

REPORTS

§ 150.805 What reports must be sent both to a classification society and to the Coast Guard?

The licensee must submit to the Sector Commander, or to the MSU Commander, with COTP and OCMI authority a copy of each report submitted to an authorized classification society, as defined in 46 CFR 8.100, for maintenance of a single point mooring's class under the rules of that society.

[USCG–1998–3884, 71 FR 57651, Sept. 29, 2006, as amended by USCG–2013–0397, 78 FR 39183, July 1, 2013]

§ 150.810 Reporting a problem with an aid to navigation.

(a) Any problem affecting the operation or characteristics of a navigation aid at the deepwater port must be reported to the District Commander by the fastest means available. The report must identify:

- (1) The navigation aid affected;
- (2) The aid's location;
- (3) The nature of the problem; and
- (4) The estimated repair time.

(b) When the problem is corrected, the District Commander must be notified.

§ 150.812 What is the purpose of reporting casualties on deepwater ports?

The Coast Guard, upon receipt of a reported marine casualty on a deepwater port, as outlined in § 150.815 of this part, will conduct an investigation to determine the cause of the incident and to take appropriate measures to promote safety of life and property. The Coast Guard investigator will follow the procedures outlined in 46 CFR subpart 4.07 in conducting the investigation.

[USCG–1998–3884, 71 FR 57651, Sept. 29, 2006, as amended by USCG–2013–0397, 78 FR 39183, July 1, 2013]

§ 150.815 How must casualties be reported?

(a) Immediately after aiding the injured and stabilizing the situation, the owner, operator, or person in charge of a deepwater port must notify the nearest Sector, Marine Safety Unit, or other Coast Guard unit of each event

on, or involving, the deepwater port that results in one or more of the following:

- (1) Loss of life;
- (2) An injury that requires professional medical treatment beyond first aid and, if the person is engaged or employed on the deepwater port, that renders the individual unfit to perform his or her routine duties;
- (3) Impairment of the port's operations or primary lifesaving or fire-fighting equipment; or
- (4) Property damage in excess of \$100,000, including damage resulting from a vessel or aircraft striking the port. This amount includes the cost of labor and material to restore all affected items, including, but not limited to, restoring the port and the vessel or aircraft to their condition before the damage. This amount does not include the cost of salvage, cleaning, gas freeing, dry-docking, or demurrage of the port, vessel, or aircraft.

(b) The notice under paragraph (a) of this section must identify the following:

- (1) The deepwater port involved;
- (2) The owner, operator, or person in charge of the port;
- (3) The nature and circumstances of the event; and
- (4) The nature and extent of the injury and damage resulting from the event.

(c) The operator will ensure that the report contains the information pertinent to Outer Continental Shelf operations as outlined in part 140 of this chapter when the deepwater port is collocated on a facility regulated by the Bureau of Ocean Energy Management.

[USCG–1998–3884, 71 FR 57651, Sept. 29, 2006, as amended by USCG–2011–0257, 76 FR 31837, June 2, 2011; USCG–2013–0397, 78 FR 39183, July 1, 2013]

§ 150.820 When must a written report of casualty be submitted, and what must it contain?

(a) In addition to the notice of casualty under § 150.815 of this part, the owner, operator, or person in charge of a deepwater port must submit a written report of the event to the nearest Sector Commander, or the nearest MSU Commander, with COTP and OCMI authority within 5 days of the

casualty notice. The report may be on Form 2692, Report of Marine Accident, Injury, or Death, or in narrative form if it contains all of the applicable information requested in Form 2692. Copies of Form 2692 are available from the Sector Commander, or from the MSU Commander, with COTP and OCMI authority.

(b) The written report must also include the information relating to alcohol and drug involvement specified by 46 CFR 4.05–12. The deepwater port operator will ensure compliance with the chemical testing procedures outlined in 46 CFR part 16.

(c) If filed immediately after the event, the written report required by paragraph (a) of this section serves as the notice required under §150.815 of this part.

(d) The operator will ensure that the written report is provided to the nearest Bureau of Ocean Energy Management (BOEM) office when the deepwater port is co-located with a BOEM-regulated facility.

[USCG–1998–3884, 71 FR 57651, Sept. 29, 2006, as amended by USCG–2011–0257, 76 FR 31837, June 2, 2011; USCG–2013–0397, 78 FR 39183, July 1, 2013]

§ 150.825 Reporting a diving-related casualty.

Deaths and injuries related to diving within the safety zone of a deepwater port must be reported according to 46 CFR 197.484 and 197.486, rather than to §§ 150.815 and 150.820 of this part.

[USCG–1998–3884, 71 FR 57651, Sept. 29, 2006, as amended by USCG–2013–0397, 78 FR 39183, July 1, 2013]

§ 150.830 Reporting a pollution incident.

Oil pollution incidents involving a deepwater port are reported according to §§ 135.305 and 135.307 of this chapter.

§ 150.835 Reporting sabotage or subversive activity.

The owner, operator, or person in charge of a deepwater port must immediately report to the Sector Commander, or the MSU Commander, with COTP and OCMI authority, by the fastest possible means, any evidence of sabotage or subversive activity against

any vessel at the deepwater port or against the deepwater port itself.

[USCG–1998–3884, 71 FR 57651, Sept. 29, 2006, as amended by USCG–2013–0397, 78 FR 39183, July 1, 2013]

RECORDS

§ 150.840 What records must be kept?

(a) The licensee must keep copies at the deepwater port of the reports, records, test results, and operating data required by this part. In the case of unmanned deepwater ports, these copies must be kept at the operator's principal office rather than on the deepwater port.

(b) The copies must be readily available to Coast Guard inspectors.

(c) Except for personnel records under §150.845 of this part, the copies must be kept for 3 years.

[USCG–1998–3884, 71 FR 57651, Sept. 29, 2006, as amended by USCG–2013–0397, 78 FR 39183, July 1, 2013]

§ 150.845 Personnel records.

The licensee must keep documentation on the designation and qualification of the supervisory positions, outlined in the port operations manual, that are responsible for the management of the deepwater port. These records must be kept for the life of the deepwater port.

§ 150.850 How long must a declaration of inspection form be kept?

The licensee must keep signed copies of the declaration of inspection forms required by §150.430 of this part for one month from the date of signature.

[USCG–1998–3884, 71 FR 57651, Sept. 29, 2006, as amended by USCG–2013–0397, 78 FR 39183, July 1, 2013]

Subpart J—Safety Zones, No Anchoring Areas, and Areas To Be Avoided

§ 150.900 What does this subpart do?

(a) This subpart provides requirements for the establishment, restrictions, and location of safety zones, no anchoring areas (NAAs), and areas to be avoided (ATBAs) around deepwater ports.