



# Grand River Navigation Company, Inc.

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Ref# [REDACTED]  
M/V John J Boland

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On April 21, at approximately 0945, I went up into the pilothouse to check on the load, and get an idea of how much longer we would be loading. I overheard the Mate (Brian Harvey) talking to the crew members tending the winches. It was apparent that they were stuck and having difficulty shifting the boat. I stepped in and gave the suggestion to move one of their cables to help pull them off. The boat was able to float freely after that. I reminded the Mate that there was a shoal up forward (South end of the dock, and that the bow needed to stay off the dock approximately 12ft, as per the draft guide notes. I then left them to finish the load, and went down to my office to attend the Friday phone meeting. At 1040, I returned to the pilothouse, and we were just finishing up the last 2 hatches. I noticed that the bow was up against the dock again, and I asked the Mate what our drafts were. He replied that our Forward draft was about 26'10" or 26'11" he couldn't quite tell. He said that he was planning on tipping the bow up with the last 2 hatches aft to achieve our final draft of 26'08". A few minutes later, he said that something was wrong, and that the stern draft was not changing at all, so I ordered to loader to shut off his cargo. We then tried to get the vessel to shift, but it would not move. I called the E/R and had them turn on the bow and stern thruster. I then began moving the boat, back and forth, and side to side to attempt to pull ourselves off the shoal. Once the stern came away, we listed over to port 13". The Mate determined that the Aft draft was 26'3" and our Fwd 26'08". Once we were able to get the bow completely away from the dock, we listed over even more to the port side to 26". Because we were in shallow water, I did not want to put any water in the ballast tank to remove the list. I slowly pulled away from the dock and waited until we had more water under the hull to bring us back to even keel. While pulling away, we started cavitating for a few seconds. I checked to fathometer, and noted that we had 2.9ft under the bow.

Once we were at even keel, I stopped the ship, and launched the workboat to check our drafts again. Once I was satisfied that we had more accurate drafts, I had a sounding taken, and at that time, it did not seem like we were taking on any water. I had the crew open up the port ballast tanks, so that the Chief (Jeff Patrick) and I could go in and inspect them. We noticed in #1 and #2, 2 spots with water coming in. Chief told me to go up and start making the necessary phone calls, and he would finish inspecting the rest of the tanks.

Regards,

Jeffrey M Porinchok

Captain, John J Boland