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 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



Early August will bring another opportunity for vessel examiners to partner with the marine industry. Here's an opportunity to

bring greater awareness of the **VESSEL SAFETY CHECK** program and **RECREATIONAL BOATING SAFETY** in general, to the marine retailers and the general public. The Association of Marina Industries has designated August 8th as the 8th annual "**NATIONAL MARINA DAY.**" The goal of National Marina Day is the education of politicians, civic leaders, and the public about the important role the marina industry plays in cities and towns across the nation as family-friendly gateways to boating and stewards of the environment."

"Without local marinas, access to our waterways would be reduced," said Jim Schofield of Boat/US a few years

back. "National Marina Day helps spotlight the important role these facilities play on the waterfront. Marinas are gateways to boating for millions but they also help safeguard our environment, serve as education centers, are economic engines and are a vibrant part of the community providing a variety of recreational activities."

Last year, inspite of the "Big Cat Poker Run" planned on the same day, 12 marinas in D11NR and over 250 marinas nationwide participated in this event. Dozens of Boat/US Cooperating Marinas locally here in D11NR will once again be participating. Events may include: parties, open houses, youth events, fishing rodeos, boating safety demonstrations, boating safety classes and Vessel Safety Checks.

Select a marina near you and make a contact NOW. Please don't wait to be invited at the last minute. It seems each year, I receive last minute

requests by many marinas wanting vessel examiner participation with VSC's and safety booths. Offer to be on site early in the morning and plan and set up a nice PA info booth. The local marina that I participate at fully supports this day. About a month prior to the event, I supply VSC flyers that will be posted throughout the marina and mailed to slip renters. In addition to inviting my

participation, they also invite the local sheriff and Power Squadron. They provide live music and a no cost BBQ to marina slip renters and guests. Your local marina may not participate to this degree, but I'd bet if you offered flyers, a safety booth and VSC's, they'd make space at the event. Marina operators want to participate in boating safety. As always, your comments are welcome.

ADSO Comments



When equipped with lights, recreational vessels are required to display navigation lights when operating

between sunset and sunrise, and other periods of reduced visibility. Lighting requirements for every description of watercraft are outlined in the Navigation Rules. When conducting a vessel safety check whether on a trailer or at the marina, you should have the operator test them for proper functioning and to verify visibility. Sidelights that meet the rules are designed to cover an arc of the horizon, or sector, of 112.5 degrees. Intensities are required to attain a visible range of 1 mile for vessels less than 12 meters (39.4 ft.) and 2 miles for vessels 12 meters or longer. These fixtures are designed for intensities to decrease and reach practical cutoff between 1 and 3 degrees outside their prescribed sector. Sidelight fixtures must be installed parallel with the fore and aft centerline of the vessel and

arranged to show an unbroken light from right ahead to 22.5 degrees abaft the beam, a total sector arc of 112.5 degrees.

Sidelights that are installed in the contour of the bow without providing a mounting surface tooled to be parallel with the fore and aft centerline of the vessel is not in compliance with the Inland or International Navigation Rules. Additionally, most flush mounted sidelights installed **below** the vessel's rub rail are also not in compliance. Navigation Rules require sidelights be installed above the uppermost continuous deck. Therefore this configuration would not be in compliance. When separate red and green sidelight fixtures are used, the masthead or all-round white light, whichever configuration is installed, must be located as close as practical to the vessel's fore and aft centerline. For vessels less than 12 meters in length, the masthead or all-round light may be displaced from the fore and aft centerline providing that the sidelights are contained within a common fixture and mounted on the vessel's fore and

aft centerline. The masthead or all-round light must be installed at least one meter (3.3 ft.) above the sidelights. Sailing vessels under 23 ft may carry an electric torch or lighted lantern showing a white light that should be displayed in sufficient time to prevent collision. Vessels under oars must have ready at hand an electric or lighted lantern showing a white light to be displayed to avoid collision. Prior to 2003 and depending on the manufacturer, the anchor light may **NOT** operate independently of the Nav. lights. After 2003, power-driven vessels and sailing vessels must be able to display anchor white lights for use while at anchor that operate independent of the navigation lights. In addition, sailboats under power must exhibit lights for a power and sailing vessel. Vessels under 23 ft are not required to display anchor lights unless anchored in or near a narrow channel, fairway or where other vessels navigate.

When conducting the VSC, check for

Bet You didn't Know...

Why is there a bulb on the bow of ships?

The bulges are hollow and most are empty-their only purpose is to reduce hydrodynamic resistance of the hull. The gain in speed was discovered by accident. During World War II, a certain number of American warships were equipped with sonar to detect German submarines. Sonar (**SO**und **NA**avigation and **R**anging) consists of emitting a sound signal in the water and listening for its returning echo. The position of the detected object is calculated from the direction of the echo and the time it takes to bounce back. Anyway, to prevent the noise of the engine, props, and bow wake from interfering with the reception of the echo, the sonar equipment was installed inside a bulb in front of the bow. It was soon noticed that water flowing around the bulb interfered with the bow wave, reducing its amplitude and, correspondingly, its resistance. Vessels thus equipped gained considerable speed or saw their fuel consumption decrease. Hard to believe, but the fuel consumption improved 10-15%! So, with such a little expense most merchant ships constructed after 1970 are equipped with bulbs, but minus the sonar equipment.

cracked and discolored lenses, inoperative lights (suggest carrying spare bulbs), or improper configuration. Older vessels with a "blue" lens should also have a "yellow" bulb, not a "white" bulb to create a "green" light. Lights installed in boats under 16 ft must be properly configured and in working order, even though these boats DO not require lights to be installed per se; but if installed they must work properly. All around lights may not be obstructed more than six degrees by canopies, masts, etc. Also remember to verify that portable battery powered lights have sufficient power. If the boater is frequently out at night, you may suggest frequently changing batteries and also carrying fresh spare batteries.

More information is available in the VSC Manual, Navigation Rule booklet, Federal Requirements Booklet, your local state boat law booklets and other resources. Easy access to these can be found on the District VE website:

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

Congratulations!

Congratulations to the following examiners who have performed 20 or more VSC's during 2009*.

William W. Burns	01-07	Stephen R. Salmon	01-07
Robert E. Smith	05-01	Ronald A. Kram	05-05
Joyce W. Bell	07-08	Donald W. Robertson	07-08
Thomas B. Henderson III	11-01	Victor Beelik	11-04
Fred A. Goodwin	12-03		

This brings our total to 38 examiners reaching this plateau!! This is approximately 13% of the total District examiner base. 2008 had 34 examiners or 12% 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 June 2009

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

1-When checking a 22' sailboat with no propulsion machinery, you notice that it is not equipped with any navigation lights. Is the boat eligible for the VSC decal?

- No, even though it is a sailboat, it must be able to display the proper navigation lights.
- No, sailboats are very slow and cannot easily get out of the way in the event of a possible collision. With out navigation lights other boaters won't see them.
- Yes, but the owner must carry an electric torch or lighted lantern showing a white light that should be displayed in sufficient time to prevent a collision.
- Yes, sailboats are specifically exempted from any requirements to carry navigation lights.

2-If you are checking a 25' sailboat equipped with propulsion machinery, what navigation lights must it be able to display for award of the VSC decal?

- The light configuration for a sailboat only.
- The light configuration for a powerboat only.
- The light configuration for both a sailboat and a powerboat.
- Either sail or power (at the owner's choice), both not both.

Welcome Aboard and Welcome Back!

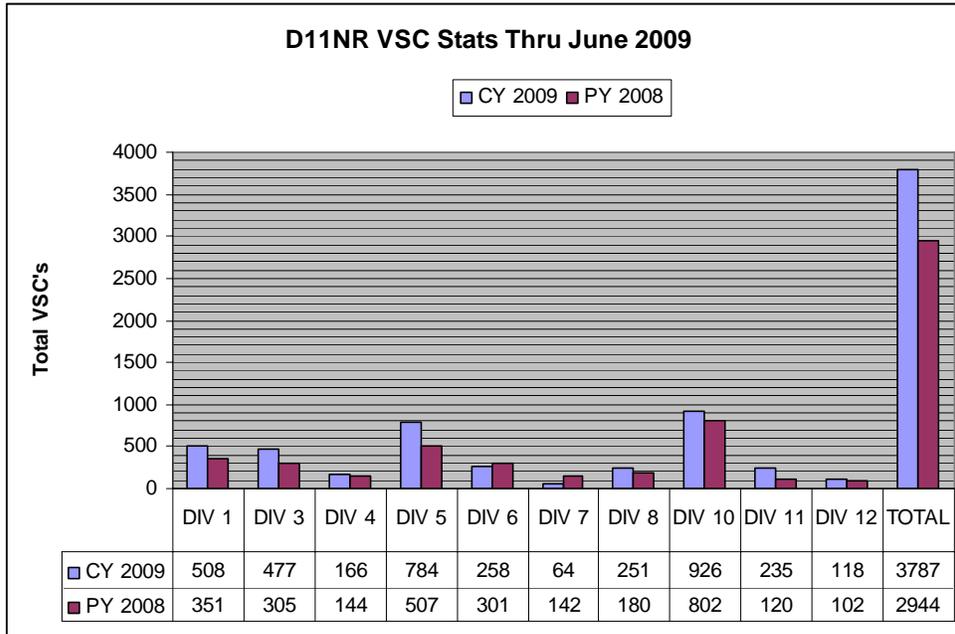
Patrick M. Wasley	01-05	Heatherrene E. Porterfield	05-01
Craig S. Hartman*	05-02	Gretchen L. Diekmann	05-05
Herman J. Diekmann	05-05	Ralph B. Bettman	06-01
Don E. Kirk II	07-03	Harold A. Hauck*	08-07
Donald L. Pierce	10-05	Jerry L. Gilmore	11-01
Thomas B. Henderson	11-01	Donald A. Epstein*	11-01
James S. Van Fleet*	12-03		

***Re-certification**

With the addition of these 13 new and re-certified examiners for 2009, our examiner base total is now 289 active examiners! This represents about 20% of our total

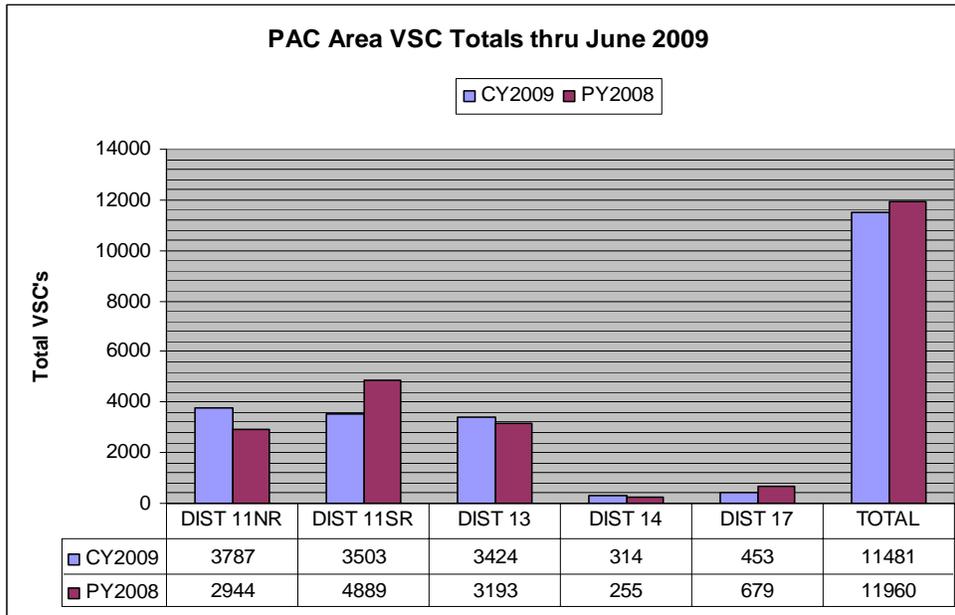
District membership. This information is supplied by the Director's office, as examiners are qualified.

• **Division Statistics***



The goal for D11NR for 2009 is **7,800 VSC's**. We are **49%** of our goal for the year and **128%** of 2008 production! Note that this is the 1st time at mid-year that D11NR is ahead of the prior year! The data source is AUXINFO. 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. Additional stats from AUXINFO* indicates that 2120 or **56%** of our VSC's are First Time VSC's. In addition 2218 or **58%** are High Risk VSC's.

PAC AREA Statistics*



Note that for the 1st time, D11NR is leading the PAC AREA in VSC performance!
Let's try to sustain this effort thru 2009!

*Statistics as shown in AUXINFO thru June 30, 2009

VSC Calendar

-National Marina Day August 9th

-Past Captains Training Fair-August 15th-16th at Coast Guard Island

National and District News

National News

-As you all know, the category of Non-Operational Facilities has been eliminated. This means that an Auxiliarist who has met the Non-Operational Facility criteria should remove the facility decal from their vessels unless they complete the offer for use portion and submit their vessel as such. If they do not wish to offer their vessel, then they must receive a VSC in order to fly the Auxiliary ensign. Due to the fact that we have a shortage of VSC decals this year I would suggest that Non-Operational Facilities maintain their current decals until they expire or no later than the 2010 season. By 01 Jan., 2010 ALL Non-Operational Facility decals MUST be removed.
Peter Urgola, DC-V

-ANSC has recently received from Orion the following materials. They are suitable for distribution to our RBS partners and to boat owners during a VSC.

1-ANSC 3024- Pamphlet, Saved by the Signal.

2-ANSC 3025- Pyrotechnic Distance Laminated Teaching Aid

3-ANSC 3504- Event Poster, 8 1/2" X 11" Vessel Safety Check

4- ANSC also has a supply of rebate slips for Orion products

In addition to ANSC supplies, VE's may participate in the Orion Safety Awareness Program. Go to: [http:// www.Shopauxiliary.com](http://www.Shopauxiliary.com) and click on Members Only, Log in and click on the Orion logo.

Earn points for incentives by viewing the educational video which demonstrates pyro VDS. Addition points can be gained by submitting a copy of your ANSC 7038.

Pete Urgola, DC-V

District News

-Please pass the word that once again the Vessel Examiner class is coming to PCA Fair over the weekend of August 15th and 16th. The 2-day class includes many handouts, discussion, the final exam and a VSC demo. This class is a great bargain at \$5.00 and an excellent opportunity for new members to get involved in the Auxiliary. 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

-I'd like to thank Dee Dee Kincade DCDR11 for inviting me to visit Division 11 VSC stations at Donner Lake and Incline Village on Saturday June 27th. Both events were coordinated by Joe Harris FSO-VE of 11-01. Everywhere I travel throughout the District, I'm treated like Huell Houser when he travels throughout the state of California and Division 11 was no different! My wife Sue, German Shepard Sandi and I had a great visit, and were impressed with the excellent station layouts at both locations and the professionalism of all examiners. The weather cooperated and this was a fantastic day at both lakes! Over **109 TOTAL VSC's** were performed at both locations- an average of 15 VSC's per examiner! In addition, 2 new examiners were qualified from 11-05 and 1 examiner from 11-01 re-qualified.

Visits to various VSC venues throughout the District gives me an opportunity to understand your local conditions and meet everyone. If you'd like to invite me for a visit to your local area, please contact me well prior to a planned station or event.

-As I stated earlier this month in an email to all vessel examiners, I'd like to remind everyone that the 2009 VSC decal distribution at ANSC has ended. Simply put, there are no more decals to be distributed. Please pass the word to your local FC,'s and SO/FSO-MA not to request additional supplies. Since that email, I've been deluged with requests for decals. Unfortunately, my reserve supplies are also gone. If our District VSC program is to continue to be successful, it is important the VSC decals get into the hands of examiners that need them the most.

Question 1-"c" See page 23 of the VSC Manual
Question 2-"c" See page 23 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!

