



**Homeland Security**

**U.S. Coast Guard Auxiliary  
District 11 Northern Region**

*Serving Northern California, Nevada, Utah*

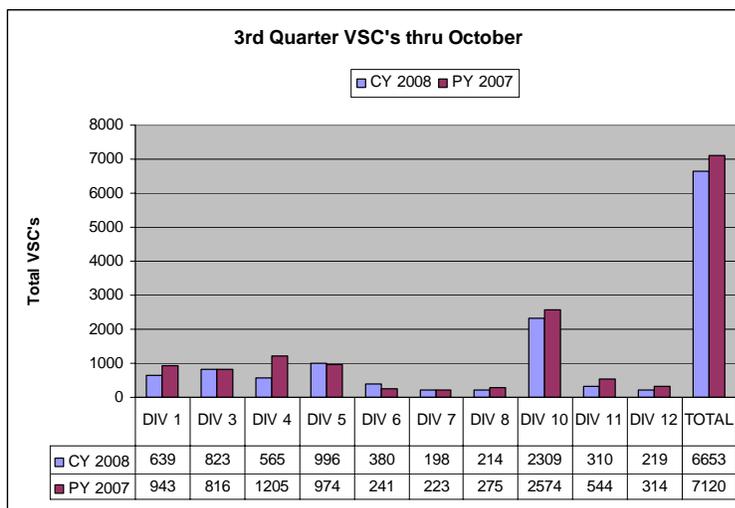


**Vessel Examinations Department  
Report for: November 2008**



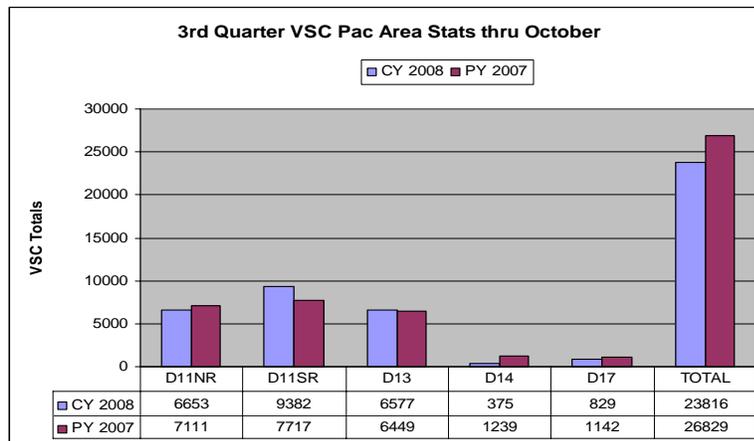
**To:** VCO Michael L. Williams D11NR  
**From:** Michael J. Lauro – DSO-VE 11NR  
**Cc:** DCO Victor J. Connell, IPDCO Eric Jacobson, DIRAUX, All RCO's, All DCPs, All DSO's, ADSO-VE, and All SO-VE's  
**Subject:** DSO-VE Report

**Division Statistics\***



The goal for D11NR for 2008 is 7,500 VSC's. We are **89%** of our goal for the year and **93%** of 2007 production! The data source is AUXINFO. Additional stats from AUXINFO\* indicates that **4169** or **63%** of our VSC's are First Time VSC's. In addition **3663** or **55%** are High Risk VSC's.

**PAC Area Statistics\***



\*As shown in AUXINFO thru October 31, 2008

## **National/District News**

- For 2008, 64 District 11NR examiners have produced 20+ VSC's. This is approximately 20% of the total District examiner base. This time last year, the District had 62 examiners produce 20+ VSC's or 18% of our examiner base.

Additionally, 2008 had 24 examiners produce 60+ VSC's and 2007 had 24 examiners reaching that plateau.

The names all examiners reaching both the 20+ VSC and 60+ VSC plateau will be listed in the January 2009 VSC Newsletter.

-The 2007 National VSC award presented to Flotilla 10-02 and the RBS (Eagle) award presented at NACON are on permanent loan to the District and have been placed in the District trophy display case.

- Are Paddleboards 'Vessels'? Coast Guard Now Says They Are

By: Louis Gerlinger | Thursday, October 23, 2008 12:00:00 AM

*Officials determine paddleboards are subject to boat regulations.*

**LOG NEWS SERVICE** — The Coast Guard has officially determined that paddleboards are vessels -- and, as such, they are now subject to federal boating safety regulations.

This pronouncement came in an official memorandum issued Oct. 3 by Jeffrey N. Hoedt, chief of the Coast Guard's Boating Safety Division, in response to an inquiry from the director of the Oregon Marine Board. The Marine Board had asked whether or not a paddleboard is considered by the Coast Guard to be a vessel for purposes of Navigation Rules, accident reporting and safety equipment requirements (including personal flotation devices).

"Based on the information available, the Coast Guard has determined that, when beyond the narrow limits of a swimming, surfing or bathing area, the device known as a "paddleboard" is a vessel under 46 U.S.C. paragraph 2101, and therefore subject to applicable regulations administered by the U.S. Coast Guard and its Office of Auxiliary and Boating Safety, unless specifically exempted," Hoedt said in the memorandum.

The Coast Guard said that because a paddleboard -- a large flat board, like a surfboard, which is stable enough to support a person standing while they paddle the device using a paddle in a manner similar to operating a canoe -- is "practically capable" of carrying persons or property beyond the narrow limits of a swimming, surfing or bathing area, it meets the criteria to be considered a vessel. "The word 'vessel' includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water," the Coast Guard said.

So far, neither the Coast Guard nor the California Department of Boating and Waterways have issued guidelines to law enforcement officers on what laws and regulations apply to paddleboards.

The Marine Retailers Association of America has issued a dealer alert advising of the Coast Guard's decision to classify paddleboards as vessels.

"I have been around the boating industry for a long time, and sometimes think I've seen it all -- but this ruling goes beyond even what I thought was an April Fool's Joke," Phil Keeter, MRAA president, said in the alert.

*This article first appeared in the October 2008 issue of The Log Newspaper.*

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-In the continuing evolution to provide NEW information and improve YOUR Vessel Examiner website: <http://rbsafety.d11nuscgaux.info/ve.html> ALL past DSO-VE reports, VSC Newsletters, and important announcements have been archived. If you simply click on "**HOTLINE MESSAGES**" you will find them. Only the current DSO-VE report, Newsletter, and important announcements will be on the front page.

## **Lake Camanche**

Below are 2 photos taken of Lake Camanche in May this year to illustrating the lack of water in typical Northern California reservoirs. The water level at the time of these photos at Lake Camanche is **35%** of capacity and over **50+** feet down! However this is pale when compared to Lake Shasta, which is **29%** of capacity and over **155 ft** down! Lake Oroville which is only **30%** of capacity and is over **225 ft** down! Unfortunately, this was a common sight at many Northern California inland lakes this past summer. The photo on the left shows the 6 lane South Shore launch ramp, which has not been in use since late April. The photo on the right shows Camanche Creek Bridge built in 1950 on the



original road en route to the original Camanche town site. Another 10 ft. lower and many foundations from the original town site will be exposed. The gold rush town of Camanche was built along the banks of the Mokulome River in the mid 1800's. The town was flooded in 1965 by EBMUD to create Camanche Dam and a 400,000+acre ft. flood/irrigation and recreation reservoir. On normal years at the time of the photos, the water level is less than 6' from the top of the ramp and the trees in both photos. In spite of the low water levels, over 5,500 of the 6,600 District VSC's were performed at these low-water locations! My hat's off the hard working examiners producing these VSC's in less than ideal conditions!



Respectfully Submitted,

**Michael J. Lauro DSO-VE**



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!

