



JULY 2014 NAVIGATION SYSTEMS NEWS

We have been experiencing a few hiccups with the PATON System updates this year but problems like that have never slowed us down in the past. DPW 1 and I have been pressing for completions. Unfortunately, progress has been slow but it is still progress. Also, I have been able to work out some workarounds to keep the system handling our needs.

As professional Aid Verifiers, you are submitting your USCG AV PATON Reports in a timely manner. This year, we have installed a PATON Report Screening function on the system. This gives us the opportunity to check over each 7054 Report and make corrections before it is forwarded on to the aid owner and to the CG ANT personnel. As a result, our quality level is sky rocketing and we are getting many PATON discrepancies fixed working with the CG ANTs and DPW 1. As usual, we have run into a few major problem areas with lateral aids. But with the use of the new Patrol Area Worksheets and the screening feature and a lot of good work by the local AVs, we have been able to get the aids back on position and accurately documented.

If you were unable to attend a District or WebEX training session, the next section is a brief explanation of what is expected of you as an AV this year. Please take the time to read it. There are PowerPoint presentations with voice over commentary available on the Navigation Systems Web Site [www.USCGAAN.COM] on the ***“What’s New in ATONs”*** web page. These presentations cover this subject matter in more detail.

AV Workshop Presentations 2014

[D1 SOP Chapter 13 - PATON 19 Apr 2013.pdf](#)

[2014 CONF 2 - TEN STEPS TO ACHIEVE ACCURATE DEPTHS FOR 2014 - 17 MINUTES.ppt](#)

[2014 APRIL CONF 3 - NAVIGATION SYSTEMS ASSIGNMENTS FOR 2014 \(REV 1\).ppt](#)

[2014 APRIL CONF 4 - TEN STEPS TO ACHIEVE ACCURATE DEPTHS FOR 2014 \(Rev 1\).ppt](#)

[2014 CONF 4a - DEVELOPING A PATROL WORKSHEET FOR A PATROL AREA - 15 min PowerPoint.ppt](#)

[2014 APRIL CONF 5 - TEN STEPS TO ACHIEVE ACCURATE POSITION FIXES - PART A \(REV 1\).ppt](#)

[2014 APRIL CONF 6 - TEN STEPS TO ACHIEVE ACCURATE POSITION FIXES - PART B \(REV 1\).ppt](#)

The Standard Verification and Checking Processes

Here is a summary of the verification and checking processes. Detailed Patrol Area Worksheets are completed and available for most of the patrol areas in the district. While it may appear as a formidable job, if you follow the instructions below using the Patrol Area Worksheet as your plan and recording document, you will find that the work can go quickly and efficiently. So, assemble your Navigation Systems Team. Schedule your patrol. Assign the various tasks to your crew and you will be ready to start. Each task has a unique process. Some Patrol Areas can be completed with one patrol. A little organization goes a long way.

Your top priority is verifying the scheduled Private Aids. Scheduled PATONs are identified on the Patrol Area Worksheet and on the AV PATON Screen when you logon to the PATON System with an AUX access code. You may check out the scheduled PATONs that you plan verify on your patrol in advance from the “Available PATONs” list. The checked out PATONs will appear on the “Your PATONs” list. After you have verified the PATON, you can click on the PATON Name on the “Your PATONs” list to access the “USCG AV PATON Report-7054.” Each PATON is screened by an Auxiliary PATON Screener before it is accepted and forwarded to PATON owners and the ANT personnel.

Verifying a scheduled Private Aid

- It is a good practice to pre-plot all private aids on your Open/CPN on-line charts or as waypoints on your GPS Chart Plotter.
- Stop your OPFAC** alongside the scheduled private aid. This improves the accuracy of your GPS.
- Take a fix** using a marine-grade hand-held GPS while compensating for wind or current.
 - **Record the Fix** on the Patrol Area Worksheet. Generally you only need to record the seconds. The degrees and minutes normally don't change. Pre-set your GPS to 24 hour time.
 - **Record the time** when the fix was taken on the Patrol Area Worksheet.
 - **Record the EPE**-Estimated Position Error from the GPS on the Patrol Area Worksheet.
 - **Indicate whether the GPS was operating in 3D.** (Viewing 4 or more satellites.) Record on the Patrol Area Worksheet.
 - **Record the distance** that the GPS' antenna was from the aid when the fix was taken on the Patrol Area Worksheet.
- Take the depth** using an echo sounder, a lead line or a sounding pole at the same time that you take the fix and record on the Patrol Area Worksheet.
 - **Record the HOT**- Height of Tide from either the GPS set or the Open/CPN chart. Record on the Patrol Area Worksheet. If you are using Open/CPN charts, HOT can be recorded later.
 - **Record the Substation referenced.** Record from GPS set or Open/CPN chart. Record on the Patrol Area Worksheet. If you are using Open/CPN charts, record HOT later.
- Observe whether the **private aid conforms to the IALA-B Aid to Navigation System.** Comment in the Notes section on the Patrol Area Worksheet.
- Observe whether the private aid **has any discrepancies.** Record the discrepancies in the Notes section of the Patrol Area Worksheet.
- Check whether the private aid meets the established criteria for being **on-station**:
 - **Fixed aids** – observed fix should be no more than **25** feet from their permitted position.
 - **Floating lateral aids** – should be no more than **50** feet from their permitted position.
 - **Regulatory aids** – should be no more than **500** feet from their permitted position.
- Use the **Vertical and Horizontal Calculator** to compute the distance off.
- Always submit an on-line 7054 Report for each private aid that is scheduled for verification.**
 - Update and insert a **Standard Accuracy Statement** to each report. A sample Accuracy Statement is shown on the last page of this document.
 - Compute the **depth at charted datum.** [Observed depth plus correction for the transducer minus the HOT-Height of Tide.] Record on the Patrol Area Worksheet.
- If indicated as required on the Patrol Area Worksheet or if the aid has a discrepancy, take a photo of the private aid** and attach it to your USCG AV PATON Report-7054.

Estimated on-scene time for verification is 3 minutes when using the NS Team techniques.

Your second priority is photographing every private aid that does not already have a photo in their PATON Record. Aids that need photos are identified as such on the Patrol Area Worksheet.

- Check the Patrol Area Worksheet to see whether a photo is required this year.

PATON	Spectacle Island Lighted No Wake Buoy B	Permit
11581.00		Light L
PHOTO		Chart
Lighted		Observ
CHECK PATON ONLY		Note
NIGHT CHECK		

- Use a low pixel camera or an I-phone.
- When the PATON is scheduled for annual verification or it has a discrepancy, attach the photo to your 7054 Report.
- When the PATON is not scheduled and does not have a discrepancy, identify the photo with the LLNR or Aid Number and a brief description and e-mail it to your DSO-NS.
 - In First Northern – FrankJLarkin@verizon.net.
 - In First Southern – Al.Olsen1@verizon.net.
- Zoom in on the PATON in your photo rather than submitting a wide angle view of the area.

Taking Photos of Private Aids

[Sample photo]



Since you will probably be transiting in each Patrol Area to verify the scheduled PATONs and to photograph the PATONs, you are asked to check on the other PATONs and ATONS within the area and to look for “unauthorized” aids. Checking is a much simpler process than the more stringent PATON verification process explained above. And, you only have to submit on-line reports when you discover a discrepancy.

Checking an unscheduled Private Aid or a Federal Aid.

- It is a good practice to pre-plot private aids on your Open/CPN on-line charts or as waypoints on your GPS Chart Plotter. Federal aids are generally printed on the chart.
- Pass** the unscheduled private aid or Federal aid **close aboard**. If the vessel icon or track line passes close to the aid, consider the aid to be on station.
 - If the aid is a way off from its charted position, take a fix as you would for the scheduled private aid (as indicated above). Determine the distance off and check it versus the off station criteria. Use the Vertical and Horizontal Calculator to determine the distance or measure the distance off station on an Open/CPN Chart.
- Compare the **depth** to the charted depth on the worksheet.
 - If there is a major difference, check further for shoaling.
 - Can a boat transit the channel safely without grounding? If no, you have a problem.
- Observe whether the aid has any **discrepancies**.
- If the aid has a discrepancy, take photos of the discrepancy(s). The on-line PATON System will accept three photos.
- Record your observations on the Patrol Area Worksheet for your records.
- When the aid is watching properly, no report is necessary.

IMPORTANT: Only submit a 7054 report to the Coast Guard when you observe a discrepancy.

Estimated on scene time – 1.5 minutes when using the NS Team techniques.

Each AV is also tasked with the responsibility for an annual survey of every Class 1, 2 and 3 bridge in their Patrol Area and to submit an on-line Bridge Report to the Coast Guard. Bridges can be surveyed by private vehicle. Normally, bridges with lights require two reports – one during the day to view the physical aspects of the safety equipment on the bridge and one at night to observe whether the lights are operating properly.

AVs are also cautioned to look for existing discrepancies that are pending on a bridge. Deal with existing discrepancy report(s) before reporting the same discrepancy or additional discrepancies on the bridge. AVs are the main source of information for problems with their local bridges. Don't complain about unlit bridges;

submit Bridge Reports frequently when you observe that nothing is getting done by the bridge owner to fix the problems. Always note on your reports when a particular problem has persisted for a long period.

- Pre-check the bridge record for pending discrepancies and plan to observe whether these discrepancies are corrected when at the bridge.
- Pre-check the LNM-Local Notice to Mariners for any references or permissions for construction projects on the bridge.
- Approach the bridge from the downstream side because it is easier to maneuver the OPFAC when heading into the current.
- In daylight, view the **specified light fixtures** and record any damaged fixtures. Record all **discrepancies**. The bridge record lists all of the lights specified for the bridge.
- At night time, view the **color of the specified lights** and whether they are lighted. Record all **discrepancies** on the Patrol Area Worksheet.
- Check that there is **nothing restricting the navigable channel** – line, ladders, walkways, etc.
- On lift bridges, compare the info on the **Regulatory signs** to the Federal Regulations for the bridge. The Federal Regulations can be found on the on-line Bridge Record or in the Coast Pilot.
- If the bridge requires a radio or a telephone for **contacting the bridge tender** for an opening, check that the radio channel or the telephone number is posted on the bridge.
- If the bridge **has protective piers and wales**, check for discrepancies.
- If the bridge has **clearance gauges**, check for discrepancies.
- Submit an on-line Bridge Report** on each bridge each year.

Estimated on scene time – 3 minutes when using the NS Team techniques.

Surveying a Bridge



2014 Reporting Protocol for Aid Verifiers

In an effort to further support the Sector and the CG ANTs needs and to speed up the reporting of discrepancies, AVs are asked to follow this reporting procedure when observing Federal and Private Aids to Navigation.

IMPORTANT: Prior to patrol, notify CG ANT and the DSO-NS of your intentions by phone or e-mail. Indicate your Name, your cell phone number and the Patrol Area where you plan to conduct the patrol. Phone numbers and e-mail addresses have already been e-mailed to you. Contact the DSO-NS if you have not received this document.

The CG ANT personnel may contact you directly to explain any current needs. The DSO-NS will ensure that you have the latest updated PATROL Area Worksheet. If you have to cancel your patrol for any reason, let the CG ANT know.

The **DSO-NS** will send you the latest copy of the **Patrol Area Worksheet** that should be used on your patrol. The Patrol Area Worksheet shows the ATONs, PATONs and bridges in the order that they appear as you would normally transit the patrol area. Use this worksheet to collect the required data when on scene at the aid or bridge.

Report all observed Critical discrepancies to the Coast Guard by phone – preferably while you are still on scene at the aid.

Critical discrepancies defined: Aid is missing, sinking, stranding, adrift, capsized, submerged or off station. (Use the Off Station Criteria below.) Aid is seriously damaged by vessel collision; all numbers are missing on a lateral aid; extensive deterioration or rot on supporting members of an aid's structure; light is extinguished; light is showing improper characteristics; lantern is damaged or missing; aid is lighted but not specified as lighted on its permit, aid has a broken vent valve; solar panel is broken; battery pack is damaged or missing; dayboard(s) is missing or damaged; improper dayboard per the permit specification; radio beacon or RACON is off the air; fog signal is inoperative.

Routine discrepancies: Check off or otherwise list all routine discrepancies on a USCG AV PATON Report-7054. The owner receives a copy of your report as well as the Coast Guard who will make the decision whether it is necessary to follow up with the owner. Make note on your report whether the discrepancy has persisted for a long time period.

Off Station Criteria:

Fixed aids – an aid, observed as over **25** feet from its permitted position for private aids and from its Light List position for Federal aids, is considered as off station.

Floating Lateral Aids – an aid, observed as over **50** feet from its permitted position for private aids and from its Light List position for Federal Aids, is considered as off station.

Regulatory Aids – an aid, observed as over **500** feet from its permitted position for private aids, is considered as off station.

Unauthorized Aids: An unauthorized aid is any observed aid to navigation that is not listed on the PATON System, the Light List or shown on a NOAA Chart. These aids are reported to the local CG ANT with a copy to the DSO-NS. Prepare an **“Unauthorized Private Aid to Navigation Report.”** It is very important to determine and include the name of the aid’s owner. Also important is a photograph of the aid. Attach the report and the photo to an e-mail. The DSO will add this new record to the proper Patrol Area Worksheet. Using this process, we can avoid making duplicate reports to the Coast Guard.

Use of the Patrol Area Worksheets by AVs:

1. **Request copies** of the latest Patrol Area Worksheet for the Patrol Area(s) that you plan to review prior to their patrol date from the DSO-NS 013. [FrankJLarkin@verizon.net]
2. Use the Patrol Area Worksheets to record your observations while verifying or checking an aid.
3. If Critical Discrepancies are observed, report them to the appropriate CG ANT by phone while underway.
4. Upon completion of the Patrol, review your observations and submit reports as follows:
 - a. **Scheduled PATONS** – Submit an on-line **“USCG AV PATON Report-7054”** for each verification.
 - b. **Unscheduled PATONS** – Only submit an on-line **“USCG AV PATON Report-7054”** when a discrepancy is observed on the aid. Submit the on-line **“USCG AV PATON Report”** even when a critical discrepancy was called into the CG ANT. Indicate in the AV Observation field that the critical problem was reported by phone. Show the date and time of the phone report.
 - c. **Federal Aids** – Phone all observed discrepancies to the CG ANT. No follow up report is necessary unless specifically requested by the CG ANT.
 - d. **Bridges** – Submit an on-line Bridge Survey report for each bridge surveyed.
 - e. **Unauthorized aids** – E-mail your report and photo to the CG ANT.

Discrepancy Photos

The Coast Guard ANT has requested photos of all private aid and bridge discrepancies that you observe. They add great credibility as supporting evidence for the discrepancy(s) that you are reporting.

- a. If you are performing a **Private Aid (PATON)** verification, add the discrepancy photo to your USCG AV PATON Report-5074. There is provision for three photos on this report.
- b. If you are reporting a **Federal Aid (ATON)**, e-mail or sent it to the CG ANT from your I-Pad.
- c. If you are performing a **Bridge Survey**, add the photo to your on-line Bridge Report.

It is much easier for the Coast Guard to get action for an aid or bridge discrepancy when they can present the owner with photos of the actual discrepancy.

AUXDATA Activity Credits – Report on a AUXDATA Activity Report (INDIV) 7030

NOTE: The 7030 feature on the “USCG AV PATON Report-7054” is not working at this time. Please submit your activity on a “7030 AUXDATA Activity Reports-Individual.” You will be notified when this PATON System feature is operating properly.

You may take credit for your Navigation Systems activity as follows.

- For each Private aid verified, checked or photographed, take one activity credit as a Mission Code 31.
- For each Private aid checked at night for proper lighting, take one activity credit as a mission Code 31.
- For each Federal aid checked, take one activity credit as a Mission Code 30.
- For each Federal aid checked at night for proper lighting, take one activity credit as a Mission Code 30.
- For each Bridge surveyed, take one activity credit as a Mission Code 32.
- For each Bridge checked at night for proper lighting, take one activity credit as a Mission Code 32.

Auxiliarists, who are not AV Qualified and Current, may take credit for submitting photographs as a Mission Code 31.



We find our aids in every shape, color and condition.



And, we are reporting them daily to the owners and CG ANTs throughout the District.



THE STANDARD ACCURACY STATEMENT

GPS - A **GARMIN-GPSMAP 76** with **WAAS enabled**, operating in **3D** was used. Pre-underway accuracy was checked by comparing **two GPS sets**.

ECHO SOUNDER - A **HUMMINGBIRD-WIDE 100** echo sounder was used. Correction for the transducer was **0.8** feet. Pre-underway accuracy was checked by **calculation**. The on-scene Substation was **Hingham Bay on Boston**.

DISTANCE OFF - The fix and depth were taken approximately 5.0 feet from the PATON.

This standard "**Accuracy Statement**" is a required entry on every USCG AV PATON Report-7054.

The Color Coding reflects the frequency when the color-coded data on the Accuracy Statement needs to be updated by the AV. Use of this standard format provides uniformity of reporting and makes it easier for the PATON Screener, the Owner and the CG ANT to quickly review your accuracy data.

YELLOW – Indicates a **onetime listing** of the electronic equipment used to take fixes and depths.

These entries list the measuring equipment that you use on your facility during a patrol. It only changes when you change OPFACs or update the electronic on your vessel.

GREEN – Indicates a **onetime entry per patrol** that show how your electronic instruments are operating before getting underway on the patrol.

These entries indicate how you checked the measuring equipment for operating accuracy before getting underway on the patrol. Pre-checking instrumentation is a standard activity required for all Coast Guard vessels.

BLUE – Indicates the quality control readings that you recorded while on-scene at the PATON that reflect the operating accuracy of your measuring instruments when the fix and depth are taken.

Record these readings when on scene at the PATON to show the accuracy of your measuring equipment when the fixes and depths that you are reporting to the Coast Guard were actually taken.

Information that you provide on the Accuracy Statement is important supporting data that permits the use of the data on your 7054 Report for updating Federal documents.

Store this statement on your Desktop. Cut and paste it to your 7054 Report. A special field is provided for this purpose on the 7054 Report. The information in the Accuracy Statement can be easily modified after it is pasted to the 7054 Report.

This accuracy statement says it all. Try to stay with this format.

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.

UNITED STATES COAST GUARD AUXILIARY D1NR

Unauthorized Private Aid to Navigation Report

Prepare digitally and attach to an e-mail addressed to the USCG ANT with a photo of the aid.
Report your activity as a Mission 31.

SECTION 1 - WHO ARE YOU?

YOUR LAST NAME, FIRST NAME, MIDDLE INITIAL		AV QUAL AV	PHONE NUMBER (Available between 7am to 3 pm)	UNIT (DIST/DIV/FLOT)
DATE AID WAS OBSERVED	TIME AID WAS OBSERVED	NAME OF CG ANT WHERE THIS AID IS LOCATED		YOUR E-MAIL ADDRESS

SECTION 2 - WHAT ARE YOU REPORTING?

AID NAME (Formulate aid names using the "waterway name" as a prefix.)			CHART NO.	ED	CHART DATE
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SECTION 3 - WHERE IS IT LOCATED?

LATTITUDE [DD-MM-SS.SS N] 40-22-23.544N		LONGITUDE [DDD-MM-SS.SS W] 072-45-25.666W		GPS DATUM	METHOD USED TO TAKE FIX	QC CHECK	EPE READING	U/M Ft.	TIME WHEN FIX WAS TAKEN
NAME OF SUBSTATION USED FOR DEPTH		GPS MANUFACTURER'S NAME AND MODEL NUMBER		GPS OPERATION	CHT. DEPTH	U/M Ft.	DEPTH DIFFERENCE	Ft.	
METHOD USED FOR DEPTH	MANUFACTURER and MODEL NUMBER	OBSERVED DEPTH	TRNSDCR. CORR.	HEIGHT of TIDE	CORR. DEPTH	TIME WHEN DEPTH WAS TAKEN		Ft.	

SECTION 4 - DESCRIBE THE AID!

Check off each characteristic that describes this aid.

TYPE OF AID <input type="checkbox"/> Floating Buoy	<input type="checkbox"/> Fixed Structure	<input type="checkbox"/> Lighted	<input type="checkbox"/> Sound capability	<input type="checkbox"/> Electronic devices	<input type="checkbox"/> Radar reflector
TYPE OF BUDY <input type="checkbox"/> Wood	<input type="checkbox"/> Metal	<input type="checkbox"/> Foam	<input type="checkbox"/> Plastic	<input type="checkbox"/> Other: _____	
STRUCTURE MAKEUP <input type="checkbox"/> Wood	<input type="checkbox"/> Metal	<input type="checkbox"/> Single Pile	<input type="checkbox"/> Multiple Pile	<input type="checkbox"/> Dolphin	<input type="checkbox"/> Other, explain in Comment
COLOR OF LIGHT <input type="checkbox"/> Red	<input type="checkbox"/> Green	<input type="checkbox"/> White	<input type="checkbox"/> Yellow	<input type="checkbox"/> Other: _____	
SOUNDING DEVICE <input type="checkbox"/> Bell	<input type="checkbox"/> Gong	<input type="checkbox"/> Horn	<input type="checkbox"/> Whistle	<input type="checkbox"/> Electronic	<input type="checkbox"/> Other, explain in Comment
ELECTRONIC DEVICE <input type="checkbox"/> RACON	<input type="checkbox"/> Fog Detector	<input type="checkbox"/> Wind Generator	<input type="checkbox"/> Electrical Transformer Sta	<input type="checkbox"/> Meteorological Station	<input type="checkbox"/> Wind Measuring Mast

SECTION 5 - INDICATE ANY DISCREPANCIES OBSERVED ON THIS AID.

Check off each discrepancy that you observe on the aid.

CRITICAL DISCREPANCIES 1 <input type="checkbox"/> Shrouded or covered with ice. 2 <input type="checkbox"/> Improper light characteristics. (Explain) 3 <input type="checkbox"/> Light is obscured. (Explain) 4 <input type="checkbox"/> Light is extinguished. 5 <input type="checkbox"/> Lantern is damaged. (Photo) 6 <input type="checkbox"/> Buoy is sinking. (Photo) 7 <input type="checkbox"/> Buoy is submerged. 8 <input type="checkbox"/> Buoy has capsized. (Photo) 9 <input type="checkbox"/> Aid is off station. (Explain) 10 <input type="checkbox"/> Aid is missing. (Explain) 11 <input type="checkbox"/> Buoy is adrift. (Explain) 12 <input type="checkbox"/> Buoy is stranded. (Photo) 13 <input type="checkbox"/> RACON is not operating. (Explain) 14 <input type="checkbox"/> RACON shows improper characteristics 15 <input type="checkbox"/> Radio Beacon is not operating. (Explain) 16 <input type="checkbox"/> Radio Beacon has timing error. (Explain) 17 <input type="checkbox"/> Aid was vandalized. (Photo) 18 <input type="checkbox"/> An object obstructs the light. (Photo) 19 <input type="checkbox"/> Aid's structure has collapsed. (Photo)	URGENT DISCREPANCIES 1 <input type="checkbox"/> Light burning dim or showing reduced intensity. 2 <input type="checkbox"/> Light is partially obscured by dayboards. (Photo) 3 <input type="checkbox"/> Dayboard(s) is missing. (Photo) 4 <input type="checkbox"/> Dayboard(s) is damaged. (Photo) 5 <input type="checkbox"/> Sound signal failure observed. (Explain) 6 <input type="checkbox"/> Battery box is missing. (Photo) 7 <input type="checkbox"/> Battery box is damaged. (Photo) 8 <input type="checkbox"/> Fog Signal is inoperative. (Explain)	ROUTINE DISCREPANCIES 1 <input type="checkbox"/> Aid is obscured by foliage or brush. (Photo) 2 <input type="checkbox"/> Dayboard is faded so color is compromised. (Photo) 3 <input type="checkbox"/> Extensive bird fowling on aid. (Photo) 4 <input type="checkbox"/> Aid is damaged by collision. (Photo) 5 <input type="checkbox"/> Paint deterioration so color is compromised. (Photo) 6 <input type="checkbox"/> Dayboard(s) is delaminating. (Photo) 7 <input type="checkbox"/> Numbers or letters on aid are obliterated. (Photo) 8 <input type="checkbox"/> Extensive deterioration or rotting on structure. (Photo) 9 <input type="checkbox"/> Aid is leaning more than 15 degrees. (Photo) 10 <input type="checkbox"/> Vent Valve discrepancy. Explain in Comments. (Photo) 11 <input type="checkbox"/> Vent Pipe discrepancy. Explain in Comments. (Photo) 12 <input type="checkbox"/> RADAR Reflector discrepancy. Explain in Comments. (Photo) 13 <input type="checkbox"/> Tapper(s) discrepancy on a Sound Signal. (Photo)
DOCUMENTATION AND SPECIFICATION CHECKS 1 <input type="checkbox"/> Aid is documented correctly. 2 <input type="checkbox"/> Aid is not listed in the Light List. 3 <input type="checkbox"/> Aid is not charted. 4 <input type="checkbox"/> Aid does not match its permit specifications. (Explain) 5 <input type="checkbox"/> Observed aid does not match the aid's description in the Light List. Explain in Comments. 6 <input type="checkbox"/> Observed aid does not match the symbols and abbreviations for this aid on the NOAA chart. (Photo) 7 <input type="checkbox"/> Observed aid does not comply with the IALA-B Aid to Navigation System standards. Explain in Comments. (Photo) 8 <input type="checkbox"/> Observed aid does not comply with the information shown in the Coast Pilot. Explain in Comments. 9 <input type="checkbox"/> Other, explained in the Comments Section.		

Identify all photos and list them in the comments section.

SECTION 6 - WHO OWNS THE AID?

Enter as much of the following information for Unauthorized Aids to Navigation Reports as possible.

OWNER'S NAME	OWNER'S TELEPHONE NUMBER	OWNER'S E-MAIL ADDRESS
OWNER'S ADDRESS	CITY	ST
LOCAL WATERWAY ADMINISTRATOR / HARBOURMASTER	TELEPHONE NUMBER	PERSON OF CONTACT / E-MAIL ADDRESS
		WATERWAY ADMINISTRATOR'S E-MAIL ADDRESS

SECTION 7 - YOUR COMMENTS

Don't forget to attach a photo of the aid to this report and email to your CG ANT.

This form is available on the NS Web Site for reporting "unauthorized" aids to navigation.