



Marine Casualty Reporting

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References:

- Title 46, United States Code (USC), Chapter 61 and 63
- Title 46, Code of Federal Regulations (CFR), Part 4
- Marine Safety Manual, Volume V, Investigations & Enforcement, COMDTINST M16000.10A
- Navigation & Vessel Inspection Circular (NVIC) NO. 01-15

What is a Marine Casualty? (46 CFR 4.03-1)

- Grounding
- Stranding
- Foundering
- Flooding
- Collision
- Allision
- Explosion
- Fire
- Reduction or loss of vessel's power/propulsion/steering
- Any occurrence affecting seaworthiness or fitness for service



Reportable Marine Casualties (46 CFR 4.05-1)



- Unintended Grounding

- Unintended Bridge Allision



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Reportable Marine Casualties (46 CFR 4.05-1)

- Intended Grounding or Bridge Allision that creates a Hazard to:
 - Navigation
 - Environment
 - Safety of a Vessel



Reportable Marine Casualties (46 CFR 4.05-1)

- Loss of:
 - Main Propulsion;
 - Primary Steering;
 - or any associated component of that system that reduces the maneuverability of the vessel



Reportable Marine Casualties (46 CFR 4.05-1)

- An occurrence which materially & adversely affects a vessel's:
 - Sea Worthiness
 - Fitness for Service
 - Route



- Includes but not limited to:
 - fire, flooding, failure or damage to fire extinguishing systems, lifesaving equipment, aux generators, or bilge systems

Reportable Marine Casualties (46 CFR 4.05-1)

- Loss of Life



Reportable Marine Casualties (46 CFR 4.05-1)



- An injury that requires professional medical treatment beyond first aid
*****AND*****
- If the person is engaged or employed on board a vessel, that renders them unfit to perform routine duties

Reportable Marine Casualties (46 CFR 4.05-1)



- Damage exceed \$25,000



Reportable Marine Casualties (46 CFR 4.05-1)

Significant Harm to the Environment



- Discharge of oil that creates a sheen, sludge, or discoloration on the water
- Discharge of reportable quantity of a hazardous substance in a 24 hour period

Serious Marine Incident (46 CFR 4.03-2)

- Loss of life
- Injury requiring professional medical treatment beyond 1st aid
 - If crewmember – cannot perform assigned duties
- Property Damage >\$100K
- Total loss of any inspected vessel
- Total loss of any uninspected vessel \geq 100GT
- Discharge of 10K gallons of oil
- Release of RQ of hazardous substance

Major Marine Casualty

(46 CFR 4.40-5)

- The loss of 6 or more lives
- The loss of a mechanically propelled vessel \geq 100gt
- Property damage initially estimated at \$500k or more
- Serious threat to life, property, or environment by hazardous materials

Collision With or Damage to Aids to Navigation (33 CFR 70.05-20)

Whenever any vessel collides with an ATON established or maintained by the U.S. or any private ATON, or is connected with any such collision, the PIC of such vsl shall report the accident to the nearest OCMI in accordance with 46 CFR Part 4.

Reporting Marine Casualties

- Who is responsible for reporting the incident to the Coast Guard?
- When and How should you report a Marine Casualty?



WHO?

- Owner
- Agent
- Master
- Operator
- Person in Charge



Make sure you know your company policy for reporting to the Coast Guard!!

When and How

First and Foremost

– As soon as safety concerns have been addressed!!

- VHF
- Cell phone
- Landline telephone

Written Report of a Marine Casualty (46 CFR 4.05-10)

- Who?
 - Owner, agent, master, operator, or person in charge
- When?
 - Within 5 days of the marine casualty
- What?
 - CG-2692: Report of Marine Casualty, Commercial Diving Casualty, or OCS-Related Casualty (Rev. 03/16)



Reporting Exclusions (46 CFR 4.01-3)

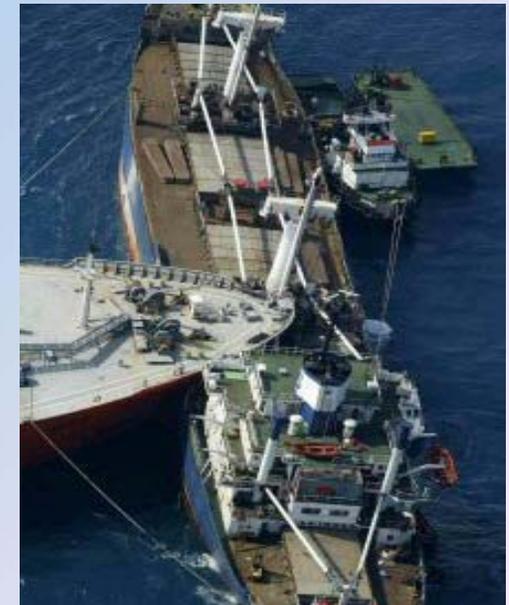
- Vessels subject to 33 CFR 173.51.
- Vessels which report diving accidents under 46 CFR 197.484 regarding deaths, or injuries which cause incapacitation for greater than 72hrs.
- Vessels with respect to death or injury of shipyard or harbor workers when such accidents are not the result of either a vessel casualty or vessel equipment casualty – must report to OSHA under 29 CFR 1904
- Public Vessels

Responsibilities of the Marine Employer (46 CFR 4.06-1)

- The marine employer shall make a timely, good faith determination as to whether the occurrence currently is, or is likely to become, a SMI.



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Responsibilities of the Marine Employer (cont.) (46 CFR 4.06-1)

- The marine employer shall take all practicable steps to have each individual who is directly involved in the incident, chemically tested for evidence of drug and alcohol use.
- The marine employer determines which individuals are directly involved in a SMI.



Individuals directly involved in SMI (46 CFR 4.03-4)

- *Individuals directly involved in a serious marine incident* is an individual whose, order, action or failure to act is determined to be, or cannot be ruled out as, a causative factor in the events leading to or causing a serious marine incident.



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Alcohol Testing following a SMI (46 CFR 4.06-3)

- *Alcohol testing.*
 - Each individual directly involved must conduct alcohol testing within **2hrs** of when the SMI occurred, unless precluded by safety concerns directly related to the incident (but not exceeding **8hrs**).

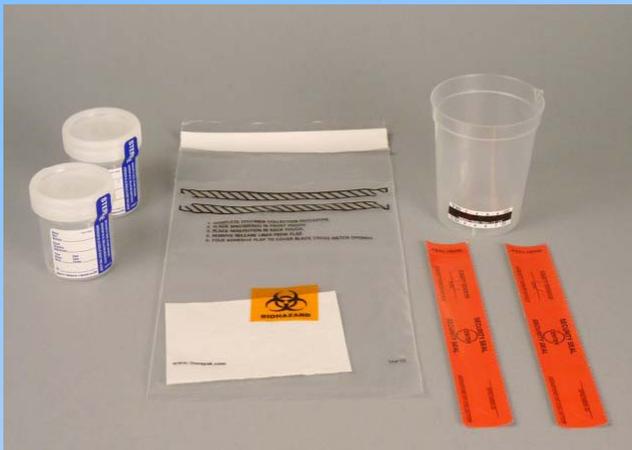


D.O.T. Approved & CLIA Waived



Drug Testing following a SMI (46 CFR 4.06-3)

- *Drug testing.*
 - Each individual directly involved must conduct drug testing within **32hrs** of when the SMI occurred, unless precluded by safety concerns directly related to the incident.



Requirements for alcohol & drug testing following a SMI (cont.) (46 CFR 4.06-3)

- If alcohol or drug test specimens were not collected within the allotted timeframe, the marine employer must document on Form CG-2692B the reason why the specimens were not collected.



Responsibility of individuals directly involved in SMI's (46 CFR 4.06-5)

- Must provide a **blood, breath, saliva, or urine specimen for chemical testing** when directed to do so by the marine employer or a law enforcement official.
- ▶ If the individual refuses to provide a specimen, this refusal must be noted on the CG-2692B. The marine employer must remove the individual as soon as practical from duties that directly affect the safe operation of the vessel.

Additional Addendum's

- ▶ **CG-2692A: Barge Addendum**
 - This form shall be used to report data on barges causing or sustaining damage in the marine casualty described on form CG-2692
- ▶ **CG-2692C: Personnel Casualty Addendum**
 - This form shall be used to report data on persons who were injured, killed, or are missing as a result of the marine casualty described on form CG-2692.
- ▶ **CG-2692D: Involved Persons and Witnesses Addendum**
 - This form shall be used to report data on persons involved or witnessing an OCS-related casualty described on form CG-2692.

- ▶ These forms may only be used in addition to form CG-2692, never alone.

Marine Safety Unit Houma Investigations Contact Information

24 Hour Reporting: 504-365-2200

Investigations Fax: 985-850-6408

423 Lafayette St., Suite 206

Houma, LA 70360

General Investigation Information: 985-850-6400

Questions?



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