

Ehlers Andrew

From: [REDACTED]@danaos.gr
Sent: Wednesday, February 17, 2021 7:12 AM
To: 'Marks, Emily S LT'
Cc: 'DANAOS OPERATIONS'; Ehlers Andrew
Subject: RE: [Non-DoD Source] RE: CV CMA CGM BIANCA-CG2692, Report of Marine Casualty
Attachments: AUTOTENSION MODE.pdf

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FM: MASTER M/V CMA CGM BIANCA
TO: Marks, Emily S LT <[REDACTED]@uscg.mil>
MSG: 27998 - Voy.0PG8EW1MA - 17-02-2021 19:07 - UTC+7 POR

Dear LT Emily Marks,
Good day,

Reference to msg below, please be informed as follows:

Have you been able to get the cost estimates from the Owners? Is there a point of contact you can provide so I can follow-up?

Owners advised that will ask the local in NOLA insurance representative to provide you with information you may need to discuss such issues.

1. Where did the mooring lines break (at the drum, at the chocks, at the bollard, somewhere in between)?

The mooring lines were broken close to the shore bollards and split eyes with short piece of line remained on the shore bollard and collected later.

2. Were the lines on self-tensioning drums?

Mooring lines arrangements on board are on self-tensioning capable drums but there is option to have the drums on self-tensioning mode or secured by breaks.

During the call in NOLA along side the berth, drums and lines were secured by breaks and inspected by crew rounds regularly

in order to provide for constant strong hold of lines

Otherwise due to river and passing by vessels wash waves and current effects may trigger the auto-tension unwanted pay out and slack of the lines

if drums are left on auto-tension mode.

3. If self-tensioning, can you describe the settings for the tensioning devices, including what settings were in place on the day of the accident. For example, are the tensioning devices set to hold when a strain is put on the line, or do they have a way to pay out when tension reaches a certain amount? (If there is a manual that provides this information, that would be helpful.)

Drums were secured on brakes and set to hold, and auto self-tensioning mode was not used.

Please find attached autotension manual.

Kind Regards

Capt. Oleksandr Golubtsov

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Remark:

Vessel is checking e-mail messages at regular intervals.

For urgent or high priority messages please use:

Voice Inm GX: +870 771 306 282 (Bridge)

Voice Inm GX: [REDACTED] (Captain's cabin)

Voice/Fax Inm FBB: +870 773 912 078

Inm-C Telex: 425660410

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

From: Marks, Emily S LT [REDACTED]@uscg.mil>

Sent: 17 February 2021 03:14

To: 'vsl_73@danaos.gr' [REDACTED]@danaos.gr>

Cc: 'DANAOS OPERATIONS' [REDACTED]@danaos.gr>; 'Ehlers Andrew' [REDACTED]@ntsb.gov>

Subject: RE: [Non-DoD Source] RE: CV CMA CGM BIANCA-CG2692, Report of Marine Casualty

Good Day Captain,

Have you been able to get the cost estimates from the Owners? Is there a point of contact you can provide so I can follow-up?

Also can you please provide the answers to the following questions below:

1. Where did the mooring lines break (at the drum, at the chocks, at the bollard, somewhere in between)?
2. Were the lines on self-tensioning drums?
3. If self-tensioning, can you describe the settings for the tensioning devices, including what settings were in place on the day of the accident. For example, are the tensioning devices set to hold when a strain is put on the line, or do they have a way to pay out when tension reaches a certain amount? (If there is a manual that provides this information, that would be helpful.)

Thank you.

Very Respectfully,