



United States Coast Guard Auxiliary
PREVENTION (Marine Safety) DEPARTMENT
NAVIGATION SYSTEMS DIVISION
AN MONTHLY REPORT 08-09
FIRST NORTHERN AID TO NAVIGATION TEAM
September 2008



This newsletter is distributed to all Division Captains, Vice Captains and all Aid to Navigation Staff Officers. Please distribute to all your members.

AN News from around the First District.

Over 1,680 ATON, PATON and Bridge Reports have been submitted to AUXDATA so far in D1NR.

- **68 Auxiliarists have participated in the AN Program.**
- **AN activity was recorded in every Division except one.**

Thank you for such a great effort!

- **However, many members have not yet reported all of their activity to AUXDATA in Divisions 1, 3, and 5.**

“Get-it-done!”

Review the AUXDATA listings on pages 2 and 3 of this newsletter that show the AN Activity entered into AUXDATA as of September 17, 2008, Submit any missing activity to AUXDATA immediately. Don't wait until the end of the season to complete this task. Your AN activity reports are critical to the success of the AN Program both within First Northern and Nationally. We need your support on this task.

AUXDATA AN Activity as of 9/17/08

DIV	Name of Participant	Bridges - 32	Federal Aids - 30	PATONS - 31	Total for Division
1	Plunkett, Nancy	0	0	17	1 active
Total Division 1		0	0	17	17
2	Robichaud, R.	0	0	2	14 active members
	York, Darlene	9	2	0	
	Katz, Jim	0	1	0	
	Chatham, Ted	0	1	0	
	Martin, James	0	5	0	
	Potter, Mark	0	121	0	
	Power, David, Jr.	3	13	0	
	Ring, Dennis	2	59	0	
	Rossmann, Diane	0	5	0	
	Cookson, John	3	35	6	
	Dubois, Paulette	0	0	4	
	Raynor, Tom	5	0	0	
	Riviezzo, Vincent	0	173	0	
	Schwinn, Alan	0	0	5	
Total Division 2		22	429	17	468
3	Muir, Richard	6	7	17	2 active members
	Kuran, Bud	1	2	3	
Total Division 3		7	9	20	36
4	Goldstein, Al	0	1	26	4 active members
	Weston, Keith	0	0	20	
	Courtney, John	0	0	6	
	Marshall, Ray	0	0	6	
Total Division 4		0	1	58*	59*
5	None	0	0	0	2 active
Total Division 5		0	0	0	0
6	Beane, E.W.	0	0	4	5 active members
	Dlouhy, Ralph	0	0	32	
	MacKinnon, Frank	0	0	41	
	Novek, Barry	0	0	21	
	Publicover, Robert	0	0	11	
Total Division 6		0	0	109	109

- To be reported this week.

SEPTEMBER D1NR NAVIGATION SYSTEMS NEWSLETTER

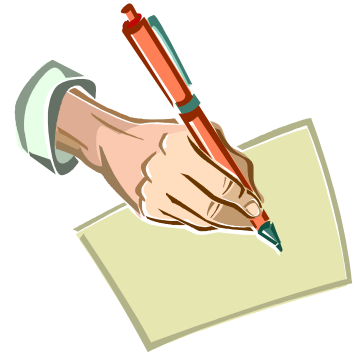
DIV	Name of Participant	Bridges - 32	Federal Aids - 30	PATONS - 31	Total Division
7	Lawrence, Chris	0	4	17	8 active members
	Moran, Maryanne	7	0	0	
	Quinn, Mike	14	2	50	
	Pardi, Robert	0	0	15	
	Collinson, James	0	0	1	
	Cotter, Frank	1	0	21	
	Beardsley, James	0	0	24	
	Novakoff, Barry	0	0	18	
Total Division 7		22	6	146	174
8	Lucca, Frank	0	16	33	2 active members
	McNary, Ken	0	8	0	
Total Division 8		0	24	33	57
9	None	0	0	0	None
Total Division 9		0	0	0	0
10	Morin, David	0	0	28	2 active members
	Larkin, Frank	6	10	105	
Total Division 10		6	10	133	149
11	Cutts, Harry	0	0	6	15 active members
	Orswell, Richard	0	0	36	
	Walls, Bud	0	0	34	
	Abt, Barbara	0	0	39	
	Abt, Don	0	0	82	
	Endress, James	0	0	15	
	LeBlanc, Ernie	0	0	3	
	Maher, Cornelius	0	0	3	
	ONeil, Barry	0	0	3	
	Piemonte, Anthony	0	0	38	
	Rothstein, Howard	0	0	11	
	Gardiner, William	0	0	17	
	Gostin, Howard	0	0	13	
	Pelczarski, Charles	0	0	17	
	Nolan, Robert	1	0	143	
Total Division 11		1	0	460	461
12	Bloomquist, Nolan	0	0	44	4 active members
	Eckhouse, Richard	0	0	34	
	Liffers, Mark	0	0	34	
	Orringer, Oscar	0	0	44	
Total Division 12		0	0	156	156

Review the instructions on page 4.

- Review all of your AN activity for this year and get anything that could be missing submitted to AUXDATA as soon as possible.
 - Statistics for Annual AN awards are developed from AUXDATA.
 - The National Aid to Navigation Program depends on your AUXDATA submissions for its training funding and recognition.
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AN AFTERNOON BOAT RIDE GENERATES THREE CHART UPDATES

It was a pleasant late summer day and a boat ride in Boston Harbor was in order. The wind had been blowing hard for the previous two weeks and, as in previous Septembers, there are very few good boating days like this one in New England. Being active in the Aid to Navigation program, I felt that this trip would be a good opportunity for some fishing and, perhaps, some Chart Updating activity. (*Continued on page 9*)



2007 NOAA Chart Updating Program Honor Roll was announced in August.

The First Northern Honor Roll awards were presented to:

- 013-07-06 – Mike Quinn with 419 credits.
- 013-10-07 – Frank Larkin with 183 credits.
- 013-02-04 – Jim Katz with 110 credits.

It's time to get out and join the fun. We have hundreds of Federal Aids, Private Aids, Bridges, Small Craft Facilities and Chart Updating opportunities waiting for you.

For training materials, check out www.uscgaaan.com/ .

For the Bridge Database, check out www.uscgauxnh.org/bridges/ .

Note the new web page address for Bridge reports!

For Flotilla and Division training sessions, contact your ADSO-AN or the DSO-AN.

Get a strong sense of satisfactions by helping the Coast Guard.

AN Program Objections, Rejected!

While traveling through the District, the major excuse about becoming active again in the Aids to Navigation System program is decried as, “**I sent in reports and nothing is ever done to correct the problem.**” Unfortunately, this was true in previous times. But, not so today! It’s time for you to take another look at the AN Program.

In First Northern, we have made significant progress working with the Coast Guard to correct the sins of the past. On the Gold Side and from NOAA, the major complaint was that they were receiving meaningless, confusing, and often illegible reports. To address these issues, we established four goals for the AN program – **Accuracy, Credibility, Professionalism and Service**. We can never forget that everything that we do in the AN Program is for the Coast Guard or NOAA.

Let’s take a quick look at the “**Black Hole Syndrome**” for each of our AN Programs:

First, thanks to *Mike Quinn*, we established a *First Northern Web Site* where you can find everything you ever wanted to know about ATONs, PATONs, Bridges and Chart Updating. “*If it isn’t on this web site, you can probably get along without it.*” Check it out at www.uscgaan.com.

Federal Short Range ATON Program – Beside creating computer-aided formats to enhance your credibility and professionalism along with a new Study Guide to help you understand the process, we have established Auxiliary liaison with every CG ANT in First Northern. This member is responsible to get your reports to the CG ANT. Some CG ANTs provide phone numbers and e-mail addresses so you can send your reports directly to the CG ANT as quickly as possible. If you need more assistance, contact the ADSO-AN for your AOR or your Division SO-AN.

ADSO-AN Boston – *Jeff James* or Frank Senkel.

ADSO-AN Bristol – *Bob Pardi*, Chris Lawrence or Mike Quinn.

ADSO AN Woods Hole – *Bob Nolan* or Joe Marshall.

ADSO AN South Portland – *Tom Raynor* or Jack Dempsey.

SO-AN South West Harbor – *Nancy Plunkett* or Steen Merriweather.

As you can see, we have shortened the distance between you and the CG ANT Chief and have eliminated the layers of Auxiliary management through whom the reports were forwarded in the past. The goal is to get the word to the right source as quickly as possible and I believe we have already achieved this aim.

The **Private Aid Program-PATON** is now on-line. Paperwork has been virtually eliminated along with licking stamps and stuffing envelopes. Once you become AV-Aid Verifier qualified, you can receive access codes to the Web-Based PATON System and start reporting PATONs on-line from your home PC. Once you hit the “submit” button, your report is transmitted directly to the ANT Chief and DPW 1. (Department Prevention Waterways, District 1). The computer handles all the transactions “*untouched by human hands.*” Also, we have Auxiliarists working with every CG ANT within the District to assist with the management of the PATON System. These members are listed above in the ATON section. Many of these members are reviewing the submitted PATON Verification Reports, maintaining the PATONs files at the CG ANT and following up with the PATON owners when discrepancies are reported. You are welcome to participate at any of these operational levels with any CG ANT. They welcome and appreciate your support. There are no “*Black Holes*” left in this program.

The **Bridge Program**, thanks to *Tom Raynor, ADSO-AN South Portland*, has also been programmed on-line. The system lists every bridge in First Northern by Division, by waterway, by its position on the waterway. Again, all paper has virtually been eliminated and there is no licking or stuffing left in this system. Tom is currently making serious upgrades, in conjunction with First Southern, to further improve the Bridge Database System. Currently, you can print a specification sheet from your home PC for each bridge. This sheet contains all of the data you will need to identify the bridge. It also shows the history of reports that have been made on the bridge. All bridge reports are submitted on-line from your home PC. Once you hit the “submit” button, your report is transmitted to the *Auxiliary Bridge Program Manager* who reviews the report and performs the following actions on-line:

Accept your report – the Bridge Database is updated.

Send Rejection Notice to Reporter – your report is returned to you for correction or additional information. This is more of a training exercise rather than a punitive action.

Reject the report – deletes the reported material. This manages data that is sent in error. The Bridge Database is not updated.

Notify the Bridge Branch – your report is forwarded to the Bridge Branch in New York.

In some instances, your Bridge Report can be reviewed and forwarded to the Bridge Branch in a matter of minutes. All of the old Auxiliary management delays were removed. And, you now receive feedback e-mails when your report is accepted or rejected.

Also, the Bridge Branch is communicating with the Auxiliary Bridge Manager whenever a message is forwarded to a bridge owner calling for corrective action. This information is being posted to the Bridge Database records as “history.”

One of 2009 upgrades to the Bridge Database will be the addition of photos of the Bridge on every record as well as the capability to forward discrepancy photos with your on-line Bridge report. Photos of bridge discrepancies are a very important part of the bridge reporting process and they generate immediate action from the Bridge Branch. In effect, they are *evidence of the problem*, which greatly increases your reporting credibility.

The Chart Updating and Small Craft Facility Reporting programs have been completely revamped. New forms and worksheets have been developed and a great new study guide is available. The major objections of credibility and professionalism have been overcome. NOAA is pleased with the results and is responding with corrections to our local charts. We are looking for some Auxiliarists to form “*Division Chart Updating Teams*” to interest members in this program.

A word about the NOAA chart updating correction process:

Chart Corrections for Aids to Navigation – NOAA takes this information only from the Coast Guard Notice to Mariners. Updates are performed digitally and on-line NOAA charts are corrected as the changes are published. Corrections to IATONIS will automatically generate corrections to LNM-Local Notice to Mariners which are picked up by NOAA and become corrections to electronic charts. During 2009, these corrections will also automatically update the on-line Light List

Correction to other charted objects and charted data – Once a submitted Chart Update Report is reviewed and accepted, NOAA updates the appropriate chart(s) digitally. However, unlike Aids to Navigations, the changes are not updated to the on-line chart(s) until a new version of the chart(s) is published or released. This process can often take one to two years depending on the activity of the chart and the point that the chart is in its review cycle.

Chart Updating and Small Craft Facility reports are mailed to the *Chart Updating Program Manager* who reviews them, approves them, and forwards them to NOAA. Any problems are returned to the reporter with instructions for correction and return. To date, we have received great reviews on the Chart Updating reports that have been submitted. Some of the First Northern submissions have been incorporated into the official NOAA PowerPoint training presentations.

There have been some changes to all of the Aid to Navigation programs directed at enhancing our credibility with the agency served. After all, we are reporting information to Federal Governmental Agencies, and they cannot update Federal records and publication without credible proof. Unfortunately, no matter how meaningful, our word is not sufficient. To resolve this issue, we have developed

new procedures for taking and reporting fixes, for using a GPS, for taking and reporting water depths, and for gathering the supporting evidence needed by these agencies in order to make a change to a Federal chart, document or publication.

The profile of the Auxiliarist who participates in the Aid to Navigation and Chart Updating has, by necessity, changed. You must be a computer-oriented, detail-oriented, scientific, curious, precise, like to prepare comprehensive and professional looking reports, and a very observant person. If you think that this program may be for you, *we are always happy to train you*. Contact your ADSO-AN or the DSO-AN for more information on this program.

NOTE to all AN Staff Officers:

There is still time to work on your 2008 AN Program. September is a prime time for the execution of all five AN programs. The Coast Guard and NOAA rely on you to get this important job accomplished. Don't let them down.

SEPTEMBER AN STAFF OFFICER ACTIVITY CHECK LIST



Here are the AN Tasks that you should be reviewing with your team members during September. Include the progress that you make as part of your monthly AN report. If you don't blow your own horn, often people think that you are not doing anything.

- Keep scheduling and conducting ATON, PATON, and Chart Updating patrols.*
- Continue to encourage your volunteering member to perform their assigned PATON and Bridge verifications. September is the usual time to wrap up your lateral Private Aids to Navigation before the owners start to pull their PATONs. Check the PATON reports for "Duration – the time when aids are established and pulled each season."*
- Encourage your members to perform Small Craft Facility Updating – invite your MV qualified members to participate. Report a facility even when it is not included on a Small Craft Chart. The data is used for updating ENC's-Electronic Nautical Charts.*
- Start to re-focusing your AN program to checking Bridges and Chart Updating tasks. If your SO-AN hasn't formed a Division Chart Updating Team, take the initiative and form one yourself!*

AN AFTERNOON BOAT RIDE GENERATES THREE CHART UPDATES – continued from page 4.

A quick review of Chart Update Opportunity List for Chart 13270 – Boston Harbor and the Coast Pilot List yielded three potential update possibilities for the area:

1. **The chimney on Calf Island**. It says “Twin Chimneys” on the chart but one of them fell down a few years ago.
2. **The stack on Long Island** – the power plant stack on Long Island still shows on the chart but it has been removed for many years.
3. **The spire on Squantum** – I haven’t been able to view this steeple for many years yet it is reported as prominent in the Coast Pilot.

As part of the accuracy goal for the Chart Updating Program, before getting underway I verified that my GPS was operating accurately. Since my boat is moored at a slip, I simply compared the GPS reading to the Lat/Lon for the slip. I observed that the GPS was operating in 3D Differential with an EPE of 6.5 feet at the time. I also checked the accuracy of my echo sounder by comparing the read out corrected to Datum to the depth at Datum at my boat slip which is 5 feet. The echo sounder was reading 12 feet. The correction for the position of the echo sounder’s transducer is 0.8 feet and Height of Tide from the Almanac screen on my GPS was reading 7.0 feet. $12 + 0.8 - 7 \text{ feet} = 5.8 \text{ feet}$. Since my echo sounder does not show increments of feet, it can have an error of up to 1 foot due to its rounding protocol. Therefore, my echo sounder was operating properly.

As I cruised out of Dorchester Yacht Club, passing the mooring area of Savin Hill Yacht Club, I observed the Squantum peninsula to starboard. A quick check of the chart showed that the spire should be in line with an old sewer system vent tower at the

shore line. I stopped the boat and took two photographs, insuring that they covered the entire length of the Squantum peninsula. These views would show that the spire was not visible from the northern side of Squantum. To enhance the credibility of this evidence, I recorded the location (Lat/Lon fix) of my boat and the EPE- Estimated Position Error at the time that the fix was taken. I also recorded the time.

As I trolled down Dorchester Bay checking the echo sounder for blues, I turned down Western Way toward the Long Island Bridge, stopping to take another photo of Squantum near the #9 Can, just past the end of Thompson Island. Again, the spire was not visible from this easterly direction to the Squantum Peninsula.

The standpipe on Long Island came into view and I headed across Western Way, past the end of Spectacle Island and up Sculpin Ledge Channel, heading toward Long Island. My wife spotted a fire on Moon Island at the Boston Fire Department Academy and I quickly diverted to that area. I wanted a picture of the firemen while they were in action on the Academy’s training buildings for a web site that I am developing on the Boston Harbor Islands.

Drifting back toward the Long Island Bridge, I met with Jim Healy on his OPFAC “Von Fryen” near the bridge. They were also out for a cruise of the harbor. After a brief visit, I headed through the bridge and trolled up toward the #4 nun off Bass Point on Long Island and slowly drifted in toward the shore for some photos of the ruins of the old Long Island powerhouse. The tide range for the day was two-feet above normal and we had not yet achieved high water. I recorded the LAT/LON for each photo, the EPE, and the time. These photos were evidence that the stack no longer existed from the aspect of the southern side of Long Island.

Our cruise continued between Georges and Lovells Islands through Black Rock Channel to Calf Island. I drifted the boat in towards the beach area and the cliff overhand and shot a photo of the ruins of the mansion with its sole remaining chimney. We then slowly moved back to South Channel past Rams Head on Lovells Island and back to President Roads heading inward. While the air was crisp and cool, the sun kept us warm and cozy as we drank in the beauty of the outer harbor islands.

I tried to observe Squantum and its reported prominent spire near the #17 buoy just off Long Island Head. This would be the area where a prominent spire would be of assistance to a mariner approaching Boston Harbor as indicated in the Coast Pilot. I was surprised to see that the recent landfill on Spectacle Island had all but blotted out the view of Squantum. I quickly took a few more photos of this easterly view and recorded the LAT/LON of the boat, the EPE and the time.

As I slowly trolled down the Sculpin Ledge Channel, I was able to get a few more shots of Long Island from a northerly viewpoint as further evidence of the missing but charted stack.

As we turned back into Western Way, a cooler breeze picked up and we decided to turn down Dorchester Bay and return back to the club. Besides having a pleasant cruise, meeting a few fellow Auxiliarists along the way, I was able to gather evidence on three chart problems in the process. Unfortunately, we didn't catch any fish that day.

Upon arrival back home, I prepared three separate chartlets showing the locations where the photos were taken to the problematic item, generated three separate Chart Updating Reports with attached Chart Updating Worksheet. I also printed out google views for the problem areas for attachment to the Chart Updating Reports

and dropped them in the mail to NOAA. With the evidence of the GPS fixes, the EPEs, the multiple photos, the plotted NOAA chartlets and Google chartlets, I feel that there is a good chance, on the next issue of NOAA chart 13270 and Coast Pilot that these three objects will be corrected, as I recommended on my reports

While I realize that Chart Updating isn't for everyone, this brief story should give a good idea of how this activity can be performed effectively as part of your everyday boating experience or as part of an official Auxiliary Patrol. It takes a little extra care to gather the evidence and to properly present this evidence to NOAA. You will find that it is very gratifying when you actually affect change on a chart. NOAA is very appreciative and they will send you a new chart whenever your CU report is accepted and you have attached a chartlet plotted with the gathered evidence.

Check out the Chart Updating web page on the First Northern Aid to Navigation Web Site at www.uscgaa.com for specific details for performing Chart Updating activity.

Here is a list of some of the other chart updating opportunities that I discovered during this exercise.

- The windmill on Windmill Point in Hull.
- The new dock on Long Island.
- The new marina on Spectacle Island.
- The windmill and cell phone towers in Dorchester.
- The stacks in Reserve Channel.
- The wrecks in the Neponset River.
- The markers on Thompson Island.
- The western shoreline on Thompson Island.
- The wrecks on Thompson Island.

These are all great opportunities for the Division Five Chart Updating Team. I am sure if you spend a little time with your local chart, you will find many similar opportunities for your Chart Updating Team.

We welcome your comments and suggestions for our D1NR AN Newsletter. Send us your photos, stories and experiences with the Aid to Navigation programs. Your experiences often help interest other members in this great program and are always great teaching tools. E-mail your input to Frank Larkin at FrankJLarkin@verizon.net. Also, we would love to hear from our Gold Side partners.

AUXILIARISTS, WHILE UNDERWAY ON THEIR OPFAC, SHOULD BE CHECKING EVERY ATON, PATON AND BRIDGE THAT THEY ENCOUNTER FOR DISCREPANCIES, AND ALSO BE CHECKING THE SHORELINE FOR CHARTING ERRORS AS WELL AS PROVIDING UPDATE REPORTS ON ALL SMALL CRAFT FACILITIES.

Please distribute this newsletter to other members of the Coast Guard and Coast Guard Auxiliary.

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