

# Marine Incident Investigation

The form is to be completed by the Vessel's Master at the time of the incident, and returned with all supporting documents, as soon as possible, to the Company office.

## Incident Description

### Position of Incident

Vessel:

Karen Koby

Latitude

Longitude

Body of water/Landmark/Mile Marker

29° 17.1' N

92° 36.9' W

Gulf of Mexico

Location:

Inland waters

Offshore

Date:

6/14/22

Time:

0400

### Type of Incident

Collision/Allision

Grounding

Onboard Incident

Loss of Vessel

between vessels

Unintentional

Falls Within Vessel

Structure Failure

with a fixed object

Intentional

Crushing or Pinching

Fire

with a floating object

Capsizing

Other Onboard Injury

Explosion

with an animal

Sinking

Other Personal Injury

Person Overboard

with overhead construction

Swamping

Other Personal Injury  
Caused By Operation  
of Vessel

with submerged object

Flooding

with wharf

### Incident Severity Rating

No. of Vessels Involved

1

Note: If more than 2 vessels were involved attach details on a separate

Fatality

Vessel Lost

Damage to Property Only

No. of Persons

Injury

Vessel Damaged

No Damage

No. of Persons

### Environmental Conditions

#### Weather

Clear

Hazy

Cloudy

Rain

Flood

Other

#### Visibility

Good

Fair

Poor

#### Water Conditions

Calm

Choppy

Rough

Very Rough

Strong Current

#### Wind Speed

None

Light (up to force 2/1-7 Knots)

Moderate (force 3-4/8-16 Knots)

#### Wind Direction

Wind Coming From

South

#### Time of Day

Day

Night

Twilight

### Vessel Description

Inland Vessels	Official Registration No.	Length	Beam	GT/GRT	No. of Crew on Board
<input type="checkbox"/> Avoree Noel	507262	71.2	24.2	143 GRT	
<input type="checkbox"/> Mon Ta	1237633	70	24	97 GRT	
<input type="checkbox"/> Trey Paul	567170	65	26	150 GRT	
Coastal Vessels	Official Registration No.	Length	Beam	GT/GRT	No. of Crew on Board
<input type="checkbox"/> Bosco	633211	100	30	194 GT	
<input type="checkbox"/> Capt. Chase	589861	70	26	92 GT	
<input type="checkbox"/> John Boy	645249	90	29	228 GT	
<input type="checkbox"/> Kaitlin Olivia	1063378	70.4	26	98 GRT	
<input checked="" type="checkbox"/> Karen Koby	1230122	94.4	29	278 GT	4
<input type="checkbox"/> Lady Edwina	951999	78	24	96 GT	
<input type="checkbox"/> Lady Loren	1213455	76.8	29	189 GT	
<input type="checkbox"/> Lady Terea	1042777	70	25	117 GRT	
<input type="checkbox"/> Sidney Blair	644920	82	26	119 GT	
<input type="checkbox"/> Tristen	1217674	70.6	30	82 GRT	

### Injury/Fatality

Name of Injured Crewmembers	Date of Birth	Injury Status	Activity of Injured or Decreased
		<input type="checkbox"/> Minor Injury	<input type="checkbox"/> Master or Relief at the helm <input type="checkbox"/> Deck crew <input type="checkbox"/> Visitor on vessel <input type="checkbox"/> Swimmer <input type="checkbox"/> Jet Skier <input type="checkbox"/> Diver <input type="checkbox"/> Facility Worker
		<input type="checkbox"/> Serious Injury	
		<input type="checkbox"/> Missing Person	
Non-Crewmembers Injured		Injury Status	
		<input type="checkbox"/> Minor Injury (First aid only)	
		<input type="checkbox"/> Serious Injury	
		<input type="checkbox"/> Missing Person	

### Master-Watch Captain Details

Master-Relief's Name & Address-Other Than WC
<i>Charles Murphy</i>

Watch Captain's Name & Address
<i>Terrad Williams</i>

Type of Barge	Empty or Loaded	Name and/or Official Number	Barge Size		
Crane Deck Barge	<input checked="" type="checkbox"/> Empty <input type="checkbox"/> Loaded	Ambition	W: 70	L: 200	D: ___
	<input type="checkbox"/> Empty <input type="checkbox"/> Loaded		W: ___	L: ___	D: ___
	<input type="checkbox"/> Empty <input type="checkbox"/> Loaded		W: ___	L: ___	D: ___
	<input type="checkbox"/> Empty <input type="checkbox"/> Loaded		W: ___	L: ___	D: ___
	<input type="checkbox"/> Empty <input type="checkbox"/> Loaded		W: ___	L: ___	D: ___
	<input type="checkbox"/> Empty <input type="checkbox"/> Loaded		W: ___	L: ___	D: ___

### Witness Report(s)

Witness Report Other Than Master

Relief Captain

Mate/Pilot

Deck Crew

I Jerrad Williams was on watch on 6-15-22 and had been since midnight. At approximately 0340 I noticed that had slowed down. I attempted to get a look of the barge Ambition with the Spotlights. I determined the the barge may be taking on water in the port Bow I then went and notified the Master Charles Murphy of possibly taking on water. At 0400 the barge dipped on the port bow and rolled over and became partially submerged.

Signature (Witness)

[Redacted Signature]

Date 6/15/22

Witness Report Other Than Master

Relief Captain

Mate/Pilot

Deck Crew

I Allen Scott was on watch on 6-15-22 came on watch at midnight I was outside smoking and noticed that Caption Jerrad was looking at the Barge Ambition with the spotlight and went to looking around 0340 and at 0358 I noticed that the port Bow looked like it was under water and came in to let Jerrad know and went back out and 0400 the Barge Rolled.

Signature (Witness)

[Redacted Signature]

Date 6/15/22



# LA CARRIERS, LLC INCIDENT INVESTIGATION REPORT

## Occurrence Information

Hours on Shift This Day Prior to Incident: 4 Hours      Hours on Awake This Day Prior to Incident: 5 Hours

Was a Risk Assessment performed prior to commencement of the task which resulted in incident?    Yes    No

## Direct Causes

Please identify the factors that caused the Incident:

Poorly Secured Hatch Cover taking on water

## Step By Step

Describe, step-by-step the events that led up to the incident. Use a number or bulletin system to write the steps:

Barge took on water in the bow

Barge listed to port

Barge then rolled over to port

## How Can Future Incidents of This Type Be Prevented

What changes do you suggest to prevent this incident/near miss from happening again ?

- Keep a constant Look out     Do not underestimate the speed of a vessel     Be visible  
 Keep watch at night     Know whistle signals     Use your radio     Choose safe anchorages  
 Use Binoculars     Carry a Reflector     Other: \_\_\_\_\_

What Should be (or has been) done to carry out the suggestion(s) checked above ?

## Near Miss

Does the Safety Compliance Officer required a "NEAR MISS REPORT" for this incident ?

YES (A "YES" answer requires you to fill out a Near Miss Form)

NO

## Risk Management Assessment

The Master/Relief has an RMA written for the type activity performed when injury occurred. ?

YES

NO (A "NO" answer requires you to explain why an RMA was not done for this type of activity)

Explanation:

NO INJURY

## Lessons Learned From Incident

LESSONS LEARNED MUST be documented.

1. Make Sure all hatch covers are Properly Secured
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_
7. \_\_\_\_\_