



February 2014



Navigation Systems Newsletter



Is it Spring yet?

Our 2014 tag line is . . .

"Making it happen in 2014"

USCG AUXILIARY
NAVIGATION SYSTEMS
978-263-3023

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**Check out the latest PATON
system updates and the required
readings for all AVs in this issue.**

Were you inactive as an AV during 2013?

Our assigned Navigation Systems job for 2014 needs your assistance. Contact your ADSO-NS or the DSO-NS for instructions on how to become current. Check the message from DPW-1 that is published in this Newsletter regarding our assigned duties for 2014.

This direction was received from Steve Pothier (GS-11), First Coast Guard District, Waterways Management (DPW-1), Private Aids to Navigation (PATON) Manager. It is required reading for every AV-Aid Verifier, every AVC-Aid Verifier Candidate and Navigation Systems Staff Officer. These are the instructions to Navigation Systems that explain the Coast Guard's requirements to the First District Aid Verifiers in 2014. If you don't fully understand these assignments, please submit your questions and comments to the DSO-NS 013, Frank Larkin by e-mail at FrankJLarkin@verizon.net.

2014 Paton Guidance/Focus

A message from the Department Waterways Management – Private Aids to Navigation

As per the annual SOP⁽¹⁾, one-third of the PATONs in each Patrol Area will be scheduled for verification⁽²⁾. This schedule will also include any PATON, scheduled in 2013, that was not verified or was missed in 2013 and will also include any aid not verified since 2011⁽²⁾.

Verifications shall ONLY be submitted per the "**Scheduled PATONs**" list that shows on the AUX Logon Screen in the PATON system. During 2014, as on-line "USCG AV PATON Report – 7054s" are submitted by AVs, the PATONs will be automatically removed from this "Scheduled PATONs" list.⁽³⁾

****First Northern Only:** Patrol Area Worksheets shall be submitted to the ANT's (OIC's/Paton Petty Officers/Sector Aton Officers) prior to the 2014 season. This EXCEL Patrol Area spreadsheet will list all of the PATONs, ATONs and Bridges in this Patrol Area in the order that an AV vessel normally transits the area. AVs will use these worksheets in the field when they collect the data. PATONs that need verifications in 2014 will be flagged. It is critical that the **red** data in the Comments column be corrected by the Coast Guard prior to that patrol area is verified to cut down on "Unscheduled" USCG AV PATON Reports- 7054 being re-submitted for these discrepancies by the AV's.⁽⁴⁾

When practical, PATONs will be scheduled into every Patrol Area waterway. This allows "eyes" into each Patrol Area annually in order to spot issues, such as, unauthorized aids, discrepancies and the like, before they become problems or hazards to navigation.

Note: Discrepancies, reported prior to 2014 that have not been corrected by the owner, will probably be reported again by AVs in 2014 as "unscheduled" aids observed with discrepancies unless they are corrected by the owner or corrected position data has been sent to DPW 1 by the owner. For this reason, seasonal totals might be more than the 1/3 requirement.

All "USCG AV PATON Reports-7054" must be submitted on-line. Any report for scheduled PATONs not submitted by 31 Dec 2014 shall be considered as Not Verified and will not count towards final year end totals.

This one-third goal does not include any "unscheduled" PATONs that are observed as being discrepant.

AVs are also asked to “check”⁽⁶⁾ all of the “unscheduled” PATONs and the ATONs (Federal Aids) in each Patrol Areas.

AV’s are also asked to give high priority to any PATON that does not have a photo included in their PATON record. The goal is to have a photo on every PATON record by the end of 2014. Missing photos are not to be considered to be a “discrepancy.” Photos taken as part of the scheduled PATON “verification” process can be included on the “USCG AV PATON Report-7054.” Photos taken as part of the unscheduled PATON “checking” process should be identified with the LLNR or AID Number and a brief description and e-mailed to Frank Larkin at FrankJLarkin@verizon.net who will enter them into the PATON System.

Caution: Taking and providing a PATON photo does not authorize an AV to verify any aid that is “not scheduled” for 2014 or is not discrepant. It only means that a photo should be taken of the aid and should be submitted as indicated above.

Auxiliarists are not required to be AV current and qualified in order to participate in the photo part of the 2014 Navigation Systems program.⁽⁷⁾

Report any “unauthorized PATON” immediately to your ADSO-NS by e-mailing a photo of the aid and any information concerning the ownership of the aid. The ADSO-NS will forward this information to their affiliated CG ANT or STA and the DSO-NS. The CG ANT or STA is responsible for follow up to insure that the owner registers and submits a “PATON Application” to DPW 1.⁽⁸⁾

****CG ANT's are responsible for ensuring all Class I PATONs are inspected prior to 01 July (D1 SOP).**

NOTE: The terms “verification”⁽⁵⁾ and “checking”⁽⁶⁾ as applied to an aid to navigation, have difference meanings and prescribed processes. PowerPoint Training Presentations are available on the Navigation Systems Web Site at www.uscgaan.com that explain these processes.⁽⁹⁾

Footnotes:

- (1) **SOP** means Standard Operating Procedure.
- (2) The DSO-NS’ in First Southern and First Northern prepare the Annual PATON Schedule on the PATON System based on these guidelines.
- (3) This, in effect, allows the “Scheduled PATONs” list to perform as a status report during the year.
- (4) Auxiliary OPFACs generally do not get underway until May each year.
- (5) Verification – an activity performed on “scheduled” private aids to navigation by an AV per a prescribed process that involves, documentation checks of the PATON record, the Light List, the NOAA chart and the aid’s photo, pre-underway checks of electronic equipment in use, on-scene reports of equipment accuracy, prescribed taking of a fix, observations of the lateral aid to I-ALA-B standards, prescribed maneuvering to minimize position error, prescribed taking of the depth and the on-line reporting of the verification results on a “USCG AV PATON Report-7054.”
- (6) Checking – a process performed on “unscheduled” private aids (PATONs) and Federal aids (ATONs) by an AV per a prescribed process that involves, documentation checks of the PATON Record, the Light List, the NOAA chart and the aid’s photo, pre-underway checks of the electronic equipment in use, on-scene reports of equipment accuracy, use of a chart plotter to determine aid position, observation of lateral aids to IALA-B standards, and a sanity of the depth. Reports are made to the Coast Guard **only** when a discrepancy is observed on the aid.
- (7) FSO-NS and SO-NS are encouraged to work with their Operations counterparts to take the missing photos in their area.
- (8) “Unauthorized” PATONs will be added to the Patrol Area Worksheets for tracking purposes and to minimize any report duplication.
- (9) Click on the “What’s New in ATON” web page to access these PowerPoint presentations.



THE 2014 PATON SYSTEM UPGRADES

A must reading for all Navigation Systems AVs and NS Staff Officers

A series of PATON System upgrades will be wrapped up by March 1st. The funding of these upgrades is testament to the importance that the Coast Guard has put on the PATON System and on the Aid Verifiers who faithfully work at this program each year. Remember that the Coast Guard is experiencing deep budgeting constraints at this time which make their support for this program such a high priority in their eyes. Here is a quick summary of the upgrades that you will see and experience this year.

- 1. AV References:** We thought that we had completely eliminated all AVs references from any reports going to the owner of the PATON last year but we slipped up on the “from address” on the e-mail to the owner. That loop-hole is now closed and all reference to the verifying AV is removed from the Owner’s E-mail and the special report that is sent to the owner shows that it is originating from the U S Coast Guard Department Waterways, DPW 1 in Boston, MA. However, AV information is still included on the standard PATON reports that are sent to the affiliated CG ANT or STA, the Sector, DPW-1 and the DSO-NS for 013 and 014. It is important that PATON reports show that they are coming from the Coast Guard itself in order to provide our reports with the highest authority possible in the eyes of the owner.
- 2. The One Page Verification Report:** This document has been re-arranged into a more user-friendly format as is demonstrated below. The PATON Record, the Google Map and the PATON photo all appear on the same line. The PATON record information shows the latest specification on file for the PATON. The position shown on the Google Map reflects the latitude and longitude in the PATON’s record.

PRIVATE AIDS TO NAVIGATION FOR - CG ANT BOSTON

ONE PAGE PATON VERIFICATION REPORT

AID Report

PATON NAME:	ALLERTON HARBOR BUOY 1
LLNR:	12125.00
AID NUMBER:	200100218869
CLASS:	2
ANNUAL VERIFICATION:	No
OPFAC ASSIGNMENT:	41949

Location, Depth and PATON Type

LATITUDE:	42 17 55.30 N
LONGITUDE:	70 53 19.00 W
GENERAL LOCALITY:	ALLERTON HARBOR HULL MA
PATON TYPE:	Floating ,Unlighted
PATON PURPOSE:	MARKS A CHANNEL
PATON CATEGORY:	Unlighted Buoy
AID COLOR:	GREEN
DEPTH AT DATUM:	9.0

Floating PATON

BUOY MATERIAL:	PLASTIC
SOUND SIGNAL TYPE:	
ACTION REQUESTED:	Seasonal
AID DURATION:	Set: 05/15 - Pull: 09/30
DATE LAST VERIFIED:	7/21/2013
DISTRICT/DIVISION/FLOTILLA:	013 12/00
PATROL AREA:	BOS-4

3. The **“USCG AV PATON Report – 7054”** has a new format and a few updates what will affect how AV’s report their observations this year.
 - a. The **Latitude and Longitude are now required fields**. AVs will have to show their FIXED position on each verification report. When aids are “checked” and appear to be on station, AVs will enter the permitted latitude and longitude. However, if a position discrepancy is observed on an “unscheduled” PATON, the AV must enter the new position data.
 - b. The **“Fixed Verified by”** field has been replaced by **“EPE-Estimated Position Error”** field. This is now designated as a required field. AVs are required to enter the EPE observed when the fix was taken in this field. In the past, the EPE was reported on the “Standard Accuracy Statement.” EPE is recorded on scene when the Fix is taken. It reflects the operating accuracy of your GPS at that time and provides overall credibility for your reported fix.
 - c. The **“Accuracy Statement”** field is now designated as a required field. An accuracy statement shows the supporting evidence for judging the accuracy of an AV’s fix and depth observations. This information is necessary in order that the AV’s data can be used to update a Federal document. Note that the PATON Record is a Federal document.

you are logged on as AUXBOSTON AUX
PRIVATE AIDS TO NAVIGATION FOR - CG ANT BOSTON

USCG AV PATON REPORT 7054 ?

SECTION I - PATON SPECIFICATION and OBSERVER'S INFORMATION

ALLERTON HARBOR BUOY 1	
PATON SYSTEM #:	27938
GENERAL LOCALITY:	ALLERTON HARBOR HULL MA
OPFAC NUMBER:	01-41949-CG ANT BOSTON
LLNR:	12125.00
AID NUMBER:	200100218869
CLASS:	2
PERMITTED	
PATON PURPOSE:	MARKS A CHANNEL
PATON CATEGORY:	FL ... Select one ...
AID COLOR:	GREEN
PATON TYPE:	Floating Un-lighted
LATITUDE	42 17 55.30 N Latitude * N ?
LONGITUDE	70 53 19.00 W Longitude * W ?
EPE-Estimate Position Error	0.0 ft. ?
DEPTH AT DATUM:	9.0 FT. ft. ?
HEIGHT OF TIDE:	ft. ?
Floating PATON	
BUOY MATERIAL	PLASTIC <input type="checkbox"/> Wood <input type="checkbox"/> Metal <input type="checkbox"/> Plastic <input type="checkbox"/> Foam <input type="checkbox"/> Other ?
Establishment	
ACTION REQUESTED	Seasonal
AID DURATION:	Set: 05/15 Pull: 09/30

4. The major change involves adding a **“PATON screener”** into the system loop. This means that each AV report will be reviewed by an experienced AV before it is transmitted to the PATON Owner, the CG ANT or STA, the Sector, and to DPW-1. This feature was added to insure that the most accurate and complete reports are being sent to the Owner and Coast Guard, and to provide an opportunity for on-the-job training with the submitting AV. This will be an important tool for improving the Auxiliary’s image with the Coast Guard which has always been one of our most important goals. Here is how the PATON Screening function will work:
 - a. With the exception of the updates explained above, from a system aspect, there are no major changes that occur until after the AV submits the “USCG AV PATON Report-7054.” Rather than receiving a copy of the report, the AV will receive an e-mail thanking them for their report.

- b. At this point, the “USCG AV PATON Report” is put into a “Pending File.” At the same time it is assigned to a PATON Screener, and the PATON Screener is notified by e-mail that the report exists.

NOTE: The system does not remove the PATON from the “Scheduled PATONs” report while it is in the “Pending File.” It will still be in view. However, it will be highlighted with **red** and will not allow any transactions against the PATON until it is removed from the pending status.

- c. One PATON Screener is assigned to each CG ANT or STA AOR. The PATON Screener must be a qualified and current AV with extensive experience with aids to navigation. Individual PATON Screeners may be assigned to multiple CG ANT AORs. The screener’s function is to review every AV Report submitted for PATONs managed by the CG ANT or STA and work with the submitting AVs to correct any errors and insure that the AVs are retrained as necessary.

- d. Screeners will have the capability to perform the following activities on Pending PATON reports:

- Change the data** in the fields based on experience or in consultation with the submitting AV. Most AV comment changes will be for language expressions to insure the observations are correctly communicated to the Owner and the Coast Guard. Often, the use of standard Coast Guard terminology is substituted to project a more exact meaning.

- Accept the Pending PATON Report.**

The PATON Screener will prioritize the report.

The amended USCG AV PATON Report will be forwarded along on its normal distribution path.

The PATON System will be updated to reflect that the PATON was verified which removes the PATON from the “Scheduled PATONs” list and updates the PATON’s history file. All Pending File restrictions are removed.

- Reject the Pending PATON Report.**

The PATON Screener would update a Rejection E-mail with the reasons for rejection.

The Rejection E-Mail is forwarded to the originating AV. A copy (CC) may be sent to another E-mail address, if desired. A copy of the submitted “USCG AV PATON Report-7054” would be attached to the Rejection E-mail.

The PATON System will restore the PATON’s Record to its condition that existed prior to the USCG AV PATON Report-7054 submission by the AV. Typical reasons for rejection could be:

- Aid reported as Watching Properly when actual checks of the Permitted Position to the Observed Position indicate that it is outside of the Off Station Criteria for the Type of Aid. (Fixed Aids=25 feet / Floating Lateral Aids=50 feet / Regulatory aids=500feet or plotting in a navigable channel.) It is recommended that the AVs use the “Vertical and Horizontal Error Calculator” to calculate the distance between the observed position and the permitted position because the EPE and the Distance Off can be entered into the calculation which could be the difference between a lateral aid off station and watching properly.
- Failure to provide a complete Standard Accuracy Statement in support of position and depth activity. The Standard Accuracy Statement is now a required entry.
- Failure to perform and report proper documentation checks for the PATON.
- Failure to convert depth readings to Depth at charted Datum.
- Aid reported as watching properly while discrepancies are reported on the same report.

NOTE: It is the PATON Screener’s discretion whether to reject the report or contact the AV for the correction data. These contacts should be considered as training opportunities and AVs are encouraged not to continue to make the same mistakes. Report screening has been a standard

procedure for most Auxiliary programs. However, AVs that continue to submit erroneous or questionable observations may have their access to the PATON System curtailed while they are formally retrained. Our 100% accuracy goal cannot be compromised. Inaccurate data is unusable to the Coast Guard and just wastes their time and effort and develops a negative image of Auxiliary AVs while painting a negative image of the Coast Guard with the aid owner.

The report review process has been SOP in the Auxiliary for years and has been effective reducing errors and has been a great training tool. It is all in how we work together in a positive manner that will make this change also work. New AVs will be able to come up to speed quicker because an experienced AV will be able to review their reports and make recommendations and corrections with them. This correction process will be transparent to the Owner and the Coast Guard.



THE STANDARD ACCURACY STATEMENT

A “Standard Accuracy Statement” is now required on every *USCG AV PATON Report-7054* that is submitted by an Aid Verifier because it provides the necessary supporting evidence of the accuracy of the data and indicates that proper measuring equipment was utilized for the fixing and depth taking activity that was performed by the AV.

Here is an example of the “**Standard Accuracy Statement:**”

GPS - A GARMIN-GPSMAP 78s with WAAS enabled, operating in 3D was used. Pre-underway accuracy was checked against two other GPS sets.

ECHO SOUNDER - A HUMMINGBIRD-WIDE 100 echo sounder was used. Correction for the transducer is 0.8 feet. The on-scene Substation was Neponset River on Boston. Pre-underway accuracy was checked with a Lead Line.

DISTANCE OFF - The fix and depth were taken at 5 feet from the PATON.

Preparing your Standard Accuracy Statement.

Step 1 - Copy and paste this document to your computer’s Desktop just as it appears above.

Step 2 - Correct the Manufacturing names and model numbers to reflect the GPS and the echo sounder that you normally use during a patrol. Also record the correction for the transducer on your OPFAC and indicate whether WAAS is enabled on the GPS in use. These fields are underlined and are highlighted in yellow. This data is normally a one-time entry on your Accuracy Statement. It usually changes only when you use a different OPFAC on a patrol.

Step 3 - Before you start to enter your PATON reports, update how you pre-checked the electronic equipment that you used to take fixes and depths while on the patrol. This is normally a one-time entry on

your Accuracy Statement for the activity performed on a single patrol. These fields are underlined and highlighted in green.

Step 4 - Enter the quality control data that you recorded when on scene taking the fix and the depth such as whether the GPS was operating in 3D, how far way the aid was from the GPS' antenna and the name of the Substation that was on the GPS when the depth was taken. These fields are underlined and highlighted in blue. This data usually changes with each individual aid. This data should be recorded on the Patrol Area Worksheet by the AV when the fix and depth data was taken.

Step 5 - When preparing your USCG AV PATON Report-7054, cut your updated Accuracy Statement from the computer Desktop and paste it into the field provided.

Note: It is not necessary to remove the underlining or the highlighting from the Accuracy Statement. As you can see on the example shown on the example provided below, these features do not appear on the USCG AV PATON Report-7054. Also, you can make additional corrections to the pasted data appearing in the Accuracy Statement field.

Use of this standardized format for your Accuracy Statement not only helps the AV quickly recheck their statement for errors but it saves time for the person who needs to read the statement and for the PATON Screener who needs to check it over as they review the submitted USCG AV PATON Reports-7054.

ACCURACY STATEMENT (For AV to support accuracy of electronic equipment)*: ?	
GPS - A GARMIN-GPSMAP 78s with WAAS enabled, operating in 3D was used. Pre-underway accuracy was checked against two other GPS sets.	
ECHO SOUNDER - A HUMMINGBIRD-WIDE 100 echo sounder was used. Correction for the transducer is 0.8 feet. The on-scene Substation was Neponset River on Boston. Pre-underway accuracy was checked with a Lead Line.	
DISTANCE OFF - The fix and depth were taken at 5 feet from the PATON.	
SECTION IV - AV SECTION	
Submitted by*	FRANK LARKIN
District-Division-Flotilla*	013-10-07
Email Address *	FrankJLarkin@verizon.net
PREPARE A 7030 AUXDATA ACTIVITY REPORT	<input type="radio"/> Yes <input checked="" type="radio"/> No ?

The information required on your Accuracy Statement can be acquired quite easily. The trick is to record the data when taking the required fixes and depths. The Patrol Area Worksheet is provided for this purpose.

Pre-underway accuracy for a GPS can be easily be determined by:

- Placing two GPS sets together, antenna to antenna, and comparing their Latitude and Longitude readings when they both are operating in 3D with an EPE- Estimated Position Error under 20 feet. Be patient. Some older GPS sets take longer to acquire accurate reading than the newer more powerful sets.
- Reading the latitude and longitude from the GPS at a known position and checking that their Latitude and Longitudes readings are similar. The known position can be the position for a boat slip, a fixed Federal Aid to Navigation, or a charted surveyed object that shows a symbol of a circle with a center dot. Keep in mind the procedures for the handling of a hand-held GPS set regarding keeping the antenna pointing upwards.

Pre-underway accuracy for an Echo Sounder can be determined by:

- Measure the depth of water using a lead line. Compare the lead line measurement to the depth reading from the echo sounder plus the correction for the location of the transducer on the OPFAC.
- Measure the depth of water using a hand-held echo sounder. Compare the depth reading (plus the correction for the location of the transducer) to the depth reading from the echo sounder.

- Measure the depth of water using a sounding pole. Compare the sounding pole measurement (plus the correction for the transducer) to the depth reading from the echo sounder
- When the actual depth at datum is known, compare it to the reading from the echo sounder plus the correction for the location of the transducer minus the HOT – Height of Tide (estimated). The HOT can be taken from the Open/CPN chart or from a NOAA web site. Also check the Internet.



THE PATROL AREA WORKSHEET

Below is a sample of the new Patrol Area Worksheet that is being developed for each Patrol Area in First Northern. It shows entries for a PATON, a bridge and a Federal Aid (ATON). Identified “unauthorized” PATONS will also be shown and be added to the Patrol Area’s master list as they are identified in the field.

PATROL NNE-3c WORKSHEET				Transducer Corr:	0.8	Date	May 15, 2014	13 5	Big River									
ITEM TYPE AID NUMBER PHOTO NEEDED NIGHT FLN	Object Name	LAT/ LONG Type	Latitude	Longitude	Time Obs	EPE (ft) / 30	CHTD DEPTH / OBS'D DEPTH	HOT / DIST OFF	Depth at DATUM / PHOTO NO.	Comments / Substation		CT	P A T O N	B R I D G E	V E R I F Y	U N A U T H O R I Z E D		
										BLUE Comments - Auxiliary responsibility.	RED Comments - Coast Guard responsibility							
ATON 21577 N/R Lighted	Big River Channel Lighted Buoy 2	Permitted Light List Charted Observed	45-26-52.800N 45-26-52.455N	68-55-21.450W 68-55-21.858W			35.0			FI R 2.5s RED		1	1			1		
CHECK THIS ATON.													NIGHT LIGHT CHECK					
PATON 2007524588 PHOTO N/R	Big River Channel No Wake Buoy A	Permitted Light List Charted Observed	45-26-53.500N	68-55-21.300W			12.0			Last reported in 2011 as watching properly.		1	1		1	1		
VERIFY THIS PATON NEED A PHOTO																		
BRIDGE 1021 N/R LIGHTED	Big River Highway Bridge	Waterway Charted Observed	Big River					Center Channel Margin of Channel Pier Lights Ais Lights	2 4 4	Last reported in 2013 with cables hanging in the navigable channel.		1		1		1		
SURVEY THIS BRIDGE													NIGHT CHECK					
										3	ITEM COUNT							
										6	TOTAL TASKS							
										1	1	PATONS						
										1	BRIDGES							
										1	PHOTOS							
										2	LIGHT CHECKS							
										1	ATONS							
										0	UNAUTHORIZED							

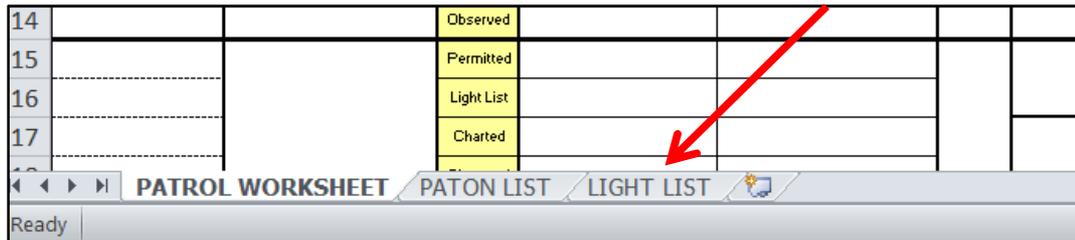
This document is created for the AVs using the following steps.

Step 1 – The extent of the Patrol Area is defined using a NOAA Chart. The area will reflect the normal transit area of an OPFAC. This effort is coordinated with the local Navigation Systems Staff Officers.

Step 2 – A spreadsheet showing the private aids in the defined Patrol Area is created from the PATON System and entered as the second EXCEL spreadsheet (PATON LIST) on the Patrol Area Worksheet. This lists the private aids that a located within the Patrol Area.



Step 3 – A spreadsheet showing all of the aids in the defined Patrol Area is created from the Light List and entered as the third EXCEL spreadsheet (LIGHT LIST) on the Patrol Area Worksheet. This lists all of the aids that are located in the Patrol Area.



Step 4 – Referencing an Open/CPN NOAA Chart for the Patrol Area, private aids, federal Aids, bridges and unauthorized private aid are selected in the sequence of their appearance on the transit route. Data is cut and pasted from the Excel PATON List and/or the Light List into the “EXCEL PATROL WORKSHEET” spreadsheet. If the aid is charted, a position is taken off the Open/CPN NOAA Chart and entered on the EXCEL PATON Worksheet. This information is reviewed and any potential documentation errors are recorded in the Comments Section. If the documentation error has not been corrected by DPW-1, the information is highlighted in **red** signifying needed follow up by the Coast Guard or in **blue** if follow up is required by the AV.

Step 5 – The activity history is researched for all the private aids from each PATON’s history record and any helpful data is recorded in blue on the worksheet as an aid to the AV when checking or verifying the aid.

Step 6 – The AVs uses the Patrol Area Worksheet to enter their on-scene observations for each aid that they check and/or verify.

The benefit to the AV is that the documentation phase of the verification or checking process is completed for them which will assist them with their on-scene observations and help speed up their field activity. AV may also enter their observations by computer to the spreadsheet. This will allow them to have a computerized digital record of their patrol for future reference. Also, it is easy to update these worksheets for use in future years.

PATROL AREA WORKSHEETS that have been completed. Copies will start being released after March 1 and as they are completed.

AUX DIV	CG ANT or STA	Patrol Area Reference	Location
1	ANT Southwest Harbor	NNE-1N	Penobscot Bay
		NNE-2	Penobscot River
2	ANT South Portland	SP-SB	Saco Bay and River
3	ANT Boston	NBP-1	Merrimac River Area
		NBP-2	Essex River Area
4	ANT Boston	NS-1	Lynn/Saugus Area
		NS-5	Annisquam River Area
		NS-7	Gloucester/Cape Ann
5	ANT Boston	BOS-1a	Boston Inner Harbor
		BOS-1b	Winthrop Area
		BOS-1d	Charles River
		BOS-2	Dorchester/Neponset River

6	ANT Woods Hole	WH-E	Buzzards Bay
7	ANT Bristol	CH-W1	Warwick Area
		CH-3a	Bristol Harbor Area
10	ANT Bristol	CH-C1	Seekonk River
		CH-C2	Providence River
11	ANT Woods Hole	WH-AE	Chatham/Harwich
12	ANT Boston	BOS-3	Weymouth/Braintree
		BOS-5	Scituate Area
15	STA Burlington	BURL-1	Burlington, VT.

We have many more Patrol Areas to be defined. This work will continue through June. Copies of these worksheets will be sent to the Navigation Systems Staff Officers in each area as well as to the affiliated Sector Officer and ANT Chief. Navigation Staff Officers are asked to insure that each AV understands how to use this report and has a copy. Updated copies should be forwarded to the ADSO-NS and the DSO-NS after each patrol so that a central master copy can be maintained throughout the season. There is a PowerPoint Training Presentation on the Navigation Systems Web Site at www.uscgaan.com on the "What's New in ATONs" web page. Each slide has recorded commentary.



“All auxiliary vessels when underway should be checking all Aids to Navigations (ATONs and PATONs) for any type of discrepancy and also should check the Charts, Coast Pilot & Shoreline for any type of Charting Errors as well as provide update reports on Charts, Small Crafts Facilities & Coast Pilot data in your AOR.”



A New On-Line Chart Updating System is coming!

It has been rumored for years. The Power Squadron has had an on-line Chart Updating system provided by NOAA for years. Mike Quinn and Frank Cotter have been checking out the new Chart Updating System for that is being developed by NOAA for the Auxiliary for months and both indicate that it is quite user friendly. Mike and Frank are the most prolific chart updaters in First Northern and have presented CU training presentations at the District Conferences.

We have been notified by NOAA that the new Chart Updating System will kick off on April 1, 2014. Hold your breath. Currently, there are a lot of e-mails flying around the country working out the kinks in the CU system. If we get the system on April 1st, we will do our best to present it at the April Conference on Sunday morning. If we miss this window, we will run WEBEX training on the new CU System in late April or May.

The biggest problem is that there is no formal procedure available at the moment. Our first goals will be to develop a PowerPoint presentation on how to use the system and include it in the WebEX training sessions. We will forward any good news as we hear it.

When the Chart updating System is implemented this Spring, all of the major programs for Navigation Systems will be automated. The First District will be the only Navigation Systems department in the county that is fully automated.

Under the Privacy Act of 1974, all information in this newsletter may only be used for official purposes. Any other use is a violation of law. This newsletter was prepared and published by the First Northern Navigation Systems Team. FrankJLarkin@verizon.net

Distribution is encouraged to other members of the Coast Guard and Auxiliary

Please e-mail this newsletter to all your flotilla and division members. And, include this information in your Monthly NS Reports at your Flotilla and Division meetings.

Be sure that every one of your members gets a copy of this newsletter. We recognize that Navigation Systems activity is not suited to every member. However, you never know when a new member will want to try it out. Always keep them informed of the Navigation Systems programs and opportunities.

Save a copy of this Newsletter Issue. It contains a lot of information that you will need to use verifying and checking aids to navigation this year.