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 Serving Northern California, Nevada, Utah



Vessel Safety Check Newsletter

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DSO Comments

By Mike Lauro



Congratulations to the **8** recent graduates of the Vessel Examiner class at the August PCA Training Fair! Mark Taylor holds

the record for distance traveled for the Vessel Examiner class. He came all the way from Washington, Utah to attend! In addition, several members sat-in for a 2-day review. You'll find the members names who took and passed the exam listed further in the newsletter. So that the qualification process with the recent graduates and other new examiners goes smoothly, I'd like to once again review the process.

After passing the exam whether in the classroom or on-line, the trainee needs to complete at least 5 supervised VSC's under the guidance of a qualified examiner. The VSC's can be performed all in one outing (the preferred method) or over several outings. As I've mentioned many times in the past, there are many possible methods to train a new examiner. What follows is the preferred method.

Please keep in mind that even though the trainee has passed the written exam, they may not be able to properly use the knowledge or they may not possess the confidence to greet the boater or correctly fill out the 7012 VSC form. With this in mind, I prefer the trainee observe me performing at least the 1st and 2nd exams. Under supervision they can then perform at least the 3rd thru 5th exam, possibly more if you feel it is necessary. Hopefully, each succeeding VSC is an improvement over the previous. As the trainee performs these exams, only **ONE** person should be directing and critiquing them. It should be done in a polite manner away from any other VSC activity so as not to embarrass the trainee. Once the trainee has completed the supervised exams, they can continue performing VSC's that day and begin to record information on their own 7038 form. Now the paperwork portion of the qualification process;

The qualifying examiner receives credit for the 5 VSC's performed under their guidance and the VSC's are reported on the 7038 form with

Congratulations!

Congratulations to the following members who have passed the Vessel Examiner training class at the recent PCA Training Fair held at Coast Guard Island over the weekend of 21-22 August:

Beni Agoustari	01-02	Ray Flissinger	03-01
Jerry Adams	03-03	Tommy Holtzman	03-05
Robert Johnson	05-07	Keith Simmons	06-04
Mark Taylor	07-08	Glenn Funk	08-07

Bet You didn't Know...

The term Stateroom is used to describe passenger accommodation aboard a cruise liner. It derives from the days of the paddle-wheel steamboats that cruised the rivers of the U.S. The better rooms on these steamers were named after states such as Pennsylvania, New York, and New Jersey-hence the term "stateroom".

Welcome Aboard and Welcome Back!

Tracy R. Schultz 06-04 Ronald S. Araujo 12-03

*Re-certification

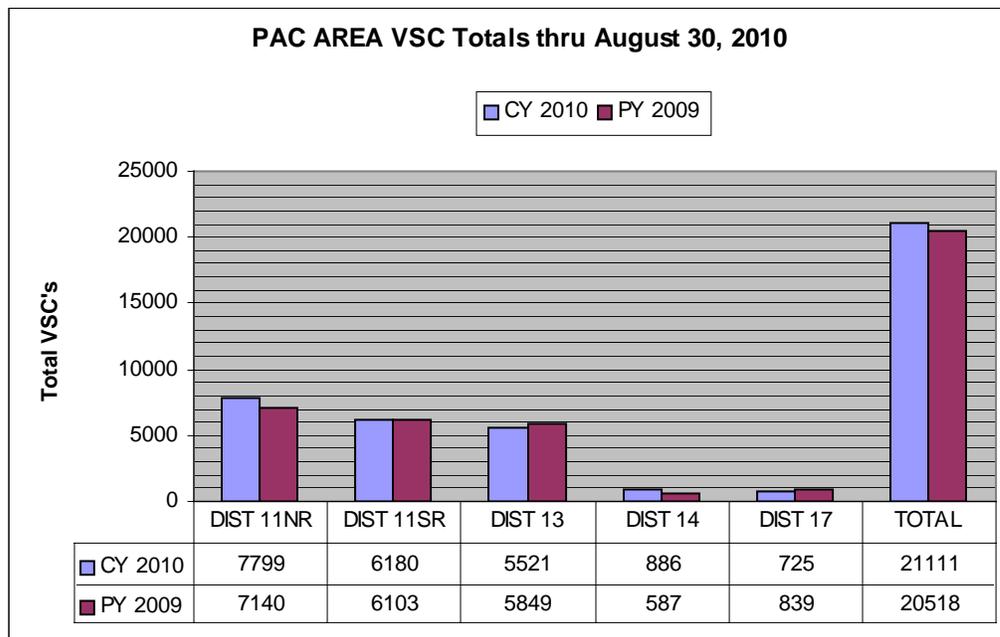
With the addition of these 2 new examiners for 2010, our examiner base is now **329** active examiners! This represents about 20% of our total District membership. This information is supplied by the Director's office, as examiners are qualified.

Wear It California! Schedule-**New Feature!**

-Sept 4 Lauritzen Yacht Harbor Oakley

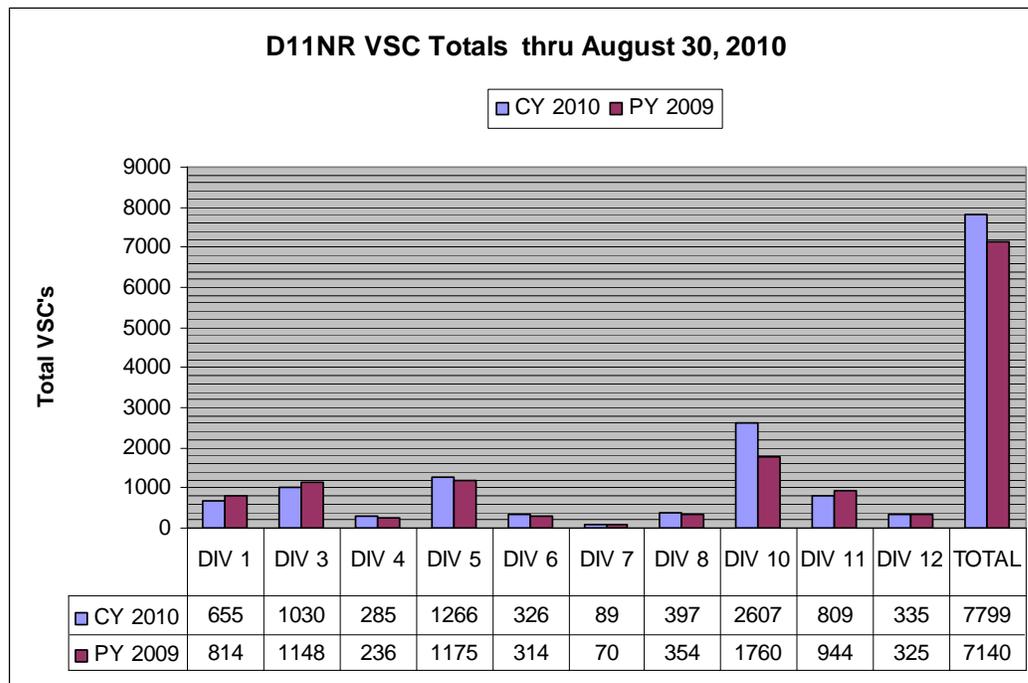
The schedule is tentative and is subject to possible change.

PAC AREA 2010 Statistics*



*Statistics as shown in AUXINFO thru August 30, 2010

D11NR 2010 Statistics*



The goal for D11NR for 2010 is **10,000 VSC's**. We are **78%** of our goal for the year and **109%** of 2009 production! 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 **4495** or **58%** of our VSC's are First Time VSC's. In addition **5103** or **65%** are High Risk VSC's.

*Statistics as shown in AUXINFO thru August 30, 2010

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

1-You are checking a 21' cuddy cabin boat with a 200 hp outboard. You are in a state that requires operator certificates for anyone born after September 30, 1970. From a conversation with the owner it is obvious that s/he is 22 years old and hasn't taken a course and does not have the certificate. If everything else is ok, can this boat be issued a VSC decal?

- a. No, under State Requirements the VE must check all State Requirements in addition to Federal Regulations. It is important the VE keep apprised of all state requirements.
- b. No, since you are a knowledgeable VE, you realize the danger of having an uneducated boater out on the waters and rightly withhold the decal.
- c. Yes, the VE is not law enforcement. But the VE should call the local marine authorities and get this unsafe boater off the water.
- d. Yes, since the VE is only responsible for checking equipment directly related to vessel safety or items on the VSC checklist. However, as part of the one-on-one exchange, recommend the owner take an approved course.

2-A VSC is being performed on a 16' boat equipped with a 150 hp outboard motor. The capacity plate shows a maximum horsepower rating of 90 hp. The VE should:

- a. Award the decal but advise the boater that the boat/motor combination is unsafe.
- b. Withhold the decal and advise the boater that the boat/motor combination is unsafe.
- c. Award the decal since boat horsepower and capacity plates are not VSC requirements.
- d. Withhold the decal and report the boater to the local marine law enforcement authorities for their own good.

National and District News

District News

-A special request from the Director's office; PLEASE have the qualifying members 7038 with the 5 VSC's entered into AUXDATA by the FSO/SO-IS PRIOR to submission of the MT-2 to the Director's office.

-When performing a VSC with the new 7012A, please give the boater the form and record your information on a separate 7038. At some point, please email me at: sumfun@juno.com with the total number of VSC's you've performed with the new form. This information along with any comments or suggestions you may have will be forwarded to the national level.

-From: The California Coastal Commission

"I have talked to most of you about the fact that in California there are not enough safe means for proper disposal for the marine expired flares (MEF). We all know that MEF are considered household hazardous wastes and explosives. Currently, there are only 13 Household Hazardous Waste Collection centers throughout the State collecting marine and aerial expired flares http://www.coastal.ca.gov/ccbn/Ca_Flares.pdf In some regions, people can drop them off at some police or fire stations, but this option isn't applicable to the entire state.

Considering this situation, we started a working group with the Department of Toxic Substances Control, Cal Recycle, a CUPA representative and the Coastal Commission to explore statewide solutions for this issue with the ultimate goal being the development of a consistent and comprehensive disposal program for expired marine flares, therein promoting protection to our marine environment, landfills and public safety. Based on some calculations we made, we estimated that there approximately 174,026 flares generated per year by recreational vessels and recreational documented vessels in California.

Mismanagement of marine expired flares poses a public safety hazard and potential harm to the environment. **However, there are no documented cases of environmental harm or emergency incidents caused by mismanagement of marine flares in California.** However, it is imperative to find proper and convenient solution to this issue before a major disaster involving human live or environmental impacts happen. At this point, we (the working group) are collecting information to prove that

there is a need to find a solution to this lack of proper and convenient locations for disposal of the marine flares.

In order for us to continue to build the case, **I am contacting you today (the experts) to request you to please send me a statement (one paragraph) describing, based on your experience, what your experience has been dealing with marine expired flares (incidents), why in your boating world are MEFs a big issue. If you even have photos of marine expired flares you have found (at your marina, yacht club or events) please send them to me.**

I would appreciate if you please send me your statement/information and photos (if applicable) by Thursday, September 9. Please feel free to forward this email to other boating experts who could help us getting the information we are requesting.

Thank you and I am looking forward to hearing from you"

Source: Vivian Matuk

vmatuk@coastal.ca.gov

Environmental Boating Program Coordinator

California Department of Boating & Waterways

California Coastal Commission

National News

-NACON NEWS:

-2010 Grants Handbook now available

The RBS Affairs Department is pleased to announce that the 2010 edition of the Grants Handbook is now available. This is a terrific source of information about potential grants and awards in the field of recreational boating safety. All flotillas and divisions should plan on downloading a copy and reviewing it for potential opportunities.

Source: William Griswold, BC-BRG.

-The RBS Affairs Site Has Moved

The Recreational Boating Safety (RBS) Affairs Department web site is now on a new server, with a new address: bdept.cgaux.org. For now, visitors entering the old "auxbdept.org" address into their browsers or following old links will be redirected to the new site automatically. This automatic redirection will end eventually, so please update all links to the RBS Affairs site.

Source: Alan Dove, BC-BRI

-New Boating Safety Alert Service

The Recreational Boating Safety (RBS) Affairs Department is pleased to announce that a new boating safety alert service has been launched. RBS-News provides information about boating safety tips, best practice ideas, and important announcements about boating safety. To subscribe to the RBS-News alert service, simply click:

http://bdept.cgaux.org/mailman/listinfo/rbs-news_bdept.cgaux.org and fill in the section labeled "Subscribing to RBS-News".

Source: Bruce Johnson, DIR-B

-Vessel Examiner Manual

A new and updated Vessel Examiner Manual is in the final approval stages at Coast Guard headquarters. It is anticipated that it will be available in the 1st quarter of 2011.

Source: Peter Urgola DIR-V

-Federal Requirements Booklet: The Federal Requirements Booklets are still out of stock at ANSC.

Source: Pete Urgola DIR-RBV

- **ANSC** now has a VERY limited of "Paddle Smart" I D stickers available on a 1st come basis-ANSC#3004A - Sticker, "Paddle Smart" PC ID (BR) -

Please provide this information to your FSO-MA or FC and ask that they order a supply. I have NOT seen these and I'm NOT certain about the quantity you may receive.

-In the continuing evolution to provide information to assist both the new and experienced vessel examiners, there have several NEW additions and updates for 2010 on YOUR Vessel Examiner website: <http://rbsafety.d11nuscgaux.info/ve/ve.html>.

Expect to see many more exciting changes for 2010!

Question 1-"d" See page 26 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!



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.