

DEPARTMENT OF HOMELAND SECURITY  
U.S. Coast Guard

OMB No: 1625-0001  
Exp. Date: 03/31/2019

**REPORT of MARINE CASUALTY, COMMERCIAL DIVING CASUALTY, or OCS-RELATED CASUALTY**

**Section I - Reporting Vessel/Facility Information**

1. Vessel or Facility Name chipolbrok moon		2. Vessel Official Number or IMO Number 9272216		3. Vessel Flag hongkong	
4. Vessel Length 199.8 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Meters		5. Vessel Gross Tons 24167		6. Vessel Propulsion Type fixed propeller	
7. Vessel or Facility Type General cargo vessel			8. Vessel or Facility Service or Occupation service		
9. FOR TOWING ONLY	9a. Arrangement:		9b. Number of Vessels Towed:		9c. Maximum Size of Tow/Tow-Boat(s): Length _____ feet Width _____ feet
	<input type="checkbox"/> Pushing Ahead <input type="checkbox"/> Towing Astern <input type="checkbox"/> Towing Alongside		Empty _____ Loaded _____ Total _____		
9d. Did one or more of the barges in the tow cause or sustain damage in the marine casualty? <input type="checkbox"/> Yes <input type="checkbox"/> No (If Yes complete and attach one or more CG-2692A forms to this report)					

**Section II - Reason for Submitting this Report (Check all that apply)**

10. The above vessel was involved in a Marine Casualty consisting in (46 CFR 4.05-1 and 4.05-10):
- 1. Unintended grounding or an unintended strike of (allision with) a bridge
  - 2. Intended grounding or intended strike of a bridge that created a hazard to navigation, the environment or the safety of the vessel, or that meets any of the criteria in 3 through 8 below
  - 3. Loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel
  - 4. Occurrence materially and adversely affected the vessel's seaworthiness or fitness for service or route
  - 5. Loss of life
  - 6. Injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties
  - 7. Occurrence causing property damage in excess of \$25,000
  - 8. Occurrence involving significant harm to the environment
11. The above facility or vessel was involved in a Commercial Diving Casualty involving (46 CFR 197.484):
- 1. Loss of life
  - 2. Diving-related injury to any person causing incapacitation for more than 72 hours
  - 3. Diving-related injury to any person requiring hospitalization for more than 24 hours
12. The above facility or vessel was involved in an OCS Facility Casualty Resulting in (33 CFR 146.30 and 146.35):
- 1. Death
  - 2. Injury to 5 or more persons in a single incident
  - 3. Injury causing any person to be incapacitated for more than 72 hours
  - 4. OCS Facility only - Damage affecting the usefulness of primary lifesaving or firefighting equipment
  - 5. OCS Facility only - Damage to the facility exceeding \$25,000 resulting from a collision by a vessel with the facility
  - 6. OCS Facility only - Damage to a floating OCS facility exceeding \$25,000

**Section III - Associated Parties Information (Fill all fields that apply)**

13. Name of Owner chipolbrok moon maritime company		Telephone		14. Name of Operator or Manager chinese-polish joint stock co		Telephone	
Address 7/F, EIB CENTRE, 40 BONHAM STRAND SHEUNG WAN, HONGKONG		Email address		Address 26-34/F GONG SHANG LIAN BUILDING, 55 YAN AN ROAD EAST, SHANGHAI CHINA		Email address	
15. Name of Master or Person-in-Charge (Last, First, Middle) ZHAO JIANBING		Telephone		16. Name of Agent (Last, First, Middle) David Quintanilla		Telephone	
Address		Email address		Address		Email address	
17. Name of Dive Supervisor (Last, First, Middle)		Telephone		18. Name of Pilot (Last, First, Middle)		Telephone	
Address		Email address		Address		Email address	

**Section IV - Casualty Information**

19. Date/Time (local) of Occurrence 05/23/2018 0010		20. Location-Name of Body of Water or Waterway: INDUSTRIAL TERMINAL		Latitude: _____		River Mile Marker: _____	
				Longitude: _____		OR	
21. Property Damage Estimated Damage Cost(s) to: Vessel \$ _____ Cargo \$ _____ Facility \$ _____ Other \$ _____		Describe the Extent of Property Damage					
22. Status of Involved Persons (If there are 1 or more injured, dead or missing persons complete and attach one or more CG-2692C forms to this Report)							
Total Number of Persons:		On Board the Vessel: 24		Injured: 0		Dead: 0	
				Missing: 0			

**Section IV - Casualty Information (continued)**

23. Was This Casualty a Serious Marine Incident (SMI) as Defined in 46 CFR 4.03-2?

Yes  No  Not at this Time, But is Likely to Become an SMI (If Yes or is Likely to Become an SMI complete/attach one or more CG-2692B forms to this report)

24a. Is there any evidence of alcohol or drug use by or intoxication of individuals directly involved in the casualty?

Yes  No (If Yes, identify those individuals for whom evidence has been obtained and specify the method to obtain such evidence in block 24c)

24b. Did any individual directly involved in a casualty refuse to submit to, or cooperate in, the administration of a timely chemical test, when directed by a law enforcement officer or by the marine employer?

Yes  No (If Yes, note the individual(s) who refused in block 24c)

24c. Individuals with evidence of drug or alcohol use, evidence of intoxication, or who refused to submit/cooperate in a timely chemical test (If more space is needed, continue in block 25c)

24d. Is there evidence that alcohol use contributed to this casualty?

Yes  No (If Yes, discuss in block 25b)

25. Nature and Circumstance of the Casualty:

25a. Activity or Operation Being Conducted at the Time of the Casualty:

1. RELEASED 59 BOTTLES CO2 IN CARGO HOLD NO.3
2. USED FIRE HOSE TO COOL THE BULKHEAD OF NO.3 HOLD
3. KEPT MONITORING THE TEMPERATURE OF AROUND THE NO.3 HOLD

25b. Description of the Casualty (casualty events and the conditions and actions that were believed to be causal factors as well as any hazards created as a result of the casualty. Attach additional sheets if necessary):

When crew cutting the stoppers were used to secured the nacelle , the hot iron slag dropped on the top of cargo which was stowed in lower hold, caused lot of smoke emitted from manhole of cargo hold no.3

25c. Any other comments, including with respect to use of or need for emergency response equipment:

**Section V - Person Making this Report**

24. Name (PRINT) (Last, First, Middle) zhao jianbing	25. Signature: [REDACTED]	26. Date 05/24/2018
27. Title master	28. Address [REDACTED]	
29. Telephone No. [REDACTED]	30. Email [REDACTED]	