

From: [REDACTED] [_CIV](#)
To: [Furukawa Robert](#)
Subject: SM-3 UPDATE
Date: Wednesday, February 10, 2021 13:42:55

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Jon

I spoke with Ben Blakey and Jeremiah Klejka yesterday. Pat Glaab is no longer with Northline Seafoods.

I am trying to make an estimated timeline from CG inspections and crew interviews. I don't think we are going to get one from Northline that is any better than one we make. I had Klejka read me text messages he sent to Blakey as well. There is a conflict of what the texts actually say, I am trying to resolve.

I asked Blakey for any pictures of the SM-3 while operational. He sent a couple but not profile views, pictures are attached. That's the highest resolution available. The pictures both were taken in May, 2019 inside of Silver Bay (4 miles from Sitka, AK) prior to departing for Bristol Bay.

Blakey doesn't know the people or their contact info that Glaab claimed had anemometers in Ekuk.

I reminded them of your transcript verification and sent a reminder email to the interview subjects. That is what prompted Klejka's response.

Klejka though Glaab may have been using Nobeltec or TimeZero for the GPS program but wasn't sure. He didn't load it on Glaab's tablet.

The COD depth was 11.2 feet. Stability report depth was 12ft. Looking at pictures, the wind and waterline is about mid-way on the side shell. The stability report, I sent you several months ago, shows draft while under tow 6.5ft; heavy load 7.7ft; and light load 5.25ft. I don't see painted draft marks on the towing pictures. Ben thought the numbers were put on in the yard but doesn't remember if they were painted. If the barge was at seasons end and waiting haul out, I would estimate draft between 5.5 and 6ft.

SM-3 is going through refit and the plan is to return to service as a fish tender barge in summer 2022.

I tried calling the marine surveyor that last had custody of the buoy top. I got voicemail.

[REDACTED]
Senior Investigating Officer
Sector Anchorage
[REDACTED]

From: [REDACTED] <[REDACTED]>
To: [Furukawa Robert](#)
Subject: RE: RFI: SM-3/Northline Seafoods - Grounding Fish Tender Barge SM-3 Ekuk Beach, AK 2020-08-31; DCA20FM027
Date: Wednesday, December 9, 2020 11:03:35

Jon

SM-3 was relieved from the beach on 10/19 at 1705 AKDT
Ben Blakey reported SM-3 was moored at Silver Bay Seafoods in Naknek on 10/20 at 0835 AKDT. I don't know the exact arrival time.

The 3rd deck was removed completely. The 2nd deck superstructure was completely removed. Approx. 1/3 of the 2nd deck steel framework was removed. All materials were loaded either in container/dumpsters (or, in the case of large steel beams, placed directly on the Landing Craft and hauled out on the LC IRON MIKE to the dump in Dillingham.

On 10/22 Alaska Marine Surveyors sent me this email

"The owners have contracted to have the barge set hard upland, on a previously designated suite, where they had already planned and paid for it to be to store for the winter, within the next 4-5 days, and it is my understanding that they intend to rebuild it to operate this next season as a refrigerated salmon buying station holding barge. A representative, who was at the site during that operation and who was most helpful, is on the barge monitoring it daily until lifted and is, I understand, already demoing it further for the refit."

I have not confirmed if the barge has been hauled out. I assume it was put on blocks. Ice has set in from the west side of the Nushagak Peninsula to south of Pilot Point.

I'll see if I can reach Pat for the RFI.

[REDACTED]

From: Furukawa Robert <[REDACTED]>
Sent: Tuesday, December 8, 2020 8:57 AM
To: [REDACTED] <[REDACTED]> CIV <[REDACTED]>
Subject: [Non-DoD Source] RE: RFI: SM-3/Northline Seafoods - Grounding Fish Tender Barge SM-3 Ekuk Beach, AK 2020-08-31; DCA20FM027

[REDACTED]

Only Drew the engineer reviewed his transcript & returned a signed errata.

- I think Pat should be back by now – or by the time Pat gets back he won't remember enough to write down the accident timeline from August.

From: [REDACTED] [.CIV](#)
To: [Furukawa Robert](#)
Subject: SM-3 UPDATE
Date: Tuesday, October 20, 2020 6:32:11 PM

Jon

At 1705 on 19OCT, SM-3 was relieved from the Ekuk Beach. Then towed by BELLA CATHERINE to Naknek.

At 0835 on 20 Oct, Mr. Blakely reported SM-3 was moored at the Silver Bay Seafoods Dock, on the Naknek River

I don't know final disposition yet.

[REDACTED]
Senior Investigating Officer
Sector Anchorage
[REDACTED]

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From: [REDACTED] <[REDACTED]>
To: [Furukawa Robert](#)
Subject: RE: SM-3 ANCHOR ARRANGEMENT - Request for SM-3' COI or COR, MMC, work/rest history, drug & alcohol test results; no holding barge?
Date: Tuesday, September 8, 2020 4:57:50 PM

Jon

MISLE limits what we can enter from pre-determined drop downs.

The barge is a fish tender. The barge does not hold a COI or COR. The President of Northline says all they do is freeze and box fish whole. They also do other services that a tender would do, like fuel, ice, water, etc.

The holding barge had already been removed for the season. SM-3 is the processor barge was waiting for haul out. Yes, SM-3 chain bridle was connected directly to the buoy.

Drug/alcohol tests were not conducted. The marine employer determined none of the crew was directly involved in the casualty.

I can get the barge crew to complete a work/rest but it won't tell us anything. They sought shelter in one of the barge holds until the barge stopped moving. Then they stepped off on to the beach.

None of the barge crew hold a MMC.

Do you want me to set up interviews with the crew and management?

I'm thinking more along the lines of was there a heavy weather plan and why were people on board if they knew a storm was coming?

[REDACTED]

-----Original Message-----

From: Furukawa Robert <[REDACTED]>
Sent: Tuesday, September 8, 2020 11:25 AM
To: [REDACTED] <[REDACTED]>
Subject: [Non-DoD Source] RE: SM-3 ANCHOR ARRANGEMENT - Request for SM-3' COI or COR, MMC, work/rest history, drug & alcohol test results; no holding barge?

[REDACTED]

I have SM-3's VCP. The SM-3 is a non-self-propelled fishing vessel - a tender or processor barge.

The power point SM-3 Anchor Layout has the mooring buoy's chain connected to a holding barge, then the processor barge. So the processor barge is the SM-3. At the time of the accident, the chain was connected directly to the SM-3 and there was no holding barge?

When you can, please email me the SM-3' COI or COR.

Do any of the crewmembers have MMC? We'll also want them to fill out