

U.S. Coast Guard Auxiliary District 7

PATON

**PRIVATE
AIDS TO NAVIGATION**

D7NS 30002.2B

JANUARY 2025

Private Aids to Navigation



PATON

Short-Range Aid to Navigation owned and maintained by any entity other than U.S.C.G. or Dept. of Defense.

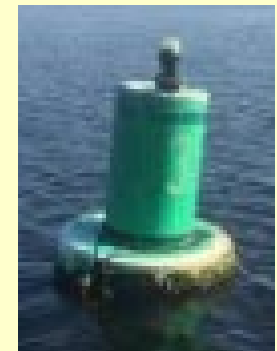
PATON are permitted by the United States Coast Guard in accordance with 33 CFR 66.01- 5



Part 66 – PRIVATE AIDS TO NAVIGATION

Subpart 66.01- Aids to Navigation Other than Federal or State

a. No person, public body, or instrumentality not under the control of the Commandant, exclusive of the Armed Forces, will establish and maintain, discontinue, change or transfer ownership of any aids to maritime navigation without first obtaining permission to do so from the Commandant.





Part 66 – PRIVATE AIDS TO NAVIGATION

Subpart 66.01- Aids to Navigation Other than Federal or State

b. For purposes of the subpart, the term private aids to navigation includes all marine aids to navigation operated in the navigable waters of the United States other than those operated by the Federal Government or those operated in State waters for private aids to navigation.





33 CFR Chapter II Part 329

Part 329 – DEFINITION OF NAVIGABLE WATERS OF THE UNITED STATES

§329.4 General definition.

Navigable waters of the United States are those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. A determination of navigability, once made, applies laterally over the entire surface of the waterbody, and is not extinguished by later actions or events which impede or destroy navigable capacity.



33 CFR § 66.01-30

§66.01-30 U.S. Army Corps of Engineers Approval

- a. Before any private aid to navigation consisting of a fixed structure is placed in the navigable waters of the United States, authorization to erect such structure shall first be obtained from the District Engineer, U.S. Army Corps of Engineers, in whose district the aid will be located.**

- b. The application to establish any private aid to navigation consisting of a fixed structure shall show evidence of the required permit having been issued by the Corps of Engineers.**



U.S. Army Corps of Engineers

U.S. Army Corps of Engineers (USACE)
APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

For use of this form, see 33 CFR 325. The proponent agency is CECW-CO-R.

*Form Approved -
OMB No. 0710-0003
Expires: 08-31-2023*

The public reporting burden for this collection of information, OMB Control Number 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. PLEASE DO NOT RETURN YOUR APPLICATION TO THE ABOVE EMAIL.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned. System of Record Notice (SORN). The information received is entered into our permit tracking database and a SORN has been completed (SORN #A1145b) and may be accessed at the following website: <http://dpcl.d.defense.gov/Privacy/SORNsIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx>


(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
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U.S. Army Corps of Engineers

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
(ITEMS BELOW TO BE FILLED BY APPLICANT)			
5. APPLICANT'S NAME First - Middle - Last - Company - E-mail Address -		8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required) First - Middle - Last - Company - E-mail Address -	
6. APPLICANT'S ADDRESS: Address- City - State - Zip - Country -		9. AGENT'S ADDRESS: Address- City - State - Zip - Country -	
7. APPLICANT'S PHONE NOs. w/AREA CODE a. Residence b. Business c. Fax		10. AGENTS PHONE NOs. w/AREA CODE a. Residence b. Business c. Fax	
STATEMENT OF AUTHORIZATION			
11. I hereby authorize, _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.			
<div style="text-align: center;"></div> <div style="display: flex; justify-content: space-between;"><div>_____ SIGNATURE OF APPLICANT</div><div>_____ DATE</div></div>			



U.S. Army Corps of Engineers

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY			
12. PROJECT NAME OR TITLE (see instructions)			
13. NAME OF WATERBODY, IF KNOWN (if applicable)		14. PROJECT STREET ADDRESS (if applicable)	
		Address	
15. LOCATION OF PROJECT		City - State- Zip-	
Latitude: °N Longitude: °W			
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)			
State Tax Parcel ID		Municipality	
Section - Township -		Range -	
ENG FORM 4345, SEP 2022		PREVIOUS EDITIONS ARE OBSOLETE.	
		Page 1 of 3	



CG 2554 Private Aids to Navigation Application

DEPARTMENT OF HOMELAND SECURITY

U.S. Coast Guard

OMB Approval: 1625-0011

Expiration Date: 05/31/2021

PRIVATE AIDS TO NAVIGATION APPLICATION

(See attached instructions and copy of Code of Federal Regulations, Title 33, Chap. 1, Part 66)

NO PRIVATE AID TO NAVIGATION MAY BE AUTHORIZED UNLESS A COMPLETED APPLICATION FORM HAS BEEN RECEIVED (14 U.S.C. 83; 33 CFR. 66. 01-5).

1. ACTION REQUESTED FOR PRIVATE AIDS TO NAVIGATION:

☐ A. ESTABLISH AND MAINTAIN ☐ B. DISCONTINUE ☐ C. CHANGE ☐ D. TRANSFER OWNERSHIP

2. DATE ACTION TO START:

3. AIDS WILL BE OPERATED:

☐ A. YEAR-ROUND ☐ B. TEMPORARILY UNTIL ☐ C. SEASONAL FROM TO

4. NECESSITY FOR AID (Continue in Block 8)

5. GENERAL LOCALITY

6. AUTHORIZING PERMIT FOR THIS STRUCTURE OR BUOY
USACE ☐ PERMIT AND/OR STATE ☐ PERMIT (Valid Permit Number)

FOR DISTRICT COMMANDERS ONLY

7. APPLICANT WILL FILL IN APPLICABLE REMAINING COLUMNS

LIGHT LIST NUMBER	NAME OF AID	NO. OR LTR (7a)	LIGHT			POSITION (7e)	DEPTH OF WATER (7f)	CANDELA (7g)	FOCAL PLANE HEIGHT (7h)	STRUCTURE	REMARKS (See instructions) (7j)
			FLASH PERIOD (7b)	FLASH LENGTH (7c)	COLOR (7d)					TYPE, COLOR, AND HEIGHT ABOVE GROUND (7i)	

CG 2554 Private Aids to Navigation Application



8. ADDITIONAL COMMENTS

9a. NAME AND ADDRESS OF PERSON IN DIRECT CHARGE OF THE AID(S)		10a. NAME AND ADDRESS OF PERSON OR CORPORATION AT WHOSE EXPENSE THE AID(S) WILL BE MAINTAINED		10b. THE APPLICANT AGREES TO SAVE THE COAST GUARD HARMLESS WITH RESPECT TO ANY CLAIM OR CLAIMS THAT MAY RESULT ARISING FROM THE ALLEGED NEGLIGENCE OF THE MAINTENANCE OR OPERATION OF THE APPROVED AID(S).	
9b. TELEPHONE NO.				10c. DATE	10d. SIGNATURE AND TITLE OF OFFICIAL SIGNING
9c. E-MAIL ADDRESS					
FOR USE BY DISTRICT COMMANDER		RECD	DATE APPROVED	SIGNATURE (By direction)	
SERIAL NO.	CLASSIFICATION OF AIDS(S)	CHART			
		LNM			

CG-2554 (05/18)

Reset

Page 1 of 5

Submit 2554 to District 7 Waterway Management (DPW)

SMB-D7-PATON@uscg.mil

Brickell Plaza Federal Building, 909 SE 1st Avenue, Miami, FL 33131-3050





33 CFR Chapter I Subchapter C Part 66

§ 66.01-5 Basic Provisions for PATONs

1. Temporary PATON in place less than six months: 2554 not required but owner must notify USCG for publication in LNM.
2. Permanent PATON – to be in place longer than six months requires an approved 2554 application.





33 CFR Chapter I Subchapter C Part 66

§66.01-10 Characteristics

The characteristics of a private aid to navigation must conform to those prescribed by the United States Navigation System set forth in subpart B of part 62 of this subchapter.

This means that PATON must conform to IALA B. Also, PATON lights must conform to statutory color and intensity standards. However, the size of fixed or floating PATON are not subject to the stipulations in the U.S. Coast Guard Aids to Navigation Manual - Administration.

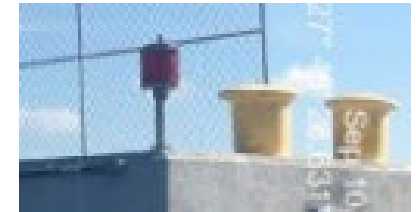




33 CFR Chapter I Subchapter C Part 66

Classes of Private Aids to Navigation §66.01-15

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.

Class III: Aids to navigation exclusive of Class I located in waters not ordinarily used by general navigation.



Discontinuance and removal of Private Aids §66.01- 25

No person or public body shall change, move or discontinue any authorized private aid to navigation required by statute or regulation (Class I aids) without first obtaining permission to do so from the District Commander.

Other private aids (Classes II & III) may be discontinued or removed following 30 days notice to the CG District Commander.



Protection Afforded to Private Aids

Private aids to navigation lawfully maintained under these regulations are entitled to the same protection against interference or obstruction as is afforded by law to Coast Guard aids to navigation.





33 CFR Chapter I Subchapter C Part 66

Transfer of Private Aid ownership §66.01- 55

When any private aid to navigation authorized by the CG, or the essential real estate or facility with which the aid is associated, is sold or transferred, both parties to the transaction shall submit application to the Commander of the CG District requesting authority to transfer responsibility for the aid.

The PATONS and their maintenance become the responsibility of the new owner!



33 CFR Chapter I Subchapter C Part 66

Penalties §66.01- 55

Anyone who establishes a PATON without U.S Coast Guard approval

or

Anyone who makes changes to a PATON without U.S. Coast Guard approval

or

Anyone responsible for the maintenance of a PATON who fails to do so

may be fined up to \$100 per PATON per day





Aids to Navigation Manual Administration

1. Private Aids to Navigation.



- a. **District Commander authorizes private aids to navigation. Where required, inspection of private aids are accomplished by the Coast Guard for Class I aids. Class I, Class II, and Class III private aids are inspected/verified by the Coast Guard, Coast Guard Auxiliary or the owner.**



COMDTINST 16500.71 02 MAR 2005

Aids to Navigation Manual Administration

1. Inspection and Verification of Private Aids to Navigation.

a. Private aids to navigation are authorized by the U.S. Coast Guard in accordance with law, and are to be maintained by, and at the expense of, the responsible parties. Inspections and verifications are to ensure that private aids are in compliance with the conditions of the private aid application.



COMDTINST 16500.71 02 MAR 2005

Aids to Navigation Manual Administration

(1) Inspection: An inspection is defined as Coast Guard personnel or Coast Guard Auxiliary performing a hands-on check of an aid to ensure the authorized hardware is installed as approved in the private aid application and that the aid is operating properly.

(2) Verification: A verification is a self-verification where the owner provides a written report to the Coast Guard stating that the aid is operating properly. It can also be Coast Guard or Coast Guard Auxiliary personnel viewing the aid from a distance and determining if the aid operates as advertised.



COMDTINST 16500.71 02 MAR 2005

Aids to Navigation Manual Administration

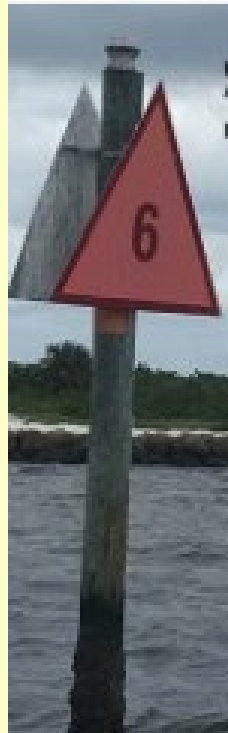
- (1) Inspection: **INCLUDES CHECKING THE LOCATION OF THE AID**
- (2) Verification: **CHARACTERISTICS AND CONDITION ARE CHECKED**



COMDTINST 16500.71 02 MAR 2005

Aids to Navigation Manual Administration

b. District Commanders shall ensure that all private aids to navigation in their areas of responsibility are inspected or verified on a periodic basis as outlined below.



- (1) New Class I private aids should be verified by Coast Guard or Coast Guard Auxiliary personnel as soon after their establishment as possible.**
- (2) Class I private aids will be verified annually.**
- (3) Class II private aids will be verified every three years.**
- (4) Class III aids will be verified every five years.**



COMDTINST 16500.71 02 MAR 2005

Aids to Navigation Manual Administration

(5) Districts should conduct spot check inspections on a representative sample of Class I private aids to ensure self-verifications are being properly conducted. Inspections should focus on those aids that are frequently discrepant or generate complaints.



Inspections/verifications by Coast Guard or Coast Guard Auxiliary members are not required for private aids except as noted in paragraph 5.B.3.b(1). *(Verify Class II every 3 years.)*



COMDTINST 16500.71 02 MAR 2005

Aids to Navigation Manual Administration

2. Use of the Coast Guard Auxiliary

- a. District Commanders are encouraged to use the Coast Guard Auxiliary for the verification or inspection of private aids to navigation to the extent that funds are available from current budgets.
- b. When using the Auxiliary, District Commanders shall ensure that Auxiliarists receive training and maintain qualifications necessary to carry out the mission.
- c. District Commanders are encouraged to use the Auxiliary to assist with the administration and review of private aid to navigation application forms and other duties that may arise from their verification/inspection of private aids.

REALITY CHECK

What is supposed to happen:

1. Owner obtains permits.
2. Owner submits as-built report with exact location of aids. CG puts correct location in Light List. NOAA adds to chart.
3. Owner moves or alters an aid then submits updated 2554 to CG. CG revises Light List. NOAA updates chart.
4. Owner sells property associated with private channel. Seller and buyer send in 2554 documenting the change of ownership. Same process if County takes over the channel.

What often happens:

1. Owner installs channel or new aids without permit.
2. Owner never sends as-built. Light List locations are based on the original 2554, not the actual, as built.
3. Owner moves or alters an aid but rarely bothers to report this to the CG.
4. Owner sells property associated with private channel. No mention of channel in the sale documents. No notice to the CG. Buyer often unaware they are now responsible for the channel.

REALITY CHECK

What is supposed to happen:

5. Auxiliary verifies one-third of Class II PATON every year.
6. Auxiliary submits reports of aids WP and discrepant.
7. All reports entered into iATONIS
8. CG contacts owners to correct discrepancies.
9. Owner makes repairs and notifies CG.
10. CG/Aux verify repair is made.

What often happens:

5. Auxiliary lacks the resources.
6. Auxiliary submits some reports of aids WP and discrepant
7. CG prioritizes Federal Aids and PATON discrepancies reported by the public to Sector. Lack resources to handle volume of Aux verifications
8. CG does not have POC for many owners and lacks resources to process all discrepancies.
9. If owner does makes repairs, they frequently do not notify the CG.
10. CG/Aux are under-resourced and not organized to check if repairs are made.

REALITY CHECK

What is supposed to happen:

Auxiliary training is focused on underway missions to verify PATON.

Owners are supposed to report correct locations of new and moved aids.

Owners are supposed to obtain permits before installing or modifying an aid.

Owners are supposed to report when they correct a deficiency.

What often happens:

Auxiliary lacks the Operations resources to fulfill this mission. Overwhelmingly, discrepancies that make it to the LNM are the result of reports from the public.

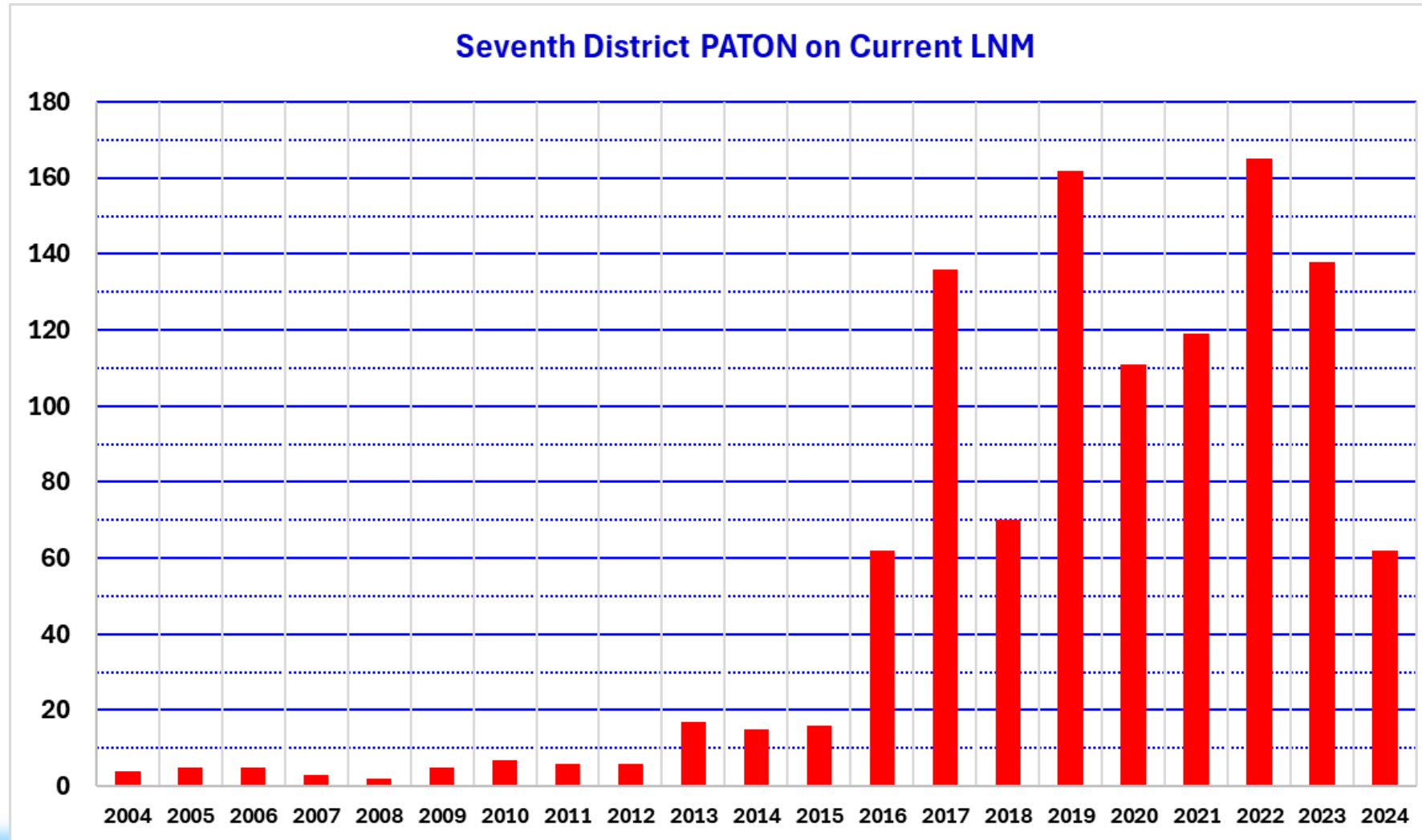
Many owners have not done this, so it devolves to the Auxiliary to determine if Private Aids are in AP.

Owners frequently fail to obtain permits or submit reports. The public does not generally report unpermitted aids. Finding and reporting unauthorized aids falls to the Auxiliary.

Owners usually do not report, and the CG/AUX lack the resources to check aids on the LNM.

REALITY in DISTRICT 7

There are 7,771 permitted PATON in D7
As of January 23, 2025, 1,105 (14%) are on the LNM

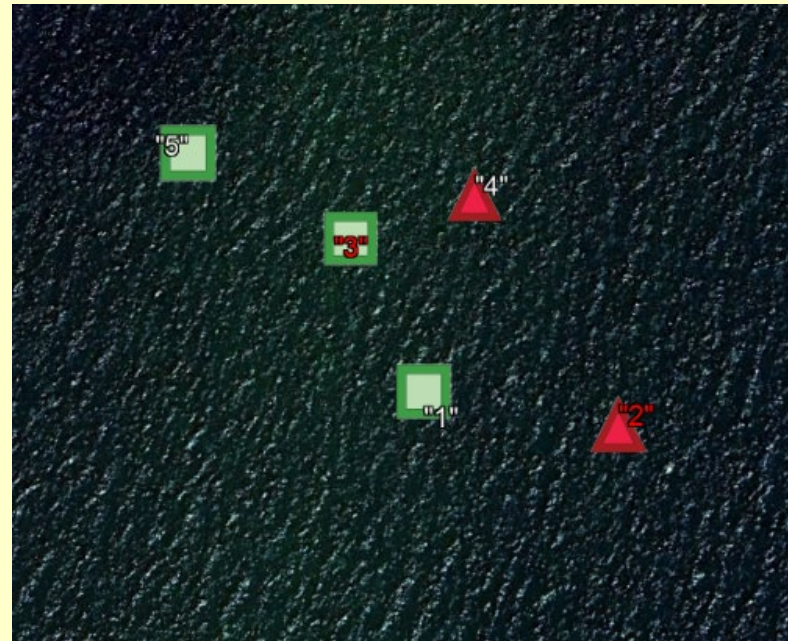


CHARTING PRIVATE AIDS

NOAA charts, including current ENC, often do not show all the Class II aids in a channel.



NOAA US5FL12M



D07.kmz in Google Earth



NOAA 11416

Class III aids are not on charts.

PATON DISCREPANCIES

3 Categories of Discrepancy:

- **LOCATION**
- **CONDITION**
- **CHARACTERISTICS**



LOCATION DISCREPANCIES

	BUOY	FIXED	DAYMARK	LIGHT	SOUND
LOCATION	OFF STATION	NOT IN AP			
	MISSING	DESTROYED			
	ADRIFT				
	NOT MARKING BEST WATER	NOT MARKING BEST WATER			
	DISCONTINUED	DISCONTINUED			

LOCATION DISCREPANCIES - BUOYS

- **OFF STATION (Not in Light List Assigned Position)**
- **MISSING**
- **ADRIFT**
- **NOT MARKING BEST WATER**
- **DISCONTINUED**



LOCATION DISCREPANCIES - BEACONS

- **NOT IN AP (Light List Assigned Position)**
- **DESTROYED**
- **NOT MARKING BEST WATER**
- **DISCONTINUED**



CONDITION DISCREPANCIES

PRIVATE AID TO NAVIGATION (PATON) DISCREPANCIES					
	BUOY	FIXED	DAYMARK	LIGHT	SOUND
CONDITION			MISSING	MISSING	MISSING
	DAMAGED	DAMAGED	DAMAGED	DAMAGED	DAMAGED
	SINKING	LEANING > 45°	DELAMINATED		
	CAPSIZED		DEFACED		
			NOT REFLECTIVE	EXTINGUISHED	INOPERATIVE
			OBSCURED	OBSCURED	
			FADED - NOT READABLE	DIM	

A PATON leaning more than **45°** is discrepant.

A Federal Aid leaning more than **15°** is discrepant.

CHARACTERISTIC DISCREPANCIES

PRIVATE AID TO NAVIGATION (PATON) DISCREPANCIES					
	BUOY	FIXED	DAYMARK	LIGHT	SOUND
IMPROPER CHARACTERISTICS	WRONG COLOR		WRONG COLOR	WRONG COLOR	
	WRONG SHAPE		WRONG SHAPE		
	NOT COMFORM TO IALA B		NOT COMFORM TO IALA B		
				WRONG PATTERN	WRONG SOUND

An aid which does not match its description in the Light List or its symbol on a NOAA Nautical Chart has an **IMPROPER CHARACTERISTIC**

HAZARDS TO NAVIGATION

Hazards to Navigation are aid discrepancies which could lead to damage or loss of a vessel and/or personal injury or loss of life.

- **Absence of aid or inability to read correctly could lead to a grounding or other accident**
- **Missing dayboard**
- **Extinguished light**
- **Lack of reflective capability or any defect preventing aid from being seen at night**
- **Damaged aid presenting a risk to passing vessels**
- **An aid which could be misleading to general navigation, for example by being confused with a lateral aid**

**Report Hazards to Navigation immediately to
Sector Operations by phone or VHF.**

PROFESSIONAL REPORTING

1. Have the Light List Number and exact name of aid.
2. Know if the aid is Federal or Private.
3. Check the aid is not already on the LNM.
4. Check the aid is not in the BNM.
5. Be ready to supply your name, phone #, and Member ID.
6. Take pictures. They can be emailed to Sector.
7. Reporting to Sector:
 - a) Triggers a BNM and LNM alerting mariners to the hazard.
 - b) Creates an actionable item for the ANT.

22430
District: 7
XREF: 60310
Name: Tampa Bay Skyway Pier
Northeast Light
Type: PA
Latitude: 27-37-19.945N
Longitude: 082-39-20.235W
Characteristic: F R
NightDay: NIGHT
Structure: On dolphin.
Chart No: 11411
Summary: LT EXT
BNM Reference: 994-18 STP
LNM Week: 42/18

AIDS NOT IN THE LIGHT LIST

Report these aids as either:

- **Unauthorized –or- Not in Light List (Report according to your ANT directions).**
- **Unauthorized aids can have other deficiencies which should be reported in the same manner as permitted aids.**



OFF STATION



AP: 27-56-24.900N 082-25-5.900W

FIX: 27-56-22.000N 082-25-7.000W

FIX TO AP DISTANCE: 310 FEET

AID IS OFF STATION

MISSING



STRANDED



If a buoy is stranded AND missing from its AP, then the discrepancy is the **BUOY IS MISSING**.

Report the location and description of the stranded buoy to Sector so that it may be salvaged.

ADrift



NOT MARKING BEST WATER



Charted depth at MLLW: 20 feet

Measured depth adjusted for tide to MLLW: 4 feet

Shoaling observed for 100 ft up and down channel on the west side.

AID IS NOT MARKING BEST WATER

DAMAGED



SINKING



CAPSIZED



WRONG COLOR



This aid is a CAN with an ODD NUMBER

It therefore should be GREEN

This aid is the **WRONG COLOR**

This aid does **NOT CONFORM** to IALA B

This aid has IMCH – Improper Characteristic

WRONG SHAPE



3

These are Green Nuns.

Green Nuns do conform to IALA B or the U.S. system.

A GREEN NUN is the **WRONG SHAPE**

Oops – bad analogy

3



IMPROPER CHARACTERISTIC



This is a junction / preferred channel mark with **RED** being the preferred side.

It therefore should be a **TRIANGLE**

This aid is the **WRONG SHAPE**

This aid does **NOT CONFORM** to **IALA B**

This aid has **IMCH** – Improper Characteristic

NOT IN AP



AP: 27-55-56.720N 082-41-36.990W

FIX: 27-55-55.500N 082-41-35.500W

FIX TO AP DISTANCE: 182 FEET

AID IS OFF STATION

DESTROYED - HAZNAV



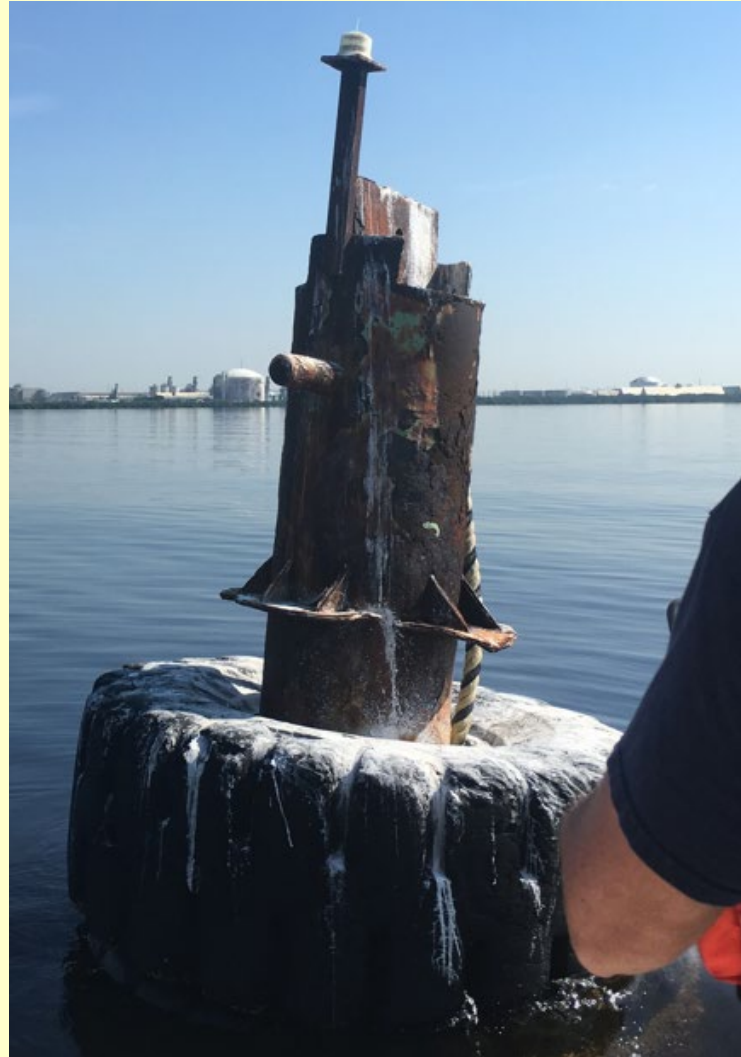
DESTROYED - HAZNAV



NOT MARKING BEST WATER



DISCONTINUED


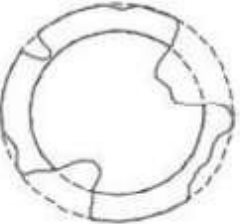
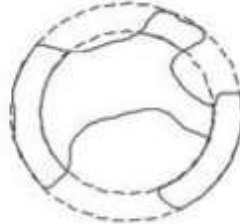
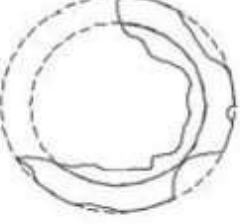


DAMAGED




DAMAGED – PILE CONDITION

Timber Pile Condition Rating

TIMBER PILE CONDITION RATING	CONDITION RATING	DEFECTS	LOST MATERIAL	SURFACE & INTERIOR	BORER DAMAGE	ABRAISON DAMAGE
	1	NO DEFECTS	< 5%	Sound surface material	No evidence	
	2	MINOR DEFECTS	5 - 15%	Sound surface material	No evidence	Minor
	3	MODERATE DEFECTS	15 - 45%	Significant loss of outer shell	Some evidence	Significant
	4	MAJOR DEFECTS	45 - 75%	Significant loss of outer shell & interior damage	Severe	Severe
	5	SEVERE DEFECTS	> 75%		Severe	

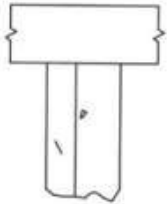
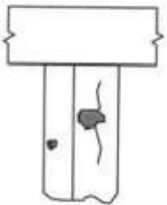
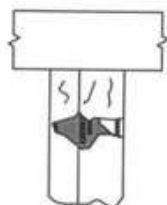
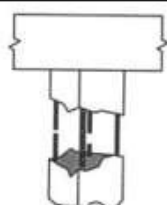
DAMAGED – PILE CONDITION

Steel Pile Condition Rating

	CONDITION RATING	DEFECTS	SURFACE MATERIAL	CORROSION	LOSS OF SECTION
STEEL PILE CONDITION RATING	1	NO DEFECTS	SOUND < 10% COATING DETERIORATION	NO SURFACE RUST OR PITTING	
	2	MINOR DEFECTS	10 - 20% COATING DETERIORATION	LIGHT SURFACE RUST LIGHT PITTING	
	3	MODERATE DEFECTS	WIDESPREAD COATING DETERIORATION	RUST THAT IS LOOSE & FLAKING WITH SOME PITTING - CAN BE REMOVED WITH SOME EFFORT USING SCRAPER OR CHIPPING HAMMER	MEASUREABLE BUT NOT SIGNIFICANT
	4	MAJOR DEFECTS		REMOVAL OF SCALE REQUIRES INCREASED EFFORT USING SCRAPER OR CHIPPER HAMMER	INCREASED LOSS
	5	SEVERE DEFECTS		HEAVY, STRATIFIED RUST OR SCALES, EXTENSIVE PITTING REMOVAL MAY REQUIRE MECHANICAL MEANS	SIGNIFICANT LOSS

DAMAGED – PILE CONDITION

Concrete Pile Condition Rating

CONCRETE PILE CONDITION RATING	CONDITION RATING	DEFECTS	SURFACE		CRACKS	CHIPPING & SPALLING	CORROSION	
	1	NO DEFECTS	Good original surface	Hard material	Hairline cracks			
	2	MINOR DEFECTS	Good original surface	Hard material	Minor cracks or pits	Small chips or popouts	Slight rust stains	Corrosion of the wires
	3	MODERATE DEFECTS	Limited spalling of concrete	Softening of concrete	Reinforcing steel ties exposed	Popouts or impact damage	Rust stains along rebar	Minor corrosion of exposed rebar
	4	MAJOR DEFECTS	Spalling of concrete results in 10-15% loss	Widespread surface disintegration	Deep wide cracks along rebar	Large spalls 6 inches or more wide	Major rust stains along rebar	
	5	SEVERE DEFECTS	More than 15% loss of concrete					Exposed rebar with 50% loss of steel section

LEANING > 45°



DAYBOARD(S) MISSING



DAYBOARD DAMAGED



DAYBOARD DAMAGED



**Loose and
hanging at
an angle**

DAYBOARD BACKING



Dayboard Backing Material

DELAMINATION should not affect $>25\%$

Material should not be ***warped*** so it impairs recognizing and reading the aid

Mounting points should not be softened or deteriorated to the extent the board might come loose in a storm.



DAYBOARD SURFACE



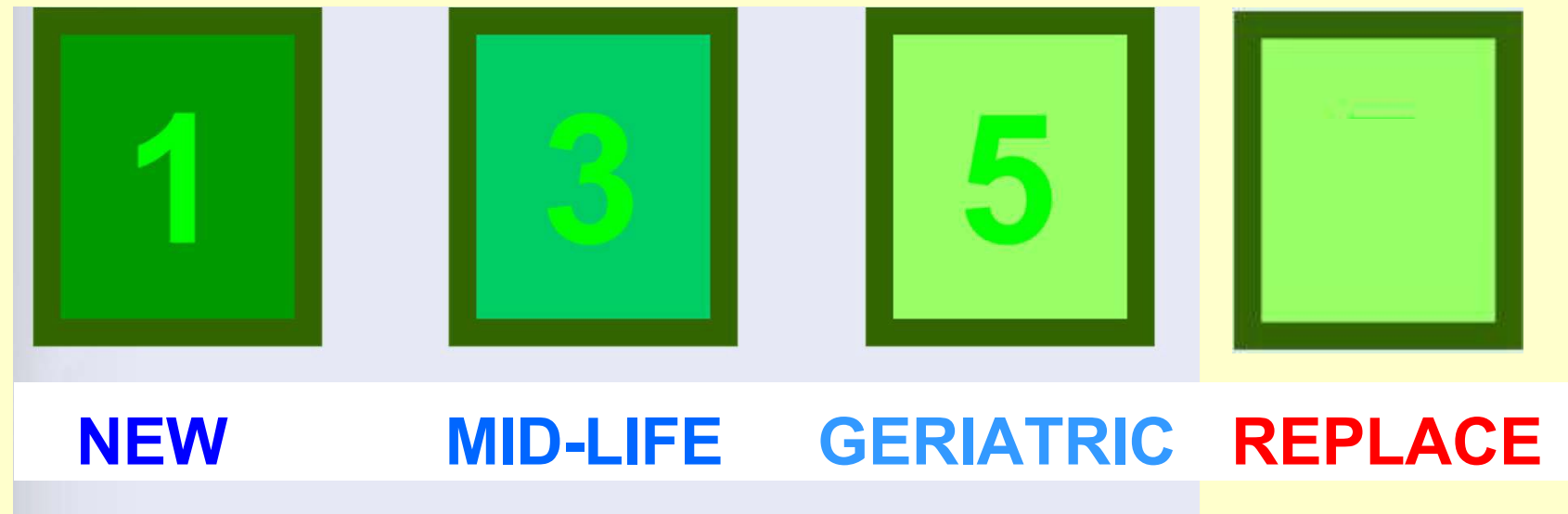
DELAMINATION of the film
should not affect **>10%**

Material should not be ***cracked, checked, or abraded*** with a dull or roughened surface

Attached material should not have ***peeled off*** **>10%** of the surface area



DAYBOARD FADED - UNREADABLE



DAYBOARD DEFACED



NOT REFLECTIVE

Red retro-reflective tape around the edges



Number is reflective and same color as edge tape

DAYBOARD OBSCURED



DAYBOARD UNREADABLE



DAYBOARD WRONG COLOR



DAYBOARD WRONG SHAPE



DOES NOT CONFORM TO IALA B

This aid has IMCH – Improper Characteristic

LIGHT MISSING



1210 NORTHWEST CAPE LIGHT 4

Fl r 2.5s

TR on pile

LIGHT DAMAGED



LIGHT DISCREPANCIES

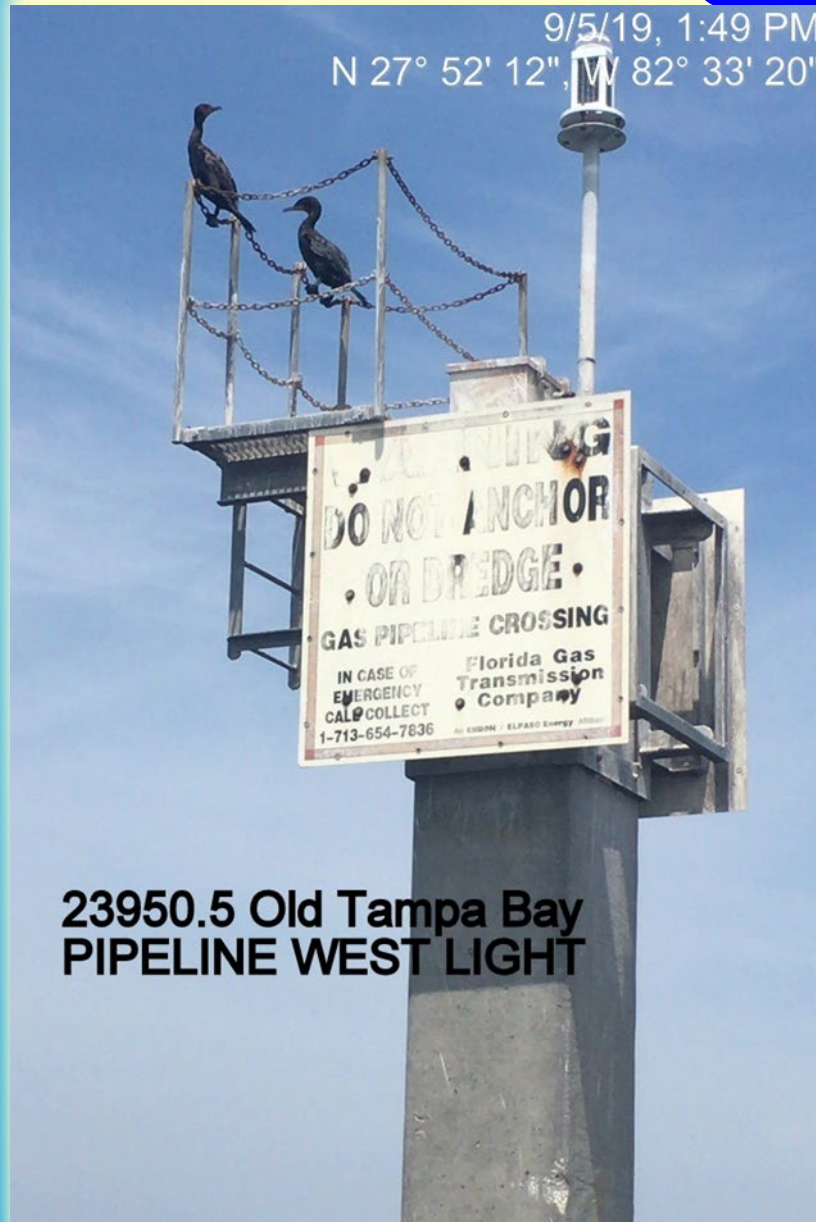


Lights can only be checked at night, after first verifying the aid in daylight.

Any of these discrepancies may be observed:

- Light extinguished
- Light is dim (Aux can only report this subjectively)
- Light is wrong color – does not match Light List or IALA B (IMCH)
- Wrong Pattern – does not match Light List

SIGNAGE DISCREPANCIES



Warning signs must be legible

The examples that follow are all PATON



**Standards for PATON are less stringent
than for Federal Aids**

DISCREPANT



DISCREPANT



DISCREPANT



WP



DISCREPANT



WP



WP



DISCREPANT



WP



DISCREPANT



WP
(if grandfathered)



DISCREPANT





PATON

Questions?

WE

Save Lives

US COAST GUARD AUXILIARY