Homeland Security

U.S. Coast Guard Auxiliary
District 11 Northern Region
Serving Northern California, Nevada, Utah

District Navigation Systems Staff Officer
Covering Aids to Navigation, Bridges, & Chart Updating Activity

DSO-NS 11 (NR) BULLETIN NO. 2009-03

Date: April 6, 2009
From: DSO-NS 11(NR)
To: DCAPT-RBS, SO-NSs, & Aid Verifiers, for Immediate Action
Info: D11 (dpw), D11 (dpa-n), and EXCOM, Board & Staff
Subject: DSO-NS Monthly Report

SO-NS please see that each FSO-NS & Aid Verifier receives a copy of this bulletin. Copies can be downloaded at: http:// aton.d11nuscgaux.info/aton_reports.html

1. 2008 AWARDS for Aids to Navigation & Chart Updating:

- Congratulation to all 94 Aid Verifiers that participated in the private aids verification & the annual bridge survey program from 1 January 2008 to 31 December 2008. You have been awarded the **"COAST GUARD MERITORIOUS TEAM COMMENDATION."** The Operational Distinguishing Device is authorized.

- Congratulation to Flotilla 03-05 for receiving the **2008 "FLOTILLA CHART UPDATING AWARD"** with 1092 points.

- Congratulations to the Top three Members for "**Recognition for Outstanding Achievement in Furthering the Eleventh Coast Guard District's Aids to Navigation and Chart Updating Programs in 2008"** for receiving over 200 Points.

  James B. Duncan, 03-05 with 1532 Points received 1st Place Award.
  Linda Haynes, 12-91 with 470 Points received 2nd Place Award.
  Larry Kubo, 05-05 with 285 Points received 3rd Place Award.

- Congratulations to the following members receiving the "**Award for Recognition in Furthering the Eleventh Coast Guard District Aids to Navigation and Chart Updating Programs in 2008"** for receiving 150 Points or more.

Name	Flotilla	Points
Matthew Wall	06-04	270
Ralph B. Bettman	06-01	190

1. 2008 AWARDS for Aids to Navigation & Chart Updating: (continued)

- Congratulations to the following members receiving the **"Certificate of Award for Recognition in Furthering the Eleventh Coast Guard District Aids to Navigation and Chart Updating Programs in 2008"** for receiving 50 Points or more.

Name	Flotilla	Points
Richard A. Saber	01-02	100
Stephen P Straw	01-02	60
Carol Paz	01-04	85
Arthur A. Park	01-05	97
Karen Mercado	03-03	55
Stephen F. Powell	04-06	110
Robert Whitehead	04-06	80
William Shepard	04-08	120
Jim Hoguchi	04-09	70
Gary R. Jolley	08-08	65
Lewis C, Derfuss III	05-03	70
William S. Kinsey	05-07	55
Marion A. Rider	10-03	145
Monica Eaton	10-03	50
Denis Eaton	10-03	50
John W. Leth	11-01	100
Bruce M. Cole	11-04	85
William Stolz	11-05	55
Bryan L. Ricks	11-05	50
Robert Firehock	12-21	105

2. NATIONAL NAVIGATION SYSTEM WEB SITE: I invite all Navigation Systems Staff Officers, Aid Verifiers, & members to explorer the National Navigation Systems Department website. It is hosted on District 1NR's Navigation Systems web site is at **http:// uscgaan.com/**. It will be located on this site until the information is moved to the National M-Department Navigation Systems site (under reconstruction) which will take some time. It has all the key information, **NEW ANSC 7054 (ATON), ANSC 7037-A (Charting Updating), ANSC 7037-B (Small Craft Facility), FORMS**. It's including all resource guides, power points, information sheets, eta that will be used by District 11, division, flotilla staff officers and individual member will need to become a knowledgeable participant in District 11 Northern Region's (NS) six major NS programs.

- ✓ Federal Short Range Aids to Navigation (ATON)
- ✓ Private Aid to Navigation (PATON)
- ✓ Bridge Administration Program (BAP)
- ✓ Chart Updating (CU)
- ✓ Small Craft Facility (SCF)
- ✓ Coast Pilot (CP)

NOTE: Some of the PATON & some of the Bridge information will not apply to D11NR. All other information can be used in D11NR.

The D11NR web site http:// aton.d11nuscgaux.info will be undergoing updating and items are being added and changed weekly. By regularly visiting the two sites you will have the resources and knowledge necessary to keep our waterways safe for the maritime public, our environment free from pollution and our charts and small craft facilities up to date.

3. DATES OF CHART LATEST EDITIONS:

D11 Northern Region now available 2 New Chart Editions in 2009. We had only 2 New Chart Editions in 2008. See "Dates of Chart Latest Edition" Table for D11 Northern Region is on page 7. The traditional paper chart will be available in 2 to 8 weeks.

Chart Information			Traditional		Charts-on-Demand / RNC	
NUMBER	TITLE	SCALE	ED.	DATE	ED.	DATE
18661	**Sacramento and San Joaquin Rivers** Old River, Middle River and San Joaquin River extension; Sherman Island	40,000	29	Dec /06 (NM:12/9/2006) (LNM:12/19/2006)	**30**	Mar /09 (NM:3/14/2009) (LNM:3/3/2009

Charts with edition dates prior to those listed in the table on page 6 are obsolete for use in navigation and Chart Updating activities. The date of a chart is of vital importance to the navigator and the aid verifier. When charted information becomes obsolete, further use of the chart for navigation may be dangerous. Natural and artificial changes, many of them critical, are occurring constantly; and it is important that we in the Auxiliary use the most up-to-date charts.

The web address below is an excellent source for charts to attach to your Chart Updating, ATON discrepancy reports & Unauthorized PATON's found because they these chart are always update.
http://www.nauticalcharts.noaa.gov/mcd/OnLineViewer.html

NOAA Raster Navigational Charts are free on line. Raster Navigational Charts (RNCs) via the Internet at http://www.nauticalcharts.noaa.gov and a list of certified RNC distributors is also available at the above Internet site. Address questions to NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx

4. PLANNING A WINNING NAVIGATION SYSTEMS PROGRAM:

The North Carolina/Tar Heels is the 2009 NCAA Men's Basketball Champions, just another lucky fluke? Not a chance! Before the necessary teamwork on the court is brought to bear with each team member executing their job with great precision against Michigan State/Spartans, Head Coach and his staff spends hours preparing for each game. Each game plan contains five elements—study, planning, preparation and training and execution. As I ponder on this great North Carolina/Tar Heels win, it occurs to me that we could learn a great lesson from their management approach in all our Navigation Systems Programs. **The full program text is at the end of this Bulletin starting on page 8.**

5. 2009 AID TO NAVIGATON, BRIDGE, & CHART UPDATING ACTIVITY:

D11 (NR) Aids to Navigation, Bridge, & Chart Updating Summary Report Table for Divisional ATON/CU activity. Table covers all ATON, PATON, Bridge, & Chart updating reports received through April 5, 2009.

2009 DIVISIONAL, BRIDGE, ATON, & CHART UPDATING SUMMARY REPORT

	AIDS TO NAVIGATION							BRIDGES			PATONS			Not Done	2009 AV
Div.	A	AI	P	U	PI	B	BI	AOR	Done	%	AOR	Done	%		
1								4		0%	112		0%	112	23
3								13		0%	42		0%	42	10
4								2		0%	54		0%	54	7
5			9			1	1	8		0%	105	8	8%	97	18
6					1			2		0%	116		0%	116	8
8								1		0%	4		0%	4	1
10								10		0%	44		0%	44	11
11								NA		-	89		0%	89	11
12			11		9			9		0%	164	11	7%	153	12
Total	0	0	20	0	10	1	1	49	0	0%	730	19	3%	711	101

	2008 D11NR Chart Updating Year Jan 1 to Dec 31, 2008			2008 NOAA-NOS Chart Updating Year Jan 1 to Mar 31, 2009			2009 NOAA-NOS Chart Updating Year Apr 1, 2009 to Mar 31, 2010		
Div	Reports	2nd Ob	CUC	Reports	2nd Ob	CUC	Reports	2nd Ob	CUC
1	2	2	36						
3	15	1	1167	1					
4									
5	1	4	80						
6									
8									
10	0	1	20						
11									
12	1		30						
Total	19	8	1333	1					

Total NOAA Reports 1/1 through 12/31/09 →	1	Total NOAA CUC 4/1 to 3/31/09 →	0
Total Aids to Navigation Reports	21	Total Members Submitting Reports →	6
Total Aids to Navigation in AUXINFO	11	11 out of 21 reports showing up in AUXINFO →	52%
Total Chart Updating Reports	18	A= ATON, P= PATON, B= Bridges, U= Unauthorized	
Total ATON & Chart Updating	39	NOAA-CUC=Charting Credit Points award by NOS to date.	

- We have started the 2009-2010 NOAA-NOS Chart Updating Year- *April 1 through March 31.*
- We are in the D11NR Chart Updating Year-January 1 through December 31.
- *Note: The **Red** number under 2nd Ob indicates secondary Chart Updating Observers.*

- **Note: "ALWAYS submit a 7030 for all ATON, Bridge, & Chart Updating Activity. Your work is not done until your 7030 is in your FSO-IS hands." "Always check AUXINFO for your ATON, Bridge, & Chart Updating activity.**
- **If you don't find your activity recorded and you have submitted the proper ANSC 7030, check with your FSO-IS or SO-IS for help."**
- *Note: Red numbers is the information from AUXINFO as of **April 5, 2009** update.*

6. REMINDER: to all Navigation Staff, Aid Verifier's, Coxswain's, & Land Mobile personnel of important items you should have available to you.

A. **2009 Coast Guard Light List.**
B. **Coast Guard District 11 Local Notice to Mariners**-The latest copy.
C. **2009 United States Coast Pilot 7**

- The 2009 Coast Guard Light List is now available the Coast Guard Navigation Center web site **http://www.navcen.uscg.gov** and all other copies of the light list are now obsolete and should not be used. The 2009 Light List Corrected through Coast Guard LNM 53/08 for D11 Coast Guard District just clicking on the map. The publication contains a list of lights, sound signals, buoys, daybeacons, and other aids to navigation. They are in PDF format and are approximately 4 MB in size. **It is recommended that after downloading to save the files to their hard-drives. Print only the pages you need when you need them.**

  In order to provide the maritime community with the best possible product, the Coast Guard Navigation Center is offering two alternatives for those who would like the current black and white pages replaced. The new color pages may be downloaded from the Aids to Navigation Insert link below and printed locally for insertion and reference.
  http://www.navcen.uscg.gov/pubs/LightLists/ATON%20Plates.pdf

- **COAST GUARD DISTRICT 11 LOCAL NOTICE TO MARINERS:** All SO-NS, FSO-NS Staff Officers, Aid Verifiers, and all operational members should also be getting 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 you weekly copy by just going too: **http://www.navcen.uscg.gov**.

- **2009 UNITED STATES COAST PILOT 7:** All SO-NS, FSO-NS Staff Officers, Aid Verifiers, and all operational members should have a copy of the United States Coast Pilot 7, 41st Edition. Coast Pilot 7 nautical book covers California Coast & Delta that are administered by the federal government. 2009 Coast Pilot 7 is now available on the Internet at:
  http://nauticalcharts.noaa.gov/nsd/cpdownload.htm

  Coast Pilot contains supplemental information that is difficult to portray on nautical charts, such as navigation regulations, channel and wharf descriptions, anchorages and bridge clearances. Although designed for professional mariners aboard ships of 1,600 gross tons or greater, Coast Pilot contains a host of information beneficial to operational facilities & recreational boaters as well.

All SO-NS, FSO-NS Staff Officers, Aid Verifiers, and all operational members should have a copy of this new Coast Guard Light List, Volume 6 on your computer for printing a hard copy for your AOR when needed for referencing aids to navigations within your AOR.

7. First Repeater PLANNED TERMINATION OF LORAN-C PROGRAM:

A separate email was sent out to all hands about this program. The President had release his Policy Budget on Feb. 26, 2009. This policy included the intention to terminate LORAN-C service. The termination of an antiquated system that is no longer required by the armed forces, the transportation sector or the nations security interest is intended to save $36M in FY10 and $190M over 5 years. Consistent with the Administrations pledge to eliminate unnecessary federal programs and systems, the Loran-C signal will be terminated early in FY10.

NOAA's National Ocean Service (NOS) intends to eliminate LORAN-C lattices from future editions of NOS Paper Nautical Charts and Raster Navigational Charts starting in 2009.

James B. Duncan, ***DSO-NS 11(NR)***
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"All auxiliary vessels when underway should be checking all Aids to Navigations for any type of Discrepancy and also be checking the Charts & Shoreline for any type of Charting Errors as well as providing update reports on Small Crafts Facilities in their AOR"

DATES OF CHART LATEST EDITION TABLE

In D11 Northern Region April 6, 2009

Chart No.	Chart Scale	Edition No.	Last Update
18600	196,948	14	Jan 26,2002
18601	40,000	14	Feb 2007
18602	40,000	12	Apr 2003
18603	40,000	16	Dec 2002
18605	15,000	12	Mar 2003
18620	200,000	23	Jun 2002
18622	25,000	54	Apr 2006
18623	40,000	11	Jun 4, 2001
18626	40,000	15	Sep 16, 2000
18628	10,000	8	Nov 27, 1999
18640	207,840	25	Aug 2005
18643	30,000	17	Apr 2003
18645	**100,000**	**26**	**Sep 2008**
18647	40,000	15	Sep 2002
18649	**40,000**	**66**	**Feb 2009**
18650	20,000	55	Dec 2007
18651	40,000	44	Apr 2006
18652 SC	40,000:80,000	34	Sep 2007
18653	20,000	10	July 2005
18654	**40,000**	**44**	**Jan 2008**
18655	10,000	59	Oct 2006
18656	40,000	55	Sep 2006
18657	10,000	19	Nov 2005
18658	10,000	31	Sep 2007
18659	10,000	15	Sep 2004
18660	20,000	3	Sep 2005
18661 SC	**40,000**	**30**	**Mar 2009**
18662 SC	40,000	21	Apr 2005
18663	20,000	6	Apr 2006
18664	20,000	12	Aug 26, 2000
18665	40,000	11	Aug 2004
18666	10,000	1	Nov 24, 2001
18667	20,000	12	Aug 26, 2000
18680	210,668	31	Jun2005
18682	20,000	14	Nov 2003
18685	50,000	33	Sep 2005
18686	40,000	13	Jul 17, 1999
18700	216,116	22	Jul 2003
18703	40,000	25	Jul 2003
18704	20,000	13	May 2004
Coast Pilot	**Volume 7**	**41**	**Jan 2009**

Planning a Winning Navigation Systems programs

North Carolina/Tar Heels is the 2009 NCAA Men's Basketball Champions, just another lucky fluke? Not a chance! Before the necessary teamwork on the court is brought to bear with each team member executing their job with great precision against Michigan State/Spartans, Head Coach and his staff spends hours preparing for each game. Each game plan contains five elements—study, planning, preparation and training and execution. As I ponder on this great North Carolina/Tar Heels win, it occurs to me that we could learn a great lesson from their management approach in all our Navigation Systems Programs.

Study

A firm understanding of the different Navigation Systems programs is essential for any effective ATON/CU activity. There are six core ATON programs to take advantage of that involve checking federal short range aids to navigation (ATON)for discrepancies, verifying private aids (PATON), checking safety equipment on bridges (BAP), updating nautical charts (CU) and navigational documents (CP), and small craft facility (SCF) reporting. Each of these programs has their own verifying procedures and reporting forms. Federal and Private Aid programs check for similar discrepancies but have different reporting methods. Participation in the PATON & Bridge Annual Survey programs requires special training and AV certification. Checking bridges includes a different list of safety equipment checks, forms and reporting procedures. Chart updating and small craft facility and Coast Pilot reporting uses a common reporting process but deals with different types of reportable items. Obviously a little study is needed to order to be able to become proficient with what to report as well as to whom to make your reports. Here are a few tips to overcome a potential knowledge gap and get your ATON/CU programs jump-started:

- Stick with one program at a time until you get it down pat. Don't get overwhelmed trying to handle all five at once.
- Ask your NS staff officers for the latest procedures and training materials.
- Schedule ATON/CU trainings sessions in your division or flotilla to help with your study.
- Use a member who is skilled in a particular ATON/CU programs in order to run an efficient patrol or mission.
- If necessary, borrow a trained member from another flotilla or division until you can get the hang of your ATON/CU programs.

Your goal should be to get your ATON/CU programs going, and underway. Training is the quickest way to get members involved and active.

Planning

Start your ATON/CU planning by gathering the correct forms and equipment for your facility that is required for the ATON activity that you intent to carry out. Here are a few pieces of equipment you should have aboard:

- **NOS Nautical Chart** – Always use the latest edition chart, updated to the latest LNM-local Notice to Mariners.
  http://www.nauticalcharts.noaa.gov/mcd/OnLineViewer.html

-NOAA Raster Navigational Charts are free on line. Raster Navigational Charts (RNCs) via the internet at http://www.nauticalcharts.noaa.gov and a list of certified RNC distributors is also available at the above Internet site.

-NOAA also supplies free paper charts for chart updating. Ask your Flotilla NS Staff Officers about getting these free charts.

- **LNM-Local Notice to Mariners** – at http://www.navcen.uscg.gov on line. Keep your nautical chart, Light List, and Coast Pilot up to date. Corrected documents are critical for high quality ATON/Chart Updating reporting.

- **Light List** – at http://www.navcen.uscg.gov on line. Only print out the pages that reference the AOR where you plan to operate your boat during the patrol.

- **Coast Pilot** – at http://nauticalcharts.noaa.gov/nsd/cpdownload.htm on line. Only print out the pages that reference your AOR.

- **GPS** – Inexpensive hand held GPS sets are available today that use WAAS (Wide Angle Augmentation System) and are accurate within < then 1 Meter. Be sure that your set is calibrated correctly and that the appropriate datum and other units of measure are set. As part of your training, be sure that you understand how to monitor and report the quality read-outs from your GPS. WAAS positions usually show an EPE- Estimated Position Error. DGPS shows an HDOP- Horizontal Dissolution of Precision error.

- **Navigational Equipment** – A simple plotter, dividers, mechanical pencil, and eraser are commonly all that is needed. Clipboards are useful. A plotting board is helpful for checking positions while underway.

- **Binoculars** – A good pair will allow you to safely check buoys, bridges and other charted objects from a safe distance without putting yourself or your boat any jeopardy.

- **Digital Camera** – Inexpensive digital cameras are available that take high quality pictures. Many USCG-Aids to Navigation Teams encourage photographs of Private aids in the Aid folders. Pictures of discrepancies on aids and bridges are highly desirable and add to the credibility and quality of your reports.

Another important aspect of planning is to decide in advance what type of ATON/CU activity that you want to perform while on a patrol. If you plan to verify PATONs, you will need an AV certified member as part of your crew. In addition, you will need to acquire PATON Forms for the private aids that you plan to verify. These forms are available from your FSO-NS, SO-NS, or DSO- NS through the Coast Guard I-ATONIS. In our district, a similar system is used for obtaining Bridge report forms. Federal Aids should can be checked whenever you are underway for discrepancies and reported to the Coast Guard by radio or Telephone and on an ANSC 7054 ATON Discrepancy Report form.

Preplan the best route for your ATON/CU patrol or mission that minimizes the amount of travel you will need to cover the aids and bridges that you plan to check. This procedure saves you time and makes your patrol or mission more effective. It assumes

that you have a detailed plan and sequence established for your planned activity, allowing you to get the proper forms in the correct order. This approach will eliminate much confusion while you are underway.

Another good practice is to develop waypoints and establish a route in your GPS for your planned track. Also, create a timeline for your trip and monitor its progress during the patrol. Use the travel time between the planned verifications and home your crew can train on their navigation skills to keep them focused and alert. Allow time for breaks and snacks in your plan. You will be amazed at the additional ATON / Chart Updating reportable observations and discrepancies that you will find while operating in this mode.

Preparation and Training

The more Navigation Systems programs training that is conducted within an area, the more ATON/CU report productivity that is generated from the area. Insist on quality ATON and Chart Updating training programs from your NS staff officers. Besides the necessary personal study, you could use the skills of an experienced member to help train the other members of your crew. On-the-job training is a potent tool for developing a strong ATON/CU programs. Scheduling on-the-water ATON/CU activity in conjunction with formal ATON/CU training is an effective method for encouraging your newly trained members to become active and productive.

After you identify the aids, bridges and chart updating objects that you intend to verify or check while on your patrol or mission, make crew assignments to assure not only that everyone participates and learns but also that you achieve high quality and complete observations. Here are some typical assignments that you may want to consider:

- **Navigator and boat operator** – is responsible for the safe operation of the OPFAC and for the maneuvering of the boat close aboard the aids. Never put your boat in jeopardy while on an ATON/CU patrol or mission. Always keep the OPFAC in the channel. Keep clear of fixed aids and any channel edges. If you are not sure of the channel depth, stay out of the channel. Do not forget the normal lookout assignments that must be maintained while you are underway. Always include the safety of the crew and boat in your plan.

- **Observer(s)** – responsible for performing the actual observation of the aid, bridge or object. Use your most experienced members for this task. It takes time to acquire all the background knowledge that is necessary to become a good observer. Use every opportunity while on an ATON/CU patrol or mission to discuss the items that must be checked on a bridge, aid or chart. Provide checklists to assist new observers.

- **Recorder(s)** – responsible for recording the observed data on the proper forms. You need someone who can write clearly and quickly, and is trained on the use of the ATON & CU program's forms. It is very disappointing to complete an extensive ATON/CU patrol or mission and then find that you cannot read the data that was collected. If you have extra crewmembers, assign one to complete the final reports while underway and review them with the other crewmembers so they learn the process. This also saves time at the end of the patrol and may allow a chance to take corrected observations when errors are detected.

- **GPS reader** – responsible for calibrating the GPS and reading the latitude and longitude of each position check that is performed. Another important aspect of this job

is to insure that the GPS continues to operate at a high quality level. Monitoring and recording EPE or HDOP error levels are part of this assignment as well as assuring the crew that the GPS continuously operates in 3D mode. Report these quality readings with each position. It adds great credibility to your reports.

- **Depth reader** – responsible for calibrating the Fathometer and reading the depths close aboard aids to navigation and within the navigable channels under bridges. Generally, it is not necessary to correct these readings for height of tide. However, it is important that the date and time is recorded when depths are taken. Correct every depth reading for the position of the transducer on your boat.

- **Conformity checker** – responsible for assuring that the observed aids conform to the IALA-B Aids to Navigation System—the system used in the waters of the United States. If you are operating on the major river systems. Using the Light List and LNM this team member validates that the observed aid conforms to the entry for the aid in the Light List. This member also validates the aid's abbreviations and characteristics shown on the NOS Chart. When you have larger crews, this job can be split up between multiple members. The goal is to keep each crewmember involved, active and learning.

- **Photographer** – responsible for photographing private aids, aid and bridge discrepancies, and supporting pictures for chart updating reports.

Splitting the workload with the members of your crew while on an ATON/CU patrol or mission will keep everyone involved in the underway activity. Don't miss this opportunity for on-the-job training. Switch the crew duties around on long patrols so that everyone gets a chance to participate in the whole verification process. Stress the benefits of teamwork and the importance of each job's contribution to high quality ATON/CU reporting. Encourage team support of each reporting crewmember. Correct all errors while on scene. Don't settle for half-hearted or shoddy reporting. Encourage each member to act as a quality check on each other's report. It is easy to miss a reading or an observation but good interaction among the team members won't let it happen.

Execution

Before you leave the dock or starting point, spend a few minutes to explain the assignments to your crew. Be sure that each participant has the right equipment and forms to effectively complete their assignment. Let everyone know how he or she is contributing to the final product—a high quality ATON/CU report. Add your special ATON/CU equipment to your OPFAC pre-underway check off list so nothing is left behind that will be needed while underway. Explain the scope of your planned patrol or mission. If you have established a route for the patrol or mission on your GPS, be sure that it is plotted on your nautical chart. Invite crewmembers to assist in the navigation monitoring process while you are underway.

Take the time to insure each observation is properly and accurately recorded. Quality reporting should be the only objective. Do not make your activity a race to see how fast your verifications can be made. Teamwork and training will provide all the speed and efficiency you will need. A trained team performs simultaneous observations faster than the best recorder can write down the data. Take the time to record the data clearly, completely and accurately.

As your ATON/CU team develops, encourage members to participate in the entire verification process. Train them to provide the most accurate data possible.

After you return to the dock or home assist the recorders with the final report preparation. It is a good practice to have different crew members double check the reports to insure that they are professionally prepared, complete, clear, and ready for presentation to the appropriate Coast Guard agency or NOAA.

Finally, insure that the ANSC 7030 Activity Reports – Mission are prepared and forwarded to the "IS" department for entry into AUXDATA. The Coxswain will prepare a separate ANSC 7030 to report the patrol hour for the boat using activity code "03." This reports records the underway time for the coxswain and crew. Do not record any ATON/CU activity on this report.

Each person participating in the ATON activity while on the patrol must submit a separate ANSC 7030 Activity Report that reflects his or her portion of the ATON activity. ATON/CU activity performed while on an authorized patrol, limit the time for this activity report to 60 minutes, with your starting time after the patrol ends. The coxswain report for the boat covers your underway time. ATON/CU activity performed while not on an authorized patrol, submit all the time for this mission report. ATON uses three activity codes are used and the numbers of aids verified and discrepant are reported. Use Code 30 to report Federal aid (ATON) activity. Use Code 31 for Private aids (PATON) and Code 32 for reporting Bridge (BAP) activity. These statistics are important to the success of the Auxiliary Navigation Systems program. Unfortunately, most of this data has not been reported in the past or is reported incorrectly. This is the data that is used to determine the annual Auxiliary Navigation Systems Awards.

All people participating in the Chart Updating (CU) activities while on the patrol or mission may be submitted on a single ANSC 7030 Activity Report that reflects all portion of the CU activity. Use Code 41 for Federal agency.

Summary

The focus for the Auxiliary Aids to Navigation and Chart Updating programs is on **Prevention**, **Accuracy**, **Credibility**, and **Professionalism**, and is directed toward raising your competence in the eyes of the USCG and NOAA-NOS. Using a professional approach for ATON/CU patrol or mission provides a great on the water experience with the satisfaction that you and your crew are making an important contribution to the Coast Guard and NOAA-National Ocean Service, the Auxiliary and your fellow boat operators in your area. Correct and accurate charts, private aids conforming to Coast Guard standards, correctly positioned and charted, and bridges with the correct lighting and safety equipment are the result. Not to mention the team development experienced by your crew and the feeling that they are making important contributions to Homeland Security. You will wonder where the time went!

There is plenty of ATON / Chart Updating work to be done. Check with your Navigation Systems Staff Officer and get involved with this important Auxiliary program.