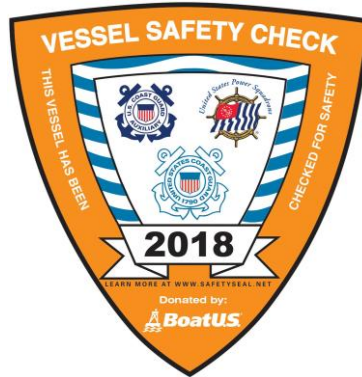


UNITED STATES COAST GUARD AUXILIARY 2018 VESSEL EXAMINER WORKSHOP



Prepared by the
**NATIONAL DIRECTORATE OF VESSEL
EXAMINATION
AND RECREATIONAL BOATING SAFETY
PROGRAM VISITATION**



Vessel Safety Examination

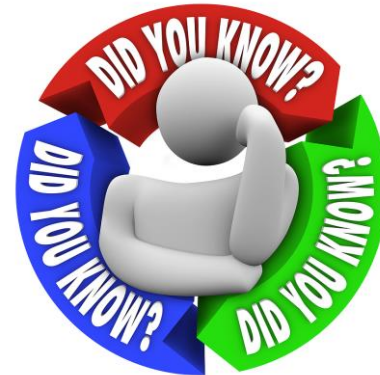


The Key To Recreational Boating Safety



WELCOME

- **Workshop Objective**
 - Review issues from 2017
 - Clarify topics of concern



MISSION STATEMENT

Further recreational boating safety, save the lives and reduce property damage by preventative measures that maximize the safe use and enjoyment of America's waterways by the public.



WHY BECOME A VESSEL EXAMINER?

- **You can:**
 - **make a difference**
 - **save a life**
 - **contribute to safety on the water**
 - **talk to boaters about safety**
 - **answer boaters questions**
 - **help spread the word about the Auxiliary**
 - **recruit new members**



THE VSC PROGRAM

- The Vessel Safety Check (VSC) program objective is to achieve voluntary compliance with recreational boating safety laws and statutes regarding the carriage of safety equipment.



DISCUSSION TOPICS

U.S. Department of
Homeland Security
**United States
Coast Guard
Auxiliary**



SAFETY ALERT

FIRE EXTINGUISHER



UNITED STATES COAST GUARD

U.S. Department of Homeland Security

MARINE SAFETY ALERT

Inspections and Compliance Directorate

November 13, 2017
Washington, DC

Safety Alert 12-17

Don't be inflamed about what you have to do!

Kidde has made this extinguisher recall and replacement easy for you.

This safety alert provides information related to Kidde brand fire extinguishers. Nearly 40 Million extinguishers involving 134 different models have been recalled. These fire extinguishers were manufactured between January 1, 1973 and August 15, 2017, including models that were previously recalled in March 2009 and February 2015. The extinguishers were sold in red, white, and silver cylinder colors and are rated as either ABC or BC.

The Coast Guard **strongly recommends** that all persons owning fire extinguishers to read the following information and access the appropriate hyperlinks for specific recall information.

This product recall involves two styles of Kidde disposable fire extinguishers: Plastic handle fire extinguishers and plastic push-button fire extinguishers. This recall does not include Kidde Professional or Badger branded fire extinguishers. Units with metal handles/valve assemblies are not included in the recall.

U.S. Department of
Homeland Security
**United States
Coast Guard
Auxiliary**



FIRE EXTINGUISHERS

- Ensure all extinguishers are Coast Guard approved and in serviceable condition, including no corrosion, leakage or damage to the nozzle.



FIRE EXTINGUISHERS

- **Verify that the pressure indicator is in the normal charge range. For extinguishers with a testing push button, verify that it works.**



Pop quiz: What's wrong with this picture? (Answer in slide notes)

SAFETY ALERT

CARBON MONOXIDE



UNITED STATES COAST GUARD
U.S. Department of Homeland Security

MARINE SAFETY ALERT

Inspections and Compliance Directorate

September 25, 2017
Washington, DC

Safety Alert 10-17

Oh, They're Just Seasick. Or Not?

Carbon Monoxide – an unseen and deadly hazard you cannot spot!

Recently along the Gulf Coast multiple passengers on board an uninspected passenger vessel (UPV) were hospitalized due to carbon monoxide (CO) poisoning. One of the persons had a 26% CO level (amount of CO bound to hemoglobin or red blood cells) in their blood stream. Additionally, it was discovered that one of the passengers became unconscious and the other four passengers experienced heavy fatigue and vomiting as a result of the CO exposure.

Coast Guard Marine Inspectors conducted an exam of the vessel and found it to be in compliance with the ventilation requirements set forth in 46 CFR Subchapter C as they pertain to UPVs. The Coast Guard team then requested that the master get underway in order to take readings with a personal four gas meter. While underway the master



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Coast Guard
Auxiliary**



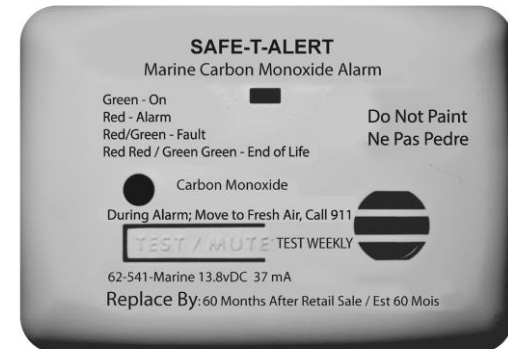
CARBON MONOXIDE (CO)

- Colorless, odorless and tasteless gas.
- Can result in carbon monoxide poisoning.
- Symptoms: irritated eyes, headache, nausea, weakness and dizziness.

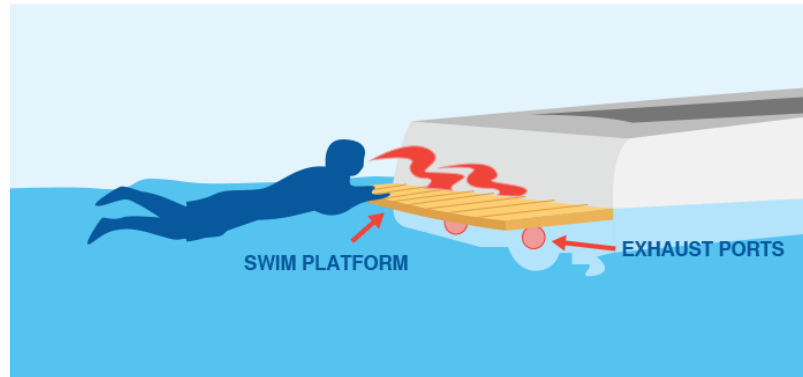


CARBON MONOXIDE (CO)

- Confused with seasickness or intoxication.
- Large exposures can result in death.
- CO detector good detector.



SOURCES OF CO

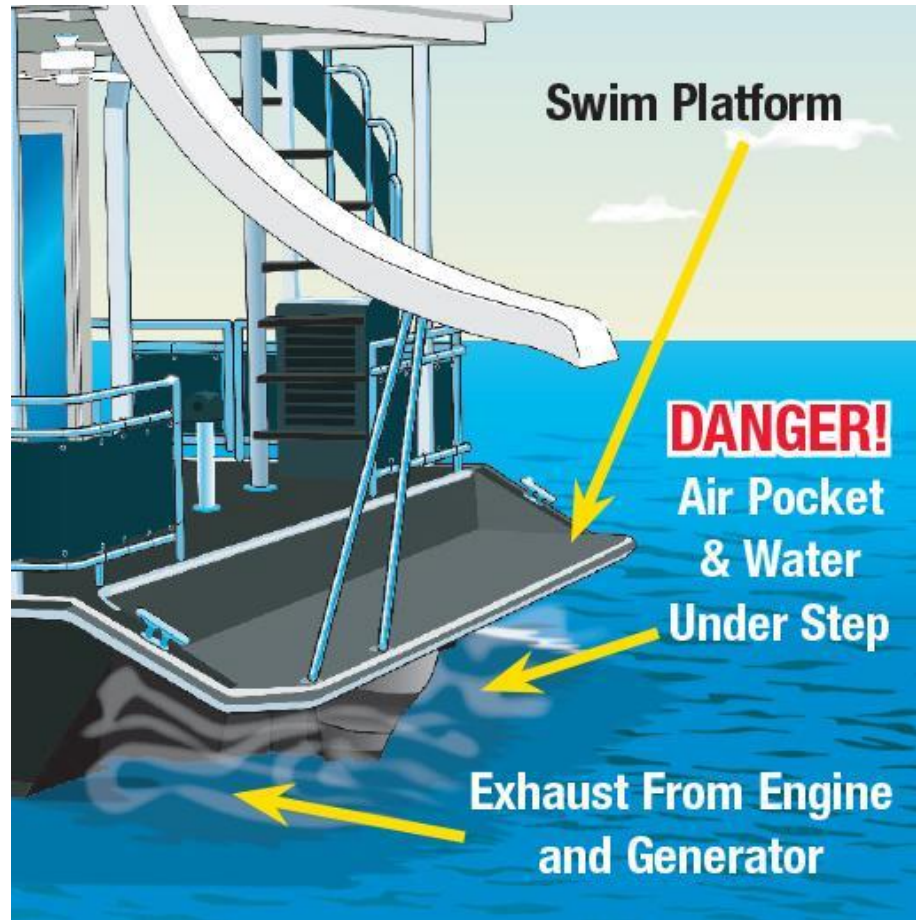


Back drafting can occur when a boat is operated at a high bow angle.



Exhaust from nearby vessels can send CO into your boat's cabin or cockpit.

SOURCES OF CO



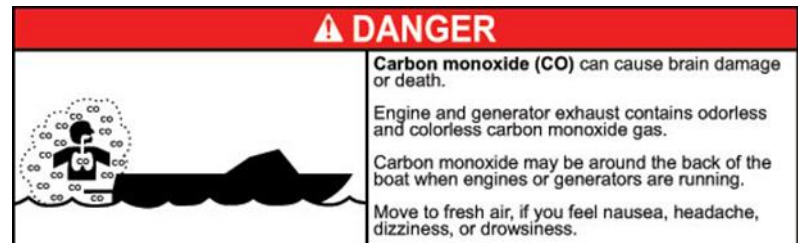
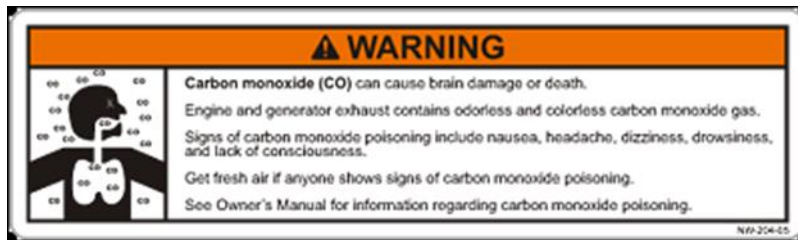
SOPHIA's LAW

- **Minnesota is the first state to protect boaters from the dangers of carbon monoxide with Sophia's Law.**
- **Named after a 7 year old girl who died from carbon monoxide poisoning while boating on a lake.**



SOPHIA's LAW

- Law requires:
 - CO detector is required for each enclosed cabin
 - CO warning sticker at helm, in or at entrance to any enclosed occupancy space, and at the aft boarding/stern area.



CARBON MONOXIDE SAFETY TIPS

- Install marine and test carbon monoxide detectors.
- Annual engines/generators check by a marine technician.
- Keep forward-facing hatches open to allow fresh air to circulate.
- Keep people clear of the rear deck and swim platform while the generators/engines are running. Always monitor the swim area.



VE CURRENCY REQUIREMENTS

- In the first year of VE qualification, the VE is **NOT** required to perform five additional VSCs in addition to supervised VSCs conducted during qualification.



VE CURRENCY REQUIREMENTS

- A qualified VE who fails to perform the annual certification requirements, must complete two satisfactory VSC exams as a trainee, under the supervision of a certified VE using the ANSC Form 7012 to regain qualification.
- In addition, another five VSCs are required to remain certified during the year.



IMPORTANCE OF “ASSIGNMENT TO DUTY”

- **An Auxiliarist who is injured may be compensated.**
- **Requirements for Assignment to Duty**
 - **Have a VE Qualification Certificate**
 - **Activity scheduled with elected officer or FSO-VE**



IMPORTANCE OF “ASSIGNMENT TO DUTY”

- **Administratively impractical for CG to issue orders for all authorized activities.**
- **Refer to AUX MAN and VSC Manual for additional information.**
- **Assignment to Duty is important if you are injured.**



UNIFORMS

- **Wear an appropriate uniform for scheduled VSCs.**
- **The preferred uniform is the ODU.**
- **The optional VE golf shirt with ODU trousers or the hot weather uniform may be worn.**



EXAM COURTESY

- As a courtesy, ask permission to come aboard.
- Be careful nothing you are carrying or wearing can cause damage to the vessel you are examining.
- If you have an appointment, be on time.



GETTING STARTED

- The VE should emphasize the examination is voluntary and that deficiencies will not be reported to the Coast Guard or other law enforcement agencies.
- The VSE is offered at no charge.



DOCUMENTED VESSELS

- Vessel registered by Federal Government through the Coast Guard rather than titled and numbered by a state.
- Recreational vessels 5 net tons or over (26 ft in length and more) may be documented.



VSC REQUIREMENTS

(Documented Vessels)

- **Certificate of Documentation**
 - Original on board
 - Signed by the Director of National Vessel Documentation Center
 - Not expired

U.S. GOVERNMENT PRINTING OFFICE: 2013-410

U.S. GOVERNMENT PRINTING OFFICE: 2013-410

UNITED STATES OF AMERICA

DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

NATIONAL VESSEL DOCUMENTATION CENTER

CERTIFICATE OF DOCUMENTATION

VESSEL NAME COASTGUARD	OFFICIAL NUMBER 123456	IMO OR OTHER NUMBER PALL-MATERIAL	YEAR COMPLETED 2013
BOAT NAME SAN DIEGO CA	WOOD	14RTH	MECHANICAL RECORDS YES
CRUISE TORNAVE	NET TONNAGE	45.4	YES
14 OCT	13 MAY	11.6	6.1

REGISTERED
FALMOUTH UNITED KINGDOM

OWNER
SMITH, JOHN

OPERATIONAL ENDORSEMENTS
RECREATION

MANAGING OWNER
SMITH, JOHN
1234 MAIN ST
SAN DIEGO, CA 92109

REGISTRATION
E. FORDON BUILT
E. FORDON BUILT

ENTITLEMENT
NONE

REMARKS

ISSUE DATE
MAY 01, 2012
THIS CERTIFICATE EXPIRES
MAY 01, 2017

John Smith
DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER

VOID



VSC REQUIREMENTS

(Documented Vessels)

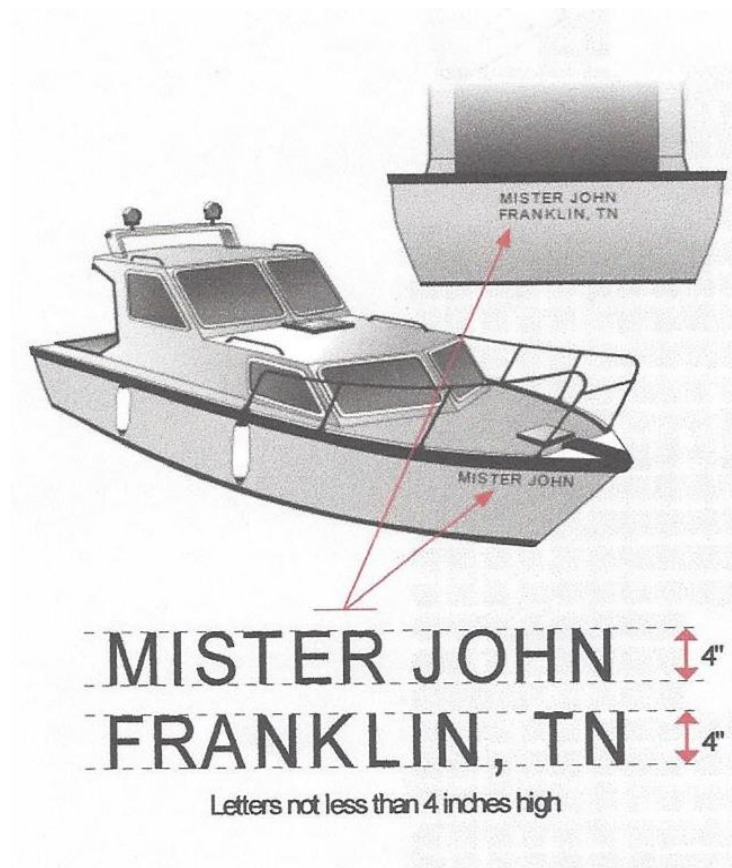
- **Interior Markings – Official Number**
 - Listed on the Certificate of Documentation
 - Permanently affixed
 - Preceded by abbreviation “NO.”
 - Block-type Arabic numbers
 - Not less than 3” in height
 - Clearly visible interior structural part of the hull



VSC REQUIREMENTS

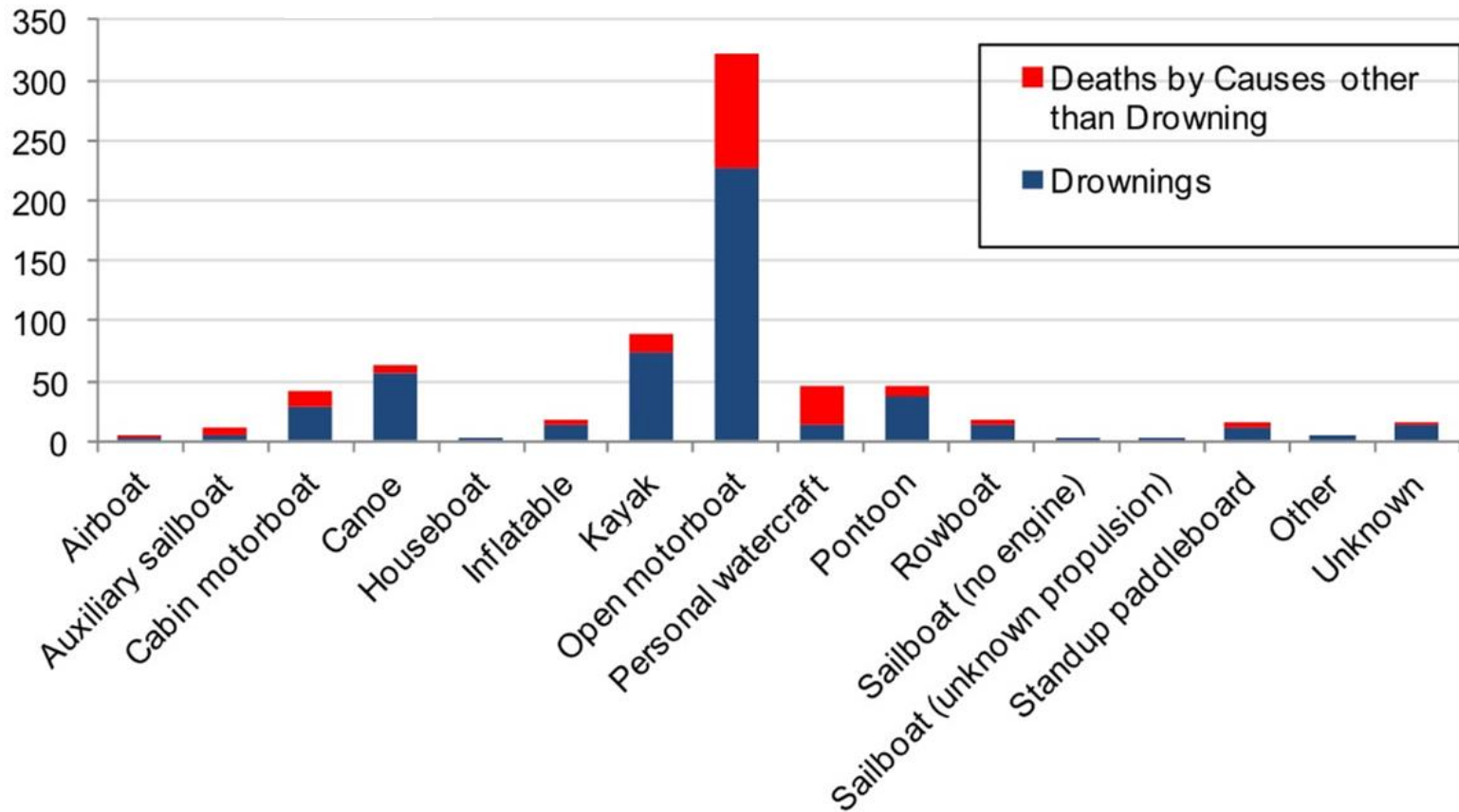
(Documented Vessels)

- **Exterior hull display**
 - Name and hailing port together
 - Marked by any durable means
 - Clearly visible
 - Clearly legible
 - Minimum 4" in height



STATISTICS

NUMBER OF DEATHS BY VESSEL TYPE 2016



PERSONAL FLOTATION DEVICES

- All recreational vessels must carry one Type I, II, III or V wearable life jacket for each person on board.
- Boats 16 feet or over (except paddlecraft) must also carry one Type IV (throwable) device.



PERSONAL FLOTATION DEVICES: CHILD


- **Choosing a child's PFD:**
 - Must be Coast Guard approved
 - The child's weight must fall within the range specified on the label.




PERSONAL FLOTATION DEVICES: CHILD

- To find the proper child fit, use the “TEST THE FIT” test.

HOW TO PROPERLY FIT A LIFE JACKET

- 


CHECK LIFE JACKET LABEL FOR THE APPROPRIATE WEIGHT OR CHEST SIZE.

The life jacket label will indicate the size and weight of the intended user. Make sure the wearer is within these ranges. Verify that the life jacket label states it is “Coast Guard approved.”
- 

PUT THE LIFE JACKET ON.


Inspect the life jacket for wear and tear. Warning signs include rips and missing or broken buckles or straps.
- 

BUCKLE ALL STRAPS AND TIGHTEN OR ZIP UP ALL ZIPPERS.

Make sure all straps can be buckled and zippers zipped. Don't forget the crotch strap if there is one!
- 

HAVE THE WEARER LIFT THEIR ARMS OVER HEAD AND GENTLY LIFT THEM BY THE TOP OF THE LIFE JACKET ARM OPENINGS.

If the jacket rides up above their ears, it's too big. If the straps or zippers don't close, the jacket is too small.



WWW.BOATUS.ORG





VESSEL DISTRESS SIGNALS

- **Visual Distress Signals are specifically defined in the Code of Federal Regulations and include only USCG approved devices limited to:**
 - **Pyrotechnics – Three of any combination of hand held flares, parachute flares, or red meteor.**
 - **Pyrotechnics orange smoke, hand-held or floating (day only).**
 - **Orange flag with black square/circle (day only).**



NEED FOR VISUAL DISTRESS SIGNALS



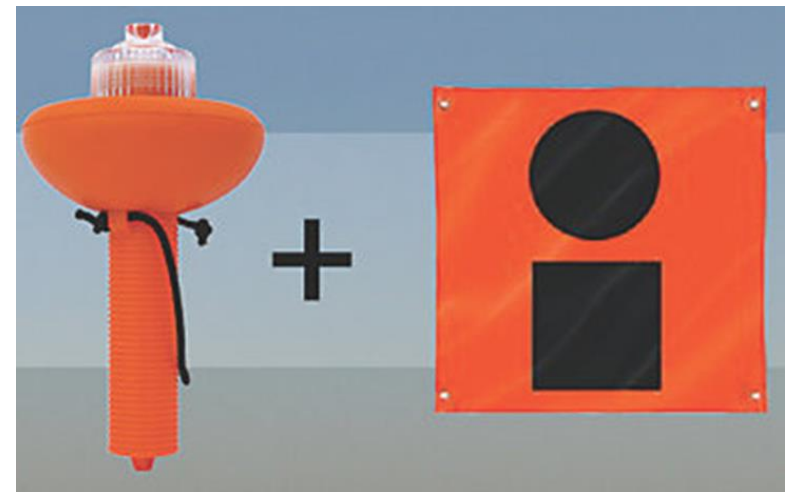
VESSEL DISTRESS SIGNALS

- The SOS distress LED light must state “approved by U.S. Coast Guard” may be used to replace pyrotechnic flares. The SOS distress LED light complies with CG requirements 46 CFR 161.013.



VESSEL DISTRESS SIGNALS

- The SOS distress LED light must be combined with daytime flag (black square and black circle pattern) to comply with the CG day and night requirement.



NAVIGATION LIGHTS

- Boats 16 feet or more in length must have properly installed, working lights and an all-around anchor light capable of being lit independently from the red/green/white “running lights”.



NAVIGATION LIGHTS

- Recreational vessels are required to display navigation lights:
 - sunset to sunrise
 - in periods of reduced visibility (rain, fog, etc.)

NOTE: Even if the owner/operator does not intend to go out after sunset, the prescribed lighting for their vessel type must be carried.



MARPOL Trash Placard

- All vessels 26' and greater in length require a MARPOL placard.
- Displayed in prominent location(s) and in sufficient numbers.



MARINE SANITATION DEVICE

- If there is an installed toilet on board,
 - the vessel must also have a Marine Sanitation Device (MSD).
 - Type I and Type II are flow through devices, while a holding tank is a Type III device.
 - the owner should explain how the system works.



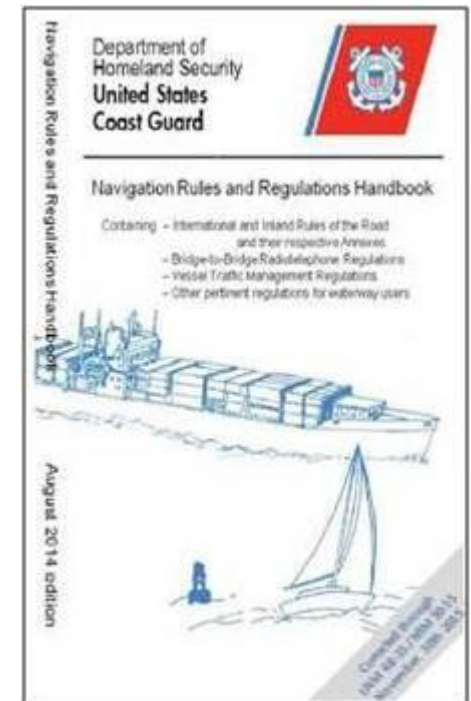
MARINE SANITATION DEVICE

- **Any capability for overboard discharge must be disabled or secured. Acceptable methods include:**
 - **Padlocking overboard discharge valves in the closed position**
 - **Closing overboard discharge valves and removing handles**



NAVIGATION RULES

- The owner operator of a self-propelled vessel 39.4 feet or more, when operating on inland waters, shall carry on board and maintain for ready reference a copy of the Navigation Rules.



BATTERIES

- Batteries should be clamped down or secured to prevent movement. At a minimum, the positive terminal should be covered unless state law requires both



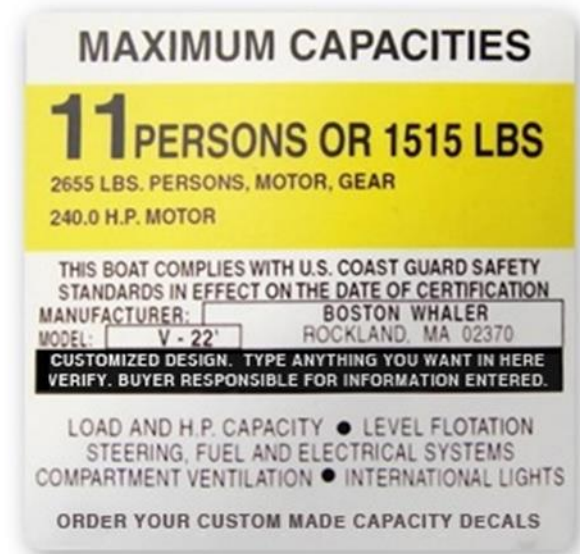
EPIRB & PLB

- **For off-shore operations, consider carrying additional safety equipment:**
 - **Emergency Positioning Indicating Radio Beacon (EPIRB)**
 - **Personal locating Beacon (PLB)**
- **These systems alert search and rescue in an emergency.**



CAPACITY PLATE

- Required on motorized, monohull boats less than 20'.
 - Located in sight of helm area
 - Lists max weight of persons pounds
 - Lists max carrying weight pounds
 - Lists max recommended horsepower



PWC REQUIREMENTS

- **Must carry the current valid Certificate of Number and display numbers and letters correctly.**
- **Must have a CG approved life jacket, fire extinguisher and sound device.**



PWC SAFETY DISCUSSION TIPS

- Wear water shoes & high impact life jackets.
- Operators should wear eye protectors.
- Carry tow line, anchor and signal mirror.



PADDLE CRAFT REQUIREMENTS

- Sound device, e.g. whistle, attached to a USCG approved life jacket
- Vessel conditions: as applies, see form 7012A for other requirements



SAFETY DISCUSSION TIPS

- Assess the risk by checking the weather.

KNOW YOUR LIMITS!

- File a float plan and carry a spare paddle.
- Proper footwear, wear high visible clothing and sunglasses.



SAFETY DISCUSSION TIPS

- **Carry a tow line, small anchor, throw bag, sponge, gloves, first aid kit, signal mirror, a hat with a wide brim and carry a personal locator beacon.**
- **Carry a waterproof FM-VHF radio and a cell phone.**



AWARDING VSC DECAL

- The VE shall ensure the VSC decal is affixed immediately after the exam.
- Attach decal to a visible, permanent piece of the vessel, e.g. lower forward corner of a portside window.



FACTS A VE SHOULD REMEMBER

- **Most boats in use today are less than 16 feet long, and more than 90% are less than 20 feet long.**
- **More than half of all boating fatalities occur in boats 12 to 16 feet long.**
- **Boaters involved in fatal accidents, more than 77% have no training in boat handling and safety.**



**CONGRATULATIONS on completing
the 2018 VE Workshop!**

**VSCs can make a difference!
You can save a life!**

Be sure to fill out an ANSC Form 7039

U.S. Department of
Homeland Security
**United States
Coast Guard
Auxiliary**



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