



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

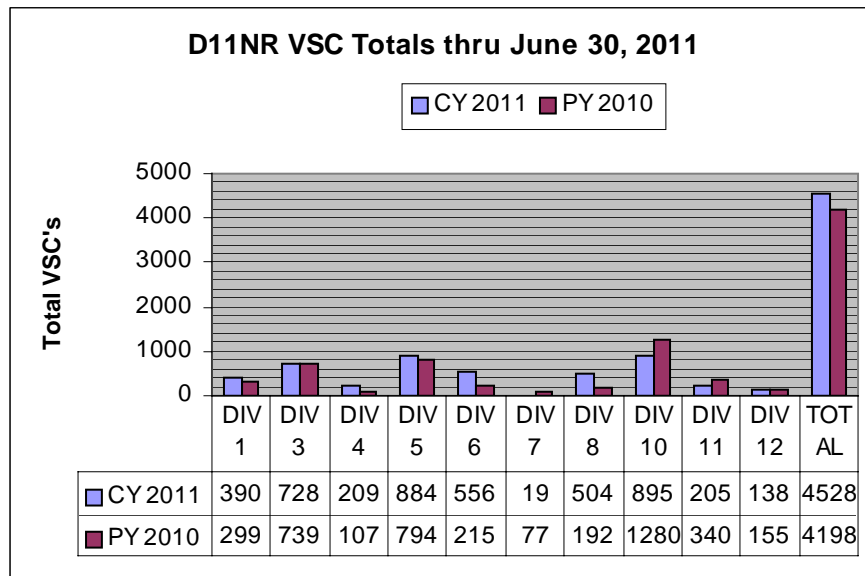


Vessel Safety Check Report July 2011

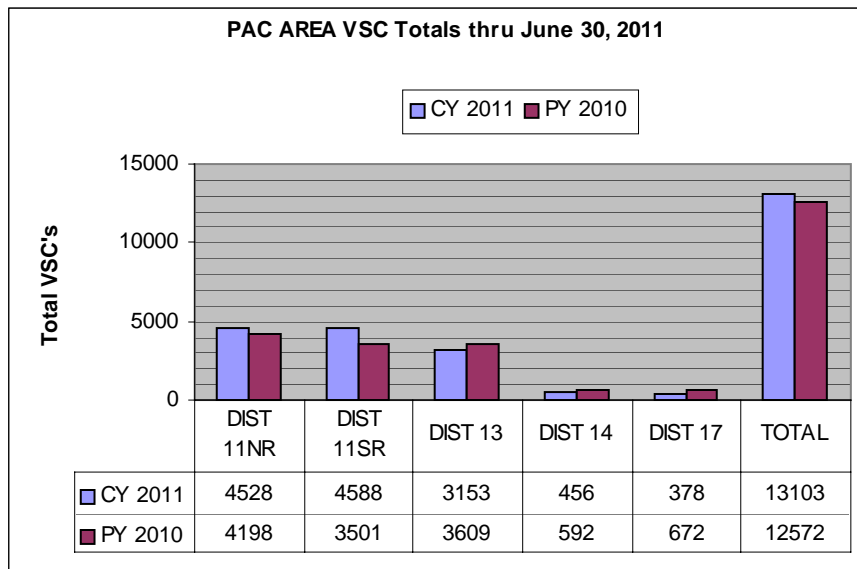


Mike Lauro DSO-VE
James Goff ADSO-VE **Tony Budlong ADSO-VE** **Phil Grove ADSO-VE**

D11NR 2011 Statistics*



PAC AREA 2011 Statistics*



The goal for D11NR is **11,000 VSC's**. We are **45%** of our goal for the year and **101%** of 2010 production at this time! The data source is **AUXINFO***.

Additional stats from AUXINFO* indicates that **2,400** or **53%** of our VSC's are First Time VSC's. In addition **2,711** or **60%** are High Risk VSC's.

*Statistics as shown in AUXINFO thru June 30, 2011

Congratulations!

Congratulations to the following examiners who have performed 20 or more VSC's during 2011: *

Arthur A. Park	01-05	Richard A. Garcia	03-09
Michael K. Fiamingo	04-01	Curtis S. Han	05-02
Paul J. Brighton	05-07	William F. Dodson	06-04
Robert W. Shaw	08-06	Gary T. Dromi	08-08
William H. Correll	10-03	Carrie A. Van de Boom	10-03
Marion A. Rider	10-03	Victor Beelik	11-04
Gwendolyn P. Hammer	12-01		

This brings our total to **52** examiners reaching this plateau!! This is approximately **17%** of the total District examiner base. 2010 had 52 examiners or 17% at this time. Where's your name? Be sure to check the D11NR Vessel Examiner recognition site: <http://rbsafety.d11nuscgaux.info/ve/recognition.html>. It is also accessible from the D11NR Vessel Examiner site: <http://rbsafety.d11nuscgaux.info/ve/ve.html>.

*Statistics as shown in AUXINFO thru June 30, 2011

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.

Welcome Aboard and Welcome Back!

With the addition of new examiners for 2011, our examiner base is now 305 active examiners! This represents about 20% of our total District membership. This information is supplied by the Director's office, as examiners are qualified.

No new examiners to report.

*Recertified

VSC Calendar

Vessel Examiner Class-PCA Fair-August 20th-21st

Inland Lake Blitz-June 2nd, 2012

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.

-**Inland Lake VSC Blitz update:** Unfortunately due to inclement weather, the "Inland Lake VSC Blitz" scheduled for Saturday June 4th was cancelled by local flotillas. Please keep Saturday June 2nd, 2012 in your VSC plans for 2012. The goal is to make this an annual D11NR event.

-Delta Blitz Update: Special Thanks to: **Jan Jewell 08-07, Chris Jewell 08-07, Jim Goff 03-05, Carrie Van de Boom 10-02, Gwen Hammer 12-01, Linda Lawrence 05-03, Nelda Powers 05-03, and John Paval 10-03, and Mike Lauro 10-02** for taking the time to help educate the Stockton area boaters and performing VSC's at Buckley Cove Marina and Louis Park Marina during the 2011 Stockton area Delta Blitz. Many dedicated team members drove many hours and incurred significant personal expense to participate in this worthwhile effort. Special thanks to Carrie Van de Boom for her efforts in helping greet boaters and providing America Water Watch and marine safety materials. Saturday included a visit from Sector San Francisco CDR. Thomas Stuhlreyer Department Head for Response.

The final total of **184 VSC's** makes this Blitz outing over the weekend of June 18-19 the MOST productive in the 3-year run! This is a solid **15%** increase over last year's total of 160 VSC's and is an average of 23 VSC's per examiner working! Further, with the help of West Marine being on site, the pass/fail ratio increased from **63%** to **81%**! West Marine reported over \$320 in sales for both days and we sold them out of type IV's (12 total for the weekend) on Sunday! Unfortunately the only boaters we were not able to help were the ones missing their registration documents.

Thanks again for all team members volunteering their time on a holiday weekend to help make our Delta waters safer.

Mike Lauro DSO-VE

-The Delta Blitz team is in place for the Sacramento scheduled event on the weekend of August 13th and 14th at Discovery Park and Sacramento Marina. More information will be provided to the team members, as we get closer.

-Vessel Examiner Class- Please remind fellow members that once again the Vessel Examiner is coming to the PCA Training Fair over the weekend of August 20th and 21st. Early registration ends July 22nd, and final registration ends August 6th. A copy of the flyer and registration form can be found on the District website:

<http://www.d11nuscgaux.info/>.

The 2-day class includes many handouts, discussion, visitors, a VSC demo, and the final exam. This class is a great bargain 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 District Vessel Examiner website:

<http://rbsafety.d11nuscgaux.info/ve/ve.html>. In addition, the member needs to review the material prior to class. 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.

-Mandatory Lifejacket Usage "SACRAMENTO (LOG NEWS SERVICE) -- As part of a multi-year study by the U.S. Army Corps of Engineers, a mandatory life jacket wear regulation is in effect until Oct. 31 for most boaters and some swimmers at Pine Flat Lake, 35 miles east of Fresno.

It is now mandatory for most boaters at California's Pine Flat Lake to wear life jackets, until Oct. 31. The requirement was imposed for a safety study being conducted by the Army Corps of Engineers at three U.S. lakes.

During the enforcement period, which went into effect April 1, life jacket wear will be required for everyone:

- * Swimming more than 100 feet from shore;
- * Aboard all non-motorized vessels, regardless of length, at all times;
- * Aboard motorized vessels up to 16 feet in length at all times; and
- * Aboard motorized vessels 16 feet in length or larger when the vessel is under way, under main propulsion. Passengers in fully-enclosed cabins (in houseboats, for example), are not required to wear life jackets. However, life jackets are required for pilots or passengers in any exposed area of the vessel when the vessel is under way under main propulsion. Life jackets are not required when the vessel is stationary or powered by a trolling motor.

In 2007, the Army Corps of Engineers, which is the nation's largest provider of recreation on federal public lands, undertook a study to determine the benefits and impacts of establishing a policy that would require mandatory life jacket wear for any recreational user of Corps-managed waters.

Mandatory life jacket tests have been under way by the Corps at recreation areas in Pennsylvania and Mississippi since 2009. Those results, combined with the findings at Pine Flat Lake, will be used to for a final recommendation on life jacket wear.

The Corps of Engineers is one of a number of public and private agencies that recently endorsed the latest Strategic Plan of the National Recreational Boating Safety Program (2012-2016).

The mission of the Boating Safety Program is to ensure that the public has a safe, secure and enjoyable recreational boating experience by implementing programs designed to minimize the loss of life, personal injury and property damage.

The plan -- which was drafted by a team consisting of members of the National Boating Safety Advisory Council (an advisory panel to the Coast Guard) -- includes an increase adult life jacket wear rates nationwide as one of its 11 stated objectives. One of the strategies the council has recommended to reach this goal is to also continue to evaluate and assess the benefits and feasibility of mandatory life jacket wear regulations that target the at-risk population(s).

Officials of the Marine Retailers Association of America have voiced their opposition to making life jacket wear mandatory for adults -- and the MRAA has urged its members to let their congressional representatives know of their opposition to any such move by the Coast Guard or any other federal agency.

The over 9000 NBSAC plan is posted on the Coast Guard Boating Safety Division website, at uscgboating.org.

Source: COMO Victor Connell

-The D11NR Vessel Examiner website: <http://rbsafety.d11nuscgaux.info/ve/ve.html> recently passed over the 15,000 hit plateau! If you haven't reviewed it lately, there are many new features including a new "VSC Question of the Month". In addition, the public VSC site: <http://resource.d11nuscgaux.info/public/ve.html> and the VE recognition: <http://rbsafety.d11nuscgaux.info/ve/recognition.html> have also been updated.

National News

-New Backfire Arresters: "There have been questions posed recently regarding some of the newest types of backfire flame arresters that are showing up during vessel safety checks that don't appear to be acceptable because of the materials used in their construction. The Federal regulations for flame arresters in 46 CFR 58.10-5 simply require that they comply with the requirements of SAE J-1928 or UL 1111. To signify compliance with these standards the flame arresters must be marked with SAE J-1928 or UL 1111. Any flame arrestor so marked is self-certified by the manufacturer to be acceptable for marine use."

Source: Lillian Haines DC-V

-EPIRB's- A problem has been identified with some older EPIRB's that have had their batteries replaced by the manufacturer. The registration number may have been changed by the manufacturer with or without clear notification made to the owner. The result is that some registration numbers may be identified to the incorrect vessels and owners. Partial mitigation of this problem may be effected by Vessel Examiners if they will inquire whether vessels have an EPIRB onboard that may have had its batteries replaced. If a unit is found with replaced batteries suggest that the owner verify whether or not their registration number is actually the one on file with the FCC for their vessel.

Source: U.S. Power Squadron

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!

