

## Contact Information for Marine Casualty Reporting in Southeast Alaska

### Sector Juneau Command Center

Phone: 907-463-2980  
VHF: Channel 16  
HF: 2183.4 (2182) or 4126.4 (4125)

### Coast Guard Sector Juneau Prevention Department

Chief, Investigations: 907-463-2465  
Fax: 907-463-2472  
secjun@uscg.mil

Commander  
Coast Guard Sector Juneau  
Attn: Investigations  
PO Box 25517  
Juneau, AK 99802-5517

### Website from which to download forms CG2692 and CG2692B:

<http://marineinvestigations.us>



Updated 04 February 2013

## Why does the Coast Guard Investigate Marine Casualties?

Congress has tasked the Coast Guard with investigating these incidents and ensuring compliance with all applicable federal regulations. Proper reporting of marine casualties allows the Officer in Charge of Marine Inspections (OCMI) to properly evaluate and respond to emerging events within Southeast Alaska. In addition, the data collected from marine casualties across the nation helps the Coast Guard identify safety trends and measure prevention program efforts, supporting the Coast Guard's overall mission of protecting life, property and the environment in the maritime community.



\* \* \*

*The Southeast Alaska Marine Inspection Zone and Captain of the Port Zone comprise the area within the boundary which starts at 60°01.3' N. latitude, 142°00' W. longitude; thence proceeds northeasterly to the Canadian border at 60°18.7' N. latitude, 141°00' W. longitude; thence southerly and easterly along the United States-Canadian shoreside boundary to 54°40' N. latitude; thence westerly along the United States-Canadian maritime boundary to the outermost extent of the EEZ; thence northerly along the outer boundary of the EEZ to 142°00' W longitude; thence due north to the point of origin. 33 CFR 3.85-10*

# Reporting Marine Casualties Southeast Alaska





## Reportable Marine Casualties

### What casualties must I report?

Operators of commercial vessels operating on the navigable waters of the United States are required to report the following types of casualties to the Coast Guard:

- **GROUNDINGS:** Report accidental groundings, as well as intentional groundings that create hazard to navigation, environment, or the vessel.
- **BRIDGE ALLISIONS:** Report accidental bridge allisions, as well as intentional bridge allisions that create hazard to navigation, environment, or the vessel.
- **PROPULSION / STEERING FAILURES:** Report any casualties that reduce vessel maneuverability.
- **IMPAIRED SEAWORTHINESS/SAFETY:** Report fire, flooding or any other casualties that affect stability, lifesaving systems, fire-fighting systems, or other aspects of the vessel's seaworthiness.
- **DEATHS:** Report all deaths aboard vessels, including deaths attributable to natural causes.
- **PASSENGER INJURIES:** Report injuries that require more than first aid.
- **CREW INJURIES:** Report injuries to crewmembers that require medical attention beyond first aid and render the crewmember unable to stand duty.
- **PROPERTY DAMAGE OVER \$25,000:** Report any casualty that results in more than \$25,000 total damage—damage is not limited to vessel damage and may include damage to docks, cargo, etc.
- **POLLUTION:** Report all discharges of oil and releases of reportable quantities of hazardous materials into navigable waters.

Consult 46 Code of Federal Regulations (CFR) 4.05-1 for expanded definitions of the criteria summarized in this pamphlet.

### How soon must I report casualties?

Regulations require both immediate notification and written notification:

- **IMMEDIATELY:** As soon as any safety issues surrounding the incident have been addressed, call the Coast Guard Command Center in Juneau (phone: 907-463-2980) to report your casualty.
- **WITHIN FIVE DAYS:** No later than five days after the casualty, submit a completed form *2692 Report of Marine Accident, Injury or Death* to the Investigations Department at Sector Juneau. Fax: 907-463-2472 or Email: secjun@uscg.mil

### What are the penalties for failing to report casualties?

Owners and operators of commercial vessels may be subject to civil penalties up to \$35,000 per violation; those holding U.S. merchant mariner's credentials may have their credentials suspended or revoked.

## Serious Marine Incidents

### When is post-casualty drug and alcohol testing required?

Marine employers must take steps to ensure that drug and alcohol testing is completed for all individuals directly involved in Serious Marine Incidents (SMIs), as defined in 46 CFR 4.03-2.

A marine casualty involving a vessel in commercial service is determined to be or likely to become a SMI if it results in:

- a death,
- an injury to a non-crewmember that requires treatment beyond first aid,

- an injury to a crewmember that requires treatment beyond first aid and renders the individual unfit to perform routine vessel duties,
- property damage in excess of \$100,000,
- the loss of any inspected vessel,
- the loss of any vessel over 100GT.

A pollution incident involving a commercial vessel is a SMI if it constitutes:

- a discharge of more than 10,000 gallons of oil into a navigable waterway,
- release of a reportable quantity of a hazardous substance into the environment.

### How soon must drug and alcohol testing be done?

Marine employers must fill out and submit form *CG-2692B Report of Required Drug and Alcohol Testing* showing that the following testing has been done within the required time frames:

- **ALCOHOL:** Alcohol testing must be done within two hours of the casualty. If safety concerns prevent testing within two hours, testing must be done within eight hours. Vessels which operate further than two hours from a shore-side testing facility must carry approved alcohol testing equipment on board.
- **DRUGS:** Drug testing must be done within thirty-two hours of the incident.

### What are the penalties for failing to carry out required drug and alcohol testing?

Marine employers may be subject to civil penalties up to \$7,000 per violation; those holding U.S. merchant mariner's credentials may have their credentials suspended or revoked.



## Documentation

Test results must be noted on **CG-2692B**, Report of Required Chemical Drug and Alcohol Testing Following a Serious Marine Incident form, and the vessel's official log book, if required.

I—PERSONNEL / TESTING INFORMATION										
16. Drug and Alcohol Testing (See Instructions on reverse)										
15b. Licensing/Certification (Check Appropriate Box(es))			16a. Drug Test Urine Specimen Provided?		16b. Alcohol Test Blood Specimen Provided?		16c. Alcohol Test Breath Specimen Provided?			
USCG License	USCG MMD	NEITHER	YES	NO	YES	NO	YES	NO	Breath Test Results	
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## Recommendations

- Know when Serious Marine Incident testing is required to be conducted.
- Know how to use your selected testing device correctly.
- Ensure device has not expired and has been stored in a cool place.
- Document test results or why tests not done in a timely manner.
- Make all reports to Coast Guard in a timely manner.

## Self-Testing

Required to be done within two hours of the incident.



## Potential Consequences

Potential consequences for persons who could have contributed to a Serious Marine Incident not completing an alcohol test within two hours of the incident include: letters of warning, civil penalties of up to \$5000, and suspension and/or revocation proceedings that could result in mariners permanently losing their licenses or documents.



## Questions?

Contact your District Drug and Alcohol Program Inspector or the Program Manager at Coast Guard Headquarters:

Robert C. Schoening  
 Phone: 202-372-1033  
 Email: [Robert.C.Schoening@uscg.mil](mailto:Robert.C.Schoening@uscg.mil)  
 Web: [www.uscg.mil/hq/g-m/moa/dapip.htm](http://www.uscg.mil/hq/g-m/moa/dapip.htm)

# Serious Marine Incident Alcohol Testing Two-Hour Rule



46 CFR Part 4 & Part 16  
49 CFR Part 40

Effective 20 June 2006



## Background

June 20, 2006, a new regulation requiring alcohol testing within two hours of a Serious Marine Incident went into effect.

This rule requires commercial service vessels to carry alcohol testing devices onboard and affects approximately 183,400 vessels.

## Applicability

If you own or work on one of the vessels listed below you are subject to the requirements of this rule:

- All United States Flagged vessels in commercial service on any route
- Commercial fishing vessels
- Foreign-flagged vessels operating within the territorial waters of the United States

## Who Must be Tested?

Anyone whose actions, or inactions, may have contributed to the casualty, or  
When directed by a law enforcement officer.

## When Is Alcohol and Drug Testing Required?

When a marine employer determines that a casualty or incident is, or is likely to become, a Serious Marine Incident, the marine employer shall take all practicable steps to have each individual engaged or employed on board the vessel who is directly involved in the incident chemically tested for evidence of drug and alcohol use.

A Serious Marine Incident is defined in 46 CFR Part 4 as a marine casualty resulting in any of the following:

1. Actual or constructive total loss of any vessel subject to inspection
2. Actual or constructive total loss of any self-propelled vessel, not subject to inspection, of 100 gross tons or more
3. Injury that requires professional medical treatment (beyond first aid)
4. Loss of life
5. Property damage in excess of \$100,000
6. Discharge of oil of 10,000 gallons or more into the navigable waters of the United States
7. Discharge of a reportable quantity of a hazardous substance into the navigable waters of the United States
8. Release of a reportable quantity of a hazardous substance into the environment of the United States

## Testing

Following a Serious Marine Incident alcohol testing **MUST** be Conducted:

- Within 2 hours
- Unless safety concerns preventing testing are documented

Persons subject to testing prohibited from consuming alcoholic beverages:

- for 8 hours or
- until testing has been completed

If tests conducted by CG or local law enforcement personnel meet the testing requirements, test results will be allowed.

Tests must be conducted with a DOT/NHTSA-approved device in accordance with instructions provided by device manufacturer:

- NHTSA Conforming Products List of Alcohol Screening Devices
- NHTSA Conforming Products List of Evidential Breath Measurement Devices

Breath Alcohol Sensors	Saliva Test Strips
Unlimited tests	10 tests/shipping unit
Need to be calibrated	No maintenance
Greater accuracy	Less accurate
Some can store test results	No storage of test results
Need training to operate	No or very little training required
Larger-size units	Credit card-size