



**Covering Aids to Navigation, Bridges, & Chart Updating Activity with
Accuracy - Credibility – Professionalism and Service to the Coast Guard & NOAA**



JULY NAVIGATION SYSTEMS NEWSLETTER

Here's wishing you the best summer ever. Keep safe out there but keep those PATON and Bridge reports coming.

Time is flying and we have a long way to go. We really need you to rise to the occasion this year and support our PATON and Bridge programs now.

Currently, we need your assistance in many areas on Cape Cod, Martha's Vineyard, Boston's South Shore, and the Buzzards Bay areas. If you can provide an OPFAC and a crew, we will get you an AV. We promise you a very interesting, busy and productive patrol. Drop the DSO-NS an e-mail, and we will get you linked up.

WE NEED ALL YOUR HANDS TO SUPPORT THE PATON AND BRIDGE PROGRAMS THIS YEAR.

Some of our most productive AVs are ill or injured this year. Our workload isn't heavy but it is diverse this year. We need for all of the new AVs to get involved and contribute their services and boats if we are going to be successful. Many hands will get this job done quickly.

If you are available and willing but don't know where to start, contact me at FrankJLarkin@verizon.net and I see that you get you plenty of assignments.



DON'T FORGET THAT OUR PATON PLAN FOR 2012 IS DIFFERENT!

FIRST PRIORITY – We are tasked to verify all of the aids that have never been verified before or were last verified before 2010. Special spreadsheets are available that list these priority PATONS. They are part of the one-third verification SOP for Private Aids. Let me know if you have not received a copy of the spreadsheet for your AOR and the DSO-NS will send you a copy. Surveying all of the Bridges in your AOR is also a top priority

SECOND PRIORITY – While transiting your AOR, check on the lateral PATONs that are not scheduled this year and report any discrepancies that you observe. Do not report any unscheduled aids that are observed as watching properly. This causes extra work for the CG ANT. However, always take AUXDATA credit for this activity.



Small Craft Facility Updating Training is scheduled for July 17.

You can receive this one-hour training in the comfort of your own home on your own PC. No more long trips to remote classrooms. Receive assisted training on-line for preparing forms and reviewing guidelines. Get answers to your questions by viewing the actual copy or form in questions and learning to perform the activity with the direction of knowledgeable instructors. E-mail the DSO-NS if you need instructions to attend this session or just log in on Tuesday evening.

Upgrading of the PATON System is now in process.

We have given a high priority to the upgrade of the **PATON RESERVATION SYSTEM**. This means that only the aids that need to be verified in a given year will be presented on a PATON Reservation List. This reservation list will appear when you logon and will be sorted by Flotilla to save you time finding your aids. Also, you will be able to check out PATONs for a two-week period which will help avoid duplication of effort. Once you submit a 7054 Verification Report, the PATON drops off the list so you will only see those PATONs that are left to be verified. This should be a great time saver for our AVs. **Coming soon to a computer near you!**



A revised version of the PATON System Guidelines has been sent to every Auxiliarist on the Navigation Systems E-mail List.

Please take the time to review this document. It contains the latest information on how a private aid should be verified and reported. It also has tips on how to improve your accuracy when taking a fix and a depth. Accuracy and professionalism should be part of everything that we do as AVs. It also explains the importance of submitting an accuracy state with every report. This is the evidence that is required for every report that updates a Federal record, such as the PATON specification. Mike Quinn advises me that this document has been added to the PATON web page on www.uscgaan.com.



“IT’S ALWAYS A LOT EASIER TO RESPOND TO A BOATING ACCIDENT THAT HAS ALREADY BEEN PREVENTED.” This is our job as a member of the First Northern Navigation System Team.

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