

Derek Johnston

From: Kendall Chauvin [REDACTED]
Sent: Wednesday, November 29, 2023 4:33 PM
To: Derek Johnston
Cc: [REDACTED] USCG SEC NOLA (USA); Jason Nyberg; David L. Reisman
Subject: RE: Joanne Marie -- NTSB Follow-up
Attachments: Joanne Marie - Sinking Report.pdf; VOM 4.22.pdf

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Derek,

Answers to your questions below and attached...

- I received the final damage amount of \$176,500, but can you provide me with a damage survey report or summary? Basically, what is included in the \$176,500?

Joanne Marie	8000 - set up electrical for repairs
Joanne Marie	alarm system
Joanne Marie	assist mechanic with cranking engines
Joanne Marie	Blew out port main engine cylinders
Joanne Marie	Blew out stbd main engine cylinders. Replaced #11 cylinder kit, bearing rod.
Joanne Marie	electrical work
Joanne Marie	filters for gens, mains, and gears
Joanne Marie	generator bell housing bolts
Joanne Marie	replace rear seals on p/s generators
Joanne Marie	reuild port/stbd gen hot ends
Joanne Marie	starter and batteries for gen
Joanne Marie	switchboard

- In accordance the Marquette Vessel Operating Manual Section 4.22, what is the difference between a vessel in "layup" vs "deactivated"? Status of vessel, schedule of rounds, etc.?

We use these words interchangeably. However, in VOM 4.22 the "Deactivation" section (4.3) discusses items to be complete prior to de-crewing and the "During Layup" section (4.4) is referring to cases in which crew remain onboard

during the deactivation period. In writing the SMS, we did not intentionally try to differentiate the terms layup and deactivate. The goal of these two sections was to differentiate procedures between de-crewing the vessel and when crew remain onboard during a deactivation/layup period. The Joanne Marie had no crew onboard during this incident, so section 4.3 is applicable.

- What is the typical draft of the Joanne Marie or other vessels in the same class?

MV Joanne Marie presently has 12,500 gallons of fuel onboard and draft is about 8'. This is typical, but draft does change based on fuel and water onboard.

- Has Marquette completed an internal incident investigation? What was found? Has Marquette revised any operating procedures as a result?

See attached Joanne Marie investigation report. This includes findings and actions to be completed.

- If available, can you provide the pipe size and pipe schedule that is used to pump water from the shaft seal cofferdam to the thru-hull fitting on the port side?

1 ½" schedule 40 piping.

Regards,

Kendall Chauvin

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