



Statement of events on April 21, 2023 by 1AE Benjamin Wright.

I relieved 2AE S. Kulikowski at 0730 on the morning of 4/21/2023, cargo was still being loaded. I received a 1-hour notice for departure at 0905 and began to ready the plant (Blow down both main engines, start SSDG #2, and departure fuel soundings). 0950 the Captain called and gave me the 30 minute to departure notice, both main engines were started and warming up at idle. At this time the Captain requested to have the bow thruster online powered by the 2 SSDGs. Chief engineer notified of departure. 1045 Captain requested Bridge control for departure. At this time the bow thruster was secured from being powered by the SSDGs. Port main engine was placed in Generator mode, the 1700kW shaft generator placed online to power Bow and Stern thruster, Stbd main engine was clutched in, and Bridge control passed to the wheelhouse. Maneuvering began but it was noted that we were not making any way. 1100 to 1130 3AE R. Prescott relieved me for lunch and stood by the control room during maneuvering. I returned to the control room at 1130 and noted the vessel was still stuck in place. Shortly afterwards the vessel was freed, at that time a 25" port list was noted. 1140 Maneuvering finished. Bow and stern thrusters secured, 1700kW generator offline, Port main engine transferred to propulsion mode and clutched in. I discussed the port list with the Captain who said to wait until we were in deeper water to adjust ballast. At 1155 Captain gave the ok to change ballast. Port list was corrected by adding 10' to the 6stbd ballast tank. 1235 Port main engine was clutched out and put to generator mode, 1700kW generator online, and bow and stern thruster online. During this time the work boat was lowered over the side to inspect the hull as the Captain suspected there may have been damage. At the same time the Chief Engineer and Conveyormen were opening the port side ballast tanks to inspect for damage internally. 1320 Thrusters were secured and port main engine clutched in. At approx. 1500 I was notified that damage was found in the 1port and 2port ballast tanks. Chief Engineer had me enter those tanks to take pictures. There was about 2' of water in each tank and the hull damage could not be viewed, but water could be seen entering the from beneath the surface. After my watch I assisted with closing port ballast tanks, opening stbd ballast tanks for inspection, and sounded the void spaces along the tunnel. No further damage was found at that time.

  
Benjamin Wright, Mariner Ref. # 

First Assistant Engineer, John J Boland