MARINE SAFETY INFORMATION BULLETIN 01-16

Coast Guard Requirements for Gold Dredge Vessels
Operating Offshore of Nome, Alaska

Ref: (a) Title 46 Code of Federal Regulations (46 CFR) Part 69
(b) Title 46 United States Code §55109
(c) 46 CFR §67.7
(d) 33 CFR Part 173
(e) 46 CFR Subchapter I – Cargo and Miscellaneous Vessels
(f) 46 CFR Subchapter C – Uninspected Vessels
(g) 46 CFR §15.805(a)(1)
(h) 46 CFR §15.820
(i) 46 CFR §15.410
(j) 46 CFR §42.07
(k) 29 CFR Subpart T – Commercial Diving Operations
(l) 33 CFR Subchapter D – International Navigation Rules

OVERVIEW: More than 100 vessels engage in offshore gold dredging within three nautical miles of the territorial sea baseline at Nome, Alaska during ice-free months. The Coast Guard promotes safety of life and marine environmental protection by enforcing regulations applicable to these vessels. Applicability of regulations is based on a vessel’s distance from the baseline, tonnage, method of propulsion, overall length, and in some cases year built. This Bulletin explains the Coast Guard’s oversight program.

PUBLICATIONS AFFECTED: Sector Anchorage Marine Safety Information Bulletin 05-15
Commercial Vessel Safety Requirements for Gold Dredge Operations in Nome, AK is canceled.

VEssel TYPES: The Coast Guard considers any type of floating dredge, including excavators, dive platforms, and jack-up dredges that float into position, to be a dredge vessel. The term dredge vessel does not include bottom crawlers. A self-propelled dredge vessel has its own motorized propulsion unit(s), while a non-self-propelled dredge vessel relies on another vessel for movement. The term towing vessel applies to any self-propelled vessel used to push, pull, or haul alongside another vessel.

COMMERCIAL STATUS: The Coast Guard considers all gold dredge vessels operating offshore of Nome to be commercial (vice recreational) vessels.

TONNAGE: Vessel operators must know the net tonnage and gross registered tonnage (GRT) of their vessels in order to determine whether certain vessel safety regulations apply. Multiple
systems of tonnage measurement are detailed in reference (a). In some cases, vessel operators may select their preferred method of measurement from among the various systems. Vessel operators can find additional information on tonnage regulations at the U.S. Coast Guard Marine Safety Center website (http://www.uscg.mil/hq/msc/default.asp). One option for calculating tonnage for self-propelled vessels less than 79 feet long is to use Form CG-5397 - Application for Simplified Measurement, available at http://www.uscg.mil/hq/msc/interactive_tonnage.asp. This form will automatically calculate tonnage if filled out electronically. Dredgers with limited computer access or difficulty getting the form to calculate the answer may call Sector Anchorage for assistance.

CERTIFICATE OF DOCUMENTATION: Each dredge vessel of five net tons or more must hold a valid Certificate of Documentation with a coastwise or registry endorsement in accordance with references (b) and (c). Questions related to documenting a vessel should be directed to the National Vessel Documentation Center at 800-799-8362.

STATE REGISTRATION: A self-propelled dredge vessel of less than five net tons may, in lieu of a Certificate of Documentation, be registered with the State of Alaska in accordance with reference (d). In past years, the Coast Guard has discovered several dredge vessels less than five net tons registered in Washington or other states. If a dredge vessel less than five net tons has operated in Alaska for more than 60 days, it must be registered in Alaska, not elsewhere.

CERTIFICATES OF INSPECTION: Certain dredge vessels must maintain Coast Guard Certificates of Inspection (COIs) by adhering to the requirements of reference (e). These vessels include: self-propelled dredge vessels of 300 gross tons or more and manned non-self-propelled dredges of any size. The operator of a dredge vessel required to maintain a COI should contact Sector Anchorage as soon as possible to discuss inspection plans.

UNINSPECTED DREDGE VESSELS: An uninspected dredge vessel is a vessel that is self-propelled and less than 300 gross tons. With few exceptions, most dredge vessels operating offshore of Nome fall into this category. Uninspected dredge vessels must adhere to the general commercial vessel safety standards in reference (f).

DOCKSIDE EXAMINATIONS: To help operators of uninspected dredge vessels understand applicable regulations, Coast Guard examiners will offer dockside safety exams during five separate weeks during the period June to September 2016. Specific dates will be publicized. Dredge vessel operators may call Mr. Jeff Ahlgren at Sector Anchorage at (907) 428-4183 to schedule a dockside safety exam appointment. If a dredge vessel does not pass the safety exam on the first try, the examiner will provide the operator a list of items to correct prior to re-examination. The checklist of required items is enclosed. Though the Coast Guard considers dockside safety exams for uninspected commercial vessels voluntary, the Alaska Department of Natural Resources (ADNR) requires each dredge vessel to undergo an exam in order to engage in mining. ADNR will issue temporary waivers from the dockside safety exam requirement if dredge vessel owners can satisfactorily articulate why they have not yet had an opportunity to complete an exam. To obtain waivers, vessel owners should call ADNR’s Nick Kimmel at (907) 443-3546.

LARGE DREDGES: Because the regulations applicable to larger vessels are often more complex than those applicable to smaller vessels, Sector Anchorage conducted individualized
pre-season reviews of regulatory applicability for operators of dredge vessels larger than 79 feet. Operators of dredge vessels larger than 79 feet who have not received a personalized letter from Sector Anchorage explaining what regulations apply to their specific dredge(s) should contact Sector Anchorage as soon as possible to discuss compliance.

**MERCHANT MARINER CREDENTIALS:** A self-propelled dredge vessel of 200 gross tons or more must be operated by a credentialed master and chief engineer per references (g) and (h), respectively. A towing vessel 26 feet or longer must be operated by a credentialed master per reference (i).

**LOAD LINES:** Each dredge vessel of 79 feet or longer built in 1986 or later (or 150 gross tons or more if built in 1985 or before) must maintain a valid Load line Certificate in accordance with reference (j). Currently, the Coast Guard is exploring alternative load line compliance measures for gold dredge vessels operating offshore of Nome. Operators of dredge vessels subject to load line requirements may contact Sector Anchorage for the latest information on this subject.

**DIVE SAFETY:** The Coast Guard strongly encourages gold dredge divers to follow the Occupational Safety and Health Administration (OSHA) regulations in accordance with reference (k). These regulations lay out training, operations, equipment, and recordkeeping requirements that improve diver safety and minimize risk. Two divers have died while dredging for gold (one in 2011 and one in 2014) offshore of Nome. Both deaths may have been avoided if the OSHA regulations had been implemented.

**RULES OF THE ROAD:** Dredge vessel operators are responsible for understanding and complying with the navigation rules set forth in reference (l). Note that in both Nome’s harbor and in all offshore dredging areas, the International (not Inland) rules apply. Though the two sets of rules are similar, important distinctions exist. The Coast Guard’s publication “Navigation Rules” ([http://www.navcen.uscg.gov/pdf/navRules/CG_NRHB_20141118.pdf](http://www.navcen.uscg.gov/pdf/navRules/CG_NRHB_20141118.pdf)) explains International and Inland requirements side-by-side for easy reference.

**DIVE LIGHTS:** In 2015, the Nome gold dredge vessel fleet made excellent progress toward correcting widespread noncompliance with dive light requirements. Dredge vessels must display a vertical red-white-red array of all-around lights when diving at night or in restricted visibility. This alerts other boats to dive operations in the area. The requirement to display lights applies to both commercial and relational vessels. The Coast Guard has received many questions from individual miners about how to comply with the dive light requirements. The applicable navigation rules and a list of frequently asked questions are enclosed (2).

**AT-SEA ENFORCEMENT:** The Coast Guard may board dredge vessels operating offshore of Nome to check compliance with applicable federal regulations. Violations may result in fines, termination of voyage, or both.

**MANDATORY POLLUTION REPORTING:** Operators must notify the Coast Guard National Response Center if oil or certain other hazardous pollutants enter the ocean, or waters leading to the ocean. This includes pollution spilled on or through the ice during winter dredging, as well as any spills from non-vessels (e.g., bottom crawlers). To report a spill, call 1-800-424-8802.
MARINE CASUALTY REPORTING: Operators of federally documented dredge vessels must immediately report certain types of accidents to Sector Anchorage. Failure to immediately report may result in significant fines. Information on casualty reporting requirements is enclosed. Operators of state-registered vessels must report deaths and serious injuries to the Coast Guard. Contact the Coast Guard number for emergencies listed below.

EMERGENCIES: The Coast Guard Sector Anchorage Command Center operates 24 hours a day, seven days a week, and can be reached by calling 907-428-4100.

CONTACT: Please direct questions or concerns to Mr. Jeff Ahlgren of Sector Anchorage at (907) 428-4183 or Jeffrey.L.Ahlgren@uscg.mil.

Sincerely,

P. ALBERTSON
Captain, U.S. Coast Guard
Officer in Charge, Marine Inspection
Western Alaska

Enclosures: (1) Gold Dredge Safety Examination Checklist
(2) Dive Lights and Shapes
(3) Marine Casualty Reporting in Western Alaska

Copy: Commander, Seventeenth Coast Guard District (dp)
Alaska Department of Natural Resources
Exam Results

- PASS: A Coast Guard examiner has examined this vessel and found that it was in full compliance with applicable vessel safety requirements at the time of the exam. Issued decal # ____________________________.
- PENDS: This vessel was not in full compliance with applicable vessel safety requirements at the time of the exam.

Vessel Particulars

Note: Nome gold dredges require Coast Guard Certificates of Inspection if they are: (a) self-propelled vessels over 300GRT; or (b) manned barges of any size. This form does not apply to these vessels.

<table>
<thead>
<tr>
<th>Vessel Name:</th>
<th>Official Number or State Number:</th>
</tr>
</thead>
<tbody>
<tr>
<td>AK DNR Mining Permit Number:</td>
<td>Vessel Length:</td>
</tr>
<tr>
<td>Recreational Areas Only:</td>
<td>Vessel Gross Registered Tonnage:</td>
</tr>
<tr>
<td>Claim(s) worked:</td>
<td>Total HP:</td>
</tr>
<tr>
<td>Number of engines:</td>
<td>twin</td>
</tr>
<tr>
<td>Owner’s Name:</td>
<td>Gasoline; Diesel; Other:</td>
</tr>
<tr>
<td>Captain’s Name:</td>
<td>Outboard; Inboard; Other:</td>
</tr>
<tr>
<td>Crew# (max including captain):</td>
<td>Hull type: Monohull; Catamaran; Pontoon (# )</td>
</tr>
<tr>
<td>Hull material:</td>
<td>Steel; Aluminum; Wood; Plastic; Other:</td>
</tr>
</tbody>
</table>

Dockside Exam Details

- Date of Exam: Nome Harbor; Belmont Beach
- Date(s) of Re-exams: Other:
- Vessel Representative’s Name: Previous decal issued: No; Yes - year:
- Vessel Representative’s Role: Owner; Captain; Other (specify): USCG Examiner’s Name:
- Vessel Representative’s Phone: USCG Examiner’s Phone:
- Vessel Representative’s Email: USCG Examiner’s Unit:

Items Required for Decal

<table>
<thead>
<tr>
<th>Reference</th>
<th>yes</th>
<th>no</th>
<th>n/a</th>
</tr>
</thead>
<tbody>
<tr>
<td>Certificate of Documentation (COD) with coastwise or registry endorsement: required for vessels of 5 net tons or more • min 4&quot; name both sides of bow • min 4&quot; name and hailing port on stern • min 3&quot; official number on interior structural member</td>
<td>46 CFR Subchapter G</td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Certificate of Number: required if vessel has no Certificate of Documentation • must be AK if used in AK 90+ consecutive days • numbers both sides of bow</td>
<td>33 CFR 173 AS 05.25.055</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Merchant Mariner Credentials: required for master and chief engineer if 200 GRT or larger • original MMCs must be on board</td>
<td>46 CFR 15.805 46 CFR 15.820</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Load Line: required for vessels 79ft+ except for vessels &lt;150GRT built in 1985 or before</td>
<td>46 CFR 42, 44</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marine VHF Radio: verify transmission on 16 • if over 65.6ft, must also carry FCC Bridge to Bridge Station License</td>
<td>AK DNR Permit 33 CFR 26.03d</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Navigation Lights: under 23ft with max speed of 7 knots may display an all-around white light and no sidelights • under 39.5ft may combine sidelights into centerline red/green and combine masthead and sternlight into all-around (alternative is separate sidelights, sternlight, mastlight) • 39.5ft up to 164ft need sidelights, sternlight, masthead, all-around anchor light) • 164ft or longer need sidelights, sternlight, 2 mastheads, 1 all-around anchor light, 1 anchor ball (or 2nd anchor light)</td>
<td>46 CFR 25.10-3 COLREGS Rules 20, 21, 22, 23, 30, Annex I</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diver Lights and Shapes: for dredges that employ divers • 3 vertically-arranged all-around lights (red-white-red) • rigid International Code Flag A (white and blue)</td>
<td>COLREGS Rule 27(e)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Automatic Identification System: for self-propelled vessels 65ft or longer • must be Class A</td>
<td>33 CFR 164.46</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tide Tables: for area of operation (obtain from Harbormaster’s Office)</td>
<td>46 CFR 26.03</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Topic</td>
<td>Reference</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------</td>
<td>-----------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charts: may print NOAA Booklet Chart (Norton Sound - Nome Harbor and Approaches)</td>
<td>46 CFR 26.03</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Light List: may print just the two pages relevant to Nome from <a href="http://www.navcen.uscg.gov">www.navcen.uscg.gov</a></td>
<td>46 CFR 26.03</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coast Pilot 9: may print just “Chart 16206” section of “Bering Sea” Chapter from <a href="http://www.nauticalcharts.noaa.gov">www.nauticalcharts.noaa.gov</a></td>
<td>46 CFR 26.03</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sound Signaling Appliance: hand-held air horn is acceptable for vessels up to 39.4ft • vessels 39.4ft or longer must have an installed whistle</td>
<td>COLREGS Rules 32, 33, Annex III</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bell: required only for vessels 65.5ft or longer • bell diameter must be min 11.8” (300mm)</td>
<td>33 CFR 175 Subpart C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visual Distress Signals: readily accessible • all need 3 red flares (hand-held, rocket and/or parachute) or 1 electric distress light • over 16ft using electric light in lieu of red flares also need orange flag or 3 orange smokes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EPIRB: required if operating more than 3NM from shore • float-free Category 1 • properly registered • battery and release not expired</td>
<td>46 CFR 26-20, 46 CFR 26-50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LIFEraVING</td>
<td>Reference</td>
<td>yes no n/a</td>
<td></td>
</tr>
<tr>
<td>PFDs (Lifejackets): readily accessible • at least one for each person on board • under 40ft need Type I, II or III • 40ft or longer need Type I • may substitute Type V labeled for commercial use (if worn) or immersion suit • if work-vests are used, store separately</td>
<td>46 CFR 25.25-5, 46 CFR 20.25-9, 46 CFR 26.30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PFD Lights: one for each PFD or immersion suit • approved under 161.012</td>
<td>46 CFR 25.25-14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PFD Retro-reflective Tape: Type I tape each side near shoulders (min 31in” per side)</td>
<td>46 CFR 25.25-15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Life Ring: required for vessels 26ft or longer • min 20” diameter • immediately available • approved under 160.050</td>
<td>46 CFR 25.25-5, 46 CFR 20.25-9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FIREFIGHTING AND FIRE PREVENTION</td>
<td>Reference</td>
<td>yes no n/a</td>
<td></td>
</tr>
<tr>
<td>Fire Extinguishers (under 65ft): under 26ft need one B-I • 26ft up to 40ft need two B-I’s • 40ft up to 65ft need three B-I’s • may substitute one B-II for two B-I’s • if at least 26ft, may substitute fixed machinery space extinguishing system for a B-I • no extinguisher required &lt;26ft with outboards and no closed spaces to entrap vapors from fuel tanks</td>
<td>46 CFR 25.30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Extinguishers (65ft and longer): Add this (under 50GRT need 1 B-II • 50GRT up to 100GRT need 2 B-II’s • 100GRT up to 300GRT need 3 B-II’s) plus this (add a B-II for each 1000 break HP of main engines, rounding up)</td>
<td>46 CFR 25.30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Extinguisher Selection &amp; Mounting: must be USCG approved, mounted in bracket</td>
<td>46 CFR 25.30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ventilation: for vessels with gasoline engines or generators • 2 cowled ducts required for each engine and fuel compartment • intake extending at least half-way down bilge or to carburetor intake • exhaust extending close to bottom of bilge</td>
<td>46 CFR 25.40-1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Backfire Flame Control: for non-outboard gasoline motors (including generators)</td>
<td>46 CFR 25.35</td>
<td></td>
<td></td>
</tr>
<tr>
<td>POLLUTION PREVENTION</td>
<td>Reference</td>
<td>yes no n/a</td>
<td></td>
</tr>
<tr>
<td>Marine Sanitation Device: required if piped toilets installed • under 65ft, Type I, II or III • 65ft or longer, Type II or III • Type III discharge locked closed inside 3NM • types II and III must be properly certificated</td>
<td>33 CFR 159</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Retention: no vessel may pump oily bilge water overboard • fixed machinery space discharge piping and pump required if 100GRT or more with no oily water separator</td>
<td>33 CFR 155.350, 33 CFR 155.420</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Pollution Placard: required on vessels 26ft or longer in machinery space or near bilge pump controls</td>
<td>33 CFR 155.450</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Garbage Placard: required for vessels 26ft or longer</td>
<td>46 CFR 25.50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Garbage Management Plan: required for vessels 40ft or longer operating beyond 3NM from shore • write down how to collect, store and discharge garbage, plus who is responsible</td>
<td>33 CFR 151.57</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**USCG Use Only:** ☐ MILSE Entry Complete
Dive Lights/Flag for Nome Gold Dredge Divers

—INTERNATIONAL—
Lights and Shapes
Rule 27—CONTINUED

(e) Whenever the size of a vessel engaged in diving operations makes it impracticable to exhibit all lights and shapes prescribed in paragraph (d) of this Rule, the following shall be exhibited:
(i) three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white;
(ii) a rigid replica of the International Code flag “A” not less than 1 meter in height. Measures shall be taken to ensure its all-round visibility.

---

Small vessel engaged in diving operations by day.

Small vessel engaged in diving operations at night or in restricted visibility.

—INTERNATIONAL—
Annex I—CONTINUED

(i) When the Rules prescribe two or three lights to be carried in a vertical line, they shall be spaced as follows:
(i) on a vessel of 20 meters in length or more such lights shall be spaced not less than 2 meters apart, and the lowest of these lights shall, except where a towing light is required, be placed at a height of not less than 4 meters above the hull;
(ii) on a vessel of less than 20 meters in length such lights shall be spaced not less than 1 meter apart and the lowest of these lights shall, except where a towing light is required, be placed at a height of not less than 2 meters above the gunwale;
(iii) when three lights are carried they shall be equally spaced.

20 meters = 65ft 7in
4 meters = 13ft 1in
2 meters = 6ft 7in
1 meter = 3ft 3in
Diving has become a very popular activity in Alaska. Boat operators need to be aware of divers in the water and be able to recognize diving flags.

- Alaska law recognizes that a red flag with a white diagonal stripe (a “diver’s flag”) indicates a person is engaged in diving in the immediate area. Displaying the diver’s flag is not required by law and does not in itself restrict the use of the water.

- International Navigation Rules also require a blue and white “Alpha” flag be displayed on boats engaged in diving operations.

- When operating in an area where a diving flag is displayed, boaters must stay at least 100 feet away from the flag unless they are operating at no-wake speed.

![Diver Down Flag](image1.png) ![Alpha Flag](image2.png)
Notes on Dive Lights and Flags

The Coast Guard has witnessed an admirable degree of Alaskan ingenuity from miners in Nome working to comply with the dive light requirement. This FAQ represents lessons learned:

**Q: Can I use household light bulbs for my lights?**
A: No. Lights designed for household or automotive use are inadequate; they are not designed for the marine environment and have not been proven to meet the color and intensity requirements. You must use navigation lights that meet American Boat & Yacht Council (ABYC) standard A-16 or Underwriters Laboratories standard UL 1104. Look for the letters “ABYC” or “UL” on the light-bulb packaging. More information on lights is available at <http://alaska.coastguard.dodlive.mil/2015/11/the-safety-of-navigation-lights/>.

**Q: Can I use a red sharpie to turn a white light into a red light?**
A: No. Red tape and red cellophane are not acceptable either. The red colored lens is an integral part of the light’s approval. Red all-around lights are more difficult to find than white all-around lights, but they can be purchased from many different marine suppliers.

**Q: What is an all-around light?**
A: An all-around light is a light that has a 360 degree arc. That means that it can be seen from all sides. Some navigation lights are designed to have smaller arcs, such as a 225 degree masthead light, a 112.5 degree sidelight, or a 135 degree stern-light.

**Q: Can I use a 2-by-4 as a mast for my lights?**
A: Your dive lights must have a 360 degree arc. If you use a 2-by-4 as a mast and mount the lights right next to the wood, the wood will block a large part of the lights’ arc. Though not ideal, a 2-by-4 could be used as a mast if the lights are offset from the mast far enough that the mast blocks only a small fraction of the arc.

**Q: Do I really have to have three feet of space between each of the three lights? That’s six feet between the top and bottom light!**
A: The reason for the spacing is that this allows the arrangement of the lights to be seen clearly at a difference. Coast Guard examiners will likely not pull out a tape measure to check your lights, but they do expect you to try to meet distance requirements. They understand that a tall mast can be impractical on a very small vessel.

**Q: I have a unique idea for how to build my dive light mast. Can I check with someone to make sure it will meet Coast Guard standards?**
A: If you’re not sure whether your plan for your dive lights meets the requirements, you are welcome to call Sector Anchorage at (907) 428-4183 to discuss your plan before you purchase the materials and invest the labor.

**Q: Do the lights need to be turned on all the time?**
A: No. You should only display the lights when diving at night or in conditions of restricted visibility (fog or rain). When you are moving the vessel to and from the place you’re diving, turn the dive lights off and display your running lights instead.

**Q: I have a red and white flag. Do I need a blue and white flag too?**
A: Yes. The blue and white alpha flag is required, even if you already have a red and white flag.

**Q: Can I make my own alpha flag?**
A: Yes. Painting both sides of a board, for example, is an acceptable way to make your own alpha flag.
The events described in 46 CFR 4.05 (see page 2) are Reportable Marine Casualties. Commercial vessel operators have two reporting responsibilities:

1. Call Sector Anchorage’s Command Center immediately via radio, sat phone or cell phone to make an initial verbal report. Note: Immediate reporting is not just for situations in which life or property is in danger; it is required for any incident described in 46 CFR 4.05. If you are unsure about whether or not an event meets the definition, call and ask to discuss the situation with an Investigating Officer.

2. Complete form CG-2692 and turn it in within five days of the accident. Captains can email or fax the form to Sector Anchorage’s Command Center, or mail or hand deliver a hard copy to: Sector Anchorage; Marine Safety Detachment Dutch Harbor; Marine Safety Detachment Kodiak; or Marine Safety Detachment Homer.

Some Reportable Marine Casualties require follow-up chemical testing. These are Serious Marine Incidents (see page 2 for definition). These events require alcohol testing (within 2 hours unless safety concerns delay to within 8 hours) and DOT drug testing (within 32 hours). Not everyone needs to be tested in every event; it is the marine employer’s responsibility to determine which crewmembers were directly involved in the incident. Report drug and alcohol testing to the Coast Guard within five days of the accident using form CG-2692b. If drug test results are not available within five days, turn the CG-2692b in and send results later.

Per Coast Guard policy, those involved in Serious Marine Incidents should also complete 96-hour work/rest history forms (available at http://www.uscg.mil/d17/SectorAnchorage/).
REPORTABLE MARINE CASUALTY

46 CFR 4.05-1 Notice of marine casualty.
(a) Immediately after the addressing of resultant safety concerns, the owner, agent, master, operator, or person in charge, shall notify the nearest Sector Office, Marine Inspection Office or Coast Guard Group Office whenever a vessel is involved in a marine casualty consisting in—

(1) An unintended grounding, or an unintended strike of (allison with) a bridge;
(2) An intended grounding, or an intended strike of a bridge, that creates a hazard to navigation, the environment, or the safety of a vessel, or that meets any criterion of paragraphs (a)(3) through (8);
(3) A 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, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power-generating equipment, or bilge-pumping systems;
(5) A loss of life;
(6) An injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties; or
(7) An occurrence causing property-damage in excess of $25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, drydocking, or demurrage.
(8) An occurrence involving significant harm to the environment as defined in § 4.03-65.
(b) Notice given as required by 33 CFR 160.215 satisfies the requirement of this section if the marine casualty involves a hazardous condition as defined by 33 CFR 160.204.
(c) Except as otherwise required under this subpart, if the marine casualty exclusively involves an occurrence or occurrences described by paragraph (a)(8) of this section, a report made pursuant to 33 CFR 153.203, CFR 117.21, or 40 CFR 302.6 satisfies the immediate notification requirement of this section.

Fines for failure to report immediately or in writing can be as high as $35,000 per offense.


SERIOUS MARINE INCIDENT

46 CFR 4.03-2 Serious marine incident.
The term serious marine incident includes the following events involving a vessel in commercial service:
(a) Any marine casualty or accident as defined in § 4.05-1 which is required by § 4.05-1 to be reported to the Coast Guard and which results in any of the following:

(1) One or more deaths;
(2) An injury to a crewmember, passenger, or other person which requires professional medical treatment beyond first aid, and, in the case of a person employed on board a vessel in commercial service, which renders the individual unfit to perform routine vessel duties;
(3) Damage to property, as defined in § 4.05-1(a)(7) of this part, in excess of $100,000;
(4) Actual or constructive total loss of any vessel subject to inspection under 46 U.S.C. 3301; or
(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.
(b) A discharge of oil of 10,000 gallons or more into the navigable waters of the United States, as defined in 33 U.S.C. 1321, whether or not resulting from a marine casualty.
(c) A discharge of a reportable quantity of a 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.

The fine for failure to conduct testing can be as high as $7000 per offense.


Enclosure (3) to Sector Anchorage MSIB 05-15