

Massachusetts Harbormaster Training Council

PRIVATE AID TO NAVIGATION (PATON)

INSTRUCTIONAL ANALYSIS AND PERFORMANCE OBJECTIVES

Course Description: This course is designed for Massachusetts Harbormasters and their staff. Upon completing this instruction, students will be able to:

- 1) Establish, maintain and disestablish PATON for their municipality by using the usharbormaster.com website.
- 2) Communicate with the Coast Guard PATON Manager and Aids to Navigation Teams through the usharbormaster.com website.
- 3) Advise other PATON owners and prospective PATON owners to properly register and maintain their PATON in accordance with federal law.

Instructional Strategy

Prerequisites: USCG Captains License or completion of a USCG Captains License Course (OUPV 6-pack or higher). This course provides a significant amount of background on the Federal Aids to Navigation (ATON) System and how to use ATON to safely navigate.

Content Sequencing: The course is divided into 4 modules of instruction. A summary of the performance objectives is listed on pages 2 and 3. The course information linked to the performance objectives will be sequenced according to the tables on pages 4-15. Adjustments will be made, as necessary, based on feedback from the Harbormaster Training Council.

Instructional Design: Because most of the course information primarily consists of recalling verbal information, the instruction will be designed to be interactive to keep the students involved and motivated. Course information will also be linked to familiar concepts to enhance retention of information.

Delivery Method: An online delivery method will be used via the Massachusetts Executive Office of Public Safety and Security (EOPSS) Learning Management System (LMS) (<http://eopsselearning.com>). This course will be approximately 60 minutes in duration. If the LMS can accommodate it, students will be able to save their work and return to it at a later time to finish. Given the steps that are involved in working with the usharbormaster.com website, a job aid is an appropriate performance support tool to supplement the instruction since the information does not need to be immediately recalled. The job aid for the [usharbormaster.com](http://www.uscgaa.com/USCG%20PRIVATE%20AID%20SYSTEM%20TRAINING%20GUIDE%20FOR%20AID%20OWNERS%20%20(2016).pdf) website can be found at the following link:

[http://www.uscgaa.com/USCG%20PRIVATE%20AID%20SYSTEM%20TRAINING%20GUIDE%20FOR%20AID%20OWNERS%20%20\(2016\).pdf](http://www.uscgaa.com/USCG%20PRIVATE%20AID%20SYSTEM%20TRAINING%20GUIDE%20FOR%20AID%20OWNERS%20%20(2016).pdf)

Evaluation: If the LMS can accommodate it, a pre-test will be administered to the students prior to the beginning of the instruction. A post-test will also be administered at end of the course. These tests will be compared to determine how much the students learned. If possible, students passing the pre-test may be immediately given credit for passing the course since they have demonstrated mastery of the material. Review exercises will be conducted at the end of every module, and the user should be able to demonstrate proficiency of the current module before proceeding to the next module. Feedback on correct and incorrect answers will be provided where possible.

Massachusetts Harbormaster Training Council
PRIVATE AIDS TO NAVIGATION (PATON)
INSTRUCTIONAL ANALYSIS AND PERFORMANCE OBJECTIVES

Summary of Performance Objectives

Module 1: Private Aids to Navigation (PATON) Overview

- A. State the goal of the US Aids to Navigation (ATON) System.
- B. Describe the relationship between the US ATON System and the Private Aids to Navigation (PATON) System.
- C. State the roles of the Harbormaster in the PATON system.
- D. Name the federal agency that has management authority for the PATON system
- E. State the 2 primary types of PATON.
- F. State the additional permitting requirement for beacons or fixed aid to navigation.
- G. Define the three classifications of PATON.
- H. Describe the color schemes for
 - 1) Special Marks;
 - 2) Information and Regulatory Marks;
 - 3) Mooring buoys.
- I. State the penalty for an owner's failure to properly maintain a PATON.
- J. State the potential liability for the owner of an unregistered PATON involved in a marine incident.

MODULE 2: Using the Web Based PATON System

- A. State the website used by the Coast Guard to manage PATON in Massachusetts.
- B. Create a user account.
- C. Recover your username or password.
- D. Change information in your user account.
- E. Submit an application to establish a PATON.
- F. State the Coast Guard actions during the approval process.
- G. Conduct a search for PATON records in your user account to review the status of an application.
- H. Use the color code system to determine the status of a PATON application.
- I. State the permit conditions included in an PATON application approval letter
- J. State the Coast Guard's PATON permit cancellation guidelines.

MODULE 3: PATON Maintenance

- A. Describe the inspection requirements for Class I and Class II and III PATON
- B. Define a PATON discrepancy.
- C. State the off station criteria for the following PATON:
 - 1) Fixed lateral aids.
 - 2) Floating lateral aids.
 - 3) Floating Regulatory and Special Purpose aids.
- D. State the owner's responsibility for correcting PATON discrepancies.
- E. Submit a request to transfer a PATON to another owner via the usharbormaster.com website.
- F. Submit a request to assume ownership of a PATON via the usharbormaster.com website.
- G. State the Coast Guard policy in the event the new owner refuses to accept responsibility for the PATON.

Massachusetts Harbormaster Training Council
PRIVATE AIDS TO NAVIGATION (PATON)
INSTRUCTIONAL ANALYSIS AND PERFORMANCE OBJECTIVES

- H. Submit a discrepancy report for a PATON.
- I. State the protections afforded to PATON under federal law.
- J. State the Coast Guard's goal regarding unauthorized PATON.
- K. Identify and report an unauthorized PATON

MODULE 4: PATON Disestablishment

- A. Submit a request to disestablish a PATON using the usharbormasters.com website.
- B. State the Coast Guard responsibilities when a request to disestablish a PATON is submitted.
- C. State the owner's responsibilities after a request to disestablish a PATON is submitted.
- D. State the roles of the Harbormaster in managing the PATON system.

Massachusetts Harbormaster Training Council

PRIVATE AIDS TO NAVIGATION (PATON)

INSTRUCTIONAL ANALYSIS AND PERFORMANCE OBJECTIVES

MODULE 1: Private Aids to Navigation (PATON) Overview

Performance Objective	Course Information
A. State the goal of the US Aids to Navigation (ATON) System.	<p>The waters of the United States and its territories are marked to assist navigation by the U.S. Aids to Navigation (ATON) System. This system employs a simple arrangement of colors, shapes, numbers and light characteristics to mark navigable channels, waterways and obstructions adjacent to these.</p> <p>ATON provides a boater with the same type of information drivers get from street signs, stop signals, road barriers, detours and traffic lights. These aids may be anything from lighthouses, to minor lights, daybeacons, range lights, and sound signals, to lighted or unlighted buoys. Each has a purpose and helps in determining location, getting from one place to another or staying out of danger.</p> <p>The goal of the US ATON System is to promote safe navigation on the waterways.</p>
B. Describe the relationship between the US ATON system and the Private Aids to Navigation (PATON) System.	<p>As a supplement to the US ATON system, federal law allows for organizations other than the Coast Guard or Department of Defense to establish private aids to navigation. A PATON is a buoy, light or beacon owned and maintained by any individual or organization other than the U.S. Coast Guard. These aids are designed to allow individuals or organizations to mark privately maintained channels, privately owned marine obstructions, or other similar hazards to navigation.</p> <p>In accordance with 33 CFR 66, the characteristics of a private aid to navigation SHALL conform to the United States Aids to Navigation System as described in 33 CFR 62, Subpart B. Any technical questions regarding PATON markings should be referred to the local Coast Guard Aids to Navigation Team. https://www.uscg.mil/directives/cim/16000-16999/CIM_16500_3A.pdf</p>
C. State the roles of the Harbormaster in the PATON system.	<p>Harbormasters play a significant role in the management of the PATON system. Many of you manage the PATON owned by your municipality. In addition, the local knowledge you possess and the relationships you have with the boating public put you in a unique position to:</p> <ol style="list-style-type: none"> 1. Assist new and existing PATON owners in the permitting, maintenance, ownership transfer and disestablishment process. 2. Assist the Coast Guard in identifying unauthorized PATON and assisting the owner to register it properly. 3. Report discrepancies and vandalism. <p>The assistance of harbormasters in managing and improving the PATON program make a significantly positive contribution to a safer environment for the boating public.</p>
D. Name the federal agency that has management authority for the PATON system.	<p>Federal law (33 CFR 66) directs the Coast Guard to maintain all aids to navigation. This law also mandates that any person, public body or instrumentality seeking to establish and maintain, discontinue, change or transfer ownership of any PATON cannot do so unless they have permission from the Coast Guard.</p> <p>Most PATON are voluntarily established at the convenience of the owner. These can mark navigable waterways not maintained by the Coast Guard, no wake zones, swimming areas or for other reasons. However, some private aids are mandated by the Coast Guard to mark wrecks, platforms or other man made obstructions to navigation.</p> <p>In Massachusetts, PATON are managed by the First Coast Guard District PATON Manager.</p> <div style="float: right; text-align: right;"> <p>Steve Pothier PATON Manager First Coast Guard District 408 Atlantic Avenue Boston, MA 02110 617-223-8347 Steven.R.Pothier@uscg.mil</p> </div>

Massachusetts Harbormaster Training Council

PRIVATE AIDS TO NAVIGATION (PATON)

INSTRUCTIONAL ANALYSIS AND PERFORMANCE OBJECTIVES

Performance Objective	Course Information	
E. State the 2 primary types of PATON.	<p>There are 2 primary types of PATON. They are buoys and beacons.</p> <p>Buoys are floating aids that come in many shapes and sizes. They are moored to the seabed by concrete sinkers with chain or synthetic rope moorings of various lengths connected to the buoy's body. They are intended to convey information to the boater by their shape or color, by the characteristics of a visible or audible signal, or a combination of two or more such features.</p> <p>Beacons are aids to navigation structures that are permanently fixed to the earth's surface. They range from lighthouses to small, single-pile structures and may be located on land or in the water. Lighted beacons are called lights; unlighted beacons are called daybeacons. Beacons exhibit a daymark to make them readily visible and easily identifiable against background conditions. Generally, the daymark conveys to the boater, during daylight hours, the same significance, as does the aid's light or reflector at night.</p>	
F. State the additional permitting requirement for beacons or fixed aid to navigation.	<p>For any PATON on a beacon (i.e. fixed structure), authorization to erect the structure must be obtained from the US Army Corps of Engineers (USACE) in accordance with 33 CFR 322. Applications submitted through the usharbormaster.com website require an ACOE permit number for any new fixed aid to navigation.</p> <p>For more information, go to the following website: http://www.nae.usace.army.mil/Missions/Regulatory.aspx or contact:</p>	<p>Ed O'Donnell Chief, Navigation Section USACE, New England District 696 Virginia Road Concord, MA 01742 978-318-8375 Edward.G.Odonnell@usace.army.mil</p>
G. Define the three classifications of PATON.	<p>There are three classes of PATON. The Coast Guard assigns this classification during the application process.</p> <p>Class I – ATON on marine structures or other works, which the owners are legally obligated to establish, maintain and operate as prescribed by the Coast Guard. (33 CFR 64, 66, 67)</p> <ul style="list-style-type: none"> Owner of structures must mark them in accordance with 14USC 85, 33 CFR 64.21. If the owner of a sunken vessel wreck or other obstruction fails to mark it as prescribed by the Coast Guard, the Coast Guard may mark it and charge the costs of marking the wreck/obstruction to the owner. (33 CFR 64.33) <p>Class II – ATON located on waters generally used for navigation. Examples are lateral marks that define the port and starboard sides of a route to be followed. They may be either beacons or buoys.</p> <p>Class III – ATON located on waters not generally used for navigation such as information and regulatory marks. Examples are</p> <ul style="list-style-type: none"> Boat Exclusion Areas such as dam, rapids and swim areas Danger marks where the nature of the danger is indicated inside the diamond such as rock, wreck, shoal, dam, etc. Controlled Areas where there is slow, no wake or anchored vessels. Marks for displaying information such as directions, distances and locations 	

Massachusetts Harbormaster Training Council

PRIVATE AIDS TO NAVIGATION (PATON)

INSTRUCTIONAL ANALYSIS AND PERFORMANCE OBJECTIVES

Performance Objective	Course Information
H. Describe the color schemes for 1) Special Marks; 2) Information and Regulatory Marks; 3) Mooring buoys.	<p>Special Marks are not primarily intended to assist safe navigation, but to indicate special areas or features referred to in charts and other nautical publications. They may be used, for example, to mark anchorages, cable or pipeline areas, traffic separation schemes, military exercise zones, ocean data acquisition systems, etc. Special marks are colored solid yellow.</p> <p>Information and Regulatory Marks are used to alert the mariner to various warnings or regulatory matters. These marks have orange geometric shapes against a white background. The meaning associated with the orange shapes are as follows:</p> <ul style="list-style-type: none"> (1) A vertical open-faced diamond signifies danger. (2) A vertical diamond shape having a cross center within indicates that vessels are excluded from the marked area. (3) A circular shape indicates that certain operating restrictions are in effect within the marked area. (4) A square or rectangular shape will contain directions or instructions lettered within the shape. (b) When a buoy is used as an information or regulatory mark it shall be white with two horizontal orange bands placed completely around the buoy circumference. One band shall be near the top of the buoy body, with a second band placed just above the waterline of the buoy so that both bands are clearly visible.
I. Mooring Buoys	<p>Mooring Buoys are white with a blue horizontal band. This distinctive color scheme is recommended to facilitate identification and to avoid confusion with aids to navigation. Mooring buoys are regulated under Massachusetts State Law.</p> <p>Harbormaster Annual Permit - Pursuant to Section 10A of Chapter 91 statutes and 310 CMR 9.07 of the Waterways Regulation, the placement on a temporary basis of moorings, floats, rafts held by bottom anchor and associated ramps may be authorized by an annual permit from the local Harbormaster. No other Chapter 91 authorization is required for so long as the Harbormaster permit remains valid. This provision only applies to bottom-anchored moorings, floats or rafts. No piles may be placed without proper Chapter 91 authorization from the Department of Environmental Protection's Waterways Regulation Program.</p>
J. State the penalty for an owner's failure to properly maintain a PATON.	<p>Once a private aid to navigation is established, the owner is legally obligated to maintain it. Owners in violation are subject to fines (no more than \$100/day) and revocation of their permit in accordance with 14 USC 85. Each day during which such violation continues shall be considered as a new offense.</p> <p>To clarify: Fines are up to \$100 per aid, per day, per violation</p>
K. State the potential liability for the owner of an unregistered PATON involved in a marine incident.	<p>One of the bigger management issues with respect to PATON are aids placed in the water without the Coast Guard's knowledge or permission. These aids may be placed in the water without consideration of the greater overall ATON scheme around them and may provide an inconsistent signal to the mariner. They can also be placed in a location that hinders proper navigation. Further, these aids are probably not being inspected to ensure they are emitting an appropriate signal and remain in their intended location. Given this, it's possible that unregistered PATON can be involved and maybe even be a causative factor in a marine incident such as a collision, allision or grounding. In that case, owners of unregistered PATON involved in a marine incident can be found liable for all damages and expenses associated with the incident. In instances of unauthorized PATON, the Coast Guard's goal is to identify the owner and assist them in properly registering the PATON. Unauthorized PATON deemed a Hazard to Navigation by the Coast Guard will be removed at the owners expense.</p>

Massachusetts Harbormaster Training Council

PRIVATE AIDS TO NAVIGATION (PATON)

INSTRUCTIONAL ANALYSIS AND PERFORMANCE OBJECTIVES

MODULE 2: Using the Web Based PATON System

Performance Objective	Course Information
A. State the website used by the Coast Guard to manage PATON in Massachusetts.	<p>In Massachusetts, the Coast Guard manages the PATON program by using the online web based program found at www.usharbormaster.com.</p> <p>The Coast Guard uses this website to manage the information needed to establish, maintain and disestablish PATON. In addition, it is also used to communicate with the owners of those aids regarding maintenance issues including inspection and discrepancy reports. All PATON owners must have a user account.</p>
B. Create a user account.	<p>Take the following steps to create a user account.</p> <ol style="list-style-type: none"> 1. Click on the words, "Registration Form" on the "User Logon Screen" to initiate the PATON Registration process. 2. Fill in the applicable fields on the PATON System Registration screen. 3. Fields designated with a red asterisk* are required which means that you must enter information in these fields. 4. The field names should be self-explanatory. If you are unsure of what to enter in any field, click on the field's "Question Mark" for further instructions. <ol style="list-style-type: none"> a. Note that the "State" field has a drop-down menu. <p>Once you register, you will not be able to use the PATON system until the First District PATON Manager approves your access code. You will receive an e-mail confirming your access codes when the approval process is completed. ** User Names and Passwords are owner self generated**</p>
C. Recover your username or password.	E-Mail the D1 PATON Manager at Steven.R.Pothier@uscg.mil
D. Change information in your user account.	<p>E-Mail the D1 PATON Manager at Steven.R.Pothier@uscg.mil to correct any fields in your PATON Registration Record. Be specific regarding the field(s) that you to change and for the data that you want changed within the field.</p> <p>It is critical that any changes in status, telephone number and/or e-mail address be reported in a timely manner. If you change your e-mail address without correcting your PATON System Registration record, you will lose communication from the PATON System and may miss important discrepancy reports from the Coast Guard.</p>

Massachusetts Harbormaster Training Council

PRIVATE AIDS TO NAVIGATION (PATON)

INSTRUCTIONAL ANALYSIS AND PERFORMANCE OBJECTIVES

Performance Objective	Course Information
E. Submit an application to establish a PATON.	<p>Take the following steps to submit an application to establish a PATON in lieu of submitting a paper copy of Coast Guard Form CG-2554.</p> <ol style="list-style-type: none"> 1. Enter your username and password on the login screen. 2. After you log-in to the PATON System, click on the word "Application" at the top of the LOGON screen. The Private Aid to Navigation CG-2554 – PATON Application Screen will appear. 3. General Instructions <ol style="list-style-type: none"> a. Most data fields should be self-explanatory. If needed, click on the field's "Question Mark" for additional information. b. Fields designated with a red asterisk * are required. If required fields are not filled in, your application will not be able to be submitted. c. Some fields have drop-down menus which control the data that can be entered in the field. d. Whenever you select "Other" on a menu, always provide an explanation in the Comments Section on your application. 4. Personal Information Section: The section on Personal Information is pre-populated with data from your Registration Record. You are able to change this data. However, your Registration record will not be changed by this action. It is recommended that you change your Registration Record first. 5. Location, Depth and PATON Type Section <ol style="list-style-type: none"> a. Latitude and Longitude: It is very important (critical) that the Latitude and Longitude be formatted as DD-MM-SS.SSS (Degrees, Minutes and Seconds with three points after the second's decimal) . This format is the standard format used for all Light List and NOAA data entries. b. The PATON TYPE field has optional bullets that, when selected, add additional appropriate data field groups to the PATON Application. You must make the following selections: <ol style="list-style-type: none"> i. Floating or Fixed. <ol style="list-style-type: none"> 1. When you designate a PATON TYPE as Floating, additional fields for chain length (feet), mooring size/weight(lbs) and buoy material (drop down menu) must be filled in. 2. When you designate a PATON TYPE as Fixed, additional fields for aid structure and structural material (drop down menus) and a field for the USACE Permit Number must be filled in. ii. Lighted or Unlighted. <ol style="list-style-type: none"> 1. When you designate a PATON TYPE as lighted, additional fields for light characteristic and color (drop down menus) and light period (open field) must be filled in. 2. The "Height of Light" is required for fixed lighted PATONS only. Click on the "Question Mark" for the instructions for measuring the height of a light correctly. 3. If you select "Unlighted" as the PATON TYPE field, the "Lighted PATON data field group" is removed from the PATON Application Screen.

Massachusetts Harbormaster Training Council

PRIVATE AIDS TO NAVIGATION (PATON)

INSTRUCTIONAL ANALYSIS AND PERFORMANCE OBJECTIVES

Performance Objective	Course Information
E. Submit an application to establish a PATON (continued).	<p>6 Establishment – Action Required and Duration: The options available for the ‘Action Requested’ field. They are:</p> <ol style="list-style-type: none"> Annual indicates that the PATON is deployed all year round-24/7. Duration dates are not required. Seasonal indicates that the PATON is deployed at specific times during the year. A Set and Pull date is required with this option. Use the calendar tool to enter seasonal set and pull dates. Temporary indicates that the PATON is deployed for a fixed period of time. Use the calendar tool to enter the Set and Pull Dates for temporary aids. Dis-established: When disestablishing a PATON, use the calendar tool in the “Pull” section to select the date when the aid is scheduled to be disestablished. Remember that PATON owners must give the Coast Guard 30 days notice prior to disestablishment. <p>7. Comments Section: Enter comments that are needed to explain any menu selection of “Other” or any feature that is not included in the standard permit fields. These comments may become part of the PATON’s permanent permit specification.</p> <p>8. Submit Application: Click on the “Submit” button to transmit your PATON Application to the Coast Guard for processing and approval.</p>
F. State the Coast Guard actions during the approval process.	<p>As part of the approval process, the Coast Guard will take the following actions to ensure compliance with applicable federal laws:</p> <ol style="list-style-type: none"> Chart the proposed aid locations to verify that it does not conflict with other private ATON or federal aids. Charting aids in a consistent manner is much easier using the DD-MM-SS.SSS (Degrees, Minutes and Seconds with three points after the second’s decimal) format. Verify that it conforms with the US ATON system (IALA B) as described in 33 CFR 62 subpart B Assign a classification. Light list numbers will be assigned to Class I and II PATON and those Class III PATON that are lighted or mark charted hazards. (http://www.navcen.uscg.gov/pdf/lightLists/LightList%20V1.pdf) Notify the applicant of approval or disapproval. Make chart and light list entries. Advertise the aid in the Local Notice to Mariners. Contact the owner of the PATON to schedule an establishment inspection to ensure the aid is displaying the proper signal requested in the application. <p>**Establishment auto places the aid on the list for Verification, owners are not contacted.**</p>
G. Conduct a search for PATON records in your user account to review the status of an application.	<p>You can track the status of your application through the approval process by referencing the color code assigned to the aid’s record.</p> <ol style="list-style-type: none"> Go to the HOME page. Select “ALL” from the STATUS menu. Select “PATON NAME” from the SEARCH BY menu. Click the “SEARCH” button and a list of PATON associated with your account will be displayed. This list can be cut/pasted into an excel spreadsheet. The Status Column will have text and a color code to indicate the status of the PATON application.

Massachusetts Harbormaster Training Council

PRIVATE AID TO NAVIGATION (PATON)

INSTRUCTIONAL ANALYSIS AND PERFORMANCE OBJECTIVES

Performance Objective	Course Information
H. Use the color code system to determine the status of a PATON application.	<p>The PATON Application Approval process can be tracked on line. Each step in the process is indicated by a color code. The color codes appear in the status column at the far left of each PATON listing. System Color Codes are described and explained below.</p> <ul style="list-style-type: none"> • Light Blue – The application has been received and is pending action by the Coast Guard PATON manager. • Yellow –The application is pending approved by the Coast Guard Aids to Navigation Team. • Light Green –The application has been approved. • Dark Green – You have notified the PATON manager that your aid has been established. • Red – Your application has been denied. Contact the Coast Guard PATON manager for more information.
I. State the permit conditions included in a PATON application approval letter.	<p>The approval letter for a PATON permit application will be transmitted via the usharbormaster.com website. The letter becomes part of the online aid record. It will contain the PATON characteristics and classification and ask that you notify the PATON Manager via the website once the aid is established.</p> <p>It also outlines owner's legal responsibilities to:</p> <ul style="list-style-type: none"> • Operate the aid(s) in the manner specified on the permit. • Affix some means of identification to the buoy in case the aid goes adrift. • Ensure the PATON conforms to the US ATON system and is of sufficient size for the area and use. • Correct discrepancies in a timely manner. • Notify the First District PATON Manager should your phone number, address or e-mail address change. • Submit any requested changes to the PATON via the usharbormaster.com website. • Provide 30 days notice prior to disestablishing the aid.
J. State the Coast Guard's PATON permit cancellation guidelines.	<p>The Coast Guard may cancel a PATON's Permit when:</p> <ul style="list-style-type: none"> • The aid is not established (set out) within one-year from the date of the permit's final approval. • The aid is observed as not deployed for two-consecutive years.

Massachusetts Harbormaster Training Council

PRIVATE AIDS TO NAVIGATION (PATON)

INSTRUCTIONAL ANALYSIS AND PERFORMANCE OBJECTIVES

MODULE 3: PATON Maintenance

Performance Objective	Course Information
A. Describe the inspection requirements for Class I and Class II and III PATON	<p>The Coast Guard schedules inspections of every PATON as described below:</p> <ul style="list-style-type: none"> Annual inspection of all Class I PATON by Coast Guard Aids to Navigation Teams personnel to ensure the aid is in the proper location and is providing its advertised signal (i.e. lights/color). Inspection of Class II and III PATON once every three years by a qualified Coast Guard Auxiliary Aid Verifier. <p>** Paton can be inspected/verified at any time and without prior notice to, or consent by, the owner.**</p> <p>Also, in the course of normal operations, the Coast Guard may inspect PATON outside of this inspection cycle if it appears that the aid is not operating properly.</p>
B. Define a PATON discrepancy.	<p>As a practical matter, aids to navigation routinely experience interruptions to the signal they provide due to weather, mechanical malfunction, corrosion, collision or other factors. Typically, PATON discrepancies result from a buoy or beacon not displaying the proper signal (light, shape, color, sound signal or daymark) in accordance with the permit issued by the Coast Guard. Buoys are also considered discrepant if they are in the wrong location (i.e. off station) or missing.</p>
<p>C. State the off station criteria for the following PATON:</p> <ol style="list-style-type: none"> Fixed lateral aids Floating lateral aids Floating Regulatory and Special Purpose aids 	<p>Criteria and actions have been established for the three types of PATONS Fixed Lateral PATONS, Floating Lateral PATONS and Fixed and Floating Regulatory (non-lateral) PATONS. Lateral aids are those aids used to mark the edges of a navigable channel or waterway.</p> <p>Fixed lateral aids (i.e. beacons) observed more than 25 feet from the aid's permitted position are considered off station.</p> <p>Floating lateral aids (i.e. buoys) observed more than 50 feet from the aid's permitted position are considered off station. Note that the actual position of a floating aid to navigation is the location of its anchor or mooring.</p> <p>Floating Regulatory and Special Purpose aids are not used for navigational purposes. These aids support local ordinances regarding boat speed, no wakes, and swim areas. These types of aids observed more than 500 feet from its permitted position are considered off station. Regulatory and Special Purpose buoys are also considered off station and hazards to navigation when they are observed as positioned within a navigable channel.</p>

Massachusetts Harbormaster Training Council

PRIVATE AIDS TO NAVIGATION (PATON)

INSTRUCTIONAL ANALYSIS AND PERFORMANCE OBJECTIVES

Performance Objective	Course Information
D. State the owner's responsibility for correcting PATON discrepancies.	<p>While the Coast Guard will track and monitor all PATON discrepancies, they will not make any repairs, changes or service to a private aid to navigation nor shall they relocate it. That responsibility lies with the owner.</p> <p>Repair or replacement of PATON shall not be unreasonably delayed. Justification for any delay in repairing or replacing lost or damaged PATON shall be measured by the circumstances prevailing at the time in the area. Factors to be included are, among other things,</p> <ul style="list-style-type: none"> • Classification of the Aid. Class I PATON will be held to the highest standards of reliability. • Hazard to the mariner experienced due to the interruption or impairment in service. • Length of time the aid has been out of service or impaired in service. A delay of a few days or even weeks in repairing a class II aid may well be reasonable. • Severe weather, ice, flooding and other conditions beyond the owner's control. • Delays in obtaining parts. <p>** D1 has determined "reasonable amount of time" to correct Discrepancies as 30 days from owner notification date.</p> <p>When repair is unreasonably delayed, the Coast Guard may revoke the owner's authorization to operate private aids and order the removal of the aids at the owner's expense.</p>
E. Submit a request to transfer a PATON to another owner via the usharbormaster.com website.	<p>When any PATON authorized by the Coast Guard is sold or transferred, both parties to the transaction shall submit an application to the First District PATON Manager via the usharbors.com website requesting authority to transfer responsibility for maintenance of the aid.</p> <p>The party relinquishing responsibility for maintenance of the PATON being transferred shall edit the existing PATON record to reflect the change of ownership by taking the following steps:</p> <ol style="list-style-type: none"> 1. Go to the HOME page. 2. Select "ALL" from the STATUS menu. 3. Select "PATON NAME" from the SEARCH BY menu. 4. Click the "SEARCH" button 5. Select the PATON to be transferred. 6. Edit the record to provide contact information for the new owner. 7. In the "Establishment Requested" section, select "dis-establish" from the "Action Requested" menu. 8. Use the calendar tool in the "Pull" section to select the date when ownership of the aid is scheduled to be transferred. 9. On the "Comments" field, enter a note indicating that the ownership of the aid is being transferred.
F. Submit a request to assume ownership of a PATON via the usharbormaster.com website.	<p>The party accepting responsibility for maintenance of the PATON will follow all the steps for submitting a PATON application on the usharbormaster.com website and, in addition, take the following steps:</p> <ol style="list-style-type: none"> 1. Use the calendar tool in the "Set" section to select the date when ownership of the aid is scheduled to be transferred. 2. On the "Comments" field, enter a note indicating that the ownership of the aid is being transferred.

Massachusetts Harbormaster Training Council

PRIVATE AIDS TO NAVIGATION (PATON)

INSTRUCTIONAL ANALYSIS AND PERFORMANCE OBJECTIVES

Performance Objective	Course Information		
G. State the Coast Guard policy in the event the new owner refuses to accept responsibility for the PATON.	<p>In the event the new owner of the real estate or facility with which the aid is associated refuses to accept responsibility for maintenance of the PATON, the former owner shall be required to remove the aid at their expense.</p> <p>If the PATON in question is a Class I PATON required by statute or regulation, the new owner of the real estate or facility with which the aid is associated will be required maintain it until the conditions, which made the aid necessary, have been eliminated.</p>		
H. Submit a discrepancy report for a PATON.	<p>The Coast Guard cannot keep the thousands of ATON comprising the U.S. ATON System under continual observation. Instead, they rely on mariners to make reports when aids are not operating properly. Therefore, for the safety of all boaters, if you discover that an Aid to Navigation is:</p> <ul style="list-style-type: none"> • Missing. • Damaged. • Moved from its original position. • Displaying an improper signal (light color or timing incorrect, sound signal not functioning). • A hazard to navigation. <p>Report this information by radio or phone to the nearest Coast Guard Unit, First District PATON Manager or the nearest Coast Guard Aids to Navigation Team. There are two Coast Guard Aids to Navigation Teams in Massachusetts. Their Area of Responsibility and AOR and contact information are below:</p> <table border="1"> <tr> <td> <p>AOR: North of Manomet Point, Plymouth, MA</p> <p>Aids to Navigation Team Boston 427 Commercial St. Boston, MA 02109-1027 Tel: (617) 223-3293</p> </td><td> <p>AOR: South of Manomet Point, Plymouth, MA</p> <p>Aids to Navigation Team Woods Hole 1 Little Harbor Road Woods Hole, MA 02543-1099 Tel: (508) 457-3329</p> </td></tr> </table>	<p>AOR: North of Manomet Point, Plymouth, MA</p> <p>Aids to Navigation Team Boston 427 Commercial St. Boston, MA 02109-1027 Tel: (617) 223-3293</p>	<p>AOR: South of Manomet Point, Plymouth, MA</p> <p>Aids to Navigation Team Woods Hole 1 Little Harbor Road Woods Hole, MA 02543-1099 Tel: (508) 457-3329</p>
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I. State the protections afforded to PATON under federal law.	<p>Coast Guard authorized PATON warrant the same degree of protection against interference or obstruction afforded to federal aids (14 USC 83). If damage or vandalism occurs, a prompt report containing all available evidence can be made to the First District PATON manager. All intentional or unintentional collisions with navigation aids should also be reported to the U.S. Coast Guard.</p> <p>To prevent unintentional damage or hindrance to ATON/PATON, the boating public should avoid the following activities:</p> <ul style="list-style-type: none"> • Tying off to a buoy, daybeacon or light structure. • Anchoring so close to an aid that the aid is obstructed (hidden) from sight of another vessel. 		
J. State the Coast Guard's goal regarding unauthorized PATON	<p>Many unauthorized private aids serve important purposes, often marking hazards or providing other important information to local mariners. Such aids would normally be approved, if only the owner had bothered to apply for approval. The Coast Guard's goal is to convince the owner to comply with federal regulations instead of mandating that a PATON owner cease and desist operations. Because of daily interactions with marinas, waterfront owners, boaters and local officials associated with the waterfront, Harbormasters are in a unique position to help the Coast Guard achieve this goal.</p>		

Massachusetts Harbormaster Training Council
PRIVATE AIDS TO NAVIGATION (PATON)
INSTRUCTIONAL ANALYSIS AND PERFORMANCE OBJECTIVES

Performance Objective	Course Information
K. Identify and report an unauthorized PATON	<p>A PATON placed without the prior approval of the Coast Guard is considered unauthorized. The fact that the aid is not charted or found in the light list does not make it unauthorized. Many private aids (such as no wake or swim area buoys) are not required to be charted or advertised in the light list. If a PATON appears to be unauthorized, contact your local Coast Guard Aids to Navigation Team or the First District PATON Manager for clarification.</p> <p>The Coast Guard will try to make every effort to determine the name and address of the owner of an unauthorized PATON. Any assistance you can provide in identifying the owner will be especially helpful.</p>

Massachusetts Harbormaster Training Council

PRIVATE AIDS TO NAVIGATION (PATON)

INSTRUCTIONAL ANALYSIS AND PERFORMANCE OBJECTIVES

MODULE 4: PATON Disestablishment

Performance Objective	Course Information
A. Submit a request to disestablish a PATON using the usharbormasters.com website.	Request to disestablish PATON should be submitted using the online web based program found at www.usharbormaster.com by taking the following steps: <ol style="list-style-type: none"> 1. Log into account on website 2. Click the "Search Button 3. Search for the aid to be disestablished and select the link to edit the record 4. Go to the "Establishment Requested" Section of the PATON record and select "Dis-establish" 5. Under "Aid Duration," select the date in the "Pull" field to the date that you wish the aid to be disestablished. Remember that you must give the Coast Guard 30 days notice before disestablishing the Aid 6. Provide any applicable comments 7. Click "OK"
B. State the Coast Guard responsibilities when a request to disestablish a PATON is submitted.	Once a request to disestablish a PATON is submitted, the First District PATON Manager will publish the discontinuance of the aid in the Local Notice to Mariners. ** Class I and Class II aids only. Class III aids are generally not charted or appear in the Light List so no advanced notification is required.**
C. State the owner's responsibilities after a request to disestablish a PATON is submitted.	The PATON Owner must: <ol style="list-style-type: none"> 1. Give the Coast Guard 30 days notice before discontinuing the aid in accordance with 33 CFR 66. 2. Notify the First District PATON Manager in the event the aid remains in service after the disestablishment date.
D. State the roles of the Harbormaster in managing the PATON system.	Harbormasters play a significant role in the management of the PATON system. Many of you manage the PATON owned by your municipality. In addition, the local knowledge you possess and the relationships you have with the boating public put you in a unique position to: <ol style="list-style-type: none"> 1. Assist new and existing PATON owners in the permitting, maintenance, ownership transfer and disestablishment process. 2. Assist the Coast Guard in identifying unauthorized PATON and assisting the owner to register it properly. 3. Report discrepancies and vandalism. <p>The assistance of harbormasters in managing and improving the PATON program make a significantly positive contribution to a safer environment for the boating public.</p>