part of the docket and, where appro-
appropriate, parties will be given an oppor-
tunity to examine such evidence and to
comment thereon.

PART 850—COAST GUARD—NA-
TIONAL TRANSPORTATION SAFE-
TY BOARD MARINE CASUALTY
INVESTIGATIONS

Sec.
850.1 Purpose.
850.3 Relationship to Coast Guard marine
investigation regulations and procedures.
850.5 Definitions.
850.10 Preliminary investigation by the
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tions from Board investigation.
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850.30 Procedures for Coast Guard investiga-
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850.35 Records of the Coast Guard and the
Board.

AUTHORITY: Sec. 304(a)(1)(E), Independent

SOURCE: 42 FR 61204, Dec. 1, 1977, unless
otherwise noted.

§ 850.10 Preliminary investigation by
the Coast Guard.

(a) The Coast Guard conducts the
preliminary investigation of marine
casualties.
(b) Board means the National Trans-
portation Safety Board.
(c) Chairman means the Chairman of
the National Transportation Safety
Board.
(d) Commandant means the Com-
mandant of the Coast Guard.
(e) Major marine casualty means a casu-
alty involving a vessel, other than a
public vessel, that results in—
(1) The loss of six or more lives;
(2) The loss of a mechanically prop-
elled vessel of 100 or more gross tons;
(3) Property damage initially esti-
mated as $500,000 or more; or
(4) Serious threat, as determined by
the Commandant and concurred in by
the Chairman, to life, property, or the
environment by hazardous materials.
(f) Public vessel means a vessel owned
by the United States, except a vessel to
which the Act of October 25, 1919, c. 82
(g) Vessel of the United States means a
vessel—
(1) Documented, or required to be
documented, under the laws of the
United States;
(2) Owned in the United States; or
(3) Owned by a citizen or resident of
the United States and not registered
under a foreign flag.

§ 850.10 Preliminary investigation by
the Coast Guard.

(a) The Coast Guard conducts the
preliminary investigation of marine
casualties.
(b) The Commandant determines
from the preliminary investigation
whether:
(1) The casualty is a major marine
casualty; or
(2) The casualty involves a public and
a nonpublic vessel and at least one fa-
tality or $75,000 in property damage; or
(3) The casualty involves a Coast
Guard and a nonpublic vessel and at
least one fatality or $75,000 in property
damage; or
(4) The casualty is a major marine
casualty which involves significant
safety issues relating to Coast Guard
safety functions, e.g., search and res-
cue, aids to navigation, vessel traffic
systems, commercial vessel safety, etc.