

NAVIGATION SYSTEMS 2017 NEWSLETTER

JULY, 2017



**ONE-FOURTH OF THE SEASON FOR VERIFYING AND CHECKING PRIVATE AIDS IS OVER!
AND, WE HAVE A LONG WAY TO GO AND A SHORT TIME TO GET THERE!**

Each year, we only have June, July, August and September to perform our Coast Guard assigned field work and June is now over. June represented 25% of our ability to get underway to meet our 2017 Annual assignments. This is our annual challenge. How has your Division do so far? Well, that's what this Newsletter is all about.

Each year the Auxiliary commits to verifying one-third of the total private aids in First Northern. While this is called an objective, in actuality, it is much more than that. Mainly because, if we don't complete these

Division 5	89	38	42	3	43	3	129	JUNE ACTIVITY - Division 5 is down to 8 tasks out of the 129 that they were assigned . Division 5 is 93.8 % complete for 2017. Greg Murray signed on the the single remaining PATON and Bridge. That leaves 2 photos and 3 unauthorized aids to get established on Harbormaster. The Division 5 NS Team also covers Division 4 and 12 due to the lack of response in those Divisions.
ANT BOS	Completed	37	42	0	42	0	121	
SBOS	Qty to go	1	0	3	1	3	8	
	% Completed	97.4%	100.0%	0.0%	97.7%	0.0%	93.8%	
Division 6	177	85	27	69	5	6	192	JUNE ACTIVITY - John Stevens . A new AVC will be qualified for activity with the Wareham HM this year. John will also support the Kingston and Duxbury HMRAP programs in 2017. The Frank Mackinnon NS Team worked on the Westport River area for Division 7. Westport is in Division 6 but is managed by CG ANT Bristol.
ANT WH	Completed	0	4	4	0	0	8	
SSENE	Qty to go	85	23	65	5	6	184	
	% Completed	0.0%	14.8%	5.8%	0.0%	0.0%	4.2%	
Division 7	445	171	60	115	16	17	379	JUNE ACTIVITY - Mike Quinn's NS Team participated in Sail Boston and still made a 27.2% June Total Task Goal by completing 35.9 % of their top assigned priorities - verifications and rechecks. As usual, they are focusing on the more important tasks early in the season as recommended. We have to give the Division 6 NS Team some credit for an assist.
ANT BRIS	Completed	51	32	9	11	0	103	
SSENE	Qty to go	120	28	106	5	17	276	
	% Completed	29.8%	53.3%	7.8%	68.8%	0.0%	27.2%	
Division 9	0	0	0	0	14	0	14	JUNE ACTIVITY - One Bridge reported by owner. July Planning: Thomas Simmons has volunteered to do the Conn River bridges in late July which will complete this Division's 2017 program.
ANT BOS	Completed	0	0	0	1	0	1	
SBOS	Qty to go	0	0	0	13	0	13	
	% Completed	0.0%	0.0%	0.0%	7.1%	0.0%	7.1%	
Division11	913	400	93	423	16	4	933	JUNE ACTIVITY - H. Cutts has been working with the Chatham Harbormaster. Jeff Paul is working with Mashpee and Falmouth HMs. Falmouth has responded. Ernie LeBlanc has contacted the Borne HM. Mike Sokasits has completed Little Pleasant Bay, Wellfleet and is working on Pamet River with the HM. Many of the numbers have not arrived as yet. 21.3% of the high priority assignments are completed. Clint Cave has submitted reports on Bass River.
ANT WH	Completed	68	48	10	1	2	129	
SSENE	Qty to go	332	45	413	15	2	804	
	% Completed	17.0%	51.6%	2.4%	6.3%	50.0%	13.8%	
Division12	168	79	21	64	7	13	184	JUNE ACTIVITY The Division 5 NS Team is planning to handle Quincy, Braintree, Hingham and Weymouth. They will also make a run to New Inlet in Marshfield and Scituate to work with the Harbormasters on the three rivers. John Stevens, of Div 6 and a new AVC, will handle the HMRAP with Kingston and Duxbury HMs. Rick Hoadley with Eunice Bloomquist have agreed to handle the Plymouth Run.
ANT BOS	Completed	1	4	1	0	1	7	
SBOS	Qty to go	78	17	63	7	12	177	
	% Completed	1.3%	19.0%	1.6%	0.0%	7.7%	3.8%	
TOTAL	2,470	1,082	352	1,009	172	144	2,759	We are learning that this is the busiest time of the year for Harbormasters and also there is a large call for Auxiliary assists for large maritime programs such as Sail Boston, Boothbay Harbor races, fireworks, etc. Even so, our AVs responded with a 26.6% completion percentage for the Coast Guard 2017 assigned PATONS. I am hoping this is a good omen for our 2017 AV Program.
	Completed to Date	211	170	43	66	58	548	
	Quantity to Go	871	182	966	106	86	2211	
	% Completed	19.5%	48.3%	4.3%	38.4%	40.3%	19.9%	
JUNE GOAL TRACK		25.0%	ACHIEVED TO DATE				26.6%	

Each Division's progress is being tracked and reported to the District Board each month. Keep sending your reports or making your reports in a timely manner.

DO YOU NEED ASSISTANCE ENTERING YOUR CG-7054 PATON REPORTS?

We are happy to provide this service. However, you must follow these important guidelines:

1. You must use an **official PATON Run Sheet** to collect the required field observations. The latest Run Sheets are available from the DSO-NS D1NR. Contact info is available at the end of this Newsletter.
2. **Use a sharp pencil** with a clean eraser when entering data. Strike overs are not allowed. Cleanly erase errors and reenter the data correctly. If the only part of a fix that changes are the seconds, you only need to report the seconds. If the minutes also change, enter the minutes and the seconds. It is not necessary to enter the whole fix expression – degrees, minutes and seconds. It is important to write slowly and clearly.
3. Do not E-mail or FAX the Run Sheets to the DSO-NS. **Send the original copy of the RUN sheets** by GOVT mail. Make a copy for yourself.
4. **Forward the RUN Sheets as quickly as possible** after the completion of your run.
5. The DSO-NS will update the Master Run Sheet with your data and send you an updated copy in return. You will be included on all communications regarding the Run Sheet.
6. You must include a copy of your **"Accuracy Statement"** with each Run Sheet.

NOTE: If you are performing a HMRAP and the aid is OFF STA, get agreement from the HM to make the POSN correction. If the PATON is MISSING, get permission from the HM to delete the permit or get the future disposition for the PATON from the HM. If the aid has a discrepancy, get a commitment from the HM when it will be corrected.

WHEN IS YOUR GPS OPERATING AT ITS OPTIMUM ACCURACY?

Marine-grade GPS Sets with **WAAS** (Wide Angle Augmentation System) enabled, operating in **3D** (viewing 4 or more satellites) with a **EPE** (Estimated Probable Error) of 20 feet or less are providing (at the location of their antenna) their most accurate position information. These data are readily available from a marine-grade GPS. Inability to provide this support evidence will make your position questionable and unusable for updating a Federal document such as a PATON Record, the Light List or a NOAA Chart.

Also note that the supporting evidence for your GPS' accuracy when you took the FIX is reported in your "Accuracy Statement" which is a required data field on a CG-7054 PATON Report.

A SAMPLE "STANDARD ACCURACY STATEMENT"

This standard "Accuracy Statement" is required on every CG-7054 PSTON Report. The Color Coding being used reflects the frequency when the color-coded data is required to be updated on the Accuracy Statement. Use of the Standard format provides uniformity of reporting and makes it easier for the PATON Screener, the Owner and the CG ANT to quickly review and evaluate the evidence of your accuracy.

YELLOW – Indicates a **one time listing** of the electronic equipment used to take the fixes and depths. These entries list the measuring equipment that you used for taking measurements on your patrol.

GREEN – Indicates a **one time entry per patrol** of the checks taken that showed how your electronic instruments were operating before getting underway. These entries provide evidence as to how you checked the measuring equipment for operating accuracy before getting underway. This SOP is required on all Coast Guard vessels.

BLUE – Indicates the **quality control readings**, recorded while on-scene at the PATON, as evidence of the operating accuracy of your measuring instruments when the data was observed.

STANDARD ACCURACY REPORT

- 1. GPS** - **A GARMIN 76 cx** GPS with **WAAS enabled**, operating in **3D** was used. Pre-underway accuracy was checked **at the dock against another GPS set**.
- 2. ECHOSOUNDER** - A **Garmin441S** echo sounder was used to take the depth. Pre-underway accuracy was checked at the dock **by calculating depth at datum**. Substation was **Boston**.
- 3. DISTANCE OFF** - The fix and depth were taken approximately **10.0 feet** from the GPS' antenna. Chart referenced was **NAD83**.

If you standardize your pre-underway and on-scene operational process when using your GPS when taking a FIX, you will have minimal changes to make between fixes. Paste this Standard Accuracy Statement to your Desktop and simply cut and paste to the CG-7054 PATON Report as needed.



Communicate all questions and requests to:

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