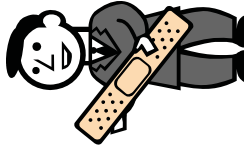


What is Medical Attention Beyond First Aid?

29 CFR 1904.7(b)(5)



- OSHA defines "first aid" as:
- Using a non-prescription medication at nonprescription strength (for medications available in both prescription and non-prescription form, a recommendation by a physician or other licensed health care professional to use a non-prescription medication at prescription strength is considered medical treatment for recordkeeping purposes);
 - Administering tetanus immunizations (other immunizations, such as Hepatitis B vaccine or rabies vaccine, are considered medical treatment);
 - Cleaning, flushing or soaking wounds on the surface of the skin;
 - Using wound coverings such as bandages, Band-Aids™, gauze pads, etc.; or using butterfly bandages or Steri-Strips™ (other wound closing devices such as sutures, staples, etc., are considered medical treatment);
 - Using hot or cold therapy;
 - Using any non-rigid means of support, such as elastic bandages, wraps, non-rigid back belts, etc. (devices with rigid stays or other systems designed to immobilize parts of the body are considered medical treatment for recordkeeping purposes);
 - Using temporary immobilization devices while transporting an accident victim (e.g., splints, slings, neck collars, back boards, etc.);
 - Drilling of a fingernail or toenail to relieve pressure, or draining fluid from a blister;
 - Using eye patches;
 - Removing foreign bodies from the eye using only irrigation or a cotton swab;
 - Removing splinters or foreign material from areas other than the eye by irrigation, tweezers, cotton swabs or other simple means;
 - Using finger guards;
 - Using massages (physical therapy or chiropractic treatment are considered medical treatment for recordkeeping purposes); or
 - Drinking fluids for relief of heat stress.

Contact the Investigations Division at **Sector Northern New England** for any non-emergent questions about reporting responsibilities or procedures

- Phone 1: (207) 347-5005
- Phone 2: (207) 347-5020
- Fax: (207) 780-3222
- Mail: USCG Sector Northern New England Prevention Department (Investigations) 259 High Street South Portland, Maine 04106
- MSD Belfast: (207) 338-8395
- MSD Portsmouth: (603) 433-7324

National Response Center

1-800-424-8802

24/7 number for reporting:

1. Oil spills
2. Chemical Spills
3. Suspicious Activity (*any incident, activity, or behavior that you deem to be activity of a suspicious nature*)

Coast Guard Online

United States Coast Guard
www.uscg.mil

National Response Center
www.nrc.uscg.mil

Coast Guard Homeport
www.homeport.uscg.mil

CG Commercial Fishing Industry Safety
www.fishsafe.info

Schedule your free 'no fault' Commercial Fishing Vessel Dockside Safety Exam on www.fishsafe.info or call (207) 780-3256



A Guide to Reportable Marine Casualties

(for commercial vessels, excluding state-numbered boats)

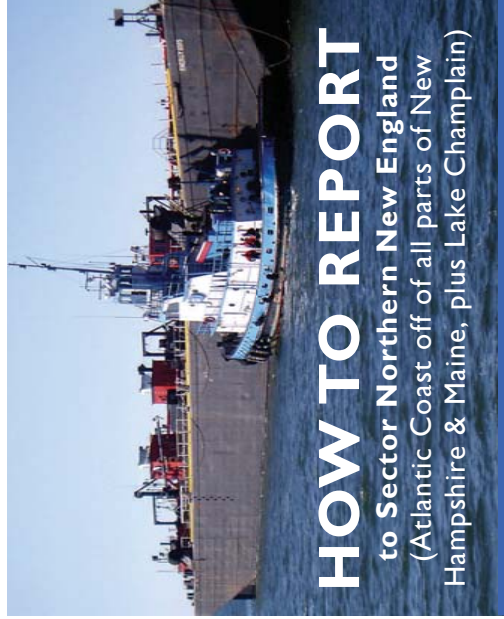
CALL: 207-767-0303

What is a Reportable Marine Casualty?

46 Code of Federal Regulations (CFR) 4.05-1

1. Unintended grounding, or bridge allision;
2. Intended grounding, or bridge allision causing a hazard to navigation, the environment, safety of a vessel, or creates #3 through # 8 below;
3. Any loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;
4. An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route;
5. Loss of life;
6. Injuries requiring professional medical treatment (treatment beyond first aid), and, for persons engaged or employed aboard, renders them unfit to perform routine duties;
7. Occurrence causing property damage in excess of \$75,000;
8. An occurrence involving significant harm to the environment as defined in 46 CFR 4.03-65 (oil discharge or reportable quantity hazardous material pollution release).

Why? The Coast Guard investigates reports of marine casualties to determine the cause in an effort to prevent a reoccurrence of similar casualties.



HOW TO REPORT

to Sector Northern New England
(Atlantic Coast off of all parts of New
Hampshire & Maine, plus Lake Champlain)

After addressing the resultant safety concerns, the owner, agent, master, operator, or person in charge of a vessel, shall notify the Coast Guard.

Immediately contact the Sector Northern New England Command Center to make an initial report, calling **207-767-0303** or using **VHF Channel 16**. If you are unsure about whether the incident meets mandatory reporting thresholds, ask the Coast Guard for clarification. Note that there are also immediate Coast Guard notification requirements for inspected vessels outside of 46 CFR Part 4 when a vessel is imperiled or when a hazardous condition exists onboard.

Also within 5 days submit a written report (Form CG-2692: Report of Marine Accident, Injury or Death) to Sector Northern New England via mail, fax (**207-767-0329**) or email (**SecNNECC@uscg.mil**).

CG-2692 forms can be obtained online at: <https://www.goo.gl/WVCBR86>

Failure of a vessel owner or operator to provide immediate notice of a marine casualty could result in fines up to \$38,954. If in doubt, CALL!

Post-casualty Testing for Alcohol & Drugs

What is a

Serious Marine Incident?

The term Serious Marine Incident includes the following events involving a federally documented vessel in commercial service: Any marine casualty or accident, as defined on the front of this brochure or 46 CFR 4.03-1, which is required to be reported by 46 CFR 4.05-1 resulting in the following:

1. One or more deaths;
2. An injury to a crewmember, passenger, or other person which requires professional medical treatment beyond first aid, and, in the case of a person employed aboard a vessel in commercial service, which renders the individual unfit to perform routine vessel duties;
3. Damage to property, as defined in 46 CFR 4.05-1(a)(7) of this part, in excess of \$200,000;
4. Actual or constructive total loss of any vessel subject to inspection under 46 USC 3301;
5. Actual or constructive total loss of any self-propelled vessel, not subject to inspection under 46 USC 3301, 100 gross tons or more;
6. A discharge of oil of 10,000 gallons or more into the navigable waters of the United States, as defined by 33 USC 1321, whether or not resulting from a marine casualty;
7. A discharge of a reportable quantity (RQ) of a hazardous substance into navigable waters of the U.S. or a release of a RQ of a hazardous substance into the environment, whether or not resulting from a marine casualty.



Who & When?

Coast Guard regulations require marine employers to take all practical steps **after a Serious Marine Incident** to have each individual engaged or employed on board a federally documented vessel in commercial service, who is directly involved in the incident, chemically tested for evidence of drug and alcohol use.

How?

Alcohol: Commercial vessels must have D.O.T. approved alcohol testing devices on board, unless crews can reach shore-side alcohol testing within 2 hours of any casualty (including a grounding). A list of test kits and devices that meet these standards can be obtained by contacting Coast Guard Sector Northern New England Investigations Division. Alcohol testing is mandatory within **2 hours** following a Serious Marine Incident. If alcohol testing cannot be conducted within 2 hours due to safety concerns directly related to the casualty, testing is to be conducted as soon as the safety concerns have been adequately addressed to permit such testing, but no later than 8 hours after the incident.

Drugs: Drug testing must be conducted in accordance with D.O.T. standards. Contact your drug testing consortium or Sector Northern New England Investigations Division for help in finding a provider. Drug testing is mandatory within **32 hours** following a Serious Marine Incident.

Reports:

A completed **CG Form 2692b Report of Required Chemical Drug and Alcohol Testing** must be submitted to Sector Northern New England within five days of the incident.

Failure of a marine employer to ensure testing is completed can result in a penalty of up to \$7,520 per offense. If in doubt about whether to test, call the Coast Guard!