

RECREATIONAL BOATING INCIDENT REPORT – DETERMINING WHICH OCCURRENCES REQUIRE A REPORT TO THE U.S. COAST GUARD? – with annotations

PART ONE: DID THE OCCURRENCE MEET THESE INITIAL, QUALIFYING CONDITIONS?

<p><b>1. Did it happen on State* or concurrent jurisdictional waters?</b></p> <p>[Reference: 33 CFR 173.51; 46 USC § 13102(b)(1)]</p> <p><b>*State</b> is used throughout to mean the 50 U.S. States, five U.S. Territories, and the District of Columbia. This condition refers to incidents on waters over which the state has jurisdiction and <b>includes sole state waters</b>. <b>Note:</b> Private waters, defined as” privately-held waters not subject to the jurisdiction of the United States or a state” -- might meet State reporting requirements, but they are <b>NOT</b> required to be reported to the Coast Guard. Such occurrences that <b>are</b> reported will <b>not</b> be included in the annual Recreational Boating Statistics.</p>	<p>If YES, go to Q 2</p>	<p>If NO, then the occurrence may meet State reporting requirements, but no report to the Coast Guard is required.</p>
<p><b>2. Did it involve at least one of the following?</b></p> <ul style="list-style-type: none"><li>A vessel used for recreational purposes.</li><li>A State-numbered uninspected vessel.</li><li>A foreign-flagged vessel temporarily using waters subject to U.S. jurisdiction.</li></ul> <p>[Reference: 33 CFR 173.51]</p>	<p>If YES, go to Q 3</p> <p>If YES, go to Q 3. <b>CAUTION!</b> If the occurrence involving a foreign-flagged vessel meets <u>at least one</u> of the thresholds in Q 3, and is not otherwise excluded after PART TWO evaluation, it must be reported to the Coast Guard. However, if the foreign-flagged vessel was the <u>only</u> vessel involved, the reported incident will <b>NOT</b> be included in the annual Recreational Boating Statistics.</p>	<p>If NO – that is, the vessel involved did not meet <u>any</u> of these – then the occurrence may meet State reporting requirements, but no report to the Coast Guard is required.</p>
<p><b>3. Did the occurrence involve <u>at least one</u> of these <u>federal</u> thresholds?</b></p> <ul style="list-style-type: none"><li>Fatality.</li><li>Injury that requires medical treatment beyond first aid*</li><li>Disappearance of a person from the vessel under circumstances that indicate likely death or injury.</li><li>Damage to vessel(s) or other property totaling ≥ \$2,000.**</li><li>The complete loss of a vessel.***</li></ul> <p>[Reference: 33 CFR 173.55(a)(1)-(4)]</p>	<p>If YES, go on to PART TWO</p> <p><b>*INJURY:</b> Requiring medical treatment “<b>beyond first aid</b>” means any physical harm or hurt for which a person received treatment by a medical professional at a licensed medical facility. Observation without treatment, including EMS personnel who arrive on scene but do not transport the victim to a medical facility, is not treatment beyond first aid and does not meet the injury threshold for reporting.</p> <p><b>**DAMAGES:</b> Threshold <b>includes</b> damages to the structural, mechanical and electronic components of the vessel(s) and associated equipment and the material cost of restoring boating infrastructure. It <b>excludes</b> the value of personal property on the vessel. The data collection on damages should exclude the labor costs to repair the vessel(s) involved.</p> <p><b>***COMPLETE VESSEL LOSS:</b> Threshold is defined by situations where the vessel is known or presumed to have been destroyed; presumed to have sunk in an unknown location; has sunk in a known location, but will not be recovered; or is a total constructive loss (i.e., so severely damaged it is not worth repairing).</p>	<p>If NO, then while the occurrence may meet State reporting requirements (e.g., damages to vessels or other property totaling less than \$2K), no incident report to the Coast Guard is required.</p>

PART TWO: EVALUATION -- DID THE OCCURRENCE INVOLVE ANY OF THESE?

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<p>Did it involve a <u>PROPERLY DOCKED OR MOORED*</u> VESSEL?</p> <p><small>* Properly docked or moored means secured to a fixed structure, such as a dock, pier or wharf or to a mooring buoy or other floating object (excluding another vessel, a floating dock, or ATONs)</small></p> <p>If YES →</p> <p>If NO ↓</p>	<p>Was it the result of any of these?</p> <ul style="list-style-type: none"><li>- carbon monoxide exposure</li><li>- electrical shock that occurred from contact with electrical current from vessel or its equipment (including system failure and stray current)</li><li>- fire / explosion (fuel and non-fuel materials related) that occurred while fueling or starting the vessel or that was attributed to the vessel's equipment or electrical components</li></ul> <p>NO ↓</p> <p>For all other occurrences involving a properly docked or moored vessel →</p>	<p>If YES, did it involve an occurrence listed as "Not Reportable to Coast Guard" →</p> <p>Did it involve an event listed as "Not Reportable to Coast Guard" →</p>	<p>If YES, it may meet state reporting requirements, but no further action needed for reporting to Coast Guard. If NO, a report to Coast Guard is required.</p> <p>If YES, it may meet state reporting requirements, but no further action is needed for reporting to the Coast Guard. If NO, a report to Coast Guard is required.</p>
<p>Did it involve <u>AN ANCHORED VESSEL?</u></p> <p>If YES →</p> <p>If NO ↓</p>	<p>Was it the result of any of these?</p> <ul style="list-style-type: none"><li>- fire / explosion (fuel and non-fuel materials related) that occurred while fueling or starting the vessel or that was attributed to the vessel's equipment or electrical components</li><li>- person departed vessel to undertake immediate repairs (e.g., unfouling anchor or cleaning an intake)</li><li>- person ejected from, fell overboard from, or impacted the vessel</li></ul> <p>NO ↓</p> <p>For all other incidents involving an anchored vessel →</p>	<p>If YES, did the incident involve an event listed as "Not Reportable to Coast Guard" →</p> <p>Did the incident involve an event listed as "Not Reportable to Coast Guard" →</p>	<p>If YES, it may meet state reporting requirements, but no further action is needed for reporting to the Coast Guard. If NO, a report to Coast Guard is required.</p> <p>If YES, it may meet state reporting requirements, but no further action is needed for reporting to the Coast Guard. If NO, a report to Coast Guard is required.</p>
<p>Did it involve <u>ANY OTHER VESSEL STATUS, INCLUDING IMPROPERLY DOCKED OR MOORED* VESSELS?</u></p>	<p>Was it the result of any of these?</p> <ul style="list-style-type: none"><li>- vessel's operation, including behavior of operator/occupants</li><li>- vessel's machinery or equipment</li><li>- vessel's construction</li><li>- vessel's seaworthiness</li><li>- loading of vessel</li><li>- environmental forces</li></ul> <p>(As cross-check, see also events listed as "Reportable to Coast Guard" for purposes of inclusion in Recreational Boating Statistics.)</p>	<p>If YES, did the incident involve an event listed as "Not Reportable to Coast Guard" →</p>	<p>If YES, it may meet state reporting requirements, but no further action is needed for reporting to the Coast Guard. If NO, a report to Coast Guard is required.</p>

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NOT REPORTABLE TO THE COAST GUARD	
If reported by a State to the Coast Guard, these occurrences will NOT be included in the annual Recreational Boating Statistics report	
Voluntary departure injuries/fatalities: --- from shore/other place of safety	Involved an injury or death of a person(s) who voluntarily entered the water from the shore or another non-vessel place of inherent safety to swim to a vessel, to swim for pleasure, or to retrieve another object.
Voluntary departure injuries/fatalities: --- from docked or moored vessels	Involved an injury or death of a person(s) who voluntarily jumped, dived, or swam for pleasure from a properly docked or moored vessel.
Vessel-use exceptions	The only vessel(s) involved were used solely for governmental or criminal activity (in the course of a criminal offense, with exception of impairment and boating safety-related offenses); engaged in sanctioned-activity events and exempted from being state-numbered since they are used exclusively for racing); or were non-propelled residential platforms.
Self-inflicted injuries/fatalities	Self-inflicted injuries were the cause (Examples include self-inflicted wounds, ingestion of controlled substances or poison, gunshot wounds).
Assaults	A person(s) suffered an injury, death, or is missing as a result of an assault by another person or persons while aboard a vessel.
Medical event	A person(s) experienced a medical emergency unrelated to the vessel or its equipment, and no other vessel was involved. A medical emergency does not refer to physical impairments such as poor eyesight, poor hearing, or mobility difficulties.
Watercraft not a “vessel”	The only watercraft involved were not considered “vessels” as defined in 1 U.S.C. § 3. Examples 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, non-propelled residential platform, snowmobile, seaplane.
Natural phenomenon - interaction when vessel not underway	When natural phenomenon was involved, no other event occurred, and no other federal reporting threshold was met. Examples include interaction with marine life (e.g., carp causes injury to person) or interaction with nature (e.g., mountain side falls onto docked or moored vessel causing damage).
Falls, ejections, impacts -- from docked or moored vessels	A person(s) suffered injury or death as a result of an impact, ejection or fall from a docked or moored vessel.
Launching / recovery injuries, fatalities, damages	A launching or recovery occurrence including when the vessel was <b>not</b> on the water and capable of use (not free from the launching apparatus).
Boarding / departing vessel injuries, fatalities	A person(s) suffered injury or death while boarding or departing a docked, moored or anchored vessel, when no other event occurred and when no other federal reporting threshold was met.
Vehicle trailering failure	Involved failure of the vehicle used for trailering the vessel.
Lack of / improper vessel maintenance	A properly-docked or -moored vessel(s) encountered damages or loss attributed to lack of or improper vessel maintenance.
Voluntary departure of vessel(s) during storms	Involved docked or moored vessels getting underway during storms or unusual tidal or sea conditions, including to effect a rescue, and none of the federal reporting thresholds was met.
Private waters occurrences	Such occurrences might meet state reporting requirements, but they are <b>NOT</b> required to be reported to the Coast Guard. Occurrences on private waters that <b>are</b> reported to the Coast Guard will <b>NOT</b> be included in the annual, national Recreational Boating Statistics.

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CROSS-CHECK - REPORTABLE TO THE COAST GUARD	
Occurrences listed below <u>that meet the conditions in PARTS ONE and TWO and that are not otherwise excluded as “Not Reportable to the Coast Guard”</u> will be included in the annual Recreational Boating Statistics report	
Refer to CG-BSX Policy Letter 23-01, paragraph 4 for definitions of terms	
Capsizing	Person ejected from, falls overboard from, or impacts a vessel underway or anchored
Carbon monoxide exposure	Person struck by propeller / propulsion unit / water jet
Collision with a fixed object (allision)	Person struck by vessel
Collision with a floating object	Sinking
Collision with a vessel	Swamping
Electrical shock	Towed watersport mishap
Fire or explosion (fuel and non-fuel materials related) when the vessel is underway, at anchor, or is properly moored or docked and involved in fueling or starting; or when attributed to the vessel’s equipment or electrical components	Occurrences involving recreational vessels already underway, including during storms or unusual tides or sea conditions, that engage in Good Samaritan acts
Flooding	Occurrences involving vessels engaged in sanctioned-activity, unless they are specifically exempt from the numbering requirements per 33 CFR 173.15.
Grounding	Other occurrences where the vessel operation, construction, seaworthiness, machinery, equipment, and loading or environmental forces were involved.
Interaction with natural phenomena when the vessel is underway, at least one federal regulatory reporting threshold was met, and another event occurred	
Person departs vessel voluntarily when the vessel is underway, or the vessel was recently anchored for immediate repairs (e.g., unfouling an anchor or cleaning an intake)	