


September 5, 2022

From: John M. Thomas, Pilot

To: Investigating Officer, Coast Guard Sector Charleston

Subject: Allision Involving Bow Triumph (IMO 9669902) and Joint Base Charleston Naval Weapons Station Pier Bravo, Monday September 5, 2022

1. I boarded ship at Ineos Terminal in Berkeley County as ordered by the ship's agent for a 1530 scheduled undocking to shift to Odfjell Terminal in North Charleston. Agent reported deep draft of 27 feet 07 inches.
2. Current was flooding, as predicted at NOAA's Amoco Pier current station from 12:27 to 19:10. High tide at Snow Point, just down river, was predicted at 17:14. The predicted tide level for this high tide in Charleston Harbor was one foot above average.
3. I reviewed the pilot master card. I noted no material deficiencies and signed the card.
4. The ship undocked at 15:27. McAllister Towing of Charleston assisted the undocking.
5. I took the conn from McAllister's docking master at approximately 15:44.
6. The ship handled normally in all turns prior to the turn from Range D to Range C, which was the turn that preceded the allision. This included turns onto Range F (which is a significant turn), from Range F to Range E, and from Range E to Range D. In these turns, I applied typical rudder between five and thirty degrees, at typical speed, and the ship responded normally to all of these rudder orders. Likewise, the ship had responded well to midship rudder orders to check the swing.
7. While on Range D, and preparing to turn to port onto Range C, I applied twenty degrees rudder on the initial stage of the turn. As in all significant turns and following standard practice I adjusted my power to half ahead prior to the turn so that I would have a full bell available to increase my rate or turn if necessary. This turn is generally a two stage turn. I started the initial part of the turn onto Range C with 20 degrees rudder. The ship responded normally with reasonable rate of turn, as it had in the previous turns.
8. To prepare for the second stage of the turn onto Range C, I eased the rudder to midships to adjust the rate of turn, while keeping a positive rate of turn.
9. I then ordered port twenty at the appropriate time, and subsequently noted a very unusual lack of response to that order. I confirmed the rudder angle indicator was showing the order was followed. Due to the lack of response from my twenty degree order, I then ordered hard to port at the appropriate point, with increased power.
10. When at the point in this particular turn when the ship's bow reached deep water, and would normally break to port, it did not, and continued not to respond to the helm. I again confirmed the rudder angle indicator showed the rudder was hard to port as ordered.
11. I kept the rudder hard over, and when it was clear the ship was not responding in time, I expected the ship to eventually break, but only by maintaining power and flow over the rudder.
12. At the point where the ship reached extremis, I and others on the bridge team issued four orders, all of which I concurred with; danger signal, stern propulsion, drop the port anchor, and bow thruster full to port.
13. The ship's crew dropped the starboard anchor. At that point, the ship broke to starboard instead of port, and allied with the pier. The allision stopped the ship's way.


J. Thomas

14. I ordered tugs that had undocked the ship to respond, and I ordered an inspection of the cargo holds, and internal spaces.
15. The engineer reported no cargo breach, and no sea water ingress. There was no sheen or evidence of a release of pollution.
16. I notified my office of the incident and ordered the dispatcher to report the incident to the Coast Guard.
17. The tugboats took photos of the damage forward, and I noted the damage was above the water and the ship was seaworthy to proceed to safe mooring.
18. I ordered stern propulsion to back away from the pier, as the tugs assisted.
19. The ships running gear was performing normally, and with the assistance of tugs, we realigned with the channel and proceeded to Odfjell without assistance and without further incident.
20. The ship responded to all commands as expected the rest of the voyage,.
21. After the allision
22. Draft marks when I left the ship were 27 feet 6.5 inches aft, 25 feet 11 inches forward.


[Redacted signature]



U.S. COAST GUARD WITNESS / INVESTIGATOR STATEMENT FORM

Witness Name: EDUARDO P. GAYANILLO (Please Print Clearly)
 Address: BOW TRIUMPH
 Phone No: _____
 Employer Name: _____
 Employer Address: _____
 Phone No: _____
 Position: _____
 License/Doc. #: _____

I, the undersigned, make the following statement voluntarily, without threat, duress or promise of reward:

I AM THE MASTER OF THE BOW TRIUMPH. I JOINED THE VESSEL ON 25 MARCH 2022 FOR MY THIRD CONTRACT. ON THIS DAY WE WERE MOORED @ BP COOPER SPONSOR BOW UPON THE PILOT BOARDS @ 1518H FOR SHIPPING TO OFFICE TERMINAL. WE COMPLETE THE SHIPPING CHECKING. I HAD A MASTER PILOT EXCHANGE FOR RUDDER TYPE, BOW THROUSTER, MINIMUM SHIPPING SPEED AND APPROX POWER. 2 THIS MAP US OFF THE JETTY - WE BACK DOWN THE MUEL. THE VESSEL HANDLED FINE. AS WE APPROX THE MAIN PIER THE PILOT ORDERED HEAD TO PORT TO MAKE THE TURN IN THE MUEL. IT SEEMS NORMAL TO ME. THE RUDDER TURN BUT THE SHIP DID NOT RESPOND. THE PILOT ORDERED FINE TO PORT (45°) THE RUDDER TURN BUT THE SHIP DID NOT. THE PILOT ORDERED ENGINE TO FULL AHEAD. I ORDERED DUMP SPEED AHEAD AND BOW UP LET GO SPEED AHEAD WE STRUCK THE JETTY. THE PILOT INSTRUCT THE TUG TO ASSIST AS WE BACK AWAY. THE PILOT CALLED THE USCG.

I have read my statement as documented above (and, if applicable, on continuation pages), and to the best of my knowledge and belief, it is true and correct.


 SIGNATURE

05 SEP 2022
 DATE

Page ___ of ___



U.S. COAST GUARD WITNESS / INVESTIGATOR STATEMENT FORM

Witness Name: COLINE PAUL B. KAMA (Please Print Clearly)
 Address: [REDACTED]
 Phone No: _____
 Employer Name: COYELL TANKER
 Employer Address: BETZEN, NORWAY
 Phone No: _____
 Position: SECOND OFFICER
 License/Doc. #: _____

I, the undersigned, make the following statement voluntarily, without threat, duress or promise of reward:

~~I am the bosun standing by for word of look out and~~

I AM THE DUTY OFFICER AT THE TIME OF ACCIDENT, STANDED ON THE BRIDGE. WE LET GO BY COOPER BERTH, THEN TO PORT TO GO DOWN RIVER SHIPING TO COYELL BERTH. AS THE VESSEL BEFORE TURNING TO THE BEND, I NOTICED THAT THE UKC IN THE ECHO SOUNDER READS INVALID. THE RUDDER OF THE VESSEL REJECTED TO THE PILOT ORDER TO TURN TO PORT, THE SHIP DID NOT. I MANUED THE ENGINE TELEGRAPH & FOLLOW THE ORDER FROM PILOT ON WHICH ORDER TO EXECUTE. PILOT ORDER FULL TO AHEAD. VESSEL HIT THE PIER.

I have read my statement as documented above (and, if applicable, on continuation pages), and to the best of my knowledge and belief, it is true and correct.

SIGNATURE

DATE

Page ___ of ___



U.S. COAST GUARD WITNESS / INVESTIGATOR STATEMENT FORM

Witness Name: JOEMARC B. ALMIREZ
 Address: [REDACTED]
 Phone No: [REDACTED]
 Employer Name: ODEJELL TANKERS
 Employer Address: BERGEN, NORWAY
 Phone No: _____
 Position: ORDINARY SEAMAN
 License/Doc. #: _____

I, the undersigned, make the following statement voluntarily, without threat, duress or promise of reward:

I AM THE HELMSMAN STATIONED ON THE BRIDGE.
 WE DEPARTED DP COOPER AND HEADED TO ODFJELL TERMINAL.
 I WAS ON WATCH WITH THE 2/O AND THE MASTER. THE PILOT
 WAS ON BOARD. I TOOK RUDDER ORDERS FROM THE PILOT. THE
 RUDDER RESPONDED TO MY STEERING. AS WE APPROACHED
 THE BEND, THE PILOT ORDERED THE RUDDER HARD-TO-PORT.
 I TURNED HARD-TO-PORT. THE RUDDER RESPONDED. THE SHIP
 DID NOT TURN. THE DOCKING PILOT ORDERED FULL-TO-PORT.
 I TURNED 45° TO PORT. THE RUDDER RESPONDED. THE SHIP
 DID NOT TURN. THE SHIP STRUCK THE DOCK

I have read my statement as documented above (and, if applicable, on continuation pages), and to the best of my knowledge and belief, it is true and correct.

SIGNATURE

05 SEP 2022
DATE

Page 1 of 1



U.S. COAST GUARD WITNESS / INVESTIGATOR STATEMENT FORM

Witness Name: John L. Hernandez (Please Print Clearly)
 Address: [REDACTED]
 Phone No: [REDACTED]
 Employer Name: ORFILL TANKERS
 Employer Address: _____
 Phone No: _____
 Position: BOSUN
 License/Doc. #: _____

I, the undersigned, make the following statement voluntarily, without threat, duress or promise of reward:

I AM THE ^{BOSUN} ~~THIRD WATCHMAN~~ STANDING BY AT THE FORWARD AS LOOK-OUT AND ANCHOR WATCH. WE OBSERVE NO TRAFFIC. WHILE WE APPROACHED THE DOCK THE CAPTAIN ORDERED US TO LET GO STBD ANCHOR. WE DROPPED THE STBD ANCHOR AND THEN WE HIT THE DOCK.

I have read my statement as documented above (and, if applicable, on continuation pages), and to the best of my knowledge and belief, it is true and correct.

[REDACTED]

 SIGNATURE

Sept 5 2027

 DATE

Page 1 of 1



U.S. COAST GUARD WITNESS / INVESTIGATOR STATEMENT FORM

(Please Print Clearly)

Witness Name: JONALD H. BUGAETO
Address: [Redacted]
Phone No: [Redacted]
Employer Name: ODPJEL
Employer Address: BERGEN NORWAY
Phone No:
Position: ABLE BODIED SEAMAN
License/Doc. #

I, the undersigned, make the following statement voluntarily, without threat, duress or promise of reward:

I AM THE SECOND MAN STANDING FORWARD WHEN THE INCIDENT HAPPENED I AM THE 12-6 WATCH ABLE BODIED SEAMAN. I WAS KEEPING LOOK-OUT AND ANCHOR WATCH WE OBSERVED NO TRAFFIC. WHILE WE APPROACHED THE DOCK THE CAPTAIN ORDERED US TO LET GO STBD ANCHOR. WE DROPPED THE STBD ANCHOR AND THEN WE HIT THE DOCK.

I have read my statement as documented above (and, if applicable, on continuation pages), and to the best of my knowledge and belief, it is true and correct.

SIGNATURE

SEPT 05 2022
DATE

Page 1 of 1



U.S. COAST GUARD WITNESS / INVESTIGATOR STATEMENT FORM

Witness Name: LLOYD M. VERCANO (Please Print Clearly) - THIRD OFFICER
 Address: _____
 Phone No: _____
 Employer Name: _____
 Employer Address: _____
 Phone No: _____
 Position: _____
 License/Doc. #: _____

I, the undersigned, make the following statement voluntarily, without threat, duress or promise of reward:

I AM 3/P A 4-B WATCH RELIEVING 2/O. AROUND 1600H I ALREADY AT THE BRIDGE TO RELIEVE 2/O ON DUTY & OBSERVING THE BRIDGE SITUATION. HOWEVER AROUND 1602H PILOT ORDER HARD TO PORT RUDDER THE RUDDER RESPOND BUT THE SHIP NOT TURNING AND STILL HEADING TO THE WHARF. DOCKING PILOT ORDER FULL TO PORT & ALSO CAPT. ORDER DROP STARBOARD ANCHOR. BUT STILL HEADING TO THE WHARF AND HIT THE WHARF. I SOUNDED THE GENERAL ALARM AND MAKE A PUBLIC ADDRESS THAT THE VESSEL GOT AN ALLUSION.

I have read my statement as documented above (and, if applicable, on continuation pages), and to the best of my knowledge and belief, it is true and correct.

[Signature]
SIGNATURE

08 SEPT. 2022
DATE

Page 1 of 1



U.S. COAST GUARD WITNESS / INVESTIGATOR STATEMENT FORM

(Please Print Clearly)

| | |
|------------------------------------|------------------------------|
| Witness Name: MMN3 Wall, Jacob, A. | Employer Name: [REDACTED] |
| Street Address: [REDACTED] | Employer Address: [REDACTED] |
| City/State/Zip: [REDACTED] | City/State/Zip: [REDACTED] |
| Phone No: [REDACTED] | Phone No: [REDACTED] |
| Position: [REDACTED] | License/Doc. # [REDACTED] |

I, the undersigned, make the following statement voluntarily, without threat, duress or promise of reward:

~~73~~ On 05SEP22 I was fishing at Pier Bravo while on the phone with my mom. Just before 1600 I noticed a large vessel (which I would identify later as the "Bow Triumph") making her way down the Cooper river. She had 2 tug boats trailing behind her as she made her way down the river. I've been fishing this spot for about 4 months or so and she seemed to be traveling at a relatively high speed for a vessel of her size. Right around 1600 her trajectory was headed directly for the end of Pier Bravo and she started to sound the horn. About 20 yards or so away from the pier; she dropped her starboard anchor but it was too late. She ran right into and through the pier. Once she came to a stop she started to reverse however her anchor that dropped had gotten caught in the debris of the destroyed pier. Once the crew noticed the anchor was stuck they pulled back into the destroyed pier to get her anchor chain straight up and down. They finally got the anchor free from the debris after about 5 minutes. Once they pulled out of the pier the second time I saw two large gashes in her starboard hull right above the water line. At this time the two tug vessels moved in to assist the ships trajectory where her bow was facing down river, this time to avoid the pier. The tug vessels made contact on the starboard rear quarter and midship tug contact points. Once her trajectory was adjusted she began traveling down river where she would disappear from sight in about 5 minutes. /// END OF STATEMENT ///

I have read my statement as documented above (and, if applicable, on continuation pages), and to the best of my knowledge and belief, it is true and correct.

[REDACTED]
SIGNATURE

14SEP22
DATE