2021 VESSEL EXAMINER WORKSHOP

• This workshop may be completed as an “Independent Study” course by any examiner.

• Upon completion of the workshop, the examiner is responsible for notifying their Squadron VSC chair that they have completed the training.

• The Squadron VSC Chair should use Form VSC-2 to send this information to the National Assistant Chair (VSC).
Welcome to the 2021 VE Workshop

This workshop contains the following topics:

• Overview

• Review of COVID precautions/procedure

• What’s New Items

• Clarification of Requirements and Discussion Items

• General Items
Overview

Photo Courtesy of USCG Auxiliary National Supply Center
THE VSC PROGRAM GOAL

• The primary goal of the Vessel Safety Check (VSC) program is to examine and discuss required safety equipment and safety features specific to the owner’s boat.

• Issue a decal if the boat passes the VSC.
WHY BECOME A VESSEL EXAMINER?

• May save a life
• Educate boaters
• Contribute to safety on the water
• Help spread the word about the organization
• Recruit new members
HOW TO BECOME A VESSEL EXAMINER

• Contact your VSC Chair to get started

• Complete the initial training course

• Study VSC Manual  COMDTINST M16796.8A

• Take the 2021 Practice Test (available on-line)

• Pass Certification Exam (90% or better required)

• Successfully complete (5) supervised VSC’s
COVID-19 Precautions

If you have medical conditions such as obesity, heart disease, respiratory problems, or are over 65 check with your medical provider before resuming VSCs.

Vaccinations are recommended but not required

If cleared medically, perform VSCs as you feel comfortable

VSC should be conducted according to your local health department protocol.
COVID-19 Precautions

• Each Vessel Examiner should consider personal health, health of family members, PPE needs

• Clean hands (hand sanitizer or soap & water)

• Masks and disposable gloves should be worn by examiner.
COVID-19 Precautions

• Owner must also wear a mask

• Limit on-board persons to just the examiner and the owner

• Maintain safe distancing where possible
COVID-19 Precautions

• Owner should point to or show items

• Have items like flares and registration forms displayed by owner
COVID-19 Precautions

• Use one pen per exam & sanitize or discard after use

• After completing VSC:
  — dispose of mask and gloves in appropriate trash receptacles
  — Clean hands (hand sanitizer or soap & water)
  — Wash clothing after completing activities
COVID-19 Precautions

Remember, performing VSCs is your choice, and there is always a risk of exposure no matter how careful you are.

If you think you might have been exposed to COVID during a VSC, contact your healthcare provider right away for guidance.
Federal Law Change Effective; April 1, 2021
Recreational Boat Engine Cutoff Switch (ECOS) Requirements

Over the last three years (2018-2020), Congress has passed two laws requiring that manufacturers install engine cut-off switches on recreational vessels and that recreational vessel operators use those engine cut-off switches.

The laws that have placed these requirements on recreational vessel manufacturers and recreational vessel operators are found in **United States Code (USC)** rather than the **Code of Federal Regulations (CFR)** where these types of requirements are typically found.

These are federal laws and not enforceable by state and local marine officers at this time.

Photos courtesy of Dir-V, Jim Cortes
Recreational Boat Engine Cutoff Switch Requirements

PURPOSE:

These new laws will improve safety for all recreational boaters by reducing the potential for propeller injuries to recreational vessel operators, other users of the nation’s waterways, and marine law enforcement officers responsible for responding to runaway boats.

The Vessel Examiner **MUST NOT** ask the owner to demonstrate under any circumstances!

Photos courtesy of Dir-V, Jim Cortes
Recreational Boat Engine Cutoff Switch Requirements

Section 503 of the LoBiondo Coast Guard Authorization Act of 2018 created 46 USC 4312 to require a manufacturer, distributor, or dealer that installs propulsion machinery and associated starting controls on a covered recreational vessel (less than 26 feet long and capable of 115 pounds of static thrust = appx. 3 HP) to equip the vessel with an ECOS per compliant with ABYC Standard A-33.

This law went into effect on December 4, 2019 one year after the 2018 CGAA was enacted and is referred to as the “installation requirement.”
Recreational Boat Engine Cutoff Switch Requirements

Section 8316 of the National Defense Authorization Act of 2021 amended 46 USC 4312 to require individuals operating those recreational vessels covered by the installation requirement to use ECOS links, except if the main helm is within an enclosed cabin or the vessel does not have and is not required to have an ECOS.

It provides a penalty of $100, $250, and $500 for the first, second, and third offenses, respectively.
Recreational Boat Engine Cutoff Switch Requirements

- This requirement is referred to as the “use requirement.”
- The States listed below currently have ECOS laws:

  Alabama  Arkansas  Illinois  Louisiana

  Nevada  New Jersey  Texas
Recreational Boat Engine Cutoff Switch Requirements

Federal law preempts* States from enacting or enforcing a law on a subject that is different from a federal law on the same subject.

*The Coast Guard has the authority to provide an exemption from preemption if recreational vessel safety is not adversely affected, as when a state law is close enough to the federal law and does not adversely affect recreational vessel safety.
Recreational Boat Engine Cutoff Switch Requirements

Award decal (assuming everything else is OK):

- ECOS required or installed.
- If ECOS is required or installed but reported as not working or missing parts then a **decal cannot be awarded**.
- Reminder: The Vessel Examiner **MUST NOT** ask the owner to demonstrate under any circumstances!
How can the date of manufacture be determined?

- The HIN is 12 Characters in Length and usually found on the starboard outboard side of the transom but can also be found on the boat’s certificate of number (i.e., registration).

- Characters 11 and 12 of the HIN represent the model year.

- Characters 9 and 10 represent the date of certification of the boat.

- Character 9 represents the month, A-L for January-December, respectively.

- The 10th character represents the year of certification, with the last digit corresponding to the last digit of a specific year (e.g., “0” = 2020).
Recreational Boat Engine Cutoff Switch Requirements

For a model year 2020 boat to be required to have an ECOS installed, it would have an “A0” – “G0” certification date for the 9th and 10th characters of the HIN, and “20” for the 11th and 12th characters of the HIN.

Note that a “0” as the 10th character of the HIN could represent 2010 or any other year ending in a “0” including 2020, which is why the model year represented by the 11th and 12th characters must be considered (e.g., “A010” would represent a boat certified in January 2010, and “E000” would represent a boat certified in May 2000.)
Completing the VSC 7012 (Current version)

Printed Carbon Form 7012 has not been updated to accommodate new ECOS Information. Therefore, VE must note covered vessels in remarks prior to issuing decal.

Current PDF Form 7012 can be found on the WOW Forms Warehouse.
Completing the VSC 7012 (future version)

**VEssel Safety Check (VSC)**

To be completed by a U.S. Coast Guard approved Vessel examiner. See the back of this form for a brief explanation of required items. A Federal Requirements pamphlet is also available.

### Owner/Operator Information

- **Name:**
- **Decal Awarded:** Yes [ ] No [ ]
- **Location of VSC - County:**
- **State:**
- **Replacement decal was:** Last Year [ ] Outdated [ ] First Time [ ]

### Vessel Information

- **Registration or Documentation Number:**
- **HIN:**
- **Length:** <16 [ ] 16-25 [ ] 26-39 [ ] 40-65 [ ]
- **Powered by:** Gas [ ] Diesel [ ] Sail [ ] Other [ ]
- **Area of Operations:** Inland [ ] Coastal [ ]
- **Type:** PWC [ ] Open [ ] Cabin [ ] Other [ ]

### Vessel Safety Check Decal Requirements

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Display of Numbers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Registration/Documentation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Personal Flotation Devices (PFD)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Visual Distress Signals (VDS)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>5. Fire Extinguishers</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>6. Ventilation</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>7. Backup Flame Control</td>
<td></td>
<td></td>
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<tr>
<td>8. Sound Producing Devices</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>9. Navigation Lights</td>
<td></td>
<td></td>
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<tr>
<td>10. Pollution Placard</td>
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<td></td>
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<tr>
<td>11. MARPOL Placard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12. Marine Sanitation Devices</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>14. State and/or Local Requirements</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>15. Overall Vessel Condition as applies</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Deck Free of Hazards / Clean Bilge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Electrical Systems</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Fuel Systems</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Recommended and Discussion Items

(While encouraged, items below are not VSC requirements)

<table>
<thead>
<tr>
<th>Item</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>I. Marine Radio</td>
<td></td>
<td></td>
</tr>
<tr>
<td>II. Diesel Treating Device &amp; Backup</td>
<td></td>
<td></td>
</tr>
<tr>
<td>III. Mounted Fire Extinguishers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IV. Anchor &amp; Line for Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>V. First Aid &amp; PhW Kits [** over]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VII. Inland Visual Distress Signals</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VIII. Capacity of Certificate of Compliance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IX. Discussion items: as applies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Accident Reporting-Owner Responsibility</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Operation of Vessel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Carbon Monoxide-Dangers and Prevention</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. Nautical Charts/Navigation Aids</td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. Fuel/Fuel Management</td>
<td></td>
<td></td>
</tr>
<tr>
<td>f. Float Plan/Weather &amp; Sea Conditions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>g. Boating Check List</td>
<td></td>
<td></td>
</tr>
<tr>
<td>h. Survival Tip and First Aid</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. Safe Boating Classes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>j. Marine Domain Awareness</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### #16 Added to back of PDF 7012

- **16. Engine Cutoff Switch Installed**
  - a. Req. for Vessels <26 ft, New after 01/10/20
  - b. Mandatory use in some States (See details below back)

For more information: Ask your Vessel Examiner and/or visit [http://SafetySeal.net](http://SafetySeal.net)

PDF Version of Form 7012 will be updated to accommodate new ECOS Information.
PADDLE SMART, BE SAFE

• New inflatable antennas now available for use with Marine VHF radios, handhelds, also UHF connectors options.

• Range 3x greater than 3dB antenna.

• Ideal for kayaks, jet skis, inflatables, etc.

• Not for use as personal flotation device or visual distress signal.
Propane Power

• Propane is heavier than air.

• During VSC, check for propane smell, check hoses and tank for obvious defects.

• Escaping propane will sink to the lowest point it can find.

• If enough collects, an explosion from a stray spark is a distinct possibility.
Propane Power

• Propane powered outboard engines are available.

• Currently no regulations on tanks.

• CG recommends tanks be treated as portable fuel tanks.

• Decal can be awarded if no other discrepancies
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.
Electronic VDSD

• Electronic VDSDs are NOT “CG Approved” but are accepted as equivalent.

• Accepted as nighttime VDS if marked as being compliant with RTCM Standard 13200.0

Photo courtesy of Defense Visual Information Distribution Service
RTCM Equivalent Marking

Photo courtesy of Defense Visual Information Distribution Service
What’s New
Fire Extinguishers

Vessel Safety Check – Portable Fire Extinguisher Guidance policy letter found at:

2020 Policy Letters (uscgaux.info)
Portable Fire Extinguisher Guidance for VSCs

• CG now uses Underwriters Laboratory (UL) performance-based classification.

• All approved extinguishers installed prior to 22 AUG 16 can remain on recreational vessels provided they are serviceable.
Portable Fire Extinguisher Guidance for VSCs

• New system requires portable and semi-portable extinguishers to be marked with a combined number and letter designation (e.g., 5-B)

• Number indicates the relative extinguishing potential.

• Letter designates the general class of fire for the extinguisher.
**Vessel Examiners shall use the following tables:**

<table>
<thead>
<tr>
<th>Length (X feet)</th>
<th>Vessels built before August 22, 2016 (minimum number of B-1 portable fire extinguishers required*)</th>
<th>No fixed system in Machinery Space</th>
<th>Fixed System in Machinery Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 16</td>
<td>1</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>16 to less than 26</td>
<td>1</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>26 to less than 40</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>40 to 65</td>
<td>3</td>
<td>2</td>
<td></td>
</tr>
</tbody>
</table>

*One portable B-II portable fire extinguisher may be substituted for two B-1 portable extinguishers*
<table>
<thead>
<tr>
<th>Length (X feet)</th>
<th>Vessels built after August 22, 2016 (minimum number of 5-B portable fire extinguishers required*)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No fixed system in Machinery Space</td>
</tr>
<tr>
<td>Less than 16</td>
<td>1</td>
</tr>
<tr>
<td>16 to less than 26</td>
<td>1</td>
</tr>
<tr>
<td>26 to less than 40</td>
<td>2</td>
</tr>
<tr>
<td>40 to 65</td>
<td>3</td>
</tr>
</tbody>
</table>

*One portable 20-B portable fire extinguisher may be substituted for two 5-B portable extinguishers*
KIDDE FIRE extinguishers

• Kidde fire extinguisher recall issued 11/2/2017

• Involves two styles of Kidde fire extinguishers: plastic handle and push-button

• The recall involves 134 models manufactured between January 1, 1973 and August 15, 2017

• Contact Kidde to request a free replacement
New Life Jacket Labels

• The traditional “Types” categories are going away.

• New labeling system relies more on icons

• Older jackets and flotation aids labeled by “type” still meet regulatory requirements until no longer serviceable.
New Life Jacket Labels

• Two Categories:
  1. Wearable
  2. Throwable

• Wearable life jackets will be divided into five buoyancy categories: 50, 70, 100, 150, and 275 Newtons (metric to harmonize with Canadian standards)
New Life Jacket Icons

• Choose the level of buoyancy for the type of activity.

• The curved arrow indicates that it is likely to turn an unconscious wearer face up in the water.
# New Life Jacket Icons

<table>
<thead>
<tr>
<th>Old Type</th>
<th>New Icon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type I</td>
<td><img src="#" alt="Image 1" /> <img src="#" alt="Image 2" /> <img src="#" alt="Image 3" /></td>
</tr>
<tr>
<td>Type II</td>
<td><img src="#" alt="Image 4" /> <img src="#" alt="Image 5" /> <img src="#" alt="Image 6" /></td>
</tr>
<tr>
<td>Type III</td>
<td><img src="#" alt="Image 7" /> <img src="#" alt="Image 8" /> <img src="#" alt="Image 9" /></td>
</tr>
<tr>
<td>Type IV</td>
<td>Called a throwable</td>
</tr>
<tr>
<td>Type V (special purpose vest that met either I, II, or III standards)</td>
<td>Check the icons</td>
</tr>
</tbody>
</table>
New inflatable Life Jacket Sample

Limitations of Use (No PWC, Skiing, Towing, Whitewater Paddle)

Will Not Turn You Face Up

Buoyancy Level (70)

Care

Photo courtesy of Defense Visual Information Distribution Service
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
INFLATABLE FLOTATION DEVICES

• Inflatable PFDs are convenient, less restrictive and comfortable. The examiner can emphasize these points to encourage wear rates.

• Often used for fishing, sailing, and paddle sports

• Only approved for persons 16 years of age and older
CHILD PERSONAL FLOTATION DEVICES

Choosing a child’s PFD:

• Must be Coast Guard approved
• The child’s weight must fall within the range specified on the label
• Test the fit

Photo courtesy of USCG Safe Boating Campaign Program
WEARING A PFD WILL INCREASE THE ODDS OF SURVIVAL

**BE AWARE:** Springtime Dangers of Cold Waters

- Hypothermia occurs when the body’s core temperature falls below normal, which could become fatal.
- Hypothermia occurs faster in children and elderly.
- Body heat is lost 25 times faster in cold water than in cold air.
- The onset of hypothermia can occur shortly after being in the water.
- Alcohol consumption speeds the onset and progression of hypothermia.

**Signs of Hypothermia Include:**
1. Shivering
2. Cold hands and feet
3. Poor coordination, numbness, loss of dexterity
4. Mental sluggishness
5. Pain from cold

If you see someone with any of these signs, get help immediately!

**COLD Water Temperatures: 40s-50s**

Image by NWS
Documented Vessels

Photo courtesy of Defense Visual Information Distribution Service
Documented Vessels

• A vessel registered by Federal Government through Coast Guard.
• Pleasure vessels of 5 Net Tons and over 26 feet may be documented.
• Number assigned, preceded by “NO.” must be permanently affixed and clearly visible (minimum 3 inches high) on interior structure of the hull.
Documented Vessels

• Name and hailing port must be marked (minimum 4 inches high) on some clearly visible exterior part of the hull, normally the transom.

• If only visible on the sides of the hull the name must be displayed on BOTH sides. The hailing port is still required on the transom.
Danger of Overloading

Photo courtesy of Defense Visual Information Distribution Service
Why Is It Important

• Overloading a boat can be dangerous.
• In calm waters, an overloaded boat is more likely to capsize, especially if the boat makes an abrupt turn, or if someone on board suddenly shifts position.
• Reduces freeboard, increases instability, and raises the risk of swamping in rough weather.
Capacity/Certificate of Compliance
CAPACITY PLATE

Required on motorized, monohull boats less than 20’.

- Permanently affixed, in sight of helm steering area
- Lists max weight of persons in pounds
- Lists max total carrying weight in pounds
- Lists max recommended horsepower

Photo courtesy of USCG BSX
Labels for Recreational Boats

• Manufacturers of new boats are required to affix a certificate of compliance and display of capacity information.

• Often combined into one label.
Certification Label

• Any boat that must meet some Federal Requirement but not Capacity, Flotation, or Horsepower must have at least a certification label.

• If the boat must meet the Electrical regulations there must be a certification label.
Certificate of Compliance

Stand alone Certificate of Compliance

Combined with Capacity Label

Photo courtesy of USCG BSX
Examples of Capacity Plates

<table>
<thead>
<tr>
<th>Outboard</th>
<th>2HP or Less</th>
<th>Manual Propulsion</th>
<th>I/O &amp; Inboard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boats</td>
<td>Boats</td>
<td>Boats</td>
<td>Boats</td>
</tr>
</tbody>
</table>
VESSELS 65 FEET OR GREATER

• Vessels >65 feet LOA are not eligible for a VSC.

• This rule has been in effect for 20 years.

• Vessels that large typically have complicated systems that the average VE would have difficulty examining.
BATTERIES

• Batteries should be secured or clamped down to prevent movement.
• Each battery must be installed so that metallic objects cannot contact battery terminals.
• Covering the positive terminal is a requirement to receive a VSC decal. Some states may require both terminals be covered.
• Vessels with outboard motors are exempt from the above requirements.
What’s New for Radio Checks

• Sea Tow discontinued their automated radio check platform on 2 Oct 20
  – Coast Guard offers automated DSC Test Call capability from Rescue 21
  – Checks with other boaters should be made on VHF-FM CH 09.

• Refer to Marine Safety Information Bulletin (MSIB) 20-20, Change 1, at
PFDs During VSCs

• Any USCG approved life jacket or PFD worn by a VE during a VSC is authorized.

• It should be thoroughly inspected at the beginning of the season and a routine inspection done prior to use to ensure it is in good working condition and safe to use.
Cleaning PFDs After VSCs

• Use a 60-90% alcohol spray solution and spray the life jacket including the buckles, straps and zippers.

• While wearing gloves, hand wash the life jackets with hot water and mild soap. Rinse with clean water.

• Do not use bleach or put life jackets in a washing machine.

• Allow life jackets to dry completely for 72 hours (3 days) before reusing. Spreading them out in the sunshine and fresh air is the best option to dry them out completely.

Information from SeaTow Foundation
VE CURRENCY REQUIREMENTS

FULLY QUALIFIED Examiners are required to perform at least five VSCs in a calendar year in order to retain certification.

Photo courtesy of Defense Visual Information Distribution Service
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 procedures 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 retain certification for the following year.
PWC VSC
PWC VSC Review

• CG considers PWCs a Class A inboard motor vessel.
• Must adhere to regulations and standards.
• A VSC may be performed on a PWC.
• ANSC 7012 used to document the exam.
• Many states have additional requirements, know what they are because they are part of the exam (ANSC 7012, Item 14).
PWC VSC

The following are the applicable items from the “Requirements” section of the ANSC 7012:

Display of Numbers
   – PWC is motor powered vessel, so requirements are the same as other vessels.

Registration/Documentation
   – Original registration must be on board
PWC VSC

Personal Flotation Device (PFD)
– Approved PFD for everyone on board
– Should have impact rating of at least 50 MPH, but not required to award decal.

Vessel Distress Signals (VDSs)
– Coastal waters operation: required
PWC VSC

Fire Extinguishers
- CG approved
- Designated compartment or strapped down

Ventilation
- PWCs have natural ventilation system, no blower
- Sniff check
PWC VSC

Backfire Flame Control
  – Must be CG, UL label
  – May be integral if fuel injection system

Sound Producing Devices
  – Must carry a device, whistle recommended

Navigation Lights
  – N/A due to daylight operations prohibition
PWC VSC

Pollution Placard  N/A

MARPOL Trash Placard  N/A

Marine Sanitation Device  N/A

Navigation Rules  N/A
PWC VSC

Overall Vessel Condition: as applies

a. Deck Free of Hazards / Clean Bilge

b. Electrical Systems

c. Fuel Systems

d. Galley / Heating Systems (usually N/A)
PWC VSC

State and Local Requirements

• Check with authorities for: hours of operation, riding restrictions, age requirements, lanyards, insurance, education, etc.

• If checking PWCs at a rental facility check briefing requirements given to customers, etc.
CARBON MONOXIDE (CO)

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

Photo courtesy of National Safe Boating Campaign
CARBON MONOXIDE (CO)

• Symptoms of exposure often confused with seasickness or intoxication.

• Large or long-term exposures can result in death.

• Install and maintain marine grade approved CO detector.
SOURCES OF CARBON MONOXIDE

Backdrafting 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.

Photo courtesy of Defense Visual Information Distribution Service
SOURCES OF CARBON MONOXIDE

CO Poisoning Situations—Slow Speed or Station Wagon Effect

Slow Speed or Idling causes carbon monoxide to accumulate in the cabin, cockpit, and rear deck.

Station Wagon Effect causes carbon monoxide to accumulate inside the cabin and cockpit if you are operating the vessel at a high bow angle, if there is an opening that draws in exhaust, or if protective coverings are used when the vessel is underway.
PADDLECRAFT
Paddlecraft Safety

• Know the area.

• Beware of boat traffic.

• Watch for weather changes and water currents.

Photo courtesy of Defense Visual Information Distribution Service
Paddle Craft Require Distress Signal Devices

• Paddle boards are the same as a kayak or canoe and have the same responsibilities.

• PFD’s sound producing devices and light are required.
PADDLE SMART, BE SAFE

• Always wear your life jacket and carry a whistle
• Know the rules of the road
• File a float plan
• Plan for changing weather conditions
• Know your limits, plan for immersion
PADDLE SMART, BE SAFE

• Carry a waterproof VHF radio & cell phone
• For safety, always paddle in a group
• Carry a tow line & small anchor
• Wear proper footwear & high visibility clothing
PADDLECRAFT REQUIREMENTS

• Boat registration – check state requirements

• Sound producing device, e.g., whistle, attached to a USCG approved life jacket

• Vessel conditions: as applies, see form 7012A for other requirements
PADDLECRAFT DECAL AIDS

• “If Found-Contact” sticker is popular with paddlers
• Helps law enforcement personnel identify owners of lost paddle craft
• Offering sticker to paddlers is a great way to start the educational VSC process
PADDLE CRAFT RESOURCES
ADDITIONAL RESOURCES

America’s Boating Club VSC website

Auxiliary National “V” Department website
http://wow.uscgaux.info/content.php?unit=v-dept

Vessel Safety Checks for Rental Agencies (Liveries)

paddlecraft Vessel Safety Check Addendum
http://vdept.cgaux.org/JobAidFiles/SUBsVSCManualAddendum.pdf

B-Directorate Paddlecraft Safety
REMEMBER

• While performing Vessel Examinations, remember the goal is to educate the public in boating safety.

• America’s Boating Club is in the Recreational Boating Safety business and our responsibility as a close partner with the US Coast Guard is to save lives through education.
CONGRATULATIONS ON COMPLETING THE 2021 VE WORKSHOP!

VSCs DO MAKE A DIFFERENCE

YOU MAY SAVE A LIFE!

REMEMBER TO NOTIFY YOUR VSC CHAIR THAT YOU TOOK THIS TRAINING
2021 ABC Safety Committee

Chief Commander
Mary Paige Abbott

National Executive Officer
Craig Fraser

Chair, Safety Committee
Al Furtado

Asst. Chair (VSC)
Charles Meany

Asst. Chair (Partner Visitation)
Gino Bottino

Asst. Chair (CPR/First Aid)
Jeff McKinney

Director of Education, USCGA
David Fuller