



Homeland Security

U.S. Coast Guard Auxiliary
District 11 Northern Region

Serving Northern California, Nevada, Utah



Vessel Safety Check Newsletter

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This newsletter is the publication of the U.S. Coast Guard Auxiliary, District 11NR - Vessel Safety Check program and published at no cost to either the Coast Guard or the Coast Guard Auxiliary. This newsletter will be distributed in PDF format electronically to each Vessel Examiner in D11NR with a CURRENT email. It can also be found on the D11NR website. It will be published on January 1st and each month starting with April and ending with October. Disclosure of the personal information contained in this publication is subject to the provisions contained in the Privacy Act of 1974. As a matter of policy, roster of names, addresses, email address and telephone numbers shall not be made available to the general public or any outside organizations. This newsletter is a team effort by the DSO-VE staff and is responsible for its content. If you have anything suitable you think should be included that others would benefit from, please send it to Mike Lauro. It may be discontinued at any time by the DSO-VE.

DSO Comments

By Mike Lauro



As we approach the dog days of summer, in spite of the low water and extreme heat in many areas, there are still plenty of opportunities to plan MANY VSC activities. As you all know, "The mission of the Coast Guard's Recreational Boating Safety program is to minimize the loss of life, personal injury, property and environmental impact associated with the use of recreational boats." The Vessel Safety Check program helps achieve voluntary compliance with both federal and state safety laws regarding the carriage of safety equipment. As a result of our unique relationship with the Coast Guard, in many instances the public perceives us as the Coast Guard and the public looks to us as experts in this field. In many areas of the District like Nevada and Utah, we ARE the Coast Guard! As a result, we have the

opportunity and the responsibility to share our knowledge with the boater about the benefits of having the correct safety equipment. So, be professional, informed, prepared, courteous, and properly dressed in the uniform of the day. In addition to checking for the proper equipment, our responsibility extends to how to use the safety equipment properly. You should also share your local and ACCURATE knowledge of the "California ABC's of Boating", "The Highlights of Utah's Laws and Rules Pamphlet", and "The Nevada Handbook of Boating Laws" all found on your D11NR VE website:
<http://rbsafety.d11nuscgaux.info/ve.html>. Nothing looks worse than not knowing the answer to a question or even worse, providing the wrong answer! Be prepared to reinforce your answer by showing it in your current state rules booklet or the Federal Requirements Booklet. This helps give you credibility with the boater. If the vessel passes

the VSC, affix the decal on the PORT side of the vessel, shake the boaters hand and thank them for their time. If the vessel fails, also shake the boaters hand and explain why it failed. If possible you may be able to help the boater pass. It may only take a ski flag, fuse, light bulb or something else simple that you carry with you. Even if you're not able to make the vessel compliant, your efforts show that you care. Rather than have the boater continue on their outing ill-equipped, suggest a quick trip to the marina store, Wal-Mart or K-Mart to purchase that type IV or properly fitting lifejacket, anchor or other vital piece of missing equipment. Additionally, don't allow the exam to continue more than 10-15 minutes at the ramp. Remember, not all VSC's are the same. At the marina slip where you've been invited aboard a larger vessel while wearing your PFD, it may take 20-30 minutes to complete the VSC. At the ramp, be considerate, not only of the boater receiving the VSC, but the next one in line. If the waiting boater can see that the exam only takes a few minutes, they'll be willing to wait their turn. Remember, they are there to enjoy an outing on the

water and you want them to have a safe outing. You may have them for a VSC today, what about the next time? We as vessel examiners must politely educate the boaters about the local laws of our individual states and the Federal Requirements as they pertain to the Vessel Safety Check. But, above all, please don't preach to the boater.

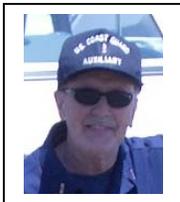
Finally, make it clear that you can help reschedule an exam with the boater, even if they live out of your geographical area. It's all part of the service we provide!

So, let's get a crew together, get out new PFD's, banners and other equipment and schedule a VSC station to help out the boater-that's what we agreed to do when we joined the Coast Guard Auxiliary!

Being a Vessel Examiner is HARD WORK, but at the end of the day, it's rewarding work! You'll never know about the lives you may have saved.... Remember to help support the national "WEAR IT!" campaign while wearing your PFD while working the docks on National Marina Day on August 9th. As always, your comments are welcome.

ADSO Comments

By Joaquin Duran



This month's comments deal with backfire flame arresters. All gasoline engines in enclosed compartments including PWC's must be equipped with an acceptable means of backfire flame control. Outboard motors are exempt. Another exception is an in board engine in a vessel of "open construction"

with the carburetor above the gunnels. This engine may have an air scoop and if there are passenger seats in the immediate area, the scoop should be pointed to the rear. The flames must be dispersed to the atmosphere outside the vessel in such a manner that the flames will not endanger the vessel, persons on board, or nearby vessels and structures. Flame dispersion may be achieved by

attachments to the carburetor or location of the engine air induction system.

However, installations consisting of backfire flame arresters approved by the USCG are also acceptable. A USCG approved flame arrester bearing basic Approval Numbers 162.015 or 162.041 or engine air and fuel induction systems bearing basic Approval Numbers 162.015 or 162.042 or SAE J-1928 or UL 1111 and marked accordingly may be used as long as they are serviceable and in good condition. All attachments shall be of metallic construction with flame-tight connections and firmly secured to withstand vibration, shock, and engine backfire. A gasoline engine utilizing an air and fuel induction system, and operated without an approved backfire flame arrester, must either include a reed valve assembly or be installed in accordance with SAE J-1928-an arrangement of the carburetor or engine air induction system that will disperse any flames caused by the engine backfire. While performing the VSC on larger vessels,

verify that gasoline powered generators also has a properly installed backfire flame control on the carburetor and with appropriate approval number. Determine that the control grid and housing are securely attached to the inner housing, and that the latter is securely attached to the air intake. All elements shall be clean. No damaged elements, cracked housings or fittings are acceptable. Ensure the flame control approval number is clearly visible. If possible, look or CAREFULLY feel under the cowling to determine the arrester is present and free from excessive dirt. If necessary, advise the boater to clean the arrester on a regular basis or according to manufacturer's instructions. A commercial cleaner made for that purpose can be used, although often times soap and hot water will do. Fuel injected engines without carburetor still require a backfire flame arrester over the air intake, because exhaust valves can allow backfire into the air chamber and cause fire or explosion. However, they may not be visible. As always, your comments are welcome.

 **Sailing Lingo Question-** Answers can be found in another location in the newsletter

Are you an expert sailor?

1-What is a **YAWL**?

- a. A three masted vessel
- b. A Southern boat
- c. A two masted vessel

2-"**Flotsam**" is:

- a. Any part of the wreckage of a ship or her cargo which is found floating on the surface of the sea.
- b. A small town in Germany known for its pastries.
- c. A dyslexic interpretation of the word "iflostma".

Congratulations!

Congratulations to the following examiners who have performed 20 or more VSC's during 2008*:

Robert W. Hendry	01-02	Diana R. Serchia	01-07
Lonny B. Singer	03-09	Michael A. Rafatti	10-02
Von C. Webber	10-05	Keith A. White	11-03
Victor Beelik	11-04		

This brings our total to 41 examiners reaching this plateau! This is approximately 15% of the total District examiner base. 2007 had 35 examiners or 13% at this time. Where's your name?

PLEASE be certain that all stats are reported MONTHLY using the CURRENT Form 7038 to your FSO-IS so you and your unit(s) will receive proper credit.

*Statistics as shown in AUXINFO thru July 2008

VSC Questions - Answers can be found in another location in the newsletter

1-In checking a vessel's electrical installation, which of the following would be cause for withholding the VSC decal?

- Wiring harnesses that are routed high in the bilge and held in position with plastic wire ties.
- Wiring that uses manual reset circuit breakers instead of fuses.
- Switches and fuse or circuit breaker panels exposed to rain or spray.
- All of the above.

2-You are checking a brand-new 19' open fishing boat with twin 90 HP outboard motors. The owner has purchased the "Coast Guard Kit" from the dealer. When you check the batteries you see that they are in their own enclosed compartment along with the battery switch. Can you issue the decal?

- Yes, since the owner has the Coast Guard Kit it is obvious that they have serious concern for the safety of the boat and passengers.
- Yes, as long as the batteries are secured and the terminals are covered.
- No, having batteries in an enclosed compartment is dangerous since batteries need to vent excess hydrogen.
- No, a Coast Guard Kit has nothing to do with batteries and therefore is the owner's way of directing the VE away from this dangerous condition.

VSC Calendar

If you have a planned event and would like it list here, send an email at least 45 days prior with a brief description to: sumfun@juno.com

-National Marina Day-August 8th

-Vessel examiner Class at the PCA Fair August 16th and 17th-Coast Guard Island

Division Spotlight-Division 10

Division 10, by virtue of its centralized location between the Delta and the Sierra



Nevada foothill lakes and its HARD working dedicated vessel examiners has consistently been the top VSC producer in D11NR and consistently among the top 5 Divisions Nationally! As many members may have come to think, this is NOT a one-man show! Over the years, this is truly been a TEAM effort. It all started 50 years ago when Phil Fleisig started performing CME's (Courtesy Marine Examinations). In addition over the years,

many examiners such as Al Boyden, John Paval, Bill Sharp, Alex Rider, Billy Ray, John Hunt, Phil Grove, Tony Leonardi, Andy Stathos and of course Mike Lauro have all been and many continue to be top producers and anchors for the Division. EVERY year since 2002 through 2007, WELL-OVER over 30% of the total VSC's produced in D11NR were performed in Division 10! * A huge monumental feat of consistency!

You may ask, how does Division 10 consistently produce these statistics year after year? ONE VSC AT A TIME and HARD WORK!

In addition to many working yacht clubs, special events, and rental agencies throughout Delta, each Flotilla has "adopted" a specific lake or a ramp and makes a regular monthly commitment to that facility. Recently, the Flotilla 10-02 crew "adopted" Lake Don Pedro. The Flotilla 10-03 crew has adopted New Hogan Lake and New Melones. And Flotilla 10-05, in addition to special VSC events has adopted Millerton Lake. For several years



prior, John Hunt also worked Millerton Lake. Phil Grove had been performing VSC's at Pine Flat Lake at least once if not twice a month for 5 years. Billy Ray worked the west Delta. Al Boyden, in addition to working the Stockton Sailing Club also worked many other yacht clubs. In addition working many yacht clubs, John Paval has been a permanent fixture at Buckley Cove for the past 10+ years. For the past 5 years, Tony Leonardi and Alex Rider have worked various marinas on the "Delta Loop" area and Brannon Island. Bill Sharp, after 30 years in the Auxiliary performing VSC's continues to follow Mike Lauro around working many yacht clubs, special events and supports Flotilla 10-02 monthly efforts at Don Pedro. In addition to special events, making house, marina, and yacht club calls, Mike Lauro has been working a regular schedule at Lake Camanche for over 10 years-at least twice a month-many times more!

As you can see, Division 10 has had a VSC (CME) program that each and every Division Captain and Flotilla Commander along the way can be proud of! Next time you see a Division 10 Vessel Examiner, be sure to give them a BRAVO-ZULO on a job well done! I'm certain that ANY examiner with prior notice would be invited to participate at any Division 10 or Flotilla VSC event to see how it's done!



*Source: AUXINFO-July 2008

Top photo: VSC station Lake Camanche-March 08

Middle photo: George Cusack @ Paradise Point-April 07

Bottom photo: Tony Leonardi @ Paradise Point-April 07

Welcome Aboard and Welcome Back!

Correction: Neil Sliva's name was in correctly spelled in the July Newsletter. It is corrected below.

Alan Wong	01-07	Michael Pelonio	03-09
Terri Linn*	10-02	Robert S. Stack*	08-08
Cameron L. Linn*	10-02	Neil Sliva	10-05
John Ferretti	10-05	Richard Kishpaugh	11-05
Richard Niemi	12-21	Arnold Corbett	12-21
Georgianna Scheurman*	12-91	Richard Scheurman*	12-91

***Re-certification**

With the addition of these 12 new and re-certified examiners for 2008, our examiner base total is now 275 active examiners! This represents about 18% of our total District membership. This information is supplied by the Director's office, as examiners are qualified.

National and District

District News

-Please pass the word that registration ends August 10th for the Vessel Examiner class at the PCA Fair a over the weekend of August 16th and 17th and the fee is now \$10.00. This is still a great bargain and is an excellent opportunity for new members to get started in the Auxiliary. The 2-day class includes the final exam and a VSC demo on a vessel. A power-point presentation and many handouts will be provided. The member is required to bring a copy of the VSC Manual which is available for download on the D11NR Vessel Examiner website:

<http://rbsafety.d11nuscgaux.info/ve.html>

In addition the member needs to review the material prior to class. Additional arrangements can be made at the class to perform the 5 VSC's to complete the qualification. If there are any questions, please have the member contact me at: sumfun@juno.com.

-The new Vessel Examiner pfd's have arrived! Each Division Captain will be distributing them soon to Flotilla Commanders for distribution to current Vessel Examiners and explaining the accountability. They are red with the "Wear it" logo on the front and manually inflate.

However, there appears to be some confusion regarding the inflatable life jackets issued over the past two months.

1-The intent of the distribution was to provide Auxiliary vessel examiners, public education instructors and public affairs personnel with a means of educating the recreational boating public by example. They should be worn to illustrate the comfort and ease of operation.

2- These are manually activated inflatable life jackets. The CO 2 cylinders are already installed for activation.

3-The life jackets are the property of the Coast Guard and are only on loans similar to the personal protection equipment we received. There are NO maintenance funds. If a cylinder is discharged it will need to be replaced by the individual, their unit or the CG.

4-THIS IS A ONE TIME ALLOCATION.

-Phil Grove DSO-PV has announced that he will have a $\frac{1}{2}$ day Program Visitor class at the August PCA Fair. For more information about the class and scheduling, you can contact Phil at: groventer@aol.com.

-In the continuing evolution to provide information to assist both the new and experienced vessel examiners, there have several NEW additions and updates on YOUR Vessel Examiner website: <http://rbsafety.d11nuscgaux.info/ve.html>.

National News

-ORION becomes a USCG Auxiliary Recreational Boating Safety partner.

Due to the efforts of the National Boating Department, ORION, in conjunction with the USCG Auxiliary, has developed a Safety Awareness program for CG Auxiliary Vessel Examiners. On-line visual distress signal (VDS) training is available at the SHOP AUXILIARY, member's only web site. By viewing the on-line training, each vessel examiner is eligible to receive a free VE kit.

The kit includes Vessel Safety Check (VSC) event posters, brochures, a VDS training card, and discount coupons for each VSC customer. In addition, vessel examiners can earn points to obtain additional ORION VDS products.

Go to <http://shopauxiliary.com>.

- Click on "Members Only" & logon using your edirectory password.
- Click on the Orion logo.
- View the Orion Demo Training Video.
- Take the quiz following the video. Be sure to complete your full contact info on the quiz form.

The materials listed in the VE kit are also available from the Auxiliary National Supply Center.

For a color brochure on this item, go to http://safetyseal.net/pdf_files/ORION-Announcement.pdf

They are providing materials to help educate the boater with regard to pyro VDS. The following materials are available at ANSC:

- ANSC#3024 - Pamphlet, Saved by the Signal (Visual Distress): A four-page pamphlet that summarizes Coast Guard Visual Distress Signal (VDS) requirements, a safety check list, the types of VDS and a true story: "A Flare for Rescue"
- ANSC#3025 - Pyrotechnics Distance (Visual Distress) laminated two sided: An 11" X 9" teaching aid. Contains a Marine Visual Distress Signal (VDS) Guide, and performance characteristics for various types of VDS.
- ANSC#3504 - Poster, Vessel Safety Check (NO Change to current description)

The above materials are also available to VEs by reviewing a VDS training clip on the SHOP AUXILIARY web site.

Source: Pete Urgola DC-V

-Boat Fatalities drop to Near-Record Low. "Boating fatalities in 2007 dropped to their lowest number in three years and third lowest ever, according to figures published by the Coast Guard's Office of Boating Safety. There were 688 boating deaths last year, down from 710 in 2006. In 2004, boating fatalities hit an all-time low of 676-the least number ever recorded since records were 1st kept in the early 70's. By comparison, in 1973 some 1,754 boaters died in accidents. Overall, the trend has been downward for more than 30 years. More information is available in the July 2008 issue of BOAT/US Magazine."

Source: BOAT/US-July 2008

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Answer to Sailing Lingo Question:1-"c"

Answer to Sailing Lingo Question:2-"a"

Answer to VSC questions:

Question 1-"c" See page 27 of the VSC Manual

Question 2-"b" See page 27 of the VSC Manual



Let's work together for our safety and the safety of others by setting an example and wear our lifejackets while performing VSC's especially when working around docks and when climbing aboard large vessels!

