

Direct line [redacted]
Cell line [redacted]

Sent from my iPhone

On Aug 7, 2022, at 8:26 PM, Carlos Gaspard <[redacted]> wrote:

We need to sound all tanks so we know where the holes are at

On Sun, Aug 7, 2022 at 8:10 PM Raymond Gaubert <[redacted]> wrote:

See below from our Capt on board the CC Portland this is what's we have going on Corpus Christi TX will update once I get more info when the drivers get down and checks the bottom.

Raymond J Gaubert Jr
Senior Operations Manager

[redacted]

Direct line [redacted]
Cell line [redacted]

Sent from my iPhone

Begin forwarded message:

From: M/V CC Portland <[redacted]>
Date: August 7, 2022 at 7:41:41 PM CDT
To: Corey Louviere <[redacted]>, Raymond Gaubert <[redacted]>
Subject: CC Portland incident synopsis

Running assist on position 1 for inbound ship LNG Fukurokuju. On location at 15:40 and began line up backing away from the bow of the ship. Mate Thorsen was at the helm under the supervision of Captain Baker. The Messenger line was received from the ship and we were in the process of sending up our messenger and tow line. Began pulling ahead of the ship and got out of position to the port side of the ship. Mate Thorsen overcorrected toward the ship and then turned away from the ship. We then fell behind the bow of the ship. Mate Thorsen stabilized alongside the ship and then started to proceed back toward the bow to recover the tow. Apparently, at that time the tow line must have gotten caught in the Port wheel due to the belly / slack in the line and we could not correct it. The Portland continued toward the bank despite attempts to turn back toward the channel. The vessel went aground at the stbd stern and we heard something pop, then lost steering / propulsion due to drives being in the mud. Captain immediately hit the emergency release on stbd winch drum and notified pilots and updated them of the situation. Pilots then had the stern tug slow ship and the evolution down and apparently had the ships crew release our tow line from ships bow. We then noticed oil in the water and immediately started remediation action, shut down the mains to prevent further damage and oil leaking into the water and applied spill kit items the best of our capabilities. After about 30 minutes we noticed a fuel sheen in the water. The engineer checked oil level on the z-drive and confirmed water ingress / oil egress. At that time the engineer then noticed #2 stbd fuel tank vent pipe purging oil / water mix. The tank was confirmed to have water ingress as well. Captain notified USCG on channel VHF 16 due to ship traffic and requested oil booms if any were available and that we were unable to maneuver the vessel. USCG directed the vessel to remain in place until a diver / inspection could take place. At approximately 17:15, we came off the bank and began drifting into the ship channel. Tugboat Chloe K came to assist and pushed us back to the bank and stood by until CC Gregory arrived to stand by at 18:50. CC Laquinta was then activated to head down to Martin to pick up the diver for inspection. At this time we are aground and standing by with assist tug, the CC Gregory.

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Regards,
Capt. Joshua Baker [redacted] 8-8-22

M/V CC Portland
[redacted]



CARLOS GASPARD (R/G)
Maintenance Director
Edison Chouest Offshore Companies
Direct [redacted] Cell [redacted]

Incident statement from Tim Thorsen from grounding incident on CC Portland 07 Aug 2022

N 27° 49.2258' - W 097° 10.7809'

I took the helm from Capt. Baker when we arrived at the position to meet the inbound ship, LNG Fukurokuju between buoys 25 + 26 in the CC ship channel. At approximately 1615 the ship arrived at our location and I began backing away preparing to send up tow line. We ran along the starboard side of the bulbous on the leeward side while sending up our messenger and tow line. Once tow line started up I notified the pilots by VHF that we had the line going up. I slowly began pulling ahead of the ships bow. I apparently over corrected too far to the ships port bow due to the increased effect from the ebbing tide so I adjusted to come back inline with the ships bow. We lost a little ground on the ship and were getting inline with the bulbous on the ships port side so I began to throttle up. Our stern began to swing to starboard and when I tried to correct I noticed that it was taking more than usual turn to correct and we were still not coming around. As we continued toward the green side of the channel Capt. Baker said to watch out for running aground. I tried to turn further toward the ship and we still did not come around and subsequently went aground. I immediately throttled down.

Aground at 1625.

~~_____~~



U.S. COAST GUARD WITNESS STATEMENT FORM

(Please Print Clearly)

| | |
|---------------------------------------|--------------------------|
| Witness Name: <u>Fern J. H. White</u> | Employer Name: <u>FW</u> |
| Street Address: [REDACTED] | Employer Address: _____ |
| City/State/Zip: [REDACTED] | City/State/Zip: _____ |
| Phone Number: [REDACTED] | Phone Number: _____ |
| Position: <u>Deckhand</u> | License/Doc. #: _____ |
| E-Mail: [REDACTED] | E-Mail: _____ |

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

me and bilal were outside waiting on the ships messenger
 he, once they threw them, we tied them up & noticed that
 the line was ~~coming~~ pulling up faster than normal so
 i ran up to the bridge area. Next thing i see is the
 rope in the back of the boat.

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



U.S. COAST GUARD WITNESS STATEMENT FORM

(Please Print Clearly)

Witness Name: Bilal Mustajim Employer Name: ECO
 Street Address: [REDACTED] Employer Address: 16201 East Main
 City/State/Zip: [REDACTED] City/State/Zip: Cut off, LA. 70345
 Phone Number: [REDACTED] Phone Number: (985) 632-9144
 Position: Dockhand License/Doc. #: _____
 E-Mail: [REDACTED] E-Mail: _____

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

On August 7, while doing a ship assist, the deck crew (myself and Kevin Hippolite) were sending up the tow line when Capt. Mate Jim Thorsen who was manning the vessel tasked to veer a bit port side of the ship and in an attempt to get back in line (in port) of the ship couldn't manage to do so, which as the ship was continuing on course caused the messenger line of the ship to break. Our tow line happened to be pulled to the stern of the vessel going under the vessel due to the vessel going backwards and I learned later in addition to the line getting caught in the drive that we had also went aground.

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

07/8/22
DATE



U.S. COAST GUARD WITNESS STATEMENT FORM

Witness Name: Carey Carter (Please Print Clearly) Employer Name: ECO
 Street Address: [REDACTED] Employer Address: 16201 E Main St
 City/State/Zip: [REDACTED] City/State/Zip: Cut off, LA 70345
 Phone Number: [REDACTED] Phone Number: 985-632-7144
 Position: ENG. neer License/Doc. #: [REDACTED]
 E-Mail: [REDACTED] E-Mail: [REDACTED]

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

At time of incident i was standing by in wheelhouse. came close to ship to put line up, everything was running normal. we pulled ahead with line in front of ship, but seemed to oversteer too far to ships port. Captain free wheel winch because it was going up to ship. once to the ships port side we were near edge of channel and ran aground. I got Alarms for Z-drive low oil levels and stbd main Jacket water low level. went to engine room and observed Oil & Air lightly spitting out of the stbd Z-drive oil fill cap. Also noticed 2S Fuel tank to be leaking fuel out of sounding tube. The Potable water Pump tripped due to the Jacket water expansion tanks constantly filling, due to supposed grid cooler damage. Stopped water to expansion tanks. tightened 2S Fuel Cap to stop leak and placed pads around Z-drive. went to Assist on Deck or where needed.

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]

8-8-22
DATE