

# 2023 VESSEL EXAMINER WORKSHOP

for both USCG Auxiliary and US Power Squadrons



Prepared by the  
**UNITED STATES COAST GUARD AUXILIARY  
DIRECTORATE FOR VESSEL EXAMINATION  
AND PARTNER VISITATION**



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- Welcome to the 2023 Vessel Examiner Workshop, for both US Power Squadrons (America's Boating Club) and USCG Auxiliary.
- It includes topics VEs requested to be included and information based on help desk questions received.
- It can be done either in a group facilitated by an experienced VE or individually.  
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# Welcome to the 2023 VE Workshop

- This workshop contains the following topics:
  - Updates to “I Want a VSC”
  - Approved VE uniforms
  - Vessels not eligible for VSC
  - Paddlecraft
  - PFD “Intended Use” Label changes
  - VDS usage Requirements
  - New Fire Extinguisher Requirements
  - Battery Requirements
  - Engine Cut-Off Switch Requirements



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- Here are the topics that will be covered in this years' workshop.  
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## I Want a VSC

- Revised “I Want a VSC” form is online with a new look.
- Major changes are:
  - The originator no longer sees the selected VEs’ emails, only selected VEs see the emails.
  - Originator gets an email indicating they’ll be contacted.
  - Its’ important VEs “Reply All” they’ve made contact or aren’t available.
  - If the originator does not receive a response -they will be instructed to initiate another request.

“I Want a VSC” can be found at:



or

[https://wow.uscgaux.info/i\\_want\\_a\\_vsc/index.php](https://wow.uscgaux.info/i_want_a_vsc/index.php)



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- The new “I Want A VSC” program is on-line.
- Major changes are:
  - Originator no longer see VEs’ emails.
  - Originator receives an email indicating they’ll be contacted.
  - It’s important VEs “Reply All” they’ve made contact with originator or that they’re not available.
  - If the originator hears nothing they’re instructed to initiate another request.
- The new form is on line and can be found on the V-Directorate web page or with the QR code or web site.

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## Approved Vessel Examiner Uniforms

- **Power Squadron's VEs wear the USPS or America's Boating Club VE Polo shirt (red) with tan or khaki colored pants (long or short).**
- **Auxiliary VEs may wear the ODU, Alternate Working Uniform, or Hot Weather uniforms.**
- **The Auxiliary VE Polo shirt (blue/white) is authorized for wear as an optional uniform shirt worn as part of the ODU or Hot Weather uniform.**
- **VE's should always wear a life jacket during a Vessel Safety Check**



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- VE's required to wear a life jacket when the VSC is taking place on/around the water, and encouraged to do so in classrooms, to model the behavior we want from our fellow boaters.
- The VE Polo shirt is not authorized for wearing as a stand alone item with civilian clothing or on patrol, and no insignia, name tag, or breast device shall be worn with the shirt.
- Headgear (e.g. covers) (when wearing the Polo shirt) the Auxiliary staff office insignia shall not display. Only the member device shall be displayed on the headgear.
- Forward any questions and comments that you have up the chain of leadership.

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## Vessels NOT eligible for VSC

- **Recreational vessels 65 feet or longer.**
- **Commercial vessels (fishing boats, tugs, uninspected passenger vessels & etc.).**
- **Registered outside of the US or its territories.**
- **Experimental or unproven design.**
- **Submersibles, amphibious vehicles, life rafts, or surface-effect machines.**
- **Unmanned water-ski tow craft & motorized surfboards.**



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- Recreational vessels 65 feet or longer are not eligible for a VSC.
- Commercial vessels are not eligible for a VSC.
  - Examinations of commercial vessel or recreational vessels 65 feet or longer require that an Auxiliarist hold a specific letter of designation from the Sector Commander/Captain of the Port/Officer in Charge of Marine Inspections under whom they work and from whom they have received orders to conduct such examinations.
- U.S. Power Squadrons Vessel Examiners are not authorized to conduct examinations on any commercial vessel or recreational vessel 65 feet or longer.
- U.S. Power Squadrons Vessel Examiners are not authorized to conduct USCGAux Operational Facility Inspections.

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## PADDLECRAFT



Roland McDevitt (USCGAux)



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Pictures show several paddlecraft types. Vessel examiners should ensure that each vessel examined is safe to use.

## RBS is Job One for the Auxiliary. Paddlecraft Safety is a critical part of the RBS Mission

*If a dingy or other small boat is powered, it is to be inspected as a powered craft using Form ANSC 7012. If oars or paddles are the only form of propulsion, use Form ANSC 7012a.*

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# Paddlecraft: Vessels Subject to Federal and State Law

40 percent of recreational boaters are paddlecraft operators

- Kayaks
- Stand Up Paddleboards (SUPs)
- Canoes

Relatively few paddlers have any boater education or skills training

- Paddlers are subject to Nav Rules and other boating laws
- Education is key to their safety and safety of others

A paddlecraft Vessel Exam is our opportunity to

- Identify legal requirements for the craft
- Discuss safety recommendations
- Recruit new members
- Identify training and education resources  
(Including the American Canoe Association (ACA))

The image shows a thumbnail of a 'PADDLE CRAFT VESSEL SAFETY CHECKLIST (VSC)'. The form is divided into several sections: 'VESSEL INFORMATION', 'VESSEL EQUIPMENT', 'VESSEL OPERATOR INFORMATION', and 'VESSEL OPERATOR CERTIFICATION'. It includes various checkboxes and fields for recording details about the vessel and the operator.

7012a



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# Paddlecraft Safety Check: Requirements

## Federal Requirements emphasize:

- Life jackets (wearing is key to survival in a capsize, and required if under 13)
- Sound signal (typically a whistle attached to life jacket)
- White light (required from sunset to sunrise, and in restricted visibility)

## Other Federal Requirements (as apply)

- Overall Vessel Condition (see items and details on ANSC 7012a)
- Visual Distress Signals

## State Requirements:

- Some states require registration
- Know the state's requirements



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Discuss proper fit for life jacket, importance of wearing, and difficulty putting on after capsize.  
Familiarize self with Overall Vessel Condition items as explained on reverse of 7012a.

NOTE: Requirements are minimal, but **our mission is to educate.**

Many paddlers don't think these items need to be carried. They are required and an important part of ensuring personal safety on the water.

Examiner should be very familiar with detailed requirements itemized on back of 7012a, including:

- Life Jackets (recommend whistle attached).
- Hull, lines & deck sound – leaky hulls, lines or fittings in disrepair, are all reasons for VSC failure.
- Hatch covers – in good condition and no leaks.
- Deck lines & bungee cords – in good condition and secure.
- Hardware – secure and in working order, check rudder & skeg.
- Bulkheads/air bags – craft without flotation become unusable or sink when flooded.
- Paddle/oars – no visible cracks or fractures along the blade & shaft.
- Navigation & white lights.
- Visual distress signals.
- Use Form #7012A to guide you through the VSC.
- VEs should recognize that different bodies of water may require different gear, skills and clothing.

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# Paddlecraft Safety Check: Recommendations

## Few paddlers have boater education or skills training

- Examiner can probe for topics of interest to owner
- Provide information and resources
- Identify classes and training opportunities

## Topics to Probe

- Operator's skill level, experience, paddling environment
- Practices, including planning, communications, navigation rules, paddling in a group, navigation rules, etc.
- Ability to recover from capsize and call for help



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Recommending a VHF radio may be problematic. If the paddler isn't wearing a lifejacket, the radio likely won't be of use. Further, recommending a device that costs as much, or more, than some boats is unlikely to be productive. Learning how to prevent capsize and then to recover from it afterwards are crucial steps.

Form 7012a:  
Section IV Open Water Recommendations and Section V Other Recommendations offer great potential for discussion and educational outreach.

Study the details on reverse of 7012a and be prepared to discuss those items that relate to individual paddler.

Be prepared to refer individual to educational resources and opportunities obtain skills training.

In addition, note a following slide has resources available from American Canoe Association (ACA).  
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## Discussion Items for Paddlers

- Always wear your life jacket and carry a whistle
- Know the area
- File a float plan
- Beware of and avoid boat traffic
- Know the rules of the road
- Plan & watch for changing weather & water current conditions
- Know your limits, plan for immersion
- Electronic communication: VHF radio/cell phone



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- Paddle craft & small boat use is a rapidly growing area of recreational boating that can be extremely dangerous without proper preparation, equipment & training.
- Paddle Smart is a program to educate paddle-sport enthusiasts on how to stay safe, be responsible boaters & help emergency responders in search and rescue type situations.
  - The goal of the program is to make the boating season safer & more enjoyable as well as help recover property if lost & could help save lives.
  - The program provides a focal point for boating & paddling organizations, retailers, and others to work together to promote paddle sport safety.
  - The program also provides valuable information to all paddlers & small boaters.
- These are some important tips to ensure the paddler's safety.  
(NEXT SLIDE)

## “If Found-Contact” decals

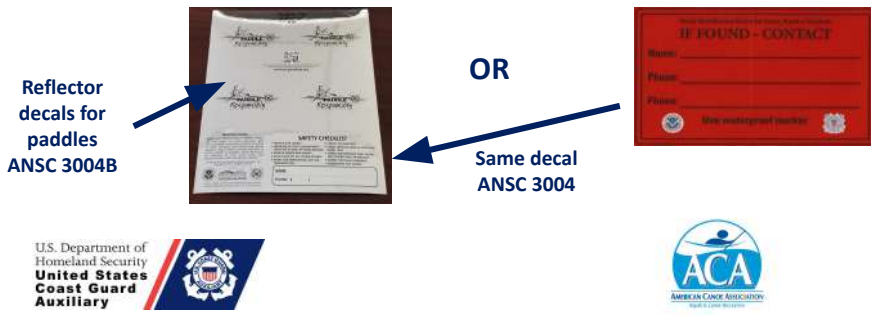
### Win-Win for paddlers and Coast Guard

- Coast Guard can avoid un-necessary SAR, or gain needed information to focus search
- Owner can recover lost craft, or be identified as subject of search

### Great way to engage

- Offer sticker to start the conversation
- Discuss trip planning and related topics

Available from Auxiliary National Supply Center or US Power Squadrons Headquarters



- The VE should offer the orange “If Found Contact” sticker (ANSC #3004), “Be Smart, Be Safe, Have Fun” pamphlet (ANSC #3004a or USPS #08-25-026) and water trail maps when approaching a paddler on safety needs.
- The “Paddle Tip Reflector Kit” (ANSC #3004b or USPS #08-25-000) should be available to paddlers who paddle in congested areas with power boats. Note: Allow 48 hours for adhesive to cure. Follow instructions.
- The “Paddle Tip Reflector Kit” has an equivalent “If Found Contact” sticker in the bottom right; be aware of this when interacting with paddlers.
- Sometimes the paddler will not allow the Vessel Examiner enough time to discuss all the safety tips. Know what tips are important for the location and are interesting to the paddler. Begin the open discussion.
- Be prepared to offer paddlecraft web sites and safety classes being offered by the American Canoe Association, Auxiliary, US Power Squadrons, local park boards and local kayak clubs.
- Be able to recommend safe paddling locations based on local weather conditions.

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# Paddlecraft Education

## Recreational Boating Safety Outreach for Paddlers

<http://www.uscgaux.info/content.php?unit=B-DEPT&category=for-paddlers>

- *Paddlecraft information and training opportunity*
- *Educational resources, including brochures*
- *Links to American Canoe Association (ACA) classes and other resources*



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# Free Online Course from ACA



The screenshot shows the American Canoe Association (ACA) website. At the top, there is a navigation menu with links for COMMUNITY, COMPETITION, EDUCATION, STEWARDSHIP, INSURANCE, and JOIN / RENEW. The main banner features an illustration of three people paddling on a lake. Below the banner, the text reads "RESOURCE LIBRARY" and "PADDLESPORTS ONLINE COURSE". A short description follows: "This online training program is brought to you through a partnership between the ACA and the U.S. Coast Guard, and was developed to meet the ACA standards for paddlesports safety education. This course is available in both print and e-learning formats and is designed to work on your smartphone, tablet, e-reader, or desktop computer." To the right of the text is a small graphic of a red kayak on water. At the bottom of the page, there are logos for the U.S. Department of Homeland Security, United States Coast Guard Auxiliary, and the ACA (American Canoe Association). A URL is provided: <https://americancanoe.org/education/resource-library/paddlesports-online-course/>. The page number "13" is visible in the bottom right corner.

- American Canoe Association (ACA) offers on-line courses for paddlesports.
  - They also provide connections to in person training.
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# VSC SAFETY REQUIREMENT UPDATES



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# Lifejacket “Intended Use” labelling is changing

**FLOTATION AID - TYPE III PFD  
INTENDED USE BOATING VEST  
ADULT LARGE**

USER WEIGHT: MORE THAN 90 LBS. (41KG)      CHEST SIZE: 40 - 44 IN.  
MODEL: WAVE      (102 TO 112 CM)


**U.S. COAST GUARD APPROVAL NUMBER 160.064/4093/0**

USCG Approved wearable device for uninspected Commercial vessels less than 40 feet ( 12m ) in length Not carrying passengers for hire, and for recreational Boats.

**WARNING - TO REDUCE THE RISK OF DEATH BY DROWNING:  
READ MANUFACTURER'S "THINK SAFE" PAMPHLET BEFORE USING THIS DEVICE AND PERFORM "THINK SAFE" CHECKS EACH SEASON**

CHOOSE THE RIGHT TYPE AND SIZE PFD AND WEAR IT-  
FASTEN ALL CLOSURES AND ADJUST FOR SNUG FIT  
FOLLOW MANUFACTURER'S USE AND CARE INSTRUCTIONS  
DO NOT CARRY HEAVY OBJECTS - HEAVY OBJECTS IMPAIR FLOTATION


STRENGTH TESTED AT 50 MPH. NOT TESTED FOR PERSONAL PROTECTION FROM IMPACT.  
THIS DEVICE IS NOT TO BE FASTENED TO THE BOAT.


 LISTED FLOTATION AID






**ADULT UNIVERSAL**

User Weight: >40 kg (>88 lbs)  
Chest Size: 76-132 cm (30-52 in.)

**70**












• Drowning hazard if not worn.  
• Must be fastened and properly adjusted to float the wearer.


Choose and wear the device which fits you and your activity, visit [www.wearlifeflajacket.org](http://www.wearlifeflajacket.org).  
Read and keep the owner's manual and tags for info such as rearming, wear, and care.

**“Old” style label**                      **“New” style label**

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Homeland Security  
**United States  
Coast Guard  
Auxiliary**



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- Life jackets with the “new” style labels no longer have the Dynamic Strength (speed/impact rating) information.
  - “New” style labels have Warnings (Intended Use) activities icons.
  - All lifejackets must be USCG approved, the proper size for the intended wearer, in good and serviceable condition, and properly stowed (readily accessible)
  - When a vessel is underway with children under 13 years old, they must be wearing a lifejacket unless they are below deck or in an enclosed cabin.
    - NOTE: On some state waters, this age requirement may vary.
- (NEXT SLIDE)



## Reading the “Intended Use” labelling

- Icons indicate what activities the life jacket is or is not suitable for.
- If there is a slash through the icon the life jacket is not suitable for that activity.
- If there is slash through all four icons the life jacket is suitable for general boating.



Water Skiing



Tubing



Personal Watercraft



Whitewater Paddle Sports



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- Icons indicate what activities the life jacket is or is not suitable for.
  - If there is a slash through the icon the life jacket is not suitable for that activity.
  - If there is slash through all four icons the life jacket is suitable for general boating.
  - Some lifejackets that are approved in Europe (only) have a label that looks similar (not approved for USA or Canada use).
  - **Check for “USCG approved”.**
- (NEXT SLIDE)

## Visual Distress Signal (VDS)

All vessels used on:

- The U.S. waters of the Great Lakes;
- Territorial seas of the USA;
- Waters directly connected to the Great Lakes and territorial seas where any entrance exceeds 2 nautical miles between opposite shorelines.
- Some local areas have additional VDS requirements.

**Must be equipped with USCG approved Visual Distress Signals (day and night) readily accessible and in serviceable condition.**



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Defined as the first point where the largest distance between shorelines narrows to 2 miles, as shown on the current edition of the appropriate National Ocean Service chart used for navigation

Boats required to carry night signals (between sunset & sunrise), but not day signals:

- Recreational boats less than 16 feet.
- Boats participating in organized events like races, regattas, or marine parades.
- Open sailboats less than 26 feet and not equipped with propulsion machinery.
- Manually propelled boats.

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## Non-Pyrotechnic VDS

Day



+

Night



To replace  
pyrotechnic VDS  
(flares) **MUST** have  
both “Day” AND  
“night”  
non-pyrotechnic VDS  
to meet day/night  
VDS requirements.

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

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- The “night” SOS distress lights comply with RTCM Standard 13200.0 or CG requirements 46 CFR 161.013.
- Both the SOS distress lights (night) AND distress flag (day) must be present to comply with CG night and day requirements.
- Check the SOS distress light to ensure it operates.
- VEs are often asked about disposing of outdated flares. Check your local fire department or law enforcement offices.
- Do not take possession of any expired pyrotechnic devices.

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## Advantage of Smoke Signals



Steve Erickson (USPS/ABCub)



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Clearly the orange smoke is much more visible in the daytime compared to the flare  
– Can you see who is holding the flare? (Hint) look at white circle!  
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## Advantage of SOLAS



Steve Erickson (USPSABClub)

**Note how much more brighter the SOLAS flare is than a standard handheld flare.**

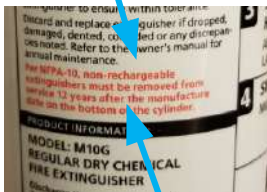


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## Fire extinguishers -“Non-Rechargeable”

Says “non-rechargeable”, “discharge & dispose” or “discharge & return”.



Newer say “must be removed from service 12 years after....”



Older style of “date [year] of manufacture”



Current style of “date [year] of manufacture”



Even older style missing the “date [year] of manufacture” Beyond 12 years old

- Non-rechargeables are considered expired and don't count towards required number of extinguishers after December 31 of the 12<sup>th</sup> year from “date of manufacture”.
- Do not require annual inspection.

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



- “Non-Rechargeable” fire extinguishers “expire” on December 31 twelve (12) years from “date of manufacture”.
  - After “expired” does NOT count towards required number of extinguishers.
- Does not require “annual” maintenance [inspection].
- VE's shall:
  - Check pressure gauge or indicator in the operable [green] range or position.
  - Check for broken or missing safety seals or tamper indicators.
  - Check for obvious damage, corrosion, leakage, or clogged nozzle.

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# Fire extinguisher - "Rechargeable"

Says "recharge".

lever to discharge all remaining pressure. Return to an authorized recharger for recharging in accordance with Service Manual No. M08-0145-

2022

NO.H-04545511

5 LB (2.27 KG) MULTI-PURPOSE DRY CHEMICAL (AMMONIUM PHOSPHATE BASE) SUITABLE FOR USE AT TEMPERATURES

Amerex  
(only make rechargeable)

Kidde  
(and West Marine)

2022

Current style of "date [year] of manufacture"

"date [year] of manufacture"

2021

UL LISTED

Dry Chemical Fire Extinguisher  
Classification 10-B-C  
Tested to ANSI / UL 711, ANSI / UL 299  
Marine Type U.S.C.C.G.  
Type B.C, Size 1, U.S.C.C.G.  
Approval Number 162.0281K3622  
Valid only with Bracket Number  
P97-0340 or Bracket Number  
B70-0161 and Strap Number  
S70-0007.

DR22294398

First Alert  
(only make rechargeable)

Older style of "date [year] of manufacture"

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**Does not need to be removed after 12 years, but instead MUST be annually maintained [inspected] by [NFPA] technician.**

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

AMERICA'S BOATING CLUB

- "Rechargeable" fire extinguishers require "annual" maintenance [inspection].
  - The annual "Tag or Label" (see next slide):
    - Has month & year that maintenance was done.
    - Has [NFPA] technician's certification identifier.
    - Re-starts the "annual" limit.
- "Rechargeable" fire extinguishers, if not inspected by [NFPA] technician, "expires" on December 31 twelve (12) years from "date of manufacture".
  - After "expired" does NOT count towards required number of extinguishers.
- If extinguisher has a "Verification-of-Service Collar" (see next slide) that re-starts the "12 years" limit from the month/year on collar.
- VE's shall:
  - Check pressure gauge or indicator in the operable [green] range or position.
  - Check for broken or missing safety seals or tamper indicators.
  - Check for obvious damage, corrosion, leakage, or clogged nozzle.

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## Fire extinguisher -“Rechargeable”



David McBride (USPS/ABClub)

### “Tag or Label”

1. Installed by technician when “annual” maintenance was done on extinguisher.
2. Has month & year that maintenance was done.
3. Has technician’s certification identifier.
4. Re-starts the “annual” limit.



David McBride (USPS/ABClub)

### “Verification-of-Service Collar”

1. Installed by technician when internal exam & maintenance was done on extinguisher.
2. Has month & year that examination was done.
3. Re-starts the “12 years” limit.



What to be checking for on Rechargeable fire extinguishers pertaining to “annual” and “12 year” checks by [NFPA] technician.  
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# Electrical Systems

**Batteries should:**

- **Be secured or clamped to prevent movement.**
- **Have terminals covered (at minimum positive terminals).**  
Some States require both terminals be covered.
- **Have cables securely attached to terminals.**



Craig Brown (USCGAux & USPS/ABCUs)

**According to insurance statistics from BoatUS, 55% of fires on boats are of an electrical origin, with half of those coming from short circuits in DC circuits.**

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## Engine Cut-off Switch (ECOS)

- Owners of recreational vessels (less than 26 feet in length, with an engine capable of 115 lbs. of static thrust; 3 HP or more) produced after December 2019 are required to maintain the ECOS system on their vessel in a serviceable condition.
- Using the ECOS-Link (ECOSL) is required when the primary helm is not within an enclosed cabin, and when the boat is operating on plane or above displacement speed.

**The Vessel Examiner MUST NOT ask owner to demonstrate during a VSC.**

- Also applies to older recreational vessels (less than 26 feet in length) with a installed ECOS system.



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- The law improves 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 require/ask for an ECOS system operation demonstration of any type or any under circumstance. VE's should conduct a visual examination, and talk with the boater to ensure they understand the value of these systems.

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## Engine Cut-off Switch (ECOS)

ECOS is located in "close proximity to the helm or on the outboard motor itself if the vessel is operated by a tiller."



- ECOSL "attaches the vessel operator to [the ECOS] that shuts off the engine if the operator is displaced from the helm."
- Wireless ECOSL are approved for use. An electronic "fob" is carried by the operator & senses when submerged in water.

When enough tension is applied, the ECOSL disengages from the ECOS and the motor is automatically shut down.



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- The law improves 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 require/ask for an ECOS system operation demonstration of any type or any under circumstance. VE's should conduct a visual examination, and talk with the boater to ensure they understand the value of these systems.

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## VSC 7012 (PDF version)

15. Overall Vessel Condition: as applies				
a. Deck Free of Hazards / Clean Bilge				
b. Electrical Systems				
c. Fuel Systems				
d. Galley / Heating Systems				
e. Engine Cutoff Switch (ECOS)				



**Form 7012 with ECOS is available as of April 2022**

**Previous editions may be used until gone.**

- **VE must note the ECOS status in the “Remarks” area prior to issuing the VSC decal.**



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## Additional Resources

### Auxiliary National "V" Department website

<http://www.uscgaux.info/content.php?unit=v-dept>

### US Power Squadrons National Vessel Safety Check website

<https://www.usps.org/departments/12000/12900/12900-vessel-safety-check>

### America's Boating Channel

[https://www.youtube.com/channel/UC1c\\_rFyt1fGqvdiSauAijAg](https://www.youtube.com/channel/UC1c_rFyt1fGqvdiSauAijAg)

### Paddlecraft Vessel Safety Check Addendum

<http://vdept.cgaux.org/JobAidFiles/SUBsVSCManualAddendum.pdf>

### B-Directorate Paddlecraft Safety

<http://www.uscgaux.info/content.php?unit=B-DEPT&category=paddlecraft-safety>

### Paddlecraft videos

<https://www.youtube.com/watch?v=5e0WIXgNGDg>

### Vessel Safety Checks for Rental Agencies (Liveries)

<http://vdept.cgaux.org/JobAidFiles/Vessel-Exams-For-Rental-Marina-Facilities.pdf>



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- Have handouts available on web sites to give to boat owners/operators.  
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## Conclusion

- This completes the 2023 VE Workshop.
- On behalf of the entire Auxiliary V-Directorate and US Power Squadrons Safety Committee:
  - Thank you to all the VEs for the outstanding job you are doing!
  - Your efforts have a positive impact on recreational boating and contribute significantly to reducing boating fatalities and property damage.



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## 2023 V-DIRECTORATE STAFF

<b>Director (DIR-V)</b>	<b>Jim Cortes</b>
<b>Deputy Director (DIR-Vd)</b>	<b>Tom Niles</b>
<b>Division Chief – Vessel Exams (DVC-VE)</b>	<b>Craig Brown</b>
<b>Division Chief – Visitation Programs (DVC-VP)</b>	<b>Aaron Todd</b>
<b>Division Chief – Safety Programs (DVC-VT)</b>	<b>Kirk Gutmann</b>
<b>Division Chief – Incentive Programs (DVC-VI)</b>	<b>Mark Crary</b>
<b>Division Chief – Special Projects (DVC-VS)</b>	<b>William Jefferson</b>
<b>Division Chief – Communications (DVC-VC)</b>	<b>Zacary Wilson-Fetrow</b>

