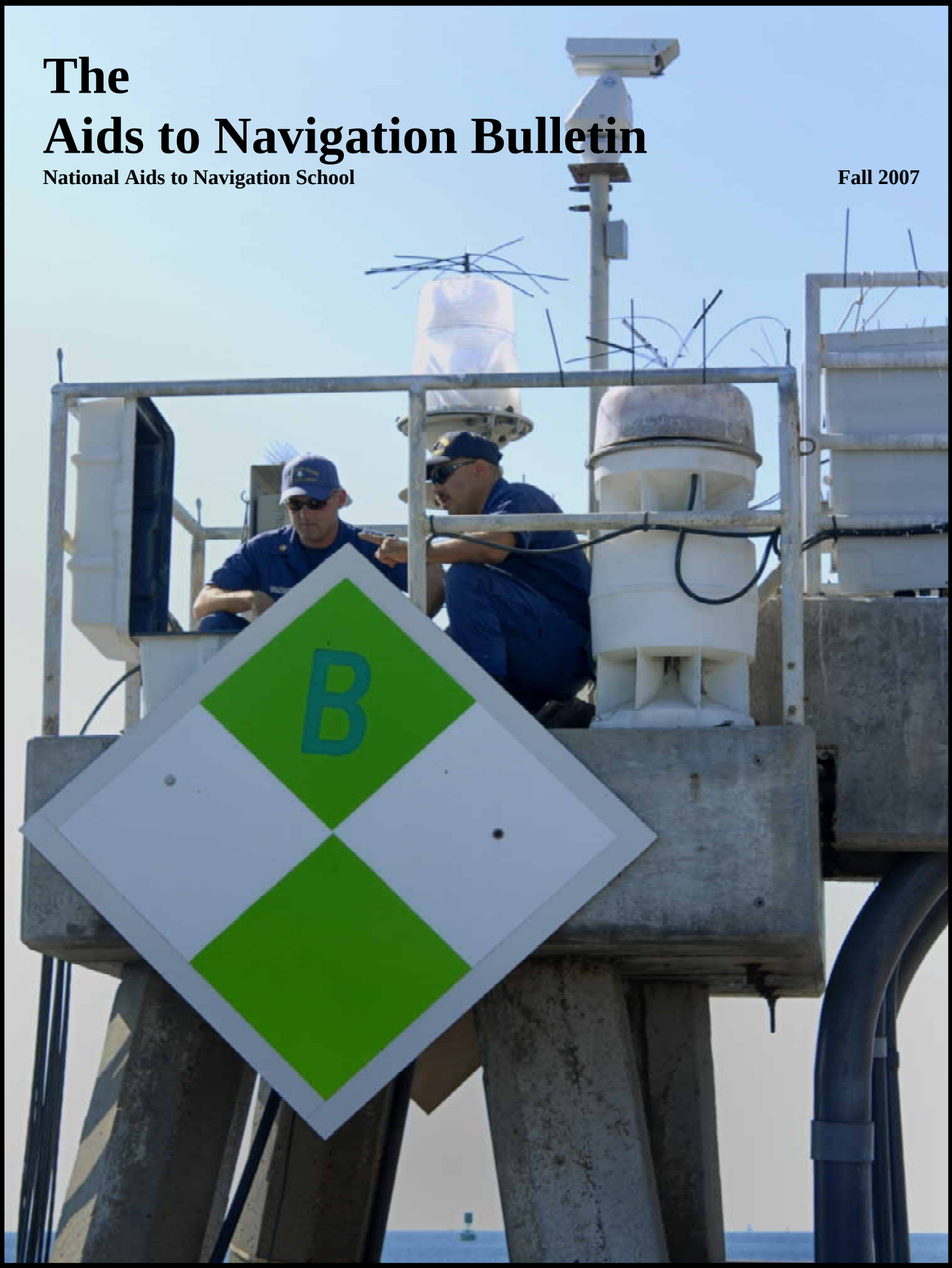
The
Aids to Navigation Bulletin

National Aids to Navigation School **Fall 2007**



National Aids to Navigation School
US Coast Guard Training Center, Yorktown, Virginia

AtoN systems of the United States and its territories are established, operated, and maintained by the Coast Guard to assist mariners in locating their position and to warn of nearby dangers and obstructions. This is done for the benefit of commercial vessels, recreational boaters, and to support the operations of the Armed Forces. Title 14 of the US Code makes this a responsibility of the Coast Guard.

The Bulletin is published to support the individuals and units involved in providing a reliable AtoN system for the mariner. The Bulletin seeks to meet the following objectives:

- To provide a means of circulating job skill information among AtoN technicians,
- To increase the professionalism and knowledge of all AtoN personnel,
- To act as a channel for information flow amidst the AtoN servicing units, District Office staffs, Headquarters staffs, and units, and
- To publish articles and photographs about people, units, or events which may be of general interest to the AtoN community.

To satisfy these objectives, it's necessary for all who read the Bulletin to take an active part in determining its contents. If you have found a "better way" or performed a unique evolution, share it with other people in the AtoN field. Submissions are welcome in any form. Articles and images may be submitted electronically to the editor via email at tracy.m.speelhoffer@uscg.mil or mailed to:

AtoN Bulletin Editor (tnaton)
US Coast Guard Training Center
End of Highway 238
Yorktown, VA 23690-5000

Electronic submissions are preferred. Please keep photographs in original electronic form, and send them as separate files; do not imbed or copy them into word documents.

The articles contained herein are non-directive and non-record material. They are published for informational purposes only.

School Telephone Numbers

(757) 856-XXXX

General Information/YN	2139
LT B. Huff, School Chief	2143
LT M. Griffin, Asst School Chief	2509
CWO D. Merrill, Tech Advisor	2145
LTjg T. Speelhoffer, Operations	2350
BMCS W. Weir, Minor Aids	2066
EMCS J. Marzetta, Major Aids	2795
BMC A. Hunter, Buoy Deck TT	2068
Fax	2326

After Hours Technical Support Hotline

(757) 449-3681

Editor: LTjg Tracy Speelhoffer

School Home Page:

www.uscg.mil/tcyorktown/ops/naton/index.shtm

Deadlines for Articles:

Winter 2008 - 15 November
Spring 2008 - 15 February
Summer 2008 - Phonebook
Fall 2008 - 15 August

Volume 35, Number 1

On the Cover:
BM2 Robert Graziano and EM2 Javier Lopez of ANT San Diego service an aid at Ballast Point, Naval Base Point Loma, CA. Note the abundance of bird springs—a beautiful sight.
Photo by PA1 Anastasia Devlin

IN THIS ISSUE . . .

USCGC ANTHONY PETIT in Tracy Arm in front of the Sawyer Glacier near Juneau, Alaska

New Bulletin Editor

by LTjg Tracy Speelhoffer, NATON School

I'd like to take a moment to introduce myself to all of our faithful Bulletin readers. My name is LTjg Tracy Speelhoffer, and I've taken over as editor of the AtoN Bulletin. I reported to NATON School as the new Operations Section Chief this past July after finishing up my first tour on CGC OAK out of Charleston, SC. I had a great two years on OAK, and want to thank the crew for a memorable and educational tour. I'm excited to be here at NATON, and look forward to continuing to work with all the fine folks in the AtoN community.

Farewell and Good Luck, Adam!

That being said, I want to briefly talk about the individual I've relieved, LT Adam Buffington. Adam was the Operations Section Chief here at NATON and the AtoN Bulletin editor for three years, during which time he implemented into the curriculum some vast changes in the AtoN field, such as the introduction of IATONIS and AAPS. He made numerous great changes at the NATON School, and was an excellent instructor. I can tell from everyone's attitudes around here that he was a great guy to work with, and I'd like to thank him for all of his help throughout our long relief process and for turning over a great product. Adam has returned to the civilian world, but is likely going to remain in the Reserves. He's headed up to Ohio State to continue his education in psychology. I know I speak for all of the NATON staff when I wish him all the best in his future endeavors.

We had a few more changes to the staff this past transfer season. We welcomed BMC Colin Langeslay to the Minor Aids Section, BM1 Chris Wilcox to the Buoy Deck Training Team, BM1 Rudy Patten to the Operations Section, ET1 Bruce Britton and ET1 Mark Allen to the Major Aids Section, and YN2 Raven Lancaster as our new Staff Yeoman to keep things running smoothly. Last but not least, we have a new School Chief, LT Brian Huff, whom you'll be hearing from later in this issue.

Finally, I invite all of you to please continue submitting input for the Bulletin. No story is too small; if your unit does something of interest or comes up with a new way to do something, write it up and send it my way. Even if you don't have anything to write about, I'm always looking for good photos to include, so send those as well. Thanks, and I look forward to hearing from all of you.

Aid Positioning (ANC-AP)
October 23 – November 1, 2007
November 27 – December 6, 2007
January 29 – February 7, 2008
February 19 – 28, 2008
March 25 – April 3, 2008
May 13 – 22, 2008
August 5 – 14, 2008
September 9 – 18, 2008

Officer Advanced AtoN (ANC-OA)
March 17 – 21, 2008
April 21 – 25, 2008
June 9 – 13, 2008

Officer Basic AtoN (ANC-OB)
May 5 – 9, 2008
July 28 – August 1, 2008
August 25 – 29, 2008

ANT OIC (ANC-ANT)
January 14 – 18, 2008
April 14 – 18, 2008
September 22 – 26, 2008

Minor Aids Maintenance (ANC-MAM)
October 22 – 26, 2007
November 26 – November 30, 2007
February 4 – 8, 2008
March 10 – 14, 2008
April 21 – 25, 2008
August 18 – 22, 2008

Advanced Minor Aids Maintenance (ANC-AC)
October 29 – November 2, 2007
December 3 – 7, 2007
February 11 – 15, 2008
March 17 – 21, 2008
April 28 – May 2, 2008
June 23 – 27, 2008
August 25 – 29, 2008

River Tender Course (ANC-RIV)
September 8 – 12, 2008

Buoy Deck Supervisor (ANC-BDS)
February 25 – 29, 2008
March 24 – 28, 2008
May 12 – 16, 2008
August 4 – 8, 2008

Construction Tender Course (ANC-C)
February 11 – 15, 2008
August 11 – 15, 2008

Construction Tender Course for MKs (ANC-C-MK)
October 22 – 26, 2007

Automated Lighthouse Technician (ANC-LT)
October 8 – 26, 2007
January 22 – February 8, 2008
July 28 – August 22, 2008

Solar Powered Major Aids (ANC-SP)
October 29 – November 2, 2007
February 11 – 15, 2008
May 5 – 9, 2008
June 2 – 6, 2008
August 18 – 22, 2008
September 8 – 12, 2008

Differential Beacon (ANC-DB)
November 5 – 9, 2007
December 3 – 7, 2007
January 7 – 11, 2008
March 3 – 7, 2008
March 31 – April 4, 2008
June 16 – 20, 2008
September 22 – 26, 2008

Training Team Management (ANC-TT)
April 7 – 11, 2008

NOTE: All course dates are subject to change. Please check TQC's website (http://www.uscg.mil/hq/tqc/index.shtm) for updates and to confirm course dates before submitting an ETR.

The Coast Guard Cutter KATHERINE WALKER – A Steward of the Environment

by LT Amy Florentino, USCGC KATHERINE WALKER (WLM 552)

Coast Guardsmen line the deck of the Coast Guard Cutter KATHERINE WALKER dressed in hard hats, life jackets and steel-toed boots. They prepare the large orange boom for deployment into New York Harbor to contain the oil that threatens the environment. A deck supervisor signals a command to the crane operator and expertly lowers a skimmer into the churning waters of New York Harbor. Among the din of activity on the deck, the crew pauses and sees a Coast Guard helicopter hovering above the ship providing information on the size and direction of the oil spill. This is a large-scale oil spill, but do not be alarmed. It was only an exercise.

Coast Guard Cutter KATHERINE WALKER recently arranged an opportunity to exercise its pollution response capabilities by deploying a Vessel of Opportunity Skimming System (VOSS) in New York Harbor. The VOSS is a modular oil recovery method that can be secured to, and operated from, a vessel at a spill site. It is pre-staged on a 48-foot low-bed tractor trailer in Earle, N.J. for immediate transport to the location of a spill. With this system, a vessel can quickly transform into an oil recovery platform with a maximum skimming capability of 190 gallons per minute. The VOSS can be split between two vessels or used as a two-sided sweeping system on a single vessel.

During this exercise, the VOSS was assembled and operated on the Coast Guard Cutter KATHERINE WALKER, a 175-foot buoy tender. The Coast Guard District One Response Advisory Team sailed aboard to evaluate the VOSS exercise. Other Coast Guard units participat-

CGC KATHERINE WALKER maneuvers with CGC LINE and the NEW JERSEY RESPONDER with numerous oil barges in the background.

ing included Coast Guard Sector New York, Air Station Atlantic City and the Atlantic Strike Team. Two civilian agencies, Marine Spill Response Corporation and Clean Harbors worked in tandem with Cutter KATHERINE WALKER during the exercise. These agencies directed the NEW JERSEY RESPONDER, a 210-foot oil spill recovery vessel, which deployed skimming equipment and participated in team maneuvers. This team deployment gave each agency the chance to learn more about each other's capabilities. Adding to the excitement of the event was an environmental education group sponsored by Conoco Phillips, one of the port's largest oil suppliers. The students of this science and technology program observed the exercise from the decks of Coast Guard Cutter LINE, getting a bird's eye view of the VOSS equipment and its unique capabilities. Petty Officer Mark Posey, the deck supervisor, led the KATHERINE WALKER's crew through the exercise. He stated, "I am very glad I was able to go to the Oil Spill Recovery training before we did this evolution. I was able to apply what I learned at the school in a real life experience. It really tested my ability to lead since there were resident experts onboard."

The crew of KATHERINE WALKER never needs to look very far to see why this type of oil spill recovery exercise is so important. One look at the crowded waters, the large tankers and the fleet of oil barges, reminds any onlooker that New York Harbor is the backbone of commerce for the North East corridor. In fact, the United States Energy Information Administration stated, "the New York Harbor area between New York and New Jersey has over 40 million barrels of refined product storage capacity (much of which is in New Jersey), making it the largest petroleum product hub in the United States." To put these statistics into perspective, Captain Robert O'Brien, Commander US Coast Guard Sector New York, recently related a comparison drawing a parallel to more familiar terms. He said, "In one average winter over 500 home heating oil and gasoline barges transit the Hudson River. The amount of oil carried in these barges amounts to 50,000 tank trucks." Can you imagine the extra load if these goods were carried on the highway systems - and that is just oil barges on the Hudson River during one winter to keep our homes warm!"

Luckily, for the American public, the pilots who navigate their ships and the captains who drive their tugs are experts. They safely deliver goods and services during all seasons and through the most demanding of waterways. However, there are always mistakes, equipment problems and bad weather; making our emergency preparations all that much more important. In December 2006 the coastal tanker KRISTIN POLING ran aground in East Rockaway Inlet about 450 yards from shore carrying 672,000 gallons of #2 home heating oil. In July 2007, just days after Cutter KATHERINE WALKER's VOSS exercise, the M/V WHITE SEA ran hard aground four miles north of Sandy Hook, NJ. The 800-foot doubled-hulled tank ship was traveling outbound from Bayonne, N.J. with 556,000 barrels of low sulfur fuel oil en route to Singapore when it lost steering and ran aground just outside the shipping channel. The owners of both ships worked feverishly with the Coast Guard to lighten the ships and use tugs to pull them off the sandy bottom at high tide. Luckily, neither ship suffered a major hull breach and both were removed safely. For both of these incidents the Coast Guard Atlantic Area Strike Team and the Cutter KATHERINE WALKER were standing by ready to respond; glad they had practiced this exercise before.

CGC FIR, NOAA, OFCC Team up for Net Recovery Near Oregon Coast

by D13 Public Affairs (dep)

Zach Lockman of the fishing vessel SEEKER sets the grapnel gear to snare a net sacrificed off the coast of Oregon as the Coast Guard Cutter FIR drifts nearby. As the crew of the Seeker kept an eye out for the lost net, the crew of Fir kept an eye out for any signs of emergency.

The crew of the Coast Guard Cutter FIR, homeported near Astoria, Oregon, and members of the National Oceanic and Atmospheric Administration (NOAA) teamed up with the Oregon Fishermen's Cable Committee (OFCC), Tyco Telecom and the crew of the fishing vessel SEEKER from Newport, Oregon to retrieve sacrificed fishing nets from the waters off the coast of Astoria this past April.

The operation took place as the third and final phase of the Oregon Derelict Gear Recovery Project, when members of NOAA and OFCC were taken by the crew of the FIR to where the crew of the SEEKER were searching for three units of trawl fishing gear that had been sacrificed to protect undersea fiber optic cables from damage. These nets also posed a threat to marine resources and created a potential for entanglement with other equipment used by fishermen.

The crew of the SEEKER spent several hours using long range echo-sounding equipment and sonar to locate one of the errant nets before finally snagging it and reeling it in as the FIR stayed near in case of emergency. The net will be checked for damage and returned to its original owner if in good condition. For the work they put in, the crew of the SEEKER will be compensated by the OFCC.

The OFCC is a partnership of the trawl fishing community and the submarine cable industry that works to resolve issues regarding undersea cables and fishing. In exchange for a waiver of liability, the fishing community learns methods for safely fishing near the underwater cable and agrees to sacrifice gear that comes too close to the lines. Phase one of the Oregon Derelict Gear Recovery Project involved commercial fishermen removing lost traps and local high school marine biology students identifying and cataloguing ensnared marine life. The second phase involved developing a program whereby the Coast Guard and the fishing industry report the locations of stray crab pots for future retrieval.

Recovering Submarine Cable on USCGC HENRY BLAKE

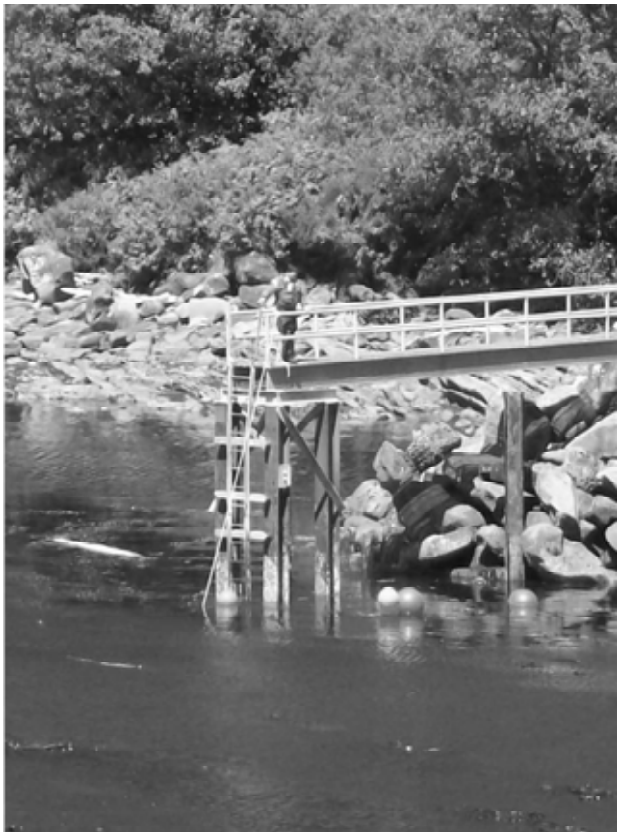
by LT Katie Blanchard, USCGC HENRY BLAKE (WLM 563)

This past summer, the CGC HENRY BLAKE ventured into a new mission for the ship: the recovery of submarine cable. The cable was laid by the Coast Guard many years ago to power the lights on Waddah Island, across from Neah Bay, Washington.

The work began several months prior during a meeting with Amy and Dale Jacobs, Coast Guard Auxiliarists from Flotilla 65 from Albany/Corvallis, Oregon. Dale and his father, Ed, designed and built a Remote Operated Vehicle (ROV) capable of finding sunken vessels and cars and studying sea life. Their ROV, capable of going to a depth of 1200ft, was constructed primarily of parts that could be purchased at your local hardware store—a pretty amazing and innovative design! In addition to the ROV, they also have side scan sonar that can produce detailed images.

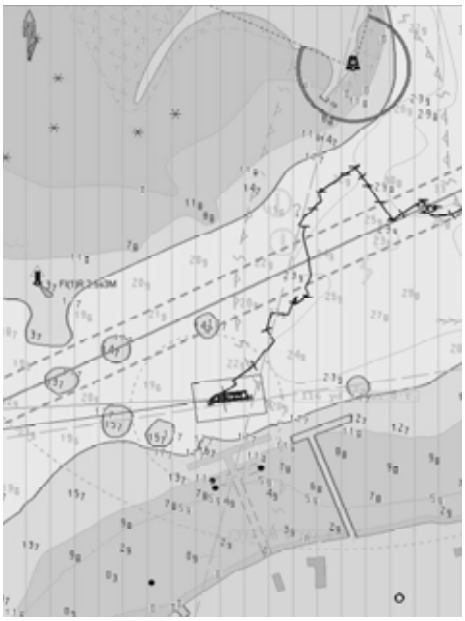
After this initial meeting, the ROV team headed out to Station Neah Bay over July 4th to do a survey of the cable and bottom. Utilizing the assistance of Station Neah Bay, Dale, Ed and Amy completed a bottom survey, locating several cables and potential hazards. Their efforts were reported via video clips that we reviewed in order to gain a better understanding of the task at hand.

Floats were attached to the end of the cable, helping bring it to the surface and making it easier to track as it was pulled.



Ready to attempt recovery, HENRY BLAKE headed out to Neah Bay with our 17' SAFE boat on deck and a basic plan. On 31 July, we conducted a survey of the bitter ends of cable determining that the best option was to have the small boat float the cable out to the ship. On August 1st, the small boat crew spent approximately two hours pulling the cable up as much as possible and rigging fenders.

Next, we positioned the ship in the middle of the channel in hold position, hold heading and walked over towards the shoal in a controlled manner. The hold station capabilities added a safety factor and were vital to conducting this evolution. Utilizing a messenger line system, the small boat towed a lifting strap attached to several mooring lines wound up on the chain inhaul over to the cable and secured the lifting



ECPINS screen showing the path of the ship and the bearing line that was drawn at the beginning of the evolution.

strap to the cable on the beach. We then pulled the mooring line and cable just like we would haul chain. Once the in-haul was full, we used a stopper to secure the cable, cut the cable and then wound it up on deck.

As the cable was wound up, we walked the ship slowly across the channel. In the middle of the channel, we spun around and continued walking towards the other bitter end. As you can see by the screen capture from ECPINS, the ship pretty much followed the originally anticipated track line of the cable. About 2/3 of the way across the channel, we found anchor chain on the sub cable, making the evolution just a little bit more challenging, but with the excellent crew on HENRY BLAKE, nothing was too hard for them to accomplish! Utilizing a few extra pelican hooks, the mechanical stopper and some 180' chain pulling experience, we secured the chain, finished pulling the sub cable, and then recovered the chain.

The entire recovery effort went smoother than we anticipated and resulted in approximately 4000' of cable being removed. The sub cable evolution was another testament of both the buoy deck and bridge capabilities and advantages of the 175' and 225' platforms. It was successfully accomplished with a team effort from CG Auxiliary, CG Station Neah Bay and the entire crew of HENRY BLAKE!

Please feel free to contact BMC Scott Steinbarger or LT Blanchard if you have any questions or want additional information.

Pulling the cable off the drum—an arduous task—was repeated numerous times

CGC HICKORY Conducts Clean-Up in Nikolski, AK

by ENS Colby Schlaht, USCGC HICKORY (WLB 212)

During a two week Aleutian Chain fisheries patrol, CGC HICKORY, home ported in Homer, AK, conducted a shoreline marine debris removal project in the village of Nikolski, AK.

Nikolski is located 150 miles west of Dutch Harbor and is home to 27 Aleut natives. During the early 1900's, the town was a ranch that had 250 head of cattle and 5000 sheep. In 1972, the land was sold back to the native Aleut population and the ranch was closed down. Since then, the shoreline of Nikolski has become littered by derelict fishing gear such as nets, lines, and floats, as well as other flotsam washed up on the beaches over the years. Twenty-five personnel from the HICKORY went ashore and over the better part of a day (in the land of the midnight sun) removed 150 cubic yards of debris from the beach and consolidated it for future disposal.

With the hard work complete, the crew celebrated with a cookout for the villagers. The skewered shrimp and pork chops were rare treats for the remote village and were quickly eaten by the famished crew and village. With appetites satisfied, the villagers escorted the crew to the shoreline and wished HICKORY a safe journey on the rest of her patrol.

Cutter ELM deploys NOAA Buoys Off Puerto Rico

by PA3 James P. Judge Jr., D7 Public Affairs

This spring, the crew of Coast Guard Cutter ELM completed a 42-day deployment to the Caribbean where they set hurricane-detection buoys to improve weather forecasting.

After departing from their homeport of Atlantic Beach, N.C., the ship made a stop in Miami, FL to correct an engineering casualty. Once the maintenance was complete, ELM headed to San Juan to embark National Oceanic and Atmospheric Administration (NOAA) technicians and two new NOAA buoys. With the technicians and buoys on board, the crew placed the first two of a series of eight new NOAA buoys off Puerto Rico in an effort to fill a gap in important weather data coming from the warm, storm-generating waters of the Caribbean. The goal of generating this additional data is to improve forecasting during hurricane season.

ELM placed the first buoy approximately 150 miles northeast of Puerto Rico and the second one approximately 200 miles south of Puerto Rico.

The new NOAA buoys measure wind, waves, barometric pressure and air and sea temperatures to determine hurricane formation or dissipation, extent of wind circulation, maximum intensity and center location. Once gathered, the information is then relayed to meteorologists at the National Weather Service, and will help improve forecasting of these dangerous storms, said NOAA spokeswoman Theresa Eisenman.

"The location of these buoys fills an important gap between coastal buoys and the six hurricane buoys deployed in the spring of 2005," said Eisenman. "These will provide year-round data, but are more robust than the typical weather buoy."

The reason for a more robust, tougher buoy is simply because of the violent weather conditions these buoys will be subjected to.

For more information on NOAA and hurricane buoys, contact Theresa Eisenmar at (301) 713-0622 x150.

CGC ELM Hosts Coast Guard Recruits

by PA2 Christopher D. McLaughlin, D5 Public Affairs

Coast Guard recruit companies Yankee and X-Ray 177 march toward cutter ELM, moored at Training Center Cape May

Coast Guard Training Center Cape May recruit companies Yankee and X-Ray 177 were given a unique opportunity to see first hand everything they learned during their eight weeks at Coast Guard basic training.

On September 20, 2007, 45 recruits marched to the Training Center Cape May pier where the crew of the Coast Guard Cutter ELM, homeported in Atlantic Beach, N.C., welcomed them aboard for an afternoon underway.

"We're here to take both companies underway to show them what the Coast Guard is about," said LCDR Anthony Powell, Commanding Officer of ELM. "This will give them a heads up for what they're in for."

Powell said he wanted the recruits to get a first-hand glimpse of what happens aboard a seagoing buoy tender and wanted them to know this is the real Coast Guard.

The recruits graduated boot camp September 21 at a ceremony held on the parade field of the training center. One lucky recruit, Catherine Jojola from Los Lunas, N.M., will be reporting aboard the Cutter ELM October 4.

"I couldn't ask for anything better," said Seaman Recruit Catherine Jojola. "I was surprised I got orders to work aboard this buoy tender."

During several hours underway on the Cutter ELM, the recruits participated in a man-overboard drill and watched the crew pull an 18,000 pound buoy onto the deck of the ship to perform maintenance on it.

"I'm loving it," said Seaman Recruit Matthew Ferrel of Vineland, N.J. "This is a lot more intense than seamanship class."

After the recruits returned from their trip underway, the crew of the Cutter ELM joined them for a pizza party at the Coast Guard Training Center.

"It's awesome to see our recruits apply everything we've been teaching them," said Petty Officer 1st Class Darril Kiest, a company commander with Training Center Cape May. "I hope they go out and rock the Coast Guard."

Carmanah 704-5 LED Lantern

by Mr. Jon Grasson, CG-432

The Carmanah 704-5 light emitting diode (LED) lantern has been added to the list of approved lanterns for operational use on Coast Guard aids to navigation. This information was posted on the CG Message System 131907Z SEP 07. The Carmanah 701, 702, and 702-5 LED lanterns have been very successfully used on low-light-intensity Coast Guard aids to navigation since the late 1990's. The Carmanah 704-5 lantern is a newer, higher-intensity lantern that can be used on aids to navigation that need more light intensity than can be provided by the 701 and 702 Carmanah lanterns. The technical data sheet for the Carmanah 704-5 is posted on the CG Ocean Engineering website under products/services. It provides extensive information on performance data, selection criteria, set-up, installation and maintenance instructions, and ordering procedures. The next change to the AtoN Technical Manual (CIM16500.3A) will be updated to reflect this new information.

The Carmanah 704-5 lantern is a self-contained, omni-directional LED lantern with five solar panels, battery, flasher, daylight control and lantern assembly housed as a single unit. Every lantern has an inherent color (red, green, white or yellow), but the flash rhythms are programmable. The color of the lantern is identified by the color of the lantern's base.

The Carmanah 704-5 is an authorized replacement for a 155mm lantern on either a buoy or a fixed aid if it provides an acceptable effective intensity and if its solar system is sufficiently capable. At the high intensity setting, the effective intensity of a red or green Carmanah 704-5 falls between the intensity of a 155mm with 1.15 amp lamps and a 155mm with 2.03 amp lamps. At the low intensity setting, the effective intensity of a red or green Carmanah 704-5 is between that of a 155mm with 0.77 amp lamps and a 155mm with 1.15 amp lamps. The effective intensity of a white or yellow Carmanah is less than that of a 155mm lantern (all lamps). A white or yellow 704-5 shall not be used to replace a 155mm lantern unless District has determined that a drop in intensity is acceptable.

If the District has determined that a Carmanah 704-5 will provide an intensity that meets the operational needs for a specific aid, then the next step is to see if the 704-5's solar system is capable of maintaining an acceptable battery state-of-charge (for the desired location, flash characteristic, and intensity setting). Because the 704-5 comes with a one-sized solar system, solar sizing ultimately comes down to a "go" or "no go" determination. The table contained in the technical data sheet should be used to make a "go" vs. "no go" determination for year-round aids with standard flash characteristics.

For more information, visit the CG Ocean Engineering website to obtain the technical data sheet for the Carmanah 704-5 lantern. http://www.uscg.mil/systems/gse/gse2/Products.htm

I-ATONIS v1.4/AAPS v5.3 Update

by Ms. Marie Sudik, NAVCEN

Updates to I-ATONIS and AAPS were released this fall. Some of the more important changes are summarized below. More details will be available on the I-ATONIS website via the SUPPORT menu option (http://iatonis.uscg.gov/atnsweb/atonis.show_support) in the Release Notes.

AAPS Version 5.3

- When you click on the REMARKS tab from the Plot Screen, your cursor will automatically be ready to accept text in the REMARKS text box.
- Battery Interval Field will be able to handle values up to 120 months (AAPS 5.2 can enter up to 99 only).
- The Configuration Screen will now display the specific mobile vessel (Mobile 1, Mobile 2, etc.).
- When you create a New Federal or Target Position, Description Type field (designating an aid as a Lighted Buoy (LB), Unlighted Buoy (ULB), etc.) must be completed (along with Aid Name, Aid Type, Sub Type).
- Aid Availability Category was added to the Aid Detail Screen to match I-ATONIS.
- Lantern Quantity was added to the Aid Light System Screen to match I-ATONIS.
- Report changes
    - APR Heading prints with leading 0's
    - FID
        - Add Aid Availability Category information
        - Display unit name in the Remarks section
        - Display the light sectors correctly
        - Correct the Reason for Visit field so the label is associated with the data
        - Add the unit of measure to the water depth field
        - Correct alignment for different fields

IATONIS Version 1.4

- Several Light List-related creation fixes
    - Waterway headers are now printing correctly
    - Font Style of the Aid Name in the Light List will print correctly
    - Aids with more than one "Primary" light system will print correctly
- Screen Changes
    - When creating an aid, the Description Type (Lighted Buoy (LB), Daybeacon (DBN), etc.) field is now a mandatory field and must be completed.
    - The DRF2 has been redesigned to match COMDT INSTR 16500.7a precisely (see Chapter 9 for DRF2 checklist).
    - Lantern Quantity has been added to the Light System screen.
    - Case Sensitivity has been removed when entering DTG, to allow for easy data entry of this field.
    - Transferring battery ownership between units is now done by a button click instead

of entering several battery actions.

- LOV's – new values are added to the drop-downs of the following fields:
  - Lamp Type
  - Lantern Type
  - Light Characteristic
  - Power Setting
  - Solar Panel Type
  - ATON Depot Name
  - Chain Use
  - Last Visit Reason Type
  - Temporary Discrepancy Status
  - Temporary Status Type
- Report Improvements:
  - New discrepancies will be printed in **bold** on the LNM to make it easier for the mariner to differentiate ongoing discrepancies and temporary changes from new discrepancies.
  - FID formatting changes (see AAPS section above).
  - The FID Report request (Reports|Aid|Federal Aid| FID) is now easier to navigate by allowing Aid Name or Light List number searches.

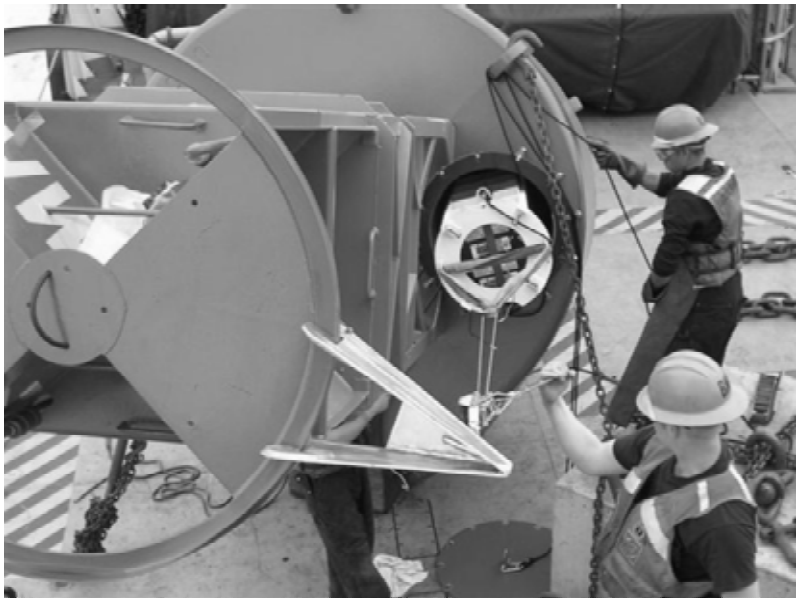
As always, if you have any questions, the I-ATONIS team is ready to help:

- OSC Customer Support can be reached at 1-877-872-4797.
- CG-3PWN-1: LTjg Krystal Stevens at (202) 372-1572.
- NAVCEN: Marie Sudik at (703) 313-5813 or Dave Amburn at (703) 313-5820.

Battery Rack Pulling Made Easy

by BMC Scott Adler, CGC ANTHONY PETIT (WLM-558)

For many years, pulling Battery racks out of 6, 8, and 9 footers has been an arduous and dangerous task. There are many rigs and many different thoughts on how to do it safely. On a flat bottom buoy, the pocket is almost vertical. This makes use of the crane to install or pull a rack practical. On any other buoy, the angles one deals with make the job much more challenging. In Alaska, it is common to have up to eight batteries in a rack. Typically a chain fall, come a long, or block and tackle has been rigged somewhere up into the cage, or to some random fitting high up on the tender. The rack is gently pulled until it is 7/8 of the way out. From here, a second line is attached to the bottom of the rack and fairlead through an upper bale on the buoy to allow a controlled and gentle descent to the deck. However, as we all know battery pockets run at a slight angle. This causes pinching and binding of the rack when pulling the old rack out.



Having been previously stationed with my current skipper on an old 180, we have a tendency to work through problems together and come up with a solution. Our latest achievement is a buoy rack pulling anchor system named the "SmiLer". We chose the name "SmiLer" because it is a combination of his last name (CWO3 Smith) and mine (BMC Adler). As seen in the pictures, this apparatus very easily clamps in place to the lantern ring on the buoy. It is aluminum and weighs in at less than 25lbs. In combination with a

wire rope come a long and endless round sling, I had the set up pull tested to 1300lbs. The testing was achieved with the SmiLer in place on the lantern ring and a dynamometer connected between the come a long and buoy bale. The SmiLer installs in seconds and perfectly aligns the lifting eye directly over the center of the battery pocket. As before, the rack is pulled almost all the way out, and then a second line is attached near the bottom of the rack. From here, we continue to ease it out and lower it safely to the ground.

Fabrication of the SmiLer: Being co-located with ISC Ketchikan, I initially walked over and spoke with the weld shop. Not having an engineering background, I explained what I needed and roughly what our idea was. Three hours later, I had the SmiLer. ISC Ketchikan Industrial welder Kenneth Horn was the fabricator and welder on this task. Ken has recorded measurements and templates for this apparatus. Should anyone be interested, they need to contact ISC Ketchikan Industrial General Foreman Dennis Diamond.

Out with the Old and In with the New

by BMC James Darsch, USCG (Ret.)

Today's ATON field is changing. Much like when we went from Acetylene-burning lanterns to electric illumination, the job of the ATON tech has become quicker and easier.

With the introduction of self-contained LED lights, we can now skip most of the general maintenance and trouble shooting by simply bolting on a new lantern. Replacing a defective blocking diode in a solar panel is now a snap that can even be done in the field. And of course new buoys that will be lighter, easier to work with, and less trouble to maintain are in the works.

Yes, the world of Aids to Navigation is moving into the modern age, making life on the buoy deck faster, easier and much safer for the crew. Gone are the days of the 180' WLB's. Climbing down on the sinker as it hangs from the chain stopper to replace the split key in the shackle. Heaving around on and surging the hogger line as it slips over the gipsy head. Gone are the 45' BU's with their open bows and sloshing about in the buoy well knee deep in slop. The term culling lamps is now all but extinct and the FA 251 rotating beacon is a distant memory that just serves to take up storage space. The only thing left to be conquered is self-cleaning buoy critters, but then again what would we have to snack on between aids?

Really though, I am not writing to talk about new Carmanahs or Vagas, but rather the end of another old, rusty, archaic and obsolete piece of deck equipment. Yes that's right, my retirement from the Coast Guard. Over the last twenty-three years I have seen many changes, all for the better I believe; I have traveled across the globe, seen exotic ports, and survived the worst that good King Neptune could throw at us, but most of all I have served with some truly remarkable people. I am proud to have called you all Shipmates and will miss working side by side with such a dedicated group of individuals. Yes I know the old guy is getting mushy now, but I can honestly say that I cannot think of any organization that I would be more proud to have been a member of. To those that I have worked with and have had the pleasure and honor to call Friend, know that the stories of our adventures will serve to entertain my companions at the retirement home for hours on end. Thank you all, I doubt I will find the same level of dedication, devotion, ethics and camaraderie as I enter the civilian sector and I shall truly miss it. For those of you that have known me, please feel free to look me up and stop by when you're in port. I salute you all and as I throw the proverbial oar over my shoulder and head inland, I leave the watch in your capable hands.

Now if I could just figure out what they are planning to put in that new display case in the NATON museum.

Fair winds, my friends.

Message from the Helm

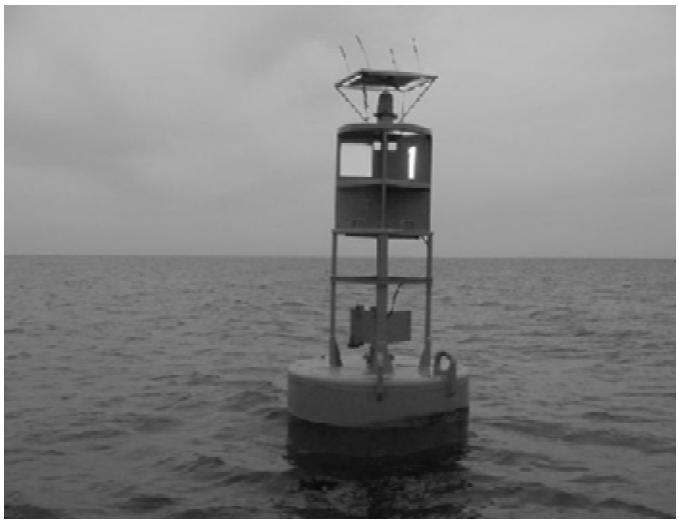
by LT Brian Huff, NATON School Chief

Ahoy AtoN World! That's Nautical for "Hello."

As the assignment year comes to a close, and some are eagerly awaiting the AO to assign them to another AtoN unit, I wanted to take a minute to introduce myself as the new Chief of the National Aids to Navigation School.

I began my career in Cape May in 1984, and was subsequently assigned to CGC MUNRO. After graduating BM-A School, the first of nine stops in Yorktown for me, I reported to Station Chincoteague, Va., and subsequently Group Eastern Shore/LEDET 5E. I then served on CGC SHEARWATER (WSES-3), CGC SITKINAK, CGC POINT JACKSON, and upon advancement to BMC, I entered the AtoN community as the XPO of CGC RAMBLER. Upon decommissioning of cutter RAMBLER, I served as the OIC of Station Cortez for 11 months before my appointment to BOS'N, and then served as 1LT on CGC FIREBUSH. Why I would depart the black hull for CGC KNIGHT ISLAND only God knows…but mercifully, he led me to Command Afloat and an appointment as "temporary" LT and assignment as XO of CGC OAK, and ultimately CO of CGC WILLIAM TATE.

As I begin my tour at Yorktown as the NATON School Chief, I want to ensure that we continue to provide exceptional training which assists you in your operations. I will strive to lead the school in changes which will improve our service to you. If we are not serving your needs, please feel free to contact me with your recommendations. Our goal is to ensure that all of our students are left watching properly!



ATON WORD SEARCH!

Buoys & Beacons

F N F C Y B N A C F T M H L F
T O M I D C H A N N E L I K Q
F C K K T K S B M R O R S P R
E A I G R D G N O I T C N U J
O E A A E A U V X V I R Z W G
C B N T T N O R T E W E E A C
G G N I S S O R C R R V B U E
E U J V T G J D A Y M A R K L
N L P J I U X M E L E R E T G
D R A O B Y A D L S L B B D N
I R W R Z O B L I M Q I E Y A
G R C R F P S I P I Y U P O I
F R I Q H P O G O D F O A E R
C I T S A L P H E O I R U R T
I U N L I G H T E D T G S B E

Words placed into puzzle (20 of 20)

1. BEACON
2. BUOY
3. CAN
4. CROSSING
5. DAYBOARD
6. DAYMARK
7. FOAM
8. ICW
9. JUNCTION
10. LIGHT
11. MIDCHANNEL
12. NUN
13. PILE
14. PILLAR
15. PLASTIC
16. RANGE
17. RIVER
18. SQUARE
19. TRIANGLE
20. UNLIGHTED

National Aids to Navigation School

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