



# Up Top In Operations

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Volume 08

## CURRENT STATUS OF THE AUXILIARY'S CHART UPDATING AND ADOPT-A-CHART PROGRAMS

*Ed Martin, BC-ONC*

**Development of the NOAA Chart Updating web site for the US Coast Guard Auxiliary is on hold. Auxiliary members should continue using the NOAA Form 77-5 form until otherwise notified.**

In 1962, the National Ocean Service, the Coast Guard and the Auxiliary entered into an agreement for mutual cooperation. National Ocean Service (NOS) agreed to furnish each participating Auxiliary Flotilla with a set of charts of its local area. In return, the Auxiliary agreed to report data useful for chart corrections to National Ocean Service, Marine Chart Division. The personal knowledge of those in the Auxiliary resulting from frequent operation in their areas is vital to the chart certification activities of National Oceanic and Atmospheric Administration (NOAA), Office of Coast Survey, Marine Chart Division. The purpose of this cooperation program is to properly report all current chart revision information, in the interest of safe navigation, for mariners.

So much for history, let's take a look at where we are and answer a few questions.

How many charts have been adopted? How many Auxiliary members participate in chart updating activities? How many Flotillas are involved in chart updating activities? How many Districts are involved in chart updating activities?

Currently in the Adopt-A-Chart program 34 Flotillas have adopted 45 of NOAA's 1020 nautical charts. However, only 13 flotillas have submitted reports within the last 2 years. Only 96 out of 35,000 Auxiliary members participate in the Chart Updating Program, representing 43 of the 2172 Flotillas and 11 of the 16 Districts.

**OK, what does this mean to NOAA in regards to the Auxiliary's agreement to participate in the Chart Updating Program?**

I wasn't going to make a comparison but after looking at the data felt that we need to realize what our contribution has been. In perspective, this Auxiliary program has not been outstanding in its effort to provide chart update information to NOAA.



Our efforts don't compare to that of the US Power Squadron (USPS) who regularly supply 10-20% (second only to the Corps of Engineers) of the total chart update information received by NOAA. This statistic along with other factors has prompted NOAA's Marine Chart Division to undertake a cost benefit comparison of these programs. They are not going to eliminate the programs but resources to support efforts will be affected.

**What would it take to increase the Auxiliary's participation in the Chart Updating Program?**

**Modernization,** NOAA's Marine Chart Division and I had projected that the Auxiliary would have a Chart Updating web site in 2003. The purpose of the web site would be to provide a seamless mechanism for handling the field data collected by Auxiliary members and would replace the current NOAA 77-5 form.

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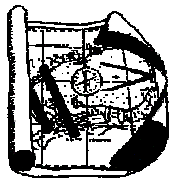
## AUX-06, THE NATIONAL ATON "C" SCHOOL, FOCUSES ON PROGRAM DEVELOPMENTS

COMO George Pendergast,  
DVC-ON

Twenty-six Auxiliarists from Hawaii, California as well as the East Coast attended AUX-06 National ATON "C" School at RTC Yorktown, VA this year. Topics included PATON verification and ATON discrepancy reporting. Chart Updating and the proposed web based chart updating program for the Coast Guard Auxiliary was also shown to attendees by Ed Martin of NOAA.

An on-line demonstration of a pilot web based PATON program developed by Marine Global Net for use by districts and Auxiliarists received an enthusiastic reception.

The "C" school is a valuable resource to auxiliary districts wanting to train new and refresh accomplished Auxiliarists with an interest in the ATON program. It is open to those who have not attended this "C" school and is on a first come basis with the recommendation of their district DSO-AN.



The weekend school lasts three days, encompassing Friday through Sunday. Orders are issued from headquarters and all expenses are reimbursed and housing provided. All ATON programs are covered, including Bridges, Chart Updating, Private Aids to Navigation and Federal Aids to Navigation. A training tour through the "river" where multiple aids with different discrepancies are identified by

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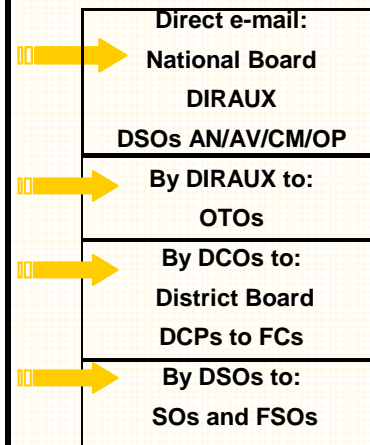
## CURRENT STATUS OF THE AUXILIARY'S CHART UPDATING AND ADOPT-A-CHART PROGRAMS (continued from page 1)

It was originally conceived to be a copy of the web site used by the USPS with modifications pertinent to the Auxiliary. After several false starts, software development issues and reallocation of resources NOAA's plan for the development of the Auxiliary web site was reprioritized to the bottom of the list. You can guess that the Auxiliary participation in the chart updating program had a little to do with the way NOAA reevaluated how best to direct its efforts. The good news is that the Marine Chart Division still plans on developing the Auxiliary Chart Update web page; the bad news is no definite date has been set for its release.

**Better understanding**, as the Auxiliary's National Branch Chief for Operations, Navigation and Cartography, I have special interest in promoting efforts in this area. NOAA has become more proactive in soliciting quality chart updating information from the Auxiliary by providing better communications and training.

As I said at TRACEN Yorktown, the Auxiliary's focus should be on providing concise data with emphasis on quality. The biggest things would be completeness of reports, using updated charts, providing graphics or chart sections, time and positioning methods, and supporting information like point of contacts for additional follow-up and confirmation. Other topics would be what to report and who to report it to. Instruction in what makes an object navigationally significant would be good. Remember that Aids to Navigation that are not watched properly or are new are reported on the CG-5474 and go directly to the CG Group ATON office; they should not be reported on the 77-5.

## DISTRIBUTION:



Discrepancies found between the chart and actual conditions of the aid (characteristics, type, location) should be reported via the 77-5. If the data is submitted correctly (using 77-5) then it should be no problem to enter it into the website when it becomes available.

With this said, please don't hold back on submitting Chart Updates or participating in the program. Having worked in all phases of nautical charting with NOAA's Office of Coast Survey for the past 30 years, I am intimately involved with the Auxiliary's submissions. I have dealt with the policies and procedures governing the use and depiction of these reports and assure you that after this data has been validated; cartographers do evaluate it for possible nautical chart updates. Your level of activity in this Chart Updating program provides important information that is critical to the safety of the mariner, promotion of commerce and environmental awareness.

The Chart Update logo appearing in this article is a rough draft. I am sure some of you out there have some better ideas. Please submit your ideas for the Chart Update logo to ed.martin@noaa.

**NEW FACES IN THE OPERATIONS DEPARTMENT – WELCOME ABOARD!**

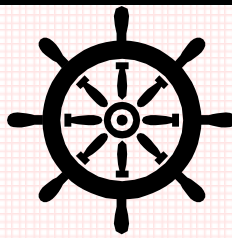
Linda A. Nelson, DC-O

We are pleased to have some new talent offering their services to the Operations Programs. Welcome to Jim McCarty and COMO Lew Wargo.

COMO Lew Wargo hails from the 9th Eastern Region and has been appointed BC-OSQ, assigned to work with the qualification programs in the Surface Ops programs. COMO Wargo is eminently qualified, as an AUXOP member, coxswain, qualification examiner, instructor and vessel examiner. Add to that, COMO Wargo serves as the DSO-Ops, District QE Coordinator, District Homeland Security Coordinator and TCT facilitator. We are fortunate that he can make some time in his schedule for the OPS Department!



Also joining the staff is Jim McCarty. Jim joins our team to lend a hand in instructional design as the BC-OEI. In this capacity, Jim will be developing instructional materials. He is currently a faculty member at both the Atlantic Cape Community College and the University of Phoenix, where he chaired the College of Undergraduate Business and Management. This is a second career for Jim, having spent most of his life in law enforcement, rising to the rank of Captain and District Commander in the Philadelphia Police Department. His experience in law enforcement includes management of the Terrorism/Radical Groups, Intelligence Analysis and Intelligence Files sections of the force. Relatively new to the USCG Auxiliary, Jim has qualified as a vessel examiner, instructor and boat crewman. Welcome aboard!



*Up Top in Operations* is the monthly newsletter of the National Operations Department of the United States Coast Guard Auxiliary.

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**ERRATA:** In the June 04 article on Cleats and Bitts, there is a correction regarding the ratio of line diameter to cleat size. As stated in the Boat Crew Seamanship Manual COMDTINST M16114.5B page 7-23, "Cleats are sized by length, and the rule of thumb is the line should be 1/16" in diameter for each inch of cleat (3/8" line = 6" cleat, 1/2" line = 8" cleat)."

**AUX-06, THE NATIONAL ATON "C" SCHOOL, FOCUSES ON PROGRAM DEVELOPMENTS** (continued from page 2)

trainees was, according to attendees, the highlight of the weekend.

A special "field trip" was also arranged and the group was able to visit the Lens Museum at Yorktown VA, where all orders lenses are on display. This was a real treat for students and instructors alike!

Keep a sharp eye out for the Spring '05 of AUX-06 National ATON "C" School. Be first in line with your request to attend!

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