

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

Section I - Reporting Vessel/Facility Information

1. Vessel or Facility Name <i>Flu Ambition</i>		2. Vessel Official Number or IMO Number <i>77927</i>		3. Vessel Flag <i>U.S.</i>	
4. Vessel Length <i>72</i> <input checked="" type="checkbox"/> Feet <input type="checkbox"/> Meters		5. Vessel Gross Tons <i>120</i>		6. Vessel Propulsion Type <i>Single screw/diesel</i>	
7. Vessel or Facility Type <i>Tender vessel</i>		8. Vessel or Facility Service or Occupation <i>Tendering</i>			
9. FOR TOWING ONLY	9a. Arrangement:	9b. Number of Vessels Towed:		9c. Maximum Size of Tow/Tow-Boat(s):	
	<input type="checkbox"/> Pushing Ahead <input type="checkbox"/> Towing Astern <input type="checkbox"/> Towing Alongside	Empty _____ Loaded _____ Total _____	Length _____ feet Width _____ feet	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 <i>(If Yes complete and attach one or more CG-2692A forms to this report)</i>	

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 (*sunk*)
- 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 <i>Covey ; Wayne Patten</i>		14. Name of Operator or Manager	
Address [Redacted]		Address	
15. Name of Master or Person-In-Charge (Last, First, Middle) <i>Patten, Covey, R.</i>		16. Name of Agent (Last, First, Middle)	
Address <i>Same as above</i>		Address	
17. Name of Dive Supervisor (Last, First, Middle)		18. Name of Pilot (Last, First, Middle)	
Address		Address	

Section IV - Casualty Information

19. Date/Time (local) of Occurrence <i>7pm 7-23-16</i>		20. Location-Name of Body of Water or Waterway: Latitude: Longitude: <i>Bearing Sea</i>		River Mile Marker: OR <i>near Falls Pass entrance</i>
21. Property Damage Estimated Damage Cost(s) to: Vessel: \$ _____ Cargo: \$ _____ Facility: \$ _____ Other: \$ _____		Describe the Extent of Property Damage <i>[Signature]</i>		
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: _____ Injured: _____ Dead: _____ Missing: _____				

Section IV - Casualty Information (continued)

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

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? *no 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)

None

24d. Is there evidence that alcohol use contributed to this casualty? *no*

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:

N/A

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.):

N/A

no injuries - see separate attached timeline - 2 pages.

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

Section		
24. Name (PRINT) (Last, First, Middle)	25. Signature	Date
<i>Potter, Corey, R.</i>		<i>7-31-16</i>
27. Title	28. Address	
<i>owner / Captain</i>		
29. Telephone No.	30. Email	

Ambition's timeline from 7 pm Tuesday, July 19th to 7 pm Saturday, July 23rd

July 19th:

- Last of tendering taking fish in Nushagak

July 20th:

- Shore time in Dillingham
- Unloaded some supplies to Peter Pan Seafoods: 2 scales and 2 signs
- Anchor and wait for a few hours to travel with the tide.
- Left Dillingham at 6am
- 2 hr wheel watch each
- Corey set up course on Auto pilot – 30 hrs
- West winds 25. Seas up to 10'

July 21st:

- Arrive in Port Mollar at 1 pm
- Instructed to wait on Anchor until the 22nd for another tender to unload fish to us for transport to Peter Pan King Cove.

July 22nd:

- Pulled anchor and tied up alongside F/V Melanie at the Peter Pan Port Mollar docks at 11 am
- Pumped fish from F/V Melanie to Ambition. About 170,000 lbs +/-.
- Waited at docks for tide to come in and slept
- Left docks at 11 pm to head to King Cove
- Weather – W25 seas 10'

July 23rd:

- D Day
- 2 Hr wheel watches each
- Continuous W25, seas 10' – occasional 15'+
- 4 pm - noticed a more sluggish ride, higher bow, water washing aboard stern deck
- 4:45 pm - Lazarette alarm intermittently going on – quick check – too much water entering
- 5 pm- run out of options to correct problem. Full Lazarette alarm
- 5:15pm – instructed crew to don survival suits

- 5:30 pm – notified T/V Kona Kai as to our situation
- 5:45 pm – Kona Kai and Star Watcher both had bearings headed to us
- 6 pm – made 1st Mayday call
- 6:20 pm – Sent SOS from InReach device
- 6:30 pm – made 2nd Mayday call
- 7:pm – Star Watcher 1st on scene notified that port side was under water and that crew should get off vessel
- * more than 15 minutes in water
- 7:20 pm all aboard Star Watcher