United States Coast Guard Auxiliary
U.S. Department of Homeland Security

First Northern Navigation Systems
We verify the AtoNs and PATONs, check the Bridges, and update the Charts of First Northern

APRIL 2017

Navigation Systems Newsletter

Getting ready for the launch of the 2017 NS Program.

"Make it happen in 2017"

Get active as a member of a D1NR Navigation Systems Team!

USCG AUXILIARY

NAVIGATION SYSTEMS

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The Navigation Systems plan calls for

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There's plenty of work for everyone in 2017.

"So start early and finish strong."

2694 tasks are scheduled for 2017. **Here are the latest schedule numbers:**

Priority One – *1,044* **PATON** verifications.

Priority Two – *265* **PATON** checks.

Priority Three – *170* **BRIDGE** surveys.

Priority Four – *1,053* **PHOTO**s of aids.
(Every Auxiliarist can participate in this photo project)

Priority Five – *162* "**UNAUTHORIZED**" aids.

Our strategy is to get the PATON and Bridge assignments done early to provide the greatest benefit to the local mariners and, then, wrap up the rest of this program by 12/31.

AVs! *Have you lost currency?* Help is available!

A recent list of the First Northern Aid Verifiers (AVs) was published showing the latest status of every AV in First Northern. If you are serious about becoming involved in the Navigation Systems Program, we can show you how to regain your qualifications. If you have not participated for five years, you will lose your AV Qualification in January of 2018. With just 10 reports in 2017, you can regain your AV currency.

The PATON and Bridge programs are on-line with user friendly reporting systems. You only need to catch up with the latest processes for reporting observations from the field.

We are trying to form new Navigation Systems Teams in each Division and bulk up some of the existing teams. Also, we are introducing the HMRAP–Harbormaster-Ride-Along-Program in many Divisions. This new approach solves the AUXFAC shortages that we are experiencing and also places the AV face-to-face with the Harbormaster where any problems and discrepancies can be resolved quickly.
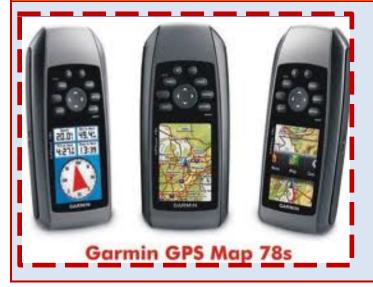
The Importance of Credibility as a Navigation Systems Volunteer

As an active Aid verifier, never forget that you are working for the Coast Guard Chief or Officer when you perform PATON verifications, rechecks or Federal Aid checking. Actually, the ANT Chief is in charge of the aids to navigation, not the Auxiliary. Also, the Coast Guard is responsible for the activity that is performed within their AOR, not the Auxiliary. This means, that as Aid Verifiers, we must continuously convince the Coast Guard of our skills, accuracy, knowledge and ability to continuously perform in a highly professional manner for them as part of their extended crew. It is important that our Navigation Systems Staff get to know the Coast Guard Officers in charge (OIC) of their patrol areas. Remember, that when an AV creates a problem, it is the Coast Guard OICs who must take the heat. Rightfully, their Coast Guard careers depend on everything that happens within their AOR. This was my reasoning behind our Navigation Systems tag line, "*Prevention, Accuracy, Credibility, Professionalism and Service to the Coast Guard*." As AVs in the First District, this is who we must become. Live it! Show it in everything you do! And, above all, be proud of it!

"All auxiliary vessels when underway should be checking all Aids to Navigations (ATONs and PATONs) for any type of discrepancy and also should check their NOAA Charts, Coast Pilot and shoreline for any type of Charting Errors as well as provide update reports to the Coast Guard and NOAA."

Did you know? Every **CG-7054 PATON Report**, submitted by an Aid Verifier, immediately transmits into a pending file for review by the *First District PATON Screener*. The Screener can change, delete and add information to the report. The Screener can also reject the report back to the submitting AV with an explanation of the reason why. The objective is to provide accepted reports to the PATON Owner and the Coast Guard that are 100% accurate. It also provides on-the-job training for the AV. *It's just part of the quality activity that we do to support the First District USCG Auxiliary Private Aid to Navigation Program*.

Garmin GPS Map 78s

Setting up and using a GARMIN "GPSmaps78" Hand-held GPS set Training

We have 10 more GARMIN GPSmaps 78s hand-held GPS sets that we plan to use *as loaners* to active and productive *Navigation System Teams* throughout the First Northern. Emphasis will be on loaning these devices to NS Teams for special projects and as an aid in remote areas where GPS reception may be a problem. These are highly accurate devices. As part of the loan will be the need for special training on the GPS' use. Users of these sets must be trained on their use and the sets will be pre-updated with the latest NOAA chart for their AOR. The purpose of this training session is to develop these new user skills into our AVs. Also, all Auxiliarists who are not up to date on the use of a GPS set are welcome to take this special training. Unfortunately, this training session was held last Tuesday night on WebEX. *Fortunately*, **a recording of this training presentation by ADSO-NS Mike Quinn is available on the WebEX Training web page on the Navigation Systems Web Site at www.uscgaan.com .** Check it out! **There's more to a GPS set than just turning it on, if you want to optimize its accuracy.**

AV TRAINING CONTINUES THIS TUESDAY
… and through the month of May.

AV TRAINING 7 – Tuesday, April 25, 2017 at 2000 to 2130 hrs.

ADSO-NS Mike Quinn is your presenter.

1. **Downloading Open/CPN NOAA Charts onto your personal computer.**

In this session, you will learn to download the Division 1 Open/CPN Chart package onto your Personal Computer. This will give you the benefit of the latest updated charts directly from NOAA. Typical on-line commercial chart packages, that are available, are often up to one or two years out of date and are, therefore, not usable for verifying private aids to navigation. There are also some special application packages that NS has developed that makes the verification job quicker and highly accurate.

2. Updating your Open/CPN NOAA charts on your personal computer.

This session shows you how to easily correct your Open/CPN Charts on line. These updates bring your NOAA charts to include all of the latest LNM – Local Notice to Mariners corrections. This saves AVs hours of efforts maintaining our chart packages and providing our AVs with the most accurate data available. This is a critical part of the AV 100% accuracy goal.

AV TRAINING 8 – Tuesday, May 9, 2017 at 2000 to 2130 hrs.

DSO-NS Frank Larkin is the presenter.

1. **Understanding bridge lighting and safety equipment specifications.**

Read the Federal Regulation about Bridge Lighting specifications and operating regulations before this session on the NS Web Site – **www.uscgaan.com** . These bridge regulations are a training course in themselves.

2. **Using the on-line Bridge Reporting System.**

Log onto the Bridge System and familiarize yourself with the various screens and their purpose before this training session. The purpose and use of these various screens will be demonstrated in this session. Like the PATON System, there is an Auxiliary Screening function designed into the Bridge System and, if needed, a report rejection process. We use the rejection process as an on-the-job training tool.

AV TRAINING 9 – Tuesday, May 16, 2017 at 2000 to 2130 hrs.

DSO-NS Frank Larkin is the presenter.

1. **How to prepare the required CG 7054 PATON Report on-line on the Harbormaster System.**

Since you will not be allowed access to the Harbormaster System until you are AV qualified, this training session is presented on-line and walks you through the various options for creating and submitting a CG7054 PATON Report. You have to submit on-line 7054 PATON Reports as part of your AV Qualification training.

2. **Understanding the PATON Program Screening Process.**

When you submit a 7054 PATON Report, it is suspended before it is sent to the PATON owner and the USCG. This screening process will be demonstrated and explained during this important training session. Note that the screener as the capability to correct your 7054 PATON Report in order to maintain the Navigation Systems 100% Report Accuracy Goal. We use this rejection feature as an on-the-job training tool. If you make a mistake or fail to provide a complete report, we think that it is important that you are alerted to the problem. Our experience is that AVs learn so much more about private aids by doing rather than attending class room presentations. Our guidance with the use of the rejection feature is an important tool for continuing an AV's private aid program education.

3. **Review of the AV's Copy of the 7054 PATON Report.**

AVs receive a copy of the 7054 PATON Report after it is accepted by the PATON Screener. This important training session will demonstrate and explain what fields are important for the AV to review in order to avoid future report rejections. AVs are asked to think of this report as an on-the-job training exercise.

4. **Review of the AV's Copy of the PATON Rejection Report.**

When the PATON Screener cannot make appropriate corrections to your 7054 PATON Report, your report will be rejected. This training session explains what happens when this option is selected. A copy of an actual rejection report will be demonstrated. AV follow up procedures will be explained.

AV TRAINING 10 – To be scheduled.

It's time to look for a ride to get checked out as an AV.

A final check ride is required. You will be asked to handle two or more PATONs on a Run Sheet and direct the AV verification with the boat crew to complete a verification exercise on the aids through the complete field procedure cycle from checking the equipment, using the Run Sheet, to making and recording and submitting the CG5074 PATON Reports. Your job will be to convince the assigned AV examiner of your competency as an AV.

Help needed

We need volunteers to work with Harbormasters on the HMRAP Harbormaster-Ride-Along-Program. AV's must be current and qualified, and have solid experience reporting PATONs.

AVs are requested to recruit boat-crew members to assist them with photographing the Private Aids in their area. Aids needing photos are identified on the Patrol Run Sheets.

Be sure to send every one of your members 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 in every meeting.