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# NOR'EASTER

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MAINE | NEW HAMPSHIRE | MASSACHUSETTS | RHODE ISLAND

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NAVIGATION SYSTEMS (NS) - ATON VERIFIER (AV) EDITION

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WHAT'S IN  
YOUR  
WATERWAY?

# PATON PORT-POURRI

*From the Desk of...*

MATTHEW STUCK, CHIEF  
WATERWAYS SAFETY AND ATON SYSTEMS  
FIRST COAST GUARD DISTRICT  
+++++

PATONS are among the CG's most significant navigation safety "force multipliers" augmenting the established Federal ATON system for New England mariners.

The key capability enabling the federal and private systems to integrate reliably is the Auxiliary Private ATON Verifier (AV).

Dedicated AVs are critical to verifying that PATONS are on-station and watching properly, expanding situational awareness and reducing overall navigation safety risk.

THE AUXILIARY NATIONAL PREVENTION DIRECTORATE  
NEW for 2024

Auxiliarists in the Navigation Systems program will be eligible to earn points toward the "M" Device (worn on the Annual Service Award) for their work in PATON verifications and other NS missions!

DCO JOHN HUME:  
D1NR OPERATIONAL GOALS 2023

The D1NR goal for 2023 is to verify 1000 Private Aids (PATON), based primarily on the Coast Guard's need to verify ATON in a year when Active Duty Aids to Navigation Teams (ANTs) are extremely short on personnel. Any aids not verified by the Auxiliary will default back onto the Active Duty. This goal includes an additional 433 Aids in 2023 over the 567 that the Auxiliary Navigation Systems team verified in 2022.

While the D1NR Navigation Systems team has maintained an impressive record in recent years, a very high percentage of the work has been — and continues to be — completed by an extremely small group of Auxiliarists. If we are to be successful in reaching our goal this year and in the future, the team will need some new members.

# CATCH THE WAVE



*"Number 2" by James Maxner*

**Auxiliary ATON Verifiers (AVs) learn the Coast Guard's aids to navigation system, charts, bridges, and private aids to navigation (PATON)**

Already qualified but not in the current?  
Get Reactivated!

LIKE WHAT YOU SEA? GO AV!



**NO OPFAC ?**  
**NOT BOAT CREW ?**  
**NO PROBLEM !**

## **RIDE ALONG & LEARN YOUR WATERWAYS!**

The HarborMaster Ride-Along Program (HMRAP) helps Auxiliarist AVs complete verifications. AVs can ride along to verify aids AND gain some local knowledge, both geographical and political, since many harbors and rivers divide townships...

AVs may schedule rides with participating HarborMasters to perform verifications of PATON under ownership of that HM. There's also potential for completion of AV qualifications via the HMRAP!



## **PADDLER? LANDLUBBER ?**

Verifications can be conducted from paddlecraft, as long as all protocols are observed. They can also be completed shoreside; if you can see it from land, you may be authorized to verify it from land. For details and guidance, contact DSO-NS Steve Wagner at [captwags@comcast.net](mailto:captwags@comcast.net)



# HOW AV POWER MOVED A STONE TOWER

by Mike Quinn, ADSO-NS, D1NR

Rhode Island is a boater's paradise with a rich maritime history. It's no coincidence that the state flag bears an anchor! Narragansett Bay in particular offers an extensive natural harbor, exemplifying the state's welcoming waterways.

At the beginning of each boating season, I review the chart of Narragansett Bay for any potentially anomalous aids. Auxiliary ATON Verifiers (AVs) are always on the lookout for discrepancies related to federal aids to navigation (ATON), private aids to navigation (PATON) and/or navigational charts. It's an opportunity to do critical work that provides the National Oceanic and Atmospheric Administration (NOAA) with important updates!

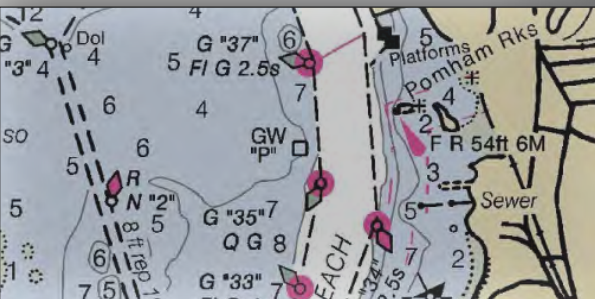


Chart with Pomham as an active day beacon



Chart after Pomham removed from Light List

Once upon a time, this effort led me to an object in the Providence River that had been a primary navigational aid in its heyday: Pomham Beacon, built in 1843. Despite this beacon's historical attributes and former glory, however, Aids to Navigation Team (ANT) Bristol announced in the Local Notice to Mariners (LNM) its imminent plan to terminate the day beacon as an active federal aid. This meant it would be removed from the Light List (LL) and consequently dropped from Coast Guard stewardship and maintenance. Shortly thereafter, NOAA deleted the object details for the beacon and re-charted it to Position Approximate (PA) status, i.e., not "fixed".

Having read the notice of Pomham Beacon's impending abandonment, it instantly became my calling to get this once-proud marker back on the chart in a fixed position!

*continued...*



Pomham Beacon as seen on Google Earth

I had a dedicated cadre of Auxiliarists who assisted me with Navigation Systems activities, so I tasked a qualified ATON Verifier (AV), and a facility owner, with positioning the beacon accurately and sending me the data for a formal update proposal to NOAA. But what sounded like an easy task at the time actually proved quite challenging: After comparing my shipmates' initial positioning with the extant charted location, I saw that the position they recorded was discrepant by over 120 ft. I told them something wasn't right and asked them to go out another day to check it again, as it was *impossible*

*for a fixed beacon--- in the same location for 180 years-- to be so far off position.* The next weekend, I decided to head-out to position it myself, but...to my shock and embarrassment...ended-up with a very similar result of almost 110 ft off. I called my shipmates to tell them my results (and to apologize, of course), for which they gave me a well-deserved razzing!

Updating the Pomham Beacon required some fancy maneuvers. Its base was surrounded by riprap, so I couldn't just motor-up and position it accurately with a GPS device; an indirect method had to be used. Upon my next positioning attempt, discussion among our crew determined that the most precise way to position the tower would be to establish three points, each at 120 degrees apart, using the GPS. We then used radar to establish a bearing, which we converted to a true heading using the GPS points, and plotted it all out.

Back at home with the data in-hand, I used Google Earth to create a chart overlay. I drew Lines of Position (LOP) and ranges, with the results illustrated, and submitted the update to NOAA. A month later, NOAA's online charts showed that the beacon had been moved 100 ft -- to the position we submitted -- with a new fix indicating Pomham Beacon's *exact* location.

According to our DSO-NS, this was the very first time that an on-the-water fix submitted to NOAA by the USCG Auxiliary was accepted and updated on a nautical chart without NOAA coming out to verify the data themselves... **AUXILIARY AV POWER MOVED A 180 YEAR-OLD STONE TOWER!**



19th century chart showing Pomham Beacon

# HELP WANTED

THE AUX NAVIGATION SYSTEMS (NS)  
PROGRAM MAKES ON-THE-WATER  
PATROLS REAL ADVENTURES!

EVERYONE GETS TO PARTICIPATE-

Multiple tasks and opportunities include photography, GPS/radar positioning, PATON Verification and data recording, NOAA chart updating, and geographical name corrections.

NO ONE GETS BORED ON AN NS PATROL!

COME JOIN IN THE FUN:

Get involved & learn new skills. Reach-out to Mike Quinn,  
ADSO-NS at [michaelsquinn@gmail.com](mailto:michaelsquinn@gmail.com) or 401-487-3668.

[www.uscgaan.com](http://www.uscgaan.com)

# AV AFTER-HOURS ADVENTURES AWAIT:



HEAD-OUT IN EVENING TO CHECK THE SITE,  
HEAD-IN AT NIGHT TO CHECK THE LIGHT!



IMAGES ABOVE CREATED SPECIFICALLY FOR THIS EDITION BY AUXILIARIST JAMES MAXNER (CASCO BAY)  
AT THE REQUEST OF NOR'EASTER EDITOR LESLIE SCHWARTZ

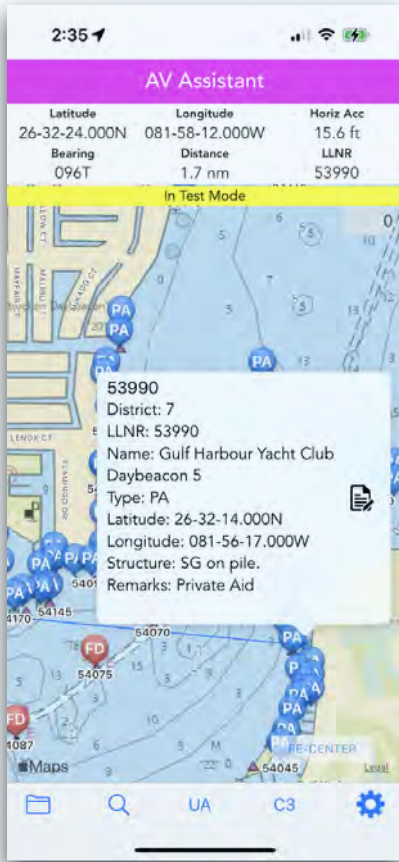


# COMING SOON TO A SMARTPHONE NEAR YOU



2021 CAPTAIN NIELS P. THOMSEN INNOVATION AWARD - AUXILIARY ACHIEVEMENT

## AV Assistant for USCG / Auxiliary



**AV Assistant** is a mobile app designed for reporting ATON and PATON verifications and discrepancies. It replaces an array of separate tools (GPS unit, camera, notepad, printed NAVCEN info), and virtually eliminates manual errors associated with processing a paper 7054. Smartphones and tablets have GPS, cameras, and internet connectivity built-in, so with AV Assistant, everything needed is contained in one simple, efficient, ready-to-go device.

**AV Assistant:**

- tracks your location with internal or external GPS
- downloads a district Light List (LL) and Local Notices to Mariners (LNM)
- shows all aids surrounding your location
- automatically detects when an aid might not be on its Assigned Position (AP)
- automatically tags photos with data and includes them in the 7054 PDF

**Just one tap:**

- provides the bearing and distance from your location to an aid
- displays current LL data and LNM corrections on an aid
- starts a 7054 report on the aid with many fields auto-filled



**For more information:**  
*(link intended for USCG and Auxiliary use only)*  
**Scan the QR code, or go to [atons.us/uscgaux](https://atons.us/uscgaux)**

Clint O'Connor, Flotilla 9-10, District 7

# WHAT ARE YOU WADING FOR?

## NAVIGATION SYSTEMS (AUX-06) C-SCHOOL

**26 APRIL - 28 APRIL 2024**

**U.S. COAST GUARD TRAINING CENTER (TRACEN)  
YORKTOWN, VIRGINIA**

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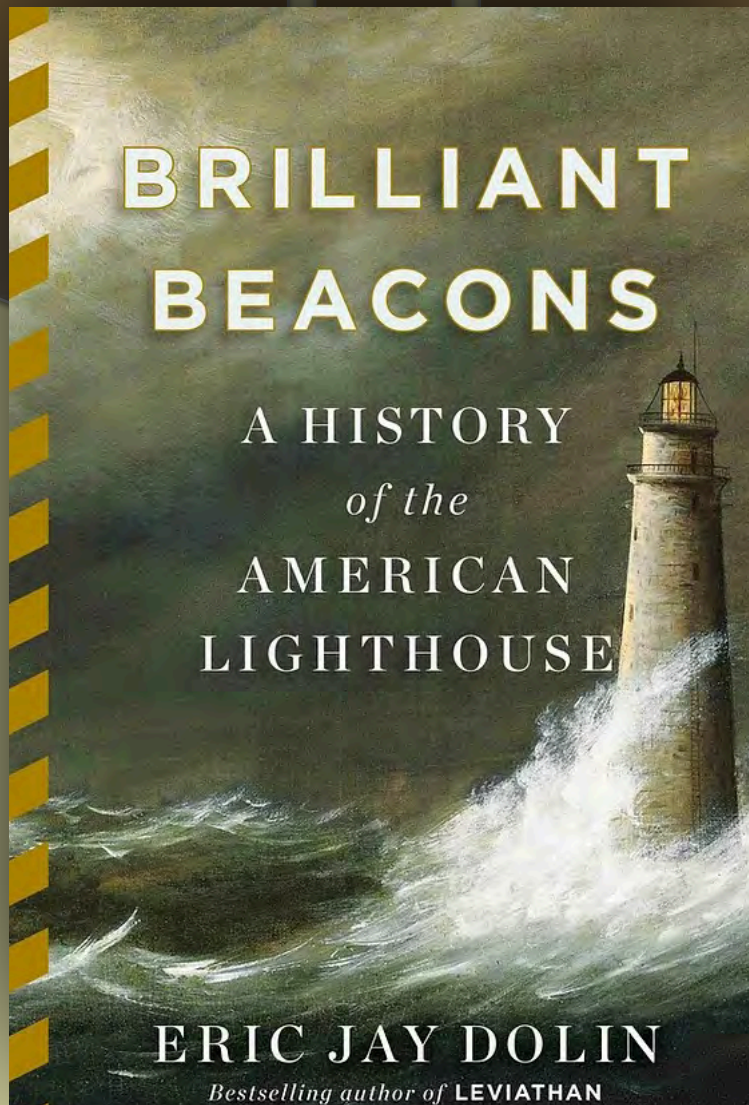


**FOR INFORMATION & APPLICATION MATERIALS CLICK HERE:**

**[HTTPS://WOW.USCGAUX.INFO/CONTENT.PHP?UNIT=AUX06](https://wow.uscgaux.info/content.php?unit=AUX06)**

# BOOK BAY

suggested reading



# D1NR LEADERSHIP

## U.S. COAST GUARD

District Commander: RADM John Mauger  
Chief of Prevention: CAPT Richard Schultz  
Director of Auxiliary: CDR Christina Sullivan  
Operations Training Officer: BOSN2 Elijah Reynolds

## U.S. COAST GUARD AUXILIARY

District Commodore: John Hume  
District Chief of Staff: Glen Gayton  
Immediate Past District Commodore: Byron Moe  
District Captain SNNE: Bruce MacCormac  
District Captain SBOS: Harlan Doliner  
District Captain SENE: Dennis Bunnell

## AREA SECTOR COORDINATORS

SNNE: Theodore Chatham  
SBOS: James Healy  
SSNE -W: Dennis Jacques  
SSNE- E: Jeffrey Thomas

## DIRECTORATE CHIEFS

Logistics: Mitchell Paine  
Prevention: COMO Charles Grossimon  
Response: COMO Ronald Booth  
Civil Rights Coordinator: Wesley Baden

# D1NR LEADERSHIP

## DIVISION COMMANDERS

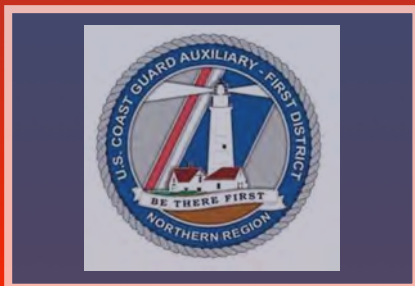
- Division 1: Elizabeth Eggleston
- Division 2: John Byrne
- Division 3: Justin Wright
- Division 4: Damien Benson
- Division 5: Harvey Leibovitz
- Division 6: Aaron Leger
- Division 7: Arnold Butziger
- Division 9: Dewayne Roos
- Division 10: Michael Nadeau
- Division 11: Richard Brady
- Division 12: Matthias Mulvey

## PAST DIVISION COMMANDERS ASSOCIATION

Daniel Farren, President

## ADMINISTRATIVE ASSISTANTS & AIDES

- COMO Carolyn Belmore, D-AA
- John Keyes, D-AD-Events
- Allyson O'Connor, D-AD-Events
- David Pierce, D-AD-DSS
- Leslie Schwartz, D-AD -Comms
- Justin Wright, D-AD-Projects



## DISTRICT STAFF OFFICERS

### PREVENTION

- Gregory Murray, DSO-MS
- Donald Ladd, DSO-MT
- Stephen Wagner, DSO-NS
- Lance McNally, DSO-PE
- Raymond Julian, DSO-PV
- Stuart Jerman, DSO-VE
- Daniel Van Hise, DSO-PA

### RESPONSE

- James Griffith, DSO-AV
- Charles Motes, DSO-CM
- Joseph Hogan, DSO-OP

### LOGISTICS

- Jason Oliveira, DSO-AS
- Laura Baker, DSO-CA
- William Bell, DSO-CS
- Richard Brady, DSO-DV
- Dewayne Roos, DSO-HR
- Laurel Carlson, DSO-IS
- Stanley Zoll, DSO-MA
- Leslie Schwartz, DSO-PB
- Allen Padwa, DSO-SR

### REPORT TO COMMODORE

- Gary Gordon, DSO-EM
- Normand Choquette, DSO-FN
- COMO Joseph Gordon, DSO-LP
- COMO Carolyn Belmore, DSO-SLO
- Stephen Kokkins, DFSO



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**NOTICE: NEWSLETTER REQUIREMENT FOR PUBLICATION**

All flotilla and division newsletters must include the date they were approved for publication after receiving clearance from Richard Keating, ADSO-PB.

**EXAMPLE:**

"This publication received clearance on 06 MAY 2023."

**OFFICIAL BUSINESS - DATED MATERIAL**

**This issue of Nor'Easter received clearance on 18 SEPTEMBER, 2023**

VISIT D1NR ON THE WEB:

<https://a013.uscgaux.info/>

D1NR PUBLICATIONS:

<https://a013.uscgaux.info/members/PB.html>

Department of Homeland Security  
U.S. COAST GUARD AUXILIARY

Leslie Schwartz, DSO-PB  
Richard Keating, ADSO-PB  
John Lopez, ADSO-PB

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