



**Covering Aids to Navigation, Bridges, & Chart Updating Activity**  
***Accuracy - Credibility – Professionalism - Service to the Coast Guard & NOAA-NOS***

**The 2010 Coast Guard Light List:** The new light list is now available from the Coast Guard Navigation Center web site and all other copies of the light list are now obsolete and should not be used. <http://www.navcen.uscg.gov> The 2010 Light List for the First Coast Guard District is available by just clicking on the map that will appear. The publication contains a list of lights, sound signals, buoys, daybeacons, and other aids to navigation. This publication is in PDF format.

The Light List is not corrected on line so it may make sense to save it to your hard-drive. Print only the pages that you need only when you need them while verifying PATONs on scene. Each aid to navigation should be checked against the latest copy of the Light List as a standard procedural part of a PATON's verification.

Active AVs-Aid Verifiers are encouraged to download and print out that section of the Light List that covers the PA-Patrol Area(s) where that plan to work on 2010. You are required to validate your observation of each PATON to the data shown in the Light List and report any discrepancies.

**SPECIAL NOTICE:**

DUE TO THE TERMINATION OF UNITED STATES LORAN-C, INFORMATION PERTAINING TO LORAN-C HAS BEEN REMOVED FROM THE ELECTRONIC VERSIONS OF THE 2010 LIGHT LIST BOOKS. THE UPDATED VESION IS LOCATED ON USCG NAVIGATION CENTER WEBSITE AT:  
<http://navcen.uscg.gov/pubs/LightLists/LightLists.htm>

**COAST GUARD DISTRICT 1 LOCAL NOTICE TO MARINERS:** All Aid Verifiers, and all operational members should also be receiving a copy of the Local Notice to Mariners via email from U.S. Coast Guard Navigation Center. The LNM has important information about your AOR such and Chart Updates, Light List updates, Bridge work information and GPS information. Sign up to get your weekly copy by E-mail or by just going to: <http://www.navcen.uscg.gov>.

**Here are some important changes of which you should be aware before you get underway this season. They were taken from the latest First District LNM – Local Notice to Mariners.**

**MAINE - SEACOAST-BAY OF FUNDY TO CAPE COD-PORTSMOUTH HARBOR**

The Coast Guard has made the following change to this waterway(s):  
CHANGE: **Whaleback Island Light (LLNR 200) fog signal** is being changed to radio activated. During times of reduced visibility, mariners are requested to turn their VHF radio to channel 79. By keying their microphone, 5 times consecutively, while on channel 79, this will activate the fog signal for 45 minutes.

## **MAINE AND NEW HAMPSHIRE-PORTSMOUTH HARBOR**

The Coast Guard will be making the following changes to this waterway, weather and operations permitting:  
CHANGE **Gangway Rocks Buoy 13** (LLNR 8395) to **Gangway Rocks Lighted Buoy 13** (LLNR 8395), FI G 2.5s.  
CHANGE **Badgers Island Ledge Buoy 14** (LLNR 8405) to **Badgers Island Ledge Lighted Buoy 14** (LLNR 8405), FI R 2.5s. Chart 13283 LNM: 29/09

## **MAINE and NEW HAMPSHIRE-CAPE NEDDICK HARBOR TO ISLES OF SHOALS-PORTSMOUTH HARBOR**

The Coast Guard will be making the following changes to this waterway when weather and operations permit:  
CHANGE **Gangway Rocks By 13** (LLNR 8395) to **Gangway Rocks LB 13** (LLNR 8395), Green FI G 2.5s.  
CHANGE **Badgers Island Ledge By 14** (LLNR 8405) to **Badgers Island Ledge LB 14** (LLNR 8405), Red FI R 2.5s.  
Chart 13283 LNM: 29/09

## **MAINE-MUSCONGUS BAY-SOUTHWEST APPROACH**

The Coast Guard will be making the following changes to this waterway on or about 15 April 2010, weather and operations permitting:  
CHANGE **New Harbor Buoy 4** (LLNR 5155) to **New Harbor Buoy 2** (LLNR 5155).  
CHANGE **New Harbor Daybeacon 5** (LLNR 5160) to **New Harbor Daybeacon 3** (LLNR 5160).  
Chart 13301 LNM: 16/08

## **MAINE-BATH IRON WORKS**

Dredging is being done at the **Dry-Dock Sinking Basin Pier 3** and **Dry-Dock Landing Grid #1**. This notice will be updated as more information is received.

## **MAINE-KENNEBEC RIVER, VICINITY OF DOUBLING POINT (REVISED)**

The Corps of Engineers recently survey the channel in the **Kennebec River in the vicinity of Doubling Point**. A sand wave with minimum sounding of 22.1' MLLW in the vicinity of **Kennebec River Buoy 31** (LLNR 6160) has been identified. The coordinates of the worst shoal is as follows: **43-53' 15.5"N, 069-48' 39.0"W**. Mariners are advised to use caution in transiting this area and not to rely on charted depths. A copy of the survey when plotted will be posted the Corps web page at <http://www.nae.usace.army.mil/navigation/navigation2.asp?mystate=me> .

## **NH-PORTSMOUTH HARBOR**

Chart 13283 LNM: 11/10

Bridge rails are being replaced on the **Pierce Island Bridge** through 15 May 2010. The hours of operation are 7:00 AM - 5:00 PM.

## **MA-SALEM AND LYNN HARBORS-SALEM CHANNEL**

The Coast Guard is considering making the following changes to this waterway:

**DISCONTINUE Abbot Rock Daybeacon (LLNR 10065)**

**RELOCATE Salem Channel Buoy 20 (LLNR 10080)** to (PA) 42-31-49.080N 070-51-35.460W.

Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 02 April 2010 to facilitate the process. Refer to Project No. 01-10-039. In addition to the address listed on the front cover, mail to: Jack.J.McLaughlin@uscg.mil and faxes to (617) 223-8291.

Charts: 13274 13275 13276 LNM: 09/10

## **MA-SAUGUS RIVER - HAZARD TO NAVIGATION**

The Coast Guard has received reports of shoaling in the Saugus River between Saugus River buoy 5 (LLNR 24825) and Saugus River buoy 6 (LLNR 24830). All mariners are urged to use caution while transiting the area.

## **MA-BEVERLY HARBOR-BASS RIVER**

Severe shoaling has been reported on the **Bass River** from the **Hall-Whitaker Bridge** up to the Bass Haven Yacht Club. Mariners are advised to use extreme caution while transiting the area

## **MA-BOSTON HARBOR**

RDA Construction will be conducting pile driving and concrete casting operations in Boston Harbor at the Northern Avenue seawall between the Fish Pier and Pier 7 in (pa) 42-20-55.90N / 071-02-17.50W. Until further notice mariners are requested to proceed at a slow bell when transiting the area as excessive wake has the potential to cause serious injury to workers as well as damage to equipment and property.

## **MA-CHATHAM**

The Coast Guard has received a report of extreme shoaling Chatham Harbor.

## **MA-ESSEX RIVER-HAZARD TO NAVIGATION (REVISED)**

The Coast Guard has received reports of shoaling in the **Essex River** extending into the channel in vicinity of **Essex Danger Daybeacon (LLNR 9495)**. All mariners are urged to use caution while transiting the area.

## **MA-GLOUCESTER HARBOR**

The Coast Guard has received a report of a submerged vessel in position **42-34-54.00N latitude 070-40-06.00W longitude**. Located in vicinity of the center of the **Dogbar Breakwater** on the harbor side. Mariners are advised to use caution while transiting the area.

## **MA-NEW BEDFORD HARBOR (REVISED)**

A submerged dredge pipeline is installed on the river bottom along the northwestern portion of the upper New Bedford Harbor until 30 November 2012. The pipeline originates at position **70-55-17.03W 41-38-45.01N** and extends through positions **70-55-13.9W 41-38-45.66N**, **70-5-11.03W 41-38-55.0N**, **70-55-10.06W 41-39-00.03N**, and **70-55-08.03W 41-39-06.29N** to the western abutment of the I-195 Bridge. Mariners are urged to use extreme caution in this area.

The location of the submerged pipeline is indicated with lighted obstruction buoys marked -Danger Submerged Pipeline-. The submerged pipeline is an 18" diameter HDPE pipe anchored to the river bottom at regular intervals.

## **RI-BLOCK ISLAND-GREAT SALT POND**

**Great Salt Pond Entrance Lighted Buoy 8 (LLNR 19765)** severe shoaling has been observed in the buoy's position. All mariners are advised to transit the area with caution.

## **RI-NARRAGANSETT BAY-BULLOCK COVE**

The Coast Guard is considering making the following changes to this waterway:

DISCONTINUE **Bullock Cove Buoy 1A (LLNR 18355)**

DISCONTINUE **Bullock Cove Buoy 2A (LLNR 18365)**

RELOCATE **Bullock Cove Entrance Lighted Buoy 1 (LLNR 18350)** to (PA) 41-44-16.740N 071-21-20.760W

RELOCATE **Bullock Cove Entrance Lighted Buoy 3 (LLNR 18370)** to (PA) 41-44-25.800N 071-21-18.000W

RELOCATE **Bullock Cove Entrance Lighted Buoy 4 (LLNR 18375)** to (PA) 41-44-25.800N 071-21-15.600W

Page 15 of 20 LNM 12/10 Coast Guard District 1 24 March 2010

These changes are being made to improve the width of the channel upon completion of dredging. Interested Mariners are strongly encouraged to comment on this proposal in writing, either personally or through their organization. All comments will be carefully considered and are requested prior to 09 April 2010 to facilitate the process. Refer to Project No. 01-10-051. In addition to the address listed on the front cover, mail to: Jack.J.McLaughlin@uscg.mil and faxes to (617) 223-8291.

Charts: 13221 13224 LNM: 12/10

## **RI-PROVIDENCE RIVER**

A 200' x 60' deck barge with a crane onboard is moored in the **Providence River** outboard of an obsolete Russian submarine at a waterfront scrapping facility just north of the National Grid LNG tank on the west bank of the Providence River.

The barge and the Russian submarine lies parallel to the west side of the navigable channel in approximate position 41-48-14.70 North, 071-23-46.60 West.

The barge extends approximately 60 feet into the navigable channel of the Providence River. The barge is lighted at night by four white lights mounted on each corner, with a minimum visibility of one nautical mile. The barge will remain in the channel while scrapping operations are conducted on the Russian submarine, which may last several months. As operations permit, both the submarine and the barge will move closer to shore to minimize intrusion into the channel. Mariners should use extra caution when transiting in the vicinity of the moored deck barge and adjacent grounded Russian submarine museum.

Questions regarding this Bulletin may be addressed to Mr. Edward G. LeBlanc at Coast Guard Sector Southeastern New England, 401-435-2351 or [Edward.G.LeBlanc@uscg.mil](mailto:Edward.G.LeBlanc@uscg.mil).

## **PATON –AV Review Workshop – Sunday, April 25<sup>th</sup> at 0900**

**at the April Awards Conference.** The emphasis of the AV (Aid Verifier) program is on ***prevention, accuracy, credibility, professionalism and service to the Coast Guard.*** The purpose of this April workshop is to upgrade your skills as an existing Aid Verifier so that you understand the new guidelines for taking fixes, depths and digital photos, and you know how to use the new web-based PATON System. You can register and receive an access code for the PATON System at this session. In 2010, the Auxiliary is tasked by the Coast Guard and the Auxiliary Bridge to verify all the private aids and survey all of the bridges throughout First Northern during 2010. The new guidelines are available on the Navigation Systems Web Site at <http://www.uscgaan.com>. **PATON verifications** now include the taking and reporting of fixes and depths, the pre-underway and on-scene evaluation of the electronic equipment being used, high quality on-scene observations, and professional verification report preparation. Fixes are taken with GPS sets using WAAS or DGPS, physical measurements, photographs, and the comparison of all observations to the Light List, the PATON's permit and to the applicable NOAA Nautical Chart are also included in the verification process.

We invite you to assist us this year and to attend this workshop to update your AV skills. All reports for PATON verifications and bridge surveys must be made on-line this year.

# How to Take and Report Quality Photographs as Evidence

A picture says a thousand words, and pictures of discrepancies can be really great evidence for the Coast Guard and can portray exactly a discrepancy observed in the field. Here are some hints on how to take good shots of ATONs, PATONs or Bridges.

1. Verify the aid or survey the bridge before taking the picture. The verification and survey process may expose specific discrepancies where close up photos will be needed.
2. Find the best angle, side and lighting. If it is not sunny, use a flash. Darkened photos are hard to read and often do not clearly show the problem that you are trying to display. They are not professional.
3. Take many photos of an event. You can sort out the better photos to submit later. Mark or record each photo carefully so they can be readily identified later on.
4. Use a color digital camera.
5. Include all identifying markings on the aid.
6. If needed, use a photo shop program or draw on the photo to highlight hard to see details.
7. Identify your aid photos as follows:
  - **Federal and Permitted Private Aids in the Light List**. Identify the photo with the two-digit Division number where the aid is located, followed by a dash (-), followed by the LLNR. i.e. 03-22345.01 represents LLNR 22345.01 in Division 3. You may also add a brief description of the aid.
  - **Permitted Private Aids not in the Light List** - Identify the photo with the two-digit Division number where they are located, followed by a dash (-), followed by the Aid Number. i.e. 02-100116925482 represents Aid Number 100116925482. You may also add a brief description.
  - **Non-Permitted Aids** - Identify the photo with the two-digit Division number where they are located, followed by a dash (-), followed a brief description of the aid. Use this same description on the Non-Permitted PATON Report that you submit to the CG ANT Auxiliary Liaison. It is a good practice to staple a copy of the photo to your report. Clear black and white photos are acceptable. This photo gives the person assigned to notify the owner a clearer image of the aid when speaking with the owner. The Auxiliary Liaison may also want a copy of the digital photo by e-mail.

**Note:** The next generation of the Web-Based PATON System will have capacity for adding a digital photo similar to the existing Bridge System.

- **Bridge Photos** – Identify the photo with the two-digit Division Number where they are located, followed by a dash (-), followed by a 4-digit Bridge Number (left zero filled). i.e. Bridge Number 52 in Division 1 would be identified as 01-0052. E-mail these photos to Frank Larkin at [FrankJLarkin@verizon.net](mailto:FrankJLarkin@verizon.net)
- **Bridge Discrepancy Photos**. E-mail these photos to Frank Larkin at [FrankJLarkin@verizon.net](mailto:FrankJLarkin@verizon.net) immediately following making your Bridge Survey or Discrepancy Report on the Bridge Database System. Your report and photos will be screened and forwarded to the Coast Guard Bridge Branch by the DSO-NS 013.

Examples of photos depicting a discrepancy reported for an aid were provided by First Southern.



Photo 1: Show general location from a distance.



Photo 2: Show an overall close up of aid



Photo3: Show close up of markings& condition.

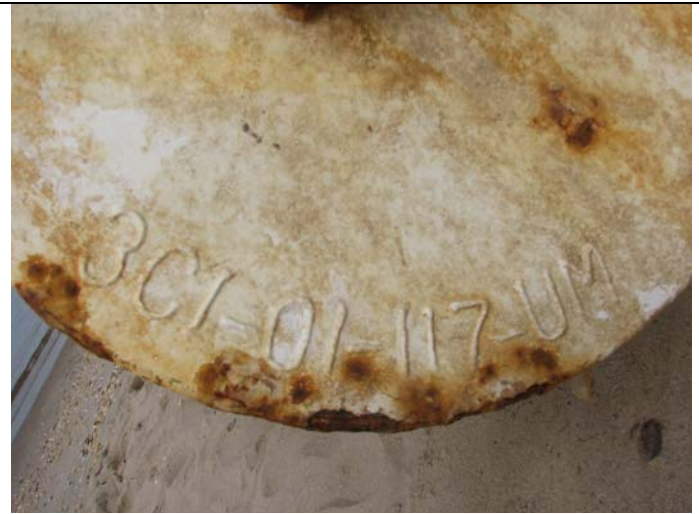


Photo 4: Show close up other identifying marks

**It has been our experience that upon receipt of good photos as evidence of a reported discrepancy, the Coast Guard usually responds very quickly to resolve the problem or notify the owner. This has been true for both the CG ANTs and the CG Bridge Branch.**

Below is a digital photo of bridge 1077 of Division 5 on the Mystic River in Medford MA. You will also find it on the Bridge database for this bridge number. The photo was taken in sunlight and provides a full frontal shot of the downstream side of this bridge. Historically, this bridge was part of a Medford Lock System on this section of the river that was used as a side channel for the Middlesex Canal which ran from downtown Boston to the Concord River at Lawrence MA. In early years, there was considerable ship building in this area. Also, there was a large brick making operation here. Later, it was famous for its rum distilleries. This was the original location of one of the first bridges in

the Boston area which was an important land-link to the north shore towns in early Massachusetts. At that time, Massachusetts extended up through the Maine areas.

Note that the navigable channel for this bridge is at the left. The two arched openings are actually blocked off. The river is navigable from this point upstream to the Mystic Lakes for small boats. The buildings showing at the top right are in Medford Square. Photo provided by FC Greg Murray of 013-05-25.



**“It’s always a lot easier to respond to a boating accident that has already been prevented.”**

*Under the Privacy Act of 1974, all information in this newsletter may only be used for official purposes. Any other use is a violation of law. This newsletter was prepared and published by the First Northern Navigation Systems Team. FrankJLarkin@verizon.net*  
***Distribution is encouraged to other members of the Coast Guard and Auxiliary***