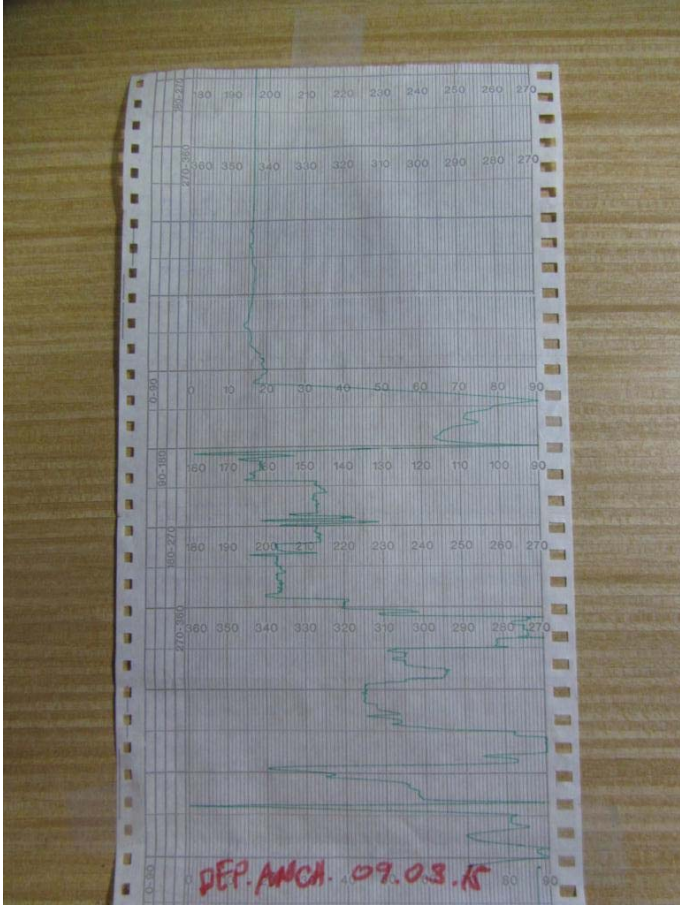


Technical Review of Draft Factual Reports: The Liberian International Ship and Corporate Registry (LISCR)

Party Comments by email/letter dated: 9 December 2015

NTSB Conti-Carla Motion Study – Tech Review

Page/Sec.	LISCR COMMENTS	NTSB – Disposition of Party Comments
4/Fig.3	 <p>More of a request...Can we see an expanded graph of NTSBs Course for CONTI PERIDOT to compare against our findings and course recorder data?</p>	<p><u>The course data used in the study came directly from the VDR. It was plotted here as a convenience since it was an input to the calculation. The VDR parametric data is available in CSV format as an attachment to the VDR factual report.</u></p>

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NTSB Deck Ops Fact Rpt-Tech. Review

Page/Sec.	LISCR COMMENTS	NTSB – Disposition of Party Comments
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 necessity 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
10/9	“Overhauls were conducted in accordance with...”	Spelling corrected - accordance
13/3 Vessel Owner	CONTI 168. Schiffahrts-GmbH & Co. Bulker KG MS "CONTI PERIDOT"	Vessel owner name replaced with- Conti Peridot (L) Shipping Ltd. Schiffahrts-GmbH & Co. Bulker KG MS "CONTI PERIDOT"
13/3 Vessel Operator	Bremer Bereederungsgesellschaft mbH & Co. KG Bremen, Germany	Vessel operator name replaced with- Bremer Bereederungsgesellschaft mbH & Co. KG Bremen, Germany
13/3 Breadth, molded	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.
13/3 Deadweight	57,000 (See attached file – Vessel Information.pdf)	Concur, recorded as 57,001 mt based on vessel information provided and vessel final loading manual, 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

[illegible]

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NTSB Human Performance 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, several 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 “1 st Mate” to “Chief Officer	Replaced “1 st 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 alcohol test following the incident onboard showing 0.0% BAC for all parties. (attached)	Request a formal copy and details of the alcohol tests being conducted (vice paper/pencil with no letterhead).

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NTSB IIC Accident Sum Fact Rpt-Tech. Review

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Technical Review of Draft Factual Reports: The Liberian International Ship and Corporate Registry (LISCR)

Party Comments by email/letter dated: 9 December 2015

NTSB RE VDR Fact Rpt-Redacted Tech. Review

[illegible]

Technical Review of Draft Factual Reports: The Liberian International Ship and Corporate Registry (LISCR)

Party Comments by email/letter dated: 9 December 2015

NTSB VTS Fact Rpt-Tech. Review

[illegible]

Technical Review of Draft Factual Reports: The Liberian International Ship and Corporate Registry (LISCR)

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NTSB Weather Fact Report -Tech. Review

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