



NAVIGATION SYSTEMS 2017 NEWSLETTER

AUGUST, 2017

ONE-HALF OF THE SEASON FOR VERIFYING AND CHECKING PRIVATE AIDS IS OVER!

RESET YOUR PRIORITIES FOR AUGUST AND SEPTEMBER!

June and July represent half of the field time that we had to perform our Coast Guard assigned field work and it is now over. The end of July represents 50% of the time to get underway to meet our 2017 Annual assignments. This is your annual challenge. We have only two months to go in 2017 to accomplish our assigned Coast Guard objectives.

It is important to understand that Navigation Systems provides a multi-faceted program each year that breaks down into five main priorities.

PRIORITY 1 - Annual Private Aid Verifications. This program has a four month window for completion. 40.5% have been verified to date in 2017. Two months are gone. Here is the latest status by Division.

DIV	ASSIGNED	REPORTED	TO GO	PERCENT
1	42	16	26	61.9%
2	114	53	61	53.5%
3	109	19	90	82.5%
4	70	13	57	81.4%
5	38	38	0	100%
6	85	4	81	95.2%
7	188	92	96	51.1%
11	405	210	195	48.2%
12	79	14	65	82.2%
TOTAL	1,130	458	672	59.5%

Make the aids that are scheduled for verification your number one priority for the next two months. We need volunteers to assist us with Divisions 3, 4 and 12 due to their lack of qualified AVs. We would like a boat out of Division 11 to assist with the Division 12 aids. We are planning for a Division 5 NS Team to assist with Division 4. Division 3 is currently a problem. We have no identified resources to handle it at this

time. All other Division need to make their schedule aids for verification their main focus and clean them up as fast as possible. **We have a good chance to get one-third of these aids done by counting the rechecks that have already been reported.** Remember! That if we don't get these scheduled aids verified, the local CG ANT will have to do them for us. . . . not an acceptable option!!!

PRIORITY 2 - Yearly Private Aid Rechecks This category of aids reflect problems that were reported in prior years that have not been corrected in Harbormaster. It is always desirable to get these aids rechecked as early in the season as possible. 49.5% have been rechecked so far in 2017. We are doing a better job getting private aid owners to correct deficiencies this year. **However, these reports have to take second fiddle to the scheduled PATON verifications in Priority 1.** [The Owners and the Coast Guard have been notified of these discrepancies.] Note that recheck information can be found on the Run Sheets only.

PRIORITY 3 - Annual Bridge Survey Plan. Bridges may be surveyed all year round with focus on the Spring months. **64.7%** of the Bridges have been surveyed to date in 2017. **We have until December 31 to finish up the bridges.** The annual plan is to survey every bridge.

PRIORITY 4 - The Private Aid Photo Program. Only 6.0% of the assigned photos have been reported. **Photos must have a low priority for the next two months.** **Auxiliarists do not have to be AV qualified to photograph private aids.** This is a good fill-in activity for regular operational patrols. Run sheets showing that aids that need photos are available from the DSO-NS by e-mail at www.uscgaan.com.

PRIORITY 5 - "Unauthorized Aid" Program. It is important to identify these aids and report them to the Coast Guard. **42.7%** of the unauthorized private aids have been identified or converted to permitted PATONs. The bulk of this activity has been initiating from Division 1 in Maine. **This work can be done all year round so give it a low priority during the next two months.**

The First Northern Master Schedule

Copies of the 2017 Master Schedule showing the latest detail for all five priorities is attached to this Newsletter. The summary page is on the next page. This gives you the latest status of each Run in your Division which flags for you what is left to do.

Copies of run sheets are available by e-mail from the DSO-NS at FrankJLarkin@verizon.net. Time is of the essence. Get underway as soon as possible to clean up the Priority One PATONs in your Division. Volunteer to handle problems in other Divisions if you have completed your own Division.

Check out how your Division is responding to their 2017 assignments.

2017 NAVIGATION SYSTEMS SUMMARY STATUS BY AUX DIVISION				
PATROL RUNS BY DIVISION	Total PATONs	VERIFY PLAN	CHECK PLAN	
PRIORITY		ONE	TWO	TOTAL
As of 7/31/2017 - Half Time				
COMMENTS FOR JULY, 2017				
Division 1	209	42	35	77
ANT SWH	Completed	16	6	22
SNENE	Qty to go	26	29	55
	% Completed	38.1%	17.1%	28.6%
Division 2	244	114	35	149
ANT S PORT	Completed	53	23	76
SNENE	Qty to go	61	12	73
	% Completed	46.5%	65.7%	51.0%
Division 3	138	109	109	218
ANT BOS	Completed	19	0	19
SBOS	Qty to go	90	109	199
	% Completed	17.4%	0.0%	8.7%
Division 4	91	70	1	71
ANT BOS	Completed	13	0	13
SBOS	Qty to go	57	1	58
	% Completed	18.6%	0.0%	18.3%
Division 5	89	38	42	80
ANT BOS	Completed	38	42	80
SBOS	Qty to go	0	0	0
	% Completed	100.0%	100.0%	100.0%
Division 6	177	85	27	112
ANT WH	Completed	0	4	4
SSENE	Qty to go	85	23	108
	% Completed	0.0%	14.8%	3.6%
Division 7	448	188	64	252
ANT BRIS	Completed	92	37	129
SSENE	Qty to go	96	27	123
	% Completed	48.9%	57.8%	51.2%
Division 9	0	0	0	0
ANT BOS	Completed	0	0	0
SBOS	Qty to go	0	0	0
	% Completed	0.0%	0.0%	0.0%
Division 11	915	405	92	497
ANT WH	Completed	210	45	255
SSENE	Qty to go	195	47	242
	% Completed	51.9%	48.9%	51.3%
Division 12	168	79	27	106
ANT BOS	Completed	14	15	29
SBOS	Qty to go	65	12	77
	% Completed	17.7%	55.6%	27.4%
TOTAL	2,479	1,130	347	1477
	Completed to Date	455	172	627
	Quantity to Go	675	175	850
	% Completed	40.3%	49.6%	42.5%
JULY OBJECTIVE	50.0%	Next Objective Review for 75% completion on August 31st.		

Each Division's progress is being tracked and reported to the District Board each month. Keep sending your reports or making your reports in a timely manner.

DO YOU NEED ASSISTANCE ENTERING YOUR CG-7054 PATON REPORTS?

We are happy to provide this service. However, you must follow these important guidelines:

1. You must use an **official PATON Run Sheet** to collect the required field observations. The latest Run Sheets are available from the DSO-NS D1NR. Contact info is available at the end of this Newsletter.
2. **Use a sharp pencil** with a clean eraser when entering data. Strike overs are not allowed. Cleanly erase errors and reenter the data correctly. If the only part of a fix that changes are the seconds, you only need to report the seconds. If the minutes also change, enter the minutes and the seconds. It is not necessary to enter the whole fix expression – degrees, minutes and seconds. It is important to write slowly and clearly.
3. Do not E-mail or FAX the Run Sheets to the DSO-NS. **Send the original copy of the RUN sheets** by GOVT mail. Make a copy for yourself.
4. **Forward the RUN Sheets as quickly as possible** after the completion of your run.
5. The DSO-NS will update the Master Run Sheet with your data and send you an updated copy in return. You will be included on all communications regarding the Run Sheet.
6. You must include a copy of your “**Accuracy Statement**” with each Run Sheet.

NOTE: **If you are performing a HMRAP** and the aid is OFF STA, get agreement from the HM to make the POSN correction. If the PATON is MISSING, get permission from the HM to delete the permit or get the future disposition for the PATON from the HM. If the aid has a discrepancy, get a commitment from the HM when it will be corrected.

WHEN IS YOUR GPS OPERATING AT ITS OPTIMUM ACCURACY?

Marine-grade GPS Sets with **WAAS** (**Wide Angle Augmentation System**) enabled, operating in **3D** (viewing 4 or more satellites) with an **EPE** (**Estimated Position Error**) of 20 feet or less are providing (at the location of the GPS's antenna) their most accurate position information. **These data are readily available from a marine-grade GPS.** Inability to provide this support evidence will make your position questionable and unusable for updating a Federal document such as a PATON Record, the Light List or a NOAA Chart.

Also note that the supporting evidence for your GPS' accuracy when you took the FIX is reported in your “**Standard Accuracy Statement**” which is a required data field on a CG-7054 PATON Report.

A SAMPLE “STANDARD ACCURACY STATEMENT”

This standard “**Accuracy Statement**” is required on every CG-7054 PATON Report. The Color Coding being used in this example reflects the frequency when the color-coded data is required to be updated on the Accuracy Statement. Use of the Standard format provides uniformity of reporting and makes it easier for the PATON Screener, the Owner and the CG ANT to quickly review and evaluate the evidence of your accuracy.

YELLOW – Indicates a **one time listing** of the electronic equipment used to take the fixes and depths. These entries list the measuring equipment that you used for taking measurements on your patrol.

GREEN – Indicates a **one time entry per patrol** of the checks taken that showed how your electronic instruments were operating before getting underway. These entries provide evidence as to how you checked the measuring equipment for operating accuracy before getting underway. This SOP is required on all Coast Guard vessels.

BLUE – Indicates the **quality control readings**, recorded while on-scene at the PATON, as evidence of the operating accuracy of your measuring instruments when the data was actually observed.

STANDARD ACCURACY REPORT

1. **GPS** - **A GARMIN 76 cx** GPS with **WAAS enabled**, operating in **3D** was used. Pre-underway accuracy was checked **at the dock against another GPS set**.
2. **ECHOSOUNDER** - A **Garmin441S** echo sounder was used to take the depth. Pre-underway accuracy was checked at the dock **by calculating depth at datum**. Substation was **Boston**.
3. **DISTANCE OFF** - The fix and depth were taken approximately **10.0 feet** from the GPS’ antenna. Chart referenced was **NAD83**.

If you standardize your pre-underway and on-scene operational process when using your GPS FOR taking a FIX, you will have minimal changes to make between fixes. Paste this Standard Accuracy Statement onto your Desktop and simply cut and paste it to your CG-7054 PATON Report as needed.

**To all the great NS volunteers in First Northern
We couldn’t do this job without you.
We meet our objectives each year because of you.
Thank you so much for your service to the Coast Guard**

Communicate all questions and requests to:

Frank Larkin DSO-NS D1NR, U.S. COAST GUARD AUXILIARY

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