



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

OCTOBER, 2012 - NAVIGATION SYSTEMS NEWSLETTER

You surveyed 33 bridges last month. Now there are only **63 Bridges** left to survey.

AUX DIV	Total Bridges	Area	Surveyed to date	% Complete	To Do
1	9	ANT Southwest Harbor	8	89%	1
2	47	ANT South Portland. ME	23	50%	24
3	10	Merrimack River, MA	10	100%	Completed
4	13	North Shore, MA	2	15%	11
5	41	Boston	40	98%	1
6	11	Buzzards Bay	3	27%	8
7	16	Narragansett Bay, RI	16	100%	Completed
9	13	Connecticut River, MA	0	0%	13
11	14	Cape Cod	14	100%	Completed
12	7	South Shore. MA	2	29%	5
TOTAL	181		118	65%	63

We have a little over two months to go and the weather is getting cooler. Check out the remaining balances and offer your assistance where you are able. Wouldn't you love to have "**Completed**" next to your Division. Remember that many bridges can be surveyed by private auto. We have until New Year's Eve!

138 PATONs left to do. The balances are summarized below.

AOR	Previous Count	PATONs to go	Notes
Southwest Harbor	81	67	14 additional aids reported last month. We still have a lot of aqua aids reports to process.
South Portland	53	15	38 aids were reported last month. Only 1 lateral aid is left. The other 14 are regulatory and aqua facilities aids.
Boston	16	11	5 more reported last month. The rest are swim buoys or regulatory aids. We are chasing down 4 do-overs.
Woods Hole	76	45	31 aids were reported last month. The Mashpee aids were not verified due to shoaling. We are hoping to get the 3 laterals on Martha's Vineyard and the 4 in Chatham. The rest of the aids are aqua cultural or regulatory buoys.
Bristol	16	0	Frank Mackinnon wrapped up the last 16 aids on the Westport River. Bristol is completed for the year.
Total	242	138	We reduced the plan by 104 PATONs last month. While there will be more reported, the final unreported number will be around 120 PATONs.

We continue urge all AVs to focus on the remaining 138 scheduled PATONs only. Note these statistics are changing daily as new reports are submitted. Most of the remaining PATON is seasonal and the owners are pulling many of them in October. Most of the seasonal aids in our AOR have seasonal pull dates of November 1 which is only a few weeks away.

NOTE to AVs:

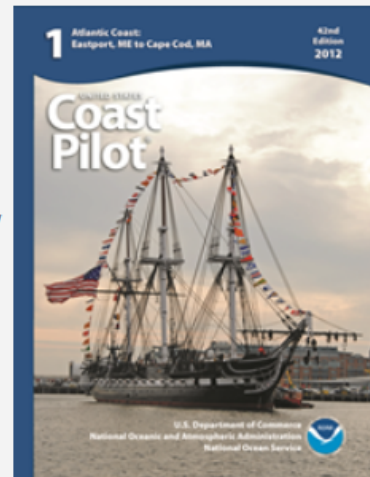
Check the “Duration” on each PATON that you check from now on. Many private aids are pulled for the winter starting on September 30th. Most of these seasonal aids will be out of the water by November 1st. Please don’t report seasonal aids as “missing.”

New free Coast Pilots are being updated weekly and available every Tuesday.

Coast Pilot now updated weekly!

Get them free on the web, or as Print-on-Demand from agents.

Beginning today, Coast Survey offers completed updated editions of the nine U.S. Coast Pilot volumes every week. The new (free) PDF versions, available on Coast Survey’s website every Tuesday, will automatically incorporate the latest corrections. Print-on-Demand copies, produced from the same updated files, are available for sale by authorized printing partners. (NOAA will continue to print new editions annually for customers who prefer the traditional book.) See more information on the [updated editions of the United States Coast Pilot](#).



Access to a corrected Light List is available on the Navigation Systems Web Site.

Gone are the days of having to update your Light List from the LNM (Local Notice to Mariners) every week or for having to search through a Summary of Corrections. Now, the Light List is corrected and available on line on the Navigation Systems Web Site at www.uscgaan.com. In fact, we now provide updated Open/CPN charts, updated Coast Pilots and corrected Light Lists. ***Navigation is a much simpler and more accurate job today.*** On-line Navigation is the wave of the future.

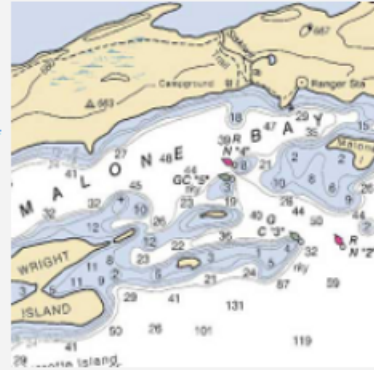


Don't miss out on the great Fall weather!

ENCs go GIS

Coast Survey tests new web portal. What do you think?

Coast Survey recently launched an experimental enhancement of the web portal *NOAA ENC Direct to GIS*. Users have access to an array of coastal topography, bathymetry, landmarks, geographic place names, and marine boundaries -- all of which depicts NOAA's electronic navigational charts. The data, updated weekly, can be extracted in a variety of GIS formats. Check it out at [NOAA ENC Direct to GIS](#).



Dive in deeper

New Coast Survey blog provides personal insights.

Nature is never static, especially in systems as powerful as ocean coastlines. It is amazing to observe ocean forces, and even more intriguing to see how NOAA works with these forces. The new NOAA Coast Survey blog features the work of men and women who protect life and property, on ships and on shore. From responding to Hurricane Isaac in Louisiana, to exploring unmapped coastal waters in the Arctic, to rescuing divers off the coast of Block Island, this summer NOAA experts demonstrated why mariners have trusted our officers, physical scientists, cartographers, and technicians for over 200 years. [Visit the NOAA Coast Survey blog](#).



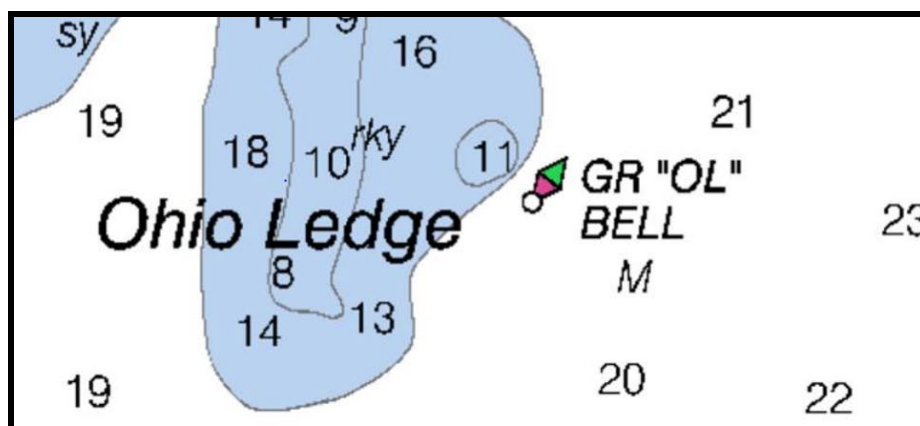
A simple but important Chart Update

On a recent patrol in Narragansett Bay, one of the crew commented on the Ohio Ledge buoy, “Why doesn’t the chart show the lettering “OL” for Ohio Ledge on the buoy?” Another crew member immediately retorted, “We’ve reported that error for years and nothing has ever happened!” It appeared that this crew had given up on this chart error. As I usually comment in such situations, I added, “Obviously, you are reporting it to the wrong person.” That’s when I usually get an immediate and sharp reaction and it did in this situation.

It’s important to understand how such corrections are accomplished. There are a few ways to resolve this issue. The obvious way is to make a note of the problem in the “AV Observation” field on a 7054 AV Verification Report. Unfortunately, sometimes it is not picked up. That should not deter you from getting the problem resolved. The DPW 1 department in Boston submits these corrections to NOAA and NOAA makes Aid to Navigation corrections to their charts on an on-going basis. Once submitted by DPW1, the correction will appear on the NOAA On-Line Chart(s) in less than a month.

You can also submit the correction as a Chart Update Report to NOAA. NOAA will contact the appropriate Coast Guard department to confirm it and, upon confirmation, will make the correction. The timing of this route is unknown but lengthy.

If you have similar situations where you have been unable to get a correction made, e-mail an explanation of the details of your problem to the DSO-NS. If possible, include photos and chartlets as back up evidence. The Senior NS Staff will make sure that the right CG and NOAA agency gets notified and will get the problem fixed for you or you will be advised the reason why not. So far, we have a great record and have fixed many seemingly unresolvable chart problems from New London to Maine. The example below is evidence that the Ohio Ledge buoy was corrected. Lately, we have made a bunch of believers out of a few skeptics.



So far this year we have got a floating protective barrier removed in a Connecticut harbor chart; we have got a harbormaster in Maine to put numbers and retro on his PATONs; we have updated the positions on the aids on many harbors on Cape Cod; we got a smoke stack removed from a facility on an island in Boston Harbor and we got a missing light house removed from the Long Island Sound chart. Actually, there is nothing unimportant about getting the errors fixed on your NOAA charts. **We urge you to jump back in the game and help us update our New England charts.** Challenge us! Let us make you a believer!

Announcing more Navigation Training

Date: **Tuesday evening, November 6, 2012 – 8:00 to 10:00 PM.**

Place: The comfort of your home.

Title: **“How to Access and Update free on-line Open/CPN Nautical Charts with your Personal Computer”**

Every Operational Auxiliarist should take this training. Computerized Navigation is the wave of the future. *Learn how on-line Open/CPN charts can enhance the accuracy of your GPS fixes, waypoints and routes.* This training is a must for establishing waypoints and routes accurately, for proper chart update reporting and for fixing positions on a NOAA chart. With an inexpensive GPS attachment for your computer and this training, you can convert your PC to a chart plotter that tracks your boat’s position, waypoints and routes while underway.

New members, boat crew and coxswains, Aid Verifiers and AV Candidates can benefit from this training. This session is open to everyone. Please spread this message to all your members.

Here are some of the training topics:

- **Installing Open/CPN on your PC.** You will be walked through the process of installing the free on-line charts that cover from Maine to New Jersey on your PC.
- **How to download Open/CPN charts on your PC.** Corrected charts can be downloaded on a monthly basis from the Navigation Systems Web Site at www.uscgaan.com. Think of all the reference time that you can save with updated charts at your fingertips.
- **Updating the Charts on your PC.** You will be able to establish waypoints and routes on your PC and track them when you are underway using your PC. On line charts are faster to use for plotting courses, creating waypoints and routes for your GPS and are more accurate than the traditional paper charts because that can be updated and corrected each month.
- **Getting the GPS dongle to function with your PC.** This feature converts your PC to an on-line chart plotter that will track you position when you are underway.

Take this opportunity to further enhance your charting skills and take advantage of these **free charts** that are available on the Navigation Systems www.uscgaan.com web site.

Class size is limited to 25 students. Reservations are required.

E-mail the DSO-NS at FrankJLarkin@verizon.net today. 14 spots have already been reserved. Reserve your place today!



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

This is the job of the members of the First Northern Navigation System Team.

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Distribution is encouraged to other members of the Coast Guard and Auxiliary