



## SCOW Incident Reporting Policy Adopted by Board [2/4/2019]

[SCOW's Skipper Requirements and Boat Use Policy](#) requires that, for any incident involving (i) injury to a person requiring medical attention beyond simple first aid such as cleaning and bandaging a cut, (ii) damage to a SCOW boat, (iii) damage to another vessel or other property caused by a SCOW boat, (iv) grounding (cruisers only), (v) crew or skipper overboard, (vi) capsize or (vii) tow, the skipper must who reserved the boat must immediately notify Commodore@scow.org, Skipper@scow.org and the responsible Maintenance Director (Cruiser or Flying Scot, as appropriate), promptly followed by a written report to the Club. Here is a [link](#) to the SCOW PDF file to report the incident to the Club. The report should be provided to Commodore, Skipper Director, the relevant Maintenance Director and to the Chair of the Training and Skipper Certification Committee.

Also, federal regulations governing recreational vessels (33 CFR 173, Subpart C, "Casualty and Accident Reporting," described [here](#)) requires that a Coast Guard form called a [Recreational Boating Accident Report](#) be filed with the appropriate state authority (defined below) when, as a result of an occurrence that involves a boat or its equipment, one or more of the following happens:

- A person dies,
- A person disappears from the vessel under circumstances that indicate death or injury,
- A person is injured and requires medical treatment beyond first aid,
- Damage to vessels and other property is \$200 or more if the incident occurs in DC waters, or is \$2,000 or more if the incident occurs in Maryland waters, or
- The boat is destroyed.

The federal regulations require that the report be filed within 48 hours if a person dies during the accident or within 24 hours of the accident, or if the accident results in the disappearance, or injury of a person beyond first aid. All other boating accidents must be reported within 10 days. The operator is to file the report, but if the operator is unable to make the report, the report must be filed by the owner.

The Potomac River north of the Wilson Bridge (*i.e.*, from the Wilson Bridge upriver towards Washington) is under the jurisdiction of the District of Columbia. The Potomac River south of the Wilson Bridge (*i.e.*, downriver towards Mount Vernon) is under the jurisdiction of Maryland. (Virginia has no jurisdiction over the portions of the Potomac where SCOW boats operate.) Therefore, if a reportable incident occurs north of the Wilson Bridge, the form must be filed with DC Metropolitan Police Dept., Harbor Patrol Section, 550 Water St SW, Washington DC 20024. If the incident occurs south of the Wilson Bridge, the form must be filed with the Maryland Department of Natural Resources Police, Southern Region Broadneck Office, 1070 East College Parkway, Annapolis, MD 21401, which is responsible for waters adjacent to Prince Georges County. The skipper should also provide a copy of the state report to the Commodore, Skipper Director, the relevant Maintenance Director and to the Chair of the Training and Skipper Certification Committee.

The information is used by agencies to investigate accidents, establish regulations, evaluate safety programs, identify boat defects, and educate recreational boaters.