

Day: FRIDAY

Date: 29 APR 2022

Supplementary Pages / Port Operations of: \_\_\_\_\_

Time	Additional Remarks	TI
0001	TOOK OVER THE WATCH FROM 3/O. VESSEL SAFELY MOORED AT NEW YORK UNDER TERMINAL. DISCHARGING CARBO IN PROGRESS & REMAINING.	16
	6 INWOOD UNDER TERMINAL. CIS ALONG CURVE. PWD - 3x2x3 & AFT 2x3x3. DISCHARGING CARBO IN PROGRESS & REMAINING.	16
0200	SHIP TO SHORE SAFETY CHECKLIST COMPLETED. NO REMARKS.	
0600	SHIP TO SHORE SAFETY CHECKLIST COMPLETED. NO REMARKS. AN MOORING LINES, RAT GUARDS, SCUPPER PLUGS. V/U, CROSSOVER ETC CHECKED REGULARLY. SEA WATER SURFACE AROUND THE VESSEL CHECKED FOR OIL. NO TRACE. WHO TO 3/O.	16
	DISCHARGING IN PROGRESS.	16
0600	TOOK OVER THE WATCH FROM 2/O. ALL MOORING LINES, RAT GUARDS, SCUPPER, SKEALL, MANIFOLD AREA, CARGO LINES & V/U RE-CHECKED. OK	16
0900	SAFETY ROUND CARRIED OUT BY DECKWATCHMAN.	17
0916	SUSPENDED DISCHARGING BY SHORE REQUEST. 2W, 3W, 4W & SW DITCH. V/U & RESPECTIVE V/U CLOSED	17
0924	RESUME DISCHARGING BY SHORE REQUEST. DITCH. V/U 2W, 3W, 4W & SW & RESPECTIVE V/U OPEN.	17
0936	ALL CARGO LINES & V/U OK. INCREASE MANIFOLD PRESSURE	17
1000	RVCL CARRIED OUT AS PER REPETITIVE CHECKS. OK	18
1000	FINISHED DISCHARGE 2W COT DITCH V/U & RESPECTIVE V/U CLOSED.	18
1030	FINISHED DISCHARGE SW COT. DITCH. V/U & RESPECTIVE V/U CLOSED	
1118	SUSPENDED DISCHARGE BY SHORE REQUEST. DITCH. V/U & RESPECTIVE V/U CLOSED.	18
1124	RESUME DISCHARGING BY SHORE REQUEST. DISCHARGE V/U & RESPECTIVE V/U OPEN. 3W & 4W COT	19
1130	INCREASE MANIFOLD PRESSURE.	19
1200	ALL MOORING LINES, RAT GUARDS, SCUPPER, SKEALL, MANIFOLD AREA, FIRE & POLLUTION EQUIPMENT ETC. REGULARLY CHECKED. SEA WATER SURFACE AROUND THE VESSEL CHECKED FOR OIL VIBES, NONE FOUND. WATCH HANDS OVER TO 2/O.	19
1200	TOOK OVER THE WATCH FROM 3/O. VESSEL SAFELY MOORED AT SUNDO UNDER TERMINAL. DISCHARGING CARBO IN PROGRESS	19
1306	COMPLETED BULK DISCHARGING & COMMENCE USE INTERNAL STRIPPING.	19
1500	COMPLETED AN DISCHARGING OPERATION.	19
1600	GIVE 1HR NOTICE TO FIR. LOCK GUNC & COMPLETED LOADING ARM DISCONNECTION.	19

Time	Additional Remarks
1612	TRINKS ACCEPTED
1619	STEERING GEAR TESTED AS PER CFR 33 164.25. TWO STEERING WHEELS ASSESSD. NO DEFICIENCY. HELMS STEERING AS PRACTICE & AS JOURNAL ADDITIONAL LOOKOUT.
1636	W/TH STANLEY & W/TH TRANSFERRED CONTROL TO BRIDGE. MASTER ON COMM. SW II (CONDITION). 1ST PILOT ONBOARD BOUL 24 UTILITY.
1638	COMMENCE WALTER PILOT EXCHANGE
1640	W/TH TESTED AHEAD & AFTERN PROPULSION AS PER CFR 33 164.25. NO DEFICIENCY
1648	2ND PILOT ONBOARD. BOUL 09, 14, 16, 17 & 24 UTILITY
1654	(COMPLETED) WALTER PILOT EXCHANGE
1700	COMMENCE IMMEDIATE
1712	LAST LINE
1718	FIND TUG W/TH FULT "KIRBY MORAN"
1724	TUG DELIVERED "KIRBY MORAN"
1735	2ND PILOT OFF
1740	ELIZABETH MILLER ADVICE PROCEEDING ON RIVER.
1800	GPS F. UD 33.4 N $\lambda: 074^{\circ} 13.3' W$ . VESSEL UNDER PROTECT. SW II (CONDITION). TOWER PASSAGE. CLEAR VIS, UNDO BERT. LIGHT SEAS, WIND TO 3/0.
1802	TOOK OVER THE WATCH FROM 2/O. MASTER IN COMM. SWC II. ALL EQUIPMENT CHECKED, ECOS KETTING, GROSS, NAV. LIGHTS, ALARM PANEL. SWAS ONLYED & MAGNETIC COMPACT COMPASS. SUPP # 1 IN USE. BOUL 09, 13, 14 UTILIZED.
1827	PASSING OUTER BRIDGE
1900	GPS $\lambda 40^{\circ} 30.42' N > 074^{\circ} 12.4' W$
1909	C/E CALLED BRIDGE TO STOP ME.
1910	MASTER ASSESSES THE DEPTH OF WATER IN THE AREA.
1911	MASTER ASKED PILOT TO REDUCED SPEED (ELIZABETH MILLER / MOB: +631 921 874)
1912	PILOT AGREED / FIRE ALARM SOUNDED
1913	ALL CRE MUSTERED IN FIRE MUSTER STATION.
1915	EMERGENCY SQUAD NO. 1 & EMERGENCY SQUAD NO. 2 ACTIVATED.
1916	COMMENCED BOUNDARY COOLING & PROX. ACCOMMODATION.
1917	C/E REPORTED FIRE IN CUPROCATING THEM.
1918	MASTER ORDERED ALL CREW. ENGINE DEPARTMENT TO GET OUT FROM THE ENGINE ROOM.
1919	ALL WATER TIGHT DOOR VENTILATION FROM ENGINE ROOM & AROUND ACCOMMODATION ARE CLOSED

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1920	C/E ACTIVATED C#2 FOR THE ENGINE ROOM
1920	MASTER & PILOT AGREED TO DROPPED ANCHOR; COMMENCE DROPPING ANCHOR.
1921	VESSEL CONTACTED USCG & LOCAL FIRE/PUMP BOAT
1922	DROPPED ANCHOR 4 SHACKLES ON THE WATER. GPS LAT 40° 29.5'N
1925	RIVER PILOT FOLLOWED UP LOCAL FIRE/PUMP BOAT FROM THE SHORE TO ASSIST THE VESSEL
1930	BOUNDARY COOLING SUDDENLY STOPPED
1930	MASTER INSTRUCTED 3RD MATE TO CALL CALLED Q.I & DPA VALENTINE MAYRINAC TO REPORT THE FIRE SITUATION. DPA INQUIRED STATUS OF CREW
1932	C. ENGR INSTRUCTED 2E TO CHECK EMERGENCY FIRE PUMP & INFORMED FIRE PUMP SUDDENLY STOPPED & CANNOT RESTART.
1935	ALL CREW GATHERED IN THE BRIDGE & MUSTERED
2000	FIRE DEPARTMENT FROM SHORE "FDNY" ARRIVED TO ASSIST THE VESSEL. OTHER BOATS ARRIVED: FIRE BOAT "MARINE 6", "MARINE 8", "USCG BOAT", "NYPO BOAT", "NYPO CHOPPER"
2025	FIREMAN "FDNY" ONBOARD THE VESSEL. COMMENCE PREPARING & TRANSFERRING ALL FIRE EQUIPMENT FROM FIRE BOAT. FIRE OFFICER BC JOSEPH ABBAMONTE.
2027	2 REPRESENTATIVE "FDNY" ARRIVED ON THE BECKE TO CONDUCT SHORT EMERGENCY BRIEFING WITH THE MASTER & ALL CREW. MASTER FIRST REQUEST TO CONNECT ISC TO SUPPLY SEA WATER INTO FIRE MAIN & RESUME BOUNDARY COOLING.
2030	IN PROGRESS LAYING OUT ALL FIRE EQUIPMENT FROM THE PUMP BOAT & PREPARING TO THE VESSEL-DECK
2050	ALL FIRE HOSES ARE CONNECTED & CONNECTED TO THE FIRE MAIN LINE.
2105	EMERGENCY SQUAD NO. 1 & EMCY SQUAD NO. 2 ARE PREPARING TO RESUME THE BOUNDARY COOLING.
2110	RESUME BOUNDARY COOLING BY EMCY SQ. 1 & EMCY SQ 2 INCINERATOR SIDE & ALL AROUND ACCOMMODATION 150-200PSI
2320	DPA BRIEFED MASTER REGARDING DISCUSSION WITH FIRE CONSULTANT Mr. FRANCIS REARDON. 20-HR COOLING PERIOD.
2325	ALL CREW GATHERED IN THE BRIDGE CONDUCT SAFETY

Additional Remarks

MEETING REGARDING THE CURRENT SITUATION. DELEGATION OF FIRE SAFETY & ANCHOR WATCHER.

2340 COMPLETED SAFETY MEETING TO ALL CREW.

2345 EXCHANGE PILOT (CAPT. JEFFREY TOTHILL / SANDY HOOK PILOTS / +1718 448 3900) GRV of 40°29.8'N x 074°08.9'W

2350 RADAR PM TEST XB/14.0/5.9; SB 1B2/6.3

2400 GRV of 40°29.8'N x 074°08.9'W. OVERCAST SKY, MOD.

BREEZE, MOD. SEA; GOOD VIBILITY. FREQUENTLY CHECKED OF CHRS POSITION, NO SIGN OF DRAGGING. FIRE, SAFETY ROUTES REGULARLY CHECK BY WATCHMAN. WATCH HANDS OVER TO 2/O.



20 DAY

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## Additional Remarks

	* OVER THE WATCH FROM 310. BUNKS ON. BUNK CONDITION. BOLL B, 13 & 14 UTILIZED. ALL NAV. EQUIP, LIGHTS CHECKED. ALL GPS, GYRO, MAGNETIC COMPASS COMPARED. HELM STEERING TESTED.
	GR F: 40° 29.8' N      λ: 074° 08.4' W
054	FIRE OFFICERS (2) DISCONNECTED THE ISS COMPUTER
100	GPS F: 40° 29.8' N      λ: 074° 08.4' W. FIRE OFFICERS OFF.
0706	FIRE BOAT OFF & PATROLLING IN CLOSED VICINITY TO VESSEL
0800	GPS F: 40° 29.8' N      λ: 074° 08.4' W
0350	"BRENDAN TURECAMO" TUG BOAT ARRIVED.
0400	GPS F: 40° 29.8' N      λ: 074° 08.4' W
0500	GPS F: 40° 29.8' N      λ: 074° 08.4' W
0600	GPS F: 40° 29.8' N      λ: 074° 08.4' W. NEAR VIS. FRESH BRISK WIND SEAS, OVERCAST SKY. VESSEL UNDER PULLAGE. NO SIGN OF DRAGGING ANCHOR. WIND TO 310.
0600	TOOK OVER THE WATCH FROM 2/O. PWT 1. NAV. EQUIPMENT CHECK EGOS SETTING, GMOCS, NAVLIGHTS, BUNKS ON, GYRO & MAGNETIC COMPASS COMPARED, GYRO # 1 IN USE. BOLL 06, 13, 14 UTILIZED
0740	START TUG PUSHING/SWINGING TO PORT WATER.
0812	COMPLETED PUSHING
1000	TUG MADE FAST AFT CENTER LEAD "BRENDAN TURECAMO" START PULLING. GR F 40° 29.8' N λ 074° 08.4' W
1012	TUG CAST OFF / CTRBY ON AFT.
1048	EXCHANGED PILOT
1115	RECEIVED EMAIL, CRANE BARGE ARRIVING.
1145	RADAR FM TEST XB 16.0/5.9; SB 16.0/5.9
1200	GR F 40° 29.8' N λ 074° 08.4' W. OVERCAST SKY, MOD. BRISK WIND. SEA. GOOD VISIBILITY. FREQUENTLY CHECKED OF SHIP POSITION, NO SIGN OF PULLAGE. VESSEL UNDER WATCH HANDS OVER TO 2/O.
1200	TOOK OVER THE WATCH FROM 310. BUNKS ON. BUNK CONDITION. BOLL 08, 13 & 14 UTILIZED. ALL NAV. EQUIP, LIGHTS CHECKED. ALL GPS, GYRO & MAGNETIC COMPASS COMPARED. HELM STEERING TESTED. NO DRAGGING
1300	GPS F: 40° 29.8' N      λ: 074° 08.4' W
1315	CRANE BARGE APPROACHING TO THE VESSEL "NICOLA MILNER"
1314	1 AGENT & 1 DOCKR ONBOARD
1336	3 TUG BOAT ONBOARD "JRT MORAN" & "KIRBY MORAN"
1345	PILOT ONBOARD
1346	COMMUNICATE MASTER PILOT EXAMINED
1400	COMPLETED. MASTER PILOT EXAMINED
1418	FIND TUG SEWARD CENTER LEAD "JRT MORAN"
1424	AFT TUG SEWARD CENTER LEAD "KIRBY MORAN"

Time	Additional Remarks
1430	COMPLETED DRUG & ALCOHOL TEST. 1 AGENT & 1 DOCTOR OFF
1500	GRS P: 40° 29.8' N    λ: 074° 08.4' W
1532	HANDS OVER REMOVAL PLAN TO "NICOLAS UMNER"
1533	REMOVED / DELETED HOT WORK PERM IT
1535	COMMENCE HOT WORK & DE-LINKING PORT ANCHOR KEYS (SHACKLE)
1554	COMPLETED DE-LINKING PORT KEYS (SHACKLE); CRANE BARREL UP. & COMMENCE VESSEL UNDERWAY, & PROCEEDING TO GRAVESEND ANCHORAGE
1600	FIND TUG SECURED PORT BOW "BREWSTER TUDICOMO" & STBD BOW "KIMBERLY TUDICOMO"
1700	GRS P: 40° 28.9' N    λ: 074° 04.6' W
1730	RADAR PM TEST GR & XB - 16.0 / 6.0
1800	GRS P: 40° 31.4' N    λ: 074° 02.4' W. OVER VIS, GENTLE BREEZE. SMOOTH SEAS, OVERCAST SKY. VESSEL UNDER PILOTAGE. <span style="background-color: black; color: black;">[REDACTED]</span>
1800	TOOK OVER THE WATCH FROM 20. BWC II. NAV. EQUIPMENT CHECKED ECDIS SETTING, GROSS, NAV. LIGHT, BNVVA ON, GYRO & MAGNETIC COMPASS COMPARED, GYD # 1 IN USE. POC 09, R, 14 UTILIZED
1900	GRS P: 40° 31.60' N    λ: 074° 02.14' W
1931	PROP STBD ANCHOR UP TO 5 @ ON DECK GR P: 40° 35.83' N    λ: 074° 01.92' W
1940	ANCHOR BROUGHT UP. GR P: 40° 35.87' N    λ: 074° 01.95' W ANCHOR BALL UP. NAV. LIGHT UPDATE. BOLL OF UTILIZED
1942	AFT TUG CART OFF.
1945	PORT SIDE MIDSHIP CART OFF
1948	FWD TUG CENTER LEAD CART OFF
1950	STBD SIDE MIDSHIP CART OFF
1952	3 PILOT OFF
2000	GRS P: 40° 35.87' N    λ: 074° 01.96' W
2100	GRS P: 40° 35.86' N    λ: 074° 01.95' W
2200	GRS P: 40° 35.86' N    λ: 074° 01.93' W
2300	GRS P: 40° 35.79' N    λ: 074° 01.94' W
2340	RADAR PM TEST X0 15.8 / 5.8 ; SR 15.9 / 5.9
2400	GRS P: 40° 35.77' N    λ: 074° 01.93' W. OVERCAST SKY, MOD. BREEZE, MOD. SEA, GOOD VISIBILITY. FREQUENTLY CHECKED OF SHIP POSITION NO SIGN OF DRAGGING. WATCH HANDS OVER TO 2/O. <span style="background-color: black; color: black;">[REDACTED]</span>