

Trevor Schick (second Mate) Statement

I came out On deck to assist with the end of the load. When I came out, we were trying to shift from a fwd trim hatch to an aft trim hatch.

The vessel would not move with cables and it was discovered that we were sitting on the bottom. At this time, the Capt. used thrusters to push us off of a shallow spot near the Fwd end of the vessel while heaving on aft/midship Fwd leading cables. Once the bow was pushed off the dock and shallow spot, we were able to shift to finish ~~load~~ the load in the Aft. Trim hatches.

As we were loading hatch 19, I noticed that we were starting to develop a 6TBD List (4"). The loader moved to load inboard (Port). After loading for a little while, The list had not changed. I notified the In ~~to~~ that I believed we were on the Bottom again.

While still loading, we tried moving vessel a small amount to determine if we were in fact on the bottom. The vessel would not move so it was confirmed. At this time the In ~~over~~ <sup>called</sup> for the loader to stop loading. The Capt. came on the radio and had Art boom out while he thrustled to try to get us free. He then used engines to try and free us, and after a while we started moving. Once off the bottom, and the boom was centered back up, we had a 20+" List to Port.

Based on Calculated/Estimated Drafts, <sup>capt</sup> ~~capt~~ decided not to add cargo to list. We then Departed, and once in Deep water, Added 10' in Ballast Tank ~~bstbd.~~ to correct List.

Since Underway, we were Instructed  
by the office to check back, launch  
work boat, and check Drafts. Myself  
and the Capt were able to  
acquire drafts and return to the vessel.

The Capt and Chief then Inspected  
Port Side Ballast Tanks starting  
Swd. Breaches in ballast Tanks 1st and 2nd  
were discovered. Capt then made Phone  
Calls to proper shoreside Authorities.