



# MAY 2013

Special  
**Chart Updating**  
Issue

## Navigation Systems Newsletter



Help get the word out!

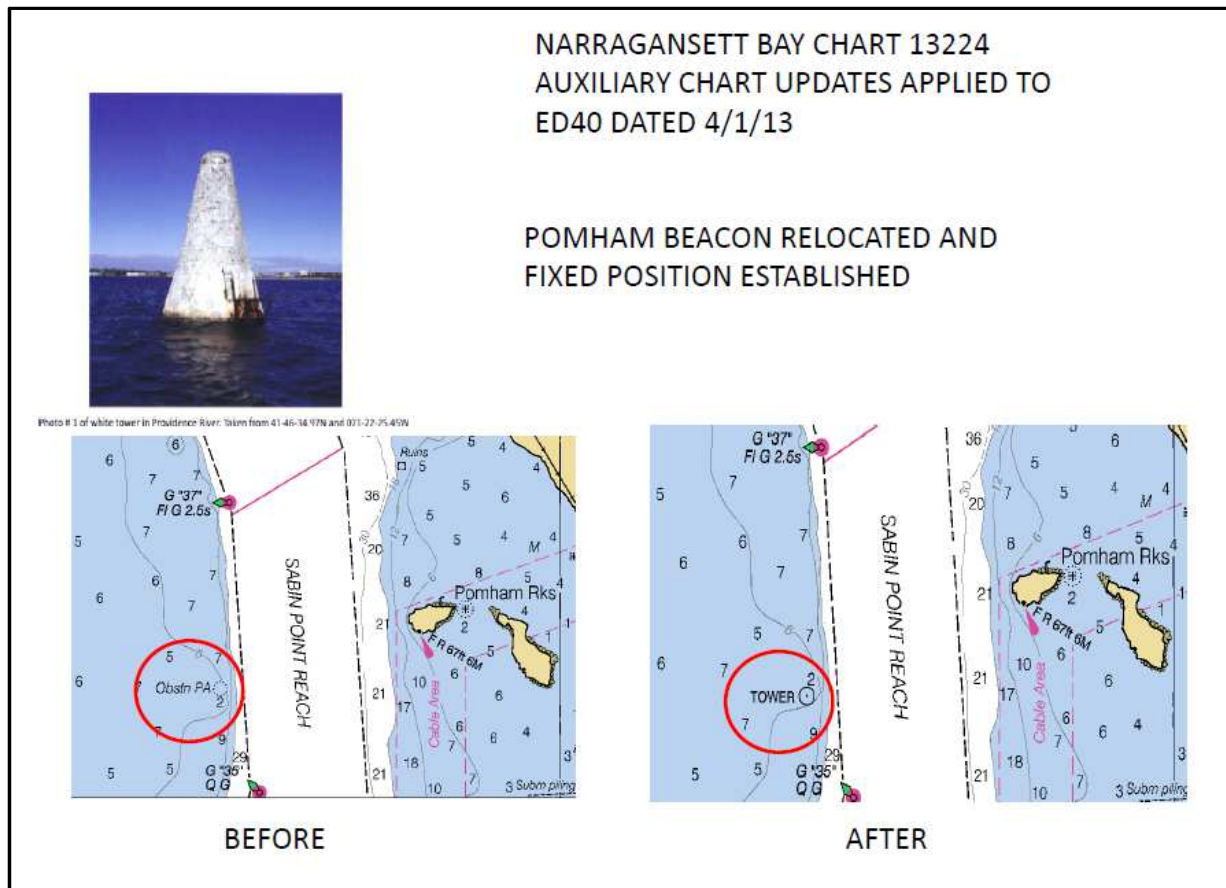
USCG AUXILIARY  
NAVIGATION SYSTEMS  
978-263-3023  
[FrankJLarkin@verizon.net](mailto:FrankJLarkin@verizon.net)



# 2013 CU-Chart Updating Program Progress

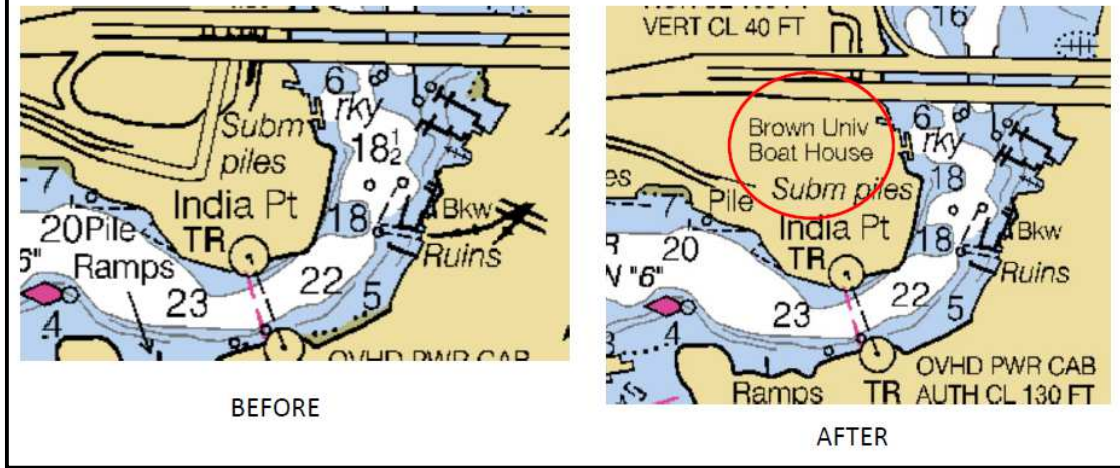
The 2013 Chart Updating Reports Programs have started with some startling results. ADSO-NS Mike Quinn from Narragansett Bay reports the following results on Chart 13224, Edition 40, dated 4/4/2013.

The first example was reported from a patrol in Narragansett Bay. The object was a large white tower that has been in the bay before the Civil War. Years past, it was used as a fixed aid by the Coast Guard but was discontinued. Three RADAR bearings were taken to fix the correction position of this aid. Previously, it was charted as an obstruction designated as position approximate. The new location is designated as a tower with a very accurate position designation – a Circle with a dot. This is a first for the Auxiliary CUs in First Northern and a major step up for First Northern Auxiliarists. Congratulations to the crew of “QUINSEA.”



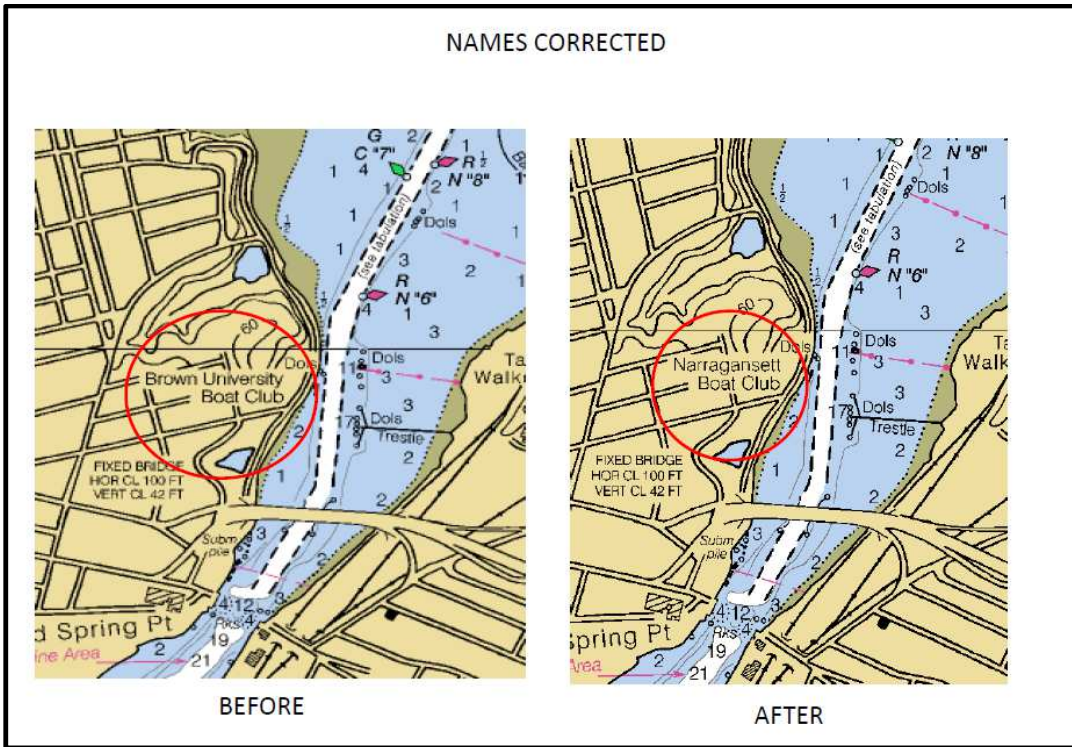
On the next page is another example of a simple chart correction that can be made by any beginning Division Chart Update Team member. It just takes a little research and time to prepare the report. Note how NOAA moved the Ramps designation to accommodate this correction. Start reviewing your charts and I am sure you will find instances for this type of update.

BROWN UNIVERSITY BOAT HOUSE ADDED



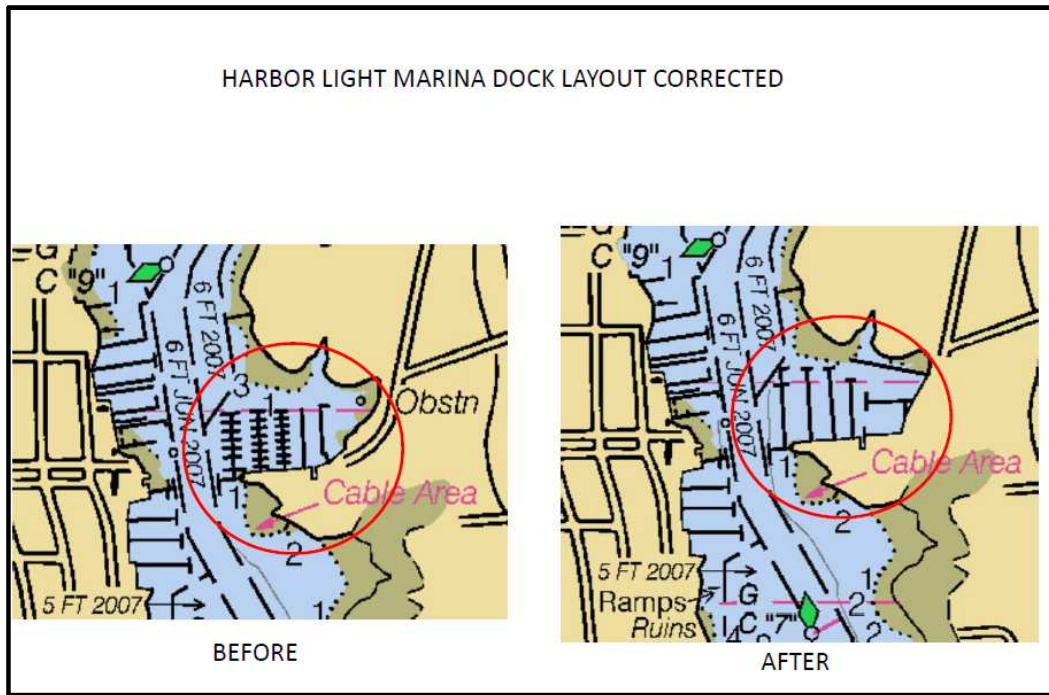
Here is an example of a name that was changed. Again, with a little local knowledge and some supporting evidence, mariners are a little better off when they read their charts.

NAMES CORRECTED

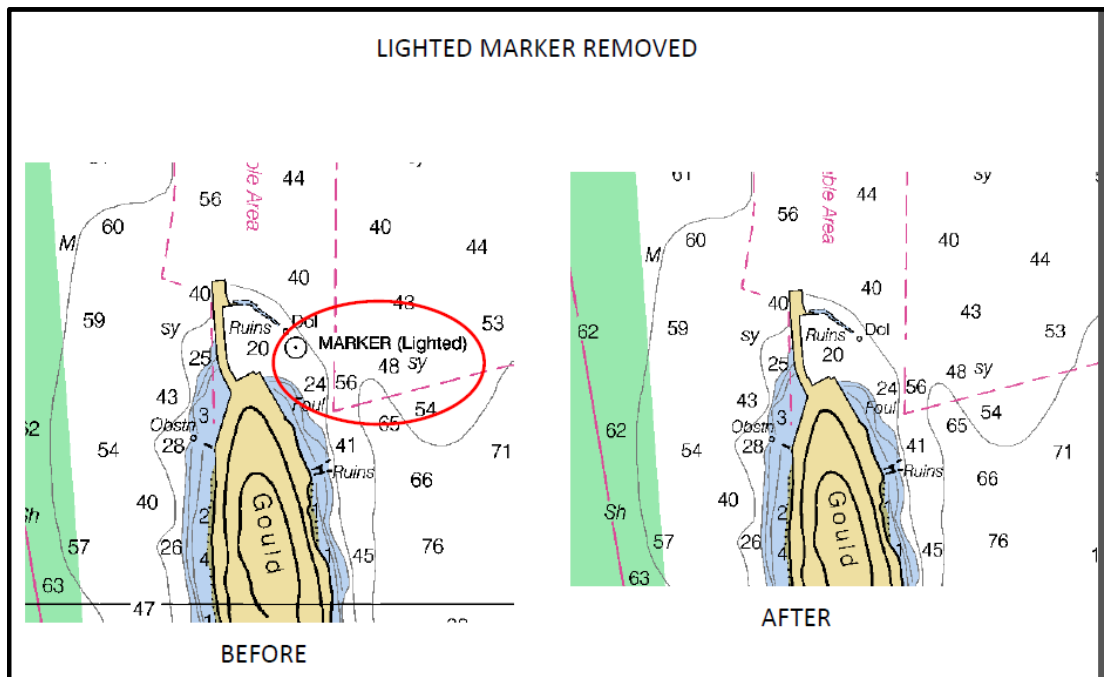


Here is another example of a marina update that was part of patrol late last year. The facility pulled in at one of the outer docks and three teams of Chart Updaters were quickly dispatched with chartlets and GPS sets. It took less than 15 minutes to get all the fixes needed to correct this marina. A little pre-planning always saves a lot of time on scene in the field. You can perform similar chart corrections with your Division CU Team.

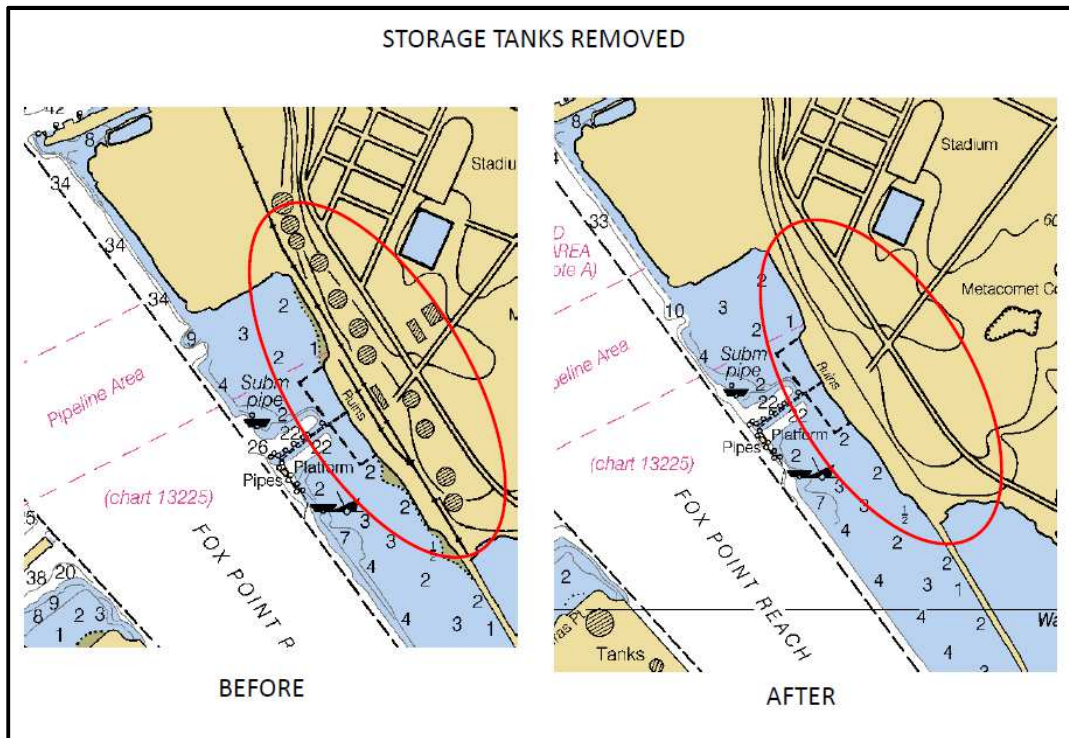




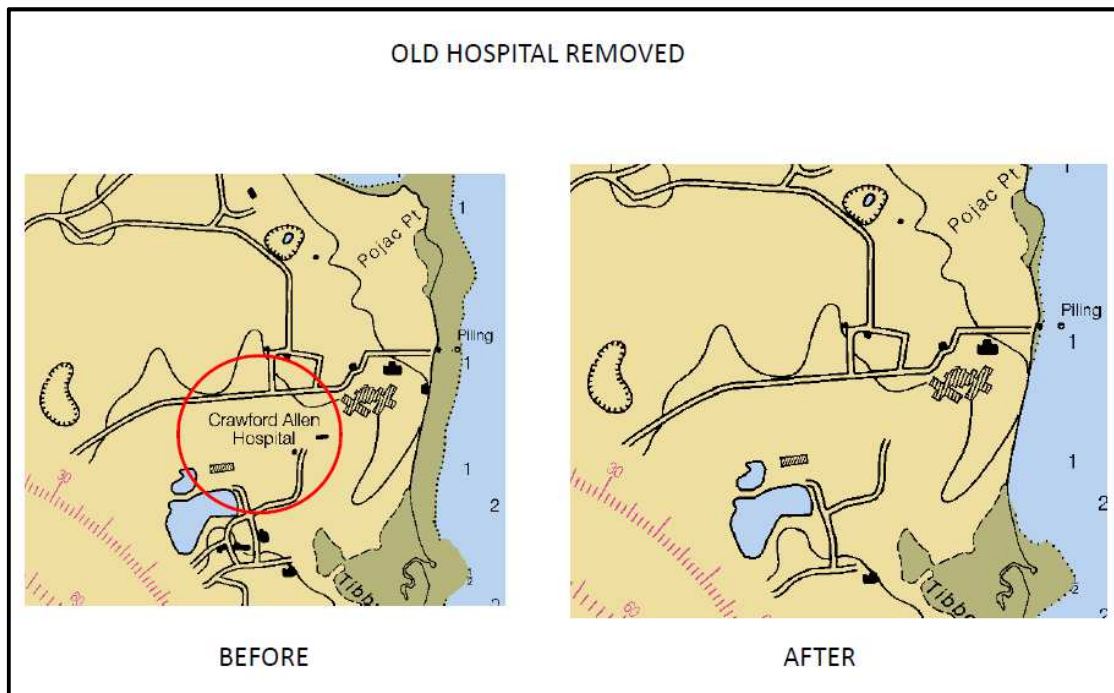
You can spot this type of charted error by just staying aware of your AOR as you conduct your patrol. This marker had been missing for some time and was observed on a regular Auxiliary patrol. Your Division CU Team can make similar corrections to your charts by just staying aware of their soundings.



These tanks were also observed on a patrol last year. Photos and bearings were taken as evidence. Further evidence was researched from the Internet and submitted as a CU Report. NOAA responded by removing the tanks. There may be some items on your charts that need to be removed. A Division CU Team can make a big difference in your AOR.



Here is another example where a name of a charted facility was removed from the chart by the Narragansett Bay, Division 7 Chart Update team.



Many Auxiliarists often complain about errors on their NOAA charts. Not so in Division Seven. The above chart correction examples were provided by the Division 7 Chart Updating Team in Rhode Island. This very active team has made a stack of chart corrections in Narragansett Bay, RI. I am sure that there are a

lot of similar charted errors in your area. This is your chance to learn how to make similar corrections and have a lot of fun and fellowship in the process. Contact the ADSO-NS in your area and form a **Division Chart Update Team**. You will become a seasoned navigator in the process and gain a lot of personal satisfaction in knowing that you are assisting NOAA to help keep the charts in your area updated and correct.

**Chart Updating News from Division 11** – Steve Wagner has submitted Chart Update and a Coast Pilot updates for the Quisset Standpipe in Falmouth that was taken down. He is looking for volunteers for the Division 11 Chart Update Team. This is a great start for Division 11. There is a lot to do on the Cape. **Currently, there are 6 CU opportunities listed for investigation in Division 11.**

**Chart Updating News from Division 3** – Ron Doescher is forming a Division 3 Chart Updating Team that will start by listing all of the potential Small Craft Facilities (SCF) on the SC Chart which covers the area from Boston to Portsmouth, NH. Small Craft facilities are a great source for Chart Updating. Depending on the nature of the SCF, they are a source of SCF Reports. They often turn into chart updating reports due to their marina facilities and they can become the source of Coast Pilot corrections to the marine features provided in their area. Also, working with AUXAIR, the Coast Pilot often needs photographs of the nearby harbors and rivers. This project has to potential to become a rich resource of Chart Updating activity. Ron is looking for support from the other members of Division 3. Previously, Ron submitted a Chart Update for the windmill in the Merrimack River area. **Ten chart updating opportunities are currently listed in Division 3.**

Also in Division 3, working with the Private Aid to Navigation Manager, Steve Pothier, in Boston, they were able to get those pesky markers removed from the chart for the Essex River in Division 3. Those markers have been confusing mariners on that river for many years.

**Chart Updating News from Division 5** – A Chart Update Team is in the process of formation. Currently, there are **32 chart updating projects identified in Division 5.** We are waiting for a leader to come forward to schedule the formation meeting for this team. Irwin Cohen, Jane Eastman, Howard Rothstein, A. Silvestri and John English have shown some interest in this AOR.

**Chart Updating News for Division 4** – A few volunteers have stepped up to form this Chart Updating Team. **74 potential chart update projects have been identified for this AOR.** We need for a leader to step forward and schedule a meeting to kick off this Division Chart Team.

**Chart Updating News for Division 12** – **65 potential chart update projects have already been identified for this AOR.** Jay Prior, Joseph Riley, Jim Halpin, Eunice Bloomquist and Barbara Blanchard have shown interest in this program. We need a leader to step forward and call the first meeting of the Division 12 Chart Updating Team to start addressing these many opportunities.

As you can see, the Chart Updating programs in the Division are starting to flourish this year. If you fit the profile presented below, there is a good chance that you will make a great Chart Updater. Contact your Division SO-NS or ADSO-NS and join your Division Chart Updating Team today. **You don't have to be Av Qualified to become a Chart Updater.**

Check out the link to the website for chart updates that have already been reported. You can view what has already been done on this web site - [http://www.uscgaan.com/scf\\_completed.htm](http://www.uscgaan.com/scf_completed.htm)

## **A Chart Updater's Profile**

- ✓ Likes to solve problems.
- ✓ Is not afraid of detail and research.
- ✓ Is proficient using GPS and echo sounders or willing to learn.
- ✓ Can draw logical conclusions from a data set.
- ✓ Likes to prepare complete, detailed and professional reports.
- ✓ Is not afraid of computers.
- ✓ Likes navigational subjects and is open to learn new skills.
- ✓ Is open to learn new techniques and can follow directions closely.
- ✓ Is not afraid to take charge of a project and bring it to conclusion.

## **New AVs qualified for First Northern**

We offer our congratulations to the following Auxiliarists who have met all of their qualifications as AV-Aid Verifier at the District Training Conference earlier this month.

**Jay Prior - 013-12-03**

**Wayne Richardson - 013-11-06**

**Richard Brady - 013-11-01**

**Sean Thomson - 013-02-04**

**Irwin Cohen - 013-05-08**

**Richard Lemar - 013-03-01**

**Navigation Systems needs new AVs-Aid Verifiers from Northern Maine to Cape Cod to Narragansett Bay in Rhode Island.**



Whether it is verifying Private aids, checking Federal Aids, surveying Bridges or Chart Updating, these activities are the best way to add interest to your Auxiliary patrols. Not only will the time fly by but your interesting work serves as a direct benefit to the Coast Guard, the Auxiliary and NOAA. In the process, you become a skilled navigator and a valued member of the Navigation Systems Team.

As you can see by this newsletter, Navigation Systems offers continuously training all year round. We will teach you how to organize and plan projects and patrols, how to properly use a GPS to take highly accurate fixes and depth readings and how to develop leadership for managing volunteers in the field. Also, we always tie our activities to fellowship events. **If you are not having fun out there, perhaps it is time that you take a good look at the Navigation Systems PATON program.** You can be a qualified Aid Verifier by August, 2013.

**Please pass the word to your members. Have them e-mail**

**the DSO-NS 013 if they plan to attend this training.**

**[FrankJLarkin@verizon.net]**

## **Navigation Systems AV Training Schedule**

Available from your home using WEBEX on your personal computer on Tuesday evenings at 7:50 to 10:00 pm. Session is open to all Auxiliarists, especially AVC candidates and existing AVs who want to update their AV skills.

<b>Date</b>	<b>Event</b>	<b>Details</b>
<b>May 7</b>	<b>AVC Training Session 1 - HOW TO BECOME AN AID VERIFIER and THE FEDERAL REGULATIONS FOR PRIVATE AIDS</b>	The District Specific Tasks and the full Aid Verifier PQS will be explained. You will be made aware of the Boat Crew tasks, the TCT training and the ICS training that is also required for qualification. Location of the prescribed readings and study will be explained. The Federal Regulations for Private Aids to Navigation will be explained.
<b>May 21</b>	<b>AVC Training Session 2 - NAUTICAL CHARTS AND ALMANACS.</b>	The NOAA Nautical Chart along with all of the other Nautical Catalogs that you will need as an AV will be explained. AVC will be introduced to all of the on-line charts and documents access and how to access them on the NS Web Site at <a href="http://www.uscgaa.com">www.uscgaa.com</a> . AVCs will be introduced to on-line Open/CPN nautical charts. Other "currently updated" catalogs and Almanacs will be demonstrated.
<b>June 4</b>	<b>AVC Training Session 3 – THE IALA-B AIDS TO NAVIGATION SYSTEM.</b>	The IALA-B Aids to Navigation System will be explained. How the different aids are used. The standard specifications for each type of aid. The typical discrepancies that you may observe on an aid to navigation.
<b>June 18</b>	<b>AVC Training Session 4 – BRIDGES</b>	Understanding CFR 117 – Bridges (Q&A), Typical bridge discrepancies. How to perform a bridge survey; how to report a Bridge Specification Update; How to report discrepancies on a bridge are all explained.
<b>July 2</b>	<b>AVC Training Session 5 – OPERATING GUIDELINES FOR VERIFYING A PATON and FOR CHECKING AN ATON and an UNSCHEDULED PATON</b>	The requirements for verifying a "lateral" aid to navigation are explained as well as the process for checking a Federal Aid and an "unscheduled" Private Aid. How to properly take a fix and a depth. Also the special maneuvering techniques needed to achieve the required accuracy when fixing a lateral aid to navigation.
<b>July 16</b>	<b>AVC Training Session 6 – HOW TO USE THE WEB-BASED PATON SYSTEM and the NON-PERMITTED PATON REPORTING</b>	The full use of the on-line PATON System will be explained and demonstrated. You will learn how to logon, how to register, how to submit a PATON application, How to determine what PATONs are scheduled for your PATROL Area, How to prepare and submit a 7054 AV Verification Report, How to submit discrepancy photos and How to report your NS activity to AUXDATA.



<p><b>Aug 6</b></p>	<p><b>AVC Training Session 7 - HOW TO ACCESS AND DOWNLOAD FREE ON-LINE OPEN/CPN NAUTICAL CHARTS WITH YOUR PERSONAL COMPUTER</b></p>	<p>Every Operational Auxiliarist should take this training. <i>Learn how on-line Open/CPN charts can enhance the accuracy of your GPS fixes, waypoints and routes.</i> 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.</p> <p>New members, boat crew and coxswains, Aid Verifiers and AV Candidates can benefit from this training.</p>
---------------------	---	---

## The Navigation Systems Staff Activity Calendar for May and June, 2013



### For May

Start your planned on-the-water Navigational Systems activities.

- You can begin this process as soon as the boats are in the water.
- You don't have to wait for the official SAR season to begin.

Check that each AV-Aid Verifier receives special training this spring. The PowerPoint presentations for the AV Workshop are available with voice over commentary on each slide.

Review the status of your AVs training to insure that your AV volunteers are ready.

Check with each AV to insure that they have developed their PATON plans for 2013 and that they understand the assigned priorities for 2013.

Continue to encourage Boat Crew members to develop their Federal Aid Verification activity.

All sections of your NS Program should be operational at this point including the AUXDATA Activity reporting.

Make it a point to conduct one Chart Update or Small Craft Facility activity this month and submit a report to NOAA in order to initiate your Division Chart Updating Team.

Review the contents of the May NS Newsletter and pass the information along to your members.

Make a NS Report at your Monthly Meeting. Pass a copy of your report up the chain – FSO to SO, SO to ADSO, ADSO to DSO.

Provide a brief ATON Program training session at your Monthly Meeting for the benefit of the BC members as part of your 2012 ATON Program

Encourage your members of the availability of scheduled on-line WebEX Training opportunities for AVCs – Aid Verifier Candidates.

## For June

Your Navigation System Program plan should be in full operation at this time – PATONs, ATONs, Bridges and Chart Updates...

Note that there are many major Operational activities this year that can disrupt the availability of OPFACs and Coxswains. Plan to get your underway projects completed early – particularly for the PATON program.

Continue to encourage your AV volunteers to perform their assigned PATON and Bridge verifications.

Encourage your non-AV volunteers to perform Chart Updating and Small Craft Facility updating by joining the Division Chart Updating Team.

Get interested ATON volunteers underway on OPFACs for on-the-job training on Federal Aids and Bridges.

Review the contents of this NS Newsletter and pass the information along to your members.

Make a Navigation Systems Report at your Monthly Meeting. Pass a copy of your report up the chain – FSO to SO, SO to ADSO, ADSO to DSO.

Provide a brief ATON/PATON Program training session at your Flotilla and/or your Division Monthly Meeting for the benefit of the BC members as part of your 2012 ATON Program. Communicate how they can assist us this summer.

Advise your members of the availability of the scheduled on-line WebEX Training opportunities by alerting your members that a new AV Qualification Training program is starting on Tuesday evening, May 7, at 7:45 pm. They can be qualified AVs by August,

Start forming your Division Chart Updates Team.

There are a lot of potential chart corrections available.

Start your CU Program with the easy projects.

## Are your Charts up to date? Check them out here!

Below is a list of the NOAA charts that are used throughout the First District, Northern Region. Check that you are using the latest editions. In order to view a chart, just go to this website and copy it directly -

<http://www.charts.noaa.gov/MCD/Dole.shtml>

You also can access free Open/CPN charts for this area on the Navigation Systems Web Site at [www.uscgaan.com](http://www.uscgaan.com). These on-line charts can be updated twice each month.

Chart no.	Images	Title	Scale		PAPER Edition and Date		POP Edition and Date
13215	<a href="#">View</a>	Block Island Sound Point Judith to Montauk Point	40,000	20	Feb /11 (NM:2/19/2011) (LNM:2/8/2011)	20	Feb /11 (NM:5/4/2013) (LNM:4/23/2013)
13217	<a href="#">View</a>	Block Island	15,000	16	Mar /11 (NM:3/12/2011) (LNM:3/1/2011)	16	Mar /11 (NM:5/4/2013) (LNM:4/23/2013)
13218	<a href="#">View</a>	Martha's Vineyard to Block Island	80,000	41	Oct /09 (NM:10/3/2009) (LNM:9/22/2009)	41	Oct /09 (NM:5/4/2013) (LNM:4/23/2013)
13219	<a href="#">View</a>	Point Judith Harbor	15,000	13	Dec /11 (NM:12/10/2011) (LNM:11/29/2011)	13	Dec /11 (NM:5/4/2013) (LNM:4/23/2013)

13221	<a href="#">View</a>	Narragansett Bay	40,000	59	Mar /12 (NM:3/17/2012) (LNM:3/6/2012)	59	Mar /12 (NM:5/4/2013) (LNM:4/23/2013)
13223	<a href="#">View</a>	Narragansett Bay, Including Newport Harbor	20,000	42	Feb /12 (NM:2/18/2012) (LNM:2/7/2012)	42	Feb /12 (NM:5/4/2013) (LNM:4/23/2013)
13224	<a href="#">View</a>	Providence River and Head of Narragansett Bay	20,000	39	Aug /09 (NM:8/1/2009) (LNM:7/21/2009)	40	Apr /13 (NM:5/4/2013) (LNM:4/23/2013)
13225	<a href="#">View</a>	Providence Harbor	10,000	34	Dec /09 (NM:12/5/2009) (LNM:11/17/2009)	34	Dec /09 (NM:5/4/2013) (LNM:4/23/2013)
13226	<a href="#">View</a>	Mount Hope Bay	20,000	7	Jan /11 (NM:1/15/2011) (LNM:1/4/2011)	7	Jan /11 (NM:5/4/2013) (LNM:4/23/2013)
13227	<a href="#">View</a>	Fall River Harbor;State Pier	10,000	15	Aug /11 (NM:8/6/2011) (LNM:7/26/2011)	15	Aug /11 (NM:5/4/2013) (LNM:4/23/2013)
13228	<a href="#">View</a>	Westport River and Approaches	20,000	12	Nov /09 (NM:11/21/2009) (LNM:11/10/2009)	12	Nov /09 (NM:5/4/2013) (LNM:4/23/2013)
13229	<a href="#">View</a>	South Coast of Cape Cod and Buzzards Bay	40,000	31	Sep /10 (NM:9/4/2010) (LNM:8/31/2010)		N/A
13230	<a href="#">View</a>	Buzzards Bay; Quicks Hole	40,000	50	Aug /10 (NM:8/14/2010) (LNM:8/3/2010)	50	Aug /10 (NM:5/4/2013) (LNM:4/23/2013)
13232	<a href="#">View</a>	New Bedford Harbor and Approaches	20,000	5	Nov /09 (NM:11/7/2009) (LNM:10/27/2009)	5	Nov /09 (NM:5/4/2013) (LNM:4/23/2013)
13233	<a href="#">View</a>	Martha's Vineyard;Menemsha Pond	40,000	19	Jan /11 (NM:1/15/2011) (LNM:1/4/2011)	19	Jan /11 (NM:5/4/2013) (LNM:4/23/2013)
13235	<a href="#">View</a>	Woods Hole	5,000	7	Jul /12 (NM:7/7/2012) (LNM:6/26/2012)	7	Jul /12 (NM:5/4/2013) (LNM:4/23/2013)
13236	<a href="#">View</a>	Cape Cod Canal and Approaches	20,000	31	Apr /12 (NM:4/14/2012) (LNM:4/3/2012)	31	Apr /12 (NM:5/4/2013) (LNM:4/23/2013)
13237	<a href="#">View</a>	Nantucket Sound and Approaches	80,000	41	Aug /11 (NM:8/27/2011) (LNM:8/16/2011)	41	Aug /11 (NM:5/4/2013) (LNM:4/16/2013)
13238	<a href="#">View</a>	Martha's Vineyard Eastern Part;Oak Bluffs Harbor;Vineyard Haven Harbor;Edgartown Harbor	20,000	16	Aug /07 (NM:8/4/2007) (LNM:7/24/2007)	16	Aug /07 (NM:5/4/2013) (LNM:4/23/2013)
13241	<a href="#">View</a>	Nantucket Island	40,000	17	Jun /12 (NM:6/9/2012) (LNM:5/29/2012)	17	Jun /12 (NM:5/4/2013) (LNM:4/23/2013)
13242	<a href="#">View</a>	Nantucket Harbor	10,000	18	Dec /11 (NM:12/17/2011)	18	Dec /11 (NM:5/4/2013)

					(LNM:12/13/2011)		(LNM:4/23/2013)
13244	<a href="#">View</a>	Eastern Entrance to Nantucket Sound	40,000	41	Nov /11 (NM:11/19/2011) (LNM:11/8/2011)	41	Nov /11 (NM:5/4/2013) (LNM:4/23/2013)
13246	<a href="#">View</a>	Cape Cod Bay	80,000	39	Oct /10 (NM:10/9/2010) (LNM:9/28/2010)	39	Oct /10 (NM:5/4/2013) (LNM:4/23/2013)
13248	<a href="#">View</a>	Chatham Harbor and Pleasant Bay	20,000	11	Jun /11 (NM:6/18/2011) (LNM:6/7/2011)	11	Jun /11 (NM:5/4/2013) (LNM:4/23/2013)
13249	<a href="#">View</a>	Provincetown Harbor	20,000	13	Apr /07 (NM:4/14/2007) (LNM:4/3/2007)	13	Apr /07 (NM:5/4/2013) (LNM:4/23/2013)
13250	<a href="#">View</a>	Wellfleet Harbor; Sesuit Harbor	40,000	9	Dec /10 (NM:12/18/2010) (LNM:12/7/2010)	9	Dec /10 (NM:5/4/2013) (LNM:4/23/2013)
13251	<a href="#">View</a>	Barnstable Harbor	20,000	16	Jun /11 (NM:6/4/2011) (LNM:5/31/2011)	16	Jun /11 (NM:5/4/2013) (LNM:4/23/2013)
13253	<a href="#">View</a>	Harbors of Plymouth, Kingston and Duxbury; Green Harbor	20,000	20	Jul /10 (NM:7/3/2010) (LNM:6/22/2010)	20	Jul /10 (NM:5/4/2013) (LNM:4/23/2013)
13260	<a href="#">View</a>	Bay of Fundy to Cape Cod	378,838	41	Aug /12 (NM:8/11/2012) (LNM:7/31/2012)	41	Aug /12 (NM:5/4/2013) (LNM:4/23/2013)
13267	<a href="#">View</a>	Massachusetts Bay; North River	80,000	35	Feb /11 (NM:2/19/2011) (LNM:2/8/2011)	35	Feb /11 (NM:5/4/2013) (LNM:4/23/2013)
13269	<a href="#">View</a>	Cohasset and Scituate Harbors	10,000	11	Apr /11 (NM:4/9/2011) (LNM:3/29/2011)	11	Apr /11 (NM:5/4/2013) (LNM:4/23/2013)
13270	<a href="#">View</a>	Boston Harbor	25,000	64	Feb /11 (NM:2/12/2011) (LNM:2/8/2011)	64	Feb /11 (NM:5/4/2013) (LNM:4/23/2013)
13272	<a href="#">View</a>	Boston Inner Harbor	10,000	52	Apr /12 (NM:4/7/2012) (LNM:3/27/2012)	52	Apr /12 (NM:5/4/2013) (LNM:4/23/2013)
13274	<a href="#">View</a>	Portsmouth Harbor to Boston Harbor; Merrimack River Extension	40,000	28	Apr /11 (NM:4/9/2011) (LNM:3/29/2011)	28	Apr /11 (NM:5/4/2013) (LNM:4/23/2013)
13275	<a href="#">View</a>	Salem and Lynn Harbors; Manchester Harbor	25,000	31	May /08 (NM:5/31/2008) (LNM:5/20/2008)	31	May /08 (NM:5/4/2013) (LNM:4/23/2013)
13276	<a href="#">View</a>	Salem, Marblehead and Beverly Harbors	10,000	23	Oct /10 (NM:10/23/2010) (LNM:10/19/2010)	23	Oct /10 (NM:5/4/2013) (LNM:4/23/2013)
13278	<a href="#">View</a>	Portsmouth to Cape Ann; Hampton Harbor	80,000	27	Oct /09 (NM:10/3/2009) (LNM:9/29/2009)	27	Oct /09 (NM:5/4/2013) (LNM:4/23/2013)



13279	<a href="#">View</a>	Ipswich Bay to Gloucester Harbor; Rockport Harbor	20,000	33	Aug /09 (NM:8/1/2009) (LNM:7/21/2009)	33	Aug /09 (NM:5/4/2013) (LNM:4/23/2013)
13281	<a href="#">View</a>	Gloucester Harbor and Annisquam River	10,000	19	Oct /10 (NM:10/2/2010) (LNM:9/21/2010)	19	Oct /10 (NM:5/4/2013) (LNM:4/23/2013)
13282	<a href="#">View</a>	Newburyport Harbor and Plum Island Sound	20,000	12	Sep /09 (NM:9/19/2009) (LNM:9/8/2009)	12	Sep /09 (NM:5/4/2013) (LNM:4/23/2013)
13283	<a href="#">View</a>	Portsmouth Harbor Cape Neddick Harbor to Isles of Shoals; Portsmouth Harbor	20,000	21	Mar /11 (NM:3/19/2011) (LNM:3/15/2011)	22	Apr /13 (NM:5/4/2013) (LNM:4/23/2013)
13285	<a href="#">View</a>	Portsmouth to Dover and Exeter	20,000	12	Feb /13 (NM:2/16/2013) (LNM:2/5/2013)	12	Feb /13 (NM:5/4/2013) (LNM:4/23/2013)
13286	<a href="#">View</a>	Cape Elizabeth to Portsmouth; Cape Porpoise Harbor; Wells Harbor; Kennebunk River; Perkins Cove	80,000	31	Jun /11 (NM:6/4/2011) (LNM:5/31/2011)	31	Jun /11 (NM:5/4/2013) (LNM:4/23/2013)
13287	<a href="#">View</a>	Saco Bay and Vicinity	20,000	12	Sep /04 (NM:9/11/2004) (LNM:8/24/2004)	12	Sep /04 (NM:5/4/2013) (LNM:4/23/2013)
13288	<a href="#">View</a>	Monhegan Island to Cape Elizabeth	80,000	43	Jul /10 (NM:7/10/2010) (LNM:6/22/2010)	43	Jul /10 (NM:5/4/2013) (LNM:4/23/2013)
13290	<a href="#">View</a>	Casco Bay	40,000	39	Jul /10 (NM:7/3/2010) (LNM:6/22/2010)	39	Jul /10 (NM:5/4/2013) (LNM:4/23/2013)
13292	<a href="#">View</a>	Portland Harbor and Vicinity	20,000	40	Jul /10 (NM:7/3/2010) (LNM:6/22/2010)	40	Jul /10 (NM:5/4/2013) (LNM:4/23/2013)
13293	<a href="#">View</a>	Damariscotta, Sheepscot and Kennebec Rivers;South Bristol Harbor;Christmas Cove	40,000	35	Oct /10 (NM:10/30/2010) (LNM:10/26/2010)	35	Oct /10 (NM:5/4/2013) (LNM:4/23/2013)
13295	<a href="#">View</a>	Kennebec and Sheepscot River Entrances	15,000	11	Oct /02 (NM:10/12/2002) (LNM:9/24/2002)	11	Oct /02 (NM:5/4/2013) (LNM:4/23/2013)
13296	<a href="#">View</a>	Boothbay Harbor to Bath, Including Kennebec River	15,000	26	Jan /12 (NM:1/21/2012) (LNM:1/10/2012)	26	Jan /12 (NM:5/4/2013) (LNM:4/23/2013)
13297	<a href="#">View</a>	Kennebec River Courthouse Point to Augusta	15,000	11	Nov /07 (NM:11/10/2007) (LNM:10/30/2007)	11	Nov /07 (NM:5/4/2013) (LNM:4/23/2013)
13298	<a href="#">View</a>	Kennebec River Bath to Courthouse Point	15,000	10	5/5/2001	10	5/5/2001 (NM:5/4/2013) (LNM:4/23/2013)
13301	<a href="#">View</a>	Muscongus Bay;New Harbor;Thomaston	40,000	21	Aug /11 (NM:8/6/2011) (LNM:7/26/2011)	21	Aug /11 (NM:5/4/2013) (LNM:4/23/2013)
13302	<a href="#">View</a>	Penobscot Bay and Approaches	80,000	23	Dec /11 (NM:12/17/2011)	23	Dec /11 (NM:5/4/2013)

					(LNM:12/13/2011)		(LNM:4/23/2013)
13303	<a href="#">View</a>	Approaches to Penobscot Bay	40,000	13	Jun /11 (NM:6/11/2011) (LNM:5/31/2011)	13	Jun /11 (NM:5/4/2013) (LNM:4/23/2013)
13305	<a href="#">View</a>	Penobscot Bay;Carvers Harbor and Approaches	40,000	29	Jun /12 (NM:6/16/2012) (LNM:6/5/2012)	29	Jun /12 (NM:5/4/2013) (LNM:4/23/2013)
13307	<a href="#">View</a>	Camden, Rockport and Rockland Harbors	20,000	11	Jul /12 (NM:7/28/2012) (LNM:7/17/2012)	11	Jul /12 (NM:5/4/2013) (LNM:4/23/2013)
13308	<a href="#">View</a>	Fox Islands Thorofare	15,000	13	Dec /11 (NM:12/17/2011) (LNM:12/6/2011)	13	Dec /11 (NM:5/4/2013) (LNM:4/23/2013)
13309	<a href="#">View</a>	Penobscot River;Belfast Harbor	40,000	29	Aug /10 (NM:8/28/2010) (LNM:8/17/2010)	29	Aug /10 (NM:5/4/2013) (LNM:4/23/2013)
13312	<a href="#">View</a>	Frenchman and Blue Hill Bays and Approaches	80,000	22	Aug /06 (NM:8/26/2006) (LNM:8/15/2006)	22	Aug /06 (NM:5/4/2013) (LNM:4/23/2013)
13313	<a href="#">View</a>	Approaches to Blue Hill Bay	40,000	21	Feb /13 (NM:2/9/2013) (LNM:1/22/2013)	21	Feb /13 (NM:5/4/2013) (LNM:4/23/2013)
13315	<a href="#">View</a>	Deer Island Thorofare and Casco Passage	20,000	12	May /12 (NM:5/12/2012) (LNM:5/1/2012)	12	May /12 (NM:5/4/2013) (LNM:4/23/2013)
13316	<a href="#">View</a>	Blue Hill Bay;Blue Hill Harbor	40,000	23	Sep /11 (NM:9/3/2011) (LNM:8/23/2011)	23	Sep /11 (NM:5/4/2013) (LNM:4/23/2013)
13318	<a href="#">View</a>	Frenchman Bay and Mount Desert Island	40,000	19	Jan /13 (NM:1/12/2013) (LNM:12/18/2012)	19	Jan /13 (NM:5/4/2013) (LNM:4/23/2013)
13321	<a href="#">View</a>	Southwest Harbor and Approaches	10,000	9	Mar /03 (NM:3/15/2003) (LNM:2/25/2003)	9	Mar /03 (NM:5/4/2013) (LNM:4/23/2013)
13322	<a href="#">View</a>	Winter Harbor	10,000	10	Jun /12 (NM:6/9/2012) (LNM:5/29/2012)	10	Jun /12 (NM:5/4/2013) (LNM:4/23/2013)
13323	<a href="#">View</a>	Bar Harbor Mount Desert Island	10,000	8	Sep /04 (NM:9/11/2004) (LNM:8/31/2004)	8	Sep /04 (NM:5/4/2013) (LNM:4/23/2013)
13324	<a href="#">View</a>	Tibbett Narrows to Schoodic Island	40,000	14	Nov /03 (NM:11/1/2003) (LNM:10/21/2003)	15	Mar /13 (NM:5/4/2013) (LNM:4/23/2013)
13325	<a href="#">View</a>	Quoddy Narrows to Petit Manan Island	80,000	15	Aug /04 (NM:8/28/2004) (LNM:8/17/2004)	15	Aug /04 (NM:5/4/2013) (LNM:4/23/2013)
13326	<a href="#">View</a>	Machias Bay to Tibbett Narrows	40,000	13	Apr /04 (NM:4/24/2004) (LNM:4/6/2004)	13	Apr /04 (NM:5/4/2013) (LNM:4/23/2013)

13392	<a href="#">View</a>	Grand Manan Channel Southern Part	50,000	3	Feb /11 (NM:2/19/2011) (LNM:2/8/2011)	3	Feb /11 (NM:5/4/2013) (LNM:4/23/2013)
13394	<a href="#">View</a>	Grand Manan Channel Northern Part; North Head and Flagg Cove	50,000	3	Jul /02 (NM:7/20/2002) (LNM:7/9/2002)	4	Nov /12 (NM:5/4/2013) (LNM:4/23/2013)
13396	<a href="#">View</a>	Campobello Island; Eastport Harbor	20,000	5	May /10 (NM:5/15/2010) (LNM:5/4/2010)	6	Nov /12 (NM:5/4/2013) (LNM:4/23/2013)
13398	<a href="#">View</a>	Passamaquoddy Bay and St. Croix River; Beaver Harbor; Saint Andrews; Todds Point	50,000	4	Nov /12 (NM:11/17/2012) (LNM:11/6/2012)	4	Nov /12 (NM:5/4/2013) (LNM:4/23/2013)

**Please pass this chart information to your operational members.**

## ATTENTION ALL AID VERIFIERS

**Our 7054 AV Verification Reports are being sent to the PATON Owners this year for the first time.** Please take extra precaution to insure the accuracy, credibility and professionalism of your reports this year. Be sure that you are absolutely correct before you hit the "SUBMIT" button.

If you have any questions while you are on scene at the PATON or are in the process of preparing the 7054 AV Verification Report, call your ADSO-NS or the **DSO-NS 013 – Frank Larkin**. He is available by cell phone from 0800 to 2100 daily at 617-997-7423. Please be absolutely sure before you submit in 2013!



The "**Handy Dandy**" **PATON Guide** on the next page has been prepared to help you deal with your PATON verifications this year. Make a copy and use it as a guide this year on order to maintain our accuracy, credibility and professionalism goals with the Coast Guard.

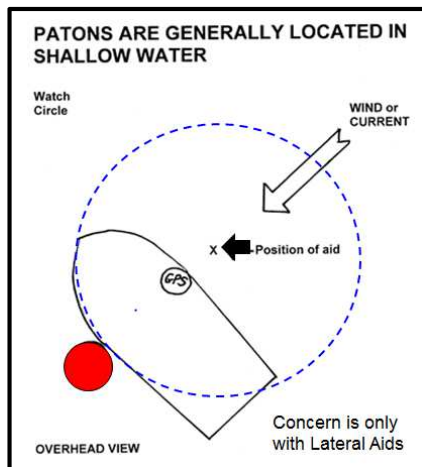
# AV “Handy-Dandy” PATON Guide

Factor	Comments
<p><b>1. Take the time to pre-plan your patrol activity.</b></p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> <b>Print out</b> “<a href="#">One Page Verification Report</a>” for each scheduled PATON that you plan to verify. Include the “One Page Verification Report – Back Page.”</li> <li><input type="checkbox"/> <b>Print out</b> an EXCEL spreadsheet from the <a href="#">PATON System listing</a> all of the PATONs that you plan to verify and check while on the patrol.</li> <li><input type="checkbox"/> <b>Print out</b> the section of the “<a href="#">corrected</a>” <a href="#">Light List</a> that covers the Federal Aids in the patrol Area(s) that you plan to cover on the patrol.</li> <li><input type="checkbox"/> <b>Print out</b> the <a href="#">specification page</a> for each bridge that you plan to survey on the patrol.</li> <li><input type="checkbox"/> <b>Sort the documents in the order that you plan to use them when on the patrol.</b></li> </ul> <p><b>Note:</b> If there are any groups of similar regulatory PATON or other uncharted buoys in an area, pre-plot them on the Open/CPN charts so that they can be easily distinguished when on scene.</p>
<p><b>2. Prior to the Patrol, perform all the documentation checks.</b></p>	<p><b>For PATONs</b> (Private Aids)</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Check that the Light List and the charted position and symbols and abbreviations match the data in the PATON’s specification.</li> <li><input type="checkbox"/> Record all discrepancies on the “<a href="#">One Page Verification Report – Back Page.</a>”</li> </ul> <p><b>For ATONs</b> (Federal Aids)</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Check that the charted position and symbols and abbreviations match the data shown in the “<a href="#">Current</a>” <a href="#">Light List</a>.</li> <li><input type="checkbox"/> Record all discrepancies on the “<a href="#">One Page Verification Report – Back Page.</a>”</li> </ul>
<p><b>3. When you arrive at the OPFAC:</b></p>	<p><b>SET YOURSELF UP FOR HIGH ACCURACY – NOT ERROR</b></p> <p><b>Validate</b> that all GPS sets aboard the OPFAC are set up correctly.</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> WAAS is enabled.</li> <li><input type="checkbox"/> Reading in nautical miles.</li> <li><input type="checkbox"/> Lat/Long reading in Degrees, Minutes and Seconds – <b>DD-MM-SS.SS</b></li> </ul> <p><b>Check</b> the Lat/Long readings on all GPS sets by placing them antenna to antenna.</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Record the results for the <b>Accuracy Statement</b>.</li> <li><input type="checkbox"/> Quarantine all equipment that is not operating accurately.</li> </ul> <p><b>Check</b> the accuracy of the echo sounder, using a sounding pole, a lead line or a hand-held echo-sounder or by calculation. [Echo Sounder reading plus the correction for the transducer minus the estimated Height of Tide equals the Depth at Datum. Compare to the charted depth of the area.]</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Record the results for the <b>Accuracy Statement</b>.</li> </ul>
<p><b>4. Brief the AVs and crew on the plan for the patrol.</b></p>	<p><b>Assign</b> specific responsibilities to each AV on board.</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Double check that they understand their duties clearly.</li> <li><input type="checkbox"/> <b>Any misunderstandings can lead to errors when on scene at the PATON.</b></li> </ul>
<p><b>5. When you arrive on scene at a PATON, evaluate the PATON’s specifications.</b></p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Does the observation of the physical characteristics of the PATON, match the specifications for the PATON on the “<a href="#">One Page Verification Report.</a>”</li> <li><input type="checkbox"/> If a lateral aid, does the observed physical characteristics of the PATON, match the I-ALA B Aid to Navigation System – color, shape, numbering, retro material and placement?</li> <li><input type="checkbox"/> Does the PATON have a photo in its PATON Record? If not, take a photo of the PATON for attachment to the 7054 AV Verification Report.</li> <li><input type="checkbox"/> Record all discrepancies on the “<a href="#">One Page Verification Report – Back Page.</a>”</li> </ul>
<p><b>6. Determine whether the GPS’ is operating accurately.</b></p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Check that the GPS’ is operating in 3D – viewing 4 or more satellites. If not, wait until the satellite geometry adjusts itself. Record for the <b>Accuracy Statement</b>.</li> <li><input type="checkbox"/> Check that the EPE – Estimated Position Error is reading below 20 feet. If not, wait until the satellite geometry adjusts itself. Record for the <b>Accuracy Statement</b>.</li> </ul>
<p><b>7. Determine whether the Echo Sounder is operating accurately.</b></p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Add the correction for the position of the transducer to the echo sounder’s read out and subtract the HOT – Height of Tide. Compare the result to the charted depth in the area.</li> <li><input type="checkbox"/> If the answer is close, you have sanity checked your echo sounder. Record for the <b>Accuracy Statement</b>.</li> </ul>



**8. Take a fix and depth at the PATON:**

Do not guess or assume that a PATON is on or off station. Positioning of all lateral and fixed private aid reports must be 100% accurate.



**Plan to take depths and fixes at periods of high water when the watch circle is smaller and it is a much safer practice.**

**For Fixed PATONs:**

- Off Station Criteria is 25 feet.
- Take the fix close aboard the fixed aid as possible.
- If you can't get close aboard the PATON safely, estimate the distance that the fix was taken off the PATON and record in the "AV Observation" field.
- Using the "Horizontal and Vertical Calculator," determine the distance from the fix to the LAT/LONG in the PATON's specification.
- Record all discrepancies on the "One Page Verification Report – Back Page."

**For floating Regulatory Buoys:**

- Off Station Criteria is 300 feet.
- The position of this PATON is its mooring or anchor – not the buoy itself.
- Regulatory buoys are not used for navigation; they reflect local ordinances; the aids are usually not listed in the Light List nor are they charted; so **do not waste a lot of time positioning these PATONs**.
- A major discrepancy is when the regulatory PATON is deployed in the navigable channel.

**For floating Lateral Buoys:**

- Off Station Criteria is 50 feet.
- The position of this PATON is its mooring or anchor – not the buoy itself.
- When needed for greater accuracy, compensate for the wind and current effect on the PATON's watch circle by taking readings up wind and current from the buoy so you are statistically closer to the PATON's mooring and, therefore, more accurate. See the diagram at the left.
- Take readings from the side of the OPFAC away from the buoy and closer to the mooring.
- Using the "Horizontal and Vertical Calculator," determine the distance from the fix to the LAT/LONG in the PATON's specification. Record the results for the "AV Observation" field on the "7054 AV Verification Report."
- Record all discrepancies on the "One Page Verification Report – Back Page."

**9. Location Discrepancies:**

**CHECK OFF THE APPROPRIATE DISCREPANCIES ON THE 7054 AV VERIFICATION REPORT.**

**PATON is Off Station**

- PATON does not meet the Off Station Criteria as verified by the "Vertical and Horizontal Error Calculator." [Observed Fix versus the permitted Lat/Long.
- Show the distance off in the "AV Observation" field.

**PATON is Adrift**

- PATON is no longer attached to its mooring.
- Call the CG ANT for instructions. Record the instructions received in the "AV Observation" field.

**PATON is Missing**

- You have double checked the PATON position and cannot view the PATON.
- You are assured that the PATON is not off station.
- If a lateral PATON, notify the CG ANT by phone.

**PATON is not marking the best water**

- Be sure to explain your reason for selecting this statement in the "AV Observation" field.
- Show a photo and/or a chartlet on your 7054 Report that explains your concerns.

**10. PATON Condition Discrepancies**

**PATON is sinking.**

- Double check that the floating aid is actually sinking by waiting a period of time to observe any change.
- Notify the CG ANT by phone. Indicate that you called in the discrepancy, the date and time and the name of the contact in the "AV Observation" field on your 7054 Report.
- Attach a photo of the aid as it appears as sinking.

**PATON is stranded.**

- PATON is still attached to its mooring but the area surrounding the aid dries at some period of the tide.
- If a lateral aid, notify the CG ANT by phone. . Indicate that you called in the discrepancy, the date and time and the name of the contact in the "AV Observation" field on your 7054 Report.
- Attach a photo of the aid to your report showing it as stranded.

	<p><b><u>PATON is capsized.</u></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Aid has lost its weight and is lying on its side.</li> <li><input type="checkbox"/> Attach a photo of the aid showing it as capsized.</li> </ul> <p><b><u>PATON is submerged.</u></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Aid is attached to its mooring but is just below the waterline.</li> <li><input type="checkbox"/> This phenomenon happens in areas of fast current.</li> <li><input type="checkbox"/> Call the CG ANT if the aid is causing a hazard to navigation.</li> <li><input type="checkbox"/> Attach a photo of the aid showing it as submerged.</li> </ul> <p><b><u>PATON is damaged by vessel collision.</u></b></p> <p><b><u>PATON has been vandalized.</u></b></p> <p><b><u>Excessive bird fouling is compromising the color of a lateral aid.</u></b></p> <p><b><u>Peeling and rust is compromising the color of a lateral aid.</u></b></p> <p><b><u>Retro material is missing, peeling or inadequate.</u></b></p> <p><b><u>Numbers are missing on a lateral aid.</u></b></p> <p><b><u>Numbers are damaged or the wrong color. Explain in the “AV Observation” field.</u></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Attach a discrepancy photo of the aid showing the problem on the aid with your report.</li> </ul> <p><b><u>Structure is leaning more than 15 degrees.</u></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> This problem applies to fixed structures only. Report leaning floating aids as capsized.</li> <li><input type="checkbox"/> Attach a photo of the tilted structure with your report.</li> </ul> <p><b><u>Extensive deterioration and/or rotting members on a fixed structure.</u></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> This problem applies to fixed structures only.</li> <li><input type="checkbox"/> Attach a photo of the damage with your report.</li> </ul>
<p><b>11. Lighted Discrepancies</b></p>	<p><b><u>Improper light characteristics on a lighted aid – Explain in “AV Observations: field.</u></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> If a lateral aid, call the CG ANT.</li> <li><input type="checkbox"/> This problem refers to the permitted flash characteristic and period of time between flashes.</li> </ul> <p><b><u>Light is obscured or extinguished on a lateral aid.</u></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Call the CG ANT and advise them of the problem with the lateral aid.</li> <li><input type="checkbox"/> Indicate that you called in the discrepancy, the date and time and the name of the contact in the “AV Observation” field on your report.</li> </ul> <p><b><u>Light is burning dim or at reduced intensity.</u></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> This problem can occur later at night when the battery fails to fully charge due to solar panel problems.</li> <li><input type="checkbox"/> Some times this is a weather related problem due to smog or haze. Do not report if this is the case.</li> </ul> <p><b><u>Light is obscured by a dayboard.</u></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Attach a photo of the problem to your report.</li> <li><input type="checkbox"/> If a lateral aid, call the CG ANT and advise them of the problem.</li> </ul> <p><b><u>Lantern is Damaged.</u></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Attach a photo showing the damage with your report.</li> </ul> <p><b><u>Lantern is missing.</u></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Call the CG ANT and advise them of the problem.</li> <li><input type="checkbox"/> Indicate that you called in the discrepancy, the date and time and the name of the contact in the “AV Observation” field on your report.</li> <li><input type="checkbox"/> Attach a photo showing the damage with your report.</li> </ul> <p><b><u>Solar Panel is damaged or incorrectly oriented.</u></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Should be oriented toward the south.</li> <li><input type="checkbox"/> Attach a photo to your report showing the problem.</li> </ul> <p><b><u>Battery Pack is missing or damaged.</u></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Note that new LED lanterns have self-contained batteries and solar panels. Do not report missing battery packs on these aids.</li> <li><input type="checkbox"/> Some aids, fitted with the new LED lanterns, with old hulls, may have fittings for vent pipes. Make sure that these fittings are capped or else these aids can sink.</li> </ul> <p><b><u>Missing Vent Valves.</u></b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> This is usually not a problem with typical private aids unless they are old CG hulls.</li> <li><input type="checkbox"/> If vent pipes are present, they must be capped or be fitted with vent valves.</li> </ul>

<p><b>12. Dayboard Discrepancies</b></p>	<p><u><a href="#">Dayboard is missing or damaged</a></u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> If a lateral aid and this is the sole dayboard on the Aid, call the CG ANT to advise them of the problem.</li> <li><input type="checkbox"/> Indicate that you called in the discrepancy, the date and time and the name of the contact in the "AV Observation" field on your report.</li> <li><input type="checkbox"/> Attach a photo to your report showing the problem.</li> </ul> <p><u><a href="#">Dayboard(s) are faded so that the permitted color is compromised.</a></u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> This is a subjective call.</li> <li><input type="checkbox"/> Attach a photo to your report showing the color discrepancy.</li> </ul> <p><u><a href="#">Dayboard(s) are delaminating</a></u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Attach a photo to your report showing the extent of the delamination.</li> </ul> <p><u><a href="#">Dayboard(s) are obscured by foliage or other object.</a></u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Attach a photo to your report indicating the problem.</li> <li><input type="checkbox"/> Include a chartlet that displays the bearings where the dayboard is obscured.</li> </ul> <p><u><a href="#">Improper Dayboard(s) per data in the permit or on the Light List.</a></u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> If a lateral aid, call the CG ANT to advise them of the problem.</li> <li><input type="checkbox"/> Indicate that you called in the discrepancy, the date and time and the name of the contact in the "AV Observation" field on your report.</li> <li><input type="checkbox"/> Attach a photo to your report showing the discrepant dayboard.</li> </ul>
<p><b>13. Other Discrepancies</b></p>	<p><u><a href="#">Sound Signal Discrepancy, see Comments</a></u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Explain the problem in the "AV Observations" field.</li> </ul> <p><u><a href="#">Radio Beacon is off the air or emitting the wrong signal.</a></u></p> <p><u><a href="#">RACON is off the air</a></u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Call the CG ANT to advise them of the problem.</li> <li><input type="checkbox"/> Indicate that you called in the discrepancy, the date and time and the name of the contact in the "AV Observation" field on your report.</li> </ul>
<p><b>14. AV Observation Field.</b></p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Enter an explanation for any discrepancies where "Other, see Comments" was selected.</li> <li><input type="checkbox"/> Remember that your report is being transmitted to the Owner and the Coast Guard.</li> <li><input type="checkbox"/> Be accurate, credible and professional at all times.</li> </ul>
<p><b>15. Accuracy Statement</b></p>	<p><u><a href="#">Here is a copy of the Standard Accuracy Statement</a></u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Keep a copy on your Desktop.</li> <li><input type="checkbox"/> Copy and paste your Accuracy Statement to this field.</li> <li><input type="checkbox"/> Update the Accuracy Statement for the data collected for the PATON that you are reporting.</li> </ul> <p><b>1. A <u>Garmin GPS 76</u> GPS with <u>WAAS enabled</u>, operating in <u>3D Differential</u> was used to fix the aid. On-scene <u>EPE</u> was <u>8.0</u> feet. Pre-underway accuracy was checked <u>with another GPS.</u></b></p> <p><b>2. A <u>Hummingbird Wide 100</u> echo sounder was used to take the depth. Pre-underway accuracy was checked <u>at the dock with a hand-held echo sounder.</u> Correction for the transducer is <u>0.8 feet.</u></b></p> <p><b>3. The reported fix and depth were taken approximately <u>10 feet</u> from the aid.</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> The <u>Yellow</u> highlighted fields should not change unless you are using a different OPFAC.</li> <li><input type="checkbox"/> The <u>Green</u> highlighted fields are updated once for each patrol.</li> <li><input type="checkbox"/> The <u>Blue</u> highlighted fields are updated for each individual report.</li> </ul>
<p><b>16. 7030 AUXDATA ACTIVITY REPORT – Individual.</b></p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> You must answer "YES" to access this report in Section IV. <b>This is not automatic.</b></li> <li><input type="checkbox"/> Summarize your activity on a single report.</li> <li><input type="checkbox"/> When you "<b>SUBMIT</b>" the 7054 AV Verification Report, the system will e-mail this 7030 Activity Report to the e-mail address that you enter.</li> </ul>
<p><b>17. Discrepancy Photos</b></p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> You must be using a Microsoft Browser to use this feature.</li> <li><input type="checkbox"/> You may add multiple photos and chartlets to a single report.</li> </ul>



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](mailto:FrankJLarkin@verizon.net)

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

***Please pass this newsletter along to your flotilla and division members. We have plenty of work for them. And, include this information in your Monthly Reports at your flotilla and Division meetings.***