



**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



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 9th as the 7th 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. "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 nearly 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 every year there is a last minute scramble by many marinas wanting vessel examiner participation with VSC's and safety booths. Offer to be on site early in the morning and plan to make it a flotilla or division event.

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. BTW-Last year at my local marina another examiner and I performed over 20 VSC's... As always, your comments are welcome.

ADS Comments

By Joaquin Duran



This month's comments will deal with ventilation. All vessels that use gasoline for electrical generation, mechanical power or propulsion are

required to be equipped with a ventilation system. Sailboat ventilation requirements are identical to those for powerboats whenever combustible fuels are carried. The Motorboat Act of 1940 requires all vessels (except open boats built after 25 APR 40) using fuel with a flash point of 110°F or less (gasoline) to have at least one intake and exhaust cowl and duct extending from the atmosphere to a point at least midway to the bilge or below the carburetor to the lower portion of the bilge in every closed engine and fuel tank compartment. The system consists of a supply duct that either opens to the atmosphere on the surface of the boat, from a ventilated compartment, or from a compartment that is open to the atmosphere and has an exhaust into another ventilated compartment or through an exhaust duct to the atmosphere. Each exhaust duct must originate in the lower one-third of

the compartment above the normal accumulation of bilge water. After 01AUG80 powered ventilation is required for each compartment in a boat that has a permanently installed gasoline engine with a starter for remote starting. A powered ventilation system consists of one or more exhaust blowers and intake duct for an exhaust blower must be in the lower one-third of the compartment and above the normal accumulation of bilge water. Cowls and louvers must be trimmed for maximum effectiveness. If louvers are used, the intake louver must be facing forward and must extend outward 1 inch. The blower duct, if equipped, could also serve as the exhaust duct for the natural ventilation as long as the duct size is adequate and the flow of air is not obstructed by the blower fan blade. Separate ducting is also acceptable.

Also on boats built prior to 01AUG80, there are no federal regulations for minimum ducting size. It's Coast Guard policy that the minimum acceptable size is 2" inches in diameter (dryer hose) for all boats. In addition a warning label for the blower **MUST** be mounted near each ignition switch. The same applies to

auxiliary generators. The statement on the label **MUST** begin with the word **"WARNING"** while the rest of the label may be expressed in various forms.

The suggested wording is: **"Gas vapors can explode. Before starting engine, operate the blower for 4 minutes and check engine compartment for gas vapors."**

On boats built **AFTER 31JULY80**, along with the warning label, the manufacturer's Certificate of Compliance label is proof that the ventilation system is installed properly, provided the system does not **APPEAR** to have been altered. There is no requirement for ventilation of the **PERMANENT** fuel tank compartment provided there is no electrical source of ignition in the compartment and the fuel tank is vented to the outside of the boat. Fuel compartments that don't meet these criteria must have proper ventilation. Compartments containing **PORTABLE** fuel tanks, including those with fixed to portable generators, trolling motors, etc. **MUST** be properly open to the atmosphere. Spaces not containing engine or fuel tanks, which are closed off by bulkheads from other compartments requiring ventilation, do not require ventilation. Bulkheads may have small limber holes for passage of bilge water.

In open boats, gasoline vapors may be dissipated through exposure to the open atmosphere. Therefore, open boats are exempt from ventilation requirements. The term "open boat," means those vessels with all engine and fuel tank

compartments (and other spaces to which explosive or flammable gases and vapors may flow), are open to the atmosphere, preventing the entrapment of vapors within the vessel.

VSC examination of the ventilation system includes: asking the owner to open the fuel compartment (where possible) and engine compartment. Check for any gas or fuel odors and leaks. Any leaks are unacceptable. Ensure that the ductwork is intact. Check to ensure that vessels on **BEFORE 01AUG78** with closed fuel compartments have either natural or powered ventilation. Boats built after need not have any ventilation in the fuel tank compartment provided the compartment conforms to construction standards. Check that vessels with enclosed engine compartments built **BEFORE 01AUG80** have either natural or powered ventilation. Those built after that date is required to have a blower and a warning label and 2" duct hose. Check the intake and exhaust ports for proper installation and have the owner operate the blower and feel air flow to ensure that there are no blocked openings restricting airflow. Check for a Certificate of Compliance on boats built after **31JUL80**. As long as there are no obvious defects, this is acceptable for meeting ventilation requirements. Jim Lubner DVC-VT deals with an interesting scenario regarding ventilation in "For Safety Sake." available through: <http://rbsafety.d11nuscgaux.info/ve.html>. The VSC Manual provided all of the above information. As always, your comments are welcome.

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

1-An Auxiliary member wants to offer their 12-foot runabout as an Operational Facility:

- a. S/he needs to have a vessel safety check first.
- b. S/he cannot offer it for use because it needs to be at least 14' or over.
- c. The runabout needs to have trailer.
- d. S/he is a VE so they do the inspection.

2-You've just completed a VSC on a vessel that passes and is eligible for a decal. However the vessel does not have a windshield. What do you do?

- a. Give the owner or operator the decal and let them decide where they would like it.
- b. Since you may only place a decal on the window or windshield, you never should have done a VSC on this boat in the first place. It was a waste of your time and the owner's time.
- c. Place the new decal on the dashboard or back of a seat; someplace that will be readily visible to authorities while underway.
- d. Save the new decal for your next VSC and just the owner the Form 7012 indicating their boat earned a decal.

Congratulations!

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

Laurence B. Draper	01-05	Charles M. Duncan Jr.	03-09
Mark Mushet	04-09	Gilbert Ellis	05-01
Gary N. Murray	05-05	Jean E. Paskett	07-02
Steve A. Paskett	07-02	Joyce W. Bell	07-08
Donald W. Robertson	07-08	Jeremiah P. Collins	08-08
William E. Sharp Jr.	10-02	William H. Correll Jr.	10-03
Irving R. Golub	10-03		

This brings our total to 34 examiners reaching this plateau!! This is approximately 14% the total District examiner base. 2007 had 18 examiners or 7% 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 2008

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

Are you an expert sailor?

In the June Newsletter the correct answer to this question was posted wrong. The ONLY person to catch it was Vic Beelik from 11-04!

A "catboat" is:

- a. A sailboat crewed entirely by felines.
- b. Any sailboat with a cat.
- c. A sailboat with a single sail.

VSC Calendar

-National Marina Day-August 9th

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

Welcome Aboard and Welcome Back!

Roger Machin	01-04	Joan La Chapelle*	03-10
Steven Ward	04-01	Glenn Hunter *	05-01
Lynn Swartwood	06-01	Douglas T. Lazo	10-05
Neil Silva	10-05		

With the addition of these 7 new examiners for 2008, our examiner base total is now active 266 examiners! This represents about 18% of our total District membership. This information is supplied by the Director's office, as examiners are qualified.

*Re-certification

Division Spotlight- *thanks to Division 4 for responding at the last minute!*



Division 4, covers San Francisco South Bay, and comprises Flotilla's 4-1 (San Jose), 4-3 (Palo Alto), 4-6 (Redwood City), 4-8 (Almaden), and 49 (Silicon Valley). Our Division has a total of 124 members. Our Vessel Safety Check efforts span from Pillar Point in Half Moon Bay to South County lakes in Gilroy, and also Redwood City Marina. Our motto is "**team effort**", and we are proud to have established an excellent partnership with Park Rangers at the South

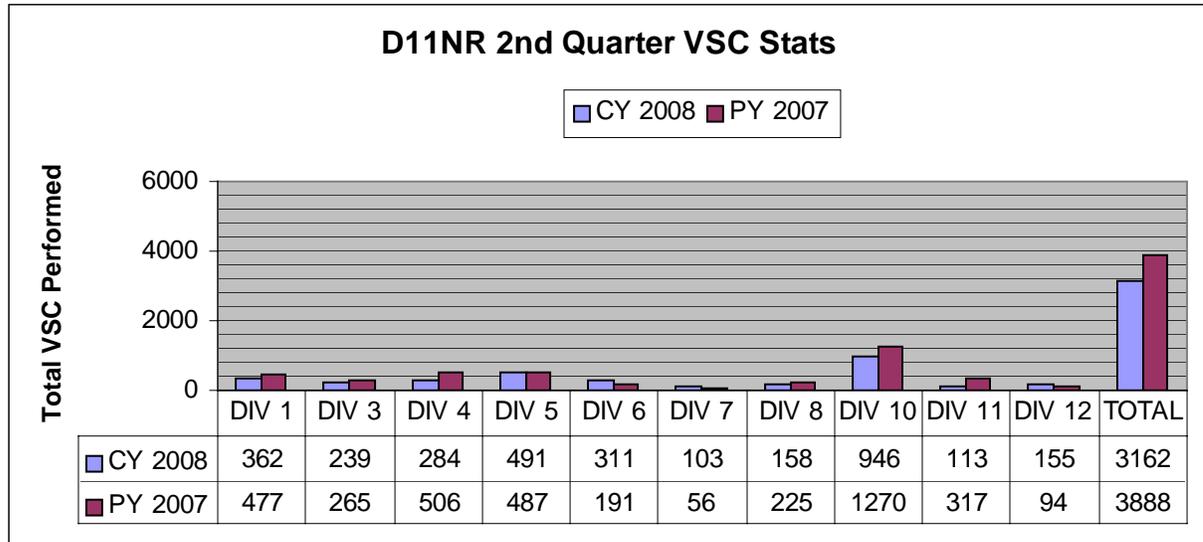
County lakes and reservoirs-see the photo from Coyote Lake. Last summer we enjoyed joint BBQ's with the Rangers at Calero and Anderson lakes, and presented them with a "certificate of appreciation" in recognition for our joint venture in promoting boating safety.

Division 4 has also participated in a number of Public Affairs events, including information booths at Marina Day in Redwood City, and National Safe Boating Week at various locations. It supports our District Public Education efforts by holding a variety of classes, as well as being active in the Marine Safety Program.

Our Division was recognized this year at DTRAIN, with Flotilla 4-9 being highlighted as # 1 in the District. The Flotilla has also received a National Certificate of Achievement for being in the top 100 flotillas in the country for Vessel Safety Checks in 2007 (attained 1009 VSC's). A number of our members received awards at DTRAIN this year and three of our members have achieved the new RBS device.

We are proud members of the USCG Auxiliary!

Division Statistics*

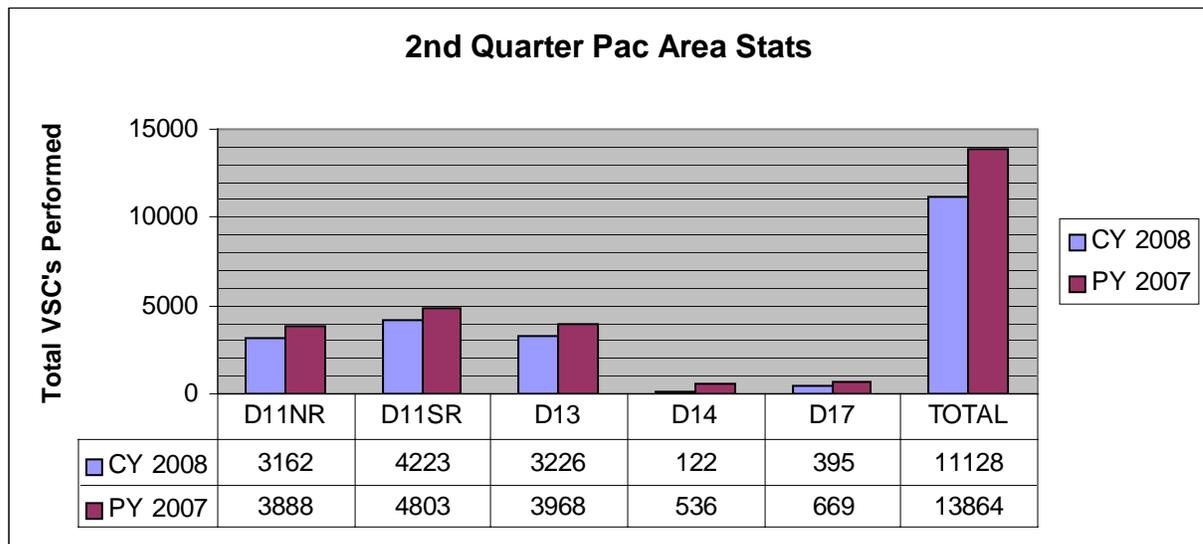


The goal for D11NR for 2008 is **7,500** VSC's. We are **42%** of our goal for the year and **81%** of 2007 production! The data source is AUXINFO. PLEASE be certain that all stats are reported MONTHLY using the CURRENT Form 7038 to your FSO-IS so you and your unit(s) will receive proper credit.

Preliminary stats from AUXINFO* indicates that **1916** or **61%** of our VSC's are First Time VSC's. In addition **1667** or **53%** are High Risk VSC's.

*Statistics as shown in AUXINFO thru June 2008

Pacific Area Statistics*



*Statistics as shown in AUXINFO thru June 2008

National and District News

National News

-For Safety's Sake, Volume II - 2008 (#08-02)

The newest edition of For Safety's Sake, Volume II - 2008 has been released. This new issue was released on June 21st and along with other new updates on your D11NR Vessel Examiner website: <http://rbsafety.d11nuscgaux.info/ve.html>, is available for downloading or viewing. In this issue is: 2007 Results, Communications, Educational Thrusts, Training, The Bell Revisited, The Wear It Campaign, 2007 Be A Survivor Essay Winners, Reality Strikes Home, Inflatable Life Jackets and more. Download your copy and pass it on to your associates after you've read it

District News

-Please pass the word that once again the Vessel Examiner class is coming to PCA Fair over the weekend of August 16th and 17th. The 2-day class includes the final exam and a VSC demo on a vessel. Many handouts will be provided. 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.

-Orion Flare Launcher Recall Reminder

I recently checked a boat that had a defective flare launcher pistol. All examiners should be checking every flare gun they find to assure it will smoothly open and close far enough to insert a flare cartridge. The defective ones will have a warped barrel. For those that don't remember or weren't around, for your reference I'm posting the recall as written in BOAT/US from summer 2001: "A defective opening mechanism in some 12-gauge plastic flare guns manufactured by Olin (now Orion Safety Products) prior to 2000 may not open wide enough to accept a flare cartridge. Guns with a modification to correct the possible problem are marked with U.S. Coast Guard approval code 160 028//12/1. Boaters with older flare guns should check the operation of the opening mechanism now and at the start of each boating season. If the breech will not open wide enough to accept a cartridge, the gun should be sent back for a replacement." Send defective guns to:

ORION SAFETY PRODUCTS, MARINE DIVISION
3157N. 500W
PERU, IN 46970
1-800-851-5260

-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 NEW information to assist both the new and experienced vessel examiners, there is a **NEW** suggested Vessel Examiner MATERIAL LIST, a TRASH DISPOSAL PLAN for vessels 39'+ and several NEW additional links, and updates on YOUR Vessel Examiner website: <http://rbsafety.d11nuscgaux.info/ve.html>.

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Answer to Sailing Lingo Question: "c"

Answer to VSC questions:

Question 1-"b" See page 3 of the VSC Manual

Question 2-"c" See page 9 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!

