

College of Natural Sciences and Mathematics

Boating Safety Manual

April, 2013



This manual does not attend to every situation that may be encountered. Consult with the BSO whenever an issue in question arises that is not addressed here.

Emergency & Reference Contacts

Emergency 911

United States Coast Guard (USCG) 510-437-5364

Vessel Assist 800-367-8222

Long Beach Harbor Patrol 562-570-9911

Marine Lab 562-985-4907 Cell 714-317-6246 (BSO Yvette Ralph)

CSULB Police 562-985-4101

Campus Environmental Health and Safety 562-985-2283

CNSM Safety Office 562-985-5623

CNSM Safety Office Cellular 714-222-0963

CNSM Safety Website: <http://www.cnsm.csulb.edu/services/safety/index.shtml>

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I. Scope and Applicability

Purpose

The purpose of the College of Natural Sciences and Mathematics (CNSM) Boating Safety Program is to ensure an appropriate level of safety for the operator(s) and personnel involved in boating operations, and to ensure that watercraft and equipment are operated in a safe and responsible manner when piloted by CNSM personnel for University business.

Scope

The Boating Safety Program includes the Boating Safety Manual as follows, and all required training as described below. This Program operates in conformance with the Scientific Boating Safety Association (SBSA), a consortium of west coast institutions and universities that has established guidelines for safe boating practices, training and certification that will foster a working reciprocity among organizational members (SBSA Boating Safety Manual Sec.1.0). This program applies to motorized watercraft used for university business (including use of rented, leased, or personally-owned vessels) when employed under the auspices of CNSM. The CNSM Boating Safety Program is directed by the Dean of the CNSM and is administered through the CNSM Safety Office. A CNSM Boating Safety Officer (BSO) shall be appointed by the Dean and shall be responsible for the day-to-day application of the Program.

Non-motorized watercraft are not directly regulated in this Manual, but are recognized as potentially hazardous. CNSM personnel who supervise those who use non-motorized watercraft are strongly encouraged to apply as many of this Manual's safety provisions as possible.

Operators - Boat operators must:

1. Be a CSU employee or Dean-appointed Volunteer
2. Be in good standing with the Program as determined by the BSO.
3. Have completed of the Department of Boating and Waterways Safety Course (or equivalent) examination.
4. Have completed the CNSM Boating Safety Training to the satisfaction of the BSO.

Persons on Board

1. All personnel aboard a vessel piloted by CNSM personnel on university business must be one of the following: CSU Foundation employee, student with a legitimate role, visiting researcher (with prior approval of BSO), or, a formally appointed volunteer with the College of Natural Sciences and Mathematics/CSU.
2. A qualified person who works for the media or an official agency associated with boating and/or marine safety, e.g. Department of Fish and Game, Police, Harbor Patrol, United States Coast Guard, or Law Enforcement.
3. Simple passenger transport is not allowed—all must be research related. Guests and pets are not permitted aboard.

II. Responsibilities

The BSO shall:

1. be responsible for ensuring that all watercraft are operated in compliance with the CNSM Boating Safety Manual, other University policies, and government regulations associated with travel and field operations.
2. be qualified to administer the CNSM Boating Safety Program Training and must be competent in the handling of all watercraft used by CNSM personnel on University business.
3. maintain and document service to boats, engines and trailers following the manufacturer's recommended service schedule or other appropriate preventative maintenance guide. Select service vendors as needed.
4. be responsible for reviewing and approving/denying float plans and reviewing at least monthly the boat underway logs for accuracy and completeness.
5. have final approval on the acquisition of equipment, e.g. watercraft, engines, trailers, oars, and safety equipment. Planned acquisitions must be communicated to the BSO well in advance of such acquisitions.
6. sit as the representative to meetings and events of the SBSA and ensure that the CNSM Boating Safety Program is under compliance of SBSA regulations.
7. grant exceptions that provide an equivalent degree of safety to this manual as needed.

Note: Any conflicts between CNSM boaters and the Boat Safety Officer shall be resolved via the CNSM Safety Office and/or Office of the Dean.

Project Supervisor shall: (a project supervisor is a faculty member, staff member, or administrator that has approved the project materials and methods employing powered boats)

1. be responsible for ensuring that all boat operators she/he supervises or directs have completed the CNSM Boating Safety Program Training and are currently authorized to operate watercraft.
2. be responsible for providing information and project training to each supervised individual regarding the specific hazards to which the person (including those who do not operate the watercraft) may be exposed while performing his/her duties.
3. This training shall be provided before the project is undertaken. Additional training shall be provided as necessary. Documentation of this training is strongly recommended in all cases, but is REQUIRED by CSU Executive Order 1069 for students below the 696 level.
4. ensure that any required permits (e.g. collecting permits) are in possession when required.
5. ensure that they never direct an inadequately trained student/employee to perform a potentially hazardous operation.
6. be responsible for ensuring that the project personnel adhere to BSO approved float plans and the provisions of this manual.

The Boat Operator shall:

1. have successfully completed the Boating Safety Program Training and must adhere to all Program rules and procedures and stay current with mandatory continuing education and refresher training.
2. be responsible for understanding and abiding by all appropriate Federal, State, Local and CNSM policies and regulations concerning safety, trailering and launching, rules of the road, watercraft usage, Coast Guard-required equipment etc.
3. Operators of boats are liable for citations received due to the violation of the above policies and regulations
4. be ultimately responsible for the safety of the watercraft and all aboard.
5. refuse to operate a vessel or trailer and/or continue an operation in progress if in his/her judgment the conditions are unsafe or if operation would be violating the precepts of CNSM training or the rules of this document.
6. be responsible for making sure all gear, vessel systems, and equipment required by State and Federal regulation or that directly affect personal or vessel safety are working properly before departure.
7. submit a verbal notification to the BSO a minimum of 48 hours in advance of the intended departure; in addition, a float plan (see Appendix I) shall be submitted at least 24 hours before departure, unless special circumstances dictate otherwise. **Any watercraft used on university business may not be operated unless the float plan has been approved by the BSO.**

maintain the underway log and record hours underway and the other parameters indicated in the log book.

Note: The Boat Operator and Project Supervisor must work in full compliance with this *Boating Safety Manual* AND the applicable provisions of the *CNSM Field Trip/Project Safety Manual*.

Failure to Comply With Boating Policies and Regulations:

1. Failure to comply with all CNSM watercraft operation procedures may result in suspension or restriction of watercraft privileges by CNSM Safety Office personnel, the Dean, or the BSO subject to the review of CNSM Safety personnel or the Dean.
2. Minor infractions such as neglecting to refuel, properly wash down the boats, complete paperwork, etc. will result in the BSO and/or Safety Office issuing a warning, restriction, or suspension of all piloting privileges for the next cruise/project where the offender is the project leader.
3. Serious infractions such as non-approved solo piloting, failure to communicate with shore contact, damage to equipment as a result of neglect, unsafe operation, injuries resulting from recklessness etc. will result in the suspension of privileges, and retraining will be required.
4. Approval necessary to reinstate revoked watercraft privileges will be issued by CNSM Safety Office personnel after the problem(s) have been adequately corrected and retraining has been completed as appropriate

5. Boat use privileges may be revoked, suspended, or restricted by the BSO, subject to the review of the CNSM Safety Office or the Dean, if the watercraft operator fails to follow procedures as described in the CNSM Boating Safety Program

III. CNSM Boating Safety Training

A. Training

Prospective boat operators must:

1. Complete 12 boat trips under the direct supervision of an approved boat operator, where the candidate is the primary operator of the boat (a trip is considered to be at least three hours on the boat)
2. Maintain a training underway log and submit the log to the BSO upon checkout

Authorization of Boat Operators

1. Comply with Boat Operator Authorization standards as follows:
2. Complete the California Department of Boating and Waterways Safety Course (or equivalent, approved by the BSO).
3. Provide documentation of practical experience in operating a boat, e.g. USCG captain's license.
4. Demonstrate proficiency in the safe operation of the proposed type of boat in local conditions, as necessary.
5. Demonstrate proficiency in the operation of any specialty equipment and procedures specific to the boat.
6. Demonstrate proficiency in trailering, launching, and recovery, as appropriate.
7. Demonstrate knowledge of U.S. Coast Guard (USGS) rules and regulations.
8. Sign a completed CNSM Boat Operator Check Out list, acknowledging that the trainee has read and agreed to abide by the CNSM Boating Safety Manual, and signed by the BSO signifying successful completion of the training program.
9. Submit to periodic refresher training as mandated by the BSO.

Copies of the completed training forms shall be maintained by the BSO for at least five years after an authorized operator leaves the program.

IV. Administrative Procedures and Record Keeping

Float Plan

1. Boat operators must file a float plan with a responsible shore contact at least 24h prior to departure.
2. Project supervisor and BSO must approve of and sign the float plan before boat operator takes boat box.
3. In the absence of the BSO, a CNSM Safety Officer may approve/deny submitted float plans.

Maintenance of Records

1. A file for each boat and its trailer shall be kept with the BSO, including a log of maintenance.
2. A boat log shall be kept for each vessel in its appropriate boat box. The boat log shall be filled in before departure and upon return.

Accident and Incident Reporting

1. If a CSULB employee is injured, workers' compensation notification must be made immediately. Report to the CNSM Safety Office for assistance. University Environmental Health & Safety must be contacted at (562) 985-2283 within 8 hours of the incident. Incidents occurring after normal business hours are to be reported to the University Police at (562) 985-4101.
2. All incidents and accidents involving boats, trailers, or people must be reported to the BSO within 24 hours and recorded in the boat log. If the BSO is not available, notify CNSM Safety.
3. CNSM incident report forms shall be completed by the Operator and submitted to the CNSM Safety Office within 24 hours of the incident (see Appendix XXX)
4. Any accident causing loss of the vessel, damage over \$2,000, requiring medical treatment beyond first aid, or loss of life in the United States must be reported to the U.S. Coast Guard (see Appendix XXX, Department of Boating and Waterways Vessel Accident Report form).
5. The BSO and the CNSM Safety Office and/or campus EH&S shall investigate and document the accident using the standard USCG standard forms (see the Appendix xxxof this manual).
6. Accident reports shall be held for five years minimum.

V. Operational Procedures

1. Check trailer, tow vehicle and boat before towing. Cargo in boat on trailer must not exceed rated capacities and be well secured to prevent bouncing/blowing out.
2. California Vehicle Code requires vehicles towing trailers to not exceed 55mph and to stay in the slow lane except for brief passing maneuvers.
3. Observe the boating rules of the road at all times.

4. Check local marine weather reports prior to departure. Small craft advisories shall be considered on a case by case basis and consultation with the BSO is required if boat operator believes local conditions are conducive for the project.
5. Consult the appropriate navigation chart prior to departure if you are navigating waters that are new or unfamiliar. It is the responsibility of the watercraft operator to use every reasonable means to become familiar with their intended areas of operation. This may include requesting an orientation checkout of the area from the BSO, review of charts, Coast Guard, local notice to mariners, Coast Guard radio advisories, local information and any other means available.
6. Operate the watercraft at speeds which are safe and legal. Watercraft shall be operated at a safe speed to avoid collision, property damage and personal injury. In determining safe speed these factors should be considered: weather, vessel maneuverability, visibility, traffic, sea state, current, navigation hazards, draft, depth of water, the possibility of floating objects and other factors relative to safety.
7. Make no significant alterations to any watercraft without permission from the BSO.
8. Use good judgment in emergencies or in other cases where it is necessary to deviate from accepted procedures. Watercraft operators may use their own discretion, but may be required to justify their actions in a written report to the BSO and CNSM Safety Office.
9. As a rule, DO NOT operate any power vessel in less than three feet of water. Do not “beach” any power vessels. Inflatable watercrafts may be carried onto the beach.
10. DO NOT use the motor as a ladder for climbing into or out of the water.
11. DO NOT OVERLOAD THE VESSEL. Weight and passenger limits are posted on the Vessel Capacity Plate. Watercraft operators are required to follow legal limits set forth on the vessel’s weight capacity plate.
12. Fill out boat log (located in boat box) before departure and upon return. Do not forget to record departure and return time and keep track of underway hours.
13. Wash down all surfaces and engine(s) with fresh water after every use. Wash down prior to departure as appropriate. If trailering, wash down entire trailer and flush or rinse down brakes after use.
14. Observe all safety regulations and operating procedures at all times. Keep in mind that you are representing CSULB at all times.
15. DO NOT operate any University watercraft if you are under the influence of alcohol, illegal drugs, or prescription drugs that cause drowsiness, disorientation etc. Smoking on a State boat or in a State vehicle is prohibited.
16. Ensure that a MINIMUM of TWO people are present for watercraft operations. Solo piloting of the Whaler may be permitted with the appropriate prior approval; see “Solo Piloting”, below.
17. Immediately report accidents or potentially dangerous situations to the BSO, the project supervisor and to CNSM Safety Office personnel. The pilot must file an accident form with the BSO and CNSM Safety Office within 24 hours of the accident. Report questionable equipment condition to

the BSO and to the project supervisor immediately upon discovery. In addition, all incidents must be recorded in the boat log.

18. Notify the BSO if projects will require operations outside the parameters of this manual. Sufficient lead-time prior to the onset of operations must be given to the BSO to ensure an appropriate review of the intended project.
19. Ensure all persons wear appropriate protective clothing and safety equipment for the conditions, including but not limited to: Coast Guard approved personal floatation devices, jackets, gloves, safety glasses, goggles, deck shoes and/or steel-toe shoes etc. as appropriate.

VI. Special Operations

A. Solo Piloting

1. Solo piloting is normally not permitted. However, the BSO may approve a solo-pilot Float Plan for small craft (<18') based on pilot experience, area to be traveled, and distance traveled from shore.
2. Solo piloting at sea beyond 1.0 mi. from shore is never permitted.
3. Solo pilot requests involving travel off of any island shore except for, Isthmus, and require approval from both the BSO and CNSM Safety Office personnel.
4. Solo pilots are required to have a PFD readily accessible and within hand's reach at all times. Although it is not required to don the PFD, it is highly recommended that it be worn at all times.
5. Solo pilots must wear a kill switch whenever the engine is running. Solo pilots are required to monitor the Marine Radio (VHF) and carry a charged cell phone and handheld GPS at all times.

B. Scuba diving

1. Solo diving is not permitted, and three being the minimum number of CNSM personnel on a dive boat. Surface personnel must be competent in the use of all boating emergency systems such as the Marine Radio, cell phone, GPS, flares etc.
2. Divers must be fully approved participants in the OSI Diving Program and follow all policies and procedures of the *OSI Dive Safety Manual*.
3. Divers entering the water from boats must ensure that the third party remains on the boat even when it is securely anchored.

C. Trailering: To become qualified to tow a boat and trailer, the operator or designated driver must:

1. Demonstrate to the BSO or his/her designee the proper procedures for towing the boat and trailer over the road.
2. Demonstrate proper launching and retrieval of the boat from the trailer to the water.
3. Submit a current Form 261 (Appendix V) to the appropriate department office if using a personally-owned/non-State vehicle for towing.

D. Reciprocity: Due to a variety of liability issues, non-CNSM personnel may not operate a CNSM powered watercraft.

VII. Marine Lab Boat Reservation Procedures

1. Reservations are done on a first-come, first-served basis and are made for specific dates and times. Boat operations to support classrooms have priority over laboratory research. If a conflict in use arises, the BSO has the final say. Requests for extension of reserved time because of weather or mechanical conditions will be considered on a case-by-case basis. Call the BSO at (562) 985-4907 or email yvette.ralph@csulb.edu to reserve vessels.
2. Check-out Procedures: A boat will be considered to be checked out when the approved Boat Operator takes possession of the appropriate boat box. Transfer of the boat box or keys from one operator to another is not permitted without the prior approval of the BSO. A boat will not be checked out until the vessel operator has completed a float plan (Appendix 1) that has been approved by the BSO.
3. Check-In Procedure and Closing of Float Plan: A boat is considered to be checked-in when it has been returned to the marina and the keys and all related equipment have been returned in to the BSO. A float plan is closed after it has been handed to the BSO by the boat operator upon his/her return.

VIII. Marine Distress Communication Procedure

SPEAK SLOWLY, CLEARLY AND CALMLY

Failure to properly use emergency procedures can result in property damage, injury or even death. It is imperative that you not only understand the procedures for declaring an emergency, but that you understand when to use them.

Experience has shown that the great majority of people are reluctant to call, even in the face of an emergency. And, in some cases, this reluctance has resulted in death. THE FOLLOWING SITUATIONS ARE AMONG THOSE THAT REQUIRE IMMEDIATE NOTIFICATION OF THE COAST GUARD:

- When the vessel has become seriously disabled or there is reason to believe it is in the process of becoming seriously disabled
- When there is serious injury
- When the vessel is likely to sink
- When it becomes necessary to abandon ship

A. Convey Emergency Condition via Radio As Follows

1. Ensure that all persons aboard are wearing floatation devices, then make sure your radio is on.
2. Select VHF Channel 16 (156.8 MHz).
3. Press the microphone button and clearly and loudly speak into the radio: "MAYDAY – MAYDAY – MAYDAY"
4. Say: "This is the (name of vessel)"

5. Describe where you are (GPS position, navigational aids, land marks)
6. State the nature of your distress.
7. Give the number of persons aboard and conditions of any injured.
8. Estimate the present seaworthiness of your watercraft.
9. Describe your watercraft: Size (feet), type, motor (or otherwise), color, number of personnel etc.
10. End message by saying "I will be standing by on channel 16, this is the (vessel's name), over."
11. Release the microphone and wait for coast guard to respond. Repeat if no one replies within 10-15 seconds.

Example:

"MAYDAY-MAYDAY-MAYDAY, this is the research vessel "Callinectes". I am three miles northeast of Catalina Island at GPS coordinates (XX.XX'N XX.XX'W) and I can see Avalon Harbor. We are a white power catamaran of 22' with 5 people on board. I have a problem with the bilge pump and I am taking on water. I will be standing by on Channel 16. This is Callinectes, over." Wait 10-15 seconds for a response, then repeat if necessary.

B. Visual Distress Signals

1. Choose the appropriate signal (day or night use).

Smoke / flags are for day use only

Flares are for day or night use

2. Follow manufacturer's recommendation for deployment. Safety glasses shall be worn whenever possible. Beware that burning pyrotechnics can easily ignite fuel, perhaps causing an even more severe emergency. Have someone on board holding the fire extinguisher before lighting/launching a flare.

C. Helpful Reminders

1. Always state the vessel's name at the beginning and end of every communication.
2. Always keep the radio on while away from the dock on channel 16 (156.8 MHz or 2181 kHz.)
3. If you hear a MAYDAY, talk only if you can help. You are required to assist if you are the closest vessel! When assisting other vessels, make sure you are not endangering yourself or the other people/vessels.
4. Keep communications brief.
5. Channel 16, 2181 kHz and 156.8 MHz are for safety or URGENT SITUATIONS ONLY!!!
6. Radio checks can be communicated via automated radio check or channel 27 VHF . **Never use channel 16 for a radio check.**

CSULB Boat Log Check List

Whaler

Skipper: _____

Departure Date: _____
Return Date: _____

Time: _____
Time: _____

Destination: _____

Purpose: _____

Passengers: _____

Engine Hours (estimate of total time running): _____

Will you be scuba diving? NO YES (if yes, must have dive plan approved by DSO)

Names of people diving: _____

Equipment Requested: _____

(CTD, otter trawl, plankton nets, etc.)

* YOU MUST HAVE SNORKEL GEAR IF EQUIPMENT USED OVER THE SIDE

PRE-DEPARTURE CHECK LIST

Engine Oil:

If Diving: DAN O₂ Kit
Dive Flag

- Check marine weather (no departure if Small Craft Advisory - WX1 or WX2)
- Check fuel (also fuel/water separators)
- Portable VHF Radio (call for radio check, use Vessel Assist if no other vessel answers)
- Handheld GPS
- Handheld Depth Finder
- PFDs (one for each person on board)
- Tool kit
- Fire extinguisher (check service date)
- First Aid kit
- Flare kit
- Registration
- Anchor, Chain, Line
- Check for water discharging from engine
- Check running light
- Check navigation lights

RETURN, CLEAN, AND SECURE CHECK LIST

- Flush engine 5 min.
- Wash boat
- Record RETURN engine hours (time returned)
- Check bilge and make sure pump is clear and functioning

Record any problems, concerns with the boat here (be specific)

Report all problems to the Marine Technician immediately.


VESSEL ACCIDENT REPORT 1.1

INJURED/ DECEASED/ WITNESS	DATE OF ORIGINAL ACCIDENT		TIME (2400)	REPORT NUMBER			
	OFFICER NAME			OFFICER ID			
VICTIM/WITNESS NAME, ADDRESS & PHONE		VICTIM/WITNESS STATUS	RIDING IN VESSEL #	DOB/ AGE	INJURY DESCRIPTION	LIFE JACKET WORN?	COULD VICTIM SWIM?
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VESSEL ACCIDENT REPORT

AGENCY NAME TAKING REPORT				NO INJURED		NO KILLED		AGENCY REPORT NUMBER									
BODY OF WATER ACCIDENT OCCURRED ON						MONTH		DAY		YEAR		TIME (2400)					
COUNTY ACCIDENT OCCURRED IN			NEAREST LANDMARK (NAVIGATION AID)				INVESTIGATED BY				PHONE ()						
			FEET / MILES				OF										
NAME (FIRST, MIDDLE, LAST)						STREET / MAILING ADDRESS											
DOB / AGE			SEX <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE		CITY		STATE		ZIP		PHONE ()						
<input type="checkbox"/> OPERATOR	VESSEL YEAR		MAKE/MODEL/LENGTH		VESSEL NUMBER (CF OR DOC)		VESSEL NAME		ACTIVITY <input type="checkbox"/> RECREATIONAL <input type="checkbox"/> WORKBOAT <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> OTHER _____								
<input type="checkbox"/> SWIMMER	HULL IDENTIFICATION NUMBER			<input type="checkbox"/> NONE		HORSEPOWER		RENTED <input type="checkbox"/> YES <input type="checkbox"/> NO		OWNERS NAME		<input type="checkbox"/> SAME	PHONE ()				
<input type="checkbox"/> MOORED VESSEL	DIRECTION OF TRAVEL			# PERSONS ON BOARD		VESSEL DAMAGE <input type="checkbox"/> MINOR <input type="checkbox"/> MODERATE <input type="checkbox"/> MAJOR <input type="checkbox"/> TOTAL		OWNERS STREET / MAILING ADDRESS <input type="checkbox"/> SAME									
<input type="checkbox"/> OTHER	ESTIMATED SPEED		DISPOSITION OF VESSEL			ESTIMATED DAMAGE \$\$		<input type="checkbox"/> NONE		CITY		STATE ZIP					
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DESCRIPTION OF DAMAGE										ESTIMATED DAMAGE \$\$			<input type="checkbox"/> NONE				
OWNERS NAME						ADDRESS				STATE		ZIP		PHONE ()		NOTIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO	
VICTIM / WITNESS NAME, ADDRESS & PHONE				VICTIM / WITNESS STATUS		RIDING IN VESSEL #	DOB/ AGE	INJURY DESCRIPTION				LIFE JACKET WORN?		COULD VICTIM SWIM?			
				<input type="checkbox"/> INJURED <input type="checkbox"/> DECEASED <input type="checkbox"/> DISAPPEARED <input type="checkbox"/> PASSENGER ONLY <input type="checkbox"/> WITNESS ONLY				TAKEN TO HOSPITAL <input type="checkbox"/> YES <input type="checkbox"/> NO FACILITY _____				<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN			
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SKETCH (INCLUDE VESSEL, WIND, CURRENT DIRECTION)							 INDICATE TRUE NORTH	MISCELLANEOUS									
							COPY OF STATE FORM BAR-1 GIVEN TO OPERATOR (S) <input type="checkbox"/> OPERATOR 1 <input type="checkbox"/> OPERATOR 2										
REPORT FORWARDED TO:																	
COAST GUARD																	
CALIFORNIA BOATING AND WATERWAYS 2000 EVERGREEN STREET, SUITE 100 SACRAMENTO, CA 95815-3888																	
CORONER																	
OTHER																	

VESSEL ACCIDENT REPORT

SUPPLEMENTAL NARRATIVE (CHECK ONE)

- Narrative Continuation Vessel Accident Report
- Supplemental Vessel Accident Report
- Other

DATE OF ACCIDENT

TIME (24HR)

REPORT NUMBER

CITATION NUMBER

LOCATION

BEAT

CITY

COUNTY

AGENCY

PREPARED BY [NAME, RANK]

DATE

ID NUMBER

REVIEWED BY [NAME, RANK]

DATE

ID NUMBER

VESSEL ACCIDENT REPORT

FACTUAL DIAGRAM- NARRATIVE CONTINUATION	DATE OF ORIGINAL ACCIDENT	TIME (2400)	
	OFFICER NAME	OFFICER ID	
	ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE =)		

