

DEPARTMENT OF HOMELAND SECURITY  
U.S. Coast Guard

OMB No: 1625-0001  
Exp. Date: 07/31/2022

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

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

1. Vessel or Facility Name BOW TRIUMPH		2. Vessel Official Number or IMO Number 9669902		3. Vessel Flag Norway		
4. Vessel Length 182.66 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Meters		5. Vessel Gross Tons 30,521		6. Vessel Propulsion Type Diesel Direct		
7. Vessel or Facility Type Chemical Tanker			8. Vessel or Facility Service or Occupation Merchant			
9. FOR TOWING ONLY	9a. Arrangement: <input type="checkbox"/> Pushing Ahead <input type="checkbox"/> Towing Astern <input type="checkbox"/> Towing Alongside		9b. Number of Vessels Towed: Empty _____ Loaded _____ Total _____		9c. Maximum Size of Tow/Tow-Boat(s): 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 (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 \$75,000
- 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 Goldex Fortune Ltd		Telephone +81-65401855		14. Name of Operator or Manager Odfjell Management AS		Telephone +47-55270000	
Address 80 Broad Street Monrovia, Liberia		Email address 7oceans@soceans.com		Address Conrad Mohrs Veg 29 5072 Bergen Norway		Email address ops.bow.triumph@odfjell.com	
15. Name of Master or Person-in-Charge (Last, First, Middle) Gayanilo, Eduardo, Paqunsan		Telephone [REDACTED]		16. Name of Agent (Last, First, Middle) Host Agency		Telephone 843-974-5951	
Address See block 14.		Email address [REDACTED]		Address Charleston		Email address charleston@hostagency.com	
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 5-Sept-2022 / 1604 hours		20. Location-Name of Body of Water or Waterway: Latitude: Cooper River, Pier Bravo		River Mile Marker: OR	
21. Property Damage Estimated Damage Cost(s) to: Vessel: \$300,000 Cargo: \$ Facility: \$ UNKOWN Other: \$		Describe the Extent of Property Damage Damage to section of Pier Bravo, Joint Base Charleston.			
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: 26 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)

N/A

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:

The vessel cast off from the BP terminal to shift downriver to the Odfjell terminal.

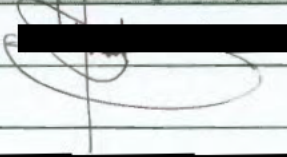

25b. Description of the Casualty (casualty events and the conditions and actions that were believed to be causal factors as well as any hazards created as a result of the casualty. Attach additional sheets if necessary.):

On approach to Pier Bravo, the pilot ordered Port 20 on the rudder and the engine Full Ahead. The rudder turned but the ship did not. The Pilot ordered hard-to-port (35 degrees). The rudder turned, but the ship did not. The pilot ordered full-to-port (45 degrees). The rudder turned, but the ship did not. The ship proceeded on a straight line to pier bravo. I ordered the starboard anchor let go so we would not swing to port and strike the signal tower at the end of the pier. We ordered the engine full astern. The ship proceeded into the pier at 90 degrees. We backed the ship out, confirmed no pollution or injuries, contacted the Coast Guard, and proceeded to Odfjell terminal without further incident.

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

N/A.

**Section V - Person Making this Report**

24. Name (PRINT) (Last, First, Middle) Gayanilo, Eduardo, Pagunsan	25. Signature: 	26. Date 6 Sept 2022
27. Title Master	28. Address	
29. Telephone No. 	30. Email 