

NAVIGATION SYSTEMS - 2016

June Newsletter

OUR NAVIGATION SYSTEMS TEAMS HAVE A BIG JOB TO DO THIS YEAR!

Here are some tips to help you meet the 2016 challenge.

1 Focus all your initial efforts on getting the scheduled PATON verifications reported as early as possible. Make this assignment your number one priority.

Scheduled PATON verifications are identified for you on each RUN Sheet in our District.



Alan Twembly	PATON NAME	TYPE	LATITUDE	LONGITUDE	TIN
PATON	HBS Lighted Buoy 2	PERMIT	43 43 25.68 N	70 11 52.920 W	
7338.00		LL	43 43 25.68 N	70 11 52.920 W	
100116979595			LATITUDE	LONGITUDE	DA
58		CHT'D	43 43 25.68 N	70 11 52.920 W	
Verify		OB\$			

Also, they are identified on the "**Available PATONS**" list that appears when you log on as an AV. Submit "7054 PATON Reports" for these private aids.

Available PATONS		
<input type="button" value="CHECK OUT"/> <input type="button" value="RESET/CLEAR"/>		
#	PATON NAME	PATROL AREA
1	<input type="checkbox"/> Neptune LNG Deepwater Port Lighted Buoy North A1	ANT-BOS
2	<input type="checkbox"/> Neptune LNG Deepwater Port Lighted Buoy South B1	ANT-BOS
3	<input type="checkbox"/> Neptune LNG Deepwater Port Lighted Hazard Buoy	ANT-BOS
4	<input type="checkbox"/> Northeast Gateway Support Vessel Mooring Buoy	ANT-BOS
5	<input type="checkbox"/> WHOI TSS Research LB AB-1	AUX-AA
6	<input type="checkbox"/> WHOI TSS Research LB AB-2	AUX-AA

2 While underway within a RUN area, take a look at the aids that have been flagged for RECHECK. Record whether any previously reported discrepancies have been corrected by the aid owner.

PATONs flagged for RECHECK are identified for you on each RUN Sheet in our District. Note that “7054 PATON Reports” may not need to be submitted for rechecked PATONS.



Linda Stocks	PATON NAME	TYPE	LATITUDE	LONGITUDE
PATON	Stocks Aquaculture Buoy A	PERMIT	43 42 28.81 N	70 09
0.0		LL	NOT IN THE LIGHT	
100117585108			LATITUDE	LONGITUDE
56		CHT'D	NOT CHARTERED	
Recheck		OBS		

Also, look for RECHECK instructions on the RUN Sheet. For example, if this aid is still missing, it is a candidate for cancellation of its permit. Record your findings on the RUN Sheet. The DSO-NS will deal with the problem upon receipt of the completed Run Sheet.

DATUM	CRITERIA	LAST	ACTION	DURATION	LAST KNOWN STATUS
	500 feet	2015	RE-CHECK THIS PATON	ANNUAL	YELLOW
PHOTO	LIGHT	2012 report, MISSING.			
Photo Needed	Not Lighted	2015 report, <u>MISSING. SHOULD THIS AID BE DELETED?</u>			

3 When you have used a RUN Sheet on a patrol and after you have submitted all the required and appropriate 7054 PATON Reports, e-mail or send a copy to the DSO-NS for update. You will receive an updated copy in return.

The DSO-NS needs to start the follow up processes for any problematic discrepancies and also needs Division’s data for the formal monthly report to the District Bridge.

4 While you are in a RUN area, survey all bridges. AVs are urged to survey every bridge in First Northern each year. Many bridges can be surveyed without a boat.

Report bridges on-line using the Bridge System that is available on the Navigation Systems Web Site at www.uscgaan.com. Bridges can be surveyed all year round. Some RUN areas have special Bridge Run Sheets available. Special Bridge Training is available on the [AV Training Web Page](#) on the [Navigation Systems Web Site](http://www.uscgaan.com) at www.uscgaan.com. Check out Session #8.

5 Schedule additional patrols to photograph PATONs that are missing Official Photos in their PATON records. Request assistance from other boat crew members in your Flotilla or Division. They don’t have to be AV Qualified to take these photos.

Download the photos to a PC as a JPG record. Identify each photo by its PATON number and name. E-Mail each photo to the [DSO-NS at FrankJLarkin@verizon.net](mailto:FrankJLarkin@verizon.net).

As AVs, we have met this challenge every year. Hopefully, we are able to make it a bit easier and clearer each year. AS DSO-NS, I am available to assist you. I am

available at [978-263-3023](tel:978-263-3023) and by cell at [617-997-7423](tel:617-997-7423) when I am underway. I wish you all the best for another great season.

2016 HARBORMASTER SYSTEMS UPDATES

Here is a heads up on the Harbormaster System corrections that were reprogrammed this spring.

1. The "**Question Mark**" Icons have been put back on all fields. Users can click on these Icons to view a brief explanation of how each field is used or how to enter data in the field, properly. This feature acts as an on-line reference manual for the user.
2. The Harbormaster System has been programmed to **downsize photos** to an acceptable size. While smaller photos that frame just the aid or the discrepancy itself are highly desired, this year, people who didn't get the message and submit an extra-large photo will not have to face report rejection. The system is now programmed to downsize photo submissions.
3. The "**Last Date Reported**" that shows on the Standard PATON Listing is now formatted as **YYYY/MM/DD**. This is a tremendous help with sorting private aids by the date when last reported in our annual planning functions. It also helps with aid counts for reports to District Staff and the Coast Guard.
4. The "**Action Requested**" field was added back. This field indicates whether a private aid is Seasonal or Annual.

Navigation Systems Information

NOAA terminates the Chart Updating website

As of April 19, 2016 the USCG Auxiliary Chart Updating Reporting Webpage (CUWeb) has been shut down permanently. NOAA's letter to the Auxiliary explains that because of increasing levels of federal IT security both the Auxiliary and US Power Squadron websites have been identified as security risks that could allow hackers to gain access to Government internal network. Because of this NOAA will not be bringing the sites back online.

The shutting down of CUWeb does not spell the end to the Auxiliary Chart Updating (CU) program. CU still plays a vital role in promoting safety on the water. We can still teach CU techniques and stress quality. The same information that was being provided through CU Web can still be sent to NOAA, however without the aid of the structured CU Web report format web page. Chart corrections and discrepancies can be submitted to NOAA through the Inquiry and Discrepancy Report System (IDRS) at <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>.

Your reports are still important to NOAA and CU training is still a vital link in promoting safety. The Auxiliary and the new NOAA program administrator will begin collaboration that should resolve the issue of giving credit to the Auxiliary for future CU activities.

That's the bad news. The good news is that we will be using an on-line system for making our Chart Updating reports. It will take a little time to put the procedures together for the new Chart Updating program that will show how to submit your CU Reports on line to NOAA. Have a little patience. The great news is that with the new system, report submitters will get confirmations directly from NOAA and will be advised by NOAA when the

submitted discrepancies are updated to the proper documents or charts. Hang in there. We will be sending out the updated CU Manual very soon. Edwin Miller, the National Branch Chief for Chart Updating, is working on getting a User credit system in place for the Auxiliary.

We will schedule a WebEX Training session when everything is ready to go.

CRITICAL AV TRAINING OPPORTUNITIES

. . . are still available on the Navigation Systems Web Site at www.uscgaan.com. ***If you missed sessions 8 and 9, you can view them on line.*** Session 8 covers the information for surveying a bridge. Session 9 provides a lot of practical ideas for simplifying the PATON verification process and using the new PATROL RUN Sheet. Click on the **[WebEX web page](#)** to access these training opportunities. A sample of the available training is shown below.

Past Webex Training

Be patient - It can take up to 4 minutes for the file to load and play

You will need the WebEx player [HERE](#) to listen to the recording below.
Select player for ARF files.

[Session 1 - 1/11/16](#) - Understanding the AV Qualification Process.

[Session 3 - 2/8/16](#) - The Basic Aid to Navigation (ATON) Training presentation


[Session 4 - No recording, Powerpoint here](#)

[Session 5 - 3/7/16](#) - How to Use the new PATON Run Sheet.

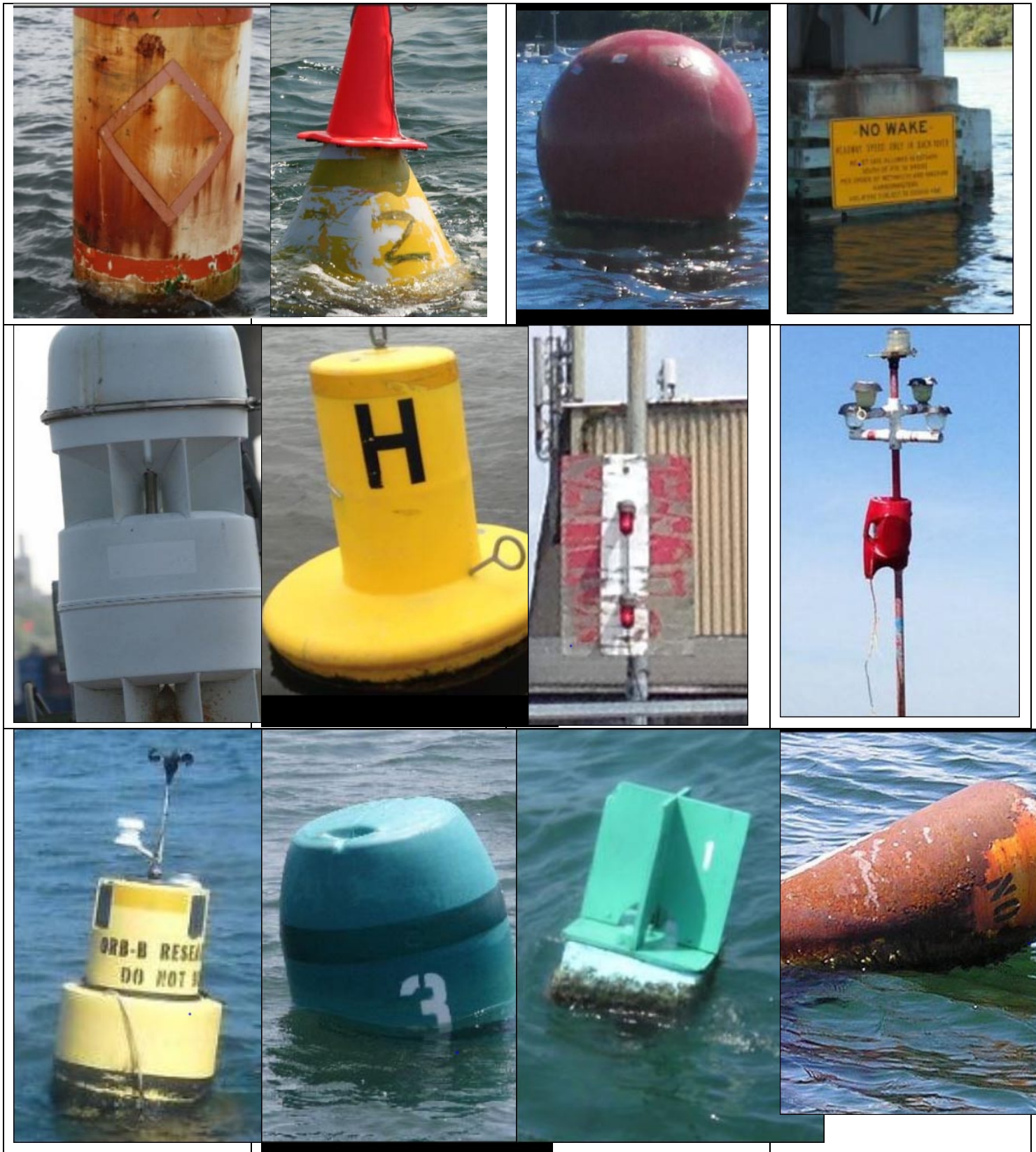
[Session 6 - 3/21/16](#) - Using Open/CPN Charts for verifying and checking Private Aids, Using Open CPN Charts for Chart Updating projects

[Session 7 - 4/4/16](#) - Downloading Open/CPN NOAA Charts onto your personal computer. Updating your Open/CPN NOAA charts on your personal computer.

[Session 8 - 4/18/16](#) - Understanding bridge lighting and safety equipment specifications. Using the on-line Bridge Reporting System.

 [Session 9 - 5/2/16](#) - How to prepare the required 7054 PATON Report on-line on the Harbormaster System.

The photos on the next page show some of the private aids that our Aid Verifiers run into in the course of their job. Some aids are watching properly. Some are not IALA-B compatible. Some are just junkers. One is totally outrageous. Many are discrepant. Take a look. Can you figure which one is which? How would you report these to the Coast Guard? **[Is it time to turn in your Aid Verifier tee shirt?](#)**



Solutions are on the next page.

STAY SAFE OUT THERE!

TOP ROW

Top Left Photo – Regulatory Buoy completely rusted out. Only viable reference is the Symbol which denotes a potential Danger. There is no reference to the type of danger that a mariner may experience.

Top Left Middle Photo – It is supposed to be a #2 lateral aid. It looks more like a Halloween display.

Top Right Middle Photo – A lobster ball. This is not recognized by the IALA-B Aid to Navigation System as an aid to navigation.

Top Right Photo - This is a recognized private aid on the Route 3A Bridge support on the Back River in Hingham, MA.

SECOND ROW

Left Photo – This is a valid private aid as a fog signal on a bridge in Narragansett Bay, RI.

Left Middle Photo – This is a valid private aid as a racing buoy.

Right Middle Photo – This is a valid private with a discrepancy – It is a Front Range Mark with a faded dayboard.

Right Photo – Your guess is as good as mine. It was marking a channel behind Logan Airport.

THIRD ROW

Left Photo - This is a valid private aid as a research buoy.

Left Middle Photo – This is a valid private aid with a discrepancy. It is either sinking or has a mooring harness that is too short and it is high tide.

Right Middle Photo – This is a valid private aid with a discrepancy. It is a wooden aid, properly numbered, but without retroreflective material.

Right Photo – It is supposed to be a private regulatory buoy in Casco Bay. It is impossible to understand its intention. It is more of a hazard to navigation in my mind.

How many did you get right? I hope you can better understand how a discrepancy photo goes such a long way to illustrate the real problem with the private aid. Always send complete reports showing photos of each discrepancy. Be a Pro! You can attach up to three photos to a 7054 PATON Report.

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. Contact the editor at FrankJLarkin@verizon.net. Please pass this information on to your Flotilla and Division members.