

January 15, 2024

From: Pilot Doug Logan, South Carolina State Full Branch Pilot  
To: U. S. Coast Guard Investigating Officer

1. I rode the tug DIANE MORAN to the Ineos Terminal and once there, boarded the M/T HAFNIA AMESSI at approximately 0915 for a scheduled 0930 departure for a voyage to sea. The ship had already discharged all cargo for a ballast voyage.
2. The master pilot exchange was thorough and uneventful. I reviewed the pilot card and noted no discrepancies. The Docking Pilot, Brian Curran, assumed the conn for the undocking, and with the assistance of the DIANE MORAN, completed undocking and turning the vessel down river as normal. Last line was at 0948.
3. I assumed the conn from the docking pilot as the ship aligned with the fareway downriver approximately one to two ship lengths off the dock, at dead slow ahead.
4. Prior to boarding the ship, I had already instructed the Captain of the DIANE MORAN to ride close along with the ship on the starboard side, until I relieved him, which I had intended to do only after safely entering the Ordnance Reach Turning Basin. This order was a direct result of what I had learned from the BOW TRIUMPH incident in 2022.
5. The voyage down river was uneventful to Range D. The ship handled all maneuvers well and was appropriately responsive to all commands. The DIANE MORAN stayed with the ship to starboard as ordered.
6. On Range D, while setting up for the turn to Range C, I favored the red side of the channel to allow for set as the bow encountered the flood current on Range C. I kept the engine command at slow ahead as it had been.
7. The ship responded to my initial rudder command of port ten (degrees) to begin the turn to port onto Range C, and all seemed normal, until I noticed coming around marker 72 that the rate of turn to port decreased to zero. In response, I first ordered port 20, and then hard to port, and yet the rate of turn remained zero. With pier Bravo dead ahead, I ordered the engine full ahead to increase flow over the rudder, again with no result. I then ordered full astern, and for the DIANE MORAN to push on my starboard bow "with all you got." The DIANE MORAN began pushing as the bow was about halfway across Range C. The rate of turn remained at zero for some time. Eventually, however, perhaps just prior to impact with pier Bravo, a small rate of turn to port was finally achieved. However, the DIANE MORAN had to back away to avoid being involved in the allision, which they did at the last possible moment.
8. In the ensuing allision, the northeast corner of the Pier Bravo signal tower dolphin carried down the starboard side of the vessel, making most contact in the midship area below the manifold. I saw a small piece of concrete dislodged from the pier as a result of the contact.

9. After passing the pier, I went from full astern to half ahead, and the ship finally completed the turn after scraping along the pier. I was then able to steady up on Range C.
10. At that point, there was no evidence that a steering or propulsion failure had occurred. At no time did I hear any alarms. Accordingly, I asked the docking pilot to board the ship and ordered the tugs to make up on either side for the rest of the transit.
11. As we continued to the layberth at the Columbus Street Terminal, the ship's Master assured me he and his crew were taking all appropriate measures to survey damage, both internally and externally. The Master continued to apprise me of results of GoPro images of the external hull, and results of tank soundings. Aerial survey and tank soundings yielded no indication of a hull breach.
12. I conned the ship to Columbus Street terminal with the tugs made up the rest of the voyage. There were no incidents with any shipboard systems. The docking pilot assumed the conn upon entering Customhouse Reach to turn the ship and dock at berth 5. We initially planned to dock with the port side to the pier, but during the docking evolution, the USCG officer on scene ordered the ship to dock starboard side alongside to better view any hull damage.
13. I disembarked at first line and returned to the Pilot Office to submit to drug and alcohol testing.