

Technical Review of Draft Factual Reports: M/V Riverside

Party Comments by email/letter dated: 12JAN22

*NTSB Draft Factual Report for Tech. Review*

Page	Line	Party Comments	NTSB – Disposition of Party Comments
1	7	Vessel was not technically “fully loaded”. She was loaded to max draft permitted by channel project.	Will modify sentence to reflect draft of vessel.
2	12	Waterway Info: Channel Project Depth 47 ft MLLW, width <b>500</b> feet.	Will modify to 500.
3	20	Vessel proceeded through the <b>Inner Harbor section</b> ...The Industrial Canal is only one small section of the Inner Harbor.	Will modify to Inner Harbor section
3	21	At approximately 3.5 knots	Will modify to 3.5
3	23	Vessel never transited the La Quinta Channel. She only transited the Corpus Christi Ship Channel. ...”outbound in the Corpus Christi Ship Channel”...	Will modify to Corpus Christi Ship Channel
3	24	Nordic Aquarius is not a “very large crude carrier”. Nordic Aquarius is a Suezmax size vessel.	Will modify to Suezmax tank vessel
3	25	Nordic Aquarius departed the MODA Ingleside Energy Center number 4 dock. Not the Flint Hills dock. Flint Hills is a separate terminal located adjacent to MODA.	Will modify to MODA Ingleside Energy Center number 4 dock
3	26	The Harbor Master did not inform the second pilot that the Nordic Aquarius was departing....	Will remove Harbor Master
3	27	MODA Ingleside Energy Center dock 4. NOT Flint Hills dock.	Will modify

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4	8	The Captain never informed the second pilot that they had lost the engine.	At the bottom of the first Paragraph of Capt Anderson’s statement he passed that “He (vessel’s captain) informed me that we had lost the main engine.”  Will modify to: The second pilot noticed that the captain was focuses on the engine controls and adjusting them. The second pilot inquired if there was a problem, the captain informed him that they had lost the engine.
4	12	Tug Honor WAS able to affect the vessel’s direction	Will modify to include that.
4	22	...docking the Riverside at the Flint Hills dock #4. The Riverside was berthed at Flint Hills dock #4 after the incident. Not at the MODA pier.	Will modify to Flint Hills dock #4
3	14	Would like to add the fact that the M.V. Riverside’s Pilot Card shows her Dead Slow bell provides 53 RPMs and a 7.9 knot speed in loaded condition. *Photo attached	Noted

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Steering Gear			
ess	Number of power units operating	2 UNITS	
ess	Thrusters (Position and Power)	N/A	
ndc	Steering Characteristics	ROTARY VANE	
Propulsion Details			
rm	<b>RIGHT HANDED</b>	Propeller Arrangement <b>FPP</b>	
z	Engine Order	RPM / Pitch	Speed (knots) Laden Ballast
y	Full Ahead	87 13	14.1
wer	Half Ahead	76 11.4	12.5
i	Slow Ahead	64 9.6	10.5
i	Dead Slow Ahead	53 7.9	8.8
	Dead Slow Astern	53 3.4	
	Slow Astern	64 4.1	
	Half Astern	76 4.9	
	Full Astern	87 5.6	
	Maximum ahead speed below which astern movement can be given	5.0 Knots	
operational	Yes / No	Engines tested Ahead/Astern	Yes / No