



U. S. Coast Guard Sector
Prevention Department
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Marine Casualty Reporting

This bulletin is intended to provide clarity and greater understanding of the existing marine casualty reporting regulations to operators of inspected vessels. Recently, Coast Guard Sector San Diego has identified several occurrences of late reporting or failure to report Marine Casualties as required by Title 46 of the Code of Federal Regulations, Part 4, Section 05-1 (46 CFR 4.05-1).

Owners, charterers, managing operators, agents, masters, or individuals in charge of a vessel are reminded, after addressing resultant safety concerns, they shall IMMEDIATELY notify the nearest Coast Guard Sector Office, Marine Inspection Office whenever a vessel is involved in a marine casualty consisting in:

- (1) An accidental grounding or strike of (allision with) a bridge;
- (2) An intentional grounding or intended strike of a bridge which also meets other damage reporting criteria or creates a hazard to navigation, the environment, or the safety of the vessel;
- (3) Loss of main propulsion or primary steering, or an associated component or control system, the loss of which causes a reduction of the maneuvering capabilities of the vessel. Loss means that systems, component parts, sub systems, or control systems do not perform the specified or required function;
- (4) An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route including but not limited to fire, flooding, failure or damage to fixed fire extinguishing systems, life saving equipment or bilge pumping systems;
- (5) Loss of life;
- (6) An injury to passengers or crewmembers which requires professional medical treatment (beyond first aid), however, if the person is a crewmember, the injury must also render them unfit to perform routine duties;
- (7) An occurrence not meeting any of the above criteria but resulting in damage to property in excess of \$25,000. Damage cost includes the cost of labor and material to restore the property to the condition which existed prior to the casualty, not including the cost of salvage, cleaning, gas freeing, dry docking or demurrage;
- (8) Significant harm to the environment as defined in Title 46 of the Code of Federal Regulations, Part 4, Section 03-65 (46 CFR 4.03-65).

Owners, charterers, managing operators, agents, masters, or individuals in charge of a vessel failing to report a casualty as required, may be liable to the U.S. Government for a civil penalty of not more than \$35,000.00, as outlined in Title 33 of the Code of Federal Regulations, Part 27, Section 3(33 CFR 27.3)

Operators of inspected passenger vessels, industry professionals, and other interested parties are encouraged to contact Lieutenant John Downing at (619) 278-7255 with any questions, comments, or concerns pertaining to Marine Casualty Reporting, or by email to dinspections@uscg.mil.

A handwritten signature in blue ink, appearing to read "M. L. Rochester".

M. L. ROCHESTER
Commander, U. S. Coast Guard
Officer in Charge, Marine Inspection