

U.S. Coast Guard Auxiliary, First District, Northern Region

NAVIGATION SYSTEMS - 2018

April AV News

Don't miss this important Bridge Training session. DSO-NS Frank Larkin will be presenting. There are 174 bridges that need to be surveyed in 2018. Bridges can be surveyed all year but it is best to get them done early in the season so they are operating properly when the boating season starts. ADSO-NS Northern Maine, Nancy Plunkett, has already completed the bridges in Division 1. **This sessions will be recorded for future reference as needed.**

AV TRAINING 8 – REVIEW OF BRIDGE LIGHTING AND OTHER SAFETY EQUIPMENT – REPORTING BRIDGE SURVEYS TO THE CG.

Tuesday, May 8, 2018 @ 2000 to 2200 hrs.

Question and Answer Session for resolving download problems on Open/CPN Charts incurred trying to download Open/CPN NOAA Charts to your PC.

Presentation Topics

- Understanding bridge lighting and safety equipment specifications.**
- Using the on-line Bridge Reporting System.**

This on-line Bridge System is proprietary to First Northern Coast Guard Auxiliary AVs and is very similar to the on-line bridge system version used by the First Southern Coast Guard Auxiliary AVs. Most other Districts used paper reports that are manually prepared and mailed to the Coast Guard.

Homework Assignment

- Log onto the on-line First District Bridge Systems and familiarize yourself with the various screens and their purpose before this training session.

Don't miss this important session about the proper preparation of an on-line CG-7054 PATON Report. DSO-NS Frank Larkin will be presenting. Being able to effectively communicate your observations is a critical part of your training as an AV. The mechanics of preparing this report are very simple. Understanding what you are reporting has been the subject matters of every training session that has been presented to date. If you missed a session, take the time to review them on line this week. There is only one AV training session left after this one. **This session will be recorded for future reference as needed.**

AV TRAINING 9 – UNDERSTANDING THE PREPARATION OF THE ON-LINE CG-7054 PATON REPORTING SYSTEM ON HARBORMASTER.

Tuesday, May 22, 2018 @ 2000 to 2200 hrs.

This on line PATON management system is only available to AVs in the CG First District

Question and Answer Session for AV Training 8 – Bridges.

Presentation Topics

□ **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 will have to submit on-line 7054 PATON Reports as part of your AV Qualification training.

□ **Dealing with lateral aids with critical discrepancies and getting the discrepancy reported to the public via a LNM – Local Notice to Mariners.**

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

When you submit a CG-7054 PATON Report, it goes into suspension before it is sent to the PATON owner and the CG ANT. This screening process will be demonstrated and explained during this important training session. Note that the screener has the capability to correct your CG-7054 PATON Report in order to maintain the Navigation Systems 100% Report Accuracy Goal. If erroneous or incomplete reports cannot be corrected by the PATON Screener, they will be rejected back to the submitting AV for review and resubmission.

□ **District PATON Screener's Review of the AV's suspended CG-7054 PATON Report.**

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

□ **The PATON Report Rejection Process and the Review of the AV's Copy of the PATON Rejection Report.**

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

AV TRAINING SESSION 10 – AVC FINAL UNDERWAY SOP or SIMULATION REVIEW - WALK THROUGH.

It is important that an AVC–Aid Verifier Candidate gets underway with qualified AVs before the final “AV Training 10 Session” in order to practice the verification and recheck and reporting process. They should schedule rides or plan some simulated events prior to the actual check off.

Being able to complete the AV Training Checklist shown at the end of this document will take a bit of practice. The DSO-NS can set up (on-shore) practice events in local areas as needed. AVCs need to take the initiative to arrange for facilities with Internet capability for this purpose.

Most Important Advice for AVCs!

Don't underestimate the amount of effort that is required to become Aid Verifier Qualified. Instead, focus your attention on the navigation skills that you will receive from these training sessions.

The actual act of verifying a private aid is fairly simple and quick. However, the background knowledge that is required can be burdensome but necessary. A quick method to attain this knowledge is to hang out with qualified and current AVs and participate with them on their Navigation Systems Patrols. **Don't be afraid to ask questions.**

We hope that you will begin to think as an Aid Verifier Team and learn to assist each other with the Coast Guard assignments. Everyone on an Aid Verifier Team does not have to be AV Qualified. But, there should be a minimum of two AVs on a team. Working a HMRAP project requires two qualified AVs riding with the Harbormaster. By completing this PATROL SOP, you will get a better idea of what goes into planning for and what gets done on a PATON Patrol. You will discover that most of the planning tasks have already been completed for you on the Run Sheet. Also, the Run Sheet automatically calculates the distance to the observed position from the permitted position. It calculates the estimated Depth at Datum. It compares the calculated “Distance Off” to the “Off Station Criteria” and shows whether that aid is “ON” or “OFF STA.” AVCs will be evaluated as part of their AV Team. Everyone doesn't have to be an expert on everything. However, the AV Team as a whole has to be expert.

As your DSO-NS, I have been working with the Aid to Navigation program for over thirty-five years and I still have to ask questions about situations that I run into in the field. We welcome every Auxiliarist to join with us in this worthy Coast Guard endeavor. We also understand that it will take a substantial effort to complete the AV Training. We will work with you to see you through the training and get you qualified. Much of your newly acquired skills will be honed by your activity and experiences in the field.

Training Session 10 is the culmination of everything that you have learned so far. Actually, it is a simulation of a typical PATON Patrol and PATON Verification or Recheck. It is important that each AV understands all of the steps that are required to provide a highly accurate PATON Report to the Coast Guard. Remember that you have a sympathetic PATON Screener in the loop who will review your reports and make sure that your reports are 100% accurate and professional before the Coast Guard and the Aid Owner gets to see them. And, you will receive positive feedback on any problems that arise. We call this process, “On the Job Training.”

Every tool that we supply is designed to minimize any potential errors in a CG-7054 PATON Report. The documentation has been pre-checked for you on the Run Sheet. The Run Sheet provides fields for entering all of the required field observations. The Run Sheet performs the necessary calculations for you. Data from the Run Sheet facilitates the preparation of the CG-7054 PATON Report.

Aid Verifier Underway Team Qualifying SOP

This is a team exercise. Any AV Team Member on the Team may respond.

Pre-Patrol Activity

- 1.** The Lead AV ordered the correct Run Sheet(s) for the Patrol area prior to the patrol. _____ 2 pts
AV contacted the ADSO-NS or the DSO-NS or downloaded the correct Run Sheet from the Navigation Systems Web Site in advance of the scheduled patrol. The AV Team had printed out a copy of the Run Sheet(s) for use on the Patrol. Run Sheets can be downloaded from the Web Site at www.uscgaan.com.

- 2.** The AV Team pre-reviewed the PATONs on the Run Sheet and were aware of the location of the aids that are scheduled for verification, recheck, missing photo and PATON Applications _____ 2 pts.
The AV Team had reviewed the Patrol Run Sheet for scheduled verifications and scheduled recheck. AV was aware of the number of photos scheduled. AV had planned the route to the starting point on the Run Sheet.

- 3.** The AV Team had acquired the equipment necessary to complete the required observations.
- a.** Marine-grade GPS _____ 2 pts.
The GPS in use was capable of presenting a read out of EPE (Estimated Position Error) and a view of the satellites being used by the GPS. An AV also indicates that it is operating with WAAS enabled – showing a “D” on the satellite bars on the Satellite Screen. The “D” indicates that the WAAS Deviation correction is in operation. The NS Team had extra batteries for the GPS and (or) a cord to connect the GPS to the boat’s power source. GPS was set up for the Patrol. The AV Team had entered the latest NOAA Chart for the Patrol Area on the GPS or had entered the positions of the PATONs as waypoints or as a download of the PATON positions from Open/CPN.

[This is a one-time event.]

WAAS uses a network of ground-based reference stations, in North America and Hawaii, to measure small variations in the GPS satellites' signals in the western hemisphere. Measurements from the reference stations are routed to master stations, which queue the received **Deviation Correction (DC)** and send the correction messages to geostationary WAAS satellites in a timely manner (every 5 seconds or better). Those satellites broadcast the correction messages back to Earth, where WAAS-enabled GPS receivers use the corrections while computing their positions to improve accuracy. Position accuracy corrections of up to 100 feet are possible.

- b.** Echo-Sounder or Lead Line _____ 2 pts
Echo Sounder has read out capability in half-foot or less increments. The correction for the transducer on the patrol vessel was known and was applied to the echo sounder or was known by the AV Team.
[This is a one-time event]

- c.** Camera _____ 2 pts
The AV Team had a camera for photographing scheduled aids and all discrepancies observed on PATONs. Spare batteries were available for the camera. Camera had the ability to download photos to a computer. An AV Team Member was able to photograph a PATON and to successfully transmit the photo to the DSO-NS and to download a photo to their PC for later attachment to their CG-7054 PATON Report.

- d.** NOAA Chart _____ 2 pts
Besides the facility’s chart, the NS Team had Open/CPN charts available on a PC using a GPS dongle or had printed out chartlets showing the positions of the PATONs on the run for reference in the field. AVs could have entered the PATONs on their PC as an alternative to waypoints on their GPS.

- 4.** The AV Team made copies of the pertinent Navigation Catalog documents that support the accuracy of the PATONs info on the Run Sheet being used:

- a.** Appropriate pages of the latest Corrected Light List. _____ 2 pts
The AV Team printed the pages that show the PATONs for the Run area from the Corrected Light List.
- b.** Appropriate pages of the latest version updated Coast Pilot. _____ 2 pts
The AV Team printed the pages that show the information for the Run area from the latest Coast Pilot.
- c.** Copies of pages of the latest LNM that references the NOAA Chart used for the Run. _____ 2 pts
The AV Team printed or reviewed the pages from the most current LNM for the PATON in the Run Area.

- 5.** The NS Team confirmed that the GPS Set was:

- a.** Marine Grade GPS:
WAAS was enabled, EPE and the D read out capability was in operation and a screen showing the engaged satellites was viewable - _____ 2 pts

- b. The GPS was able to read out positions in Degrees, Minutes and Seconds. _____ 2 pts
[This is a one-time event.]
- c. The GPS was set up to read out in Nautical Miles. _____ 2 pts
[This is a one-time event.]
- d. The AV Team had updated the Accuracy Statement on page 1 of the Run Sheet . . . _____ 2 pts
The Accuracy Statement at the bottom of Page 1 on the Run Sheets was correctly prepared with the Manufacturer's name and model number entered.
- e. The AV Team identified the position and depth of the Echo Sounder's transducer.
The NS Team entered the "Transducer Correction" on the PATON Run Sheet _____ 2 pts
[This is a one-time event.]
- f. The AV Team updated the Accuracy Statement with the Mfg. name of the Echo Sounder and had entered the depth of the transducer on the Run Sheet _____ 2 pts

Pre-Underway Activity

- 6. The AV Team checked the calibration of the GPS to insure that it was operating accurately. . _____ 2 pts
The GPS was compared to another GPS – antenna to antenna or checked against an object with a Class 1 charted position.
- 7. The AV Team updated the method used on the Accuracy Statement on page 1 of the Run Sheet _____ 2 pts
The method used to confirm the accurate operation of the GPS was entered on the Accuracy Statement.
- 8. The AV Team Sanity **Checked** that the Echo-sounder was operating accurately. _____ 2 pts
The depth at datum was calculated and compared to the charted depth or the depth was taken with a lead line.
- 9. The AV Team updated the **Accuracy Statement** on page 1 of the Run Sheet to report the pre-underway activity for determining the Echo Sounder's accuracy _____ 2 pts
The method used to confirm the accurate operation of the Echo Sounder was entered in the Accuracy Statement.

A **sanity** test or **sanity check** is a simple method that is used to quickly evaluate whether a measuring device or an aid to navigation meets the specified use for which it is permitted. ***For example***, if the AV has pre-plotted the aid on a personal computer using Open/CPN Charts or has entered waypoints for the position of the aid on their GPS set, a quick reference glance to the relationship of the aid's position to the GPS' track line provide a quick determination whether or not it is ON STA. A quick glance of the object will determine if it meets it permitted specs. This activity would count as a sanity check.

- 10. The AV Team instructed the Coxswain regarding the recommended route to the first PATON for the Run using a current NOAA Chart _____ 2 pts
- 11. The Lead AV finalized the specific tasks assignments to the available crewmembers. _____ 2 pts
Each assignee knew their job and had the proper equipment to carry it out in the field.
- 12. The Lead AV explained the function of the assigned tasks to the other AV Team members:
 - a. Aid and discrepancy Photographer. _____ 2 pts
AV or Crew Person had a camera, knew how to operate it, was aware of the size of the photograph needed, and how to download photographs to a PC.
 - b. Observation Recorder _____ 2 pts
The assigned AV had extensive experience with identifying the specifications of IALA-B aids to navigation system and other Federal Regulations.
 - c. GPS Operator and reader _____ 2 pts
The assigned AV is experienced taking positions with a marine grade GPS and is aware of the required accuracy and quality control read outs needed in order to provide the most accurate reading from the GPS. AV was aware of the effect on accuracy from the handling of the GPS set.
 - d. Echo Sounder Operator and reader _____ 2 pts
AV or assignee sanity checked the echo sounder and was aware of the location of the transducer on the boat. If a lead line was used, the assignee demonstrated the proper procedure for using a lead line.
 - e. Timer _____ 2 pts
AV or assignee was aware that the time on the GPS is the most accurate and is aware of the need for accurate time to establish the legality of the event and for calculating the HOT (Height of Time) used for the required Depth at Datum calculation.

- f. HOT-Height of Tide calculator _____ 2 pts
Requires a qualified AV to look up the HOT using the date and time on an Open/CPN chart, a GPS, or the NOAA Tables.
- g. Depth at Datum calculation _____ 2 pts
Requires an experienced AV to manually calculate the Depth at Datum, to use the Run Sheet to calculate it or to use the Navigation Systems Calculator for the calculation.
- h. EPE-Estimated Position and “D” WAAS Deviation Correction. _____ 2 pts
Requires an experienced AV as the GPS operator to provide an EPE reading from the GPS in use and to show whether WAAS is operating (D) when the FIX was taken. AV also stated where the data is reported on the Run Sheet and on the CG-7054 PATON Report. AV was aware that EPE readings over 20 feet were not allowed. AV explained how to correct errant EPE readings.

On Scene Activity

- 13. The AV Team demonstrated three reasons that prove that the correct aid was being observed. _____ 2 pts
AV indicated that they were using a PC with a dongle and Open/CPN Charts with the aid plotted with it permitted position that was plotted on the chart. The cursor on the chart was adjacent or on the plotted PATON. The dongle is providing a tracking line on the chart.
AV indicated that they had entered the PATON position as a waypoint on the GPS in use and were using the tracking feature on the GPS. The cursor, which reflects the position of the boat, was at the waypoint on the GPS screen.
AV indicated that there was only one PATON in the area that met the aid’s specification.
The PATON was a lateral aid in a marked navigational channel. The charted characteristics matched the characteristics for the PATON on the run sheet.
- 14. The Lead AV supervised the verification of the private aid:
 - a. Date and time were recorded on the Run Sheet on the aid’s line _____ 2 pts
AV entered the Date and Time when the fix and depth were taken in the fields provided on the Run Sheet.
 - b. Vessel was maneuvered in position to verify the aid properly and accurately. _____ 2 pts
 - c. The position of the aid was observed on the GPS and recorded in **degrees, minutes and seconds 00-00-00.000** on the Run Sheet. _____ 2 pts
 - d. The EPE was read from the GPS and recorded on the Run Sheet. _____ 2 pts.
 - e. The depth was read from the Echo Sounder and recorded on Run Sheet..... _____ 2 pts
 - f. The HOT – Height of Tide was calculated and recorded on the Run Sheet. _____ 2 pts
- 15. Any previously reported discrepancies scheduled for “Recheck” were reviewed on scene and the observations were noted on the Run Sheet. _____ 2 pts
The AV Team was aware that a CG-7054 PATON Report was not always necessary for a Recheck. Most often an E-mail to the DSO-NS is sufficient. Recording the resolution on the Run Sheet and returning the PATON Run Sheets to the DSO-NS after the patrol satisfies this requirement. However for lateral aids with uncorrected critical discrepancies and without a current entry in the LNM, a CG-7054 PATON Report is required. AV knew that the normal correction time period for a discrepant PATON was 30 days.
- 16. All existing discrepancies observed on unscheduled PATONS were noted on the Run Sheet. _____ 2 pts

IMPORTANT: Whenever an AV Team observes a critical discrepancy on an unscheduled lateral aid, the AV must notify the DSO-NS or the CG ANT immediately by phone or with a “Heads Up” Report by e-mail so that the proper LNM-Local Notice to Mariners message can be sent to the marine public. Also, the AV must also indicate when and to whom in the CG this message was sent on their CG-7054 Report. A report is not needed when the aid is correctly listed in the latest LNM – Local Notice to Mariners.

Report Wrap Up

- 17. AV Team reported a critical discrepancy with a Heads Up e-mail for a lateral aid to the DSO-NS _____ 2 pts
- 18. AV Team looked up the HOT for the date/time of the fix and updated the Run Sheet. _____ 2 pts
- 19. AV Team calculated the Depth at Datum manually _____ 2 pts
- 20. The AV Team calculated the distance between the Permitted Position and the Observed Position in feet:
 - a. Manually using the Open/CPN Chart _____ 2 pts
 - b. Using the Run Sheet _____ 2 pts
 - c. Using the Navigation Systems Calculator _____ 2 pts

21. The AV Team made a determination whether the aid was OFF STA (Off Station):

- a. Manually, using the Off Station Criteria _____ 2 pts
- b. Using the Run Sheet Calculator _____ 2 pts
- c. Using the Navigation Systems Calculator _____ 2 pts

22. Using the observed POSN, the AV plotted the aid on the local NOAA Chart _____ 2 pts

23. AV updated their observations to the PATON Run Sheet _____ 2 pts

24. The AV Team updated the completed Run Sheet by entering their observations digitally. _____ 2 pts

25. Referencing the updated RUN Sheet, AV prepared and submitted a CG-7054 PATON Report. _____ 2 pts

The AV Team was aware that, ideally, the Run Sheet should be updated digitally showing the field observations and automatic calculations and that the completed report should be e-mailed back to the DSO-NS (D1 PATON Screener) showing the completed patrol activity – scheduled verifications completed, rechecked data in support of pending discrepancies – photos taken and submitted, and the latest status of the PATON based on their field observations.

26. The AV Team e-mailed the completed Run Sheet (Spreadsheet) back to the DSO-NS D1NR at FrankJLarkin@verizon.net. This satisfies the requirement for alerting the DSO-NS for the scheduled Recheck assignments _____ 2 pts

27. Each AV on the AV Team was able to demonstrate the preparation of a 7030 AuxData Report.

The AV Team Leader allotted part of the total private aid and bridges to each member of the AV Team who actually participated on the patrol. AVs stated that the total number of allotted aids and bridges did not exceed the total number of aids verified or rechecked and the bridges surveyed on the patrol. A 7030 AuxData Individual Report was prepared.

Grading 50 @ 2 Points = 100% (All Tasks) A score of 96 is passing.

SAMPLE HEADS UP E-MAIL FORMATS

Sample Message One

HEADS UP - LLNR 13927 Stage Harbor Buoy 16

Be advised that the Stage Harbor Buoy 16 is plotting on land at 41-39-57.200 / 069-57-03.080 in error. There appears to be an error in the Minutes of Longitude which should be 58 instead of 57.

This error was discovered during the annual review of the AE-2 Run Sheets. Please correct Harbormaster and the Light List. This aid is not charted.

Respectfully submitted,

Sample Message Two

HEADS UP MESSAGE - RED CREEK POND ENTRANCE BUOY 4 AS MISSING

LLNR 28900 RED CREEK POND ENTRANCE BUOY 4

Be advised that this lateral aid was observed as missing on Oct 21st and had washed up on an adjacent beach. A CG-7054 PATON Report will follow with a photo of the beached buoy.

Respectfully submitted,



Coast Guard, NOAA to include Navigation Rules in U.S. Coast Pilot

WASHINGTON - The U.S. Coast Guard and National Oceanic and Atmospheric Administration (NOAA) have teamed up on a consolidated publication that will help mariners save time and money.

The Coast Guard Office of Navigation Systems and NOAA Office of Coast Survey will incorporate the amalgamated International Regulations for the Prevention of Collisions at Sea (72 COLREGS) and the Inland Navigation Rules into NOAA's U.S. Coast Pilot publications.

To access Coast Pilot, visit <https://www.nauticalcharts.noaa.gov/publications/coast-pilot/index.html>.

The U.S. Coast Pilot publications already include the Coast Guard's Vessel Traffic Service regulations.

"Adding the Navigation Rules into the Coast Pilot conveniently places three essential navigation safety publications into one easily available publication, available in either bound hard copy or electronic format," said Capt. Mary Ellen Durley, the chief of the Coast Guard Office of Navigation Systems. "The U.S. Coast Pilot will now provide a one-stop shop for these required publications."

"Making essential navigational products readily available and convenient for the mariner is a priority for NOAA," said Capt. James Crocker, the chief of NOAA Office of Coast Survey Navigation Services Division. "We are pleased to collaborate with the U.S. Coast Guard in making the Navigation Rules available in all nine volumes of the Coast Pilot — three required publications in one free download."

News Release

1)
2) **March 23, 2018**
3) **U.S. Coast Guard Headquarters**
Contact: Headquarters Public Affairs
Office: (202) 372-4630
After Hours: (202) 603-3281
mediarelations@uscg.mil
Headquarters online newsroom

U.S. Coast Guard to discontinue service from remaining Differential GPS sites

- WASHINGTON – The Coast Guard will discontinue broadcasts from its remaining 38 Differential GPS (DGPS) sites over the next three years, completing system reductions that began in 2016.
- The staged reduction of the remaining Coast Guard DGPS broadcast sites will begin in 2018 and end with the last broadcast of GPS corrections over medium frequency in 2020.
- "The Coast Guard no longer has a mission requirement for DGPS," said Lt. Cmdr. Michael Patterson, chief of the Aids to Navigation and Positioning, Navigation and Timing Division. "GPS provides sufficient positional accuracy to meet navigation requirements for harbor approaches and to position Federal Aids to Navigation."
- Patterson said other commercial and government GPS augmentation systems are available for GPS users. The observed accuracy of un-augmented GPS increasingly exceeds the 10-meter accuracy requirements for harbor navigation and harbor approaches.

- The National Differential GPS system was significantly reduced between 2016 and 2017 with the discontinuance of all 28 of the Department of Transportation inland broadcast sites, all seven U.S. Army Corps of Engineers (USACE) broadcast sites, and 10 U.S. Coast Guard maritime broadcast sites.
- Since 2016, the Coast Guard has affirmed that the positional accuracy provided by un-augmented GPS and GPS augmented by the U.S. Wide Area Augmentation System (WAAS) is sufficient to meet Coast Guard mission requirements and navigational requirements for harbor approach.
- The Coast Guard will release the specific termination dates for each broadcast site via local notices to mariners.
- For more information on the DGPS discontinuance schedule, view the Federal Register Notice.

PRIVATE AID RUN SHEETS ARE BEING ADDED TO THE NAVIGATION SYSTEMS WEB SITE

The First Northern Navigation Systems, Mike Quinn, is planning to add the PATON Run Sheets to the D1NR Web Site at www.uschaan.com. They will be listed by Division. AVs will be able to download the Run Sheets to their PC as needed from this site. The PATON Run Sheets are prepared in EXCEL and are developed in typical spreadsheets. A sample page from a typical Run Sheet spreadsheet is displayed below.

TOTAL		26		2018		VER	8	CHK	5	PHO	0	3	PATON PLAN PHASE F1			3/18/2018			0	0	0																
U. S. COAST GUARD AUX		0	0.0%			0	0.0%	0	0.0%	0	0.0%	0	0.0%	UNA	D05 - BOS-2 - Dorchester Run			2018 PATON PLAN																			
D05 - BOS-2 - Dorchester Run				VERIFY - Requires that an AV do a total verification on the aid and submit a CG-7054 PATON report. And the AV should immediately advise the DSO-NS by phone or by e-mail when a critical discrepancy is observed on a lateral aid.									RECHECK - AV is required to check the specific discrepancy show on the Run Sheet and report it to the DSO-NS by e-mail. AV should include a photograph as evidence of the observations. Normally, it is not necessary to submit a CG-7054 PATON Report for a recheck. The DSO-NS will follow up with the Coast Guard.									SANITY CHECK - AVs are requested to observe all unscheduled aids to observe whether they are watching properly (WP). Critical discrepancy observations on lateral aids should be reported on a CG-7054 PATON Report.									CT	CH	Y	U	VER	CHK	PHO
Page 3 of 6																																					
Latitude												Longitude												D05 - BOS-2 - Dorchester Run													
PATON NAME	TYPE	DEG	MIN	SECONDS	DEG	MIN	SECONDS	TIME	EPE (ft)	DEPTH	DATUM	CRITERIA	LAST RPT	DURATION	LAST KNOWN STATUS	ANNUAL ACTIVITY	VER	CHK	PHO																		
11240.00 100117297919 11	UMASS BUOY 1	PMT	42	18	24.400	71	02	32.082		5.8	6.1	50	6-Jul-15	15-May 1-Nov	GREEN CAN	1																					
	LL	42	18	24.400	71	02	32.082																														
	CHT	42	18	24.400	71	02	32.082	DATE	DIST OFF STA	HOT	PHOTO	LIGHT	OFF STA																								
	OBS								Not being used	0.5	Has Photo	Not Lighted	Not in use																								
VERIFY and REPORT IN 2018																	Chris Sweeney 617-287-5406																				
11240.20 100117297937 12	UMASS BUOY 3	PMT	42	18	28.134	71	02	34.644		8.6	8.6	50	6-Jul-15	15-May 1-Nov	GREEN CAN	1																					
	LL	42	18	28.134	71	02	34.644																														
	CHT	42	18	28.134	71	02	34.644	DATE	DIST OFF STA	HOT	PHOTO	LIGHT	OFF STA																								
	OBS								Not being used	0.8	Has Photo	Not Lighted	Not in use																								
VERIFY and REPORT IN 2018																	Chris Sweeney 617-287-5406																				
11240.40 100117297949 13	UMASS BUOY 5	PMT	42	18	30.970	71	02	33.282		10.1	6.1	50	12-Jun-17	15-May 1-Nov	GREEN CAN	1	1																				
	LL	42	18	30.970	71	02	33.282																														
	CHT	42	18	30.970	71	02	33.282	DATE	DIST OFF STA	HOT	PHOTO	LIGHT	OFF STA																								
	OBS								Not being used	4.8	Has Photo	Not Lighted	Not in use																								
RECHECK IN 2018 Notify the DSO-NS by e-mail.																	Chris Sweeney 617-287-5406																				

In the meantime, if you need a Run Sheet, e-mail the DSO-NS at FrankJLarkin@verizon.net.

Get ready AVs! These private aid problems are waiting for you out there.



The main panel is missing and there is no number. This is a critical discrepancy.



No numbers on this lateral aid and the light is extinguished. This is also a critical discrepancy.



OOPS! This is not an aid to navigation. Unfortunately, some owners think it is.

PLAN TO GET AN EARLY START THIS YEAR!

THE FORGOTTEN AFTER-THOUGHT REPORT – 7030 AUXDATA ACTIVITY REPORT - INDIVIDUAL

During the 2017 season, there were hundreds of PATONs verified and rechecked as well as bridges throughout First Northern. The annual numbers that were submitted to the Coast Guard were generated from the Run Sheets and the Harbormaster System which doesn't report which Aid Verifier actually performed the field activity. In reviewing the AuxData summaries, there is very little activity reported. Therefore, while we are making OUR Coast Guard goals each year, the numbers that are being reviewed by the Auxiliary Hierarchy on summary activity reports are skimpy and well below par. The result is the importance of the Navigation Systems program is not getting recognized or appreciated.

Here are some resolutions that need to be adopted by each AV in 2018 so we can change the opinion of the Auxiliary for our hard work each year.

First, only qualified and current Aid Verifiers are allowed to enter 7030 Reports for their field activity showing scheduled PATON verifications and rechecks.

- (a) When the activity is performed with an AV Team Patrol, the AV should not enter time on their reports since time is accounted for by the Coxswain or Owners report.
- (b) When multiple AVs work as a team on a PATROL or HMRAP, the number of PATONs verified or rechecked should be allotted to each participating AV. The total number allotted to all the qualified and current AVs participating on the patrol should not exceed the total number of PATONs and Bridges verified or rechecked during the PATROL.

Second, each AV should enter their own 7030 AuxData Reports, Individual.

- (a) Multiple AVs should not be allowed to be included on a single report.
- (b) AVC – Aid Verifier Candidates are allowed to enter 7030 AuxData Reports that they are required to submit as part of their AVC Qualification Program.

Third, unqualified Auxiliarists may take credit for taking and reporting PATON and Bridge photos as verified PATONs on a 7030 AuxData Report.

Please take the time to report your PATON and Bridge activity this year so we will receive the proper recognition for our support of the Coast Guard PATON and Bridge Programs.

PLEASE PASS THIS INFORMATION DOWN TO YOUR MEMBERS TO KEEP THEM INFORMED AND TO IMPRESS UPON THEM THE AMOUNT OF SUPPORT OUR AVS PROVIDE TO THE COAST GUARD EACH YEAR. MEMBERS LIKE TO BELONG TO SUCCESSFUL PROGRAMS. BLOWING YOUR OWN HORNS IS A GOOD WAY TO ENCOURAGE OTHER MEMBERS TO BECOME AV QUALIFIED.

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