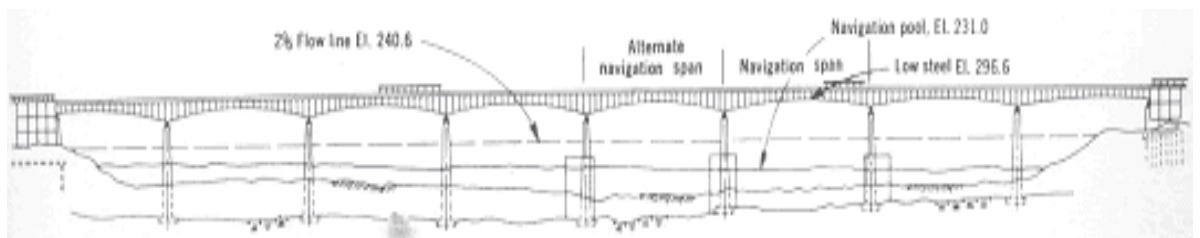
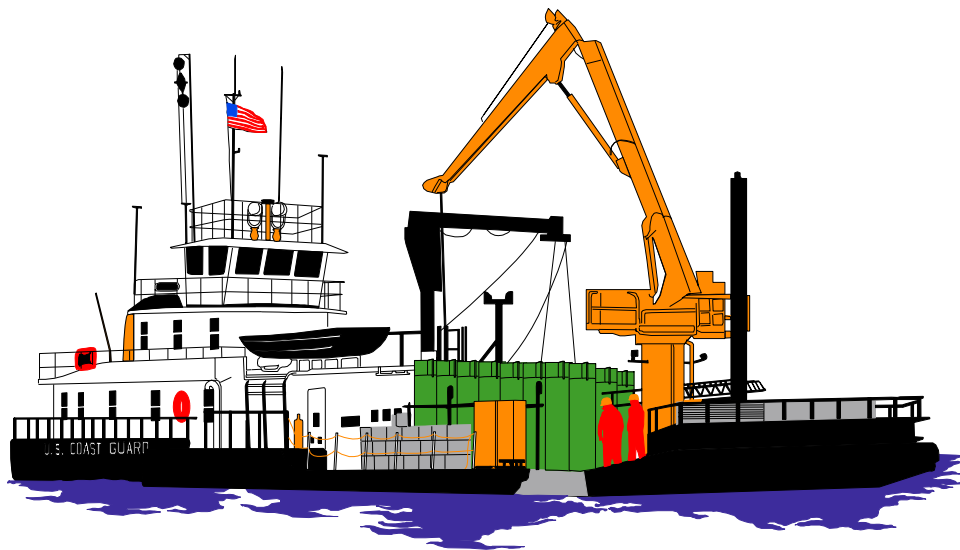


# Aid Verifier Guide

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2011



## Preface

The most current version of this document is online at URL: <http://www.trlmo.com/cgaux8wr/aton/Word/avguide.doc>. A table at the end of this document tracks updates by date and page number. Users may download the current document and print individual changed pages to update their hardcopy.

This document is the result of many years of experiences learned by many Auxiliarists in the Eighth Western Rivers Region. It reflects policies and procedures that are unique to the Eighth Coast Guard District and to the Eighth Western Rivers Region of the Coast Guard Auxiliary. When a new opportunity to serve is "discovered" by an Auxiliarist and is not covered by existing policies and procedures, a policy and procedure addressing that opportunity is developed, reviewed and documented.

### Acknowledgements

There are several active duty and civilian Coast Guard people who have taken extensive time to contribute and/or review the material in this document (or the same material in earlier documents). Although taking the chance that I will miss somebody's name, I would like to recognize and thank the following:

CWO Ralph E. Smith, Past Operations Training Officer, Office of the Director of Auxiliary Eighth Western Rivers Region, St. Louis, MO  
Roger K. Wiebusch, Bridge Administrator, Western Rivers Operations(ob), St Louis, MO  
Richard Harrison, D8(oan) PATON Branch, New Orleans, LA and his staff.

Ongoing technical and morale support and recognition of Aid Verifiers maintains the program vitality. Special thanks to the current and predecessor Commanders(oan), Directors of Auxiliary (8WR) and Group Operations Officers at Sector Upper Mississippi River and Sector Lower Mississippi River.

A special thanks is extended to William M. (Bill) Damerel, Past DSO-NS 8WR, U.S. Coast Guard Auxiliary and his staff. Bill's team accomplished so very much in creating the Aid Verifier web site, and maintaining this document and other resources to the benefit of all Aid verifiers. This mission is far easier to accomplish because of their contributions.

It would be impossible to list all the Auxiliarists who have influenced or contributed to the Eighth Western Rivers Region Navigation Services program. However, it should be noted that we would not have a program if we didn't have the attention and support of the elected officers in the Auxiliary, the experienced Navigation Services staff officers and the Aid Verifiers who do the work and for whom this guide has been prepared.

As always, corrections, comments and suggestions are welcomed and expected.

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# 1 Introduction

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## 1.1 Scope

This document describes the Eighth Western Rivers Region Navigation Services program as it specifically relates to Auxiliary verification of private aids (PATONs) and Bridge Lighting and Fender Systems (Bridges). While all mariners are expected to report Federal Aid, Private Aid and Bridge discrepancies, only Coast Guard certified Aid Verifiers (AVs) can report aid verifications. Remember, ANY person can report discrepancies.

## 1.2 Audience

The Eighth Western Rivers Region Navigation Services program was established to provide training and documentation support for Auxiliarists who are interested in participating in aids to navigation verification as a member of Team Coast Guard.

This document is intended to reach a wide audience – from the "maybe interested" Auxiliarist to the experienced Aid Verifier and Navigation Services staff.

## 1.3 Purpose

It is imperative that the aid verification information provided to the cutters for Private Aids and to the Bridge Administration for Bridges be timely, complete and accurate with no exceptions. Everyone's goal should be 100 percent defect-free reporting. The objective of this document is to support the achievement of that goal.

## 1.4 Policy

In any case where the information published herein conflicts with the policies and procedures as established by the Coast Guard or the Coast Guard Auxiliary, those policies and procedures shall take precedence.

The reader is requested to contact the author with information or questions regarding such occurrences or if clarification is needed.

## 1.5 Additional Support

### 1.5.1 Internet Support

Web site "Eighth Western Rivers Navigation Services – Aid Verifier Home Page" at URL <http://www.trlmo.com/cgaux8wr/aton/> is maintained solely to provide support for the Aid Verifiers. Some of the information contained in this document is often subject to change and the only source to obtain the most current information is this web site.

Highlights of the information that can be accessed via the Web site include:

- Aid Verifier News – A pushdown list of aids to navigation topics with the latest news items on the top.
- Aid Verifier Training modules in a typical Web browser format.
- Aid Verifier Classroom Training modules in Microsoft PowerPoint format. A free PowerPoint viewer can be downloaded to view the actual classroom presentation overhead transparencies (foils).
- Aid Verification Program Status, new every year, showing the PATONs and bridges to be verified by area of responsibility (AOR) and a report card showing actual verifications performed. The AORs are defined for each waterway by Auxiliary division and Coast Guard cutter.
- Links to the *Coast Guard Light List Volume V, Mississippi River System* which is maintained by the National Imagery and Mapping Agency and is updated weekly from the Local Notices to Mariners.
- Links to related Web sites: Coast Guard, Corps of Engineers, state agencies, and many more.

### 1.5.2 Classroom Training

A five-module classroom course is available for use by qualified instructors. "Qualified Instructors" are either or any combination of a Certified Aid Verifier Examiner, an Auxiliary Qualified Examiner who is currently a Certified Aid Verifier, an Auxiliary Instructor who is currently a Certified Aid Verifier, or a Coast Guard Unit (Cutter, ANT or SSD) CO/OINCs or the designated representatives of aid Unit CO/OINC. This course provides material that is unique to Coast Guard District 8 (CGD8) and to the Western Rivers Systems. Duration of the course is typically five to six hours, allowing for student interaction and exercises such as the timing of lighted aids. The modules include:

1. Course Introduction and the Aid Verifier Program
2. Private Aids to Navigation Verifications and Reporting
3. Verifying a Light's Characteristics
4. Bridge Lighting and Fender Systems Verifications and Reporting
5. Classification of Discrepancies and Reporting Actions Required

These modules are also available on the Internet for self-study. Instructors can download the modules and project the material in a classroom environment.

### 1.5.3 Working Documents

Every spring, the CGD8 PATON branch provides a current list of Class I PATONs that are to be verified during the calendar year. This data are merged with Bridge (ob) verification data to produce the following for each Auxiliary Division's Area of Responsibility (AOR):

1. Aid Verification Worklists showing, at a minimum, the PATONs and Bridges to be verified.
2. Aid Verification Report Forms show previous reporting data and are used to report new verifications. Each PATON and Bridge has its own Night Verification Report Form separate from any other.

## 1.6 Primary Mission

Through Memorandums of Understanding (MOU), the Auxiliary is formally missioned to annually visually verify all Class I PATONs and Bridges on the navigable waterways. The responsibility for these verifications remains with the Coast Guard cutters (river tenders), which, through the MOUs, are now our (Auxiliary) customers.

The Auxiliary verification mission plays an important role by augmenting the scarce resources of our customers. The cutters are required to inspect all PATONs that are not verified by the Auxiliary – not a good use of Coast Guard resources.

Eighth Western Rivers Region aid verification programs have been developed to meet the specific needs, policies and procedures established by Coast Guard District Eight, the Groups and by the Director of Auxiliary, Eighth Western Rivers Region.

Auxiliary Aid Verification programs also support other Federal agencies, including the Corps of Engineers and the National Geospatial-Intelligence Agency (NGA), formerly the National Imagery and Mapping Agency (NIMA), and state agencies such as the Department of Natural Resources.

## 1.7 Our Coast Guard Customers

The Auxiliary Navigation Services programs support two Coast Guard functional organizations, which report to the District Chief of Operations (O):

- (OAN) Aids to Navigation (includes Federal and private aids)
- (OB) Bridge Administration

For efficiency, Auxiliary Navigation Services programs must simultaneously address the needs of both customers, (OAN) and (OB):

- In mission execution: Single patrol verifies both Private Aids and Bridges.
- In Aid Verifier training: One Workshop addresses both Private Aid and Bridge verification training.

## ARKANSAS WATERWAY - Lock 16 (mile 366.6) to Lock 12 (mile 256.8)

LLNR	Aid Name / Location	Mile	Bank	Characteristics	U/S	D/S
				River / Harbor Name	Structure	
1195	U.S. 59 BRIDGE	335.8				Fixed Bridge
Remarks:						
LN2M:						
Last Visit: 9/24/2002 Status: U/S LD RED CELL LIGHT EXTINGUISHED and D/S LD RED PIER LIGHT EXTINGUISHED .						
Other Remarks: (No protection fenders)						
1235	KANSAS CITY SOUTHERN RAILROAD BRIDGE	324.4				Fixed Bridge
Remarks:						
LN2M:						
Last Visit: 9/24/2002 Status: FIXTURES MISSING .						
Other Remarks: (No protection fenders)						
1295	FORT SMITH PORT AUTHORITY DOCK (500154) LIGHTS (2)	1.7	RIGHT	FI G 6s		Class I Private Aid
Remarks: Private aids.						
LN2M:						
Last Visit: 7/4/2002 Status: WATCHING PROPERLY. AID NOT REQUIRED .						
Other Remarks: ATOP MOST U/S AND MOST D/S DOLPHINS. MILE 1.7 RIGHT BANK POTEAU RIVER						
1300	GARRISON STREET BRIDGE	308.4				Fixed Bridge
Remarks:						
LN2M:						
Last Visit: 7/4/2002 Status: WATCHING PROPERLY .						
Other Remarks: (No protection fenders)						
1325	VAN BUREN RAILROAD BRIDGE	300.8				Vertical Lift Bridge
Remarks: NORMALLY OPEN, CLOSES ONLY FOR PASSAGE OF RAIL TRAFFIC						
LN2M:						
Last Visit: 7/4/2002 Status: WATCHING PROPERLY .						
Other Remarks:						

## 1.8 Auxiliary Division Programs

Each division is expected to develop their own aids to navigation program plan to meet the needs of their AOR. Development, promotion and execution of the annual division plan are the responsibility of the Division Staff Officer – Navigation Services (SO-NS) with the active involvement of the Division Commander (DCDR).

History has proven that the best programs were developed jointly with the local Auxiliary division and the local AOR Coast Guard cutter. These programs have mutually agreed-to and well-defined plans, activities and schedules and most often yield timely “mission accomplished” results. The developers of these division programs must be knowledgeable in the Coast Guard and Coast Guard Auxiliary policies and procedures at the national and district levels.

## 1.9 Planning the Division Navigation Services Program

Development of the division Navigation Services program plan is an annual process under the leadership of the SO-NS with support from the DCP and other members of the Division Board. Planning includes the following:

1. Review of the prior year’s plans and accomplishments. What needs to be changed to improve the timely performance of the mission?
2. Understanding the division’s AOR by river mile with Bridges and Class I PATONs identified. The Aid Verification Worklist information provided by the DSO-NS each spring could be used as the basis.
3. Determining Aid Verifier resources required for accomplishment of the division’s aid verification mission.
4. Working with the Division Staff Officer – Operations (SO-OP), the SO-NS should assure that adequate operational facilities with coxswain and crew personnel will be available. Identify areas where land mobile radio facilities would be of benefit.
5. Scheduling and logistics for Aid Verifier Workshop classroom training. Typically the SO-NS or the Assistant District Staff Officer – Navigation Services (ADSO-NS) will act as the Class Manager and assure arrangements are set (e.g., scheduling, location, audio-visual materials and equipment, instructors, course announcement and promotion, reporting attendance, et cetera). The SO-NS, SO-MT and the ADSO-NS should all be made aware of the scheduled training at least forty-five days in advance so that they may offer assistance, or resources. Too, they may have to offer new information of relevance that the facilitator(s) may not be aware of.
6. Obtaining commitments from Aid Verifiers for aid verification coverage of the division’s entire AOR. Make sure newly certified Aid Verifiers are able to participate.

### 1.9.1 Involving the AOR Coast Guard Cutter(s) in the Division Planning Process

The AOR cutter(s) must be notified (ideally, not less than least forty-five days) in advance of the scheduled training. It is advisable, though not mandatory, that they provide assistance in conducting the training.

As the SO-NS develops the division's plans, involve the AOR cutter(s) to refine the plans and utilize Coast Guard resources:

1. What extents of the AOR will the Auxiliary cover? (Many extents of the inland rivers do not have the access or recreational facilities for Auxiliary vessel or radio facilities.) The cutters need to identify up front the private aids that they will have to inspect. (Note: Cutters do not verify or inspect Bridges.)
2. How can the cutter and Shore Side Detachment (SSD) resources be utilized for an Aid Verifier Workshop? (Will the SSD provide classroom space? Is a lighted aid trainer available to practice timing of lighted aids? Can Coast Guard personnel participate in the training?)
3. What additional mission activities or reporting procedures are required to meet local needs?
4. What is the checkpoint schedule to assess the actual performance? (When will the SO-NS and cutter Officer-in-Charge (OIC) compare notes on what verifications have yet to be done and who will do them?)

## 1.10 Supporting Our Customers: Our Secondary Mission

It is always a good idea for an Auxiliary division to maintain close personal and business relationships with the Coast Guard cutter(s) and the Shore Side Detachment(s) in the division's AOR.

Each division and flotilla is uniquely capable of providing knowledge of the local area for newly arrived Coast Guard personnel: spousal help, location of schools, churches, doctors, day care, good shopping places ... and the list goes on.

With additional training and qualification, Auxiliary members could provide administrative support or serve as watch standers or other crew augmentation duties.

It may be good for the Auxiliary's Cutter Liaison Officer to be the initial point of contact for the local units, whereby it can best be ensured that no Auxiliary directives, policies or procedures are inadvertently contradicted.

Each SO-NS is encouraged to develop a contact list that a cutter could use in case of emergency while underway. This list would contain the names, phone numbers and hours when available of members living or working at various points in the cutter's AOR.

The presence of such secondary support activities demonstrates a healthy Team Coast Guard relationship and is limited only by the imagination, desire and involvement of the cutter OIC and the local Auxiliary board. Take advantage of any opportunity, formal or casual for all the Team Coast Guard members to get to know each other. Development of interpersonal relationships is just as important as learning aid verification skills.

## 1.11 Meeting Aid Verifier Program Goals

All activities of the Navigation Services (NS) Team, including staff officers at all levels and in addition to the Aid Verifiers, should be focused on the following program goals:

1. Verify all Class I Private Aids and Bridges in your AOR annually.
2. Deliver timely, 100 percent defect-free verification results to our customers: the Coast Guard cutters (for private aids) and DWRO-Bridge Administration (for Bridges).
3. Develop and maintain high quality personal skills needed to accomplish the AV verification missions in your AOR.
4. Provide or obtain the training and support necessary to develop those skills / resources.
5. Actively promote the Auxiliary Aid Verifier program and related Navigation Services programs. Seek out and mentor members who indicate an interest in our programs.
6. Establish / execute mission plans and schedules working with Auxiliary peers and the active duty Coast Guard units to assure that mission goals and objectives will be achieved.
7. Maintain strong relationships and active communications between all levels (up and down) of AN staff officers, Aid Verifiers, elected officers and appropriate Coast Guard personnel within your AOR.
8. Challenge the AN staff officers to provide whatever support the Aid Verifiers need to do your job.
9. Execute missions safely and have fun!

Note: "Goals and Responsibilities" specific to AN staff officers and Aid Verifiers can be found on the *Eighth Western Rivers Region – Navigation Services* Web site.

## 1.12 Reporting Aid Verification Results

Consideration should be given to the Coast Guard person who may be hundreds of miles from the Private Aid or Bridge in question. That person has to contact the owner and accurately describe the discrepancies and their location in order to get the discrepancies corrected.

Aid Verifiers must submit accurate and thorough reports, which are very specific in describing the nature and location of any discrepancies. In such a case it helps to attach a picture and/or diagram to a report as appropriate. Nothing less than 100-percent complete, defect-free reports are acceptable, as this is the source document for a permanent legal record.

## 1.13 Working with the Corps of Engineers and State Agencies

Active support of Federal and State Agencies is encouraged. This includes support such as aids to navigation and other activities NOT related to law enforcement. It is permissible for agency (for example, Army Corps of Engineers) personnel to be transported on Auxiliary facilities and to determine safe water and set buoys as long as there is a certified Coxswain and Crewman aboard. It is **not permissible** for Auxiliarists to do this mission without responsible agency personnel onboard. Contact your Division Commander or DIRAUX through proper channels for clarification and authorization if you are the least bit uncertain whether or not that individual fits the definition of "responsible agency personnel".

Auxiliarists may assist these agencies by providing an appropriate platform and trained crew. However, Auxiliarists cannot do their mission for them. On the *Activity Report - Mission* form (ANSC #7030), mission hours should be recorded under "Agency Support Missions" using Codes 41 (Federal agencies) or 42 (state agencies).

Much of the guidance in this document, which is directed towards support of the Coast Guard, can also be applied to support of other Federal and state agencies. This includes establishing relationships, planning of missions, communicating, and executing and reporting mission activities.

## 1.14 Using NOAA Form 77-5 for Chart Updating

The NOAA Form 77-5 *USCG AUX. - NOS COOPERATIVE CHARTING PROGRAM* (ANSC #7037) is an excellent form for reporting chart updates. However, there are no NOAA / NOS charts available for the inland waterways in the Eighth Western Rivers Region, **Do not send reports to NOAA / NOS** as instructed in Section 1 "PROCEDURES" on form 77-5.

Be very thorough and accurate. Diagrams, drawings and pictures should be attached.

For Coast Guard Light List updates, distribute the copies of the NOAA Form 77-5 as follows:

1. Original (Copy 1) and Copy 2 - For all aids EXCEPT Bridges, submit to the Coast Guard unit having responsibility for the area. Bridge reports should be sent to: Roger Wiebusch, Bridge Administrator, Western Rivers Operations(ob), 1222 Spruce Street (Room 2.107F), Saint Louis, MO 63103-2832.
2. Copy 3 - Send to ADSO-NS who will then process it and forward it to the DSO-NS.
3. Copy 4 - Send to FSO-NS or to FSO-IS who forwards to SO-IS for AUXDATA entry.
4. Copy 5 - Is retained by the observer.

For Army Corps of Engineers charts or other (state) agency chart updates, distribute the copies of the NOAA Form 77-5 as follows:

1. Original (Copy 1) and Copy 2 - Submit to the Army Corps of Engineers office or to the state agency having charting responsibility for the area.
2. Copy 3 - Send to ADSO-NS who will then process it and forward it to the DSO-NS.
3. Copy 4 - Send to FSO-NS or to FSO-IS who forwards to SO-IS for AUXDATA entry.
4. Copy 5 - Is retained by the observer.

## 1.15 Reporting AUXDATA Information

If an Aid Verifier is also coxswain or crew qualified and the ATON mission is performed while underway on an operational facility, the patrol hours should be reported on the *Activity Report - Mission* form (ANSC #7030) as code "01A. Safety Patrol" in order for the individual to receive operations hours credit.

Aid Verifiers who are not crew qualified should use code "30. Aids to Nav. Mission – Federal", "31. Aids to Nav. Mission – Private" or "32. Bridge Administration" for reporting ATON patrol hours while underway on an operational facility. (See "AUXDATA" Note below.)

Aid Verifiers should also use code "30", "31" or "32" for missions performed using a land mobile vehicle. (See "AUXDATA" Note below.)

Coxswain- or crew-qualified Auxiliarists who are not AV qualified may also use code "03" for Chart Updating (CU) patrols.

In every case, the Navigation Services patrols or missions should be performed under orders (reimbursable or non-reimbursable).

AUXDATA Note: Only mission hours are reported on the *Activity Report - Mission* form ([ANSC #7030](#)). Travel and prep hours should be reported on the *Member Activity Report* form ([ANSC #7029](#)).

AUXDATA Note: At the time this page was being updated, the Mission codes were in process of being changed. Refer to instructions reported on the [Activity Report - Mission form](#).

## 2 Aid Verifier Qualification and Certification

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### 2.1 The Aid Verifier Candidate

In addition to showing interest and enthusiasm, the candidate for Aid Verifier qualification, and subsequent certification by the Coast Guard:

1. Must be a qualified member of the Auxiliary and have successfully completed the Boating Skills and Seamanship (BS&S) course, or the Boating Safely (BS) course, the America's Boating Course (ABC) or have equivalent experience.
2. Should thoroughly understand Navigation Services basics equivalent to the BS&S materials in:
  - ◆ Chapter 5 "Your Highway Signs"
  - ◆ Chapter 12 "Inland Boating".
3. Is not required to be boat crew qualified.
4. Must have attended any required annual Operations Workshop.
5. Must be current with Team Coordination Training workshop attendance.
6. Have completed both Incident Command System (ICS) 100 & 700 courses.
7. Pass the Aid Verifier Qualification Examination.
8. After passing the Aid Verifier Qualification Examination, but within one year, work with a Certified Aid Verifier to complete the field training set forth below in "2.2.1, Field Training, Practical Experience." (As this is a training activity, it need not serve to accomplish the Annual Night Verification mission.) The Certified Aid Verifier, as mentor, may work with up to three AV Certification candidates (Candidate) simultaneously. No Candidate may, on any such patrol, serve as coxswain or crew, but will be on board as an "observer". The mentor must go through all steps in the Aid Verification process with the Candidate(s): secure worksheet for each PATON or Bridge to be verified; check worksheet against the Light List, applicable charts, and other documents as may be of benefit; accomplish the field verification, noting findings on a copy of the worksheet; and transfer pertinent information to the final report form that would be turned in. Each Candidate must complete his or her own copy of the field worksheet and the final Verification Report Form, both of which will be received by the DSO-NS as a part of the Aid Verifier Qualification documentation. (See 2.2.4, "Aid Verifier Qualification Process")

### 2.2 Aid Verifier Qualification

#### 2.2.1 Field Training, Practical Experience

After passing the Aid Verifier Qualification Examination, but within one year, work with a Certified Aid Verifier in accomplishing two on-the-water PATON and/or Bridge verifications (ideally, one of each). (As this is a training activity, it need not serve to

accomplish the Annual Night Verification mission.) The Certified Aid Verifier, as mentor, may work with up to three AV Certification candidates simultaneously. No Candidate may, on any such patrol, serve as coxswain or crew, but will be on board as an "observer". The mentor must go through all steps in the Aid Verification process with the Candidate(s): secure worksheet for each PATON or Bridge to be verified; check worksheet against the Light List, applicable charts, and other documents as may be of benefit; accomplish the field verification, noting findings on a copy of the worksheet; and transfer pertinent information to the final report form that would be turned in. Each Candidate must complete his or her own copy of the appropriate Annual Night Verification Report Forms. The mentor will, within one week of the training, send the Candidate(s) completed Annual Night Verification Report Forms to the DSO-NS to serve as a part of the Aid Verifier Qualification documentation. Include a cover sheet with each set – one set for each candidate – stating their purpose, and identifying the Candidates(s) by name and member number (including division and flotilla numbers). (See 2.3, "Aid Verifier Certification")

## 2.2.2 Qualifying as an Aid Verifier

There are three ways an Auxiliary member can become qualified as an Aid Verifier:

1. In addition to the requirements set forth in 2.2.1, above, attend an Aid Verifier Workshop, which is usually five to six hours long. The open book Aid Verifier Qualification Examination is administered during the last thirty minutes of the workshop.
2. In addition to the requirements set forth in 2.1.1, above, work with an Aid Verifier Examiner who will (a) administer the Aid Verifier Qualification Examination and (b) complete the *Aid Verifier Qualification Checklist* indicating the candidate's working knowledge and ability to perform in the role of Aid Verifier.
3. Upon presentation of acceptable justification, be conditionally exempted by the DSO-NS from any part of the aforementioned requirements.

## 2.2.3 Aid Verifier Qualification Examination

The Aid Verifier Qualification Examination is a proctored, open book examination with twenty questions. A score of 90 percent (18 correct answers) is required to pass the examination.

All answers are recorded on the form CG-4886, *Auxiliary Operational Specialty Course Examination Answer Sheet*. Tests will be collected and secured by the examination proctor without having been graded before any discussion about or review of the test or training is allowed.

Note: The examination must be proctored by either an Aid Verifier Examiner (AVE) or by an Auxiliary Instructor as part of an Aid Verifier Workshop. The current list of AVEs is available on the *Eighth Western Rivers Region – Navigation Services* Web site <http://www.trlmo.com/cgau8wr/aton/avave.html>

## 2.2.4 Aid Verifier Examiners

The Aid Verifier Examiners (AVEs) are group of uniquely qualified individuals who have agreed to qualify Auxiliary members as Aid Verifiers. The AVEs are usually Qualification Examiners or SO-NSs who have received Aid Verifier training and have extensive mission experience. They are usually nominated for the AVE role. The nominations enter a review process which culminates with an approval from the office of the Director of Auxiliary (8WR).

## 2.2.5 Aid Verifier Qualification Process

If the Aid Verifier candidate attended an Aid Verifier Workshop, the Auxiliary instructor who proctors the examination at the workshop should attach the Examination Answer Sheets to the *Workshop Attendance Report* form (ANSC #7039) for the workshop and mail the package to the DSO-NS.

If the individual qualification process is used, the AVE proctors the examination and should attach the Examination Answer Sheet to the *Aid Verifier Qualification Checklist* and mail to the DSO-NS.

## 2.3 Aid Verifier Certification

On receipt of the packages described above, the DSO-NS scores the Examination Answer Sheet(s) and reviews the paperwork. The DSO-NS reports the score(s) and any endorsements from the instructor or AVE to the Director of Auxiliary (8WR).

The Director's office prepares a letter notifying the candidate of their score on the examination. For those who passed, a letter of Certification as an Aid Verifier is sent and the member's qualifications on AUXDATA are updated.

## 2.4 Retaining Aid Verifier Certification

Our Aid Verification programs operate on a calendar year basis. *Coast Guard District Eight Standard Operating Procedures* specify the terms and conditions under which Aid Verifiers retain their certification from year to year. These terms include:

1. Submitting three valid reports on either the preprinted worksheets or on the *Navigation Services Report* form CG-5474 (ANSC #7054). Valid reports include:
  - ◆ Private aid verifications and discrepancies
  - ◆ Bridge verifications and discrepancies
  - ◆ Federal aid discrepancies
2. Attending an annual Operations Workshop.

However, given the policy as stated above, all AN staff officers and Aid Verifiers are strongly encouraged to attend the annual training provided by and for the Coast Guard units. This session is a good, formal method for communicating change.

## 2.5 Retraining and Re-Certification

The training, qualification and certification processes defined above are also used to reinstate the qualifications for members who fail to retain their certification as described in the above section.

All Aid Verifiers are required to attend an Aid Verifier Workshop on a triennial basis even if they have met the requirements for retaining certification. However, those who have met the requirements do not have to retake the Aid Verifier Qualification Examination during the workshop.

For example, an Aid Verifier who became certified in the year 2000 and who meets the retention requirements each year, would have to attend the Aid Verifier Workshop in 2004 to retain certification for 2004.

## 2.6 Commitments and Expectations

Aid Verifiers are asked by their SO-NS to volunteer for being responsible for verification of PATONS and Bridges in a defined section of the navigable waterways within their division's area of responsibility.

Once an Aid Verifier has committed to that responsibility, it is fully expected that the verification missions will be performed on a timely basis. If an Aid Verifier cannot perform as committed, the SO-NS should be notified in sufficient time to allow reassignment to (and possibly training and qualification of) another Aid Verifier.

If, on or after 15 July, it appears to the DSO-NS or his designated representative, that PATONS and/or Bridges are at risk of going uninspected by AV Personnel in that AOR, then other AV personnel, with prior notice to the SO-NS responsible for the mission accomplishment in that AOR, may be scheduled to accomplish the Annual Verification Mission.

Ultimately, the SO-NS or the DSO-NS may have to notify the AOR CG cutter that the Auxiliary cannot perform as expected.

## 3 Private Aids to Navigation

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### 3.1 Introduction

References: Much of the content in this section was provided by the *Eighth Coast Guard District Standard Operating Procedures, Chapter 22, Section 6*.

Private aids to navigation (PATONs) are those aids established in waters subject to the jurisdiction of the United States that are not maintained by the Coast Guard. However, the Coast Guard is responsible for the administration and inspection of these aids. COMDINST M16500.7, *Aids to Navigation Manual-Administration* gives general guidance on the administration of private aids.

### 3.2 Classification of Private Aids to Navigation

Private aids are assigned one of the following classifications by the District Commander:

- Class I: Aids to navigation on marine structures or other works which the owners are legally obligated to establish, maintain and operate as prescribed by the Coast Guard.
- Class II: Aids to navigation exclusive of Class I located in waters used by general navigation, i.e., channel markers, race buoys, etc.
- Class III: Aids to navigation exclusive of Class I located in waters not ordinarily used by general navigation.

Private aids to navigation shall conform to the United State Aids to Navigation System as described in 33 CFR 62.

Private aids to navigation are entitled to the same protection against interference or obstruction as is afforded by law to Coast Guard aids. If interference or obstruction occurs, a prompt report containing all the evidence available should be made to the AOR cutter.

### 3.3 Inspection of Private Aids

Responsibility for inspection, and the frequency of inspection, of private aids is determined by the classification of a private aid:

Private Aid Class	Responsibility for Inspection	Frequency of Inspection
I	Coast Guard	Annually
II	Owner (Self-Inspected)	Every Three Years
III	Owner (Self-Inspected)	Every Five Years

### 3.4 Auxiliary Verification of Private Aids

Through a Coast Guard Memorandum of Understanding, the Auxiliary is formally missioned to visually verify Class I PATONs. Strict policies prohibit Auxiliarists (a) from entering private property to verify private aids and (b) from contacting the private aid owner either verbally or in writing.

Generally, daylight visits are required to verify the condition of the private aid structure (tower, pilings, etc.) and dayboards or to determine if the facility is still being used. Pictures are a good way to document discrepancies.

For all lighted private aids, visual night verification is also required to assure the lights are showing the proper characteristics and to ascertain lamp focus and visibility to the mariner upstream and downstream. Night verification of buoys and dayboards is required to assure retro-reflective materials are good. In all cases, private aid verification missions must be performed under orders either from an operational facility or from a land mobile facility.

By verifying private aids, the Auxiliary plays an important Team Coast Guard role by augmenting the scarce resources of our customers – the Coast Guard aids to navigation teams and the cutters / river tenders. They are required to inspect any private aids that are not verified by the Auxiliary – not a good use of Coast Guard resources.

Our customers rightfully expect thorough and accurate (100 percent defect-free) verifications and timely reporting.

## 3.5 Verifying Private Aids

Verification of private aids should include the following:

- All private aids should be verified to assure that
  1. They are showing as published in the *Light List* or on the worksheets.
  2. The structure (tower, pilings, cells, etc.) is sound.
  3. There is no sign of vandalism.
  
- Lighted private aids should be verified to assure that:
  1. Each light is in focus upstream and downstream for the distance expected. The **lamp fixture** should not be leaning more than 15 degrees. Visibility to the mariner should not be compromised by brush or trees.

Note: Structures may often be leaning as much as 35 or 40 degrees. However, the **lamp fixture** may be "in focus" by using the leveling plate or by adjusting the mounting hardware.

2. Each lamp is in good shape – not dim or extinguished, not cracked, not compromised by bird nests or other fouling.
3. Lights with "flashing" or other non-"fixed" characteristics are showing the proper timing characteristics as published in the Light List.

Note: See Chapter 4 "Verifying a Light's Characteristics" on page 4-1 for more information.

- Private aids with dayboards should be verified to assure that the:
  1. Dayboards are mounted with the proper vertical orientation (not leaning more than +/- 15 degrees) and facing in the proper direction.
  2. Dayboards are not damaged, not de-laminating.
  3. Retro-reflective material is in good shape.
  
- Private aid buoys should be verified to be in good shape (including retro-reflective material), not sounding, and in the position as published in the Light List.

## 3.6 Additional Private Aid Reporting Activities

In addition to verifying private aids, aid verification mission activities, which should also be reported through the AOR cutter, include:

- ◆ Reporting of unauthorized aids -- they are not charted and could be misleading.
- ◆ Recommending that an existing Class I aid is not needed – the cutter will usually recommend that (a) the aid is needed, or (b) the aid should be downgraded to a Class II, or (c) the aid can be discontinued.
- ◆ Recommending the establishment of a new aid -- Good documentation including marked-up charts, pictures, etc. should accompany the recommendation to the cutter.

All of the above reports or recommendations should be sent to the AOR cutter Officer-in-Charge (OIC) for review and endorsement.

## 3.7 Private Aid Verification Worksheets

All Auxiliarists should observe all private aids when passed and report discrepancies using the *Navigation Services Report* form (ANSC #7054).

Only qualified Aid Verifiers may report PATON or Bridge verification results using the preprinted Verification Worksheets. Prior to each boating season, the Coast Guard District 8 OAN Private Aids Branch provides the DSOs-AN with either the worksheets or with a current list of all Class I PATONs in the DSOs-AN AOR. If a list is provided, the DSO-NS prepares a work list for each division and a worksheet for each Class I PATON on the division's work list.

The work list and corresponding worksheets are packaged, along with Bridge verification worksheets, and the package is sent to the SO-NS. (Optionally, the SOs-AN may direct that a separate package covering a specific portion of the division's AOR be sent directly to an Aid Verifier having a designated area of responsibility.)

## 3.8 Reporting Verification Results

Each Aid Verifier is responsible for the timely submission of the completed worksheets. For the Aid Verifier to receive due credit and to maintain currency, copies must be made and sent to the DSO-NS. The original worksheet is always sent to the AOR cutter. The SO-NS may also specify additional copies be made.

The SO-NS may specify an alternate reporting procedure to meet the needs of the division as long as the above distribution requirements are ultimately met.

Instructions on using the preprinted *Private Aid Verification Worksheet* form can be found in Section 4.8 Reporting Aid Verifications on page 4-7.

### 3.9 Handling Inquiries About Private Aids

Individuals asking about the procedure for establishing private aids should be referred to the D8(OAN) Private Aids Branch at this address:

Commander, Eighth Coast Guard District (oan)  
Hale Boggs Federal Building, Room 1230  
501 Magazine Street  
New Orleans, LA 70130-3396

## 4 Verifying a Light's Characteristics

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### 4.1 Introduction

The information in this chapter applies to both Federal and private aids unless indicated otherwise. The information in this chapter does not apply to Bridge Lighting and Fender Systems (Bridges).

Most lighted aids to navigation are equipped with a daylight control that automatically causes the light to operate (ON) during darkness and to be turned off during daylight hours. Each light has its own daylight control and therefore, at dusk, all lights in an area do not start operating at the same time.

Aid Verifiers must be certain that there is sufficient darkness to where they know that a light should be operating before reporting that light as "extinguished".

On the other hand, there are some shore-powered private aids that do not have a daylight control and operate 24 hours a day. Operation during daylight hours is not a discrepancy.

### 4.2 Describing a Light's Characteristics

There are three factors used to define the characteristics of a light: light rhythm, light period and lens color.

#### 4.2.1 Light Rhythm

Lighted aids to navigation are either "fixed" (continuously ON) or they exhibit rhythms such as "flashing". The table below describes the possible light rhythms used on the western rivers and how they are shown in the Light List.

Light Rhythm	Light List Example	Description / Definition
Fixed	<b>F</b>	A light showing (ON) continuously and steadily.
Flashing	<b>Fl</b>	Total time light is OFF is longer than the total time light is ON and there is a single flash each period.
Occulting	<b>Oc</b>	Total time light is ON is longer than the total time light is OFF and the flashes are usually of equal duration.
Isophase	<b>Iso</b>	Total time light is ON is equal to the total time light is OFF.
Group-Flashing	<b>Fl (2)</b>	Group of flashes, specified in number, is repeated in regular sequence and the flashes are usually of equal duration.
Composite Group-Flashing	<b>Fl (2+1)</b>	Multiple groups in a period, each group having a different number of flashes, are repeated in regular sequence.

Referring to the previous table, if a Light List entry were, for example:

### **FI (2) R 6s**

The "**FI (2)**" indicates a group-flashing light rhythm with 2 flashes per period. If the number in parenthesis is omitted, then a flashing light rhythm should be assumed.

#### 4.2.2 Light Period

For other than "fixed" lights, the light period is the time in seconds during which the pattern of flashes is regularly repeated. Referring to the Light List example above, the period is shown as "**6s**" or six seconds.

#### 4.2.3 Light (Lens) Color

All lights use a clear bulb or lamp. The color characteristic of a light is created by the color of the lens.

Red lens, typical of private aids to navigation and Federal "passing" aids on the left descending bank, and green lens, typical of private aids to navigation and Federal "passing" aids on the right descending bank, have lateral significance.

A "white" color characteristic is actually created by a clear lens and is typical of Federal "crossing" aids to navigation regardless of the bank on which they are located. Therefore, aids with a "white" color characteristic cannot be considered as having lateral significance. This is also true for aids having a "yellow" color characteristic.

Referring to the Light List example above, the color characteristic is specified by "**R**" for red. Other color characteristics are "**G**" (green), "**W**" (white) and "**Y**" (yellow).

#### 4.2.4 Light (Lens) Color Exceptions

There are exceptions to the descriptions in the previous section. Due to location and background lighting, Federal "crossing" aids to navigation on the left descending bank (LDB) may show "**R**" (red) versus "white" and Federal "crossing" aids to navigation on the right descending bank (RDB) may show "**G**" (green) versus "white".

Private aids to navigation may be permitted by the Coast Guard to show "**W**" (white) versus the standard "**R**" (on the LDB) and "**G**" (on the RDB).

Aid Verifiers should always report what they see and, if any of the characteristics the aid is actually showing are different than the characteristics as described in the Light List, they should report the difference.

### 4.3 Verifying Light Characteristics

Verification of a light's characteristics requires timing the light for the number of flashes expected in one minute. If this information is not preprinted on the *Private Aid Verification Worksheets*, it must be calculated by the Aid Verifier.

The number of flashes expected in one minute can be calculated by:

1. Determining the **period** and the number of **flashes per period** from the characteristics published in the Light List or on the worksheets.

*Example: If the characteristics are published as "FI (2) R 6s", the period is **six seconds** and the number of flashes per period is **two**.*

2. Determining the number of **periods per minute** by dividing sixty seconds by the period.

*Example: A light with a period of six seconds will have **ten periods per minute** (60 divided by six).*

3. Multiplying the number of **periods per minute** by the number of **flashes per period**.

*Example: (ten periods per minute) times (two flashes per period) equals **20 flashes per minute**.*

The following table shows the light characteristics for Federal and private aids commonly found on the western rivers.

Characteristics as Published in the Light List	Number of Periods per Minute	Number of Flashes per Period	Number of Flashes per Minute
<b>FI (2) R 6s</b> (Typical LDB PATON)	<b>10</b>	<b>2</b>	<b>20</b>
<b>FI G 6s</b> (Typical RDB PATON)	<b>10</b>	<b>1</b>	<b>10</b>
<b>FI (2) R 5s</b> (Typical LDB Federal AtoN)	<b>12</b>	<b>2</b>	<b>24</b>
<b>FI G 4s</b> (Typical RDB Federal AtoN)	<b>15</b>	<b>1</b>	<b>15</b>

## 4.4 Techniques for Timing a Light

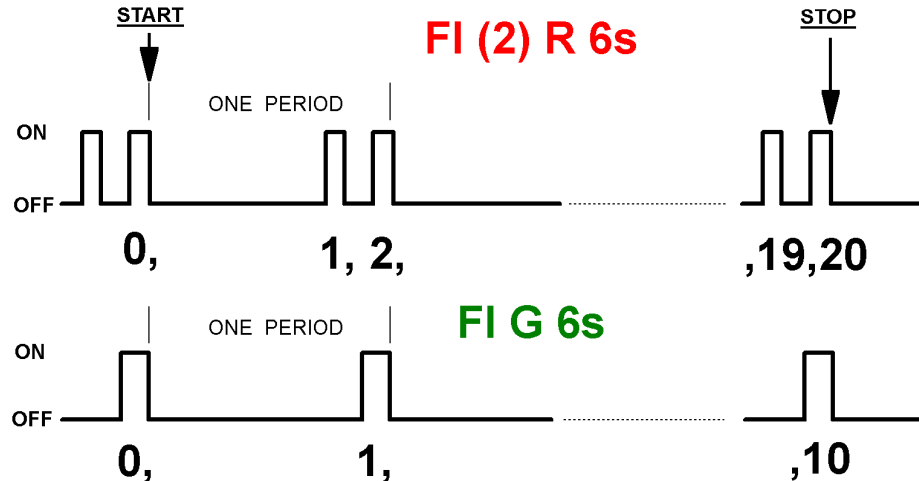
*Every Aid Verifier has or will develop their own style or technique for timing lighted aids. The following is suggested only as a starting point for Auxiliarists new to aid verification.*

Timing a lighted aid requires a timing device that will give elapsed time and many wrist watches have this capability. However, experience has shown that a sports watch may be easier to use with its large buttons and larger display. These are usually inexpensive and are readily available at stores such as Wal-Mart®, K-Mart®, and Radio Shack®.

The inexpensive sports watches usually don't have a lighted display and this requires that a night-vision protected light source be available (probably needed anyway to record observations). A photographic darkroom safe light (expensive and hard to find) could be used or a standard 40-50 watt light bulb could be used after multiple applications of a dark red spray paint (the bulb must be very clean before spraying – use TSP).

The actual timing must be performed at night by an individual with no other tasks assigned. It must be a dedicated task with no interruptions.

To minimize or eliminate "anticipation", it is recommended that timing begin at the end of the last flash of a period. For example, the start button would be pressed at the end of the second flash of a light with "FI (2)" characteristics as shown in the graphic below.



## 4.5 Checking a Light's Focus

In order for a light to be considered as "watching properly" it must be level so as to be visible within the viewing range of the mariner. Tower mounting hardware and a leveling plate used to attach a light fixture to a tower allow the light's horizontal position to be adjusted to an acceptable "level" position which is defined as plus or minus 15 degrees from the horizontal.

Therefore, while a tower may be leaning 35 degrees for example, if the light itself is in proper focus, it should not be considered a discrepancy.

## 4.6 When is a Light Considered to be "Watching Properly"?

A lighted aid is considered to be "watching properly" if;

1. The light is in proper focus and can be seen unobstructed in the directions upstream and downstream for the distance expected.
2. For other than "fixed" lights, the actual timing for the number of flashes expected in one minute is within plus or minus three seconds inclusive (e.g., 57.0 seconds to 63.0 seconds).
3. All other factors as discussed in Chapter 3 are good.

As an example, if a light with characteristics of **Fl (2) R 6s** actually showed 20 flashes in 58.4 seconds, that light would be considered as "watching properly" and the entry on the worksheets would be shown as:

**20 FLASHES IN 58.4 SECONDS**

## 4.7 Facilities with More than One Private Aid

A private facility often has more than one aid to navigation. A number in parenthesis following the aid name indicates the situation in the Light List. For example, a power plant has four lighted aids and has one Light List entry showing:

### **13693 Interstate Power Lights (4)**

If some of the aids are discrepant, the Aid Verifier must identify which aids have discrepancies and which aids are "watching properly". Some Aid Verifiers like to diagram the facility in which case the aids should be numbered starting with the most upstream aid.

Standard Coast Guard nomenclature as shown in the table below can be used to identify specific aids (U/S = upstream, D/S = downstream).

<u>Number of Lights</u>	<u>Nomenclature for Light Identification /Location</u>
<b>2</b>	<b>U/S, D/S</b>
<b>3</b>	<b>U/S, MIDDLE, D/S</b>
<b>4</b>	<b>MOST U/S, U/S, D/S, MOST D/S</b>
<b>5</b>	<b>MOST U/S, U/S, MIDDLE, D/S, MOST D/S</b>

## 4.8 Reporting Aid Verifications

Referring to the preprinted Class I *Private Aid Annual Night Verification Report Forms*:

- The date and time entries recorded at the top of the form are always the actual date and time of the visit. If both daylight and night visits are made, both times may be recorded separated by a slash ("/").
- If any timings are outside the tolerance (57.0 to 63.0 seconds, for example), circle "N" after the entry

**Timing of Lamp(s) Correct? Y / N \_\_\_\_\_**

*Otherwise, if correct, circle the "Y"*

- If a light is extinguished, check

**Lamp: ( ) Extinguished** on the form and indicate if a fixture is visible

*If a light is good, check: **Lamp: ( ) Good** on the form.*

- If the verification of an aid shows that there are no discrepancies, then check:

**( ) WATCHING PROPERLY** under "Remarks" *at the bottom of the form.*

- If any discrepancies, such as extinguished lights, are considered critical they should be reported via VHF marine radio to the AOR Group. Urgent discrepancies should be reported via phone to the Group or the AOR cutter. Record the fact on the worksheet that such communication was made:

**Critical/Urgent Disc. Reported Via: ( ) VHF Radio ( ) Phone**

**To: \_\_\_\_\_ at \_\_\_\_\_ Hours on \_\_\_\_/\_\_\_\_/\_\_\_\_**

- The Aid Verifier (and only the Aid Verifier) should print their name and member number and sign the worksheet.

*Note: Per Coast Guard District Eighth(oan), all extinguished lights on private aids, bridges and Federal aids are considered as CRITICAL discrepancies and should be handled in the same manner as CRITICAL Federal aid discrepancies (Local Notices to Mariners, tracking, re-verification, etc.). **However, for private aids, the cutter OIC may specify that CRITICAL discrepancies be reported directly to the cutter rather than to the Group.***

U.S.C.G. Auxiliary Eighth Western Rivers  
Class I PATON Annual Night Verification/Report Form

PRV1R  
15 JAN 2004

UPPER MISSISSIPPI RIVER

RIVER SERVICES TERMINAL LIGHT

MILE: 857.4

LIGHT LIST, 2002 EDITION

LLNR: 11985

BANK: **RIGHT** U/S:            D/S:            CHAR: **FI G 6s**  
STRUCTURE: **ON RIVERWARD SIDE OF MOORING CELL**  
L.L. REMARKS: **PRIVATE AID**  
ATONIS, OTHER REMARKS:

ATONIS #: 504606

DOES THE INFORMATION ABOVE AGREE WITH THE LIGHT LIST AS CURRENTLY UPDATED?      YES  or  NO

TO DETERMINE, REFER TO THE LIGHT LIST. IF "NO", THEN STATE CORRECTIONS: \_\_\_\_\_

-- SPECIFIC NIGHT VERIFICATION WORK TO BE ACCOMPLISHED --

VERIFY: LAT: N 45° 01' 38" LONG: W 93° 16' 68"      MODE: GPS  or  GPS/WAAS  
Please convert Seconds to Decimal Parts of a Minute: (To do this, divide the number of seconds by 60)

TIMING CHECK SHOWS 10 FLASHES IN 56 SECONDS      IS LAMP TIMING CORRECT? YES  or  NO  
(Should be from 57 to 63)

REPEAT CHECK IF DURATION IS UNDER 57- OR OVER 63-SECONDS:      20 FLASHES IN 111 SECONDS

LAMP APPEARS TO BE:  GOOD, or  DIM, or  EXTINGUISHED      REMARKS: \_\_\_\_\_

IF EXTINGUISHED, IS FIXTURE VISIBLE?      YES  or  NO

IF LIT, IS LAMP CLEARLY VISIBLE U/S AND D/S?      YES  or  NO      OBSCURED FROM U/S BY BRUSH

HEAVY BRUSH IS GROWING ON TOP OF CELL

MODE OF OBSERVATION:  ON THE WATER, or  FROM A BRIDGE, or  ON SHORE, or  OTHER (Identify How In Right Margin)

CRITICAL  or  URGENT DISCREPANCY REPORTED VIA VHF  or  PHONE TO: CG GROUP RADIO ROOM

DATE REPORTED: 23 AUG 2004      TIME REPORTED: 2112 CDT

U.S.C.G. AUXILIARY

CLASS I PATON ANNUAL NIGHT VERIFICATION REPORT

LLNR: 11985      NAME: **RIVER SERVICES TERMINAL LIGHT**

ATONIS #: 504606

WATCHING PROPERLY, or  DISCREPANT, AS NOTED ABOVE, or  
 AID COULD NOT BE LOCATED OR IDENTIFIED FOR CERTAIN

DATE OF OBSERVATION: 23 MAY 2004      TIME OF OBSERVATION: 2111 CDT

VERIFIED BY: ELFITCH, PADDY D.      99 - 2 - 9876543  
(PRINT NAME)      DIV      FLO      EIN

SIGNATURE: Pad Elfitch

SEND ORIGINAL REPORT TO: CGC WYACONDA      (Address Listed in Auxiliary 8<sup>th</sup> WR District Directory)

COPIES TO: ADSO-AN AND OTHERS AS DIRECTED BY YOUR SO-AN      (Internet Transmittals Preferred; Postal Delivery Acceptable)  
ADSO-N, DIV-11, AOR "A"      For this PATON, PAGE 1 of 1

# 5 Verifying Bridge Lighting and Fender Systems and Structures

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## 5.1 Introduction

Historically Aid Verifiers have had the toughest time accurately reporting bridge discrepancies and identifying the location of the discrepancies. The Coast Guard Bridge Administrators are responsible for contacting the owners of bridges with discrepancies based solely on the information provided by Aid Verifiers on the Bridge Verification Worksheets. Without complete and accurate information, the Bridge Administrators cannot do their job of following up on Auxiliary reports.

The content in this chapter addresses general or minimum bridge requirements. *The Coast Guard issues a permit for each Bridge, which uniquely describes the requirements for that bridge. Those unique requirements may differ from the general or minimum requirements described below.*

## 5.2 General Bridge Requirements

### 5.2.1 Bridge Lighting

Bridge lighting is required for all bridges on navigable waterways as prescribed by the Coast Guard District Commander. Specific lighting requirements are contained in the permit issued for each bridge.

Bridge lighting must be operating from sunset to sunrise and be visible for one mile. The lights must also operate in periods of reduced visibility (less than one mile).

### 5.2.2 Clearance Gauges

Clearance gauges are vertical marks (in feet) usually painted on bridge piers or on signs attached to bridge piers. Clearance gauges are generally found on most fixed bridges and a few moveable bridges. They should be visible for one-half mile.

For clearance gauges on fixed bridges, the reading at the water level indicates the clearance from the water to the minimum low steel elevation of the bridge span. On moveable bridges, the reading indicates the clearance when the bridge is in the closed position.

### 5.2.3 Protection Fenders and Cells

The most common example of protection fenders is found on railroad drawbridges. The protection fenders are usually wood construction and are an integral part of the draw piers and pivot pier.

Protection cells are generally round concrete structures and are usually placed just upstream or downstream from bridge piers for the purpose of "protecting" the bridge pier structure.

As might be expected, protection fenders and cells take a lot of abuse – especially from commercial river traffic. Damage to fenders can be such that it is truly a hazard to navigation. For example, exposed bolts or timbers could easily damage the fiberglass hull of recreational vessels.

Inspection of bridge protection fenders and cells is an important part of verifying bridges.

## 5.3 Bridge lighting and fender systems Requirements

This section describes the general or minimum lighting requirements based on the type of bridge structure. A bridge will always have one span beneath which, or through which, the navigable **main channel** passes. If the waterway is navigable through other spans, these are called **alternate channels**.

### 5.3.1 Fixed Bridge Lighting

With reference to a fixed bridge structure:

- The center of the main channel and alternate channels (if any) are marked using **360 degree fixed green lights** on both the upstream (U/S) and downstream (D/S) sides of the bridge. These lights form a range in the center of the span. These lights are called:

**"MAIN CHANNEL CENTER LIGHTS"** or

**"ALTERNATE CHANNEL CENTER LIGHTS"**

- If there is an alternate channel, then the main channel is identified by three vertically mounted 180 degree fixed white lights located above the main channel center light on both the U/S and D/S sides. These lights are called:

**"MAIN CHANNEL LIGHTS"**

*Note: Bridges display lights that are specifically defined by Coast Guard permit. The lighting configurations may vary from the general descriptions in this guide. Example: A Saint Louis bridge displays Main Channel Lights with flashing green characteristics (versus fixed white characteristics).*

- Bridge piers on the left descending (LD) and right descending (RD) sides of a navigable channel (main or alternate) show a **180 degree fixed red light** on both the U/S and D/S ends of the piers. This light is called a:

**"PIER LIGHT"**

- If a navigable channel beneath a bridge span does not extend all the way to a bridge pier, then the extent of the channel is marked by a **180 degree fixed red light** mounted on the bridge span on both the U/S and D/S sides of the bridge. This light is called a

**"CHANNEL MARGIN LIGHT"**

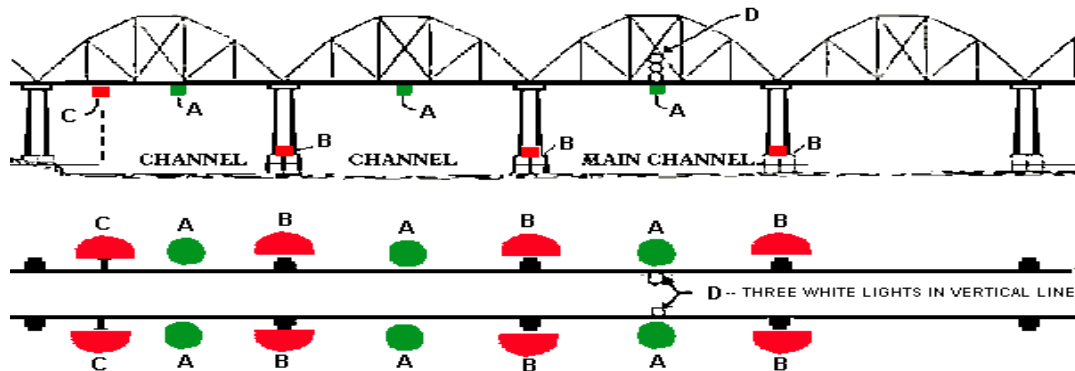
Fixed Bridge lights are identified in the graphic below:

"A" -- MAIN OR ALTERNATE CHANNEL CENTER LIGHT (360 DEGREES GREEN)

"B" -- PIER LIGHT (180 DEGREES RED)

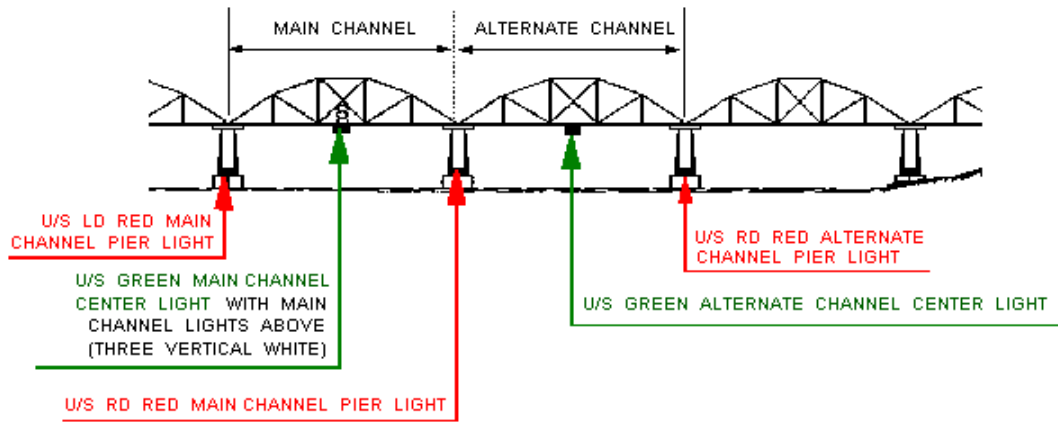
"C" -- CHANNEL MARGIN LIGHT (180 DEGREES RED)

"D" -- MAIN CHANNEL LIGHTS (THREE VERTICAL LIGHTS, 180 DEGREES WHITE)



### 5.3.2 Minimum Lighting for Fixed Bridges

The graphic below shows the minimum lighting for fixed bridges with both a main channel and an alternate channel as viewed from upstream.



*Bridges may also exhibit aircraft clearance lights required by the FAA. Aircraft clearance light discrepancies should be reported to the nearest FAA facility, not on the Coast Guard Bridge Report.*

### 5.3.3 Vertical Lift Bridge Lighting

- When a vertical lift bridge is in any position other than fully raised, the center of the span is marked by a **180 degree fixed red light** on each side of the span – one facing upstream and the other facing downstream. This light is called a:

**"RED LIFT SPAN LIGHT"** (identified in the graphic below as **"A"**)

- When the bridge is fully raised, the center of the span will show a **360 degree fixed green light** on each side of the span. This light is called a:

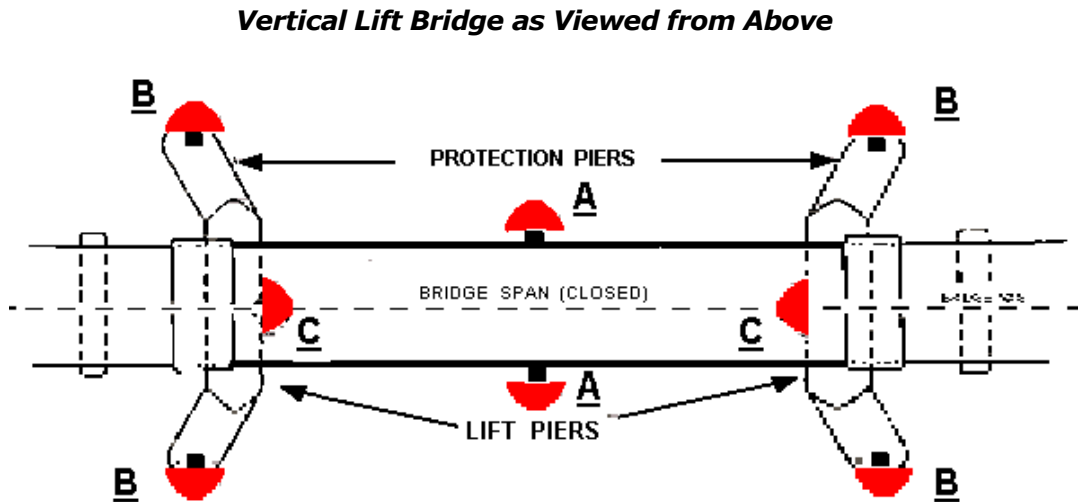
**"GREEN LIFT SPAN LIGHT"** (also identified in the graphic as **"A"**)

- Each lift pier, or an attached protection pier, is marked by a **180 degree fixed red light** on both the upstream and downstream ends of the pier. This light is called a:

**"LIFT PIER LIGHT"** or **"PIER LIGHT"** (identified on the graphic below as **"B"**)

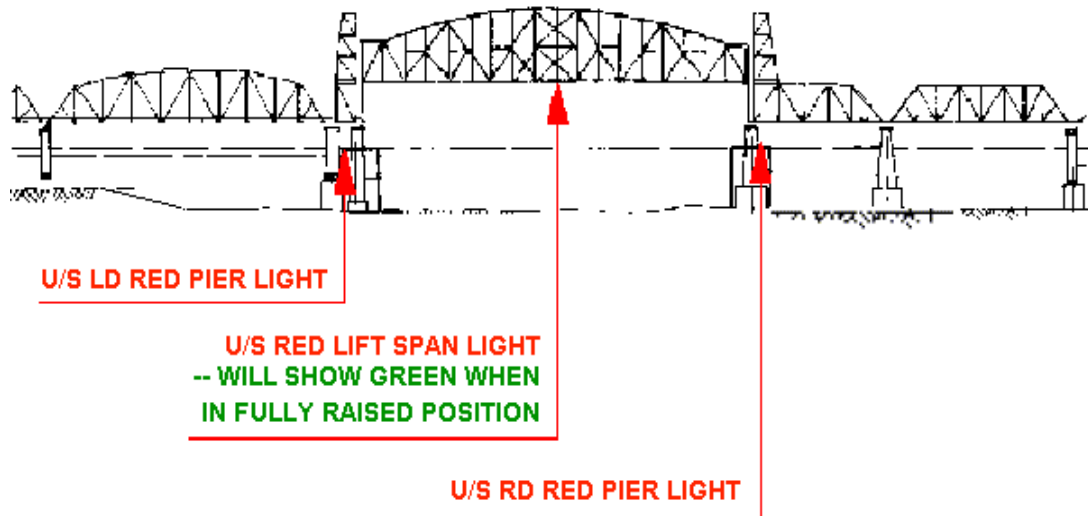
- A third pier light, in addition to the U/S and D/S pier lights, may be required if the lift piers and attached protection piers are not straight on their channel faces. This light is a **180 degree fixed red light** mounted in the middle of the lift pier in line with the bridge axis. This light is called an:

**"AXIS LIGHT"** (identified on the graphic below as **"C"**)



### 5.3.4 Minimum Lighting for Vertical Lift Bridges

The graphic below shows the minimum lighting for vertical lift bridges as viewed from upstream.



*Note: Some lift bridges, especially those in automatic or semiautomatic operation, may show additional lights in both the U/S direction and the D/S direction indicating the bridge status. These lights are authorized on a case by case basis by the Coast Guard. In some cases, the Light List and newer Corps of Engineer charts include descriptions and usage of special bridge lighting.*

### 5.3.5 Swing Span Bridge Lighting

A swing span bridge is mounted on, and pivots horizontally about, its center point. Bridge piers at either **end** of the moveable bridge span are called DRAW PIERS. The bridge pier in the **center** on which the moveable span sits and pivots is called the PIVOT PIER.

Swing span bridges may be Double-Opening or Single-Opening. Double-opening swing bridges provide passage on either side of the pivot pier, between the pivot pier and either draw pier. A single-opening swing bridge provides passage only on one side of the pivot pier.

#### 5.3.5.1 Pier Lighting for Swing Span Bridges

- Each draw pier, or an attached protection pier, is marked by a **180 degree fixed red light** on both the upstream and downstream ends of the pier. This light is called a:

**"DRAW PIER LIGHT"** or **"PIER LIGHT"**

- The pivot pier, or attached protection pier, is marked by a **180 degree fixed red light** on both the upstream and downstream ends of the pier. This light is called a:

**"PIVOT PIER LIGHT"**

- A third pier light, in addition to the U/S and D/S draw and pivot pier lights, may be required if the draw or pivot piers and attached protection piers are not straight on their channel faces. This light is a **180 degree fixed red light** mounted in the middle of the draw or pivot pier in line with the bridge axis. This light is called an:

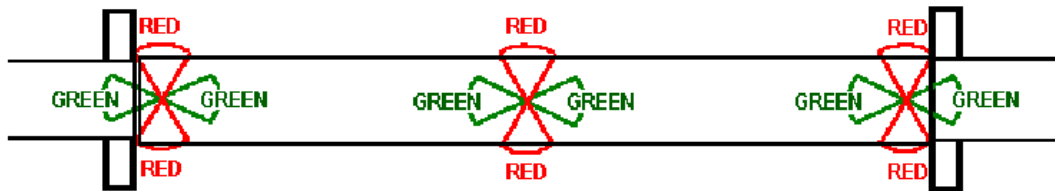
**"AXIS LIGHT"**

### 5.3.5.2 Span Lighting for Swing Span Bridges

- Three light fixtures, each consisting of two 60-degree red lenses and two 60-degree green lenses are located atop the bridge span at either end and at the center point. (See graphic below showing a double-opening span in the closed position.)

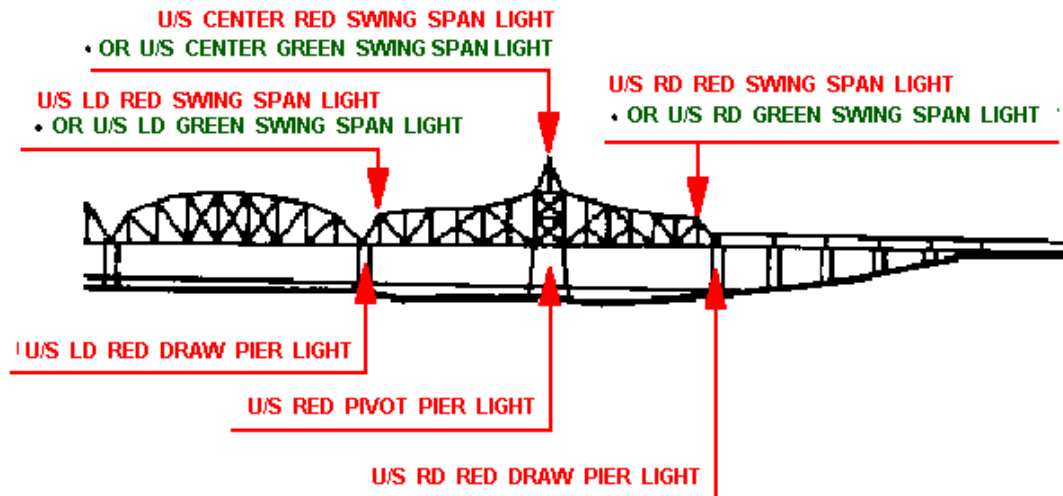
Each lens of alternating color is positioned at 90 degrees from its adjacent lens and shows through an arc of 60 degrees. When only the green lenses are showing directly upstream and downstream, then the bridge would be in the fully open position. Each of these light fixtures is called a:

#### "SWING SPAN LIGHT"



### 5.3.6 Minimum Lighting for Swing Span Bridges

The graphic below shows the minimum lighting for double-opening swing span bridges as viewed from upstream.



*Note: It may not be possible to determine the location of swing span lights on an open bridge – does the light which is on the upstream end of an open bridge become the left descending (LD) swing span light or the right descending (RD) swing span light when the bridge is in the closed position? Report what you see and never request a bridge to close if only to verify bridge lighting.*

### 5.3.7 Double Leaf Bascule Bridge Lighting

- Each bascule bridge pier is marked by a **180-degree fixed red light** on both the upstream and downstream ends of the pier. This light is called a:

**"DRAW PIER LIGHT" or "PIER LIGHT"**

- When a double leaf bascule bridge is in any position other than fully raised, the center of the span is marked by two **180-degree fixed red lights** (one on each leaf span) on both the upstream side and on the downstream side. This light is called a:

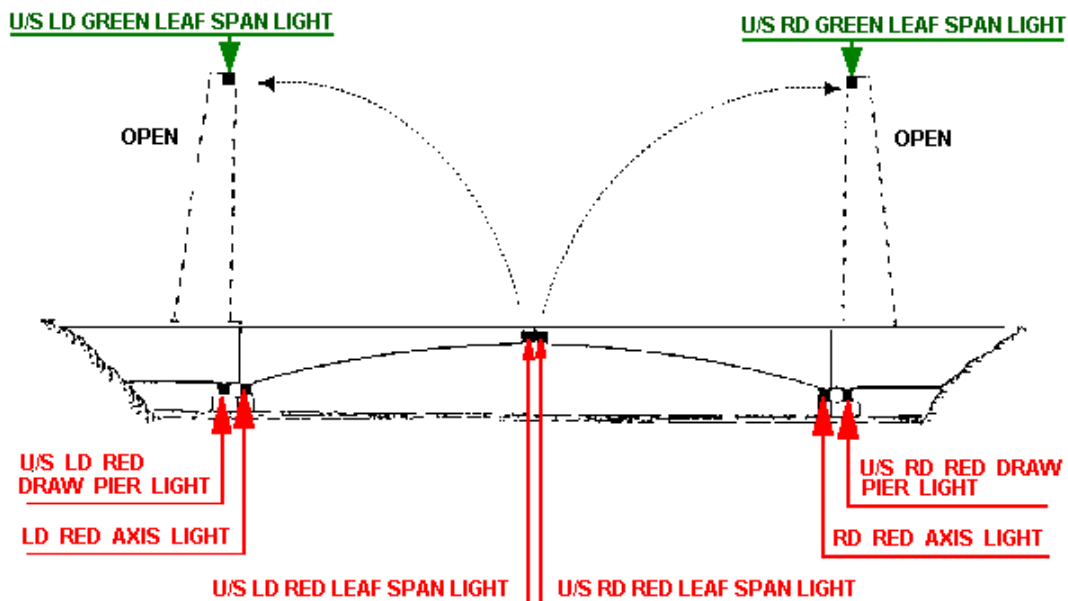
**"RED LEAF SPAN LIGHT"**

- When both leaf spans of the bridge are fully raised, the top of each leaf span (now in a vertical position) will show a **180-degree fixed green light** on both the upstream side and the downstream side of each leaf span. This light is called a:

**"GREEN LEAF SPAN LIGHT"**

- A third pier light, in addition to the U/S and D/S pier lights, may be required if the draw piers and attached protection piers are not straight on their channel faces. This light is a **180-degree fixed red light** mounted in the middle of the draw pier in line with the bridge axis. This light is called an:

**"AXIS LIGHT"**



## 5.4 Reporting Bridge Discrepancies

As mentioned previously, the toughest task when reporting bridge verifications is completely and accurately describing the discrepancy and the location of the discrepancy. Because of the variety of bridge construction and lighting, the reports must be made in a narrative form – there is no simple check list that can be used.

The following provides some guidance for describing the location of a discrepancy. In most reports, the Aid Verifier will have to describe the:

- "AS VIEWED FROM" direction -- "**U/S**" (Upstream) or "**D/S**" (Downstream)
- Position relative to the channel -- "**Center**", "**LD**" (Left Descending) or "**RD**" (Right Descending)
- Lens color -- "**RED**", "**GREEN**", "**WHITE**", et cetera
- Channel -- "**CHANNEL**" (No Alternate Channel), "**MAIN CHANNEL**" or "**ALTERNATE CHANNEL**" (if there is an alternate channel)
- Light type / location -- "**PIER LIGHT**", "**PIVOT PIER LIGHT**", "**SPAN LIGHT**", "**AXIS LIGHT**", "**CHANNEL CENTER LIGHT**", or "**CHANNEL MARGIN LIGHT**"
- Discrepancy – (for lights) "**EXTINGUISHED**", "**DIM**", "**OUT OF FOCUS**", etc.
  - For extinguished lights, also indicate:
    - If the light fixture is visible
    - If there is a red reflective square or diamond located in the vicinity of where you would expect a light
- Damage to the bridge structure, protection cells and fenders – identify the location as you would for a light
- Condition (readability) of Clearance Gauges – "**READABLE**", "**NOT READABLE**", "**NO GAUGES**"

Good examples (actual):

"D/S LD and RD RED PIER LIGHTS EXTINGUISHED."

"U/S RD RED LEAF SPAN LIGHT EXTINGUISHED"

"U/S RED PIER LIGHTS EXTINGUISHED. ALL D/S LIGHTS EXTINGUISHED"

"RD U/S SHEAR FENCE BROKEN AT END, D/S CENTER SHEAR FENCE MISSING, ALL SWING SPAN LIGHTS EXTINGUISHED"

"U/S RD RED CHANNEL MARGIN LAMP EXTINGUISHED (HAS REFLECTORS). D/S GREEN CHANNEL CENTER LAMP EXTINGUISHED."

U.S.C.G. Auxiliary Eighth Western Rivers  
Bridge Annual Night Verification/Report Form

BRDG  
15 JAN 2004

LOWER MISSISSIPPI RIVER

WINGWALL HIGHWAY BRIDGE

MILE: 999.9  
LLNR: 99999

LIGHT LIST, 2002 EDITION

TYPE OF BRIDGE: **FIXED BRIDGE**  
L.L. REMARKS:  
L.L. DISCREPANCY:

DOES THE INFORMATION ABOVE AGREE WITH THE LIGHT LIST AS CURRENTLY UPDATED? YES  or  NO

TO DETERMINE, REFER TO THE LIGHT LIST IF "NO". THEN STATE CORRECTIONS \_\_\_\_\_

DISTRICT / OTHER REMARKS:

--- SPECIFIC NIGHT VERIFICATION WORK TO BE ACCOMPLISHED ---

RDB MAIN CHANNEL PIER/MARGIN: LAT. N 38 ° 15 . 07 ' LONG. W 95 ° 47 . 89 ' MODE:  
LDB MAIN CHANNEL PIER/MARGIN: LAT. N 38 ° 15 . 10 ' LONG. W 95 ° 47 . 87 '  GPS, or  
Please convert Seconds to Decimal Parts of a Minute. (To do this, divide the number of seconds by 60.)  GPS/WAAS

ARE CLEARANCE GAUGE AND SIGNS READABLE? YES  or  NO IF "NO" IS CHECKED ON ANY OF THESE  
DO ALL LAMPS APPEAR TO BE GOOD? YES  or  NO QUESTIONS, THEN NAME IT AND DESCRIBE  
ARE ALL LAMPS IN FOCUS U/S AND D/S? YES  or  NO THE DISCREPANCY AS VIEWED FROM U/S OR  
IS RETROREFLECTIVE MATERIAL IN PLACE? YES  or  NO D/S. BE SPECIFIC IN IDENTIFYING THE  
DO FENDERS APPEAR TO BE IN GOOD SHAPE? YES  or  NO DISCREPANT LAMP, LENS, GAUGE, SIGN,  
RETROREFLECTIVE MATERIAL, OR ANY-  
THING ELSE OUT OF ORDER WITH RESPECT  
TO IT BEING EITHER RDB OR LDB, MAIN OR  
ALTERNATE CHANNEL, AND SO FORTH:

U/S AND D/S CLEARANCE GAUGES ARE OBSCURED BY MARINE VEGETATION  
ALL LAMPS APPEAR TO BE WATERLOGGED  
U/S CENTER CHANNEL LENS AND D/S LDB PIER LENS ARE BOTH BROKEN  
APPEARS TO BE UNSTABLE & UNSAFE FOR VEHICULAR TRAFFIC

MODE OF OBSERVATION:  ON THE WATER, or  FROM A BRIDGE, or  ON SHORE, or  OTHER (Identify How In Right Margin)

CRITICAL  or  URGENT DISCREPANCY REPORTED VIA VHF  or  PHONE TO: CG Group Lower, Memphis

DATE REPORTED: 21 JUN 2004 TIME REPORTED: 2144 CDT

U.S.C.G. AUXILIARY BRIDGE ANNUAL NIGHT VERIFICATION REPORT  
LLNR: **99999** NAME: **WINGWALL HIGHWAY BRIDGE**

WATCHING PROPERLY, or  DISCREPANT, AS NOTED ABOVE, or  
 AID COULD NOT BE LOCATED OR IDENTIFIED FOR CERTAIN

DATE OF OBSERVATION: 21 JUN 2004 TIME OF OBSERVATION: 2120 CDT

VERIFIED BY: D'AUXILRIST, CALVIN S. 99 - 09 - 1234567  
(PRINT NAME) DIV FLO EIN

SIGNATURE: Calvin S. D'Auxilrist

SEND ORIGINAL REPORT TO: U.S.C.G., DWRO(bb); 1222 SPRUCE STREET, ROOM 2.107-F; ST. LOUIS, MO 63103-2832  
COPIES TO: ADSO-AN AND OTHERS AS DIRECTED BY YOUR SO-AN (Postal Delivery Acceptable)  
ADSO-C, DIV-02, AOR "A" (Revised 03/04)

Observed from Hawkes DF-502 at 321sw.

Bad examples (actual):

"TWO RED LIGHTS OUT"

"RED LIGHT ON EAST SIDE IS EXTINGUISHED"

## 6 Classification of Discrepancies and Reporting Actions Required

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The material in this chapter on the classification and associated reporting procedures applies to all aids, private or Coast Guard, and to bridge lighting and fender systems, unless stated otherwise.

Discrepancies should always be reported unless the Auxiliarist is absolutely certain that a report has already been made (as reflected by a Broadcast or *Local Notice to Mariners*).

In every case, a written report should be filed and, if the discrepancy was reported via radio or telephone, the written report should include the specifics about that contact. Fields are included on all forms for that information.

Written discrepancy reports should be filed using either the *Navigation Services Report* form CG-5474 (ANSC #7054) or (Aid Verifiers only) the preprinted verification worksheets for private aids and bridges.

### 6.1 Classification of Discrepancies

A classification for each type of discrepancy is established by the Coast Guard on a nationwide basis. In turn, each Coast Guard district may alter the classifications to meet the specific needs and safety requirements of the district. The classification dictates the reporting procedures to be followed.

There are three discrepancy classifications:

- **CRITICAL**
  - Which must be reported immediately to the appropriate Group (Group Upper Mississippi River or Group Lower Mississippi River) usually via VHF marine radio and followed up with a written report at the conclusion of the mission. If the Group cannot be reached by radio, report via telephone as soon as practical. *Note: The AOR cutter OIC may specify that private aid CRITICAL discrepancies be reported directly to the cutter.*
- **URGENT**
  - Which should be reported the same day by telephone to the appropriate Group, or (for Federal aids) by radio or telephone to the AOR cutter if it is in the area, and followed up with a written report at the conclusion of the mission.
- **ROUTINE**
  - Which should be reported by mail (written report) at the conclusion of the mission.

### 6.1.1 Critical Discrepancies

The classification of **CRITICAL** includes the following discrepancies:

- Any extinguished light on a Federal aid, on a private aid, or on a bridge lighting system
- Anything that affects the signal or published description of a Federal aid or a private aid including missing dayboards and mile boards, defective fog signals, RACONS
- Any aid damaged by collision or deemed to be a hazard to navigation or obstruction to navigation including collapsed bridges, damaged fenders, and cables or other hardware hanging into the channel
- Federal aids totally covered or shrouded in ice
- Federal aids totally obscured or showing improper characteristics / rhythm
- Federal aids showing signs of vandalism
- Buoys (where considered as hazards to navigation): off-station, submerged or sheared off at the water line, adrift, missing, capsized
- Radio beacon off the air or giving improper characteristics

### 6.1.2 Urgent Discrepancies

The classification of **URGENT** includes the following discrepancies:

- Federal aids with DIM (reduced intensity) lights
- Federal aids that are partially obscured
- Federal aids with dayboards that are faded, delaminating, or damaged by other than vandalism
- Retro-reflective material: faded, missing, inadequate
- Sound signal failure
- Radio beacon timing sequence incorrect

### 6.1.3 Routine Discrepancies

The classification of **ROUTINE** includes the following discrepancies:

- Private aids that are obscured
- Fixture or board leaning more than 15 degrees
- Wooden structures deteriorating, rotting
- Structural guy wires and cables: slack, weak, broken
- Bird nests and bird fouling on aid
- Mile boards obliterated, unreadable
- Missing or damaged radar reflectors
- Paint peeling or faded
- All other discrepancies including Light List discrepancies

## 7 Appendices

### 7.1 Eighth Western Rivers Region Areas of Responsibility – By Division, By Cutter

The table below shows the aids to navigation areas of responsibility (AOR) for each Auxiliary division and by Coast Guard cutter within each division. The table is in Light List number sequence using the Light List numbers found in the *Light List Volume V, Mississippi River System (2000)*. The AORs may not necessarily align directly with each Auxiliary division's SAR / safety patrol AOR but should be close in order to take advantage of the multi-mission patrol concept.

These data are current as of 25 April 2004 and is subject to change. The most current data can be found on the 8WR Navigation Services Web site (URL: <http://www.trlmo.com/cgau8wr/aton> ). Any questions should be directed to either the DSO-NS or the appropriate Group Operations Officer.

Division AOR	Coast Guard Cutter	Light List NR	Waterway or Lake	From Mile / To Mile
01			No Bridges or PATONs	
02-A	CGC WYACONDA	12675-13560	Upper Mississippi River	796.9 (Lock 3) to 679.2 (Lock 8)
02-C	CGC WYACONDA	13560-13960	Upper Mississippi River	679.2 (Lock 8) to 615.1 (Lock 10)
03-A	CGC SANGAMON	7670-8125	Illinois River	80.2 (La Grange Lock & Dam) to 0.0 (River Mouth)
03-B	CGC CHEYENNE	8895-9065	Kaskaskia River	29.4 (Head of Navigation) to 0.0 (River Mouth)
03-D	CGC SCIOTO	16095-16250	Upper Mississippi River	241.4 (Lock 25) to 200.8 (Lock 26)
03-E	CGC CHEYENNE	20930-21445	Missouri River	104.5 (Gasconade River Mouth) to 0.0 (River Mouth)
03-G	CGC CHEYENNE	16250-17020	Upper Mississippi River	200.8 (Lock 26) to 109.5 (Chester, IL)
05			No Bridges or PATONs	
08-C	CGC SANGAMON	6890-7670	Illinois River	189.1 (Lacon, IL Bridge) to 80.2 (La Grange Landing, IL)
08-E	CGC SCIOTO	15135-15490	Upper Mississippi River	437.1 (Lock 17) to 364.3 (Lock 19)
08-F	CGC SCIOTO	15490-15740	Upper Mississippi River	364.3 (Lock 19) to 324.9 (Lock 21)
08-G	CGC SCIOTO	15740-15795	Upper Mississippi River	324.9 (Lock 21) to 273.4 (Lock 24)
09-A	CGC WYACONDA	13960-14310	Upper Mississippi River	615.1 (Lock 10) to 556.7 (Lock 12)
09B	CGC WYACONDA	14310-14500	Upper Mississippi River	556.7 (Lock 12) to 522.5 (Lock 13)
09-C	CGC SCIOTO	14500-14795	Upper Mississippi River	522.5 (Lock 13) to 482.9 (Lock 15)
09-D	CGC SCIOTO	14795-15135	Upper Mississippi River	482.9 (Lock 15) to 437.1 (Lock 17)

11-A	CGC WYACONDA	11970- 12155	Upper Mississippi River	857.6 (Head of Navigation) to 847.6 (Lock 1)
11-B	CGC WYACONDA	12155- 12475	Upper Mississippi River	847.6 (Lock 1) to 815.2 (Lock 2)
11C	CGC WYACONDA	12475- 12675	Upper Mississippi River	815.2 (Lock 2) to 796.9 (Lock 3)
11-D	CGC WYACONDA	9400- 9510	Minnesota River	16.8 (Bloomington Ferry Bridge) to 0.0 (River Mouth)
11-E	CGC WYACONDA	29830- 29910	St. Croix River	23.4 (Stillwater, MN) to 0.0 (Prescott, WI)
15-A	CGC MUSKINGUM	1015- 1495	Arkansas Waterway	366.6 (Lock 16) to 256.8 (Lock 12)
15-B	CGC MUSKINGUM	1495- 1815	Arkansas Waterway	256.8 (Lock 12) to 171.7 (Ellis Island Light)
15-C	CGC Muskingum	1815- 2295	Arkansas Waterway	171.7 (Ellis Island Light) 75.4
15-D	CGC KANAWHA	2300- 2695	Arkansas Waterway	75.4 to 0.0 (River Mouth)
15-E	CGC PATOKA	10975- 11030	Lake Ferguson (Lower Mississippi River)	
15-F	CGC KANKAKEE	10235- 10425	Lower Mississippi River Wolf River McKellar Lake	Mile 740.5 to 725.7 0.5 to 2.6 3.0 to 7.0
16-A	CGC MUSKINGUM	650- 1015	Arkansas Waterway	445.9 (Catoosa, OK) to 366.6 (Lock 16)
16-C	CGC MUSKINGUM	9150- 9250	Lake Texoma (Red River)	
30-A	CGC GASCONADE	18940- 19400	Missouri River	493.0 approx. (Kansas State Line) to 397.9 (Above Leavenworth Bridge)
30-B	CGC GASCONADE	19740- 20335	Missouri River	352.7 (Below Liberty Bend Bridge) to 226.4 (Glasgow Highway Bridge)
30-C	CGC CHEYENNE	20335- 20930	Missouri River	226.4 (Glasgow Bridge) to 104.5 (Gasconade River Mouth)
31-A	CGC GASCONADE	19405- 19735	Missouri River	397.6 (Leavenworth H'way Bridge) to 352.7 (Liberty Bend Bridge)
33-A	CGC GASCONADE	17680- 18935	Big Sioux River (Missouri River System) & Missouri River	734.0 (Big Sioux River) to 493.0 approx. (KS State Line)

## 7.2 Contacts

Information published in this section is protected under the CONFIDENTIALITY NOTICE - PRIVACY ACT OF 1974 that states:

"The disclosure of the personal information contained in this publication is subject to the provisions contained in the Privacy Act of 1974. The subject Act, with certain provisions, prohibits the disclosure, distribution, dissemination or copying of any material containing the home address, home telephone number, spouses name, and social security numbers, except for official business. Violations may result in disciplinary action by the Coast Guard and/or civilian criminal sanctions."

### 7.2.1 Coast Guard Contacts

Director of Auxiliary, 8WR  
Director of Auxiliary, Western Rivers Region  
8th Coast Guard District  
1222 Spruce Street, Room 2.104  
St. Louis, MO 63103-2832  
(314) 539-3900 Ext. 2212  
e-mail: [Douglas.D.Leavell@uscg.mil](mailto:Douglas.D.Leavell@uscg.mil)

Operations Training Officer, 8WR - Any policy or procedural questions about the 8WR Navigation Services program including training, qualification and certification should be addressed to:

Operations Training Officer, Western Rivers Region  
8th Coast Guard District  
1222 Spruce Street, Room 2.104  
St. Louis, MO 63103-2832  
(314) 539-3900 Ext. 2210  
E-mail: [Douglas.D.Leavell@uscg.mil](mailto:Douglas.D.Leavell@uscg.mil)

In CG District 8, our Private Aid Verification program contact is:

Private Aids Section  
8th Coast Guard District (oan)  
Hale Boggs Federal Building, Room 1230  
501 Magazine Street  
New Orleans, LA 70130-3396  
(504) 589-2238  
E-mail: [Timothy.B.Boriskie@uscg.mil](mailto:Timothy.B.Boriskie@uscg.mil)

Bridge Verification Worksheets should be mailed to the Bridge Administrator:

Bridge Administrator  
USCG Western Rivers Operations  
1222 Spruce Street, Room 2.107F  
St. Louis, MO 63103-2832  
(314) 539-3900 Ext. 2378  
E-mail: [Eric.Washburn@uscg.mil](mailto:Eric.Washburn@uscg.mil)

## 7.2.2 Sector Upper Mississippi River and Cutters

*Annual Class I Private Aid Night Verification Worksheets* should be mailed to the AOR cutter address below. For the most current information (telephone numbers, e-mail and mailing addresses), visit the Group Web site at: <http://www.uscg.mil/d8/sector/umr/> and click on "Unit Pages".

Officer in Charge, USCGC CHEYENNE  
c/o U. S. Coast Guard Facility Building 17  
Foot of Arsenal Street  
St. Louis, MO 63118  
(314) 771-4325/4327

Officer in Charge, USCGC GASCONADE  
PO Box 12337  
9800 J. J. Pershing Drive  
Omaha, NE 68112-0337  
(402) 451-7681/2588

Officer in Charge, USCGC SANGAMON  
Foot of Washington Street  
East Peoria, IL 61611-2039  
(309) 671-7291/7295

Officer in Charge, USCGC SCIOTO  
221 Mississippi Drive  
Keokuk, IA 52632-5851  
(319) 524-1657/7930

Officer in Charge, USCGC WYACONDA  
60 East First Street  
Dubuque, IA 52001-7652  
(319) 582-0211/1965

A portion of the Upper Mississippi River, mile 109.5 to mile 0.0, is covered by CGC CHIPPEWA which reports to Sector Ohio Valley. For current information, visit <http://www.uscg.mil/d8/groupohiovalley/> . *Annual Class I Private Aid Night Verification Worksheets* for that AOR should be mailed to:

Officer in Charge, USCGC CHIPPEWA  
201 Coast Guard Lane  
Owensboro, KY 42303-0277  
(270) 684-4765/7068

## 7.2.3 Sector Lower Mississippi River and Cutters

*Annual Class I Private Aid Night Verification Worksheets* should be mailed to the AOR cutter address below. For the most current information (telephone numbers, e-mail and mailing addresses), visit the Group Web site at: <http://www.uscg.mil/d8/sector/lwrmsrvr/>

Officer in Charge, USCGC KANKAKEE  
2 Auction Avenue  
Memphis, TN 38105-1502  
(901) 544-3912 Ext. 137

Officer in Charge, USCGC KANAWHA  
4101 Port Road  
Pine Bluff, AR 71601-4765  
(870) 536-1134

Officer in Charge, USCGC MUSKINGUM  
P.O. Box 626  
Sallisaw, OK 74955-0626  
(918) 775-4471

Officer in Charge, USCGC PATOKA  
1803 Harbor Front Road  
Greenville, MS 38701-9586  
(662) 332-1060

## 7.2.4 Coast Guard Auxiliary Navigation Services Staff

The most current AN staff contact information can be found on the 8WR Navigation Services Web site at URL: <http://www.trlmo.com/cgaux8wr/aton/avstaff.html>

### **District Staff Officer** – Navigation Services

Frank Wilson, DSO-NS 8WR  
E-mail: [fjwilsonjr@gmail.com](mailto:fjwilsonjr@gmail.com)

### **Assistant District Staff Officers** – Navigation Services

Don Lipsey, ADSO-NS (North)  
E-mail: [37dll68@comcast.net](mailto:37dll68@comcast.net)  
AOR: Divisions 2, 9 & 11

David R. Forrest, ADSO-NS (East)  
E-mail: [drf@maplepark.com](mailto:drf@maplepark.com)  
AOR: Divisions 3, 8, & 30

Frank Wilson, ADSO-NS (South)  
E-mail: [fjwilsonjr@gmail.com](mailto:fjwilsonjr@gmail.com)  
AOR: Divisions 5, 15 & 16

Mathew Teague, ADSO-NS (West)  
E-mail: [matthew.d.teague@uscg.mil](mailto:matthew.d.teague@uscg.mil)  
AOR: Divisions 1, 31, & 33

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Bob Toy, SO-NS 1  
E-mail: [psyop6@juno.com](mailto:psyop6@juno.com)

Caryn Byerson, SO-NS 2  
E-mail: [thorndolly@charter.net](mailto:thorndolly@charter.net)

David R. Forrest, SO-NS 3  
E-mail: [drf@maplepark.com](mailto:drf@maplepark.com)

Ryland Foster, SO-NS 5  
E-mail: [uscg.capaux@yahoo.com](mailto:uscg.capaux@yahoo.com)

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E-mail: [uscg\\_aux\\_mac@yahoo.com](mailto:uscg_aux_mac@yahoo.com)

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## 7.2.5 Coast Guard Auxiliary Aid Verifier Examiners

The most current Aid Verifier Examiner contact information can be found on the 8WR Navigation Services Web site at URL:

<http://www.trlmo.com/cgau8wr/aton/avave.html>

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## 7.3 Aid Verifier Qualification Checklist

AV Candidate Name: \_\_\_\_\_ Member No. \_\_\_\_\_

The Aid Verifier candidate:

1. Demonstrated a working knowledge of the following reference materials and forms:

- a. Western River Private Aid Verification Worksheet \_\_\_\_\_
- b. Bridge Report Worksheet \_\_\_\_\_
- c. Light List, Volume V, Mississippi River System \_\_\_\_\_
- d. Coast Guard District Eight Local Notices to Mariners \_\_\_\_\_
- e. Charts Applicable to AOR \_\_\_\_\_

2. Demonstrated the ability to use a stopwatch for timing a lighted aid \_\_\_\_\_

3. Demonstrated the ability to inspect an Aid to determine:

- a. If the Aid is as Described in Light List Information \_\_\_\_\_
- b. That the Lighted Aids Show Proper Timing & Characteristics \_\_\_\_\_
- c. That the Mile Board and Dayboards are in Good Shape \_\_\_\_\_
- d. Structure type. Is it sound? \_\_\_\_\_
- e. Visibility of the Aid from all Sectors \_\_\_\_\_
- f. That the Retro-reflective Tape is Good \_\_\_\_\_

4. Explained which discrepancies are classified CRITICAL, URGENT or ROUTINE and explain the required methods of reporting for each class. \_\_\_\_\_

5. Explained the Coast Guard policies regarding Auxiliary participation in the Aid Verification programs. \_\_\_\_\_

I certify that the above named Auxiliarist is qualified as an Aid Verifier: I have attached the examination answer sheet for the candidate's Aid Verifier Qualification Examination.

Signed: \_\_\_\_\_ Print Name: \_\_\_\_\_

Date: \_\_\_\_\_ Remarks: \_\_\_\_\_

## 7.4 Acronyms and Abbreviations

8WR	Eighth Western Rivers Region
ADSO-NS	Assistant District Staff Officer – Navigation Services
AOR	Area of responsibility
ATON	Aids to Navigation
AV	Aid Verifier
AVE	Aid Verifier Examiner
CGC	Coast Guard Cutter
DCDR	Division Commander
DSO-NS	District Staff Officer – Navigation Services
D/S	Downstream
FSO-NS	Flotilla Staff Officer – Navigation Services
LD	Left descending
LDB	Left descending bank
NS	Navigation Services
OIC	Officer in Charge
PATON	Private Aids to Navigation
RD	Right descending
RDB	Right descending bank
SO-NS	Division Staff Officer – Navigation Services
U/S	Upstream



