

U.S. Department of
Homeland Security

United States
Coast Guard



Recreational Boating Accident Reporting Manual



COMDTINST M16782.1

U.S. Department of
Homeland Security

United States
Coast Guard



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COMDTINST M16782.1

COMMANDANT INSTRUCTION MANUAL 16782.1

Subj: RECREATIONAL BOATING ACCIDENT REPORTING MANUAL

1. **PURPOSE.** The purpose of this Manual is to promulgate and consolidate Coast Guard policies and operating procedures for the administration of the reporting, investigation, and data processing of recreational boating accidents.
2. **ACTION.** District Commanders will ensure that this Manual is provided to their Boating Safety staffs for reference. Each Prevention office will ensure that this Manual is distributed to their Marine Safety Prevention and Investigative staffs. Each State and Territory Boating Law Administrator will ensure that this Manual is given the widest distribution within their jurisdiction. Internet release is authorized.
3. **DIRECTIVES AFFECTED.** This Manual replaces Standard Method of Reporting (Boating Accidents), CG-449, last published 20 September 1973.
4. **DISCUSSION.** Standard Method of Reporting (Boating Accidents), CG-449 was promulgated in 1973 as a guide for States as they developed their recreational boating accident reporting programs. The Manual became obsolete. This Manual is an effort to supplement and refresh the information in Standard Method of Reporting (Boating Accidents), CG-449.
5. **DISCLAIMER.** This guidance is not a substitute for applicable Federal regulations or other legal requirements. It is intended as operational guidance for persons involved with recreational boating accident investigations and data entry.
6. **MAJOR CHANGES.** This revision incorporates updated information from the obsolete Standard Method of Reporting (Boating Accidents), CG-449.

DISTRIBUTION – SDL No. 166

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NON-STANDARD DISTRIBUTION:

7. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS. The development of this directive and the general policies contained within it have been thoroughly reviewed by the originating office and are categorically excluded under USCG categorical exclusion (CE) 33 from further environmental analysis, in accordance with Section 2.B.2 and Figure 2-1 of the National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts, COMDTINST M16475.1 (series).

This directive will not have any of the following: significant cumulative impacts on the human environment; substantial controversy or substantial change to existing environmental conditions; or inconsistencies with any Federal, State, or local laws or administrative determinations relating to the environment. All future specific actions resulting from the general policies in this Manual must be individually evaluated for compliance with the National Environmental Policy Act (NEPA), Council on Environmental Policy NEPA regulations at 40 CFR Parts 1500-1508, DHS and Coast Guard NEPA policy, and compliance with all other environmental mandates.

8. PAPERWORK REDUCTION ACT. This Manual describes a collection of information. An agency may not conduct or sponsor, and a person is not required to respond to, an information collection that does not display a currently valid Office of Management and Budget (OMB) control number. The U.S. Coast Guard's authority to collect information on boating accidents is found in 46 USC 6102 and 33 CFR Parts 173 and 174. The OMB control number for the U.S. Coast Guard's Boating Accident Report form (CG-3865) is 1625-0003.
9. DISTRIBUTION. No paper distribution will be made of this Manual. An electronic version will be located on the following Commandant (CG-612) web sites. Internet: <http://www.uscg.mil/directives/>, and CG Portal: <https://cgportal2.uscg.mil/library/directives/SitePages/Home.aspx>. If paper copies are required please complete Certificate for Need of Printing, DHS Form 500-07, which can be found at http://www.uscg.mil/directives/Printing_Graphics.asp.
10. RECORDS MANAGEMENT CONSIDERATIONS. This Manual has been thoroughly reviewed during the directives clearance process, and it has been determined there are no further records scheduling requirements in accordance with Federal Records Act, 44 U.S.C.3101 et seq., NARA requirements, and Information and Life Cycle Management Manual, COMDTINST M5212.12A. This policy does not have any significant or substantial change to existing records management requirements.
11. FORMS/REPORTS. Reference Appendix A.
12. REQUEST FOR CHANGES. Individuals may recommend changes by writing to: Commandant (CG-BSX-21); U.S. Coast Guard Stop 7501; 2703 Martin Luther King Jr Ave SE; Washington, DC 20593-7501.

P. F. THOMAS
Rear Admiral, U.S. Coast Guard
Assistant Commandant for Prevention Policy

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1. REPORTING RECREATIONAL BOATING ACCIDENTS

A. GENERAL.

- 1) **History.** To provide for the capability of the U.S. Coast Guard to compile and publish statistically valid data on recreational boating accidents and casualties, the Federal Boat Safety Act of 1971 prompted the establishment of a Standard Vessel Casualty Reporting System. To provide clarity on how this System was to be implemented, the Coast Guard published Standard Method of Reporting (Boating Accidents), CG-449. The Standard Method of Reporting (Boating Accidents), CG-449 Manual provided the reporting authorities the guidance necessary to complete recreational boating accident investigations and report defects found on recreational boats. To update this former publication, Recreational Boating Accident Reporting Manual, COMDTINST M16782.1, has been adopted and replaces The Standard Method of Reporting (Boating Accidents), CG-449.
- 2) **Update.** This Manual provides current requirements along with expanded information on the reporting procedures for recreational boating accidents
- 3) **Terms.** The term "State" is used to represent the agency within each State, commonwealth, territory and District of Columbia that is responsible for reporting to the Coast Guard under 33 CFR 173 and 174.

B. ACTION.

- 1) **Reporting Authority Users.** Each agency designated as the "Reporting Authority" under the "Vessel Casualty Reporting System," (Appendix D), should use this Manual. Such use will clarify reporting requirements and enhance data quality.
- 2) **Investigator Users.** This Manual should be in the possession of each field officer responsible for conducting recreational boating accident investigations.

2. AUTHORITIES AND COAST GUARD POLICY

- A. **GENERAL.** The Coast Guard's authority to develop regulations requiring marine casualty reporting is found in 46 U.S.C. Subtitle II Part D – Marine Casualties. The authority for State marine casualty reporting systems is specifically found in 46 U.S.C. 6102. The law provides that the Secretary, of the department in which the Coast Guard is operating, will prescribe regulations for a uniform State marine casualty reporting system. In accordance with the Federal Boat Safety Act of 1971, the Coast Guard developed regulations for casualty and accident reporting, forms used in reporting casualties, and casualty reporting system requirements. The following guidance provides information of particular interest to the States and their Boating Safety Programs, and will clarify the pertinent regulations.
- B. **46 U.S.C. 6102.** Under 46 U.S.C. Chapter 61 (Reporting Marine Casualties) the Secretary of the Department of Homeland Security is responsible for prescribing regulations on marine casualty reporting. Specifically, 46 U.S.C. 6102 provides the requirement for the states to compile and submit boating accident information and for the Coast Guard to publish information about these reports. It mandates the reporting of alcohol as a contributing factor to the casualty. It further states that the Coast Guard may only use the information as the State would, and that the procedure to report will be developed by regulation. See Appendix B for the specific text.
- C. **33 CFR 173 & 174.** 33 CFR 173 and 174 cover the public's responsibility to report an accident to the reporting authority (State), and the State's responsibility to forward information on an accident to the Coast Guard. This section addresses the following topics: public responsibility to submit information, State responsibility to collect information, definition of a vessel, vessels subject to regulation, casualties that constitute a report, investigative jurisdiction, report submission, what to report, when to report, and penalties.

1) **Public Responsibility to Submit Information.**

- a) **Fatal Accident Notification.** Under 33 CFR 173.53, the operator is required to immediately notify the State of a fatal (or presumed fatal) accident. If the operator is unable to make a report, each person on board is responsible to notify the State. The initial notification should include specific information including the date, time, location, name of each fatal victim, name and number of the vessel, and the name and address of the owner and operator.
- b) **Report Submission.** Under 33 CFR 173.55, the operator is required to submit a report to the State that contains greater information about the accident. The timeline for report submission depends on the severity of the accident. If at least one person died within 24 hours of the accident, or if at least one person required medical treatment beyond first aid or disappeared, a report is required within 48 hours of the accident. All other thresholds are required to be reported within 10 days of the accident occurrence. When the vessel operator cannot submit the report, the owner must submit it.

2) **State Responsibility to Collect Information.**

- a) 33 CFR 174.101(a) addresses a state's requirement to obtain accident reports. The text states that a state casualty reporting system “must require the reporting of vessel casualties and accidents involving vessels...” Such reports are to be collected and submitted for reportable accidents occurring on all waters within the jurisdiction of a state. Many state casualty reporting systems accomplish this task by using public awareness campaigns, education, and by enforcement for those who fail to submit a required report. See Appendix B for regulatory text.
- b) If the public does not submit a boating accident report form for an accident that meets federal reporting requirements in 33 CFR 173.55, the State is responsible for the collection and submission of information on the boating accident report.

3) **Definition of Vessel.** The word “vessel” is mentioned throughout 33 CFR 173 and 174. The definition of “vessel” as found in 1 U.S.C. 3 is “every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water.” See Appendix B for the text. Determinations of what waterborne craft are considered “vessels” that the federal laws and regulations pertain to are made by the Coast Guard. See Appendix C for vessel determinations. Should a question arise as to whether a craft is a “vessel,” determinations can be found by either researching the Coast Guard Recreational Boating Safety Website at <http://www.uscgboating.org/> or by contacting the Coast Guard’s Boating Safety Division within the Office of Auxiliary and Boating Safety. An accident that occurs on ice may be required to be reported if it meets the federal requirements and involves a vessel that is capable of being used both in liquid water and in/on ice.

- a) **Vessel Determinations.** If a person would like to request a formal determination of whether a watercraft is a “vessel”, the person may address the point of contact for Regulations listed in Chapter 7. There is precedence for vessel determination requests. For example, in 2008, a State requested a determination of whether a paddleboard was a vessel after finding the watercraft was growing in popularity in ocean and inland waters. The State wanted to know whether the watercraft was a vessel and therefore subject to laws regarding accident reporting, navigation rules, and safety equipment. The Coast Guard determined that when used outside of a swimming, surfing, or bathing area, this craft is a vessel and subject to regulations.
- b) **Authorized Vessel Terms.** The Coast Guard has a list of authorized “vessel type” terms that must be submitted. 33 CFR 173.57(b)(23) lists a minimum of four terms (open motorboat, cabin motorboat, houseboat, or “other” boat) with those requirements expanding on 1 January 2017 to twelve terms (air boat, auxiliary sailboat, cabin motorboat, houseboat, inflatable boat, open motorboat, paddlecraft, personal watercraft, pontoon boat, rowboat, sail only, and “other” boat) under 33 CFR 173.57(c)(23)(iii). These terms must be submitted; a State can collect more specific vessel types on their State boating accident report form if desired, but their terms must align with the vessel types specified in 33 CFR 173.57.

4) Vessels Subject to Casualty and Accident Reporting.

- a) **Applicability.** 33 CFR 173.51 addresses vessels that are under regulation. All vessels owned in the United States and operated on jurisdictional waters of the United States and the high seas are subject to these regulations if the vessels fall into at least one of the following categories: 1) they are being used for recreational purposes; or 2) they are required to be numbered in accordance with 33 CFR Part 173. 11. CFR 173.11 states that a vessel is required to be numbered if it is propelled by machinery of any type. The exceptions to this numbering include military, public or state owned boats used principally for governmental purposes, ship's lifeboats, and a vessel which has or is required to have a valid marine document as a vessel of the United States. Also excepted from numbering are foreign vessels temporarily using waters subject to U.S. jurisdiction. As written, these regulations also encompass state-numbered uninspected commercial vessels. If a state-numbered uninspected commercial vessel is involved in an accident, an accident report is required by both 46 CFR 26.08-1 and 33 CFR 173.51. The requirement stems from the fact that virtually all uninspected commercial vessels require a U.S. Coast Guard Licensed Master and as such, the Coast Guard has jurisdiction over the Licensed Master's actions and will conduct an investigation of any reportable casualty to ensure that the master did not act negligently, engage in misconduct, or violate the law. The Coast Guard collects this information, and reports on it in the beginning of its annual recreational boating statistics publication.
- b) **Exceptions to Applicability.**
- (1) **Inspections under 46 U.S.C. Chapter 33.** Vessels required to be inspected under 46 U.S.C. Chapter 33 are exempt under these regulations. See Appendix B for the regulatory text.
 - (2) **Foreign Vessels.** Single-vessel accidents in the United States involving a foreign-owned vessel, by policy, will be included in the Coast Guard's annual recreational boating statistics publication if a report is submitted. All foreign operators in U.S. waters are still subject to navigation rules.

5) Casualties that Require a Report.

- a) **Requirements.** 33 CFR 173.55 states the requirement to report. If one of the following occurs, a recreational boating accident report shall be completed and submitted:
 - (1) a death;
 - (2) a disappearance that suggests death or injury;
 - (3) an injury that required medical treatment beyond first aid;
 - (4) damages that equaled or exceeded \$2,000; or
 - (5) a complete loss of vessel.
- b) **Injury Definition.** See Appendix D.
- c) **Complete Loss Definition.** Complete loss of vessel is defined by the following situations:
 - (1) The vessel is known or presumed to have been destroyed;
 - (2) The vessel is presumed to have sunk and its location is unknown;
 - (3) The vessel has sunk and its location is known, but it is unrecoverable; or
 - (4) The vessel is a constructive total loss, i.e. the vessel is so severely damaged that it is not financially worth recovering and/or repairing.
- d) **Damages Estimate.** Damages need to be provided concerning all vessels and property involved. Damages can be estimated if the owner/operator does not submit an exact amount; the Coast Guard will deem reports entered into BARD that indicate damage in the narrative but fail to provide a value as incomplete and pending completion. See Appendix B for the regulatory text.
- e) **Accident Scenarios to be Reported:** Beyond what is required by regulation, there are accident scenarios to be reported that the Coast Guard considers within the scope of the National Recreational Boating Safety Program because the agency feels it is important to evaluate them to determine what, if any, safety measures could prevent future accidents of the same type. Reference Appendix E for a list of scenarios that should be reported, as well as a list of scenarios that do not need to be reported.
- f) **Coast Guard Action on Accident Scenarios that do not need to be Reported.** If a State submits an accident report involving a scenario that does not need to be reported (see appropriate section of Appendix E), the Coast Guard will exclude it from the main body of the annual recreational boating statistics report and instead will report on it in one table at the beginning of the report that provides casualty counts of excluded incidences. If the accident involves a commercial vessel, the Coast Guard will ensure that the Office of Investigations and Analysis in the

Coast Guard is aware of it and can take appropriate action if needed. The decision to exclude incidences is often based on a combination of the following aspects: cause, operation, activity, vessel type, water body type, and cause of death.

- g) Reports Received where Policy Determination is Unclear. In the event that a State uncovers an accident scenario that is not covered in Appendix E, the State should compile and submit the report to the Coast Guard.
- h) Requesting a Policy Change. If a State would like the Coast Guard to determine whether an accident should be reported, the State should request such determination from the point of contact for Accident Reporting Data Collection listed in Chapter 7 of this document. The Coast Guard will then make a formal determination and update this document, if needed.

6) **Jurisdiction.**

- a) State Jurisdiction. When a casualty or accident occurs within the jurisdiction of any State, the State is the reporting authority. In select cases, the Coast Guard may investigate an accident involving deaths on vessels that occurred on waters subject to the jurisdiction of the United States that are in a state's jurisdiction. In instances where the accident may involve unique circumstances that require Coast Guard investigative action to initiate Civil Administrative Penalty action, a Coast Guard Marine Investigator will jointly investigate the boating accident in concert with a State, providing resources States may not have access to (independent laboratory testing). If the Coast Guard becomes the lead investigating agency, it is the Coast Guard's responsibility to make sure the information is entered into the Boating Accident Report Database (BARD).
- b) Coast Guard Jurisdiction. If an accident involving a U.S.-owned vessel occurs offshore outside the jurisdictional limits of a State, the Coast Guard becomes the reporting authority.
- c) Private Waters. For accidents that occur on private waters, the State may not have jurisdiction to require the reporting of the accident or investigate it. If the State is able to collect information on the accident, the Coast Guard will accept it. Even though the data collection is not required, the Coast Guard will include the information in the State totals when the Coast Guard issues the annual recreational boating statistics report. See Appendix B for the regulatory text.

7) Report Submission.

- a) Report Recipients. 33 CFR 173.59 identifies the locations where an operator/owner may submit a report. These are:
 - (1) The State where the accident occurred;
 - (2) The State in which the vessel was numbered; or
 - (3) If the vessel does not have a number, the State where the vessel was principally used.
- b) Forwarding Reports to a Different State.
 - (1) If a State receives a report of an accident that occurred in another State, the initial State should forward the report to the State in which the accident occurred. For State contact information, please check with the National Association of State Boating Law Administrators (Appendix F).
 - (2) If a State receives a report of an accident that occurred offshore, please forward the information to the Accident Reporting point of contact at Coast Guard Headquarters outlined in Chapter 7.
- c) Two States Covering the Same Accident. Sometimes two States will submit an accident report in BARD on the same accident. In that event, the Coast Guard will accept the report of the State in which the accident occurred. If the location of the accident cannot be determined, the Coast Guard will accept the report with the most information.

8) What to Report.

- a) 33 CFR 173.57 addresses minimum data collection requirements. The Coast Guard's BAR form often has specific fields for each element and additional fields that are not noted in CFR. If the latter occurs, the Coast Guard will add such fields to the State's BARD form so that they are available for the State to use. The Coast Guard may ask the State to report specific fields that are not noted in CFR. See Appendix B for the regulatory text.
 - b) 33 CFR 174.103 outlines additional responsibilities in the collection of accident data. 33 CFR 174.103 (c) indicates the State's responsibility to review each report for accuracy and completeness. 33 CFR 174.103 (d) indicates the responsibility to assign a cause of the overall accident. See Appendix B for the regulatory text.
- 9) **When to Report.** 33 CFR 174.121 addresses the requirements for forwarding information to the Coast Guard. To meet this requirement, the Coast Guard requires that the States submit boating accident report information in BARD within thirty (30) days of receipt of the BAR form. See Appendix B for the regulatory text.

- 10) **Penalties.** The Coast Guard may seek a civil penalty action against a pertinent boat operator or owner for any failure to report a recreational boating accident. Under 33 CFR 27.3 the maximum civil penalty is \$35,000.
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3. DATA COLLECTION

A. REPORT FORM AND TERMS.

- 1) **Report Form.** The Coast Guard created the Recreational Boating Accident Report, Form CG-3865, (BAR), that may be used by the public. In lieu of using this form, States may create their own BAR form, but they must ensure that it aligns with the elements required in 33 CFR 173.57 (See Appendix B). States should be aware that the Coast Guard may request data on the Coast Guard's OMB-approved BAR form that is not required in the CFR. Reference Appendix A for the BAR form.
- 2) **Report Form Location.** The Coast Guard's annual recreational boating statistics publication has the BAR form and the definitions that were used to collect information in that year. The Coast Guard's BAR form does not have a list of definitions associated with the terms within the form, but the definitions are available in Appendix D. States should reference this document if unfamiliar with the definition of a term on the form. Reference Chapter 8 for a link to find annual recreational boating statistics publications. Reference Appendix A for the BAR form.
- 3) **Report Form Review.** The content and format of the Coast Guard's BAR form may change over the years. Because the Coast Guard's BAR form is an instrument to collect information from the public, it must be approved by the Office of Management and Budget. Typically, the form is approved for three years and then must be reviewed and re-approved. During the period of review, the form is subject to change because the Coast Guard and public are allowed to provide input on it. This information is pertinent for all those States that use or base their form off of the Coast Guard's BAR form. See Appendix A for a copy of the BAR form in effect as of the date of this publication.
- 4) **Report Form Changes.** The requirements in federal regulations may change as well. For instance, in 2012, the Coast Guard redefined 33 CFR 173.57, the required contents of a boating accident report form, so that more specific elements were required. The Coast Guard gave ample time for the States to enact changes; changes take effect 1 January 2017.
- 5) **Report Form Change Notification.** For any change in regulation or this policy with respect to the report form, the Coast Guard will notify the States and others and provide ample opportunity for them to comment prior to a final change being made.

B. REPORTING SYSTEM.

- 1) **BARD System.** BARD serves as an electronic reporting system where State representatives can enter information from the BAR forms that they receive from the vessel owners/operators involved in boating accidents and the investigative reports that they receive from their staff and other investigating authorities.

- 2) **BARD Uses.** BARD is currently set up so that a State user can enter accident data, review it within a chain of command, communicate with the Coast Guard about records, and query data.
- 3) **BARD Setup.** Each State can have a personalized “view” of the system wherein the online version of a BAR Form models the State’s paper version. Changes can be made to a State’s form by submitting a request to the point of contact for Accident Reporting Data Collection listed in Chapter 7. Changes are subject to Coast Guard approval and Contractor workload.
- 4) **Alternatives to BARD.** States may use their own reporting system if approved by the Coast Guard. Approval will be contingent upon certain conditions. It is the State’s responsibility to 1) have staff work with the BARD contractor to establish a link between systems and 2) ensure that information is being transferred accurately and in a timely manner. If a State is considering using a different reporting system, the State should submit the Data Web Transfer Agreement form in Appendix H and provide an expected implementation date so that the Coast Guard can plan accordingly.
- 5) **News Media Tracking.** In response to past audits and assessments that identified gaps in accident reporting, the Coast Guard monitors the news media for articles on recreational boating accidents. BARD has a section to communicate within the system about these news media reports to the States. The States are then responsible to investigate further into these incidences to determine whether they have received a BAR from the vessel operator/owner. If they have not, the State needs to assure that the vessel operator/owner submits a BAR in compliance with the requirements, or determine that the incident does not require reporting as per the guidelines published in this document. If the owner and operator are deceased, the State needs to collect the BAR required data on the accident or conduct a more thorough investigation and enter the findings in the BARD, unless the State determines that the incident does not require reporting as per the guidelines published in this document and reports such determination with explanation to the Coast Guard. (NOTE: See section C. 1) a)) States can add news media incidents or change the status of cases to reflect BARD submission or exclusion. The section was developed to increase the availability and efficiency of tracking information. The system eases the tracking of information; instead of using three sources to track incidents (BARD, Access, Outlook), the Coast Guard has all communication about the news media source in the BARD system. The system also eases the availability of information; States can access their outstanding news media reports whenever needed. If a user misplaced a summary, a user can search for it in BARD themselves instead of waiting for the Coast Guard to resend it.
- 6) **Mapping.** BARD also has a mapping feature. All boating accident records with appropriate coordinates will be mapped in the system. This feature is helpful to determine areas of potential safety hazards.

- 7) **Reports.** BARD also has the ability to create a PDF of a report, which is helpful in the event that someone has requested a formatted copy of an accident report. When the Coast Guard revises the Coast Guard BAR form, a website is created to store an archived copy of the data with its associated form. Data associated with an old form is mapped to the new form in BARD. To access the archived forms in their original format, refer to the point of contact for Accident Reporting Data Collection listed in Chapter 7.
- 8) **Search.** BARD has a search function where users can search their records by a number of variables and fields including year, accident date, BARD ID, State case number, body of water, registration number, document number, or HIN. A user can also search by name of the operator, victim, or owner. This section is useful to quickly find a record.
- 9) **User Support.** BARD has resources for new users. There is a test site where new users can be trained, a training workbook, and online modules. There is a helpdesk available during business hours (8am-5pm ET) accessible by emailing BARDSupport@cns-inc.com. There is also training accessible by selecting "Help" on the system menu.
- 10) **New Users.** For security, new users must be approved by either the point of contact for Accident Reporting Data Collection listed in Chapter 7 or the State's main point of contact for BARD.
- 11) **Errors in the System.** If a State identifies errors with the system, a State representative should contact the point of contact for Accident Reporting Data Collection listed in Chapter 7 or the BARD Helpdesk at BARDSupport@cns-inc.com.

C. COAST GUARD HEADQUARTERS AND DISTRICT ROLES.

- 1) **HQ Role in Disseminating Data.** The Coast Guard will send the States information reported in the news media, by Coast Guard operational units, and by other federal agencies, through use of the "News Media Reports" section in BARD (See 3.B.5). The Coast Guard expects the State to use this information to follow up on accidents that have not been reported to them and to respond to questions posed about news media-reported accidents.
 - a) The Coast Guard will compare accidents reported from these above sources with those accidents entered in BARD. If the Coast Guard does not receive a report on an accident that was determined internally to meet federal reporting requirements, the Coast Guard will enter the information captured in these sources into an offline version of BARD on the State's behalf, and note in the Statistics publication the number of accidents, casualties, losses of vessels and damages that the Coast Guard entered on behalf of the States. The Coast Guard uses the

information from multiple sources because the agency is responsible for collecting information on recreational boating accidents.

- b) The Coast Guard currently forwards information from several news aggregating sources in the form of text summaries, and reports from other federal agencies. The Coast Guard also retains information from its investigators in the Marine Information for Safety and Law Enforcement (MISLE) database system.
- 2) **U. S. Coast Guard District Roles.** One of the important functions of the Recreational Boating Safety (RBS) Specialists in the Coast Guard Districts is to serve as a liaison between the States and the Coast Guard Districts/Sectors/Stations. If the State experiences difficulty obtaining information on an accident that the Coast Guard responded to, the State should contact the appropriate RBS Specialist listed in Chapter 7 for assistance.

4. RECREATIONAL BOATING ACCIDENT REPORTS AND INVESTIGATIONS

A. **GENERAL.** The Federal regulations that are most applicable to the State boating accident report process are found in 33 CFR Part 174 Subpart C. These regulations outline the basic procedures a State must implement to be in compliance with the law. In 33 CFR 174.103, the administration of the State recreational boating casualty reporting system is detailed. This section establishes the requirements to receive reports of casualties, review each casualty report to ensure its accuracy and completeness, and determine the cause of each casualty. The section also requires notification to the Coast Guard in writing when a problem area in boating safety peculiar to the State is determined, with corrective measures instituted or recommended.

B. REASON FOR INVESTIGATIONS.

1) **Goals.** State boating accident investigators should always keep in mind that all boating accident investigations are conducted with the following goals:

- a) Saving lives;
- b) Preventing future occurrences;
- c) Ensuring boat manufacturing compliance, and
- d) State law enforcement.

2) **Impacts of Investigations.**

- a) There are numerous areas where State investigations can have an impact on boating safety. When an investigator suspects a boat may have an issue with overloading or being over-powered, that information must be reported to the Coast Guard so an appropriate higher level investigation can be conducted. The results could lead to a national recall of an entire class of boat for corrective repairs, or be used to support a new regulation to address the issue. The potential for lives saved is great. The system depends on trained investigators to complete a thorough investigation that extends beyond a determination that no State boating laws have been broken.
- b) **Example of Investigation Results:** An example of a thorough investigation involves an explosion of a vessel's engine compartment. This particular boat is propelled by a gasoline inboard engine and there are specific regulatory requirements for its installation. A diligent investigator will ensure that the boat's equipment meets those installation requirements. In the event they do not, the investigator will take the extra step to determine whether or not the owner implemented repairs that deviated from the original configuration or if the boat was in original delivered condition. That same diligent investigator would also inquire as to whether or not the dealer that sold the boat made any modifications to the boat that changed its compliance profile. These are all very important

aspects of any investigation and can assist with determining if a recall of boats is needed.

3) Marine Casualty Investigations.

a) Under the authority found in 46 USC 6301, the Coast Guard defines the term Marine Casualty in 46 CFR Part 4 to include boating accidents. Accordingly, all authorities and procedures applicable to the investigation of marine casualties also apply to the investigation of boating accidents.

(1) The responsible State agency shall investigate fatal accidents and when appropriate, non fatal accidents that result in serious injury. The State agency receiving the boating accident report will review it, and when appropriate, conduct an investigation, make conclusions as to the cause of the incident, and then forward the accident and investigation data to Commandant CG-BSX-21.

(2) The States shall submit the accident report data prescribed by 33 CFR 173.57 to Commandant (CG-BSX-21) within 30 days of its receipt of the casualty or accident report submitted by the vessel operator; regardless of the status of the State investigation. The State will ensure vessel operator reports are updated in the BARD System and completed using data provided by the State investigation.

b) A Coast Guard District Commander or the cognizant Officer in Charge, Marine Inspection (OCMI) also retains the flexibility to conduct an investigation of any boating accident when the investigation of such an accident is of particular interest for the enhancement of safety or for the public welfare.

4) **Coming to Conclusions.** It is imperative that an investigator determine an accident's cause and contributing factors.

C. INVESTIGATOR TRAINING. Conducting a recreational boating accident investigation requires a measure of technical training and operational experience that is essential to completing the investigation properly. Due to the wide variety of recreational boats available to the public as well as the manner and locations in which they're operated, it's necessary for investigator training to cover a wide range of topics. Various organizations conduct investigator training. These training opportunities provide classes aimed at providing the field investigator with the necessary tools to successfully complete a recreational boating accident investigation and report their findings to their State and the Coast Guard.

D. VESSELS MANUFACTURED FOR COMMERCIAL USE.

1) **Manufacturer Actions.** In 33 CFR Part 183, the Coast Guard prescribes minimum safety standards for the manufacture of recreational boats. However, there are manufacturers in the U.S. that manufacture boats that do not meet these standards, such as not having the proper floatation for a recreational vessel. In some cases, this is because the manufactures intend these boats to be used for commercial rather than

recreational use. Yet, in some cases, manufacturers have used their recreational Manufacturer's Identification Code when placing a hull identification number (HIN) on their vessels.

- 2) **Commercial Application.** In actuality, there's very little commercial application for these boats. They do not meet the minimum requirements for uninspected passenger vessels (UPV) as outlined by 46 U.S.C. 4105(a), which requires UPVs to meet recreational boat minimum manufacturing standards. Those used as commercial fishing vessels have to be manufactured prior to January 1, 2010 (46 U.S.C. 4502(h)) to continue in that capacity, otherwise commercial fishing vessels less than fifty feet in length must also meet the recreational boat minimum manufacturing standards.
- 3) **Investigations.** Investigators should pay particular attention to boats involved in casualties that display a HIN characteristic of a recreational boat but fails to display other identifying boat requirements such as a U.S. Coast Guard Maximum Capacities label (boats <20' in length), a Manufacturer's Certification label (all recreational boats) or a label that indicates that the boat is for "Commercial Use Only."
- 4) **Bare Hulls.** Bare hulls is another method some manufacturers use to sell non-compliant boats. Boating Safety Circular 85 provided the following:
 - a) A bare hull is not a boat: A bare hull manufacturer has no way of knowing the eventual weight of the finished boat (necessary for determining safe loading information and any required volume of flotation material). A bare hull manufacturer has no way of knowing whether the finished boat will be powered by an outboard or an inboard and whether the fuel used will be gasoline or diesel. The bare hull manufacturer does not install navigation lights. If the finished boat is later recalled for failure to comply with an applicable Coast Guard safety standard or for a defect which creates a substantial risk of personal injury to the public, the bare hull manufacturer should not be legally responsible for defect notification and correction (unless, of course, such a defect involved complete hull failure). Bare hull manufacturers are not boat manufacturers. There are no Coast Guard safety standards or regulations which apply to a bare hull. Therefore, a bare hull manufacturer should not: (1) affix a HIN, because the Manufacturer Identification Code in an HIN affixed to a boat identifies the entity that is legally responsible for construction of the entire boat -- not just the hull; (2) affix a certification label; (3) affix a U.S. Coast Guard Maximum Capacities label; or (4) install flotation.
 - b) The intent of this expanded definition was to add clarity to those manufacturers that are in the business of providing components to individuals and small scale manufacturers to build complete boats. In past years, the Coast Guard has seen manufacturers that are building complete boats sans flotation, HIN, certification label, and propulsion. The buyer is sent off with a list of materials and told to go get a backyard boatbuilder's HIN from their State. This method is clearly intended to circumvent the minimum safety standards for recreational boat manufacturing.

- 5) **Civil Penalties.** Federal and State investigators should be aware that there are Federal civil penalties associated with the manufacture, assembly, or offering for sale a recreational vessel that does not meet the minimum safety standards for recreational boats. Marketing and manufacturer statements should be investigated.
- 6) **Resources.** Any investigator that has questions about a boat involved in an accident and whether or not it is a recreational boat should consult with the point of contact for Vessel Defection Notification and Investigative Issues listed in Chapter 7.

- E. **UNINSPECTED PASSENGER VESSELS.** Some investigators would question why uninspected passenger vessels (UPV) are included here as they are operated as commercial entities carrying passengers for hire. Most UPVs are state numbered, operate in all States and territories, and are subject to numbering and casualty reporting requirements in 33 CFR 173 and 174. The law that establishes the basis for UPV regulations also provides that all UPVs meet the requirements of 46 U.S.C. Chapter 43 - Recreational Vessels. This is also the same Chapter that sets forth the Coast Guard's ability to regulate the operation and manufacture of recreational boats. All UPVs greater than five-net tons must be documented to operate commercially and all operating requirements are found in 46 CFR Part 25 and 26. UPVs operating on navigable waters must have a Coast Guard Licensed Master when carrying passengers for hire and must report their casualties in accordance with 46 CFR 26.08-1. All State and territory agencies that receive UPV casualty reports must direct the person submitting that report to contact the nearest U.S. Coast Guard Prevention office.
- F. **COAST GUARD ASSISTANCE.** The Coast Guard may provide assistance to a State agency should they need specialized assistance that the Coast Guard may be able to provide. Examples are a trained factory inspector to conduct a post-accident inspection of any and all watercraft involved in a boating accident and outline all regulatory non-compliance issues with each boat involved; or independent laboratory testing of any components from boats in the accident. Additionally, the Coast Guard will federalize the investigation when the Coast Guard determines that federal punitive or remedial actions may be necessary. NOTE: To the extent the investigation is a Coast Guard marine casualty investigation, 46 USC 6308(a) is applicable, and the use of the Coast Guard investigation as evidence is limited in accordance with that provision.

5. ENTRY, REVIEW AND USE OF DATA

A. COAST GUARD REVIEW OF DATA.

- 1) **Fields Used.** Data entry is critical to providing an in-depth analysis of an accident and relies on a number of individuals to analyze and accurately transfer data from the accident scene to the BARD system. While all data points on the BAR form and investigative forms are important, the Coast Guard requests particular attention to the fields that are used in the Coast Guard's annual recreational boating statistics publication, a report that breaks down accident information nationally into four sections: accident causes, accident types, operator/occupant information, and casualty information. The Coast Guard uses the following fields from State BARD data:

TABLE 5-1 - BARD DATA USED

OVERVIEW	Date, time & location of accident Cause & type of accident Weather (wind, water, temperature, visibility)
VESSEL	Vessel type Operation of vessel Activity of vessel occupants Hull material Horsepower Rental Status Year Built Length of vessel Engine & propulsion type Operator age, experience and education Number of people onboard
VICTIM	Cause of death PFD use of victim Injury type Injury area Victim age

- 2) **Reviewing System.** The Coast Guard reviews each accident report using a section of BARD called the "Snapshot". Essentially, it is a single screen that pulls select information from all BARD tabs (accident, vessel, people, narrative). The Coast Guard reviews data and then creates a second set of values to fill in any gaps, fix any inaccuracies, and standardize data. The Coast Guard can also use this section to approve and reject reports (see Section 5.D.2.c).

for Coast Guard review by officially submitting it for Coast Guard approval because in doing so, the State is signaling to the Coast Guard that the report is ready to be reviewed. The Coast Guard will request redress for any cases that are missing information such as a cause of accident, cause of death, or role of alcohol/drugs.

- (1) Example of Missing Information. In the example below, the State submitted a deceased record but did not enter the cause of death or life jacket wear of the victim, two pieces of information that are required.

FIGURE 5-2 - EXAMPLE OF MISSING INFORMATION

ACCIDENT DETAILS – YOUR BOAT – DEATHS/DISAPPEARANCES			
<i>Only report deaths/disappearances of people on, struck by, or being towed by your boat. If more than one death/disappearance to report, attach additional copies of this page. If none, SKIP DEATHS/DISAPPEARANCES section.</i>			
PERSON WHO DIED/DISAPPEARED			
First Name	MI	Last Name	
Sandra	L	Wood	
Street			
14 Elliot Way			
City	State	Zip	
Rochester	NY	14450-8299	
Phone	Date of Birth	Age	
	(mm/dd/yyyy) 04/25/1952	61	
DETAILS OF DEATH/DISAPPEARANCE			
Injury caused when person (select all that apply)		Nature of death/disappearance (select one)	
<input checked="" type="checkbox"/>	Struck the (e.g., boat, water):	water	Death – by drowning
<input type="checkbox"/>	Was struck by a (e.g., boat, propeller):		Death – other likely cause (describe)
<input type="checkbox"/>	Was exposed to carbon monoxide poisoning		
<input type="checkbox"/>	Received an electric shock		Disappeared and not yet recovered
<input type="checkbox"/>	Other (describe):		Person was wearing lifejacket?
			Yes
			No

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Reset

- (2) The following list provides common reasons for report rejection:

- (a) Cause of injury/death not explained in narrative.
- (b) Missing damage amounts.
- (c) Injury type/area of injury not mentioned.
- (d) Cause of death not entered.
- (e) Use of alcohol not confirmed.
- (f) Cause of accident not supported in narrative.

(3) Examples of narratives.

“This is a report of a collision involving two vessels on June 4 at 9:15 pm.

Vessel 1 was drifting with the engine and navigational lights turned off with two people onboard in the front half of the boat. The two persons on board had been out on the boat all day and had most likely been drinking as evidenced by the cooler full of empty alcoholic beverage containers.

Vessel 2 was cruising with its navigational lights on. Operator 2 did not see Vessel 1 and impacted Vessel 1 on the front starboard side, traveling over the boat and landing clear in the water. Operator 2 stated he thought that he had struck a submerged object.

Upon impact, Occupants of Vessel 1 were both struck by Vessel 2; The operator of Vessel 1 was struck in the temple and killed upon impact. The occupant of Vessel 1 who was sitting next to the operator saw the vessel coming and tried to duck. While ducking, she was also hit by the portside of Vessel 2 and dragged off of Vessel 1 and into the water by Vessel 2, as evidenced by the blood pattern on the bow of Vessel 2 and the hair that was found on Vessel 2. Both V1 occupants died of trauma. BAC levels were not available for occupants of Vessel 1.

Scrape marks that were on the bottom of Vessel 2 provided further evidence towards the travel of Vessel 2 over Vessel 1.

The absence of navigation lights, excessive speed, and alcohol consumption were three causes of this accident.

Damage to vessel:

Vessel 1 had a 5-inch propeller cut on starboard forward half of the hull, cuts and tears to area and a broken windshield. Vessel 2 had scratches on the bottom of the hull.”

- b) Accuracy. The Coast Guard ensures that records are accurate. Sometimes, the Coast Guard questions data in an accident report because it seems contradictory. For instance, a State submits a narrative that describes an avid boater who, with few exceptions, has fished from his vessel on a weekly basis for the last 10 years. The gentleman encounters a large wave and capsizes, causing a 4-inch gash to his leg that needs stitches. The State submits the cause of the accident as “operator inexperience” even though the operator’s experience is noted in two sources (narrative and operator experience field) as being high. The two fields thus seem contradictory.

FIGURE 5-3 - EXAMPLE OF INACCURACY

ACCIDENT DETAILS – CONTRIBUTING FACTORS ON YOUR BOAT			
CONTRIBUTING FACTORS			
Indicate factors on your boat which may have contributed to this accident (select all that apply)			
<input type="checkbox"/> Alcohol use	<input type="checkbox"/> Improper lookout	<input type="checkbox"/> Dam/Lock	<input type="checkbox"/> Starting in gear
<input type="checkbox"/> Drug use	<input type="checkbox"/> Operator inattention	<input type="checkbox"/> Force of wake/wave	<input type="checkbox"/> Sharp turn
<input type="checkbox"/> Excessive speed	<input checked="" type="checkbox"/> Operator inexperience	<input type="checkbox"/> Hazardous waters	<input type="checkbox"/> Restricted vision (e.g., fog)
<input type="checkbox"/> Improper anchoring	<input type="checkbox"/> Language barrier	<input type="checkbox"/> Heavy weather	<input type="checkbox"/> Mission/inadequate aids to navigation (e.g., buoy, daymarker)
<input type="checkbox"/> Improper loading	<input type="checkbox"/> Navigation rules violation	<input type="checkbox"/> Ignition of fuel or vapor	<input type="checkbox"/> Inadequate on-board navigation lights
<input type="checkbox"/> Overloading	<input type="checkbox"/> Failure to vent	<input type="checkbox"/> Hull failure	<input type="checkbox"/> People on gun/wale, bow or transom
Other (describe):			
ACCIDENT DETAILS – YOUR BOAT			
MACHINERY/EQUIPMENT FAILURE			
Failure of the following machinery/equipment on your boat contributed to this accident (select all that apply)			
<input type="checkbox"/> Engine	<input type="checkbox"/> Onboard lights	<input type="checkbox"/> Shift	<input type="checkbox"/> Sound equipment (e.g., horn, whistle)
<input type="checkbox"/> Electrical system	<input type="checkbox"/> Seats	<input type="checkbox"/> Radio	<input type="checkbox"/> Auxiliary equipment
<input type="checkbox"/> Fuel system	<input type="checkbox"/> Steering	<input type="checkbox"/> Fire extinguisher	<input type="checkbox"/> Other (list):
<input type="checkbox"/> Sail/mast	<input type="checkbox"/> Throttle	<input type="checkbox"/> Ventilation	
Onboard navigation aids (e.g., GPS)			
OPERATOR EXPERIENCE			
Experience operating this type of boat (select one)			
<input type="checkbox"/> 0 to 10 hours	<input type="checkbox"/> Over 10, up to 100 hours	<input type="checkbox"/> Over 100, up to 500 hours	<input checked="" type="checkbox"/> Over 500 hours

- (1) Example of Cause Assignment Inaccuracy. Another common example concerns the use of hazardous waters. The Coast Guard reserves this term to describe situations in which the water was choppy or had a strong current. The definition at the back of our publication reads, “Rapid tidal flows (the vertical movement of water) and/or currents (the horizontal flow of water) resulting in hazardous conditions in which to operate a boat.” A lot of States use the term to describe a situation of a hazard in the water, such as an unseen floating log. If the narrative does not provide supporting information, the Coast Guard will reject a report to find out why “hazardous waters” was selected when accompanying data was unclear.
- (2) Examples of other Inaccuracies.
 - (a) Time of accident conflicts with night/day designation.
 - (b) Vessel type/length mismatch (300 foot PWC).
- c) Standardization. The Coast Guard standardizes data to make sure that all data provided by the States represents a national set of values. This task is important because not all States have the same fields or use the same words to describe an event. Under 33 CFR 173 & 174, the Coast Guard prescribes elements required in accident reporting, but the content of those elements are not specific in all cases. Consequently, States use different fields than the Coast Guard.
 - (1) Example of Accident Type Standardization. A State’s BAR form has an accident type called “Hit by boat or propeller,” whereas the Coast Guard has two accident types that address those scenarios: “Person struck by vessel” and “Person struck by propeller”. Unless the narrative has information that

specifies that the victim was struck by the propeller, the Coast Guard will likely reject the report in BARD to request further information in the narrative. The following are examples of the different accident types collected by the State and reported on by the Coast Guard. The State form has the combined vessel type "hit by boat or propeller". Since the Coast Guard has specific accident types, we will have to seek clarification from the State on which to select in our data set.

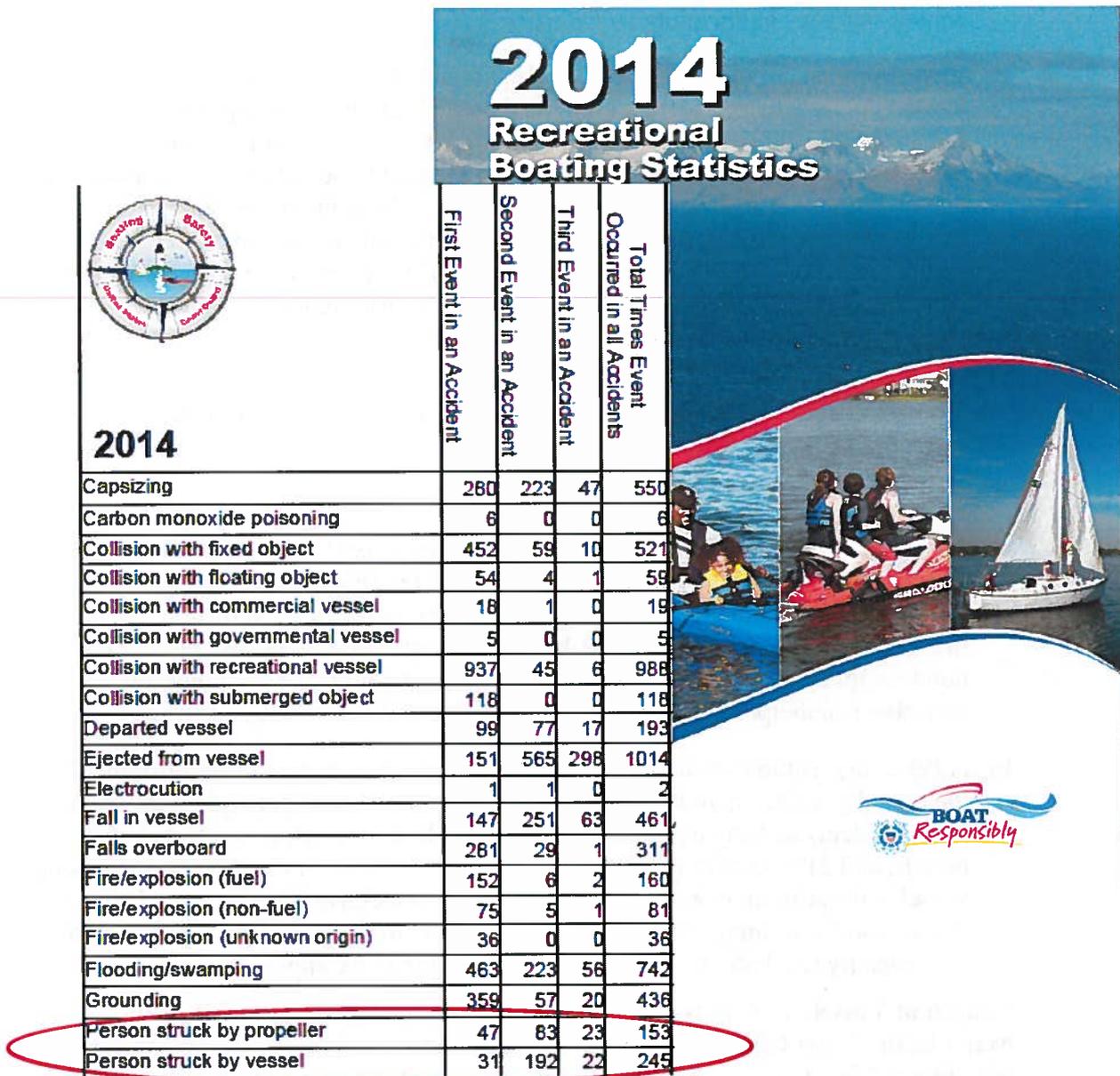
FIGURE 5-4 – STATE ACCIDENT TYPES

COMPLETE ALL BLOCKS (indicate those not applicable by "NA")

NAME AND ADDRESS OF OPERATOR		NAME AND ADDRESS OF OWNER <input type="checkbox"/> name no operator	
DL / ID #	PHONE # ()	PHONE # ()	
OPERATOR'S AGE AND DATE OF BIRTH		OPERATOR'S SEX	NUMBER OF PREVIOUS ACCIDENTS
OPERATOR'S EXPERIENCE		TYPE OF INCIDENT	
THIS TYPE OF BOAT OTHER BOAT OPERATING EXP. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		VESSEL <input type="checkbox"/> Grounding <input type="checkbox"/> Capsizing <input type="checkbox"/> Flooding <input type="checkbox"/> Sinking <input type="checkbox"/> Fire or Explosion <input type="checkbox"/> Collision with Vessel <input type="checkbox"/> Collision with Fixed Object <input type="checkbox"/> Collision with Floating Object <input type="checkbox"/> Other _____	
BOAT REGIST. NO. BOAT MAKE YEAR TYPE OF BOAT CONSTRUCTION TYPE <input type="checkbox"/> Open Motorboat <input type="checkbox"/> Wood <input type="checkbox"/> Cabin Motorboat <input type="checkbox"/> Aluminum <input type="checkbox"/> Auxiliary Sail <input type="checkbox"/> Steel <input type="checkbox"/> Sail only <input type="checkbox"/> Fiberglass <input type="checkbox"/> Rowboat <input type="checkbox"/> Rubber/plastic <input type="checkbox"/> Canoe <input type="checkbox"/> Other (Specify) _____ <input type="checkbox"/> Personal Water Craft Length _____ ft. Type _____ <input type="checkbox"/> Airboat Beam _____ ft. <input type="checkbox"/> Other Stern _____ ft.		PERSONAL <input type="checkbox"/> Falls overboard <input type="checkbox"/> Falls in Boat <input type="checkbox"/> Hit By Boat or Propeller <input type="checkbox"/> Burns <input type="checkbox"/> Other _____	
DATE OF ACCIDENT		TIME am <input type="checkbox"/> pm <input type="checkbox"/> NA <input type="checkbox"/>	
STATE		NEAREST CITY OR TOWN	
WEATHER <input type="checkbox"/> Clear <input type="checkbox"/> Cloudy <input type="checkbox"/> Rain <input type="checkbox"/> Fog <input type="checkbox"/> Partly		SEAS/SEA CONDITIONS <input type="checkbox"/> Calm (waves less than 1 ft) <input type="checkbox"/> Choppy (waves 1 to 2 ft) <input type="checkbox"/> Rough (waves 2 to 5 ft) <input type="checkbox"/> Very Rough (greater than 5 ft) <input type="checkbox"/> Stormy (current)	
OPERATION AT TIME OF INCIDENT		INCIDENT? (check all applicable)	
(Check all applicable) <input type="checkbox"/> Commercial Activity <input type="checkbox"/> Cruising <input type="checkbox"/> Motorboating <input type="checkbox"/> Recreational Boating <input type="checkbox"/> Logging Data <input type="checkbox"/> Water Skiing <input type="checkbox"/> Racing <input type="checkbox"/> Towing <input type="checkbox"/> Other _____		(check all applicable) <input type="checkbox"/> Excessive Speed <input type="checkbox"/> No Proper Lookout <input type="checkbox"/> Restricted Vision <input type="checkbox"/> Overloading <input type="checkbox"/> Improper Loading <input type="checkbox"/> Hazardous Loads <input type="checkbox"/> Alcohol Use <input type="checkbox"/> Drug Use <input type="checkbox"/> Fault of Hull <input type="checkbox"/> Fault of Machinery <input type="checkbox"/> Fault of Equipment <input type="checkbox"/> Operator Inexperience <input type="checkbox"/> Operator Inattention <input type="checkbox"/> Other _____	
PERSONAL FLOTATION DEVICES (PFD'S)		IGNITION AND THROTTLE	
WAS THE BOAT ADEQUATELY EQUIPPED WITH COAST GUARD APPROVED FLOTATION DEVICES? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they accessible? <input type="checkbox"/> Yes <input type="checkbox"/> No What Type and how many? Type I: yes _____ no _____ Type II: yes _____ no _____ Type III: yes _____ no _____		WAS THE VESSEL CARRYING NON-APPROVED LIFESAVING DEVICES? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they accessible? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they used? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, indicate type: _____	
FIRE EXTINGUISHERS		WERE THEY USED?	
(If yes, list Type(s) and number used)		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Type: _____	

COMPLETE OTHER SIDE

FIGURE 5-5 - COAST GUARD ACCIDENT TYPES



(2) Another example involves a State that describes an incident where a towed skier falls down and injures himself as a “Miscellaneous Water Sports” accident, whereas the Coast Guard describes the accident type as “Mishap of skier, tuber, wakeboarder, etc.” Similarly, one State may use detailed terms to describe a specific type of boat such as a “deck boat” or “bass boat,” whereas the Coast Guard would use the much broader category, “open motorboat”.

d) Regulations Applicable. The Coast Guard classifies accidents according to regulatory requirements listed in 33 CFR 173. Not all accident reports received by the Coast Guard are required to be reported. States may collect reports for accidents that are not required to be collected federally. An example is a

property-damage only accident that is below the federal threshold of \$2,000. The Coast Guard codes these cases appropriately so that they are excluded in the annual statistics publication.

- e) Accident Scenarios in the Annual Recreational Boating Statistics Report. The Coast Guard separates accident reports that are required to be reported federally but are excluded from the data in the main body of the annual recreational boating statistics report because they have been determined to be outside the scope of the National Recreational Boating Safety Program. These incidents, such as suicides and vandalism, are reported in a table at the beginning of the annual recreational boating statistics report. Reference Appendix E for a list of scenarios included and excluded. In summary, the Coast Guard classifies cases to ensure representation of the same scenarios and thresholds

B. DATA ENTRY TIPS. The following are notes about fields that, at times, are overlooked.

1) **Narrative.**

- a) Information contained within accident narratives is used for regulatory and non-regulatory studies. Therefore, detailed reports are critical. The narrative is a section that is designed to synthesize and further elaborate on information entered in the standardized fields on the BAR form. Sometimes, the Coast Guard reads nondescript accident narratives such as “Unit1 hit Unit2”. As written, this narrative is unhelpful since a collision is evident given the accident type.
 - b) A better description would be one that covers two elements: 1) a description of the casualty which includes a description of the accident events (pre, during, and post-accident) and any outcomes (e.g. damage to the vessel, injury to persons on board); and 2) a description of the cause of the accident. If there is more than one vessel, a description of each vessel operator’s perspective is necessary. If there was a casualty (damage or victim), the Coast Guard expects a description of why that casualty resulted. Reference Appendix G for an example.
- 2) **Length of Vessel.** Length is often used as the basis of regulatory action. For example, the Coast Guard could propose a regulation requiring all boaters on vessels less than “x” feet to carry and utilize a specific item if data supports that carriage of the item would reduce risk.
- 3) **Description and Estimate of Damage to Vessel.** An investigator should provide as much detail as possible about the damage to each vessel since the description may help determine the cause of the accident. The description also can determine whether the Coast Guard should issue a recall of boats due to manufacturer non-compliance with the design requirements. The estimate of damages is equally important as it provides an indication of whether an accident meets federal reporting requirements.
- 4) **Description and Estimate of Damage to Non-Vessel Property.** The description and estimate of damage to non-vessel property provides an indication of whether an accident meets federal reporting requirements.

- 5) **Date of Birth.** The date of birth of operators allows the Coast Guard and other entities to evaluate the compliance of age-based boating laws and the effectiveness of date of birth-based operator education requirements.
- 6) **Alcohol Use.** Fields available on the BAR form or in BARD that indicate alcohol use allow the Coast Guard, the States, and other organizations to evaluate Boating Under the Influence campaign successes and to target enforcement efforts.
- 7) **Causes.** Causes of the accident allow the Coast Guard to target areas of concern for the National Recreational Boating Safety Program. For those cases that indicate machinery or equipment failure, the causes may also allow the Coast Guard to identify manufacturers that are not meeting federal manufacturing standards.
- 8) **Time of Accident.** The time of the accident can serve as an impetus for regulatory action or other voluntary measures. For example, one state studied nighttime boating and the possibility of imposing speed limits during evening/early morning hours.
- 9) **Life Jacket Wear.** Life jacket use provides an indication of the effectiveness of life jackets and life jacket wear initiatives. It also can indicate compliance with life jacket regulations.
- 10) **Operator Experience.** Operator experience data indicates areas of concern for the National Recreational Boating Safety Program, including whether campaigns should target new vs. experienced boaters.
- 11) **Operator Education.** Operator education data can indicate the effectiveness of boating safety course instruction.
- 12) **Gender.** Gender data indicates areas of concern for the National Recreational Boating Safety Program, such as whether outreach or education campaigns should be focused on male or female boaters.
- 13) **Accident Types.** Accident types allow the Coast Guard to target areas of concern for the National Recreational Boating Safety Program. Historically, there seems to be misuse of the following three terms: flooding, capsizing and sinking, which have implications on floatation standards in regulation. Therefore, the Coast Guard emphasizes the definitions of these terms.
 - a) **Flooding:** A vessel fills with water, regardless of the method of ingress, but retains sufficient buoyancy to remain on the surface.
 - b) **Capsizing:** Overturning of a vessel.
 - c) **Sinking:** Loss of enough buoyancy to settle below the surface of the water. The Coast Guard finds that sinking is often incorrectly used to describe a situation of flooding or capsizing. If a vessel floods or capsizes but does not become completely submerged underwater, “sinking” should not be entered as an accident type.

C. DATA ENTRY GUIDANCE.

- 1) **Entering or Revising an Older Accident Report.** While the States need to enforce the reporting requirements applicable to the boating public, sometimes a State receives an accident report a significant amount of time after the accident. As an example, one State received an injury report twelve years after the incident. It is acceptable to enter the information in BARD regardless of the amount of time that has passed between the accident date and the BARD submission date. Similarly, it is acceptable to update an accident report that has already been entered, even if it significantly changes data. For example, one State had an accident for which they entered one severely injured victim. Four months after the accident, the victim died in the hospital from complications arising from the accident. The State updated the accident report in BARD to reflect that the victim had died.
- 2) **Source of Data: Public vs. Investigator.** Often times, the State will receive information about an accident from a number of sources. For those cases where the State receives information on an accident from the owner/operator and an investigator, the Coast Guard suggests that the State enter the overlapping information from the investigator because he/she is usually impartial and better trained.

D. COAST GUARD USE OF DATA. The Coast Guard uses BARD data for regulatory studies, non-regulatory studies, the Coast Guard's annual statistics report, and to respond to internal and external data requests.

- 1) **Regulatory and Non-regulatory Studies.** Examples of regulatory studies include a study to determine how many deaths and injuries could be prevented had the operator of a vessel used an engine cut-off switch. For this study, the Coast Guard focused on certain BARD fields to determine the effectiveness of an engine cut-off switch and lanyard including: accident description, propeller strike, primary injury, cause of death, and accident type. An example of a non-regulatory study is a regional study focused on topics such as nighttime boating or life jacket wear rate on boat types.

2) Annual Recreational Boating Statistics Publication.

- a) General. Every year, the Coast Guard releases a statistics report on the prior year's accident data. The report presents abstracted data from BARD on four broad topics: causes of accidents, accident types, casualty information, and operator/passenger information.
 - b) Reminders. In December, the Coast Guard will send a reminder to the State's BLA and BARD point of contact about finalizing calendar year reporting in mid-February. Mid-February was selected as it marked the maximum amount of time allowed in regulations to forward a report on an accident that occurred in December of the previous year to the Coast Guard. The Coast Guard also reminds States to check the status of records, ensuring that all records have been reviewed by the highest authority within the State. In doing so, the State signals that the Coast Guard can review those records. At this time, the Coast Guard will also remind the State to follow up on news media clips.
 - c) Review. Through March, the Coast Guard reviews records in BARD. Two hypothetical actions happen to records when the Coast Guard reviews them. If approved, the report status icon will change in Accident Management to indicate that the Coast Guard has reviewed the record and that the Coast Guard does not have any questions about that record. If the Coast Guard rejects a record, the State BARD point of contact will receive an email indicating that a record was rejected and that the Coast Guard would like the user to review comments. If needed, States should make changes in the record. If a user does not wish to make a change in the record but wishes to respond to the Coast Guard's comment, the State should do so by using the comment box which is available by clicking on the Status icon (Column "U") that is to the left of the BARD Number in Accident Management.
 - d) Confirmation. In April, the Coast Guard sends an email to each State to confirm the number of casualties (accidents, deaths, injuries, damages, losses of vessels) and recreational vessel registrations within the State.
 - e) Publishing. Typically in May, the Coast Guard will send notice to the States immediately prior to the annual recreational boating statistics report's publication.
- 3) **Public Database Query.** The Coast Guard has a public website where anyone can obtain accident statistics. Using the dropdown menus on the "Search Data" page of the Boating Safety Resource Center (reference Chapter 8 for link), an individual may place filters on Coast Guard data by state, year, and one variable to obtain tables and/or graphs. Data from reports has been loaded for years 2005 forward. When future year's data has been released, it will be available for search. Please note that this data represents information submitted from the 56 reporting authorities - 50 states, the District of Columbia (DC) and the territories of Guam (GU), American Samoa (AS), Northern Mariana Islands (MP), Puerto Rico (PR) and the Virgin Islands (VI). The code "FE" represents accidents that occurred under federal jurisdiction. The codes "AT" (Atlantic Ocean), "PC" (Pacific Ocean), and "GM" (any

Gulf) represent accidents that occurred offshore. The information has subsequently been standardized by the Coast Guard for national use.

4) **Internal Coast Guard Requests.**

- a) Information is shared internally in the Coast Guard. The two most frequent requestors of data are the Office of Auxiliary and Boating Safety and the Office of Performance Measurement and Assessment. Both of these offices request abstracted data, usually the number of accidents, deaths, and injuries during a specific time period. This information is used to assess progress within the program. The Office of Performance Measurement and Assessment further uses this information for Coast Guard publications, often in the form of quarterly reports or forecasts, shared internally or with the Office of Management and Budget, Government Accountability Office, Congress and others.
- b) There are other offices within the Coast Guard that have requested abstracted data on a number of topics, such as: the number of incidents where flares cause fires on recreational boats, the number of accidents on salt vs. non-salt waters, and the number of accidents and casualties by Coast Guard District.

- 5) **External Requests.** The Coast Guard shares information with a number of external organizations including the States, the National Boating Safety Advisory Council (the advisory committee mandated by statute that makes recommendations to the Coast Guard on issues relevant to recreational boating safety in the United States), as well as members from the marine and insurance industries, researchers, lawyers, recipients of non-profit organization grants, and the media.

E. **REQUEST TO USE STATE DATA.**

- 1) **Releasing Statistics.** Under federal law (46 U.S.C. 6102 (b)), the federal government is permitted to generate statistics from State data in BARD.
- 2) **Releasing Records.**
 - a) **Federal Permissions.** Under federal law (46 U.S.C. 6102(b)), the federal government is only allowed to share the records as the State would. Thus, if a State would not release information because of their Statute or policy, the federal government is prohibited from doing so. The exception is sharing information with other Federal agencies.
 - b) **State Permissions Needed.** Often times, the Coast Guard will receive requests from outside entities to access State-submitted records. If the Coast Guard does not have blanket permission from a State to release records, the Coast Guard will send an email to the BARD State point of contact to request permission to release the data.
 - c) **Federal Redactions.** The federal government redacts all personally-identifiable information including the names, contact information, driver's license numbers, social security numbers, badge numbers, and insurance policy numbers of any

person mentioned in the report. If the State has additional requirements of the Coast Guard, the State should state so. Some States forbid the release of registration numbers, hull identification numbers, or medical information.

- d) Changing Release Status. The State may check their permission levels granted to the Coast Guard, or change them, by contacting the point of contact for Accident Reporting Data Collection listed in Chapter 7.

6. REPORTING VESSEL DEFECTS, SAFETY ISSUES, AND BRIDGE ALLISIONS

- A. STATE REPORT OF DEFECT TO COAST GUARD.** Under 33 CFR 174.103 (e), the State also should report safety issues and defects to vessels and vessel equipment to the Coast Guard. If a State suspects a safety issue or defect, the State representative should contact the point of contact for Vessel Defection Notification and Investigative Issues listed in Chapter 7. The Coast Guard has the authority to send staff to investigate the issue, direct manufacturers to provide defect notifications to consumers, and announce an alert on a product with such safety issues or defects.
- 1) Example 1. There were several accidents involving a flat, open motorboat that, after turning quickly, capsized. Upon request from the State, the Coast Guard initiated an investigation of the vessel design by running the boats in a remote-controlled experiment to gauge their performance.
 - 2) Example 2. A vessel manufacturer did not install all-around white lights on specific models associated with towed watersports activities. In 2010, the Coast Guard issued a corrective action notice to the manufacturer.
 - 3) Example 3. On 27 June 2013, the Department of Transportation issued an emergency recall of composite propane cylinder tanks after the agency received notice of leaks that posed a hazard to public safety.
- B. DEVELOPMENT AND ENFORCEMENT OF SAFETY STANDARDS.** The Coast Guard is responsible for developing and enforcing Federal safety standards set forth in 33 CFR 181 to 183.
- C. BRIDGE ALLISIONS.** In the case of a recreational boat alliding with a bridge or any portion of a bridge, immediately after addressing resultant safety concerns, the State shall notify the nearest Coast Guard Sector Command Center. Reference Chapter 7 for Sector contact information.

7. CONTACTS

A. **GENERAL.** Coast Guard Headquarters contacts are for comments on accident reporting policy and the reporting of vessel defects. Coast Guard District contacts are used to obtain accident information from a Coast Guard unit that responded to an accident in a State's jurisdiction. Coast Guard Sector contacts are for reporting recreational vessel collisions with bridges.

B. COAST GUARD HEADQUARTERS.

- 1) **Accident Reporting Data Collection** – 202-372-1103
- 2) **Vessel Defect Notification & Investigative issues** – 202-372-1052
- 3) **Regulations** – 202-372-1061

C. **COAST GUARD DISTRICTS** (please note that some states overlap Coast Guard districts).

- 1) **D17 (AK)** – 907-463-2297
- 2) **D14 (HI, GU, CNMI, AS)** – 808-535-3424
- 3) **D13 (OR, WA, ID, MT)** – 206-220-7257
- 4) **D11 (CA, NV, UT, AZ)** – 510-437-5364
- 5) **D8 (ND, SD, MN, WY, IL, KS, OK, TX, NM, CO, NE, AR, LA, MS, AL, GA, FL, TN, KY, WV, PA, OH, IN, IA, WI, MO)** – 504-671-2148
- 6) **D9 (NY, PA, OH, IN, MI, IL, WI, MN)** – 216-902-6094
- 7) **D7 (SC, GA, FL, VI, PR)** – 305-415-7057
- 8) **D1 (ME, VT, NH, RI, CT, MA, NY, NJ)** – 617-223-8464
- 9) **D5 (PA, NJ, DE, MD, VA, NC, DC)** – 757-398-6204

D. COAST GUARD SECTORS

- 1) **First District (Northeast US)**
 - a) Sector Northern New England – 207-767-0303
 - b) Sector Boston – 617-223-5757
 - c) Sector Southeast New England – 508-457-3211
 - d) Sector Long Island – 203-468-4401
 - e) Sector New York – 718-354-4353
 - f) Sector Delaware Bay – 215-271-4960
- 2) **Fifth District (Mid-Atlantic US)**
 - a) Sector Baltimore – 410-576-2525
 - b) Sector Hampton Roads – 757-668-5555

- c) Sector North Carolina – 901-772-2200
- 3) **Seventh District** (Southeast US)
 - a) Sector Charleston – 843-724-7616
 - b) Sector Jacksonville – 904-564-7511
 - c) Sector Miami – 305-535-4472
 - d) Sector Key West – 305-292-8727
 - e) Sector St. Petersburg – 727-824-7506
 - f) Sector San Juan – 787-289-2041
- 4) **Eighth District** (Gulf Coast US)
 - a) Sector Mobile – 251-441-6215
 - b) Sector New Orleans – 504-846-6160
 - c) Sector Houston-Galveston – 713-671-5133
 - d) Sector Corpus Christi – 361-939-6393
- 5) **Ninth District** (Great Lakes)
 - a) Sector Buffalo – 716-843-9525
 - b) Sector Detroit – 313-568-9560
 - c) Sector Lake Michigan – 414-747-7182
 - d) Sector Sault Ste. Marie – 906-635-3233
- 6) **Eleventh District** (California)
 - a) Sector San Francisco – 415-399-3530
 - b) Sector Los Angeles – Long Beach – 310-521-3801
 - c) Sector San Diego – 619-278-7030
- 7) **Thirteenth District** (Oregon & Washington)
 - a) Sector Portland – 503-240-9311
 - b) Sector Seattle – 206-217-6002
- 8) **Fourteenth District** (Hawaii, Guam, Northern Mariana Islands, American Samoa)
 - a) Sector Honolulu – 808-842-2600
 - b) Sector Guam – 671-339-6100

8. BOATING SAFETY RESOURCE LINKS

A. BOATING SAFETY.

- 1) **Boating Safety Resource Center.** <http://www.uscgboating.org/>.
- 2) **Boating Accidents.**
 - a) Boating Accident Report Form. <http://www.uscgboating.org/>. Click on “Safety,” then “Accident Reporting” to find the links for opening a BAR.
 - b) Recreational Boating Statistics Publications, http://uscgboating.org/statistics/accident_statistics.php
 - c) Search Recreational Boating Accident Data, <https://bard.cns-inc.com/Screens/PublicInterface/Report1.aspx>
- 3) **33 Code of Federal Regulations 173.** <http://www.gpo.gov/fdsys/pkg/CFR-2013-title33-vol2/xml/CFR-2013-title33-vol2-part173.xml>
- 4) **33 Code of Federal Regulations 174.** <http://www.gpo.gov/fdsys/pkg/CFR-2013-title33-vol2/xml/CFR-2013-title33-vol2-part174.xml>

B. MANUFACTURER-RELATED LINKS.

- 1) **Database of Recalls.** <http://uscgboating.org/content/recalls.php>
- 2) **Consumer Safety Defect Form.** <http://uscgboating.org/content/consumer-safety-defect-report.php>

APPENDIX A: RECREATIONAL BOATING ACCIDENT REPORT, FORM 3865

DEPARTMENT OF HOMELAND SECURITY U.S. Coast Guard			OMB Control Number: 1625-0003 Expires: 12/31/2015
RECREATIONAL BOATING ACCIDENT REPORT			
<p>INSTRUCTIONS: Use "Report required because" section below to determine if a report is required for your accident. If required, please have each vessel owner or operator involved in the accident submit a report to their state reporting authority. Each boat operator/owner involved in an accident should submit a separate report. For each question below, please provide answers if applicable and if known, otherwise leave blank. Privacy Act Notice: Authority- 46 U.S.C. 6102 and 33 CFR 173 & 174 authorize the collection of information on boating accidents. Purpose-The Coast Guard uses this information for statistical purposes, chiefly to inform the public, to measure the Program's efforts, and to regulate issues relating to boating safety. Routine Uses-The Coast Guard shares this information within the agency, and if state and federal law permit it, to the public.</p>			
REPORT SUBMISSION			
<p>Report required because (select all that apply):</p> <p><input type="checkbox"/> At least one person in this accident <i>died</i>. If so, how many? _____</p> <p><input type="checkbox"/> At least one injured person in this accident <i>required or was in need of treatment beyond first aid</i>. If so, how many? _____</p> <p><input type="checkbox"/> At least one person in this accident <i>disappeared</i> and has not yet been recovered. If so, how many? _____</p> <p><input type="checkbox"/> All boat and other property damage (e.g., fishing/hunting gear) caused by this accident <i>totaled (or likely totaled) \$2,000 or more</i>. Approximate value of damage to <i>your</i> boat: \$ _____ Approximate value of damage to <i>your</i> other property: \$ _____</p> <p><input type="checkbox"/> Your or another <i>boat</i> in this accident was (or likely was) a <i>total loss</i>.</p> <p>Report submitted by (select all that apply):</p> <p><input type="checkbox"/> Boat Operator (required if possible)</p> <p><input type="checkbox"/> Boat Owner (if operator unable, or same as operator)</p> <p><input type="checkbox"/> Other (describe): _____</p>		<p>To be submitted within:</p> <p>48 hours (if injury, disappearance or death) 10 days (if boat/property damage only)</p> <p>To be submitted to: (Local State Reporting Authority)</p> <p>Phone: _____</p> <p><small>You may submit any comments concerning the accuracy of the burden estimate or any suggestions for reducing the burden to: Commandant (CG-BSX-21), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0003), Washington, DC 20503. Questions relating to the collection of this data should be sent to the Coast Guard.</small></p>	
		For State Agency Use Only	
		First Name	Last Name
		Phone: _____	
First Name	Last Name	Phone	Primary Cause of Accident
ACCIDENT SUMMARY			
<p>WHEN</p> <p>Date: _____ Time: _____ am <input type="checkbox"/> pm <input type="checkbox"/> (mm/dd/yyyy) (select one)</p>		<p>ACCIDENT DESCRIPTION: Briefly describe this accident (attach extra pages if necessary)</p>	
<p>WHERE</p> <p>Body of Water Name _____</p>			
<p>Location (on water) description _____</p> <p>Nearest city/town _____</p> <p>County: _____ State: _____</p>			
<p>YOUR BOAT – PEOPLE</p> <p># people on board (including operator): _____</p> <p># people being towed (e.g., on tubes, skis): _____</p> <p># people wearing lifejackets (on board or towed): _____</p>		<p>DAMAGE TO YOUR BOAT: Briefly summarize any damage to your boat</p>	
<p>OTHER BOATS INVOLVED IN ACCIDENT</p> <p># of other boats involved: _____</p>			
		<p>DAMAGE TO YOUR OTHER PROPERTY: (NOT BOAT) Briefly summarize any damage to your other property (not boat)</p>	

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For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.															
YOUR BOAT															
BOAT IDENTIFICATION															
Your Boat Name:						Manufacturer:									
Model Name:						Model Year:									
Registration #:						Documentation #:									
Hull Identification # (HIN)						Rented: <input type="checkbox"/> Yes <input type="checkbox"/> No									
SIZE ESTIMATES															
Length: ft.		Depth from transom (stern) to keel (bottommost point): ft. in.				Beam width at widest point: ft.									
HULL MATERIAL															
Type of Hull Material (select one)															
Fiberglass			Wood			Rubber/vinyl/canvas			Other (describe):						
Aluminum			Steel			Plastic									
BOAT TYPE															
Boat Type (select one)						Available Propulsion (select all that apply)									
Cabin motorboat		Inflatable		Canoe		Personal watercraft (PWC) (e.g., Wave Runner™, Jet Ski™, Sea-Doo™)		Propeller		Air thrust					
Open motorboat		Houseboat		Rowboat				Sail		Other (describe)					
Auxiliary sail		Sail (only)		Air boat		Other (describe)		Manual							
Pontoon boat		Kayak						Water jet							
ENGINE															
# Engines		Engine type and horsepower (select one)				Fuel type (select all that apply)									
Manufacturer		Outboard		Sterndrive (I/O)		Inboard		None		Gasoline		Diesel		Electric	
Total horsepower: hp															
SAFETY MEASURES															
Organizations that have conducted a vessel safety check (VSC) on board your boat within the past year (including carriage of safety equipment, e.g., lifejackets, anchor and line, fire extinguishers):															
US Coast Guard Auxiliary: VSC Decal? <input type="checkbox"/> Yes <input type="checkbox"/> No				Federal Agency (Name)											
US Power Squadrons: VSC Decal? <input type="checkbox"/> Yes <input type="checkbox"/> No				State Agency (Name)											
				Other Agency (Name)											
# Life jackets on board:		# Fire extinguishers on board:		Type of fire extinguishers (e.g., ABC):											
		# Fire extinguishers used:		Amount of fire extinguishers used:											
ACCIDENT DETAILS – EXTERNAL CONDITIONS															
WEATHER															
Overall weather was (select one)				It was (select one)		Visibility was (select one)		Wind was (select one)							
Clear		Raining		Day		Good		0 mph (none)							
Cloudy		Snowing		Night		Fair		Over 0, up to 12 mph (light)							
Foggy		Hazy				Poor		Over 12, up to 25 mph (moderate)							
Other (describe):				Approximate air temperature		°F		Over 25, up to 55 mph (strong)							
								Over 55 mph (stormy)							
WATER															
Overall water conditions (select one):						Other water conditions:									
Up to 6 in. waves (calm)						Approximate water temperature: °F									
Over 6 in., up to 2 ft. waves (choppy)						Strong current?				Yes No					
Over 2 ft., up to 6 ft. waves (rough)						Hazardous waters? (e.g., rapid tidal flow, currents)				Yes No					
Over 6 ft. waves (very rough)						Congested waters?				Yes No					

Reset

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.			
ACCIDENT DETAILS – ACTIVITIES AND OPERATIONS ON YOUR BOAT			
OPERATOR/PASSENGER ACTIVITIES			
Operator/passenger activities on your boat at time of accident:			
Activities were (select one)		Operator/Passenger activities (select all that apply)	
Recreational	Fishing	Tubing	Starting engine
Commercial	Hunting	Water Skiing	Making repairs
	White water activity (e.g., rafting)	Relaxing	Other (list)
BOAT OPERATIONS			
Your boat operations at time of accident (select all that apply)			
Cruising (underway under power)	Drifting	Racing	Towing another vessel
Changing direction	At anchor	Rowing/paddling	Launching
Changing speed	Being towed	Docking/undocking	Tied to dock/mooring
Sailing	Other (list)		
ACCIDENT DETAILS – CONTRIBUTING FACTORS ON YOUR BOAT			
CONTRIBUTING FACTORS			
Indicate factors on your boat which may have contributed to this accident (select all that apply)			
Alcohol use	Improper lookout	Dam/lock	Starting in gear
Drug use	Operator inattention	Force of wake/wave	Sharp turn
Excessive speed	Operator inexperience	Hazardous waters	Restricted vision (e.g., fog)
Improper anchoring	Language barrier	Heavy weather	Mission/inadequate aids to navigation (e.g., buoy, daymarker)
Improper loading	Navigation rules violation	Ignition of fuel or vapor	Inadequate on-board navigation lights
Overloading	Failure to vent	Hull failure	People on gunwale, bow or transom
Other (describe):			
ACCIDENT DETAILS – YOUR BOAT			
MACHINERY/EQUIPMENT FAILURE			
Failure of the following machinery/equipment on your boat contributed to this accident (select all that apply)			
Engine	Onboard lights	Shift	Sound equipment (e.g., horn, whistle)
Electrical system	Seats	Radio	Auxiliary equipment
Fuel system	Steering	Fire extinguisher	Other (list):
Sail/mast	Throttle	Ventilation	
Onboard navigation aids (e.g., GPS)			
ACCIDENT DETAILS – EVENTS ON YOUR BOAT			
ACCIDENT EVENTS			
Types of events occurring to/on your boat during accident (select all that apply)			
Collision with recreational boat	Flooding/swamping	Person fell overboard	
Collision with commercial boat (e.g., tug, barge)	Fire/explosion – fuel	Person fell on/within boat	
Collision with fixed object (e.g., dock, bridge)	Fire/explosion – non-fuel	Sudden medical condition	
Collision with submerged object (e.g., stump, cable)	Carbon monoxide exposure	Person struck by boat	
Collision with floating object (e.g., log, buoy)	Mishap of skier, tuber, wake boarder, etc.	Person struck by propeller or propulsion unit	
Capsizing	Person left boat voluntarily	Person electrocuted	
Grounding	Person ejected from boat (caused by collision or maneuver)		
Sinking	Other (describe)		

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.									
ACCIDENT DETAILS – YOUR BOAT- INJURED PEOPLE RECEIVING OR IN NEED OF TREATMENT BEYOND FIRST AID									
<i>Report only injured people on, struck by, or being towed by your boat, receiving or in need of treatment beyond first aid. Do not report injured people on, struck by, or being towed by another boat or no boat (e.g., swimmers, people on a dock). If more than one injured person to report, attach additional copies of this page. If none, SKIP INJURED PEOPLE section.</i>									
INJURED PERSON									
First Name			MI		Last Name				
Street									
City			State			Zip			
Phone			Date of Birth (mm/dd/yyyy)			Age			
INJURY DETAILS									
Injury caused when person (select all that apply)					Nature of most serious injury (select one)				
Struck the (e.g., boat, water):					Scrape/bruise		Dislocation		
Was struck by a (e.g., boat, propeller):					Cut		Internal organ injury		
Was exposed to carbon monoxide poisoning					Sprain/strain		Amputation		
Received an electric shock					Concussion/brain injury		Burn		
Other (describe):					Spinal cord injury		Other (describe):		
Person was wearing lifejacket?		Yes	No	Broken/fractured bone					
Person received treatment beyond first aid?		Yes	No	Body part of most serious injury (e.g., head, trunk, leg):					
Person was admitted to a hospital?		Yes	No						
ACCIDENT DETAILS – YOUR BOAT – DEATHS/DISAPPEARANCES									
<i>Only report deaths/disappearances of people on, struck by, or being towed by your boat. If more than one death/disappearance to report, attach additional copies of this page. If none, SKIP DEATHS/DISAPPEARANCES section.</i>									
PERSON WHO DIED/DISAPPEARED									
First Name			MI		Last Name				
Street									
City			State			Zip			
Phone			Date of Birth (mm/dd/yyyy)			Age			
DETAILS OF DEATH/DISAPPEARANCE									
Injury caused when person (select all that apply)					Nature of death/disappearance (select one)				
Struck the (e.g., boat, water):					Death – by drowning				
Was struck by a (e.g., boat, propeller):					Death – other likely cause (describe)				
Was exposed to carbon monoxide poisoning					Disappeared and not yet recovered				
Received an electric shock									
Other (describe):					Person was wearing lifejacket?		Yes	No	

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.					
ACCIDENT DETAILS – YOUR BOAT OPERATOR					
OPERATOR INSTRUCTION			OPERATOR SAFETY MEASURES		
Boating safety instruction completed (select all that apply)			On board, prior to accident, was operator wearing:		
<input type="checkbox"/> None			A lifejacket?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> State course			An engine cut-off switch (Lanyard or wireless device) if equipped?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> USCG Auxiliary course			On board, prior to accident, was operator using		
<input type="checkbox"/> US Power Squadrons course			Alcohol?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> Internet (name of sponsoring organization)			Drugs?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> Other (describe)			Operator arrested for Boating Under the Influence?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
			Weather reports consulted prior to accident?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
OPERATOR EXPERIENCE					
Experience operating this type of boat (select one)					
<input type="checkbox"/> 0 to 10 hours	<input type="checkbox"/> Over 10, up to 100 hours	<input type="checkbox"/> Over 100, up to 500 hours	<input type="checkbox"/> Over 500 hours		
ACCIDENT DETAILS – OTHER KEY PEOPLE					
Only report other key people not already documented as injured, died, disappeared or operator/owner of your boat. If more than two other key people to report, attach additional copies of this page.					
NAME/ADDRESS					
This other key person was a(n) (select all that apply)					
<input type="checkbox"/> Other boat operator	<input type="checkbox"/> Other boat owner	<input type="checkbox"/> Owner of other damaged property	<input type="checkbox"/> Passenger on your boat	<input type="checkbox"/> Witness	
First Name	MI	Last Name			
Street					
City	State	Zip	Phone		
Other boat name (if any)			Other boat registration # (if any)		
NAME/ADDRESS					
This other key person was a(n) (select all that apply)					
<input type="checkbox"/> Other boat operator	<input type="checkbox"/> Other boat owner	<input type="checkbox"/> Owner of other damaged property	<input type="checkbox"/> Passenger on your boat	<input type="checkbox"/> Witness	
First Name	MI	Last Name			
Street					
City	State	Zip	Phone		
Other boat name (if any)			Other boat registration # (if any)		

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For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank						
YOUR BOAT OPERATOR						
NAME/ADDRESS						
First Name	MI	Last Name				
Street						
City	State	Zip				
AGE/GENDER/PHONE						
Date of Birth (mm/dd/yyyy)	Age	Gender	Male	Female	Phone	
YOUR BOAT OWNER						
If same as <i>your boat operator</i> SKIP rest of YOUR BOAT OWNER section.						
NAME/ADDRESS/PHONE						
First Name	MI	Last Name				
Street						
City	State	Zip	Phone			
PERSON SUBMITTING THIS REPORT						
If same as <i>your boat operator</i> OR <i>owner</i> , SKIP rest of PERSON SUBMITTING THIS REPORT section.						
NAME/ADDRESS/PHONE/ROLE						
First Name	MI	Last Name				
Street						
City	State	Zip	Phone			
I was a(n) <i>(select one)</i>						
<input type="checkbox"/> Other person on board <i>this</i> boat						
<input type="checkbox"/> Accident witness <i>not</i> on board <i>this</i> boat						
<input type="checkbox"/> Other <i>(describe)</i> :						
SIGNATURE OF PERSON SUBMITTING THIS REPORT						
Your signature					Date (mm/dd/yyyy)	
<p>An Agency may not conduct or sponsor and a person is not required to respond to an information collection, unless it displays a currently valid OMB Control Number.</p> <p>The Coast Guard estimates that the average burden for this report form is 30 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-BSX-21), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0003), Washington, DC 20503.</p>						

Reset

APPENDIX B: REGULATORY TEXTS**46 U.S.C. 6102 State marine casualty reporting system**

(a) The Secretary shall prescribe regulations for a uniform State marine casualty reporting system for vessels. Regulations shall prescribe the casualties to be reported and the manner of reporting. A State shall compile and submit to the Secretary reports, information, and statistics on casualties reported to the State, including information and statistics concerning the number of casualties in which the use of alcohol contributed to the casualty.

(b) The Secretary shall collect, analyze, and publish reports, information, and statistics on marine casualties together with findings and recommendations the Secretary considers appropriate. If a State marine casualty reporting system provides that information derive from casualty reports (except statistical information) may not be publicly disclosed, or otherwise prohibits use by the State or any person in any action or proceeding against a person, the Secretary may use the information provided by the State only in the same way that the State may use the information.

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173.3 Definitions. As used in this part— *Airboat* means a vessel that is typically flat-bottomed and propelled by an aircraft-type propeller powered by an engine. *Auxiliary sail* means a vessel with sail as its primary method of propulsion and mechanical propulsion as its secondary method. *Cabin motorboat* means a vessel propelled by propulsion machinery and providing enclosed spaces inside its structure. *Certificate of number* means the certificate required by 173.21 of this part. *Houseboat* means a motorized vessel that is usually non-planing and designed primarily for multi-purpose accommodation spaces with low freeboard and little or no foredeck or cockpit. *Hull identification number* or *HIN* means a number required by 33 CFR 181.23. *Inboard*, in the context of an engine, means an engine mounted inside the confines of a vessel which powers a drive shaft that turns a water jet impeller or that runs through the bottom of the hull and is attached to a propeller at the other end. *Inflatable boat* means a vessel that uses air-filled flexible fabric for buoyancy. *Issuing authority* means a State listed in Appendix D of this part as having a numbering system approved by the Coast Guard or the Coast Guard itself when a State numbering system has not been approved. *Open motorboat* means a vessel equipped with propulsion machinery and having an open load carrying area that does not have a continuous deck to protect it from the entry of water. *Operate* means use, navigate, or employ. *Operator* means the person who is in control or in charge of a vessel while it is in operation. *Outboard*, in the context of an engine, means an engine with propeller or water jet integrally attached, which is usually mounted at the stern of a vessel. *Owner* means a person, other than a secured party, having property rights in or title to a vessel, including persons entitled to use or possess a vessel subject to a security interest in another person, but excluding lessees under a lease not intended as security. *Paddlecraft* means a vessel powered only by its occupants, using a single or double-bladed paddle as a lever without the aid of a fulcrum provided by oarlocks, thole pins, crutches, or similar arrangements. *Person* means an individual, firm, partnership, corporation, company, association, joint-stock association, or governmental entity and includes a trustee, receiver, assignee, or similar representative of any of them. *Personal watercraft* means a vessel propelled by a water-jet pump or other machinery as its primary source of motive power and designed to be operated by a person sitting,

standing, or kneeling on the vessel, rather than sitting or standing within the vessel's hull. *Pod drive* means an engine mounted in front of the transom of a vessel and attached through the bottom of the hull to a steerable propulsion unit. *Pontoon boat* means a vessel with a broad, flat deck that is affixed on top of closed cylinders which are used for buoyancy, the basic design of which is usually implemented with two rows of floats as a catamaran or with three rows of floats as a trimaran. *Reporting authority* means a State listed in Appendix D of this part as having a numbering system approved by the Coast Guard or the Coast Guard itself when a numbering system has not been approved. *Rowboat* means an open vessel manually propelled by oars. *Sail only* means a vessel propelled only by sails. *State* means a State of the United States, the District of Columbia, American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, Puerto Rico, the U.S. Virgin Islands, and any other territory or possession of the United States. *State of principal operation* means the State in whose waters a vessel is or will be operated most during a calendar year. *Sterndrive* means an engine, powering a propeller through a series of shafts and gears, mounted in front of the transom of a vessel and attached through the transom to a drive unit that is similar to the lower unit of an outboard; and may also be known as an inboard-outdrive or an inboard-outboard. *Vessel* means every description of watercraft or other artificial contrivance used or capable of being used as a means of transportation on water.

173.51 Applicability. (a) This subpart applies to each vessel used on waters subject to the jurisdiction of the United States and on the high seas beyond the territorial seas for vessels owned in the United States that: (1) Is used by its operator for recreational purposes; or (2) Is required to be numbered under this part. (b) This subpart does not apply to a vessel subject to inspection under Title 46 U.S.C. Chapter 33.

173.53 Immediate notification of death or disappearance. (a) When, as a result of an occurrence that involves a vessel or its equipment, a person dies or disappears from a vessel, the operator shall, without delay, by the quickest means available, notify the nearest reporting authority listed in Appendix D of this part of: (1) The date, time, and exact location of the occurrence; (2) The name of each person who died or disappeared; (3) The number and name of the vessel; and (4) The names and addresses of the owner and operator. (b) When the operator of a vessel cannot give the notice required by paragraph (a) of this section, each person on board the vessel shall notify the casualty reporting authority or determine that the notice has been given.

173.55 Report of casualty or accident. (a) The operator of a vessel shall submit the casualty or accident report prescribed in 173.57 to the reporting authority prescribed in 173.59 when, as a result of an occurrence that involves the vessel or its equipment: (1) A person dies; (2) A person is injured and requires medical treatment beyond first aid; (3) Damage to vessels and other property totals \$2,000 or more or there is a complete loss of any vessel; (4) A person disappears from the vessel under circumstances that indicate death or injury. (b) A report required by this section must be made: (1) Within 48 hours of the occurrence if a person dies within 24 hours of the occurrence; (2) Within 48 hours of the occurrence if a person is injured and requires medical treatment beyond first aid, or disappears from a vessel; and (3) Within 10 days of the occurrence or death if an earlier

report is not required by this paragraph. (c) When the operator of a vessel cannot submit the casualty or accident report required by paragraph (a) of this section, the owner shall submit the casualty or accident report.

173.57 Contents of report. (a) Each report required by 173.55 of this subpart must be in writing, dated upon completion, and signed by the person who prepared it. (b) Until January 1, 2017, each report must contain, if available, at least the following information about the casualty or accident: (1) Number and name of each vessel involved; (2) Name and address of each owner of each vessel involved; (3) Name of the nearest city or town, the county, the State, and the body of water; (4) Time and date the casualty or accident occurred; (5) Location on the water; (6) Visibility, weather, and water conditions; (7) Estimated air and water temperatures; (8) Name, address, age, or date of birth, telephone number, vessel operating experience, and boating safety training of the operator making the report; (9) Name and address of each operator of each vessel involved; (10) Number of persons onboard or towed on skis by each vessel; (11) Name, address, and date of birth of each person injured or killed; (12) Cause of each death; (13) Weather forecasts available to and weather reports used by the operator before and during the use of the vessel; (14) Name and address of each owner of property involved; (15) Availability and use of personal flotation devices; (16) Type and amount of each fire extinguisher used; (17) Nature and extent of each injury; (18) Description of all property damage and vessel damage with an estimate of the cost of all repairs; (19) Description of each equipment failure that caused or contributed to the cause of the casualty; (20) Description of the vessel casualty or accident; (21) Type of vessel operation (cruising, drifting, fishing, hunting, skiing, racing, or other), and the type of accident (capsizing, sinking, fire, explosion, or other); (22) Opinion of the person making the report as to the cause of the casualty, including whether or not alcohol or drugs, or both, was a cause or contributed to causing the casualty; (23) Make, model, type (open, cabin, house, or other), beam width at widest point, length, depth from transom to keel, horsepower, propulsion (outboard, inboard, inboard outdrive, sail, or other), fuel (gas, diesel, or other), construction (wood, steel, aluminum, plastic, fiberglass, or other), and year built (model year) of the reporting operator's vessel; (24) Name, address, and telephone number of each witness; (25) Manufacturer's hull identification number, if any, of the reporting operator's vessel; and (26) Name, address, and telephone number of the person submitting the report. (c) As of January 1, 2017, each report must contain, if available, at least the following information about the casualty or accident: (1) Number and name of each vessel involved; (2) Name and address of each owner of each vessel involved; (3) Name of the nearest city or town, the county, the State, and the body of water; (4) Time and date the casualty or accident occurred; (5) Location on the water; (6) Visibility, weather, and water conditions; (7) Estimated air and water temperatures; (8) Name, address, age, or date of birth, telephone number, vessel operating experience, and boating safety training of the operator making the report; (9) Name and address of each operator of each vessel involved; (10) Number of persons onboard or towed on skis by each vessel; (11) Name, address, and date of birth of each person injured or killed; (12) Cause of each death; (13) Weather forecasts available to and weather reports used by the operator before and during the use of the vessel; (14) Name and address of each owner of property involved; (15) Availability and use of personal flotation devices; (16) Type and number of each fire extinguisher used;

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(17) Nature and extent of each injury; (18) Description of all property damage and vessel damage with an estimate of the cost of all repairs; (19) Description of each equipment failure that caused or contributed to the cause of the casualty; (20) Description of the vessel casualty or accident; (21) Type of vessel operation (cruising, drifting, fishing, hunting, skiing, racing, or other), and the type of accident (capsizing, sinking, fire, explosion, or other); (22) Opinion of the person making the report as to the cause of the casualty, including whether or not alcohol or drugs, or both, was a cause of or contributed to causing the casualty. (23) Characteristics of the reporting operator's vessel, including— (i) Make; (ii) Model; (iii) Type: authorized terms are “air boat”, “auxiliary sail”, “cabin motorboat”, “houseboat”, “inflatable boat”, “open motorboat”, “paddlecraft”, “personal watercraft”, “pontoon boat”, “rowboat”, “sail only”, or “other”; (iv) Beam width at widest point; (v) Overall length of vessel; (vi) Depth from transom to keel; (vii) Horsepower; (viii) Propulsion: authorized terms are “air thrust”, “manual”, “propeller”, “sail”, “water jet”, or “other”; (ix) Fuel: authorized terms are “electric”, “diesel”, “gas”, or “other”; (x) Engine drive type: authorized terms are “inboard”, “outboard”, “pod drive”, “sterndrive”, or “other”; (xi) Hull material: authorized terms are “aluminum”, “fiberglass”, “plastic”, “rubber/vinyl/canvas”, “steel”, “wood”, or “other”; and (xii) Model year; (24) Name, address, and telephone number of each witness; (25) Manufacturer's hull identification number, if any, of the reporting operator's vessel; and (26) Name, address, and telephone number of the person submitting the report.

173.59 Where to submit report. A report required by 173.55 must be submitted to: (a) The reporting authority listed in Appendix D of this part where the vessel number was issued, or, if the vessel has no number, where the vessel is principally used; or (b) The reporting authority where the casualty or accident occurred, if it occurred outside the State where the vessel is numbered or principally used.

33 CFR 174

174.101 Applicability of State casualty reporting system. (a) A State casualty reporting system must require the reporting of vessel casualties and accidents involving vessels to which 173.51 of this chapter applies. (b) The State casualty reporting system may also require vessel casualty or accident reports for property damage in amounts less than that required under 173.55 of this chapter. (46 U.S.C. 1486; 49 CFR 1.46(n)(1))

174.103 Administration. The State casualty reporting system must be administered by a State agency that (a) Will provide for the reporting of all casualties and accidents prescribed in 173.55 of this chapter; (b) Receives reports of vessel casualties or accidents required in 174.101; (c) Reviews each accident and casualty report to assure the accuracy and completeness of each report; (d) Determines the cause of casualties and accidents reported based on information available and indicates the apparent cause on the casualty report or on an attached page; (e) Notifies the Coast Guard, in writing, when a problem area in boating safety peculiar to the State is determined, together, with corrective measures instituted or recommended; and (f) Reports on vessel numbering and vessel casualties and accidents as required in Subpart D of this part. (46 U.S.C. 1486; 49 CFR 1.46(n)(1))

174.121 Forwarding of casualty or accident reports. Within 30 days of the receipt of a casualty or accident report, each State that has an approved numbering system must forward a copy of that report to the Commandant (CG-BSX-2).

1 U.S.C. 3

The word "vessel" includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water.

APPENDIX C: VESSEL DETERMINATIONS

A. VESSELS RECOGNIZED IN 33 CFR 173.3

- 1) **Airboat.** A vessel that is typically flat-bottomed and propelled by an aircraft-type propeller powered by an engine.
- 2) **Auxiliary sail.** A vessel with sail as its primary method of propulsion and mechanical propulsion as its secondary method.
- 3) **Cabin motorboat.** A vessel propelled by propulsion machinery and providing enclosed spaces inside its structure.
- 4) **Houseboat.** A motorized vessel that is usually non-planing and designed primarily for multi-purpose accommodation spaces with low freeboard and little or no foredeck or cockpit.
- 5) **Inflatable boat.** A vessel that uses air-filled flexible fabric for buoyancy.
- 6) **Open motorboat.** A vessel equipped with propulsion machinery and having an open load carrying area that does not have a continuous deck to protect it from the entry of water.
- 7) **Paddlecraft.** A vessel powered only by its occupants, using a single or double-bladed paddle as a lever without the aid of a fulcrum provided by oarlocks, thole pins, crutches, or similar arrangements.
- 8) **Personal watercraft.** A vessel propelled by a water-jet pump or other machinery as its primary source of motive power and designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than sitting or standing within the vessel's hull.
- 9) **Pontoon boat.** A vessel with a broad, flat deck that is affixed on top of closed cylinders which are used for buoyancy, the basic design of which is usually implemented with two rows of floats as a catamaran or with three rows of floats as a trimaran.
- 10) **Rowboat.** An open vessel manually propelled by oars.
- 11) **Sail only.** A vessel propelled only by sails.

B. VESSEL DETERMINATIONS

- 1) **Float tube.** A tube (typically encased rubber inner tube(s) or a hard plastic tube) that has a built in seat, with the operator's legs sticking through the seat and dangling in the water below the tube. They often have small storage compartments for fishing or

gear. The operator, typically a fisherman, wears swim fins to manually steer and/or propel the craft, and often wears chest waders to maintain heat and stay dry. Non-motorized float tubes are propelled by the use of the swim fins; motorized float tubes are propelled by an electric or hand pump motor, with the operator using the swim fins to steer the craft and sometimes to assist in its propulsion.

- 2) **Kiteboard.** A board, similar to a surfboard that is propelled by a kite with a tether, with control lines, and harness attached to the rider. When outside the narrow limits of a swimming, surfing or bathing area, the device is considered a vessel.

- 3) **Argo Amphibious ATV.** A device equipped with 6x6 or 8x8 wheel drives capable of land speeds up to 22 mph and floating on water with speeds up to 2.5 mph, using tire treads to propel through the water; some models also may be equipped with an outboard motor. While on the water, the device is considered a vessel.
- 4) **Paddleboard.** A board, similar to a surfboard, on which a person propels himself/herself through the use of a paddle. When outside the narrow limits of a swimming, surfing or bathing area, the device is considered a vessel.
- 5) **Gold dredge.** A device of tradition hull types (e.g. monohull, pontoon, etc) and propelled by propulsion machinery (typically outboard motors) used to mine gold off the ocean floor. The devices are considered vessels.
- 6) **Submersible.** Any self-propelled vessel designed to operate on the surface, submerge, operate submerged, surface and remain afloat. Internal pressure is normally maintained at or near one atmosphere.

APPENDIX D: GLOSSARY OF TERMS AND ABBREVIATIONS

Accident Description: The narrative is supposed to adequately describe what happened to the vessel and victims, and to explain why it happened to both vessel and victims. It is supposed to bring together the standardized fields in the accident report and lend more details than what is captured in the standardized fields.

Accident Types: The series of events that occur in an accident. This information is recorded in BARD from each vessel's perspective and for the overall accident.

Act: (The) Federal Boat Safety Act of 1971.

Airboat: A vessel that is typically flat-bottomed and propelled by an aircraft-type propeller powered by an engine.

Air Thrust: A type of propulsion whereby an aircraft-type propeller powered by an engine propels a vessel.

Alcohol Use: A term used to reflect the impairment of the operator or occupants due to alcohol that contributed to the accident.

Aluminum (Hull Material): Hulls of riveted or welded aluminum.

Approximate Value of Damage to Boat: The dollar amount of damage to the vessel.

Approximate Value of Damage to Other Property: The dollar amount of damage to property, excluding the vessel. Dollar amounts to clean up an environmental spill or tow/recover a vessel involved in an accident are not included.

At Anchor: Held in place in the water by an anchor.

Auxiliary Equipment Failure: Failure of stoves, heaters, refrigerators, generators, battery chargers, hot water heaters, etc.

Auxiliary Sail: A vessel with sail as its primary method of propulsion and mechanical propulsion as its secondary method.

Being Towed: The state of one vessel being pulled through the water by another vessel.

Boat: Means any vessel—

- (1) Manufactured or used primarily for noncommercial use;
- (2) Leased, rented, or chartered to another for the latter's noncommercial use; or
- (3) Operated as an uninspected passenger vessel subject to the requirements of 46 CFR Chapter I, subchapter C.

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Boating Accident Report (BAR): Report form used to collect data from the public on recreational boating accidents.

Boating Accident Report Database (BARD): Coast Guard database used to retain data from the States on recreational boating accidents.

Cabin Motorboat: A vessel propelled by propulsion machinery and providing enclosed spaces inside its structure.

Campaign: A Defect/Noncompliance Campaign Program carried out by the manufacturer and initiated through 46 U.S.C. 4310. Each campaign may involve only one boat.

Canoe: a small narrow vessel, propelled by paddles. Canoes usually are pointed at both bow and stern and are normally open on top, but can be covered.

Capsizing: Overturning of a vessel.

Carbon Monoxide Exposure: Death or injury resulting from an odorless, colorless gas generated from auxiliary vessel equipment (stoves, heaters, refrigerators, generators, hot water heaters, etc), another vessel's exhaust, or the exhaust of the vessel on which person were either aboard or in close proximity.

Changing Direction: Altering the course in which the vessel is steered.

Changing Speed: Altering the speed at which the vessel is traveling.

Civil Administrative Penalties (CAP): Penalties that can be imposed for violation of the statutes. See 46 U.S.C. 4311 for violations of 46 U.S.C. 4307. Violation of any other provisions of the statutes or the regulations is covered under 46 U.S.C. 4311.

Code of Federal Regulations (CFR): A codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.

Collision with Commercial Boat (Vessel): An event used to describe an accident where a recreational vessel strikes a commercial vessel. If a recreational vessel strikes a vessel that is neither commercial nor recreational (such as a patrol vessel), please select "other" under accident event and type the appropriate descriptive statement which in this case would be "Collision with patrol vessel").

Collision with Fixed Object: The striking of any fixed object above the surface of the water.

Collision with Floating Object: Collision with any waterborne object above, on or below the surface that is free to move with the tide, current, or wind, except another vessel.

Collision with Recreational Boat: An event used to describe an accident where a vessel strikes a recreational vessel.

Collision with Submerged Object: A vessel's collision with any fixed object that is below the surface of the water.

Commercial Activity: A vessel is involved in commercial activity if it is engaged in carrying passengers for hire, charging a fee to tow a vessel, or engaged in the catching, taking, or harvesting of fish for sale. A vessel also is involved in commercial activity when it is engaged in the exchange of payment for services rendered on the vessel.

Complete Loss of Vessel: Definition includes situations where: the vessel is known or presumed to have been destroyed; is presumed to have sunk and its location is unknown; has sunk and its location is known, but it is unrecoverable; and where it is a constructive total loss, i.e. the vessel is so severely damaged that it is not financially worth recovering and/or repairing.

Congested Waters: A contributing factor where the body of water is either too small or narrow to safely accommodate the number of vessels on it.

Contributing Factor: A cause of the accident.

Cruising: Proceeding normally, unrestricted, with an absence of drastic rudder or engine changes.

Dam/Lock: A contributing factor used to describe when a vessel is (1) operated near a barrier built across a body of water that prevents water flow or impounds water –or- (2) being raised or lowered within a gate enclosure as it passes from level to level.

Day: Defined from dawn until right before dusk.

Defect Notification System: A computerized system that enables the Coast Guard to monitor the efforts of boat and equipment manufacturers to comply with 46 U.S.C. 4310.

Docking/undocking: Returning to or leaving from an enclosed or nearly enclosed water area where vessels can moor.

Documentation Number: A boat of five or more net tons owned by a citizen of the United States may be documented by the Coast Guard. A documented boat has the name and hailing port plainly marked on the exterior part of the hull in clearly legible letters not less than 4 inches in height. The document number that is affixed in block type on some clearly visible interior structural part of the boat is the number that should be entered.

Drifting: Underway, but proceeding over the bottom without use of engines, oars or sails; being carried along only by the tide, current or wind.

Drowning: Suffocation of the individual due to being submerged in the water.

Drug Use: When the investigating official has determined that the impairment of the operator or occupant(s) due to non-prescription and/or prescription drugs contributed to the accident.

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Electrical System Failure: Electrical system shorts out, and/or failure of the battery.

Engine Failure: Failure of the engine to start, or when the engine stalls.

Excessive Speed: Speed in excess of the posted limit or above that which a reasonable and prudent person would have operated under the conditions that existed.

Failure to Vent: Prior to starting the engine, failure to expel gasoline vapors (e.g. through a powered ventilation system) from the engine compartment.

Federal Boat Safety Act (FBSA)(The “Act”): Enacted by Congress on 10 August 1971, it gave the Coast Guard the authority to: establish comprehensive boating safety programs; establish minimal construction and performance standards for boats and associated equipment; and create a more flexible regulatory authority concerning the use of boats and associated equipment. The FBSA is now recodified as 46 U.S.C. Chapter 43, Chapter 61, Chapter 123 and Chapter 131.

Federal Register: The official journal of the federal government of the United States that is published daily and contains government agency rules, proposed rules, and public notices.

Fiberglass (Hull Material): Hulls of fiber-reinforced plastic. The laminate consists of two basic components, the reinforcing material (glass filaments) and the plastic or resin in which it is embedded.

Fire/explosion (Fuel): Accidental combustion of vessel fuel, liquids, including their vapors, or other substances such as wood.

Fire/explosion (Non-fuel): Accidental burning or explosion of any material onboard except vessel fuels or their vapors.

Fire Extinguisher Failure: Failure of the fire extinguisher to work.

Flooding/swamping: Filling with water, regardless of method of ingress, but retaining sufficient buoyancy to remain on the surface.

Force of Wake/wave: The disturbance of the water resulting from the passage of the boat's hull or a surge of the water.

Fuel System Failure: Fuel tank and/or fuel lines leaks or clogged fuel lines.

Grounding: Running aground, striking or pounding on rocks, reeds, or shoals, stranding.

Hazardous Waters: Rapid tidal flows (the vertical movement of water) and/or currents (the horizontal flow of water) resulting in hazardous conditions in which to operate the boat.

Heavy Weather: As a contributing factor of an accident “weather” is supposed to signify a stormy or windy condition, usually connoting rough or high seas and dangerous operating conditions.

Houseboat: A motorized vessel that is usually non-planing and designed primarily for multi-purpose accommodation spaces with low freeboard and little or no foredeck or cockpit.

Hull Failure: Defect or failure of the structural body of a vessel (i.e. hull material, design, or construction) not including superstructure, masts or rigging.

Hull Identification Number: The Hull Identification Number (HIN) of the vessel. This number is unique for every boat and should be 12 characters. The number is required to be displayed on the starboard transom of most boat hulls. Vessels manufactured before 11/1972 may not have a HIN or may have any combination of letter/numbers for their HIN. Other vessels may have an additional two characters in front of the HIN to designate a country code.

Ignition of Fuel or Vapor: Accidental combustion of vessel fuel, liquids, and/or their vapors.

Improper Anchoring: Where a boat is either in the process of being anchored incorrectly or incorrectly held in place in the water by an anchor.

Improper Loading: Loading, including weight shifting, of the vessel causing instability, limited maneuverability, or dangerously reduced freeboard.

Improper Lookout: No proper watch; the failure of the operator to perceive danger because no one was serving as lookout, or the person so serving failed in that regard. Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

Inadequate Onboard Navigation Lights: Insufficient and/or improper lights shown by a boat that indicate course, position, and occupation, such as fishing or towing.

Inboard: An engine mounted inside the confines of a vessel which powers a drive shaft that turns a water jet impeller or that runs through the bottom of the hull and is attached to a propeller at the other end.

Inflatable: A vessel that uses air-filled flexible fabric for buoyancy.

Injury Greater than First Aid: The Coast Guard interpretation of a qualifying injury is broad; it means an injury that received or should have received attention from a medical practitioner such as a doctor, physician’s assistant, nurse, or emergency medical technician. The purpose of the broad definition is to provide for those injured people who refuse to go to the hospital under mild circumstances. An example of such an injury is a puncture wound victim who opted to apply gauze to the wound instead of seeking stitches at the hospital.

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Internet (Boating Safety Instruction Course): A boating course offered by an organization over the internet.

Kayak: A small vessel with a cockpit that is propelled by a double-bladed paddle by a sitting paddler.

Launching: The act of putting a vessel into the water.

Machinery/equipment Failure: Defect and/or failure in the machinery or material, design or construction, or components installed by the manufacturer or improper/unsafe installation or inadequacy of the equipment on the boat.

Manual Propulsion: A vessel propelled by human power.

Mishap of Skier, Tuber, Wakeboarder, etc: Mishap as defined by an incident where a towed person falls off of their means by which they are towed, strikes a fixed or submerged object, or becomes entangled or struck by the tow line.

Missing/inadequate Aids to Navigation: Failure of existing navigation aids or lack of navigation aids that, had they existed/functioned, likely would have prevented the accident.

Narrative: See Accident Description.

National Boating Safety Advisory Council (NBSAC) A 21 member council, equally represented by manufacturers, the public, and State Boating Officials with expertise, knowledge and experience in boating. The Council acts in an advisory capacity to the Commandant of the U.S. Coast Guard (See 46 U.S.C. 13110).

Navigation Rules Violation: Violation of the statutory and regulatory rules governing the navigation of vessels. Please note that many of the other contributing factors listed in this section (e.g., excessive speed, improper lookout) are also violations of the navigation rules.

Night: From dusk until right before dawn.

Number of Life Jackets Onboard: The number of life jackets onboard the vessel, excluding Type IV life jackets.

Number of People being Towed: The number of people being towed behind the vessel.

Number of People Onboard: The number of people onboard the vessel, excluding any person who is towed by the vessel (Only regarding data entry are these towed persons not counted as people onboard. For carriage requirements, they are considered to be people onboard.).

Number of People Wearing Life Jackets: The number of people wearing a serviceable, properly worn life jacket at the time of the accident. This number shall include both people on the vessel and persons on a device being towed by the vessel.

Onboard Light Failure: Failure of the onboard navigation lights to operate.

Onboard Navigation Aid Failure: Failure of onboard navigation aids (e.g., GPS, radar, depth sounder).

Open Motorboat: A vessel equipped with propulsion machinery and having an open load carrying area that does not have a continuous deck to protect it from the entry of water.

Operator Inattention: Failure on the part of the operator to pay attention to the vessel, its occupants, or the environment in which the vessel is operating.

Operator Inexperience: Lack of practical experience or knowledge in operating a vessel or more particularly the vessel involved in the accident.

Other (Boating Safety Instruction Course): A boating course offered by an entity other than the State, U.S. Coast Guard Auxiliary, U.S. Power Squadrons, or internet.

Outboard: An engine with propeller or water jet integrally attached, which is usually mounted at the stern of a vessel.

Overloading: Excessive loading of the vessel causing instability, limited maneuverability or dangerously reduced freeboard.

Paddlecraft: A vessel powered only by its occupants, using a single or double-bladed paddle as a lever without the aid of a fulcrum provided by oarlocks, thole pins, crutches, or similar arrangements.

People on Gunwale, Bow, or Transom: Standing/sitting on the upper edge of the side of a boat, usually on a small projection above the deck, the most forward part of the boat, and/or the back of the boat.

Person Ejected from Boat: An accident where a person forcefully and unexpectedly leaves a vessel because of a change in the vessel speed and/or direction. The focus of this accident event is on the vessel operation.

Person Electrocuted: Casualty resulting from exposure to an electric shock.

Person Fell on/within Boat: Any operator or passenger who falls within or on the vessel, but does not fall overboard.

Person Fell Overboard: An accident where a person unexpectedly leaves a vessel for reasons other than a "Person Ejected from Boat."

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Person Left Boat Voluntarily: An accident where a person voluntarily disembarks a vessel by his/her own will (i.e. by diving off, jumping in), as opposed to a case where the person is forcefully ejected by a change in the vessel speed and/or direction.

Person Struck by Boat: A person is struck by a vessel.

Person Struck by Propeller or Propulsion Unit: A person is struck by the propeller, propulsion unit, or steering machinery.

Personal Flotation Device (PFD): Lifesaving device approved by the Commandant under 46 CFR 160 (also commonly referred to as: Life jackets)

Personal Watercraft: A vessel propelled by a water-jet pump or other machinery as its primary source of motive power and designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than sitting or standing within the vessel's hull.

Plastic (Hull Material): Any of numerous organic synthetic or processed materials that are most thermoplastic or thermosetting polymers of high molecular weight and that can be made into objects, films, or filaments.

Pod: An engine mounted in front of the transom of a vessel and attached through the bottom of the hull to a steerable propulsion unit.

Pontoon Boat: A vessel with a broad, flat deck that is affixed on top of closed cylinders which are used for buoyancy, the basic design of which is usually implemented with two rows of floats as a catamaran or with three rows of floats as a trimaran.

Propeller: A vessel propelled by a rotating device, with two or more blades.

Racing: A competitive activity that emphasizes the speed of vessels through a stated course. This term encompasses permitted events and events that are not permitted.

Radio Failure: Failure of the marine radio or Digital Selective Calling (DSC).

Recreational Boat: See Boat.

Regulation: Any agency statement of general or particular applicability designed to implement, interpret, or prescribe policy in order to carry out the purpose of a law. Synonymous with "rule;" has the force of law. The Code of Federal Regulation prescribes policy for United States Code.

Reporting Authority: As defined in 33 CFR 173.3, a State listed in Appendix D having a numbering system approved by the Coast Guard or the Coast Guard itself when a numbering system has not been approved.

Restricted Vision: A vessel operator's vision is said to be restricted when it is limited by a vessel's bow high trim, or by conditions such as glare, sunlight, bright lights, a dirty windshield, spray, a canopy top, etc.

Rowboat: An open vessel manually propelled by oars.

Rowing/paddling: The state of being propelled by an oar or paddle.

Rubber/vinyl/canvas (Hull Material): Hull made with the material(s) of rubber, vinyl, and/or canvas.

Safety Defect: A defect in a product subject to the provisions of 46 U.S.C. Chapter 43, which creates a substantial risk of personal injury to the public. The defective part or area may be under the provisions of 46 U.S.C. Chapter 43, and if so regulated, may or may not be in compliance with that standard.

Sail: A method of propulsion in which a vessel is propelled by a natural element such as the wind.

Sailing: Underway, by power of sail.

Sail Only: A term used to describe a vessel propelled only by sails.

Sail/mast Failure: When the mast (the principal vertical pole from which sails are set) falls down either onto the boat or into the water.

Seat Failure: Failure of the seat to support an individual. Includes the back of the seat or the seat itself, or, the base structure that is fixed to the area of the boat deck supporting the seat.

Sharp Turn: An immediate or abrupt change in the boat's course of direction.

Shift Failure: Failure of the shifting mechanism to operate. Either the engine started in gear, would not go into gear, would not come out of gear, or went into gear by itself without warning.

Sinking: Losing enough buoyancy to settle below the surface of the water.

Sound Equipment Failure: Sound producing devices such as a horn failed.

Starting in Gear: The boat's engine is started with the transmission in forward or reverse.

State (Boating Safety Instruction Course): A boating safety course administered by a State agency (i.e. Department of Natural Resources, Wildlife Resources Commission, Department of Environmental Protection). State courses may include textbooks and certificates of completion. Many states also have study-at-home programs.

Steel (Hull Material): Hulls of sheet steel or steel alloy, not those with steel ribs and wood, canvas, or plastic hull coverings.

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Steering Failure: Failure of the assembly including all components necessary to transmit remote manual effort to the rudder, inboard-out drive, water jet drive or outboard engine (Cable, Pulleys, Fittings).

Stern drive: An engine, powering a propeller through a series of shafts and gears, mounted in front of the transom of a vessel and attached through the transom to a drive unit that is similar to the lower unit of an outboard; may also be known as an inboard-outdrive or an inboard-outboard.

Strong Current: Horizontal movement of water, as in a river or when caused by the rise and fall of tides.

Sudden Medical Condition: An incident where a person on a vessel experiences an unexpected medical condition.

Skier mishap: See Mishap of skier, tuber, wakeboarder, etc.

Throttle Failure: The inability of the vessel to speed up or slow down due to the throttle “sticking”.

Tied to Dock/mooring: A state where the vessel is moored to the dock or a mooring.

Towing Another Vessel: Engaged in towing another vessel.

Uninspected Passenger Vessel (Title 46 U.S.C.): Means an uninspected vessel —
(A) Of at least 100 gross tons as measured under 46 U.S.C. section 14502, or an alternate tonnage measured under 46 U.S.C. section 14302 as prescribed by the Secretary under 46 U.S.C. section 14104 —
(i) Carrying not more than 12 passengers, including at least one passenger for hire; or
(ii) that is chartered with the crew provided or specified by the owner or the owner’s representative and carrying not more than 12 passengers; and
(B) Of less than 100 gross tons as measured under 46 U.S.C. section 14502, or an alternate tonnage measured under 46 U.S.C. section 14302 as prescribed by the Secretary under 46 U.S.C. section 14104 —
(i) Carrying not more than 6 passengers, including at least one passenger for hire; or
(ii) that is chartered with the crew provided or specified by the owner or the owner’s representative and carrying not more than 6 passengers.

United States Code: Contains a consolidation and codification of all general and permanent laws of the U.S. Important Titles are: 14-Coast Guard, 19-Customs Duties, 33-Navigation and Navigable Waters, 46-Shipping, and 49-Transportation; abbreviated as U.S.C.

USCG Auxiliary (Boating Safety Instruction Course): A boating safety course administrated by the U.S. Coast Guard Auxiliary.

US Power Squadrons (Boating Safety Instruction Course): A boating safety course administrated by the U.S. Power Squadrons.

Ventilation System Failure: Failure of the powered ventilation system that expels gasoline vapors.

Vessel (1 U.S.C. 3): The word “vessel” includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water.

Vessel Casualty Reporting System: As described in 33 CFR 173.1, a system that prescribes requirements for numbering vessels and for reporting casualties and accidents to implement sections 6101, 6102, 12301, and 12302 of Title 46, United States Code.

Visibility (Fair): Visibility of greater than 1 but less than 3 nautical miles away.

Visibility (Good): Visibility of greater than 3 nautical miles away.

Visibility (Poor): Visibility of less than 1 nautical mile away.

Water Jet Propulsion: A vessel propelled by a pump that expels a high-pressure stream of water and steered through a directional nozzle.

Weather (Clear): Sky condition of less than 1/10 cloud coverage.

Weather (Cloudy): The state of the sky when more than 1/10th of the sky is covered by clouds.

Weather (Foggy): Water that has condensed close to ground level, producing a cloud of very small droplets that reduces visibility.

Weather (Hazy): Fine dust or salt particles in the air that reduce visibility.

Weather (Raining): Liquid water droplets that fall from the atmosphere, having diameters greater than drizzle (0.5 mm).

Weather (Snowing): Frozen precipitation composed of ice particles in complex hexagonal patterns.

Wood (Hull Material): Hulls of plywood, molded plywood, wood planking, or any other wood fiber in its natural consistency, including those of wooden construction that have been “sheathed” with fiberglass or sheet metal.

COMMON BOATING STANDARDS ABBREVIATIONS

<u>Abbreviation</u>	<u>Meaning</u>
ANPRM	Advance Notice of Proposed Rulemaking
ANSI	American National Standards Institute
CFR	Code of Federal Regulations
CG	(U.S.) Coast Guard
Commandant (CG-BSX)	Office of Auxiliary and Boating Safety
Commandant (CG-BSX-1)	Auxiliary Division
Commandant (CG-BSX-2)	Boating Safety Division
Commandant (CG-BSX-21)	Program Management Branch
Commandant (CG-BSX-22)	Program Operations Branch
Commandant (CG-BSX-23)	Product Assurance Branch
Commandant (CG-BSX-24)	Grants Management Branch
FBSA	Federal Boat Safety Act (of 1971)
FR	Federal Register
HIN	Hull Identification Number
MSSC	Marine Safety and Security Council
NBSAC	National Boating Safety Advisory Council
NPRM	Notice of Proposed Rule Making
PFD	Personal Flotation Device
RBS	Recreational Boating Safety
SAR	Search and Rescue
U.S.C.	United States Code
USCA	United States Code Annotated

APPENDIX E: ACCIDENT SCENARIOS IN THE ANNUAL RECREATIONAL BOATING STATISTICS REPORT

A. ACCIDENT SCENARIOS TO BE REPORTED. Beyond what is required by regulations, there are accident scenarios to be reported that the Coast Guard considers within the scope of the National Recreational Boating Safety Program because the agency feels it is important to evaluate them to determine what, if any, safety measures could prevent future accidents of the same type.

The following are examples of accidents that the State should report unless excluded in section 2.C.5.f that follows:

- 1) Groundings, capsizings, sinkings, floodings, swampings, fires, explosions, or collisions.
- 2) Casualties of boating participants due to falls, ejections, or otherwise departing the vessel.
 - (a) Casualties resulting from departing an anchored/moored vessel will be included because the individuals were still engaged in boating.
 - (b) A casualty concerning an individual who entered the water from shore will be counted if the individual was associated with a boat. An example would be a situation where the owner/operator does not moor the vessel properly after taking it off the trailer. The boat drifts away and upon returning from parking the trailering vehicle, the owner/operator swims from the launch area to attempt to grab the boat. While doing so, he/she drowns. The Coast Guard includes this scenario because the agency feels education could have prevented it had the person learned proper knot techniques. NOTE: Casualties regarding individuals that enter the water will not be counted if the individual is not associated with a particular vessel. An example is a Good Samaritan who departs shore to try to assist a group of people in a capsized vessel. The Samaritan drowns but all vessel-associated people are unharmed.
- 3) Casualties from exposure to carbon monoxide or stray electric current.
- 4) Casualties from nature (e.g. mountain side falls onto vessel causing casualties).
- 5) Casualties due to a lack of maintenance on the vessel. The Coast Guard includes incidents that occur due to lack of maintenance on the vessel regardless of operation because proper boat maintenance is a part of boating education.

B. ACCIDENT SCENARIOS NOT REQUIRED TO BE REPORTED. Examples of scenarios that a State does not have to report include:

- 1) Casualties due to self-inflicted wounds, assault, or vandalism.
- 2) Casualty from natural bodily causes when the vessel did not contribute to the casualty.
- 3) Accidents involving vessels used exclusively for racing and that are also exempt from numbering requirements under 33 CFR 173.139(a). Because they are also not being

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- used for recreational purposes while in a competitive racing situation, they are excluded from reporting requirements under 33 CFR 173.51.
- 4) Accidents involving watercraft that have not been deemed a “vessel.” See section “Definition of Vessel” for further information in Section 2.C.3.
 - 5) Casualties when the only vessel(s) involved are being used solely for governmental, commercial, criminal or rescue activity.
 - a) Government vessels are considered “public vessels” in regulations and are exempt from numbering requirements under 33 CFR 173.139(a). Because they are also not being used for recreational purposes while in a formal government function, they are excluded from reporting requirements under 33 CFR 173.51. If a government vessel is being used for a recreational function (e.g. morale), then the report would be required under 33 CFR 173.51(a).
 - b) Criminal activity is defined by the use of a vessel for illegal gain. Examples include smuggling people or arms. The criminal act of stealing a vessel for a “joy ride” does not fit under this criterion because even though stolen, the vessel is being used for recreational purposes.
 - c) Rescue activity is defined by the use of a vessel for an attempt to save life or property from danger.
 - 6) Casualties that occur when a non-recreational vessel negatively affects a recreational vessel that is not underway and the recreational vessel is not at fault for the accident. Examples include a towboat that crashes into a docked recreational boat, or a government vessel that causes a recreational vessel in tow to become damaged. The reasoning is that boating education couldn’t have prevented these accidents. The Coast Guard recommends including scenarios that involve a non-recreational and recreational vessel if the fault could not be determined. An example is an occupied, recreational vessel that is hit by a commercial vessel while anchored in an unrestricted area. Even though the recreational vessel wasn’t anchored in a restricted area, there were operational actions the operator could have taken to try to avoid the crash.
 - 7) Casualties that occur when the vessel is not on the water and capable for use.
 - 8) Casualties on a vessel not underway, involving a fire that was not attributed to a vessel or occupant.
 - 9) Casualties that occur due to lack of maintenance to the structure to which the vessel was moored.
 - 10) Casualties on a non-propelled residential platform.
 - 11) Casualties that result when the vehicle used for trailering the vessel fails.

APPENDIX F: BOATING SAFETY SOURCES AND POINTS OF CONTACT

NATIONAL ASSOCIATION OF STATE BOATING LAW ADMINISTRATORS
1648 MCGRATHIANA PKWY STE 360
LEXINGTON KY 40511-1385
TELEPHONE (859) 225-9487

SUPERINTENDENT OF DOCUMENTS
U.S. GOVERNMENT PRINTING OFFICE
WASHINGTON DC 20402

APPENDIX G: BARD DATA WEB TRANSFER SERVICE

The Web Service will accept the elements on Coast Guard Form #3865 (OMB #1625-0003). The state specific elements cannot be uploaded to BARD using the Web Service.

The states can enter or update data in BARD through normal data entry and through the Web Service.

The state is responsible for making sure that the data is available to the Coast Guard in a timely manner. The states should upload their accidents on a monthly basis if real time connection is not possible.

The State is responsible for making sure the data coming into BARD is the same as the data in their system and that it satisfies all Coast Guard requirements. For example, the total number of accidents, total number of Vessels involved, total number of injuries, total number of deceased, total number of disappearance and total property damage amount should be identical in both the systems for all Coast Guard reportable accidents.

When there is a change in the OMB approved Coast Guard Boating Accident form, reporting requirements or BARD functionality, the Web Service will be updated to accommodate the changes. The State should have a maintenance contract with their contractor to make necessary updates to their system as per Coast Guard and BARD requirements.

Signing Official's Name:

Title:

Agency:

Signature:

Date:

APPENDIX H: NARRATIVE EXAMPLE

This is a report of a collision involving two vessels on June 4 at 9:15 pm.

Vessel 1 was drifting with the engine and navigational lights turned off with two people onboard in the front half of the boat. The two persons on board had been out on the boat all day and had most likely been drinking as evidenced by the cooler full of empty alcoholic beverage containers.

Vessel 2 was cruising with its navigational lights on. Operator 2 did not see Vessel 1 and impacted Vessel 1 on the front starboard side, traveling over the boat and landing clear in the water. Operator 2 stated he thought that he had struck a submerged object.

Upon impact, Occupants of Vessel 1 were both struck by Vessel 2; The operator of Vessel 1 was struck in the temple and killed upon impact. The occupant of Vessel 1 who was sitting next to the operator saw the vessel coming and tried to duck. While ducking, she was also hit by the portside of Vessel 2 and dragged off of Vessel 1 and into the water by Vessel 2, as evidenced by the blood pattern on the bow of Vessel 2 and the hair that was found on Vessel 2. Both V1 occupants died of trauma. BAC levels were not available for occupants of Vessel 1.

Scrape marks that were on the bottom of Vessel 2 provided further evidence towards the travel of Vessel 2 over Vessel 1.

The absence of navigation lights, excessive speed, and alcohol consumption were three causes of this accident.

Damage to vessel:

Vessel 1 had a 5-inch propeller cut on starboard forward half of the hull, cuts and tears to area and a broken windshield. Vessel 2 had scratches on the bottom of the hull.”

In this case, the descriptions are ideal because they bring together the standardized fields in the accident report including the time of the accident, the accident types of “collision with vessel”, “person struck by boat” and “ejected from vessel”, the causes of “lack of lights”, “excessive speed” and “alcohol”, the operation of the boats (V1 drifting, V2 cruising), and so on. The descriptions further detail the accident where the standardized fields cannot by giving justifications for investigator claims (e.g. V1 must have been out on the water all day because of the empty alcohol beverage containers).

