



**United States Coast Guard Auxiliary**  
District 11 Northern Region  
Serving Northern California, Nevada, Utah



## Vessel Safety Check Report June 2012



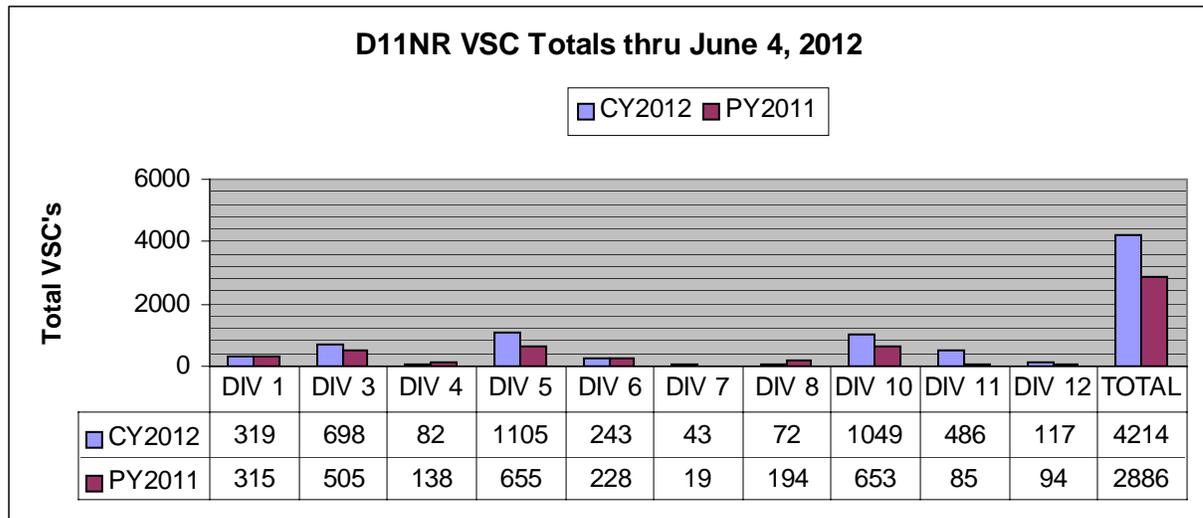
**Mike Lauro DSO-VE**

**James Goff ADSO-VE**

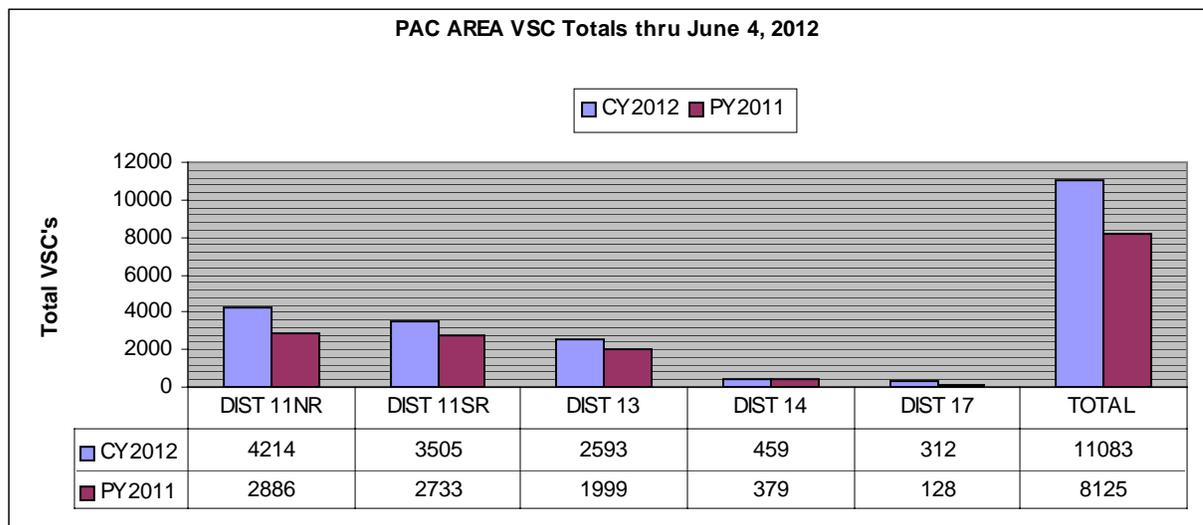
**Phil Grove ADSO-VE**

**Jan Jewell ADSO-VE/CS**

### D11NR 2012 Statistics\*



### PAC AREA 2012 Statistics\*



The goal for D11NR is **12,000 VSC's**. We are **35%** of our goal for the year and **146%** of 2011 production at this time! The data source is **AUXINFO\***. Additional stats from **AUXINFO\*** indicates that **1,452** or **34%** of our VSC's are First Time VSC's. In addition **1,476** or **35%** are High Risk VSC's.

\*Statistics as shown in **AUXINFO** thru June 4, 2012



## National and District News

### National News

-Previously, a message was sent to a number of Auxiliary members concerning a Vessel Examiner Incentive Program sponsored by Orion Safety Products. This Program was based on a 2008 agreement with Orion and that agreement does not comply with present Coast Guard policies and regulations as stated in the recent updated version of the Auxiliary Manual. Therefore, the Orion Vessel Examiner Incentive Program has been withdrawn at the request of the Auxiliary and work on a new agreement is underway for the future.

-Thanks to Rick Saber, the FINAL word from National on sewage discharge: "Federal law prohibits the discharge of **UNTREATED** sewage from vessels within navigable waters of the United States, which include territorial seas within **three miles** of shore and most bays and estuaries". However, vessels with Type I and II marine sanitation devices (MSD's) may discharge treated effluent in coastal waters **UNLESS** the vessel is operating in a designated "no discharge area".

So if the area of operation is **NOT** designated a "NO DISCHARGE AREA", a Type I MSD which "can produce an effluent with no visible floating solids and a fecal coliform bacterial count not greater than 1000 per 100 milliliters", would be permitted to discharge treated effluent. Responsibility would then fall on the owner/operator with a Type I MSD to ensure they are not operating in a "NO DISCHARGE AREA".

**Additionally, "Under the CWA and the implementing regulations, vessels are prohibited from discharging any sewage, whether treated by an MSD or not, into the following types of water bodies:**

- \* A water body that has been designated as a no discharge zone.
- \* Vessels with installed toilets are also prohibited from discharging sewage into freshwater lakes, freshwater reservoirs, or other freshwater impoundments whose entrance point(s) and exit point(s) are too shallow to allow these vessels to enter and leave, and into rivers that do not support interstate traffic by vessels subject to section 312. See 40 CFR 140.3(a)(1).

Some useful links to check out include:

1. A list of no discharge zones by state may be found at:  
<http://water.epa.gov/polwaste/vwd/vsdnozone.cfm>
2. Maritime Sanitation: <http://www.maritimesanitation.com/maritime.php?ID=24>
3. EPA web site: <http://water.epa.gov/polwaste/vwd/index.cfm>

**Bottom line, if you are in a "no discharge area", NO discharge regardless of type of MSD and rules requiring preventing inadvertent discharge apply. If in doubt, make sure you are outside the three mile limit."**

Source: Perry Reece Taylor BC-VEV

## **-Boating Fatalities at Highest Level since 1998**

### **"Recreational Boating Fatalities at Highest Level Since 1998**

The Recreational Boating Statistics for 2011 have been released. I'd encourage everyone to click on the link to the Adobe Acrobat file provided below from Frank Jennings, USCG Office of Boating Safety. Our members should become familiar with these statistics and use them in the educational exchange with boaters when performing VSCs. Coast Guard statistics for 2011 show too many perishing, injured  
WASHINGTON, D. C., May 16, 2012 -Total boating fatalities last year rose to 758, the highest number on record since 1998, according to the U.S. Coast Guard's official 2011 Recreational Boating Statistics released today.

From 2010 to 2011, total reported accidents decreased less than one percent from 4,604 to 4,588, deaths increased 12.8 percent from 672 to 758 and injuries decreased 2.3 percent from 3,153 to 3,081. Property damage totaled approximately \$52 million. The fatality rate measured 6.2 deaths per 100,000 registered recreational vessels, a 14.8 percent increase from last year's rate of 5.4 deaths per 100,000 registered recreational vessels.

Operator inattention, improper lookout, operator inexperience, excessive speed and machinery failure ranked as the top five primary contributing factors in accidents. Alcohol use was the leading contributing factor in fatal boating accidents; it was listed as the leading factor in 16 percent of the deaths.

Seventy percent of all fatal boating accident victims drowned, and of those, 84 percent were not reported as wearing a life jacket. Only 11 percent of deaths occurred on vessels where the operator had received boating safety instruction."

[http://safetyseal.net/pdf\\_files/2011-USCG-Death-Statistics.pdf](http://safetyseal.net/pdf_files/2011-USCG-Death-Statistics.pdf)

Source: [Kelly Townsend, DIR-V]

## **District News**

**-Delta Blitz update:** All vessel examiner positions at the Sacramento and Stockton locations are filled. However, there is still space available at Discovery Bay if anyone is interested. **Please contact me ASAP.** Finally, the June Delta Blitz this year will not be held over Father's Day weekend as in the past. Father's Day is June 17<sup>th</sup>, not June 24<sup>th</sup>. Sorry if this created any confusion.

**-Please pass the word that the Vessel Examiner class is coming to PCA Fair over the weekend of July 28<sup>th</sup> and 29<sup>th</sup>.** The 2-day class includes the final exam and possibly a VSC demo on a vessel. Many handouts will be provided. This class is FREE to new members less than a year, and a great bargain at \$10.00 for early bird registration until June 16<sup>th</sup> and \$15.00 afterward. This is an excellent opportunity for new members to get involved in the Auxiliary. The member is required to bring a copy of the VSC Manual and review the material prior to class. A copy of the VSC Manual is available for download on the D11NR Vessel Examiner website: <http://rbsafety.d11nuscgaux.info/ve.html>. Additional arrangements may 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](mailto:sumfun@juno.com).

-The California Department of Boating and Waterways website has been completely refreshed for 2012. It is easily accessible from your D11NR Vessel Examiner website: <http://rbsafety.d11nuscgaux.info/ve.html> under "Useful Links". Please take a minute look it over.

-**2012 Vessel Examiner Recognition Changes.** The special D11NR Vessel Examiner recognition program for 2012 will be modified as follows-The certificate of appreciation and special token of thanks will be eliminated. Recognition for 20+ VSC activity will be limited to the examiner name appearing in the DSO-VE monthly activity report to EXCOM and will be placed on the D11NR Vessel Examiner website under "Recognition" page. However, the special recognition for 60+ VSC's will not change. To qualify for this recognition, your VSC activity performed **MUST** be entered and shown in AUXINFO **PRIOR** Monday November 5, 2012!

-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.

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

