



Lower Columbia Region Harbor Safety Committee

Incident Management Guidelines for Initial Actions and Communications



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Quick Reference Contact Numbers

AGENCY	PURPOSE	COMMUNICATIONS
National Response Center	Oil & Hazardous Material Spills	(800) 424-8802
Washington State (Emergency Management Division)	Oil & Hazardous Material Spills	(800) 258-5990
Oregon State (Oregon Emergency Response System)	Oil & Hazardous Material Spills	(800) 452-0311
U.S. Coast Guard Captain of the Port Sector Columbia River	Search and Rescue Vessel Casualties & Equipment Failures	(503) 861-6211 VHF channel 16
Local Emergency Response	Bridge Allisions	911
Washington Department of Transportation	Bridges	(360) 905-2135
Oregon Department of Transportation	Bridges	(503) 362-0457
Oregon Board of Maritime Pilots	State Incident Investigations	(971) 673-1530
Merchants Exchange	VHF Channel 18	(503) 228-4361
Maritime Fire and Safety Association	State Oil Contingency Plan for Covered Vessels	(503) 220-2055



Quick Reference Immediate Actions

TYPE / NOTIFICATIONS	IMMEDIATE RECOMMENDED ACTIONS
<p><u>GROUNDING</u></p> <p>Notifications</p> <ul style="list-style-type: none"> • USCG Sector Columbia River • WA • OR <p>See Section D for more information</p>	<ul style="list-style-type: none"> • Activate VRP/NTVRP. • Ensure all tanks/voids are sounded; pass results to USCG/Unified Command. • Follow emergency shipboard procedures to prevent progressive flooding. • Pass Drafts to USCG/Unified Command (Forward, midship, and aft on both sides, before and after grounding) • The vessel may be directed to safe anchorage or mooring if it touched bottom but is still underway. • If vessel is not hard aground, and there is no apparent damage, the Master/Pilot may be allowed to attempt to refloat, unless the vessel is holed (flooding/leaking), in which case it will be discouraged until the Coast Guard makes an on scene assessment. • If the vessel is hard aground, the vessel will be directed to develop, and submit a salvage plan to the COTP for approval prior to attempting to refloat.
<p><u>REDUCTION OF PROPULSION OR STEERING</u></p> <p>Notifications</p> <ul style="list-style-type: none"> • USCG Sector Columbia River • WA • OR 	<ul style="list-style-type: none"> • Prepare for tug(s) of adequate size, horsepower, and bollard pull to maintain positive control in all expected weather/river conditions until safely moored to a shore-side facility. • Consider the closest stern ball anchorage, lay berths, weather conditions, and the estimated time of repair for casualty, and the effect of a tide shift. Ships and tows with loss of power pose a significant risk to the area, and should not transit without tug assist and special precautions. • Identify the cause of the casualty as well as make repairs necessary to regain minimum propulsion/steering.
<p><u>FIRE</u></p> <p>Notifications</p> <ul style="list-style-type: none"> • USCG Sector Columbia River • WA • OR 	<ul style="list-style-type: none"> • Activate VRP/NTVRP. • Follow emergency shipboard procedures to prevent progressive spread of fire. • Prepare for tug(s) of adequate size, horsepower, and bollard pull to maintain positive control in all expected weather/river conditions until safely moored to a shore-side facility if subsequent loss of propulsion/steering occurs. • Consider the closest stern ball anchorage, lay berths, weather conditions, and the estimated time of repair for casualty, and the effect of a tide shift. Ships and tows with loss of power pose



TYPE / NOTIFICATIONS	IMMEDIATE RECOMMENDED ACTIONS
	<p>a significant risk to the area, and should not transit without tug assist and special precautions</p>
<p><u>OIL OR HAZARDOUS MATERIAL SPILL</u></p> <p>Notifications</p> <ul style="list-style-type: none"> • National Response Center • USCG Sector Columbia River • WA • OR 	<ul style="list-style-type: none"> • Activate VRP/NTVRP. • Follow emergency shipboard procedures to mitigate effects of spill. <p>See Section C for more information</p>
<p><u>COLLISION OR ALLISON</u></p> <p>Notifications</p> <ul style="list-style-type: none"> • USCG Sector Columbia River • WA • OR 	<ul style="list-style-type: none"> • Activate VRP/NTVRP. • Ensure all tanks/voids are sounded; pass results to USCG/Unified Command. • Follow emergency shipboard procedures to prevent progressive flooding or fire. • Prepare for tug(s) of adequate size, horsepower, and bollard pull to maintain positive control in all expected weather/river conditions until safely moored to a shore-side facility if subsequent loss of propulsion/steering occurs. <p>See Sections E & F for more information</p>
<p><u>AUXILIARY EQUIPMENT FAILURES</u></p> <p>Notifications</p> <ul style="list-style-type: none"> • USCG Sector Columbia River 	<ul style="list-style-type: none"> • Consider the closest stern ball anchorage, lay berths, weather conditions, and the estimated time of repair for casualty, and the effect of a tide shift. Ships and tows with loss of power pose a significant risk to the area, and should not transit without tug assist and special precautions.
<p><u>33 CFR 164 NAVIGATION EQUIPMENT FAILURES</u></p> <p>Notifications</p>	<ul style="list-style-type: none"> • Agent or other vessel representatives shall submit an inbound USCG LOD request form with noted operational restrictions to COTP for the below items: <ul style="list-style-type: none"> a) One and only Marine Radar System ** b) Marine Radar Systems (1 of 2) * c) Echo Depth Sounding Device



TYPE / NOTIFICATIONS	IMMEDIATE RECOMMENDED ACTIONS
<ul style="list-style-type: none">USCG Sector Columbia River See Section F for more information	<ul style="list-style-type: none">d) Gyro and/or repeater **e) Automatic Identification System (AIS)f) Electronic Position Fixing Deviceg) Speed and Distance Indicator Devicesh) Automatic Radar Plotting Aid (ARPA)i) Rudder angle Indicatorj) AIS Plug * Limited to two miles visibility ** Limited to daylight hours only with two miles visibility



A. Incident Management Guidelines

1. Purpose

The Lower Columbia Region Incident Management Guidelines are intended to describe the expected initial actions and communications for commercial vessels and agencies involved in a marine incident. The Harbor Safety Committee is committed to ensuring vessels safely transit the waters of the Lower Columbia Region while also keeping these waters from environmental damage caused by vessel casualties.

The Harbor Safety Plan (HSP) is not intended to supplant or otherwise conflict with federal, state or local regulations developed under legal authorities. Nor is the HSP intended to replace the good judgment of a vessel's master in the safe operation of his/her vessel or a pilot while piloting a vessel.

The Lower Columbia Region Incident Management Guidelines:

- Were cooperatively drafted by regulators and industry representatives and provide information unique to the river system.
- Are to be implemented in accordance with all International, Federal, State and Local regulations, and the normal practices of good seamanship.
- Constitute the Minimum Standards of Care to be used in all referenced operations on the Columbia River System.

2. Authorities

Incident reporting is subject to U.S. Coast Guard regulations, Title 46 Code of Federal Regulations (CFR) Part 4, Washington State Administrative Code regulations, and Oregon Administrative Rules addressing incident notifications. Vessels should carefully review the guidance in this chapter of the HSP for incident management.

3. Definitions

- **Marine Casualty** The term "marine casualty or accident" applies to events caused by or involving a vessel and includes, but is not limited to, the following: any fall overboard, injury, or loss of life of any person, any occurrence involving a vessel that results in grounding, stranding, foundering, flooding, collision, allision, explosion, fire, reduction or loss of a vessel's electrical power, propulsion, or steering capabilities, failures, or occurrences, regardless of cause, which impair any aspect of a vessel's seaworthiness, efficiency, or fitness for service or route, or any incident involving significant harm to the environment. This also includes any occurrences of injury or loss of life to any person while diving from a vessel and using underwater breathing apparatus.
- **Unified Command** is an organizational structure formed to coordinate the strategy for a unified response to a discharge or substantial threat of discharge of oil or a release or substantial threat of a release of a hazardous substance.



4. References

- 33 CFR 153 Notice of Discharge and Removal of Discharged Oil
- 33 CFR 155 Oil or Hazardous Material Pollution Prevention Regulations for Vessels
- 33 CFR 164.25 Required Equipment Tests
- 40 CFR 300.210 Federal Contingency Plans
- 40 CFR 300.211 OPA Facility and Vessel Response Plans
- 40 CFR 300.300 Discovery or Notification
- 40 CFR 355 Emergency Planning and Notification
- 40 CFR 370 Hazardous Chemical Reporting: Community Right-to-Know
- 46 CFR 4 Marine Casualties and Investigations
- 46 CFR 5 Marine Investigation Regulations – Personnel Action
- 46 USC CHAPTER 63 Investigation of Marine Casualties
- 46 USC CHAPTER 77 Suspension and Revocation
- Chapter 173-182 Washington Administrative Code (WAC) Oil Spill Contingency Plan
- Chapter 340-142 Oregon Administrative Rules (OAR) Oil and Hazardous Materials Emergency Response Requirements
- Chapter 856-010 Oregon Administrative Rules (OAR) Oregon Board of Maritime Pilots
- Northwest Area Contingency Plan (NWACP)

5. Reporting Requirements

For oil or hazardous material spills, or substantial threats of spills, reports must be made to the required federal and state agencies and as required in the vessel or facility response plan, if applicable.

As soon as is practicable, a vessel shall notify the USCG of any of the following:

1. Marine casualty as defined in 46 CFR 4.05-1;
2. Pollution reporting requirements in 33 CFR 151.15;
3. Defect or discrepancy in an aid to navigation;
4. Hazardous condition as defined in 33 CFR 160.204;
5. Improper operation of vessel equipment required by 33 CFR;
6. Situation involving hazardous materials as required by 49 CFR 176.48; or
7. Hazardous vessel operating condition as defined in 33 CFR 160.215.



A casualty on a vessel must be reported if it occurs upon the navigable waters of the U.S. (46 CFR 4.05-1); and involves one of the following:

1. An unintended grounding, or an unintended strike of (allision with) a bridge;
2. An intended grounding, or an intended strike of a bridge, that creates a hazard to navigation, the environment, or the safety of a vessel;
3. A 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, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, life-saving equipment, auxiliary power-generating equipment, or bilge-pumping systems;
5. A loss of life; or
6. An injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties.
7. An occurrence causing property-damage in excess of \$25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, drydocking or demurrage.
8. An occurrence involving significant harm to the environment as defined in §4.03-65.

Whenever a marine casualty meets one or more of the criteria above, it must be reported to the Coast Guard on a "Report Of Marine Accident, Injury Or Death" (CG-2692) Form supplemented as necessary by appended Forms CG-2692A (Barge Addendum) and CG-2692B (Report of Required Chemical Drug and Alcohol Testing Following a Serious Marine Incident) within five days as per 46 CFR §4.05-10.

B. Emergency Communications

1. Overview

This information is designed to assist foreign and domestic commercial vessels in easily communicating with appropriate agencies regarding various emergencies or unusual situations while operating in the Lower Columbia Region. This document is not intended to suggest a departure from existing procedures set forth by the International Maritime Organization and Federal Communications Commission for the handling of Distress or Urgency communications. Nor is this to be considered a departure or substitution from taking action in accordance with the vessel's required response plans. The Lower Columbia Region is served by the Sector Columbia River Captain of the Port (COTP) Command Center located in Warrenton, Oregon.



After the USCG has been informed of a casualty and the situation safely permits, the vessel should contact their agent at the soonest opportunity to make any additional required notifications.

For incidents involving threats of release or spills to water, the vessel or agent will notify Washington and Oregon State agencies of any potential spill situations as described in existing law and implementing protocols. For incidents other than threats of release or spills to water, the COTP will notify Washington and Oregon State agencies of any potential situations as described in existing law and implementing protocols.

In such circumstances, a decision will be made whether there is a need or advantage to stand up a Unified Command to address concerns associated with the situation. A determination will be made if a Unified Command is required based on the circumstances of each situation, jurisdictional responsibilities, and guidance found in the Northwest Area Contingency Plan.

2. Spills, Marine Casualties, and Other Reportable Events

These include collisions, anchor dragging, grounding, oil spills and hazardous material releases of any amount, substantial threats of spills, equipment casualties, loss of propulsion (including even brief losses) and any other situation which results in the loss of vessel control or possible loss of control but does not immediately put lives at risk. Drifting for repairs is not permitted within the COTP zone. Vessels are expected to have fully functioning propulsion and steering while underway or at anchor or a standby/escort tug(s) will be required.

C. Oil or Hazardous Material Spill

1. Overview

Oil or hazardous material spills, as well as threats of spills, are regulated under the National Contingency Plan (NCP) and state laws. The response to a spill incident on the lower Columbia River will be “ramped up” to provide adequate equipment and trained personnel to effectively respond to the highest quantity of product that will most likely be released. Under the federal plan, response to spills or potential spills that affect state, tribal, or local waters are coordinated between agencies. Because of the nature of the Columbia River, spills can quickly impact both Washington and Oregon state waters. The USCG fills the role of Federal On Scene Coordinator for oil and hazardous materials spills on the navigable waterways in the Lower Columbia Region. Washington Department of Ecology (DOE) and Oregon Department of Environmental Quality (DEQ) act as the State On Scene Coordinator(s) for spills and impacts to state waters. Together with the responsible party (the spiller), these agencies make up the Unified Command (UC). The UC coordinates responses, mitigation, and cleanup efforts for spills in the Lower Columbia Region to protect public health and safety, response personnel, and the environment.



The USCG, Washington State, and Oregon State have legal requirements for vessel response plans, including notification requirements if there is a spill or a potential spill. Any vessel over 400 gross tons must have a vessel response plan for oil and hazardous material spills that is approved by the USCG. Any non-tank vessel over 300 gross tons operating in Oregon and Washington waters must have a vessel response plan for oil spills that is approved by DEQ and DOE. For tank vessels of any size operating in Oregon and Washington waters, the vessel must have a vessel response plan that is approved by DEQ and DOE. These state requirements may be met by enrolling in the umbrella plan covering the Lower Columbia and Willamette Rivers or filing a plan submitted by the vessel owner or operator with the states. The umbrella plan for the Lower Columbia Region is managed by the Maritime Fire and Safety Association (MFSA).

2. Actions for an Oil or Hazardous Material Spill

- 1) **Stop the flow of product** by quickly closing valves and secure systems.
- 2) **Warn personnel of hazards** and enforce safety and security measures.
- 3) **Shut off the ignition sources** by stopping motors, electrical circuits, and restricting open flames.
- 4) **Contain/control the spill** by deploying boom or sorbent on the deck and in the water.
- 5) **Make notifications** to appropriate agencies/groups using your Vessel or Facility Response Plan.

Do not use cleaning or dispersing agents on the spilled oil. The use of these products is strictly controlled by federal and state laws and regulations and will result in fines or penalties.

3. Oil/ Hazardous Material Spill Reporting

This is not an all-inclusive list; operators must follow their vessel response plan as per applicable laws and regulations. If at a facility, the facility response plan requirements must be followed. The following notifications to agencies are required for spills on the Columbia River:

- National Response Center 800-424-8802
- Washington State Emergency Management Division 800-258-5990
- Oregon Emergency Response System 800-452-0311

For incidents where there is a potential for a spill operators are required to make state notification and consider activating their vessel response plans.



The Maritime Fire and Safety Association (MFSA) can be reached at (503) 220-2055 if the vessel is covered by the umbrella plan. The MFSA Field Guide, required to be onboard all covered vessels, details reporting requirements and can be found at their website: www.mfsa.com.

D. Vessel Grounding

1. Overview

The unintended grounding of a vessel is a threat to the vessel, safe navigation, and the environment. . Any grounding that causes vessel structural damage should be treated as a potential spill until the situation is evaluated by the vessel operator/owner and federal and state agencies. Utmost caution should be taken to prevent further damage to the vessel or pollution of the environment.

2. Actions for a Vessel Grounding

After addressing the immediate safety concerns associated with any vessel grounding (except for a planned grounding that does not create a hazardous situation) the vessel Master and/or Pilot must ensure the COTP is contacted immediately via VHF-FM CH 16 or at (503) 861-6211. The COTP will initially treat the situation as a distress situation and the first priority is to mitigate or respond to any threat to human life. Then the COTP may establish a communications schedule and request the vessel to periodically update its situation. If the waterway is blocked or needs to be closed, a Safety Marine Information Broadcast will be sent.

The master, or pilot, will be asked to provide the following information:

- a) Vessel Name
- b) Vessel Intentions
- c) Position/Heading/Situation/Relative position
- d) Vessel Type/Cargo/Ballast
- e) Type of grounding (stable, unstable)
- f) Type of bottom (sand, rock, mud)
- g) Drafts (Forward, amidship, and aft on both sides, before and after grounding)
- h) Vessel damage, if any
- i) Pollution (cargo/bunkers)
- j) Injuries/missing personnel
- k) Tank soundings - Ensure ALL tanks/voids are sounded and when completed those results are passed to the COTP immediately.
- l) Traffic Management Problems
- m) On-scene weather conditions

The vessel must secure all necessary watertight closures to maximize watertight integrity and subdivision.



Until determined otherwise through sounding of the impacted tanks, all groundings are considered a potential oil spill threat. National Response Center (NRC) and state agencies should be notified and vessel response and contingency plans activation considered.

Coast Guard response personnel and state investigators may respond to the scene for initial assessment and on scene communications and supervision. The vessel may be directed to safe anchorage or mooring if it touched bottom but is still underway or easily refloated. The COTP will work with the vessel and Unified Command to initiate pollution response as necessary.

If the vessel is aground on a soft bottom, time is critical, and it has been determined there is no appreciable damage or additional risk of flooding, the Master/Pilot may immediately attempt to refloat the vessel following consultation with the Coast Guard. The vessel's Master and/or Pilot must be satisfied that any immediate attempt to refloat the vessel would minimize or not cause any further damage. If the vessel is holed (flooding/leaking) the Coast Guard will typically make an on scene assessment before permitting an attempt to refloat and/or move the vessel.

If the vessel's hull is firmly fixed to the bottom such that the vessel cannot immediately refloat under its own power or without causing a risk to its structural integrity or the environment, the vessel will be directed to develop, and submit a salvage plan to the COTP or Unified Command for approval prior to attempting to refloat.

This plan should be developed as required in the vessel response plan and in conjunction with their Qualified Individual (QI), owners, and classification society. The plan should address all stability and hull strength concerns. (Note: Owners and operators of oil tankers and offshore barges must have prearranged, prompt access to computerized shore based damage stability and residual structural strength calculation programs as per 33 CFR 155.240.)

The vessel may be instructed to keep propulsion on standby and the bridge manned in case the vessel floats free. Tugs may be required. The vessel will be required to activate the vessel response plan to minimize any pollution threat or have a pollution response contractor on standby if the vessel does not have a vessel response plan. Keep in mind the need for standing by, emergency search and rescue, a medical evacuation, weather conditions, weather forecast, and any lightering plans.

The type of bottom (mud, sand, gravel, rock) and the speed of the vessel (underway, maneuvering with tugs, dragged anchor in high winds) will most often determine the severity of the incident and the level of precautions to be taken until the vessel refloats. In most cases, a class society and/or marine surveyor will be required either on scene or to inspect damage and verify repairs.



E. Vessel Collision

1. Actions for a Vessel Collision

After a collision the COTP must be immediately contacted via VHF-FM CH 16 or at (503) 861-6211. A collision should be considered an extremely urgent situation until deemed otherwise. The first action is to minimize the risk to the safety of life. The COTP may establish a communications schedule and request the vessel(s) to give periodic updates to the situation. If the waterway is blocked or needs to be closed, a Safety Marine Information Broadcast will be issued.

The master, or pilot, will be asked to provide the following information:

- a) Vessel(s) name(s)
- b) Vessel Intentions
- c) Position/Heading/Situation/Relative position
- d) Vessel Type(s)/Cargo/Ballast
- e) Vessel Damage
- f) Pollution (cargo/bunkers)
- g) Injuries/missing personnel
- h) Tanks soundings - Ensure ALL tanks and voids are sounded, and communicate the results to the COTP immediately.
- i) Traffic management problem
- j) On-scene weather conditions

The vessel must secure all necessary watertight closures to maximize watertight integrity and subdivision.

If there is a threat of spill due to the collision, NRC and state agencies must be notified and state and federal vessel response and contingency plans activation considered.

Coast Guard response personnel and state investigators may respond to the scene for initial assessment and on scene communications and supervision and may form a Unified Command. If the vessels are joined, they may be directed not to separate until all necessary response and towing vessels are on scene and a determination of the vessels stability has been made and concurred on by the COTP or Unified Command, and the master. The vessel will be asked to rig towing lines to the waterline, set out embarkation ladder, prep lifesaving gear, and have fire/towing & salvage plans ready. If vessel(s) are not joined, are stable, and have propulsion, they may be moved to a safe anchorage with an escort.

Notifications will be made to federal, state and local authorities. If cargo is potentially flammable or toxic the COTP will advise all responders of fire/explosion danger, and the vessel(s) should not engage equipment. Efforts should be made to assess wind direction, approach up wind, and notify downwind fire boards. The COTP will work with the vessel and Unified Command to initiate pollution response as necessary.



In most cases, a class society surveyor will be required either on scene or to inspect damage and verify repairs. Keep in mind the need for tugs standing by, emergency search and rescue, medical evacuation, and current or future weather conditions.

F. Bridge Allision

1. Actions for a Bridge Allision

Response to a bridge allision is similar in nature to a vessel collision. After an allision with a bridge the COTP must be immediately contacted via VHF-FM CH 16 or at (503) 240-9311 and 911 called to notify emergency services and the Department of Transportation of the incident. If there is a threat of spill due to the allision, NRC and state agencies must be notified and state and federal vessel response plan activation considered. A bridge allision should be considered an extremely urgent situation until deemed otherwise. The first action is to minimize the risk to the safety of life. The COTP may establish a communications schedule and request the vessel to give periodic updates to the situation. If the waterway is blocked or needs to be closed, a Safety Marine Information Broadcast will be issued. The difference between a vessel collision and a bridge allision pertains to notifying the port authority and local bridge administration, which may result in closing the bridge or waterway.

The master, or pilot, will be asked to provide the following information:

- a) Vessel Name
- b) The name/location of the bridge involved in the allision.
- c) Vessel Intentions
- d) Position/Heading/Situation/Relative position
- e) Vessel Type/Cargo/Ballast
- f) Type of allision (hard contact, glancing blow, high or low speed)
- g) Vessel damage, if any
- h) Known injuries to people on or near bridge, and damage to bridge
- i) Pollution (cargo/bunkers)
- j) Injured or missing shipboard personnel
- k) Tank soundings - Ensure ALL tanks and voids are sounded, and communicate results to the COTP immediately.
- l) Traffic Management Problems
- m) On-scene weather conditions

G. Equipment Failures

1. Overview

33 CFR 164.25(a)(5) requires testing of the vessel's equipment 12 hours prior to entering port or getting underway.



A vessel's Master shall immediately take all precautions for the safety of the vessel, crew and environment and then notify the COTP of any mechanical or operational deficiency that would reduce the vessel's capabilities.

2. Actions for Equipment Failures

If the vessel needs to anchor and is unable to make it to the nearest safe anchorage it should consider anchoring in or near the channel. The Coast Guard will issue a Safety Marine Information Broadcast if the waterway is blocked or needs to be closed. Immediate action should be pursued to unblock the waterway.

The vessel's master, or pilot, shall immediately relay the following information to the COTP:

- a) Nature of the defect, deficiency, damage, failure or breakdown of the vessel's, machinery or navigational/radio equipment.
- b) Type of vessel, cargo and fuel capacity.
- c) Location and proximity to land or other navigational hazards.

Upon initial assessment, the vessel's master or pilot may be asked the following additional information:

- On-scene weather, visibility, tide, current, wind and sea state.
- Traffic density.
- Maneuverability of the vessel.
- Proposal to mitigate the deficiency.

If there is a threat of spill, NRC and state agencies must be notified and state and federal vessel response and contingency plans activation considered.

3. Safety Measures for Types of Equipment Failures

The following decision table serves as a guideline to vessel Owners, Masters or Operators to make timely and effective decisions to ensure an equivalent level of safety during a mechanical or operational deficiency.

Defects/ Deficiencies	Procedures and Safety Measures
Loss or reduction of Propulsion (LOP) while underway	<ul style="list-style-type: none"> • Obtain the services of a tug of adequate horsepower or anchor as safety of navigation permits • Any reduction or loss of propulsion power must be reported to the COTP when the vessel cannot maneuver as described on the maneuvering information fact sheet and cannot establish propulsion ranging from full ahead to full astern movements. Inform the COTP at the onset of the incident and whenever situational changes warrant • Make both anchors ready for letting go



Defects/ Deficiencies	Procedures and Safety Measures
	<ul style="list-style-type: none"> • Prepare to anchor at the closest anchorage upon direction of the COTP • If at sea, determine and monitor the drift rate and track the vessel's position in relation to land. • If the LOP constitutes a substantial threat of a spill state agencies must be notified. • Correct deficiency before departing
Loss or reduction of steering capabilities or ship service generator while underway	<ul style="list-style-type: none"> • Obtain the services of a tug of adequate horsepower or anchor as safety of navigation permits • Inform the COTP at the onset of the incident and whenever situational changes warrant • Make both anchors ready for letting go • Prepare to anchor at closest anchorage or moor at nearest harbor of safe refuge upon direction of the COTP • Correct deficiency before departing
Loss of all radars	<ul style="list-style-type: none"> • Transit only in daylight and good visibility • Inform the COTP at the onset of the incident and whenever situational changes warrant • Correct deficiency before departing
Loss of one radar	<ul style="list-style-type: none"> • Transit only in good visibility • Inform the COTP at the onset of the incident and whenever situational changes warrant • Correct deficiency before departing
Gyro failure	<ul style="list-style-type: none"> • Transit only in good visibility • Inform the COTP at the onset of the incident and whenever situational changes warrant • Correct deficiency before departing
AIS or AIS Pilot Plug	<ul style="list-style-type: none"> • Inform the COTP and Pilots at the onset of the incident. • Transit only permitted with pilot's concurrence for safety of navigation. • Correct deficiency before departing
Loss of required navigation equipment	<ul style="list-style-type: none"> • Inform the COTP and Pilots at the onset of the incident. • Correct deficiency before departing
Missing navigation chart(s)	<ul style="list-style-type: none"> • Contact agent to supply chart(s) at entrance to Columbia River or appropriate pilot station (unless vessel meets IMO guidelines for ECDIS).
Propulsion or critical navigational equipment maintenance while at anchorage	<ul style="list-style-type: none"> • Obtain the permission of the COTP prior to disabling the engine or equipment. • A tug of adequate horsepower may be required. • Inform the COTP at the onset of the incident and whenever situational changes warrant



H. Evaluating Drug and Alcohol Testing Requirements in an Incident:

Employer's Role: The Coast Guard puts responsibility for post-incident drug and alcohol testing on employers. Crewmembers *directly involved* in a marine casualty are required to undergo drug and alcohol testing by a DOT-approved laboratory. (46 CFR 4.6, 46 CFR 16.240 & 33 CFR 95.035)

Incident Criteria-Serious Marine Incidents:

One or more deaths.

An injury requiring professional medical treatment beyond first aid and when person is a crewmember, the injury renders person unfit to perform routine vessel duties.

Damage to property in excess of \$100,000

Actual or constructive total loss of an inspected vessel.

Total loss of any self-propelled vessel of 100 or more gross tons.

Discharge of 10,000 or more gallons of oil into navigable waters.

Discharge of a reportable quantity of a hazardous substance into navigable waters or the environment.

Testing timeline:

Alcohol Testing-within 2 hours. If safety concerns prevent testing within 2 hours, testing should occur as soon as possible. If safety concerns prevent testing for over 8 hours from the incident, testing is not required after that time.

Drug Testing- within 32 hours

Documentation: Following a marine casualty that requires drug and alcohol testing, the results should be documented in a CG-2692B (Report of Required Chemical Drug and Alcohol Testing Following a Serious Marine Incident) and submitted the Coast Guard.