resistant to predation at relatively low cost. Upweller systems have proven to be extremely effective as bivalve nursery units and their use is steadily increasing in North America. Most of these cultivation facilities are attached to wharfs or marinas.

High Flyer – Used to mark fish traps.

Stay alert for high flyers as you transit along the New England coast. They can be marking a variety of fishing structures. Off shore they are used to mark lobster gear. They also mark gill nets and fish lines so don't pass between a pair of them. Hy-Flyers are also required marks for fish traps.

Each fish trap consists of many parts, any one of which could wrap around a propeller, rudder, or keel, leaving a vessel stranded and at the mercy of the elements. Check out the diagram below. The traps are surrounded by anchors, which are marked either by simple lobster buoys or larger ball shaped floats. Each anchor is strategically placed to support the shape of the trap, keep the trap in one location, and to keep the nets pointed in a constant direction. Each trap begins with a "high flyer" buoy, which is similar to a lobster trap buoy, with a 6 foot pole topped by a radar reflector. Extending from the high flyer is the leader line.



This leader line supports the twine netting that herds the fish into the keeping area and is stretched taut just below the surface, and marked by small floats seen just above the water. At the other end of the leader line is the fish holding area known as the "box". Also supported at the top by a taut line, and, consisting of twine netting below, this is by far the most sensitive and easily damaged portion of the trap. The box is supported by large 55 gallon steel or plastic barrels.

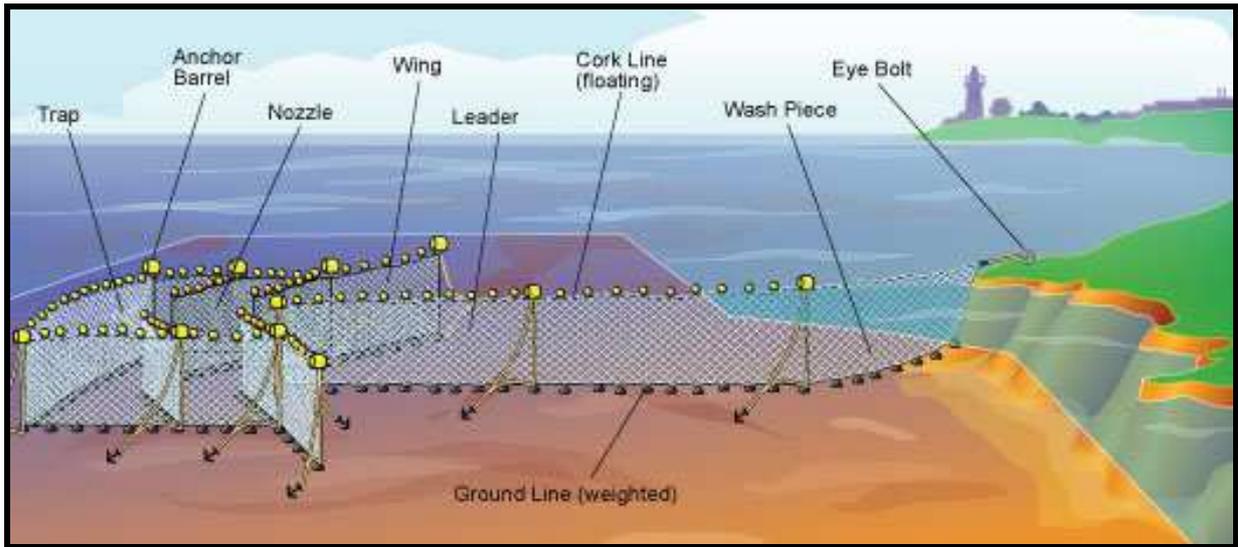
Under the conditions described above, it is easy to understand why mariners should use caution when navigating in the designated fish trap areas that should be well marked on navigational charts. The mariner would be wise to steer well clear of them.

The major problem is transiting a fish trap area at night or in reduced visibility conditions without radar.

Commercial fishermen employ floating fish traps in New England waters. Floating fish traps are a maze of vertical nets that are anchored to the water bottom and stretched to the water's surface by attached floats. They are normally marked with four Hi-Flyer Buoys. These traps are very dangerous to recreational boaters. Hy-Flyer buoys are not normally documented in the Light List nor are they charted.

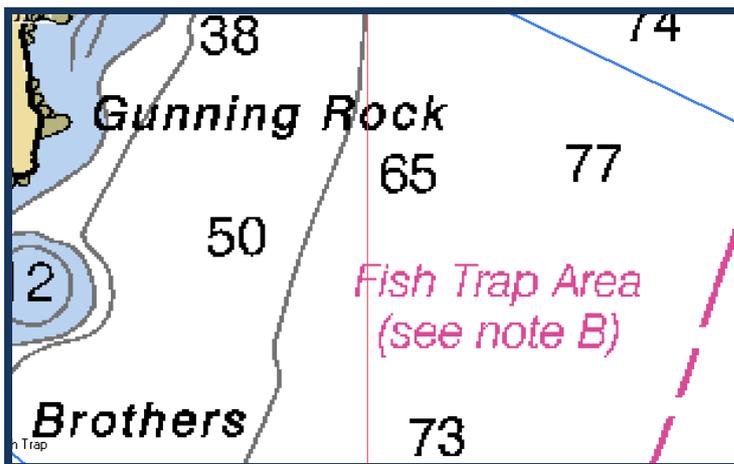
Learn to recognize and avoid these fish trap nets.

- Look for a network of floating barrels, buoys, or floats.
- Do not pass between the buoys.
- Give wide berth to nets in order to avoid their long anchor lines.



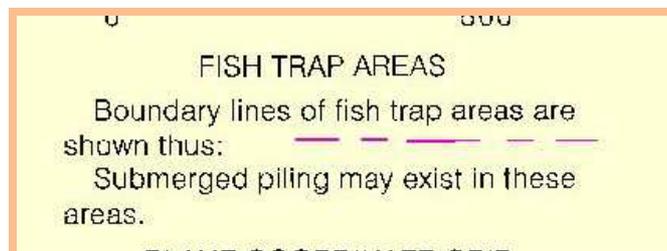
These traps also can be anchored off shore as well as secured to shore.

Below are examples of warning messages that relate to fish trap facilities in an area.



Note the Fish Trap Area warning from a NOAA chart.

This note indicates the dotted-line boundary line that marks an area where fish traps may be deployed.



Pass the word!

Having trouble logging on to the PATON System? Forgot your password?

Don't be embarrassed. It happens to many AVs at this time of the year. Just drop me an e-mail at FrankJLarkin@verizon.net and I will confirm your access codes back to you in a return e-mail after testing it to insure that it is working properly.

PLEASE PASS OR E-MAIL THIS NEWSLETTER ON TO YOUR FLOTILLA COMMANDER AND **BE SURE TO USE THIS INFORMATION AS PART OF YOUR NS MONTHLY DIVISION OR FLOTILLA STAFF REPORTS.**

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Distribution is encouraged to all members of the Coast Guard and CG Auxiliary.

