

Why does the Coast Guard Investigate Marine Casualties?

- The cause of the accident;
- Whether there is evidence that any failure of material (either physical or design) was involved or contributed to the casualty, so that proper recommendations for the prevention of the recurrence of similar casualties may be made;
- Whether there is evidence that any act of misconduct, inattention to duty, negligence or willful violation of the law on the part of any licensed or certificated person contributed to the casualty;
- Whether there is evidence that any Coast Guard personnel or employee of another government agency caused or contributed to the cause of the casualty; or
- Whether the accident shall be further investigated by a Marine Board of Investigation in accordance with regulations in 46 C.F.R. 4.09.

What is a Reportable Marine Casualty?

- 1) Unintended grounding, or bridge allision;
- 2) Intended grounding, or bridge allision causing a hazard to navigation, the environment, safety of a vessel, or creates #3 to # 8 below;
- 3) Loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;
- 4) An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route;
- 5) Loss of life;
- 6) Injuries requiring professional medical treatment (treatment beyond first aid), and, for persons engaged or employed aboard, renders them unfit to perform routine duties;
- 7) An occurrence causing property damage in excess of \$75,000;
- 8) An occurrence involving significant harm to the environment as defined in 46 CFR 4.03-65 (a) report pursuant to 33 CFR 153.203, 40 CFR 117.21, or 40 CFR 302.6.

I've had a "Reportable" Marine Casualty. Now what do I do?

46 CFR 4.05-1

Immediately after addressing safety concerns, the owner, agent, master, operator, or person in charge of a vessel, shall **notify the Coast Guard.**

Step 1

Verify that you have been involved in a "Reportable" Marine Casualty as listed in this brochure or 46 CFR 4.05-1.

Step 2

Call the U.S. Coast Guard and report it.

800-253-7465

or

Channel 16 VHF/FM

(24 hrs)

(24 hrs)

Step 3

Determine if it is a Serious Marine Incident as per 46 CFR 4.03-2. If it is, conduct Alcohol and Drug Testing within the appropriate time limits.

Step 4

Submit a written report on Form CG-2692 (Report of Marine Accident, Injury or Death).

As per 46 CFR 4.05-10, the owner, agent, master, operator, or person in charge of the vessel shall, within **five days**, file a written report of any marine casualty required to be reported under 46 CFR 4.05-1.

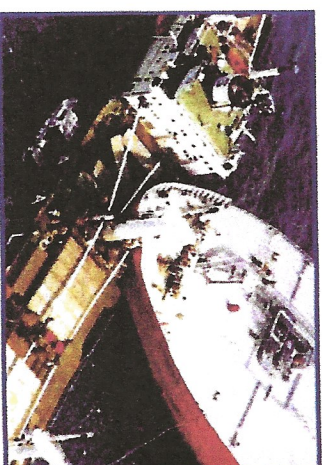
CG-2692 reporting forms can be obtained online at:
http://www.uscg.mil/forms/cg/CG_2692.pdf

Additional marine casualty reporting guidance can be obtained from NVIC 01-15 at
<http://www.uscg.mil/nvdc/5nvi15/>

MSU Pittsburgh Area of Responsibility and Electronic Submission of CG-2692
OHR Mile 0-127.2, Allegheny & Monongahela

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Fax: 412-221-0409

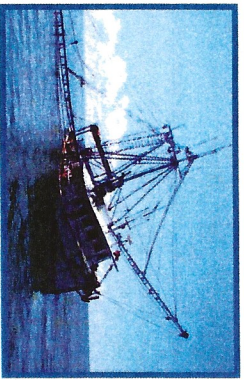


COMMERCIAL VESSEL GUIDANCE FOR MARINE CASUALTIES AND REPORTING REQUIREMENTS



USCG Marine Safety Unit Pittsburgh
Prevention Department - Investigations Division
1041 Washington Pike, Suite 300
Bridgeville, PA 15017
Phone: 412-221-0807 x224
Fax: 412-221-0409

What is a Serious Marine Incident (SMI)?



Includes any marine casualty or accident as defined in 46 CFR 4.03-1 which is required by 46 CFR 4.05-1 to be reported to the Coast Guard involving a vessel in commercial service and which results in any of the following:

1. One or more deaths;
2. Injuries requiring professional **medical treatment** (treatment beyond first aid), and, for persons engaged or employed aboard, renders them unfit to perform routine duties;
3. Property damage in excess of \$200,000;
4. Actual or constructive total loss on any vessel subject to inspection under 46 U.S.C. 3301;
5. Actual or constructive total loss of any self propelled vessel not subject to inspection under 46 U.S.C. 3301, of 100 gross tons or more;
6. A discharge of oil of 10,000 gallons or more into the navigable waters of the United States, as defined by 33 U.S.C. 1321, whether or not resulting from a marine casualty;
7. A discharge of a reportable quantity of hazardous substance into the navigable waters of the United States, or a release of a reportable quantity of a hazardous substance into the environment of the United States, whether or not resulting from a marine casualty.

What qualifies as first aid and medical treatment?

First aid as defined by OSHA in 29 CFR 1904.7 (b)(5) includes the following:

- Using a non-prescription medication at non prescription strength
 - Administering tetanus immunizations
 - Cleaning, flushing or soaking wounds on the surface of the skin
 - Using wound coverings such as bandages, Band-Aids™, gauze pads, or using butterfly bandages or Steri-Strips™
 - Using hot or cold therapy
 - Using any non-rigid means of support, such as elastic bandages, wraps, non-rigid back belts, etc.
 - Using temporary immobilization devices while transporting an accident victim
 - Drilling a fingernail or toenail to relieve pressure or draining fluid from a blister
 - Using eye patches
 - Removing foreign bodies from the eye using only irrigation or a cotton swab
 - Removing splinters or foreign material from areas other than the eye by irrigations, tweezers, cotton swabs or other simple means
 - Using finger guards
 - Using massages
 - Drinking fluids for relief of heat stress
- All other procedures are considered **medical treatment** and **require reporting to the Coast Guard**. This includes but is not limited to: use of prescription strength medication, immunizations for Hepatitis B and rabies, sutures, staples, use of devices with rigid stays or other systems designed to immobilize parts of the body, and physical therapy or chiropractic treatment.

Who is Required to conduct Alcohol and Drug Testing and When?

Coast Guard regulations require marine employers (meaning: owner, managing operator, charterer, agent, master, or person in charge) to take all practical steps after a Serious Marine Incident to have each individual engaged or employed on board a vessel in commercial service, who is directly involved and whose actions, orders or inactions may have contributed to the incident, chemically tested for the evidence of drug and alcohol use.



Certain operations where the vessels could conceivably get the tests completed within two hours will not need to carry the alcohol testing devices; however, all other vessels should carry them to ensure they will not be subject to civil penalty of \$5,000 per violation, with each day of a continuing violation constituting separate violations.

Time Limit Requirements

Drug testing is mandatory within **32 hours** following a Serious Marine Incident. Alcohol testing is mandatory within **2 hours** following a Serious Marine Incident.

If alcohol testing cannot be conducted within 2 hours due to safety concerns directly related to the casualty, testing is to be conducted as soon as the safety concerns have been adequately addressed to permit such testing, but no later than 8 hours after the incident.

* As per 46 CFR 4.05-12 it is the responsibility of the marine employer to determine if any evidence exists of alcohol or drug use by individuals directly involved in any marine casualty. The responsibility to ensure that the alcohol and/or drug testing is completed remains on the marine employer.

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