UNITED STATES COAST GUARD

REPORT OF INVESTIGATION INTO THE CIRCUMSTANCES SURROUNDING THE INCIDENT INVOLVING SS FREDERICKSBURG - ALLISION

ON 11/04/2002

MISLE Activity Number: 1701064
Originating Unit: MSO HOUSTON/GALVESTON
MISLE Activity Owner: COMMANDANT (G-MRI)
MISLE Activity Controller: COMMANDANT (G-MRI)
MISLE Case Number: 0
I. INCIDENT BRIEF

SS FREDERICKSBURG allided w/ Joe D. Hughes #2 @ 0524 on 04 Nov 02. Dock located at mouth of Greens Bayou on the Houston Ship Channel (HSC), a navigable water of the U.S. near lights # 151/152. Significant damage to port bow of vessel & dock; however, no injuries or pollution associated w/ incident. Houston Pilot ______ onboard vessel @ time of incident. Encl (1).

Estimated damage to dock, based on preliminary survey which included an underwater inspection, is approx $1,000,000.00. Encl (2) & (16). Estimated damage to vessel, based on preliminary survey, is approx $300,000.00. Encl (11).

SS FREDERICKSBURG was headed outbound HSC from Williams #1 in ballast when incident occurred. Accd to vessel master & crew, Houston Pilot onboard FREDERICKSBURG arranged to meet M/V ALAM MAKMUR, which was transiting inbound HSC to Bulk Load #1 from sea, "on two" or starboard to starboard. Until meeting, FREDERICKSBURG & ALAM MAKMUR were both transiting approx centerline of HSC, as is customary for most deep draft vessels in HSC. Encl (1) & (12).

Bulk Load #1, ALAM MAKMUR's destination, is directly across from Joe D. Hughes dock on Greens Bayou, where allision occurred. Encl (30).

Master of FREDERICKSBURG claims that ALAM MAKMUR, for whatever reasons, failed to honor the meeting arrangement & unexpectedly crossed in front of FREDERICKSBURG into berth @ Bulk Load #1 when FREDERICKSBURG was less than 1/4 NM away from ALAM MAKMUR after pilot on ALAM MAKMUR told FREDERICKSBURG pilot that he "couldn't hold it" any longer. This allegedly blocked FREDERICKSBURG's outbound transit & placed FREDERICKSBURG in a position of imminent peril. FREDERICKSBURG decided to maneuver towards Joe D. Hughes dock in Greens Bayou instead of maneuvering to green side (i.e. outbound lane) of HSC to avoid collision w/ ALAM MAKMUR.

Emergency full astern was ordered on FREDERICKSBURG and she dropped both port & starboard bow anchors (there are no other anchors on vessel) in an attempt to stop her forward motion & swing clear of dock; however, vessel's port side bow allided w/ south corner of dock. Estimated that vessel was traveling approx 1-2 knots at time of allision. Encl (12) - (15) & (7) - (9).

Master & crew of ALAM MAKMUR deny any knowledge of incident & claim that first they heard of incident was when CG boarded vessel @ approx 1300, i.e. almost 7 hrs after incident. All crewmembers onboard ALAM MAKMUR aver that there were no other vessels anywhere in vicinity when they approached & turned into Bulk Load #1. Crewmembers advised that the last vessel they saw on their inbound transit was before they passed under the Fred Hartman / Beltway 8 bridge @ approx 0507. They tied up to Bulk Load #1 @ 0536.

ALAM MAKMUR had 2 tugs tied fast that assisted w/ docking the vessel. UTV MARS made fast fwd off port bow @ 0512 & was not cast off until 0548. UTV JESS NEWTON made fast directly aft off transom @ 0506 & was not cast off until 0554. According to master of ALAM
Report of Investigation

MAKMUR, UTV MARS went to assist FREDERICKSBURG w/ docking @ Joe D. Hughes # 2 immediately after it cast off ALAM MAKMUR. Master denied any knowledge of why FREDERICKSBURG needed assistance & assumed that it was just a normal docking evolution. Houston Pilot on ALAM MAKMUR during inbound transit to Bulk Load #1. Encl (20), (22), (24) - (25).

Captain largely corroborated FREDERICKSBURG's version of events w/ exception of distance between FREDERICKSBURG & ALAM MAKMUR when ALAM MAKMUR unilaterally changed the meeting arrangement & turned into Greens Bayou. Captain claimed that he started to turn into Greens Bayou near the Ethel Ship dock & that he saw FREDERICKSBURG near Phillips # 9 as he was making turn. While he doesn't know the exact distance between Phillips # 9 & Ethel, it is more than .25 NM (1519'). Measurement of this distance on the nautical chart indicates that the distance is actually .51NM (2120').

Captain felt that FREDERICKSBURG had sufficient time & distance to clear stern of ALAM MAKMUR on her (i.e. FREDERICKSBURG's) port side. Captain commented that there is "good water" on green side of channel outside Green's Bayou & that he believes it would have been safer for FREDERICKSBURG to pass ALAM MAKMUR on the green side instead of veering into Greens Bayou towards the Joe D. Hughes dock; however, he advised that he was not on the FREDERICKSBURG so he really can not say w/ certainty that this is what FREDERICKSBURG should have done.

When asked to explain why he initially arranged a starboard to starboard meeting w/ FREDERICKSBURG notwithstanding fact that the navigation rules suggest most meetings should occur port to port (see Inland Navigation Rule 14), Captain advised that he had to make a wide turn into Greens Bayou in order to safely clear the barge & dock at eastern edge of bayou where it empties into the HSC. ALAM MAKMUR is approx 622' long & 101' wide. Her draft was approx 21' fwd & 28' 3" aft.

He further advised that most inbound deep draft vessels turning into Greens Bayou make this same wide turn from the green side of HSC in order to safely clear the east bank of Greens Bayou. Since ALAM MAKMUR arrived at the Greens Bayou junction before FREDERICKSBURG, Captain attempted to use his tugs to "hold" the position of the MAKMUR near the bank on the green side of the HSC in the vicinity of Ethel. He had the JESS NEWTON pulling on the stern & the MARS pulling on the port bow towards the bank; however, the MARS was unable to hold the bow against the bank, so the bow of the ALAM MAKMUR began swinging towards Greens Bayou across the HSC. The JESS NEWTON is 4300 horsepower, but the MARS, a smaller tug, is only 2000 horsepower.

Captain observed a strong current flowing outbound (i.e. east) on the HSC coupled w/ a strong current flowing south out of Greens Bayou due to recent heavy rainfall. Captain believes that the combination of these currents created an ebb current off the bank, pushing the bow of the ALAM MAKMUR towards Greens Bayou. This ebb current off the bank was too much for the underpowered MARS to hold, resulting in Captain decision to unilaterally change the meeting arrangement w/ the FREDERICKSBURG by turning into Greens Bayou. Encl (35).
Report of Investigation

Captain [redacted], the pilot onboard the FREDERICKSBURG, largely corroborated Captain [redacted]'s version of the events. He confirmed that the FREDERICKSBURG was in fact at Phillips #9 when the ALAM MAKMUR came off the green side & turned into Greens Bayou. Captain [redacted] advised that the FREDERICKSBURG was actually pointed toward the red side of the HSC, just off the centerline, when the ALAM MAKMUR suddenly changed the meeting arrangement & turned into Greens Bayou in front of the FREDERICKSBURG. He had the FREDERICKSBURG pointed towards the red side in anticipation of the previously agreed starboard to starboard meeting arrangement.

When the ALAM MAKMUR cut in front of the FREDERICKSBURG, Captain [redacted] tried to turn the FREDERICKSBURG to starboard - towards the green side of the HSC - but the vessel would not respond. Captain [redacted] believes that the confluence of the current coming south out of Greens Bayou coupled w/ the outbound / easterly flowing HSC current may have created a strong ebb current off the green side bank, pushing the bow of the FREDERICKSBURG towards the red side of the HSC. This kept the FREDERICKSBURG pointed at the Joe D. Hughes dock in Greens Bayou & ultimately lead to the allision. Encl (34).

Drug/alcohol testing completed for all relevant crewmembers on both vessels. Both Houston Pilots also drug/alcohol tested. All results [redacted]. No evidence that drugs/alcohol and/or fatigue played any role in casualty. Encl (3), (34) & (35).

Apparent cause of casualty was unsafe starboard to starboard meeting arrangement in a bad location, as suggested by Captain [redacted] & agreed to by Captain [redacted], in contravention of Inland Navigation Rule 14. While the rule does make a provision for vessels to otherwise agree on different meeting arrangements, it strongly suggests that vessels should pass each other port to port when meeting.

In this case, Captain [redacted] chose a poor location to attempt to hold up the ALAM MAKMUR. He knew the limitations of the MARS on his port bow, and he knew that there were strong currents flowing outbound HSC & south out of Greens Bayou. The point of confluence of these 2 currents is not a safe place to attempt to hold up. They should have agreed to a normal port to port meeting well east of the Greens Bayou / HSC confluence, or the FREDERICKSBURG should have held up well west of the confluence to allow the ALAM MAKMUR to turn into Greens Bayou in front of her. Alternatively, the ALAM MAKMUR could have held up well east of the Greens Bayou / HSC confluence to allow the outbound FREDERICKSBURG to pass prior to approaching her turn into Greens Bayou.

Matter has been referred to Houston Pilot Board Investigation Review Committee (PBIRC) for further investigation as to pilots' role in casualty.

Case closed.
II. EXECUTIVE SUMMARY

Incident Summary

SS FREDERICKSBURG allided w/ Joe D. Hughes #2 @ 0524 on 04 Nov 02. Dock located at mouth of Greens Bayou on the Houston Ship Channel (HSC), a navigable water of the U.S, near lights # 151/152. Significant damage to port bow of vessel & dock; however, no injuries or pollution associated w/ incident. Houston Pilot onboard vessel @ time of incident. Encl (1).

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Report of Investigation

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Matter has been referred to Houston Pilot Board Investigation Review Committee (PBIRC) for further investigation as to pilots' role in casualty.

Case closed.

Incident Involved: Marine Casualty, Reportable
Report of Investigation

Level of Investigation: Informal
IMO Classification: Serious Incident
USCG Classification: Major Marine Casualty
Was this a Serious Marine Incident? Yes
Was a Marine Board Convened by Commandant? No

Personnel Casualty Summary

Total Missing (Active Search) = 0
Total Missing (Presumed Lost) = 0
Total Dead = 0
Total Injured = 0
Total Uninjured = 26
Total People at Risk = 26
Other Personnel (Not at Risk) = 23

Vessel(s) Status Summary

Actual Total Loss(es) = 0
Total Constructive Loss, Salvaged = 0
Total Constructive Loss, Unsalvaged = 0
Damaged = 1
Undamaged = 3

Property Damage Summary/Total Damage

Vessel(s) = $300000*
Cargo = $
Facility(s) = $1000000*
Other = $

* Includes estimates

Waterway Mobility Summary

Vessel Delays (including speed restrictions): None
III. ACTIONS IN RESPONSE TO THIS REPORT

**Actions on Recommendations**
NONE

**Safety Alerts**
NONE
IV. FINDINGS OF FACT

Subjects of the Investigation

Vessels. The following vessels were subjects of this investigation. Particulars for each vessel follow.

<table>
<thead>
<tr>
<th>Vessel Name:</th>
<th>ALAM MAKMUR</th>
</tr>
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<tbody>
<tr>
<td>Flag:</td>
<td>SINGAPORE</td>
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<tr>
<td>Vessel Identification Number:</td>
<td>9219458</td>
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<td>Call Sign:</td>
<td>S6QS7</td>
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<tr>
<td>Vessel Class, Type, Sub-Type:</td>
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<tr>
<td>Net Tonnage(NRT):</td>
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<tr>
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<tr>
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<tr>
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<tr>
<td>Operator:</td>
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<tr>
<td>Most Recent Vessel Inspection Activity:</td>
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<tr>
<th>Vessel Name:</th>
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<tr>
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<tr>
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<tr>
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<td>Gross Tonnage(GRT):</td>
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<tr>
<td>Net Tonnage(NRT):</td>
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<tr>
<td>Deadweight Tons:</td>
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<td>Length:</td>
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<td>Home/Hailing Port:</td>
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### Report of Investigation

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</table>

**Vessel Name:** JESS NEWTON

**Flag:** UNITED STATES

**Vessel Identification Number:** 1104825

**Call Sign:** Unspecified

**Status:** Undamaged

**Role:** Sighted in Area

**Vessel Class, Type, Sub-Type:** Towing Vessel, General

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<tr>
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<td>Keel Laid Date</td>
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<tr>
<td>Delivery Date</td>
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<td>Place of Construction</td>
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<td>Builder Name</td>
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<td>Inspection Subchapter</td>
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<td>Most Recent Vessel Inspection Activity</td>
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**Vessel Name:** MARS

**Flag:** UNITED STATES

**Vessel Identification Number:** 510374

**Call Sign:** WX9922
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<tr>
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<th>Undamaged</th>
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<td>Towing Vessel, General,</td>
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<td>Owner:</td>
<td>INTRACOASTAL TOWING &amp; TRAN CO INC</td>
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<td>2777 ALLEN PKWY STE 1165</td>
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<tr>
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<td>SUDERMAN &amp; YOUNG TOWING COMPANY, LP</td>
</tr>
<tr>
<td></td>
<td>2777 ALLEN PKWY STE 900</td>
</tr>
<tr>
<td></td>
<td>HOUSTON, TX, 77019</td>
</tr>
<tr>
<td></td>
<td>US</td>
</tr>
</tbody>
</table>

**Operator:**

**Inspection Subchapter:**

**Most Recent Vessel Inspection Activity:**

### Facilities

The following facilities were subjects of this investigation. Particulars for each facility follow.

<table>
<thead>
<tr>
<th>Facility Name:</th>
<th>JOE D. HUGHES INC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type:</td>
<td>Waterfront Facility</td>
</tr>
<tr>
<td>Status:</td>
<td>Damaged and Not Repaired - Operational</td>
</tr>
<tr>
<td>Role:</td>
<td>Site of Incident</td>
</tr>
<tr>
<td>Contact Phone:</td>
<td></td>
</tr>
<tr>
<td>Location:</td>
<td>Latitude: 29 45.0 N</td>
</tr>
<tr>
<td></td>
<td>Longitude: 095 10.0 W</td>
</tr>
</tbody>
</table>

### Parties and Organizations

The following people and organizations were subjects of this investigation.
Report of Investigation

Status: Not at Risk
Role: Eye-Witness
Gender: M
Age:
SSN:
Birth Date:
Email Address:
Phone Number (Home):
Address (Home/Primary Residence):

Comments: Crewmember onboard UTV MARS who witnessed allision.

Status: Not at Risk
Role: Investigator
Gender: M
Age:
SSN:
Birth Date:
Email Address:
Phone Number (Work):
Address (Work):

Comments:

Status: Not at Risk
Role: Eye-Witness
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number (Phone Number):
Address (Home/Primary Residence):

Comments: Crewmember onboard UTV MARS who witnessed allision.
Report of Investigation

Status: Not at Risk
Role: Eye-Witness
Gender: M
Age: 32
SSN: 123-45-6789
Birth Date: 12/31/1989
Email Address: jdoe@email.com
Phone Number(Home): 555-1234
Address(Home/Primary Residence): 123 Main St, Anytown, USA 12345

Comments: Crewmember onboard UTV MARS who witnessed collision.

Status: Not at Risk
Role: Other
Gender: M
Age: 40
SSN: 987-65-4321
Birth Date: 01/01/1982
Email Address: ksmith@email.com
Phone Number(Home): 555-5678
Address(Home/Primary Residence): US

Comments: Houston pilot onboard SS FREDERICKSBURG at time of collision.

Status: Not at Risk
Role: Crewmember
Gender: M
Age: 27
SSN: 678-56-4532
Birth Date: 02/13/1995
Email Address: smith@email.com
Phone Number():
Address(Home/Primary Residence): 456 Maple Ave, Someplace, USA 54321

Comments: Master, SS FREDERICKSBURG
**Report of Investigation**

<table>
<thead>
<tr>
<th>Status:</th>
<th>Not at Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Role:</td>
<td>Other</td>
</tr>
<tr>
<td>Gender:</td>
<td>M</td>
</tr>
<tr>
<td>Age:</td>
<td></td>
</tr>
<tr>
<td>SSN:</td>
<td></td>
</tr>
<tr>
<td>Birth Date:</td>
<td></td>
</tr>
<tr>
<td>Email Address:</td>
<td></td>
</tr>
<tr>
<td>Phone Number(Home):</td>
<td></td>
</tr>
<tr>
<td>Address(Home/Primary Residence):</td>
<td></td>
</tr>
</tbody>
</table>

Comments: Houston pilot onboard M/V ALAM MAKMUR at time of allision.

<table>
<thead>
<tr>
<th>Status:</th>
<th>Not at Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Role:</td>
<td>Crewmember</td>
</tr>
<tr>
<td>Gender:</td>
<td>M</td>
</tr>
<tr>
<td>Age:</td>
<td></td>
</tr>
<tr>
<td>SSN:</td>
<td></td>
</tr>
<tr>
<td>Birth Date:</td>
<td></td>
</tr>
<tr>
<td>Email Address:</td>
<td></td>
</tr>
<tr>
<td>Phone Number(Work):</td>
<td>603-79661628</td>
</tr>
<tr>
<td>Address(Work):</td>
<td>Level 17/18, P.J. Tower No. 18 Jalan Persiaran Barat Off Jalan Timur, 46050 Petaling Jaya Selangor, Malaysia</td>
</tr>
</tbody>
</table>

Comments: Master, M/V ALAM MAKMUR

<table>
<thead>
<tr>
<th>Status:</th>
<th>Not at Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Role:</td>
<td>Investigator</td>
</tr>
<tr>
<td>Gender:</td>
<td></td>
</tr>
<tr>
<td>Age:</td>
<td></td>
</tr>
<tr>
<td>SSN:</td>
<td></td>
</tr>
<tr>
<td>Birth Date:</td>
<td></td>
</tr>
<tr>
<td>Email Address:</td>
<td></td>
</tr>
<tr>
<td>Phone Number():</td>
<td></td>
</tr>
<tr>
<td>Address(Home/Primary Residence):</td>
<td></td>
</tr>
</tbody>
</table>

Comments: 

**Drug and Alcohol Testing.** The following people have been determined by the Coast Guard, Law Enforcement Personnel, and/or the Marine Employer to have been directly involved in a Serious Marine Incident as defined in 46 CFR 4.03-2:
Response Resources. The following incident response resources were subjects of this investigation.

Other Subjects. The following were subjects of this investigation.

Waterway Segment(s). The following waterway segment(s) were subjects of this investigation.

HOUSTON SHIP CHANNEL
Role: Location
Local Name: MM 40.3-41.7
Description: Phillips Chemical, Enron Gas (Deer Park), BP Amoco, Aristech, Georgia Gulf

---

Incident Information

Location(s).

<table>
<thead>
<tr>
<th>Description</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOUSTON SHIP CHANNEL</td>
<td>29 44.7978 N</td>
<td>095 10.1832 W</td>
</tr>
</tbody>
</table>

Sequence of Events.

11/04/2002 0:00 to 11/04/2002 0:00 (Estimated): All post-casualty drug/alcohol testing negative - no evidence of any drug/alcohol use.

Action Type: Other Actions - Drug and Alcohol Use and Testing
Action Class: Take Drug Test - Post-casualty
Location: Unknown

Subject(s) and Details:

<table>
<thead>
<tr>
<th>Name</th>
<th>Type</th>
<th>Status</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Party</td>
<td>Not at Risk</td>
<td>Other</td>
</tr>
</tbody>
</table>

Details Filed: Drug and Alcohol Test Details
Sample Collection
Reason for Sample: Post-casualty
Date/Time Directed: 11/04/2002
Means of Direction: Directed By:
Organization: Marine Employer
Description:
Directed to get DOT Test: Yes
Chemical Test Sample Provided: Yes
Chemical Test Type: Both
Sample Type: Urine
Date/Time Sample Taken: 11/04/2002
Report of Investigation

Sampling Location: 
DOT Protocols Used: Yes
Collection Agent: 
Donor Certified: Yes
Irregularities Noted: No
Transferred/Chain of Custody Complete: Yes

Field Sobriety Test
Field Sobriety Test Performed: No

Alcohol Analysis
Method of Analysis: Breath Test
Instrument Used: 
Date/Time Results Obtained: 11/04/2002
Results: 
Agency Conducting Analysis: 
Description of Analysis: 
Irregularities in Analysis: No

Drug Analysis
Analyzing Laboratory: 
DOT Protocols Used: 
Test Results: 
Medical Review Officer/Coroner: 
MRO/Coroner Conclusions: 
Sample Transferred and Chain of Custody Complete: Yes

Drug Re-Analysis

<table>
<thead>
<tr>
<th>Party</th>
<th>Not at Risk</th>
<th>Other</th>
</tr>
</thead>
</table>

Details Filed: Drug and Alcohol Test Details

Sample Collection
Reason for Sample: Post-casualty
Date/Time Directed: 11/04/2002
Means of Direction: 
Directed By: 
Organization: Marine Employer
Description: 
Directed to get DOT Test: Yes
Chemical Test Sample Provided: Yes
Chemical Test Type: Both
Sample Type: Urine
Date/Time Sample Taken: 11/04/2002
Sampling Location: 
DOT Protocols Used: Yes
Collection Agent: 
Donor Certified: Yes
Irregularities Noted: No
Transferred/Chain of Custody Complete: Yes

Field Sobriety Test
Field Sobriety Test Performed: No

Alcohol Analysis
Method of Analysis: Breath Test
Instrument Used: 
Date/Time Results Obtained: 11/04/2002
Results: 
Agency Conducting Analysis: 
Description of Analysis: 

17
Report of Investigation

Irregularities in Analysis: No
Drug Analysis
Analyzing Laboratory: Yes
DOT Protocols Used: Yes
Test Results: [Redacted]
Medical Review Officer/Coroner: [Redacted]
MRO/Coroner Conclusions: [Redacted]
Sample Transferred and Chain of Custody Complete: Yes
Drug Re-Analysis


Action Type: Bridge Operations - Shiphandling
Action Class: Maneuver in accordance with sea/river/weather conditions
Location: Known; US Waters
Description: HOUSTON SHIP CHANNEL
Latitude: 29 44.7978 N  Longitude: 095 10.1832 W
Subject(s) and Details:

<table>
<thead>
<tr>
<th>Name</th>
<th>Type</th>
<th>Status</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>[Redacted]</td>
<td>Party</td>
<td>Not at Risk</td>
<td>Other</td>
</tr>
</tbody>
</table>

Details Filed: Detail Description see incident brief


Action Type: Bridge Operations - Collision Avoidance
Action Class: Recognize and apply COLREGS
Location: Known; US Waters
Description: HOUSTON SHIP CHANNEL
Latitude: 29 44.7978 N  Longitude: 095 10.1832 W

Subject(s) and Details:

<table>
<thead>
<tr>
<th>Name</th>
<th>Type</th>
<th>Status</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>[Redacted]</td>
<td>Party</td>
<td>Not at Risk</td>
<td>Other</td>
</tr>
</tbody>
</table>

Details Filed: Detail Description see incident brief

<table>
<thead>
<tr>
<th>Name</th>
<th>Type</th>
<th>Status</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>[Redacted]</td>
<td>Party</td>
<td>Not at Risk</td>
<td>Other</td>
</tr>
</tbody>
</table>
Report of Investigation

Event Type:  Allision
Event Class:  Head-on
Event Subclass:  Full Control
Location:  Known; US Waters
Description:  HOUSTON SHIP CHANNEL
Latitude: 29 44.7978 N  Longitude: 095 10.1832 W

Subject(s) and Details:

<table>
<thead>
<tr>
<th>Name</th>
<th>Type</th>
<th>Status</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>FREDERICKSBURG</td>
<td>Vessel</td>
<td>Damaged</td>
<td>Involved in a Marine Casualty</td>
</tr>
</tbody>
</table>

Details Filed: Detail Description
See incident brief.

<table>
<thead>
<tr>
<th>Name</th>
<th>Type</th>
<th>Status</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>JOE D. HUGHES INC.</td>
<td>Facility</td>
<td>Damaged and Not Repaired - Operational</td>
<td>Site of Incident</td>
</tr>
</tbody>
</table>

Details Filed: Detail Description
see incident brief
V. CAUSAL ANALYSIS

The Initiating Event of the Incident

Initiating Event:

Allision (11/04/2002 5:24:00 AM)

Production Factors

Preconditions

Workplace Factors

LUCs in Operations - Operations not in accordance with rules and regulations

Organization Factors

Defense Factors

Failures of Defense Against Subsequent Events in the Incident

N/A
VI. REFERRAL FOR ENFORCEMENT ACTION

The following referrals for enforcement action have been made as a result of this investigation and represent those instances where the Coast Guard has gathered evidence that indicates one or more alleged violations or offenses may have occurred. Any determinations as to whether or not one or more actual violations or offenses have occurred are documented in the appropriate Coast Guard enforcement activities.

NONE
APPENDIX 1 - EVIDENCE

Submitted by SS FREDERICKSBURG
Collection Information:
  Date/Time: 11/06/2002
  Location: HOUMS
  Collected By: USCG Gathered;
  Witnessed By: USCG Witness;
Tracking:
Attachments:

1701064 - Encl (10): Document/Course Reader Tape
Course Recorder - S/S FREDERICKSBURG
Collection Information:
  Date/Time: 11/04/2002
  Location: HOUMS
  Collected By: USCG Gathered;
  Witnessed By: USCG Witness;
Tracking:
Attachments:

1701064 - Encl (11): Document/Other Document
Survey Report (ABS) - S/S FREDERICKSBURG
Collection Information:
  Date/Time: 11/04/2002
  Location: HOUMS
  Collected By: USCG Gathered;
  Witnessed By: USCG Witness;
Tracking:
Attachments:

1701064 - Encl (12): Document/Written Statement
[Redacted], Master, SS FREDERICKSBURG
Collection Information:
  Date/Time: 11/04/2002
  Location: HOUMS
  Collected By: USCG Gathered;
  Witnessed By: USCG Witness;
Tracking:
Attachments:

1701064 - Encl (13): Document/Written Statement
[Redacted], 2nd Mate, SS FREDERICKSBURG
Collection Information:
  Date/Time: 11/04/2002
  Location: HOUMS
Report of Investigation

Collected By: USCG Gathered; ,
Witnessed By: USCG Witness; ,
Tracking:
Attachments:

1701064 - Encl (14): Document/Written Statement

3rd Mate, SS FREDERICKSBURG

Collection Information:
Date/Time: 11/04/2002
Location: HOUMS
Collected By: USCG Gathered; ,
Witnessed By: USCG Witness; ,
Tracking:
Attachments:

1701064 - Encl (15): Document/Written Statement

Deckhand, SS FREDERICKSBURG

Collection Information:
Date/Time: 11/04/2002
Location: HOUMS
Collected By: USCG Gathered; ,
Witnessed By: USCG Witness; ,
Tracking:
Attachments:

1701064 - Encl (16): Document/Other Document

Inspection Report, Joe D. Hughes Dock #2

Collection Information:
Date/Time: 11/04/2002
Location: HOUMS
Collected By: USCG Gathered; ,
Witnessed By: USCG Witness; ,
Tracking:
Attachments:

1701064 - Encl (17): Document/Other Document

General Particulars - M/V ALAM MAKMUR

Collection Information:
Date/Time: 11/04/2002
Location: HOUMS
Collected By: USCG Gathered; ,
Witnessed By: USCG Witness; ,
Tracking:
Attachments:

1701064 - Encl (18): Document/Other Document

Pilot Card - M/V ALAM MAKMUR

Collection Information:
### Report of Investigation

<table>
<thead>
<tr>
<th>Date/Time:</th>
<th>11/04/2002</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location:</td>
<td>HOUMS</td>
</tr>
<tr>
<td>Collected By:</td>
<td>USCG Gathered;</td>
</tr>
<tr>
<td>Witnessed By:</td>
<td>USCG Witness;</td>
</tr>
</tbody>
</table>

**Attachments:**

#### 1701064 - Encl (19): Document/Other Document
Crew List - M/V ALAM MAKMUR

<table>
<thead>
<tr>
<th>Collection Information:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date/Time:</td>
</tr>
<tr>
<td>Location:</td>
</tr>
<tr>
<td>Collected By:</td>
</tr>
<tr>
<td>Witnessed By:</td>
</tr>
</tbody>
</table>

**Tracking:**

**Attachments:**

#### 1701064 - Encl (2): Document/CG-2692 Report of Marine Accident, Injury or Death
Submitted by dock

<table>
<thead>
<tr>
<th>Collection Information:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date/Time:</td>
</tr>
<tr>
<td>Location:</td>
</tr>
<tr>
<td>Collected By:</td>
</tr>
<tr>
<td>Witnessed By:</td>
</tr>
</tbody>
</table>

**Tracking:**

**Attachments:**

#### 1701064 - Encl (20): Document/Logbook
Deck Log - M/V ALAM MAKMUR

<table>
<thead>
<tr>
<th>Collection Information:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date/Time:</td>
</tr>
<tr>
<td>Location:</td>
</tr>
<tr>
<td>Collected By:</td>
</tr>
<tr>
<td>Witnessed By:</td>
</tr>
</tbody>
</table>

**Tracking:**

**Attachments:**

#### 1701064 - Encl (21): Document/Course Reader Tape
Course Recorder Data - M/V ALAM MAKMUR

<table>
<thead>
<tr>
<th>Collection Information:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date/Time:</td>
</tr>
<tr>
<td>Location:</td>
</tr>
<tr>
<td>Collected By:</td>
</tr>
<tr>
<td>Witnessed By:</td>
</tr>
</tbody>
</table>

**Tracking:**

**Attachments:**

#### 1701064 - Encl (22): Document/Chart
Chart from bridge of M/V ALAM MAKMUR (certified true copy)

Collection Information:
  Date/Time: 11/04/2002
  Location: HOUIMS
  Collected By: USCG Gathered;
  Witnessed By: USCG Witness;

Tracking:
Attachments:

1701064 - Encl (23): Document/Depth Sounder Recording
M/V ALAM MAKMUR
Collection Information:
  Date/Time: 11/04/2002
  Location: HOUIMS
  Collected By: USCG Gathered;
  Witnessed By: USCG Witness;

Tracking:
Attachments:

1701064 - Encl (24): Document/Written Statement

Master, M/V ALAM MAKMUR
Collection Information:
  Date/Time: 11/04/2002
  Location: HOUIMS
  Collected By: USCG Gathered;
  Witnessed By: USCG Witness;

Tracking:
Attachments:

1701064 - Encl (25): Document/Written Statement

Sworn statements from 5 crewmembers onboard M/V ALAM MAKMUR
Collection Information:
  Date/Time: 11/04/2002
  Location: HOUIMS
  Collected By: USCG Gathered;
  Witnessed By: USCG Witness;

Tracking:
Attachments:

1701064 - Encl (26): Document/Other Document
COD, UTV MARS
Collection Information:
  Date/Time: 11/14/2002
  Location: HOUIMS
  Collected By: USCG Gathered;
  Witnessed By: USCG Witness;

Tracking:
Attachments:
Report of Investigation

1701064 - Encl (27): Document/Logbook
   Official Vessel Logbook, UTV MARS
   Collection Information:
   Date/Time: 11/14/2002
   Location: HOUMS
   Collected By: USCG Gathered;
   Witnessed By: USCG Witness;
   Tracking:
   Attachments:

1701064 - Encl (28): Document/Written Statement
   Sworn statements from 3 crewmembers onboard UTV MR JEFF who witnessed allision.
   Collection Information:
   Date/Time: 11/14/2002
   Location: HOUMS
   Collected By: USCG Gathered;
   Witnessed By: USCG Witness;
   Tracking:
   Attachments:

1701064 - Encl (29): Document/USCG VTS Incident Report
   Collection Information:
   Date/Time: 11/04/2002
   Location: HOUMS
   Collected By: USCG Gathered;
   Witnessed By: USCG Witness;
   Tracking:
   Attachments:

1701064 - Encl (3): Document/CG-2692B Rpt of Req Chemical Drug/Alcohol Testing
   CG-2692B & drug/alcohol test results for SS FREDERICKSBURG crewmembers
   Collection Information:
   Date/Time: 11/05/2002
   Location: HOUMS
   Collected By: USCG Gathered;
   Witnessed By: USCG Witness;
   Tracking:
   Attachments:

1701064 - Encl (30): Document/Other Document
   VTS Houston/Galveston Chartlet #22
   Collection Information:
   Date/Time: 11/04/2002
   Location: HOUMS
   Collected By: USCG Gathered;
Report of Investigation

Witnessed By: USCG Witness;
Tracking:
Attachments:

1701064 - Encl (31): Electronic/Digital Photographs
Damage to south end of Joe D. Hughes #2, taken by LT [Redacted] on 04 Nov 02
Collection Information:
Date/Time: 11/04/2002
Location: HOUUMS
Collected By: USCG Gathered;
Witnessed By: USCG Witness;
Tracking:
Attachments:
- Mve-006f.jpg; MSO HOUSTON/GALVESTON; [Redacted];
  12/06/2002;

1701064 - Encl (32): Electronic/Digital Photographs
Damage to port bow of SS FREDERICKSBURG, taken by LT [Redacted] 04 Nov 02; note chunk of dock lodged into bow!
Collection Information:
Date/Time: 11/04/2002
Location: HOUUMS
Collected By: USCG Gathered;
Witnessed By: USCG Witness;
Tracking:
Attachments:
- Mve-001f.jpg; MSO HOUSTON/GALVESTON; [Redacted];
  12/06/2002;

1701064 - Encl (33): Electronic/Digital Photographs
Confluence of Greens Bayou & Houston Ship Channel IVO lights # 151/152
Collection Information:
Date/Time: 11/04/2002
Location: HOUUMS
Collected By: USCG Gathered;
Witnessed By: USCG Witness;
Tracking:
Attachments:
- Mve-003f.jpg; MSO HOUSTON/GALVESTON; [Redacted];
  12/06/2002;

1701064 - Encl (34): Document/Written Statement
Captain [Redacted], Houston Pilot onboard SS FREDERICKSBURG (& drug/alcohol test results).
Collection Information:
Date/Time: 11/04/2002
Location: HOUUMS
Collected By: USCG Gathered;
Report of Investigation
Witnessed By: USCG Witness;
Tracking:
Attachments:

1701064 - Encl (35): Document/Written Statement
Captain [REDACTED], Houston Pilot onboard M/V ALAM MAKMUR (& [REDACTED] drug/alcohol test results).
Collection Information:
Date/Time: 11/07/2002
Location: HOUAMS
Collected By: USCG Gathered;
Witnessed By: USCG Witness;
Tracking:
Attachments:

1701064 - Encl (36): Physical/Video Tape
Filmed by LT [REDACTED] @ Joe D. Hughes #2 on 04 Nov 02
Collection Information:
Date/Time: 11/04/2002
Location: HOUAMS
Collected By: USCG Gathered;
Witnessed By: USCG Witness;
Tracking:
Attachments:

1701064 - Encl (4): Document/Other Document
SS FREDERICKSBURG certificates
Collection Information:
Date/Time: 11/04/2002
Location: HOUAMS
Collected By: USCG Gathered;
Witnessed By: USCG Witness;
Tracking:
Attachments:

1701064 - Encl (5): Document/Other Document
Vessel Particulars - SS FREDERICKSBURG
Collection Information:
Date/Time: 11/04/2002
Location: HOUAMS
Collected By: USCG Gathered;
Witnessed By: USCG Witness;
Tracking:
Attachments:

1701064 - Encl (6): Document/Other Document
Crew List - SS FREDERICKSBURG
Collection Information:
### Report of Investigation

| Date/Time: | 11/04/2002 |
| Location:  | HOUMS      |
| Collected By: | USCG Gathered; |
| Witnessed By: | USCG Witness; |

### Attachments:

**1701064 - Encl (7): Document/Logbook**
Bridge/Deck Bell Book - S/S FREDERICKSBURG

**Collection Information:**
- **Date/Time:** 11/04/2002
- **Location:** HOUMS
- **Collected By:** USCG Gathered;
- **Witnessed By:** USCG Witness;

### Attachments:

**1701064 - Encl (8): Document/Logbook**
Official Bell Book - S/S FREDERICKSBURG

**Collection Information:**
- **Date/Time:** 11/04/2002
- **Location:** HOUMS
- **Collected By:** USCG Gathered;
- **Witnessed By:** USCG Witness;

### Attachments:

**1701064 - Encl (9): Document/Logbook**
Deck Log - S/S FREDERICKSBURG

**Collection Information:**
- **Date/Time:** 11/04/2002
- **Location:** HOUMS
- **Collected By:** USCG Gathered;
- **Witnessed By:** USCG Witness;

### Attachments:

**1701064 - Encl (37): Physical/Audio Tape**
VTS Houston/Galveston audio tape of VHF Channel 13, 04 Nov 02

**Collection Information:**
- **Date/Time:** 11/04/2002
- **Location:** HOUMS
- **Collected By:** USCG Gathered;
- **Witnessed By:** USCG Witness;

### Attachments: