

Prevention, Accuracy,  
Credibility,  
Professionalism and  
Service to the Coast  
Guard and NOAA.

**USCG Auxiliary  
District 1, NR  
Navigation  
Systems Division**

We check the Aid to  
Navigation, the Bridges  
and update the NOAA  
Charts of First Northern

## PATON VERIFICATIONS ARE COMING IN VERY SLOW THIS YEAR.

June has been a waste with all the rain and cold weather we have been experiencing here in the Northeast. However, we need for all of our AV-Aid Verifiers to crank up their verification activity. As usually, we expect to do a super job for the Coast Guard this year with your help.

- ✓ If you forgot the address of the Web-Based PATON System (Harbormaster), Mike Quinn has placed it on the main page of the First Northern Navigation Systems Web Site at [www.uscgaan.com](http://www.uscgaan.com). You can also click on the PATON web page, and review the latest guidelines for verifying private aids.
- ✓ If you forgot your access code, don't be embarrassed, I do all the time. Just drop me a quick e-mail at [FrankJLarkin@verizon.net](mailto:FrankJLarkin@verizon.net), and I will confirm it to you by return e-mail.
- ✓ If you need a quick update of the program, contact your ADSO or SO-NS. They will be happy to assist you.
- ✓ If you want some on-the-job training, we will be running ATON Patrols on Wednesday evenings in Boston Harbor and Narragansett Bay for the rest of the summer. Contact Frank Larkin for the Boston trips and Mike Quinn for the Narragansett patrols. We will be happy to schedule you on one of these trips.

### Most Popular Links

[How to report your ATON Activity](#)

[Using National E-Mail forms](#)

[First Northern Bridge Database](#)

[First Northern on-line PATON System](#)

[ONLINE 7030](#) - Report your ATON work!

[National NS Website](#)

[Photo's Watchstanding at Boston Light](#)

[Stand Watch at Boston Light; America's First  
Light Station](#)

Open to all Auxiliaries nationwide

At the left is a facsimile of the "Most Popular Links" block from the First Northern Navigation Systems Web Page. Use the link at [www.uscgaan.com](http://www.uscgaan.com) to access this web-page.

Besides the PATON System, you can quickly access the Bridge Database System, the 7030 Activity Report, and much more. Give it a shot. We are trying to make it easy for you to assist us.

# Sail Boston Patrols generate Private Aid and Bridge Reports

Cruising back and forth in front of the Coast Guard Eagle from 1800 to 2400 and a few other remote spots in Boston Harbor last week, we were able to resolve a few Navigation System problems that have been nagging me. First, we confirmed that the Shipyard Quarters Light was not operating. We had checked that light during daylight for the past few years. A trip by the Tobin Bridge on the Mystic River indicated that three margin of channel lights were extinguished. This is a Class 1 bridges that was traversed by the LNG vessel and a very large oil tanker during the week. We also observed some regulatory buoys. One was missing and the other was sinking. On the way back to the Dorchester Yacht Club, we picked up a report of extinguished pier lights and unreadable clearance gauges on the Morrissey Boulevard Bridge. That's five reports. This emphasizes that it only necessary to keep your eyes open and you can pick up on similar problems. You can make a serious impact with the Aid to Navigation and Bridges in your area and keeping them operating properly. Don't complain! Act, report the problem!

## Keep Your Eyes on the Bridges of First Northern.

We need your help to survey the Bridges of First Northern. Follow this simple procedure to access the Bridge Database System.

Step One: Just logon to the First Northern Web Site at [www.uscgaan.com](http://www.uscgaan.com). In the "Most Popular Links" box, click on "First Northern Bridge Database."

Step Two: Enter your **Auxiliary Number** and **eDirectory Password** in order to access the Bridge Database. This passes you through the front end security. A screen, similar to the one below, will appear. Select you Division.

**Please Log In**

Auxiliary Employee ID

eDirectory Password



**U.S. COAST GUARD AUXILIARY**

**District 1 Northern Region**

**Aids to Navigation Team - Bridge Database**

Select Division:

Exclude Class 4 Bridges?  Yes  No

[Review Pending Updates](#)

[Add a New Bridge](#)

Div.	No.	Waterway	Location	State	Class	Bridge Name	Last Checked	Action
07	1605	MOUNT HOPE BAY	BRISTOL	RI	1	MOUNT HOPE BAY BRIDGE  <a href="#">-photo-</a>	Michael S. Quinn 5/27/2009	<a href="#">Display Details</a> <a href="#">Report Discrepancy</a> <a href="#">Annual Check</a>
07	1105	NARRAGANSETT BAY EAST-01	JAMESTOWN-NEWPORT	RI	1	JAMESTOWN-NEWPORT BRIDGE  <a href="#">-photo-</a>	Michelle Sharlene Forde 5/29/2009	<a href="#">Display Details</a> <a href="#">Report Discrepancy</a> <a href="#">Annual Check</a>

# NAVIGATION SYSTEMS NEWLETTER – JULY, 2009

The bridges in your Division will appear sorted by Waterway Name in the order that they are located along the waterway by mile. Select the bridge by clicking on the alternatives in the box at the far right for the bridge. A report for the bridge will appear. See the example below. Note that this record contains a photo. We are anxious to receive photos of every bridge in the District. Send you digital photos, attached to an e-mail, to [FrankJLarkin@verizon.net](mailto:FrankJLarkin@verizon.net). Reference the bridge number on your photograph. Enter any information that will correct this report.

**U.S. COAST GUARD AUXILIARY**

District 1 Northern Region  
**Aids to Navigation Team - Bridge Data Update Form**

[Back](#) [Instructions](#)

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**Bridge No. 1605**      **Observation Date:** (MM/DD/YYYY)   **Time:**  (HHMM)      **Aux. Division:**

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**Bridge Name:** **MOUNT HOPE BAY BRIDGE**

**Waterway:**

**Local Name:**

**Location1:**

**Location2:**

**Date when completed:**

**Bridge Type:**       **Bridge Use:**

**Bridge Class:**       **Mile:**  above mouth

**Latitude:**       **Longitude:**

dd mm.m (to 1/10 minute)      ddd mm.m (to 1/10 minute)

**Charted Vert. Clearance MHW:**  ft.      **Charted Horizontal Clearance:**  ft.      **State:**       **Owner:**



Summarize your observations of the bridge in the "Enter Discrepancy Details." Note the example below.

## Enter Discrepancy Details:

★  YES     NO    **DISCREPANCIES Found On This Bridge (Enter comments here)**  
Provide a complete and thorough description of the problems found

RHODE ISLAND - MOUNT HOPE BAY - Bridge Maintenance - Bridge pier rehabilitation of the two main bridge piers at the Mount Hope Bridge, mile 0.0, across Mount Hope Bay will commence on December 1, 2008 and continue through December 31, 2009. Two work barges, a 120' x 54' crane barge and a 90' x 30' materials barge, will be located at each of the two main bridge piers, outside the main navigational channel, at all times. The barges will be anchored at each of the two main bridge piers with 500 foot anchor lines from all four corners marked by lighted anchor buoys. The work barges and anchor cables will be located

Do a complete survey of the lighting system on the bridge. Check the quantity of each type of light that you observe during your survey. A copy of the Bridge Survey section is shown on the next page.

## NAVIGATION SYSTEMS NEWLETTER – JULY, 2009

★Lights on Bridge? <input checked="" type="radio"/> YES <input type="radio"/> NO	No. of Lights	Lights not correctly placed?	Lights not of proper color?	Lights not visible for 1 NM?
<b>Fill in your observations. Click only to denote problems - leave blank if OK</b>				
Center Channel Lights	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Margin of Channel Lights	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pier Lights	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Axis Lights	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lift / Movable Span Lights	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preferred Channel Lights	0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As you see, the lights on the Mount Hope Bay Bridge are inventoried. Also indicate whether the lights are incorrectly placed, are not the correct color and whether the lights are not visible for one nautical mile. This is all part of the survey process.

<input type="radio"/> YES <input type="radio"/> NO	<input checked="" type="radio"/> YES <input type="radio"/> NO	★Any CHANGES since this Bridge was last reported? (If YES, explain at the end of this report.)	
<input type="radio"/> YES <input checked="" type="radio"/> NO	★FENDER SYSTEM on this Bridge?		
	<input type="checkbox"/> FIRE DAMAGE? <input type="checkbox"/> NATURAL DETERIORATION? <input type="checkbox"/> ALLISION?		
	<input type="checkbox"/> STEEL MEMBERS (if present)? <input type="checkbox"/> DEBRIS WEDGED IN OR BEHIND THE FENDER SYSTEM? <input type="checkbox"/> PROTRUDING PLATES INTO CHANNEL?		
	<input type="checkbox"/> STRUCTURE IS LEANING IN NAVIGABLE CHANNEL? <input type="checkbox"/> PILES ARE LEANING MORE THAN 15°?		
	<input type="checkbox"/> ANGLES PROTRUDING BEYOND FACE? <input type="checkbox"/> CABLE ON DOLPHIN UNRAVELLING?		
<input type="radio"/> YES <input checked="" type="radio"/> NO	★WALES on this Bridge?		
	<input type="checkbox"/> FIRE DAMAGE? <input type="checkbox"/> NATURAL DETERIORATION? <input type="checkbox"/> EXPOSED BOLTS? <input type="checkbox"/> METAL CORNER PLATES?		
<input type="radio"/> YES <input checked="" type="radio"/> NO	★CLEARANCE GAUGES required on this bridge?		<input type="checkbox"/> MISSING? <input type="checkbox"/> NOT LEGIBLE?
<input type="radio"/> YES <input checked="" type="radio"/> NO	★DRAWBRIDGE SIGN required on this bridge?		<input type="checkbox"/> MISSING? <input type="checkbox"/> NOT READABLE? <input type="checkbox"/> DON'T MATCH FED REGS?
<input type="radio"/> YES <input checked="" type="radio"/> NO	★BRIDGE SIGNAL required on this bridge?		<input type="checkbox"/> NOT WORKING?
<input checked="" type="radio"/> YES <input type="radio"/> NO	★FOG SIGNAL required on this bridge?		<input type="checkbox"/> NOT WORKING?
	BRIDGE HARDWARE PROTRUDING INTO CHANNEL?		<input type="checkbox"/> PIPES? <input type="checkbox"/> LADDERS? <input type="checkbox"/> PLATFORMS?
	ANYTHING HANGING BELOW LIP OF SPAN?		<input type="checkbox"/> CABLE? <input type="checkbox"/> LADDER? <input type="checkbox"/> PLATFORM?

Use this section to check off any observed discrepancies. These are the most common discrepancies that are found on a bridge. Don't forget to summarize any observed discrepancies in the "Enter Discrepancy Details" section shown above.

When you hit the "Submit" button at the bottom of the screen, your report is immediately transmitted to the DSO-NS for review. The DSO-NS reviews your report and can:

- When it is a "Watching Properly" report and a report has already been made to the Bridge Branch this year, the bridge database record is updated. If this is the first survey report on the bridge for the year, the Bridge Branch is also advised.
- When a discrepancy is reported, the Bridge Branch in New York is immediately notified and the bridge database record is updated.
- When your report is not clear or needs additional information, the report can be rejected back to the reported for correction. The bridge record is not updated in this situation.

## Check Out the New Chart Updating Forms

NOAA reporting has been upgraded with three new EXCEL forms:

***NS-CU03 Chart Update Form***

***NS-CU04 Chart Update Worksheet***

***NS-CU05 Coast Pilot Text Correction Worksheet***

These new forms are designed with pop-up instructions and, if needed, drop-down menus. All this is available on the First Northern Navigation Systems Web Site at [www.uscgaan.com](http://www.uscgaan.com).

If you are aware of a charting problem that you have been waiting to get corrected, take action now and report it to NOAA. All reports are sent to the DSO-NS.

Check out the NS-CU02 Chart Update Training Guide. If you don't feel able to complete the report, send the information to the DSO-NS. We will assist you with the report and direct you to obtain the proper evidence that will get the chart corrected for you.

**If you can't make out the CU Report, send us the information and we will help you get the problem corrected with NOAA. Don't ignore these chart problems. Make a difference for your local mariners.**



Here is a great example of a center channel bridge light discrepancy reported on the Newport-Goat Island Bridge in Newport, RI.