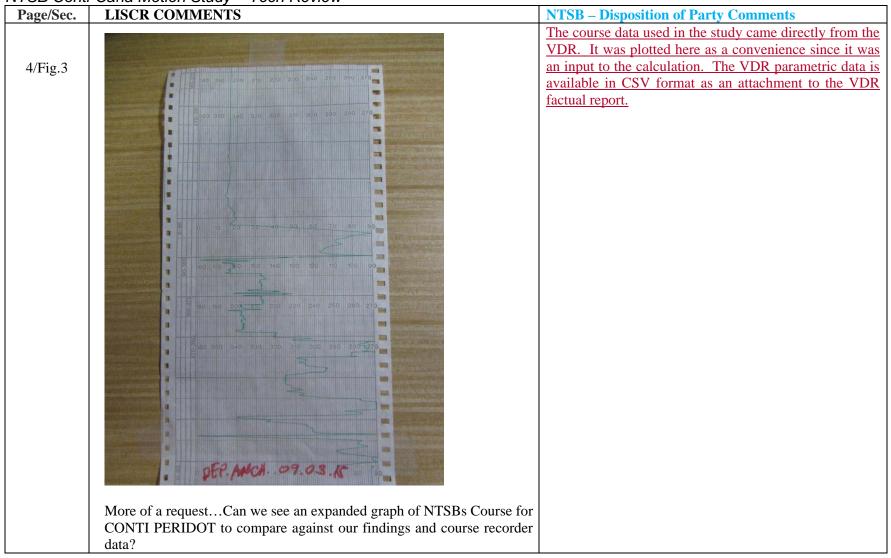
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NTSB Conti_Kinematics Study - Tech Review

NTSB Conti_Kinematics Study – Tech Review				
Page/Sec.	LISCR COMMENTS	NTSB – Disposition of Party Comments		
3/2nd	"suction effect" should be replaced with bank suction effect as per	I don't think the addition of the word "bank" alone		
paragraph	figure 3.	would offer a clarification worth revising the study.		
		This particular section is a boiler point and a revision		
		can be considered the next time it is used.		
13/1 st	"The good doubt account to be again with the CONTL DEPUDOT altering	The suggested language goes beyond what can be said		
paragraph	"The accident sequence began with the CONTI PERIDOT altering course to starboardGAIA LEADER" The accident sequence began	in a study. A finding that "the pilot took the ship out		
	when the pilot took the ship out into the channel w/o minding the notes	into the channel w/o minding the notes in the pilot		
	in the pilot database. The accident sequence progressed "with the	database" can't be made on the basis of the physics side		
	CONTI PERIDOT altering course to starboardGAIA LEADER". The	of the accident discussed in this study alone. One would		
	sequence continued at 1135LT when passing the outbound Karoline,	anticipate that the analysis section of the full report		
	then at 1140LT when passing STOLT SPAN.**	could be more inclusive.		
	then at 1140L1 when passing 510L1 51711.			
	**this may be preference, but we believe the conclusion could be more			
	inclusive and a bit less succinct.			
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NTSB Conti-Carla Motion Study – Tech Review



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NTSB Deck Ops Fact Rpt-Tech. Review

N I SB Deck Ops Fact Rpt-Tecn. Review			
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4/11	Our bell book records show that the vessel heaved anchor at 0735 and anchor was hauled out of water at 0806. Would like to compare with VDR records, once available.	VDR report data only covers certain selected portions of the accident. For our report we used available ship records for times, hoisting anchor was far from accident time.	
10/16	As available on the Portable Pilot Unit (PPU) for the CONTI PERIDOT, the vessel would veer from port to starboard between the banks of the dredged channel	Not specific enough to include. It is made aware in the report that the <i>Conti Peridot</i> had two large veering movements, one prior to the accident and 1 while meeting the Stotl Span.	
15/4	Forward of amidships. "At the time of the collision, the CONTI PERIDOT was heading approximately northwest and the CARLA MAERSK was heading approximately southwest.	Don't agree with the necissity of this description the VDR data will show headings in degrees at time of collision.	
15/6-7	"Anchors on neither vessel were deployed during the accident sequence" (Fix typo).	Agree – removed the plural s from vessels.	
15/7	"accident sequence". Suggest mentioning that immediately after the collision the vessels separated and anchored.	Agree – we will add the suggestion to complete the evolution of the event to include anchoring.	
21/10	620" should be 620"	Agree – change quotation marks to indicate feet not inches.	
21/18	For this portion, we believe squat effect should be taken into consideration, particularly as the vessel is navigating shallow water. The pressure develops between underwater bottom and keel pushing the stern of the vessel up and reducing the aft draft. The vessel's draft left appx 10' of UKC.	Do not agree with your explanation of squat. But noted squat does play a role in shallow water vessel movement and hydrodynamics	
29/8	We have weather reports showing the air temp was between 50-51 degrees Fahrenheit.	We note your reports but will continue to use as our reference the NOAA buoy data which was located within ½ mile of accident.	

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NTSB Engineering Factual Rpt-Tech. Review

Page/Sec.	LISCR COMMENTS	NTSB – Disposition of Party Comments
	"Overhauls were conducted in accordance with"	Spelling corrected - accordance
10/9		
13/3 Vessel Owner	CONTI 168. Schifffahrts-GmbH & Co. Bulker KG MS "CONTI PERIDOT"	Vessel owner name replaced with- Conti Peridot (L) Shipping Ltd. Schifffahrts-GmbH & Co. Bulker KG MS "CONTI PERIDOT"
13/3 Vessel	Bremer Bereederungsgesellschaft mbH & Co. KG Bremen, Germany	Vessel operator name replaced with Bremer Bereederungsgesellschaft mbH & Co. KG Bremen, Germany
Operator		
13/3 Breadth,	32.26 (See attached file – Vessel Information.pdf)	Concur- recorded as 32.26m (105.84') based on vessel information provided and vessel final loading manual, sc4439(SF)G4-050-04JS, ABS Shanghai Letter Ref695340 dated 09 MAR 2011.
morded		Reio/3340 dated 07 WAR 2011.
13/3	57,000 (See attached file – Vessel Information.pdf)	Concur, recorded as 57,001 mt based on vessel information provided and vessel final loading manual,
Deadweigh t		sc4439(SF)G4-050-04JS, ABS Shanghai Letter Ref695340 dated 09 MAR 2011.
20/1	We have attached a couple brighter/clearer photos of CONTI PERIDOT bow (in case you have interest)	Photographs received.

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NTSB HAZMAT Factual Rpt-Tech. Review

N 136 HAZMAT Factual Rpt-Tecti. Review				
Page/Sec.	LISCR COMMENTS	NTSB – Disposition of Party Comments		
Page 4, Page 27, Page 38	Page 4 states that MTBE is immiscible with water and page 27 & 38 state that MTBE is miscible with water. We have noted that MTBE is sparingly soluble in cold water and is therefore miscible. We have noted you are quoting code. Please amend page 4, if appropriate	A change is not needed because the aforementioned discrepancy between the IMDG code and the accepted US regulatory description is explained on page 4.		

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NTSB HumanPerform Fact Rpt-Tech. Review

Page/Sec.	LISCR COMMENTS	NTSB – Disposition of Party Comments
Recount of interviews	Although these are technical drafts, this report leans more heavily on opinions. We understand that with Human Performance factors it is very difficult not to formulate opinions while reviewing facts and testimony. We will abstain from commenting on the opinions until the next round. A good example of an opinion 18/16. Not saying we agree or disagree, but it is an opinion.	Understood. After a thorough review, seveeral sentences have been deleted to ensure only factual information is presented in the factual report.
2/2	"summary of the crash" change to "summary of the incident"	Replaced "crash" with "accident", as that is how it referred to in the "Accident Summary".
2/26	Change "1st Mate" to "Chief Officer	Replaced "1st Mate" with "Chief Officer"
8/20	"0000-0004" should read "0000-0400"	Corrected
9/18	Which signal?	Removed "sound the signal" as no evidence from the interview can attest to which signal he was referring to.
9/26	3 rd Mate should read "Navigational Watch Officer or NOW COC"	Added, in parentheses "Navigational Watch Officer"
14/24	Should include conditions at which he previously worked as Captain. This isn't the usual/norm.	This information was not included in the interview.
14/28	1200-1400 should be 0000-0400 if he went to bed at 0400 after work.	Corrected
21/19	The crew also performed an alchol test following the incident onboard showing 0.0% BAC for all parties. (attached)	Request a formal copy and details of of the alcohol tests\ing conducted (vice paper/pencil with no letterhead).

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NTSB IIC Accident Sum Fact Rpt-Tech. Review

Page/Sec.	LISCR COMMENTS	NTSB – Disposition of Party Comments
1/11	Suggest moving "The CONTI PERIDOT got under way from the anchorage in good visibility". To location 1/10 as last sentence	We've decided to leave as is. the start of the paragraph was to note the circumstances and conditions of both vessels at the time they began their transits.

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NTSB RE VDR Fact Rpt-Redacted Tech. Review

LISCR COMMENTS	NTSB – Disposition of Party Comments
	LISCR COMMENTS

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NTSB VTS Fact Rpt-Tech. Review

Page/Sec.	LISCR COMMENTS	NTSB – Disposition of Party Comments

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NTSB Weather Fact Report -Tech. Review

NTSB Weather Fact Report - Tech. Review			
Page/Sec.	LISCR COMMENTS	NTSB – Disposition of Party Comments	
3/C (1 st sentence)	Change head-on. This was not a head-on collision. The bow of CONTI PERIDOT, hit the port side of CARLA MAERSK.		
3/D (last sentence on	Change -94.97903 to 094.97903		
page)	When showing West at end, you don't need a minus sign. Also, maritime lat/long is usually expressed in degrees-minutes-seconds (but isn't required)		