

| DEPARTMENT OF HOMELAND SECURITY<br>U.S. Coast Guard<br>REPORT OF MARINE CASUALTY  |  |   |  |  |  | OMB No 1625-0001<br>Exp/Iss: 01/31/2016   |
|---|--|---|--|--|--|---|
| <b>SECTION I. GENERAL INFORMATION</b>   |  |   |  |  |  |   |
| 1. Name of Vessel or Facility<br><b>M/T CARLA MAERSK</b>  |  | 2. Official No.<br><b>9171503</b>   |  | 3. Nationality<br><b>Danish</b>  |  | 4. Call Sign<br><b>OZGB2</b>  |
| 5. USCG Certificate of Inspection Issued at:<br><b>Houston, TX</b>  |  | 6. Type (Towing, Freight, Fish, Drill, etc.)<br><b>Tanker</b>   |  | 7. Length<br><b>182, 75</b>  | 8. Gross Tons<br><b>29289</b>  | 9. Year Built<br><b>1998</b>  |
| 10. Propulsion (Steam, diesel, gas, turbine...)<br><b>Diesel</b>  |  | 11. Hull Material (Steel, Wood...)<br><b>Steel</b>  |  | 12. Draft (Ft - In)<br><b>PWD 39.5 AFT</b>   | 13. If Vessel Cashed, By Whom: (ABS, LLOYDS, DNV, BV, etc.)<br><b>Det Norske Veritas</b> |   |
| 14. Date (of occurrence)<br><b>9 March 2015</b>   |  | 15. TIME (Local)<br><b>1231</b>   |  | 16. Estimated Loss of Damage TO:   |  |   |
| 17. Location (See Instruction No. 10A)<br><b>Houston Ship Channel - Buoys 89/90 - S.E. of Morgan's Point</b>  |  |   |  | 18. Name, Address & Telephone No. of Operating Co.<br><b>Handy Tankers K/S, 4th Floor, Nicolai, Rigveds Gade 28, 1402, Copenhagen, K. Denmark; Tel. 45 3363 4836</b> |  |   |
| 19. Name of Master or Person in Charge<br><b>Adam Napierski, Master</b>   |  | USCG License<br><input type="checkbox"/> YES <input checked="" type="checkbox"/> NO   |  | 20. Name of Pilot<br><b>Capt. Larry Evans</b>  |  | USCG License <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO<br>State License <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                   |
| 19a. Home or Work Street Address (City, State, Zip Code)<br><b>[REDACTED]</b>   |  | 19b. Home or Work Telephone No.<br><b>[REDACTED]</b>  |  | 20a. Home or Work Street Address (City, State, Zip Code)<br><b>[REDACTED]</b>  |  | 20b. Home or Work Telephone No.<br><b>[REDACTED]</b>  |
| 21. Casualty Elements (Check as many as needed and explain in Block 44.)  |  |   |  |  |  |   |
| <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>NO. OF PERSONS ON BOARD -- <b>23- 25</b></p> <p><input type="checkbox"/> DEATH - HOW MANY? _____</p> <p><input type="checkbox"/> MISSING - HOW MANY? _____</p> <p><input type="checkbox"/> INJURED - HOW MANY? _____</p> <p><input checked="" type="checkbox"/> HAZARDOUS MATERIAL RELEASED OR INVOLVED<br/>(Identify Substance and amount in Block 44.)</p> <p><input type="checkbox"/> OIL SPILL - ESTIMATE AMOUNT: _____</p> <p><input type="checkbox"/> CARGO CONTAINER LOST/DAMAGED</p> <p><input checked="" type="checkbox"/> COLLISION<br/>(Identify other vessel or object in Block 44.)</p> <p><input type="checkbox"/> GROUNDING <input type="checkbox"/> WAKE DAMAGE</p> </div> <div style="width: 30%;"> <p><input type="checkbox"/> FLOODING; SWAMPING WITHOUT SINKING</p> <p><input type="checkbox"/> CAPSIZING (with or without sliding)</p> <p><input type="checkbox"/> FOUNDERING OR SINKING</p> <p><input type="checkbox"/> HEAVY WEATHER DAMAGE</p> <p><input type="checkbox"/> FIRE</p> <p><input type="checkbox"/> EXPLOSION</p> <p><input type="checkbox"/> COMMERCIAL DIVING CASUALTY</p> <p><input type="checkbox"/> ICE DAMAGE</p> <p><input type="checkbox"/> DAMAGE TO AIDS TO NAVIGATION</p> <p><input type="checkbox"/> STEERING FAILURE</p> <p><input type="checkbox"/> MACHINERY OR EQUIPMENT FAILURE</p> <p><input type="checkbox"/> ELECTRICAL FAILURE</p> <p><input type="checkbox"/> STRUCTURAL FAILURE</p> </div> <div style="width: 30%;"> <p><input type="checkbox"/> FIREFIGHTING OR EMERGENCY EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.)</p> <p><input type="checkbox"/> LIFESAVING EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.)</p> <p><input type="checkbox"/> BLOW OUT (Petroleum exploration/production)</p> <p><input type="checkbox"/> ALCOHOL INVOLVEMENT (Describe in Block 44.)</p> <p><input type="checkbox"/> DRUG INVOLVEMENT (Describe in Block 44.)</p> <p><input type="checkbox"/> OTHER (Specify) _____</p> </div> </div> |  |   |  |  |  |   |
| 22. Conditions  |  |   |  |  |  |   |
| A. Sea or River Conditions (wave height, river stage, etc.)   |  | B. WEATHER<br><input type="checkbox"/> CLEAR<br><input type="checkbox"/> RAIN<br><input type="checkbox"/> SNOW<br><input checked="" type="checkbox"/> FOG<br><input type="checkbox"/> OTHER (Specify) _____ |  | C. TIME<br><input checked="" type="checkbox"/> DAYLIGHT<br><input type="checkbox"/> TWILIGHT<br><input type="checkbox"/> NIGHT                                       |  | D. VISIBILITY<br><input type="checkbox"/> GOOD<br><input type="checkbox"/> FAIR<br><input checked="" type="checkbox"/> POOR   |
|   |  |   |  | E. DISTANCE (miles of visibility) <b>0.55 mi</b>   |  | F. AIR TEMPERATURE (F) <b>15°C - (60°F)</b>   |
|   |  |   |  | G. WIND SPEED & DIRECTION <b>7.0 kts ENE</b>   |  | H. CURRENT SPEED & DIRECTION <b>0.5 160°</b>  |
| 23. Navigation Information  |  |   |  | 24. Last Port Where Bound  |  | 24a. Time and Date of Departure   |
| <input type="checkbox"/> MOORED, DOKED OR FIXED<br><input checked="" type="checkbox"/> ANCHORED <input checked="" type="checkbox"/> UNDERWAY OR DRIFTING  |  |   |  | SPEED <b>9.0</b><br>AND COURSE <b>101°</b>   |  | <b>Houston to Venezuela</b><br><b>0925</b><br><b>9 Mar 15</b>   |
| 25. FOR TOWING ONLY   |  | 25a. NUMBER OF VESSELS TOWED  |  | 25b. TOTAL H.P. OF TOWING UNITS  |  | 25c. MAXIMUM SIZE OF TOW WITH TOW-BOAT(S)   |
|   |  | Empty Loaded Total  |  |  |  | Length Width  |
|   |  |   |  |  |  | 25d. (Describe in Block 44.)  |
|   |  |   |  |  |  | <input type="checkbox"/> PUSHING AHEAD<br><input type="checkbox"/> TOWING ASTERN<br><input type="checkbox"/> TOWING ALONGSIDE<br><input type="checkbox"/> MORE THAN ONE TOW-BOAT ON TOW |
| <b>SECTION II. BARGE INFORMATION</b>  |  |   |  |  |  |   |
| 26. Name  |  | 26a. Official Number  |  | 26b. Type  |  | 26c. Length   |
| 26d. Gross Tons   |  | 26e. Year Built   |  | 26f. SINGLE SKIN <input type="checkbox"/> DOUBLE <input type="checkbox"/>  |  | 26g. Draft FWD AFT  |
| 26h. Operating Company  |  | 26i. Damage Amount  |  |  |  |   |
|   |  | BARGE _____<br>CARGO _____<br>OTHER _____   |  |  |  |   |
| 26j. Describe Damage to Barge   |  |   |  |  |  |   |

| SECTION III. PERSONNEL ACCIDENT INFORMATION   |                     |   |  |  |
|---|---------------------|---|--|--|
| 27. Person Involved<br><input type="checkbox"/> MALE <input type="checkbox"/> OR FEMALE<br><input type="checkbox"/> DEAD <input type="checkbox"/> INJURED<br><input type="checkbox"/> MISSING                         |                     | 27a. Name (Last, First, Middle Name)<br>27b. Address (City, State, Zip Code)                                  |  | 27c. Status<br><input type="checkbox"/> Crew<br><input type="checkbox"/> Passenger<br><input type="checkbox"/> Other |
| 28. Birth Date  | 29. Telephone No.   | 30. Job Position  |  | 31. (Check here if off duty)<br><input type="checkbox"/>   |
| 32. Employer - (if different from Block 10, fill in Name, Address, Telephone No.)   |                     |   |  |  |
| 33. Person's Time<br>A. IN THIS INDUSTRY - _____<br>B. WITH THIS COMPANY - _____<br>C. IN PRESENT JOB OR POSITION - _____<br>D. ON PRESENT VESSEL/FACILITY - _____<br>E. HOURS ON DUTY WHEN ACCIDENT OCCURRED - _____ |                     |   | 34. Industry of Employer (Towing, Fishing, Shipping, Crew Supply, Drilling, etc.)<br>35. Was the Injured Person Incapacitated 72 Hours or More?<br>36. Date of Death | YEAR(S)    MONTH(S)<br>_____<br>_____<br>_____<br>_____  |
| 37. Activity of Person at Time of Accident  |                     |   |  |  |
| 38. Specific Location of Accident on Vessel/Facility  |                     |   |  |  |
| 39. Type of Accident (Fall, Caught between, etc.)   |                     |   | 40. Resulting Injury (Cut, Bruise, Fracture, Burn, etc.)   |  |
| 41. Part of Body Injured  |                     |   | 42. Equipment Involved in Accident   |  |
| 43. Specific Object, Part of the Equipment in Block 42., or Substance (Chemical, Solvent, etc.) that directly produced the injury.  |                     |   |  |  |
| SECTION IV. DESCRIPTION OF CASUALTY   |                     |   |  |  |
| 44. Describe how accident occurred, damage, information on alcohol/drug involvement and recommendations for corrective safety measures. (See instructions and attach additional sheets if necessary).                 |                     |   |  |  |
| See attached from Adam Napierski, Master / M.T. CARLA MAERSK.   |                     |   |  |  |
| 45. Witness to Casualty (Name, Address, Telephone No.)<br>Capt. Adam Napierski c/o Eastham, Watson, 808 Travis, Ste. 1300, Houston, TX 713-225-0905   |                     |   |  |  |
| 46. Witness to Casualty (Name, Address, Telephone No.)<br>2/O Francis Estrebor, c/o Eastham, Watson, 808 Travis, Ste. 1300, Houston, TX 713-225-0905  |                     |   |  |  |
| SECTION V. PERSON MAKING THIS REPORT  |                     |   |  | 47c. Title   |
| 47. Name (PRINT) (Last, First, Middle)<br>Napierski, Adam   |                     | 47b. Address (City, State, Zip Code)<br>c/o Eastham Watson, Dale & Forney<br>808 Travis, #1300, Houston 77002 |  | Master   |
| 47a. Signature  |                     |   |  | 47d. Telephone No.<br>713-225-0905   |
|   |                     |   |  | 47e. Date<br>13 APRIL 2005   |
| FOR COAST GUARD USE ONLY  |                     |   | REPORTING OFFICE:  |  |
| MISLE Incident Investigation Activity Data Entry:   |                     |   | MISLE Incident Investigation Activity Number (if applicable)   |  |
| <input type="checkbox"/> NONE <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> DATA COLLECTION <input type="checkbox"/> INFORMAL <input type="checkbox"/> FORMAL   |                     |   |  |  |
| Serious Marine Incident <input type="checkbox"/> Yes <input type="checkbox"/> No  | INVESTIGATOR (Name) | DATE  | APPROVED BY (Name)   | DATE   |
| Major Marine Casualty <input type="checkbox"/> Yes <input type="checkbox"/> No  |                     |   |  |  |

## Morgan's Point Collision with MV Conti Peridot

Pilot boarded Carla Maersk shore side at Texas Petrochemical terminal 0900lt. I was present at the bridge and one tug was standing by already. When Pilot attended the bridge informed him about one tug and he confirmed the second one should be arriving shortly. It was rainy although no fog was predicted according to information from the pilot. A car carrier have to pass ahead of us before we could departure, meanwhile completed the Master/Pilot exchange info and after both tugs were made fast we let go all head lines and all stern lines 0925lt. Once the car carrier did pass we departed at 0950lt. During channel transit there was several meetings with mostly barges, eventually the rain ceased and visibility was good. The speed orders were varying at slow and half ahead. After several meeting with other vessels we approached the Fred Hartman bridge before Barbour's Cut basin. Pilot started to raise concern about the visibility condition at Galveston and eventually advised that visibility is zero. He informed that we may even anchor in the channel. He also suggested that vessel could turn into Barbour's Cut basin and anchor until next day. This decision had to be taken soon as we passed the bridge and was closing in to the entrance for B'Cut, however he also advised there is no tugs available and during further discussion I did not considered it would be safe enough to turn into B'Cut without tug assistance, keeping in mind that in worst case we could always anchor in the channel, pilot advise that now is anyway to late and we'll just continue. After the Fred Hartman bridge visibility worsened however still was abt 1.5nm. One more lookout with radio was ordered to proceed forward and started the fog signal. As per pilot there was one more inbound vessel we had to meet. Range on radars was set to 1.5nm and 0.75nm. When passed the B'Cut entrance turning to south we passed a barge on our port side. Lookout forward reported a vessel ahead, shape of this vessel could also be seen from bridge. The distance to target was confirmed by 2/Off with radar range to be 0.5nm. Target moved from dead ahead onto our port side and the same time pilot initiated turn to starboard by giving 10 degrees on the stbd rudder in order to pass port to port. When the meeting vessel (Conti Peridot) was on port at abt 10 degrees and at a distance of abt 0.3nm she begun to turn her bow to port. By that time I believed she is only stabilizing her heading. However her swing to port continued until her starboard broadside became visible; by that time it was obvious that she is loosing the steering. Pilot ordered hard to starboard and full ahead. Intention was to clear her bow if somehow she managed to regain her steering and veer to starboard. However Conti Peridot continued to swing to port and at abt 90 degrees from our heading she made hard contact on our port side by WBT 2P and WBT 3P and Carla Maersk lost speed and was aground in mud on starboard side of the channel. Conti Peridot moved astern and separated from our hull. Pilot gave order for dead astern and stopped engine when vessel was about in middle of the channel. Carla Maersk begun very fast to list to port more than 10 degrees. Starboard anchor was lowered by gear to one shackle in water. PA announcement was made by 2/Off to all crew for proceeding to muster station and C/Off was contacted by UHF radio. Plan was to keep vessel upright and also move the cargo away from 3P and 4P. This could be done by transferring cargo into the empty cargo tanks 1P/S or 2P/S or 10 P/S. When transferred cargo from 3P to 2S vessel begun to come upright, this was giving confidence that the list could be handled. When vessel was upright the transferring of cargo continued until ullage in 3P and 4P was at sea level. Idea was that if cargo tanks 3P or 4P was actually breached the sea water will go into the tank rather than cargo escaping out from the tank.

Adam Naplerski

Master / Carla Maersk



ATTACHMENT  
+0  
USCG 2692