

Best practice / guidance for....	Referenced in recommendation (or workgroup discussion notes)	Page(s) - Resource Doc	Additional considerations or resources
Obtaining the preliminary information that would be collected upon notification of an incident	1.7 The State should determine how best to obtain the minimal required information--the preliminary information about an incident (date, time, location, vessel type(s), and numbers of deceased and injured) as described in recommendation 1.9--to be collected upon notification (e.g., receipt from the operator; gathered by officer/investigator; etc.).	4	
What an investigation may entail	1.8 The State Reporting Authority should ensure that an investigation is conducted after notification of an incident.	4-5	
Procedures for reporting in the event the incident occurred on waters of concurrent jurisdiction	1.8 The State Reporting Authority should ensure that an investigation is conducted after notification of an incident.	4-5	<p>Jurisdictional issues: Working with other federal agencies (Coast Guard, NPS, USACE, USFS, etc)- MOUs, information sharing, who gets involved, other recommendations. Discussions between States when an accident occurred in a body of water that two states share and the exact location is unknown- who/when to touch base, coordinate information sharing, designate a state to report the incident, etc.</p> <p>For waters of concurrent jurisdiction, have more guidance about responsibility and jurisdiction for each party</p>
Applying injury definition; what it means to receive treatment; what "observation without treatment" (not being considered an injury) means	2.1.2.2. A person is injured. For purposes of meeting this threshold, an injury is defined as a physical harm or hurt for which a person received treatment by a medical professional at a licensed medical facility. Observation without treatment is not considered an injury	9-11	whether an ambulance would be considered a "licensed medical facility"
Reporting "disappearances"	2.1.2.3 A person disappears from the vessel under circumstances that indicate likely death or injury.	11	
<p>What personal or non-vessel property means</p> <p>Also, documenting damages, generally, including how to handle the cost of labor and materials</p>	<p>2.1.2.4.3. The value of personal property that may have been on the vessel at the time of the incident should be excluded from consideration ("Best practices" should further describe/define what personal or non-vessel property means).</p> <p>5.5.1 There should be a mandatory data collection on each vessel and total non-vessel property damages, with States having the option of submitting actual/estimated dollar amounts and/or using the following four ranges (referred to here as "buckets") for this purpose: <\$2,000, \$2,000-<\$5,000, \$5,000-<\$10,000, and ≥\$10,000. There should be a description/definition of what "non-vessel property" means in the best practices document to be developed.</p>	<p>11-13;</p> <p>49-51</p>	

Best practice / guidance for....	Referenced in recommendation (or workgroup discussion notes)	Page(s) - Resource Doc	Additional considerations or resources
What a "properly" docked or moored vessel means	<p>2.2.1. For properly docked or moored vessels, determination should first be made as to whether the incident involved one or more of the following events:</p> <p>2.2.1.1. Carbon monoxide exposure</p> <p>2.2.1.2. Stray electrical current that was attributed to the vessel</p> <p>2.2.1.3. Fire/explosion that occurred while fueling or starting the vessel or that was attributed to the vessel's equipment or electrical components</p>	15-16	
The "non-reportable" events, especially definitions/examples/scenarios for: --voluntary departure injuries / fatalities; --towed watersports exceptions (possible checklist of contributing factors /certain types of incidents to assist in identifying reportable from non-reportable; --vessel use exceptions (meaning of "criminal")	2.3 Non-Reportable Events	17-26	Whether a heat lamp that causes a fire on a docked vessel would be reportable. Whether, if a built-in component of a vessel causes a fire, it would be reportable. Guidance on "self-inflicted"; would it include an unintentional gunshot wound while hunting?
For the Decision Matrix (all components)	2.4 Best practices should be developed to accompany the Recreational Boating Incident Report Decision Matrix (APPENDIX A)	27; 8-27	
Parameters for vessel determinations within the RBS program and for casualty reporting	<p>4.1.1. Per 1 U.S. Code § 3 [Vessel as including all means of transportation], "[T]he word "vessel" includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on the water.</p> <p>For purposes of vessel determinations within the context of the national RBS program and casualty reporting, the parameters for a "Vessel" should be a watercraft—capable of holding at least one person—that is intended to be propelled through the use of a paddle, motor, sail, etc., as a means of transportation on water.</p>	30-31	
When a device would become a "vessel" based on certain modifications	4.1.3 Examples of watercraft that the Coast Guard should classify as NOT being "vessels"—for purposes of the national RBS program--include: a pool float toy, innertube, float tube propelled by feet or fins, surfboard, submersible, diving propulsion aid, stock tank, air mattress, fish tote, floating dock, unmodified log, snowmobile, and/or seaplane.	31	
Reporting of incidents involving SUPs and kiteboards	<p>4.1.5.1 "Paddleboard" and "Kiteboard" have both been deemed by the Coast Guard to be vessels when "outside the narrow limits of a swimming, surfing, or bathing area.</p> <p>"Paddleboard" and "Kiteboard" should be retained on the current list of vessel determinations pending the Coast Guard's internal review of the entire vessel determination process.</p>	32-33	

Best practice / guidance for....	Referenced in recommendation (or workgroup discussion notes)	Page(s) - Resource Doc	Additional considerations or resources
Capturing data on "gold dredge" incidents	<p>4.1.5.3 "Gold dredge" is a device of traditional hull types (e.g., monohull, pontoon, etc.), propelled by propulsion machinery (typically outboard motors) used to mine gold off the ocean floor. The devices have been deemed vessels by the Coast Guard.</p> <p>Recommendation: "Gold dredge" should be retained on the list of devices the Coast Guard has determined to be vessels.</p>	33	
For selection of weather conditions options	5.1.1 Data on the <u>Overall Weather Conditions</u> should continue to be collected, with preference for the following basic options: Clear, Cloudy, Foggy/Hazy, Raining, Snowing, Other. Consideration should be given to providing guidance for the selections in a best practices document.	34	
For selection of visibility options (parameters)	5.1.2. Data on Visibility should continue to be collected, with preference for the following basic options: Good, Fair, Poor. Consideration should be given to developing parameters or other guidance in a best practices document to help better define these Visibility options.	34-35	
How to obtain coordinates and enter data in standard format	5.2.1. The collection of <u>Coordinates</u> for the incident should be mandatory IF the future reporting system can facilitate documentation based on existing geographical information when the coordinates are not otherwise readily available. Appropriate, related guidance and a standard format for entering the data should be developed	36	
For reporting, what is considered "owned" v "rented" and how to handle other arrangements (e.g., boat clubs and AirBnB style)	5.1.1 The <u>Ownership Status of the Vessel</u> should continue to be collected. The preferred options are Owned, Rented, and Borrowed, with the addition of an "Other" field.	38	
When / how to document engine manufacturer	5.3.5 The collection of Engine Manufacturer data should only be mandatory if the engine is determined to be a factor in the incident. If the engine manufacturer data is not available (e.g., if the engine is not recoverable), then that should be documented in the system.	38	
When / how to document engine serial numbers	5.3.6. The collection of the <u>Engine Serial Number</u> should be mandatory only if the engine is determined to be a factor in the incident. If the serial number is not available (e.g., if the engine is not recoverable), then that should be documented in the system	38	
Engine drive types (beyond CFR definitions)	5.3.7 The <u>Engine Drive Type</u> should continue to be collected, with drop-downs for the CFR-authorized options to incorporate additional engine styles. The options should be Inboard, Outboard, Pod Drive, Sterndrive, Unknown, and Other. Airboat Engine should be included in a drop-down for Inboard. Shallow / Surface Drive should be included in a drop-down for Outboard. All of the engine drive types should be more clearly described in best practices	39	

Best practice / guidance for....	Referenced in recommendation (or workgroup discussion notes)	Page(s) - Resource Doc	Additional considerations or resources
Selection of primary hull material type for vessels constructed with more than one material	5.1.1 The <u>Hull Material Type</u> should continue to be collected, with the following options: the CFR-authorized Fiberglass, Aluminum, Plastic, Rubber/vinyl/canvas, Steel, Wood, Other, and Unknown. The primary hull material should be identified for each vessel so that data will match VIS/SNS. The State should be able to document secondary and tertiary hull material types if the vessel is made of more than one material. There should be guidance in the best practices document as to which primary hull material type should be selected in the event a vessel is constructed with more than one material.	39	
Selection of vessel subtypes	5.1.1 The list of <u>Vessel Subtypes</u> that was approved by NASBLA membership in 2013 as part of the NASBLA/ERAC and USCG Terms and Definitions Project and that roll up into the primary vessel types mandated in CFR should be made available for the States' use as part of the anticipated revamp of the reporting system. The States' collection of data on these subtypes would be voluntary; however, if a State chooses to record vessel subtypes, it should select from the subtype options on this list. (See APPENDIX C for original approved list with markups and notes reflecting the workgroup's recommendations)	40	See and update Terms & Definitions Reference & Resource Modules (v 2013.2, Oct. 2014)
Recording safety equipment/gear at paddlecraft incident scenes - especially meanings of 'communications device,' and paddles 'intact' and 'appropriate for vessel'	5.3.17 There should be mandatory collection of Safety equipment/gear recorded at the scene of incidents involving paddlecraft. This should help in determining whether the equipment carried/available was appropriate for mitigating the risks involved with the specific type of vessel(s) and activity The specialized lists of items should be: <ul style="list-style-type: none"> • Standup paddleboard: Wet suit; Drysuit; Paddle (whether it was appropriate for vessel, and whether it was intact); Leash; Helmet; Communications Device (with text field to describe). • Canoe: Wet suit; Drysuit; Paddle (whether it was appropriate for vessel, and whether it was intact); Helmet; Communications Device (with text field to describe). • Kayak: Wet suit; Drysuit; Paddle (whether it was appropriate for vessel, and whether it was intact); Helmet; Spray skirt; Dewatering Device (note if not applicable); Communications Device (with text field to describe). 	41-42	
Selection of Accident (Incident(Types / Events	5.4.2 The Accident Types/Events list approved in 2012 by NASBLA membership as part of the NASBLA/ERAC and USCG Terms and Definitions Project--and as modified during workgroup discussions in March 2018 and again in March 2019 and January 2020 following the first and second external review and comment periods, respectively --should be adopted for national data collection. As part of this, the report category title should be changed to "Incident Events." (See APPENDIX D for original approved list with markups and notes reflecting workgroup's recommendations	43	See and update Terms & Definitions Reference & Resource Modules (v 2013.2, Oct. 2014)

Best practice / guidance for....	Referenced in recommendation (or workgroup discussion notes)	Page(s) - Resource Doc	Additional considerations or resources
Selection of Operation of Vessel	5.4.3 The Operation of the Vessel list approved in 2013 by NASBLA membership as part of the NASBLA/ERAC and USCG Terms and Definitions Project--and as modified during workgroup discussions in March 2018 -- should be adopted for national data collection. (See APPENDIX E for original approved list with markups and notes reflecting workgroup's recommendations)	43-44	See and update Terms & Definitions Reference & Resource Modules (v 2013.2, Oct. 2014)
Selection of Activity (Use of Vessel - Immediate Activity)	5.4.4 The Activity--Use of the Vessel/Immediate Activity at Time of Accident list approved in 2013 by NASBLA membership as part of the NASBLA/ERAC and USCG Terms and Definitions Project--and as modified during workgroup discussions in March 2018 and again in January 2020 following the second comment period -- should be adopted for national data collection. (See APPENDIX F for original approved list with markups and notes reflecting workgroup's recommendations)	44-45	See and update Terms & Definitions Reference & Resource Modules (v 2013.2, Oct. 2014)
Selection of Contributing Factors/Causes	5.4.5 The Contributing Factors/Causes list approved in 2012 by NASBLA membership as part of the NASBLA/ERAC and USCG Terms and Definitions Project--and as modified during workgroup discussions in March-April 2018 and again in January 2020 following the second comment period-- should be adopted for national data collection. (See APPENDIX G for original approved list with markups and notes reflecting workgroup's recommendations)	45-48	See and update Terms & Definitions Reference & Resource Modules (v 2013.2, Oct. 2014)
Responding to question re potential contribution of vessel design or hull characteristics to incident	5.4.6 Regarding <u>vessel design or hull characteristics that might have contributed to an incident</u> , a question should be added for mandatory data collection. <i>"Is there a possibility that any features or design characteristics of the vessel may have contributed to this accident? ___"</i> A check-off in this field would indicate "yes," and require follow-up description in the narrative. Appropriate examples and guidance should be developed and included in a "best practices" document for the officer/investigator to consider in responding.	48-49	
Coding and implementation of drug (use) categories	5.1.1 For the Vessel Operator and ALL victims -- injured and deceased -- there should be national collection of <u>Alcohol</u> use (yes/no, <u>with BAC optional</u>); <u>BUI</u> arrest information (as applicable); <u>Drug</u> use (legal and illegal, yes/no), with drop-down menu for selecting options from among the following drug categories, which are also used in motor vehicle crash reports: cannabis (marijuana), depressants, stimulants, hallucinogens, inhalants, narcotic analgesics, other drug(s))	55-56	
Meaning and application of "properly used" re life jacket use	5.1.1 For ALL victims -- injured and deceased -- there should be a mandatory national collection of data on <u>Life Jacket use</u> . If the life jacket was a factor in the incident then the following detail should be mandatory: Type of life jacket; whether inherently buoyant or inflatable; whether serviceable; whether properly used; and whether of proper size.	56	

Best practice / guidance for....	Referenced in recommendation (or workgroup discussion notes)	Page(s) - Resource Doc	Additional considerations or resources
Reporting outcomes of drownings using accepted, standardized terminology	5.1.1 In reference to <u>Drownings</u> , consideration should be given to using the following standard terminology to report outcomes: 1) instead of the current "Death-by drowning," use "Drowning, fatal"; and 2) in the case of an injury, use "Drowning, non-fatal."	57	
Documenting injuries and damages that do not meet federal injury or damage thresholds but are associated with otherwise reportable incidents	5.1 In the future, revisions to the reporting system should accommodate the least burdensome method for documenting basic injury or damage information that does not meet the injury or damage threshold but is associated with an otherwise reportable incident. <i>(For example, a field that would allow recording of the number of persons who had injuries below the federal threshold; an officer/investigator would not be expected to fill out an injury record for a person whose injury did not meet the injury threshold. "Best practices" documentation and training should provide guidance on an injury that does not meet the injury or damage threshold, but is associated with an otherwise reportable incident).</i>	59	