

OREGON BOARD OF MARITIME PILOTS

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REPORT OF MARINE INCIDENT

1. Name of Vessel or Facility M/V Nenita		2. Nationality Marshall Island		3. Type (Towing, Freight, Fish, Drill, etc.) Bulk		4. Length 738 ft	
5. Breadth 106 ft		6. Gross Tons 40042		7. Year Built 2006		8. Propulsion (Steam, diesel, gas, turbine ...) LSFO	
9. H.P. 12949 PS		10. Draft Ft. - Fwd 42 ft 8.6 in 42 ft 9.4 in		11. Location (Berth, or range and bearing to nearest fixed aid to navigation or land mark. Include largest scale chart.) Three Tree Point		12. Date (of occurrence) 11/19/2016	
13. Time (local) 0246		14. Name, Address & Telephone Number of Operating Company (Agent) Transmarine 1610 C Street Vancouver WA 98663					
15. Name of Master or Person in Charge Reynofno Noya				16. Name of Pilot Capt. David Burnham			
Telephone # [REDACTED]		Nationality of Master's License Phillipines		Telephone # [REDACTED]		State License Number [REDACTED]	
Federal License Number [REDACTED]		17. Casualty Elements					
<input type="checkbox"/> Hazardous Material Released or Involved <input type="checkbox"/> Oil Spill-Estimated Amount _____ <input checked="" type="checkbox"/> Grounding <input type="checkbox"/> Flooding: Swamping Without Sinking <input type="checkbox"/> Capsizing <input type="checkbox"/> Collision		<input type="checkbox"/> Foundering or Sinking <input type="checkbox"/> Heavy Weather Damage <input type="checkbox"/> Fire <input type="checkbox"/> Explosion <input type="checkbox"/> Damage to Aids to Navigation <input type="checkbox"/> Damage to Dock <input type="checkbox"/> Cargo Damage		<input type="checkbox"/> Steering Failure <input checked="" type="checkbox"/> Machinery or Equipment Failure <input type="checkbox"/> Electrical Failure <input type="checkbox"/> Structural Failure <input type="checkbox"/> Wake Damage <input type="checkbox"/> Injury <input type="checkbox"/> Loss of Life			
18. Conditions							
A. Sea or River Conditions (wave height, river stage, etc.)		B. Weather <input type="checkbox"/> Clear <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> Fog <input type="checkbox"/> Other (Specify) <input type="checkbox"/> _____		C. Time <input type="checkbox"/> Daylight <input type="checkbox"/> Twilight <input type="checkbox"/> Night		D. Visibility <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	
E. Distance (miles) _____ (of visibility)		F. Air Temperature _____		G. Wind Speed _____ & Direction _____		H. Current Speed _____ & Direction _____	
I. Relevant Sounding Charts with Vessel Location _____		J. Soundings Taken (Groundings Only) _____					
See attached statement							
19. Navigation Information							
<input type="checkbox"/> Moored Docked or Fixed <input type="checkbox"/> Anchored <input type="checkbox"/> Underway or Drifting Time of First Line _____ Time of Last Line _____		Speed _____ Course _____ Standby _____ OR FWE		See attached statement		<input type="checkbox"/> Inbound Time Transit Began _____ <input type="checkbox"/> Outbound Time Transit Began _____ <input type="checkbox"/> Shifting From _____ to _____ <input type="checkbox"/> Berthing/Unberthing	

SEE NEXT PAGE FOR ADDITIONAL REPORTING INFORMATION

20. Personal Protective Equipment used: N/A

21. Describe Incident: See attached statement


Pilot

Date received by Board: _____

Investigators:

Oregon Board of Maritime Pilots

Oregon Board of Maritime Pilots

Oregon Board of Maritime Pilots

Disposition _____ Filed _____ Other (Describe Below)

On the evening of November 18, 2016, I was assigned to sail the M/V NENITA from Kalama deep anchorage to Astoria. The vessel was built in 2006 with a length of 738 ft. and beam of 106 ft., and is flagged in the Marshall Islands. The ship had a load of grain. The ship had a bow draft of 42ft. 8.6 in., a midship draft of 42 ft. 11.7 in. and a stern draft of 42 ft. 9.4 in.

I got underway at 2300 from Kalama deep anchorage. The weather was clear and dry and visibility was not limited. The ship handled well, but it did take a little more rudder than a normal ship of that length and draft to handle. The transit went well until approximately 0232. When we were just above buoy 30 on Welch Island Reach, I heard the engine lose RPMs and looked up to see the RPM indicator showing we had lost power on the main engine.

This engine loss was at the same time the ship needed to make about a 16-degree course change to port. I initiated the turn with rudder commands while the Master contacted the engine room to see about getting the engine back on line. The ship was very hard to steer and I had to use hard over rudder to start the ship swinging, and then hard over rudder to stop the swing. Knowing the perils of doing that my full concentration was on the steering light on the bow. My goal was to try to get the ship safely below Three Tree Point and out of the channel on the Washington side to anchor. I was also concerned that if grounding was inevitable, I wanted to do everything I could to let the bow hit, instead of the stern.

At approximately 0242, just above buoy 26, the ship took a hard push off the Oregon edge of the channel. I had the rudder hard to port told the captain we needed immediate power to the wheel to check the swing. When it was apparent we were not going to get the needed power, I immediately ordered emergency full astern and let both anchors go.

At approximately 0246 we hit Three Tree Point, which is rock. The Master immediately ordered a sounding of all tanks and found the fore tank was the only one breached. I made a call on channel 13 letting all other vessels know of our condition. I made a phone call to pass the information on to the Bar Pilots, called Shaver Transportation to dispatch 3 tractor tugs to my location as quickly as possible, and called COLRIP's dispatcher asking him to contact COLRIP's officer on duty and to notify the Coast Guard of our condition. The tide was flooding, and the stern of the ship settled towards the Washington side of the river, with the ship facing downstream.

Approximately 0330 using a portable test strip kit I carry as part of my piloting gear, I performed an alcohol test on myself, the Master, and the Mate. The Master's read 0.0, the Mate's read 0.0, and mine read 0.03%. I am not a drinker and had not consumed any alcohol at any time in the hours and days before the incident, so the test of me gave false positive. At about 0600, I was relieved by Capt. John Jurgensen. I proceeded to Longview and was drug and alcohol tested at the Occupational Health Clinic at approximately 0720. The alcohol test there was zero.

