



UNITED STATES COAST GUARD

**REPORT OF INVESTIGATION INTO THE
CIRCUMSTANCES SURROUNDING THE INCIDENT
INVOLVING
M/T ISOLA BLU AND SHELL GEISMAR DOCK/
ALLISION**

ON 11/10/2002



**MISLE Activity Number: 1703686
Originating Unit: MSU BATON ROUGE
MISLE Activity Owner: COMMANDANT (G-MRI)
MISLE Activity Controller: COMMANDANT (G-MRI)
MISLE Case Number: 97443**

I. INCIDENT BRIEF

On 11NOV02 at approximately 1300, the M/T ISOLA BLU attempted to moor at the Shell Geismar Terminal Dock located at mile 183 on the Lower Mississippi River. The M/T ISOLA BLU passed her stern mooring line over to the dock and attempted to pass her bow mooring line when the line handlers refused to accept the bow line. Shell Geismar Dock refused to take the bow mooring line stating the ship had allided with the dock causing an estimated \$750,000 in damage. See correspondence #12229 for details.

II. EXECUTIVE SUMMARY

Incident Summary

Introduction:

On 10NOV02 at approximately 1300, the laden M/T ISOLA BLU attempted to moor at the Shell Geismar Terminal Dock located at mile 183 on the Lower Mississippi River. The M/T ISOLA BLU passed her stern mooring line over to the dock and attempted to pass her bow mooring line when the line handlers refused to accept the bow line. Shell Geismar Dock refused to take the bow mooring line stating the ship had allided with the dock causing an estimated \$750,000 in damage. The apparent cause of the allision was the pilot of the M/T ISOLA BLU not utilizing the assist tugs to slow the ship's bow as it swung towards the Shell dock to moor.

Facts:

The pilot onboard the M/T ISOLA BLU was Nobra Pilot [REDACTED]. Mr. [REDACTED] is [REDACTED] years of age and has been a licensed master since September 1998. Mr. [REDACTED] boarded the anchored M/T ISOLA BLU at White Castle anchorage area located at mile 190 of the Lower Mississippi River. This trip was Mr. [REDACTED]'s third trip as a pilot this week but his first time ever piloting a ship to the Shell Geismar dock. Mr. [REDACTED] was on board approximately two hours at the time of the casualty. Mr. [REDACTED] stated he had approximately 10 hours of sleep within the last 24 hours prior to the casualty.

At approximately 1100, the assist tug ASCENSION was made fast to the port bow of the M/T ISOLA BLU. At approximately 1130, the M/T ISOLA BLU commenced heaving up both the port and starboard anchors. After both anchors were aweigh, the tug ASCENSION cast off and made fast to the starboard bow of the M/T ISOLA BLU. At approximately 1215, the tug PEGGY H made fast to the port bow of the M/T ISOLA BLU. Both tugs accompanied the M/T ISOLA BLU's southbound trip to the Shell Geismar Dock. At approximately 1245, the M/T ISOLA BLU reached the Shell Geismar dock and the tug ASCENSION cast off and made fast to the port side, aft of the accommodation ladder. Both the tug ACENSION and PEGGY H were to assist the M/T ISOLA BLU during its transit and docking. During the mooring evolution winds were blowing at 12-15 knots towards the dock. During both evolutions, the M/T ISOLA BLU used channel 77 VHF-FM radios for communications with both assist tugs. The M/T ISOLA BLU is fitted with bow thrusters, but these were not used during the mooring evolution.

At approximately 1300, the M/T ISOLA BLU passed two aft spring lines ashore and started to swing its bow towards the dock with the assistance of the tug PEGGY H. The operator of the tug PEGGY H was Mr. [REDACTED]. Mr. [REDACTED] stated that from were the tug PEGGY H was tied off to the M/T ISOLA BLU he could not see the dock so all of his maneuvering commands were given from the pilot, Mr. [REDACTED] on the bridge of the M/T ISOLA BLU. The tug PEGGY H was given the command to slow half ahead to push the M/T ISOLA BLU's bow towards the dock. Once the M/T ISOLA BLU's bow was near the dock the bridge gave the command to the tug PEGGY H to let the M/T float into the dock. Mr. [REDACTED] stated that he did not feel or see anything that would tell him that the boat had hit the dock hard enough to cause any damage. At 1305 the M/T ISOLA BLU was flush with the dock and attempting to pass its bow mooring lines to the line handlers on the dock. The Line handlers and the dock P.I.C. refused to take the line stating that the ship had damaged the dock during mooring. At 1310, Mr. [REDACTED] asked the

Report of Investigation

master of the M/T ISOLA BLU for permission to move the ship back to anchorage. The master of the ship refused stating that he wanted the ships P&I representative to come onboard and evaluate the situation.

There were no injuries or pollution as a result of the casualty. The allision resulted in approximately \$750,000 in damages to the Shell Geismar Dock. The M/T ISOLA BLU's class society RINA came onboard the ship to conduct an inspection of the ships hull at the request of the master of the ship. After the inspection the class surveyor stated that there was no damage to the ship.

Chemical and alcohol testing was completed on Mr. [REDACTED] at Global Safety and Security Inc. located in Metairie, Louisiana. Test results: [REDACTED].

Apparent Cause:

The apparent cause of the allision was the pilot of the M/T ISOLA BLU not utilizing the assist tug more than it did to slow the ship's bow as it swung towards the Shell dock to moor. With the high winds and no experience mooring at the Shell Geimar Dock the pilot of the M/T ISOLA BLU should have used all available assets during the mooring evolution.

Contributing Factors:

- (1) A contributing factor to the damage of the Shell Geismar Dock was the M/T ISOLA BLU fully laden while mooring.
- (2) High winds blowing the ship towards the dock were also a contributing factor. The winds were blowing at 12-15 knots towards the dock while the ship was mooring
- (3) Pilot experience was another contributing factor. Mr. [REDACTED] had never moored a ship at the Shell Geismar Dock before and had been a pilot for approximately two years.

Incident Involved: Marine Casualty, Reportable

Level of Investigation: Data Collection

IMO Classification: Routine

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 = 0
Total People at Risk = 0
Other Personnel (Not at Risk) = 28

Report of Investigation

Vessel(s) Status Summary

Actual Total Loss(es) = 0

Total Constructive Loss, Salvaged = 0

Total Constructive Loss, Unsalvaged = 0

Damaged = 0

Undamaged = 3

Property Damage Summary/Total Damage

Vessel(s) = \$

Cargo = \$

Facility(s) = \$750000*

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.

Vessel Name:	ASCENSION
Flag:	UNITED STATES
Vessel Identification Number:	604474
Call Sign:	
Status:	Undamaged
Role:	Transiting Vicinity of Primary Subject
Vessel Class, Type, Sub-Type:	Towing Vessel, General,
Gross Tonnage(GRT):	
Net Tonnage(NRT):	
Deadweight Tons:	
Length:	
Home/Hailing Port:	
Keel Laid Date:	
Delivery Date:	
Place of Construction:	KROTZ SPRINGS, LA., , UNITED STATES
Builder Name:	LOUIS G ORTIS BOAT CO INC
Propulsion:	
Horsepower:	800
Master:	
Classification Society:	
Owner:	PARISH TOWING INC SHREWSBURY COURT OVER THE LEVY P O BOX 10653 JEFFERSON, LA, 70181 US MARANATHA TOWING CO LA P O BOX 10553 JEFFERSON, LA, 70181 SOUTHERN MARINE P O BOX 289 PORT ALLEN, LA, 70767-0289
Operator:	
Inspection Subchapter:	
Most Recent Vessel Inspection Activity:	

Report of Investigation

Vessel Name: ISOLA BLU
Flag: ITALY
Vessel Identification Number: 9196711
Call Sign: IBSB
Status: Undamaged
Role: Involved in a Marine Casualty
Vessel Class, Type, Sub-Type: Tank Ship, Chemical Tank Ship, Chemical Tank Ship

Gross Tonnage(GRT): 16754
Net Tonnage(NRT): 8113
Deadweight Tons: 26660
Length: 545
Home/Hailing Port: Palermo, Italy
Keel Laid Date: 02/24/2000
Delivery Date: 03/02/2001
Place of Construction: , , ITALY
Builder Name:
Propulsion: Diesel Electric
Horsepower: 4425
Master:
Classification Society: REGISTRO ITALIANO NAVALE
Owner: FINAVAL S.P.A.
VIA Guattani 6/A
Roma, , 00161
IT
Operator: FINAVAL S.P.A.
VIA Guattani 6/A
Roma, , 00161
IT
Inspection Subchapter:
Most Recent Vessel Inspection Activity: 1691454, 10/15/2002 2:10:00 PM

Vessel Name: PEGGY H
Flag: United States of America
Vessel Identification Number: 664625
Call Sign:
Status: Undamaged
Role: Transiting Vicinity of Primary Subject
Vessel Class, Type, Sub-Type: Towing Vessel, General,
Gross Tonnage(GRT):
Net Tonnage(NRT):
Deadweight Tons:
Length:
Home/Hailing Port:
Keel Laid Date:

Report of Investigation

Delivery Date:
Place of Construction: MILFORD DE, , UNITED STATES
Builder Name: PARK LANE ASSOCIATES
Propulsion:
Horsepower:
Master:
Classification Society:
Owner: E N BISSO & SON INC
C/O LUGENBUHL WHEATON PECK ET
AL
601 POYDRAS ST, 27TH FLOOR
NEW ORLEANS, LA, 70130-6027
US

Operator:
Inspection Subchapter:
Most Recent Vessel Inspection Activity:

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

Facility Name: SHELL CHEMICAL (GEISMER)
Type: Waterfront Facility
Status: Damaged and Repaired - Operational
Role: Site of Incident
Contact Phone:
Location: Latitude: 30 11.0 N
Longitude: 090 59.0498 W

Parties and Organizations. The following people and organizations were subjects of this investigation.

■■■■■■■■■■
Status: Not at Risk
Role: Watchstander
Gender: M
Age: ■■
SSN: ■■■■■■
Birth Date: ■■■■■■
Email Address:
Phone Number():
Address():
Comments: Master aboard the M/V ISOLA BLU.

■■■■■■■■■■
Status: Not at Risk
Role: Watchstander

Report of Investigation

Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number():
Address(Home/Primary Residence):

[REDACTED]

[REDACTED], [REDACTED]

US

Comments:

Master of the tug PEGGY H, the assist tug for the M/T ISOLA BLU

[REDACTED]

Status:
Role:
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number():
Address(Home/Primary Residence):

Not at Risk
Facility Employee
M

[REDACTED]

[REDACTED], [REDACTED]

US

Comments:

Dock PIC at the time of the incident

[REDACTED], MST1 [REDACTED]

Status:
Role:
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number():
Address():
Comments:

Not at Risk
Investigator
M

[REDACTED]
- -

[REDACTED] MST3 [REDACTED]

Status:
Role:
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number():
Address():

Not at Risk
Investigator
M

- -

Report of Investigation

Comments:

██████████

Status: Not at Risk
 Role: Watchstander
 Gender: M
 Age: ██████
 SSN: ██████
 Birth Date: ██████
 Email Address: ██████
 Phone Number(): ██████
 Address(Home/Primary Residence): ██████, ██████
 US
 Comments: Louisiana state pilot

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:

██████████; Watchstander

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.

MISSISSIPPI RIVER
 Role: Location
 Local Name: MM 176-209
 Description: MISS R, BATON ROUGE TO NEW ORLEANS

Incident Information

Location(s).

<u>Description</u>	<u>Latitude</u>	<u>Longitude</u>
MISSISSIPPI RIVER	30 10.4 N	091 00.6 W

Sequence of Events.

11/10/2002 12:30 to 11/10/2002 12:40 (Estimated): Mr. ██████████ was the pilot onboard the M/T ISOLA BLU from mile 190 on the Lower Mississippi River (LMR) until the vessel attempted to moor at the Shell Geismar Dock located at mile 183 on the LMR.

Report of Investigation

Action Type: Bridge Operations - Shiphandling
Action Class: Manage and coordinate assist vessels
Location: Known; US Waters
Description: MISSISSIPPI RIVER
Latitude: 30 10.4 N Longitude: 091 00.6 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Party	Not at Risk	Watchstander

Details Filed: Detail Description

Mr. ██████████ was the pilot onboard the M/T ISOLA BLU from mile 190 on the Lower Mississippi River (LMR) until the vessel attempted to moor at the Shell Geismar Dock located at mile 183 on the LMR.

11/10/2002 12:35 to 11/10/2002 12:40 (Estimated): During the evolution, the M/T ISOLA BLU used channel 77 VHF-FM radios for communications with both assist tugs.

Action Type: Bridge Operations - Shiphandling
Action Class: Manage and coordinate assist vessels
Location: Known; US Waters
Description: MISSISSIPPI RIVER
Latitude: 30 10.4 N Longitude: 091 00.6 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Party	Not at Risk	Watchstander

Details Filed: Detail Description

During the evolution, the M/T ISOLA BLU used channel 77 VHF-FM radios for communications with both assist tugs.

11/10/2002 12:39 to 11/10/2002 12:40 (Estimated): Mr. ██████████ was the master of the tug PEGGY H, an assist tug for the T/V ISOLA BLU.

Action Type: Bridge Operations - Shiphandling
Action Class: Manage and coordinate assist vessels
Location: Known; US Waters
Description: MISSISSIPPI RIVER
Latitude: 30 10.4 N Longitude: 091 00.6 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Party	Not at Risk	Watchstander

Details Filed: Detail Description

Mr. ██████████ was the master of the tug PEGGY H, an assist tug for the T/V ISOLA BLU.

11/10/2002 12:40 to 11/10/2002 12:40 (Estimated): The Shell Geismar Dock claims to have been damaged by the M/T ISOLA BLU during her attempt to moor at the dock.

Report of Investigation

Event Type: Allision
Event Class: Broadside
Event Subclass: Subject vessel controlled by Other Vessel (barges/tows)
Location: Known; US Waters
Description: MISSISSIPPI RIVER
Latitude: 30 10.4 N Longitude: 091 00.6 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
ISOLA BLU	Vessel	Undamaged	Involved in a Marine Casualty

Details Filed: Detail Description

The Shell Geismar Dock claims to have been damaged by the M/T ISOLA BLU during her attempt to moor at the dock.

11/10/2002 12:40 to 11/10/2002 12:41 (Estimated): The Shell Geismar Dock stated the M/T ISOLA BLU had allided with the dock causing an estimated \$750,000 in damage. The dock was out of service for approximately 1 week following the incident.

Condition Class: Operations Status
Condition Type: Facility Operation Status
Subject Type:

Location: Known; US Waters
Description: MISSISSIPPI RIVER
Latitude: 30 10.4 N Longitude: 091 00.6 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
SHELL CHEMICAL (GEISMER)	Facility	Damaged and Repaired - Operational	Site of Incident

Details Filed: Facility Activity Details

Were Cargo Operations Underway: No
Was testing, maintenance, construction or repair underway: No
Latent Unsafe Condition: No

11/10/2002 12:41 to 11/10/2002 12:42 (Estimated): The NOBRA pilot, Mr. [REDACTED], had never moored a ship at the Shell Geismar Dock before and had been a pilot for approximately two years.

Condition Class: Person
Condition Type: Personnel Condition
Subject Type: Person

Location: Known; US Waters
Description: MISSISSIPPI RIVER
Latitude: 30 10.4 N Longitude: 091 00.6 W

Report of Investigation

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Party	Not at Risk	Watchstander

Details Filed: Personnel Condition

Human Factors:

Human Factor:	Experience with a particular procedure
Factor Type:	Psychological Factors
Factor Sub-Type:	Experience and Recency
Description:	Mr. ██████ had never moored a ship at the Shell Geismar Dock before and had been a pilot for approximately two years.
Latent Unsafe Condition:	No

Merchant Mariner: Yes

Personnel Credentials:

Credential Number:	██████
Issue Date:	09/21/1998
Expiration Date:	09/21/2003
Issuing Authority:	United States
Ratings/Endorsements:	
Upgrade Date:	

Personnel Training:

Personnel Experience:

Total Time in Industry: 2 Years Months

Positions Held:

<u>Position</u>	<u>Time in Position</u>

Experience in Current Type of Position:

Other Experience (Shipboard):

Other Experience (Shoreside):

11/10/2002 17:15 to 11/10/2002 17:45 (Estimated): Chemical and alcohol testing was completed on Mr. ██████ at Global Safety and Security Inc. located in Metairie, Louisiana. Test results: ██████.

Action Type: Other Actions - Drug and Alcohol Use and Testing

Action Class: Take Drug Test - Post-casualty

Location: Known; US Waters

Description: MISSISSIPPI RIVER

Latitude: 30 10.4 N Longitude: 091 00.6 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Party	Not at Risk	Watchstander

Details Filed: Drug and Alcohol Test Details

Sample Collection

Reason for Sample:	Post-casualty
Date/Time Directed:	11/10/2002 5:15:00 PM
Means of Direction:	Verbal
Directed By:	
Organization:	U.S. Coast Guard

Report of Investigation

Description:

Directed to get DOT Test: Yes
Chemical Test Sample Provided: Yes
Chemical Test Type: Dangerous Drugs
Sample Type: Urine
Date/Time Sample Taken: 11/10/2002 5:15:00 PM
Sampling Location: Global Safety and Security Inc., Metairie, LA
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: Lifeloc Technologies, Model Phoenix B serial no. 0
Date/Time Results Obtained: 11/10/2002 5:15:00 PM
Results: [REDACTED]
Agency Conducting Analysis: Global Safety and Security
Description of Analysis:
Irregularities in Analysis: No

Drug Analysis

Analyzing Laboratory: Kroll Laboratory Specialists, Gretna, LA 70053
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

V. CAUSAL ANALYSIS

The Initiating Event of the Incident

Initiating Event:

Allision (11/10/2002 12:40:00 PM)

Production Factors

Active Human Failures - Execution Errors - Attention Failures - Inattention errors
Perceptual Confusion; Failed to account for wind.

Bridge Operations - Shiphandling: 11/10/2002 12:30:00 PM,
MISSISSIPPI RIVER, [REDACTED]

Preconditions

LUCs in People - Person Mismatches - Mismatches between the person and software,
guidance or procedures

First time mooring at that dock. Forgot to account for the wind.

Person: 11/10/2002 12:41:00 PM, MISSISSIPPI RIVER,
[REDACTED]

Workplace Factors

LUCs in Supervision - Inadequate oversight

State pilot not subject to consequences for his actions.

Person: 11/10/2002 12:41:00 PM, MISSISSIPPI RIVER,
[REDACTED]

Organization Factors

LUCs in Government - Inadequate or absent law

State pilot, not subject to consequences for his actions.

Person: 11/10/2002 12:41:00 PM, MISSISSIPPI RIVER,
[REDACTED]

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

1703686 #1 [REDACTED]: Document/CG-2692 Report of Marine Accident, Injury or Death
CG-2692 Report of Marine Accident, Injury or Death

Collection Information:

Date/Time: 11/11/2002 12:07:00 PM
Location: MSU BATON ROUGE
Collected By: USCG Gathered; MST3 [REDACTED] BATU
Witnessed By: USCG Witness; ,

Tracking:

<u>Date</u>	<u>Status</u>	<u>Location</u>	<u>Custodian</u>	<u>Carrier</u>
11/11/2002	Received	MSU BATON ROUGE	BATU; MST3 [REDACTED]	

Attachments:

- 2692.pdf; CG-2692 Report of Marine Accident, Injury or Death; MSU BATON ROUGE; [REDACTED]; 12/13/2002;

1703686 #10 [REDACTED]: Physical/Blood (Chemical Test) Sample Results
Blood (Chemical Test) Sample Results

Collection Information:

Date/Time: 11/12/2002 12:47:00 PM
Location: MSU BATON ROUGE
Collected By: USCG Gathered; MST3 [REDACTED], BATU
Witnessed By: USCG Witness; ,

Tracking:

<u>Date</u>	<u>Status</u>	<u>Location</u>	<u>Custodian</u>	<u>Carrier</u>
11/12/2002	Received	MSU BATON ROUGE	BATU; MST3 [REDACTED]	

Attachments:

- Untitled.pdf; Drug Test results for Mr. [REDACTED]
; MSU BATON ROUGE; [REDACTED] 08/22/2003;

1703686 #11 [REDACTED]: Document/Summary of Conversation
CONVERSATION RECORD WITH PILOT

Collection Information:

Date/Time: 11/19/2002 11:30:00 AM
Location: MSU BATON ROUGE
Collected By: USCG Gathered; MST3 [REDACTED] BATU
Witnessed By: USCG Witness; ,

Tracking:

<u>Date</u>	<u>Status</u>	<u>Location</u>	<u>Custodian</u>	<u>Carrier</u>
11/19/2002	Received	MSU BATON ROUGE	BATU; MST3 [REDACTED]	

Attachments:

Report of Investigation

- Pilot Conversation Record.pdf; CONVERSATION RECORD WITH PILOT;
MSU BATON ROUGE; [REDACTED] 12/26/2002;

1703686 #12 [REDACTED]: Document/Merchant Mariner Credential
PILOT LICENSE

Collection Information:

Date/Time: 11/21/2002 10:00:00 AM
Location: MSU BATON ROUGE
Collected By: USCG Gathered; MST3 [REDACTED], BATU
Witnessed By: USCG Witness; ,

Tracking:

<u>Date</u>	<u>Status</u>	<u>Location</u>	<u>Custodian</u>	<u>Carrier</u>
11/21/2002	Received	MSU BATON ROUGE	BATU; MST3 [REDACTED]	

Attachments:

- Pilot License.pdf; PILOT LICENSE; MSU BATON ROUGE; [REDACTED];
12/26/2002;

1703686 #13 TJS: Document/Merchant Mariner Credential
MASTERS LICENSE

Collection Information:

Date/Time: 11/11/2002 12:45:00 PM
Location: MSU BATON ROUGE
Collected By: USCG Gathered; MST3 [REDACTED], BATU
Witnessed By: USCG Witness; ,

Tracking:

<u>Date</u>	<u>Status</u>	<u>Location</u>	<u>Custodian</u>	<u>Carrier</u>
11/11/2002	Received	MSU BATON ROUGE	BATU; MST3 [REDACTED]	

Attachments:

- Master License.pdf; MASTERS LICENSE; MSU BATON ROUGE;
[REDACTED]; 12/26/2002;

1703686 #14 [REDACTED]: Document/USCG Message Traffic
USCG Message Traffic

Collection Information:

Date/Time: 11/11/2002 12:00:00 PM
Location: MSU BATON ROUGE
Collected By: USCG Gathered; MST3 [REDACTED], BATU
Witnessed By: USCG Witness; ,

Tracking:

<u>Date</u>	<u>Status</u>	<u>Location</u>	<u>Custodian</u>	<u>Carrier</u>
11/11/2002	Received	MSU BATON ROUGE	BATU; MST3 [REDACTED]	

Attachments:

Report of Investigation

- Message Traffic.pdf; USCG Message Traffic; MSU BATON ROUGE; [REDACTED] 12/26/2002;
- Message Traffic2.pdf; USCG Message Traffic; MSU BATON ROUGE; [REDACTED] 12/26/2002;
- Message Traffic3.pdf; USCG Message Traffic; MSU BATON ROUGE; [REDACTED] 12/26/2002;
- Message Traffic4.pdf; USCG Message Traffic; MSU BATON ROUGE; [REDACTED] 12/26/2002;

1703686 #15 [REDACTED] Document/Notes

INVESTIGATING OFFICER NOTES

Collection Information:

Date/Time: 11/11/2002 2:30:00 PM
 Location: MSU BATON ROUGE
 Collected By: USCG Gathered; MST3 [REDACTED], BATU
 Witnessed By: USCG Witness; ,

Tracking:

<u>Date</u>	<u>Status</u>	<u>Location</u>	<u>Custodian</u>	<u>Carrier</u>
11/11/2002	Received	MSU BATON ROUGE	BATU; MST3 [REDACTED]	

Attachments:

- IO Notes.pdf; INVESTIGATING OFFICER NOTES; MSU BATON ROUGE; [REDACTED] 12/26/2002;
- IO Notes2.pdf; INVESTIGATING OFFICER NOTES; MSU BATON ROUGE; [REDACTED] 12/26/2002;

1703686 #2 [REDACTED] Document/Other Document

CLASS SURVEY

Collection Information:

Date/Time: 11/11/2002 4:21:00 PM
 Location: MSU BATON ROUGE
 Collected By: USCG Gathered; MST3 [REDACTED], BATU
 Witnessed By: USCG Witness; ,

Tracking:

<u>Date</u>	<u>Status</u>	<u>Location</u>	<u>Custodian</u>	<u>Carrier</u>
11/11/2002	Received	MSU BATON ROUGE	BATU; MST3 [REDACTED]	

Attachments:

- classreport.pdf; CLASS SURVEY; MSU BATON ROUGE; [REDACTED].; 12/16/2002;

1703686 #3 [REDACTED]: Document/Other Document

CERTIFICATE OF COMPLIANCE

Collection Information:

Date/Time: 11/10/2002 4:00:00 PM
 Location: MSU BATON ROUGE

Report of Investigation

Collected By: USCG Gathered; MST3 [REDACTED] BATU

Witnessed By: USCG Witness; ,

Tracking:

<u>Date</u>	<u>Status</u>	<u>Location</u>	<u>Custodian</u>	<u>Carrier</u>
11/10/2002	Received	MSU BATON ROUGE	BATU; MST3 [REDACTED]	

Attachments:

- COC.pdf; CERTIFICATE OF COMPLIANCE; MSU BATON ROUGE; [REDACTED]; 12/16/2002;

1703686 #4 [REDACTED]: Document/Other Document

CREW LIST

Collection Information:

Date/Time: 11/10/2002 4:00:00 PM

Location: MSU BATON ROUGE

Collected By: USCG Gathered; MST3 [REDACTED], BATU

Witnessed By: USCG Witness; ,

Tracking:

<u>Date</u>	<u>Status</u>	<u>Location</u>	<u>Custodian</u>	<u>Carrier</u>
11/10/2002	Received	MSU BATON ROUGE	BATU; MST3 [REDACTED]	

Attachments:

- Crew List.pdf; CREW LIST; MSU BATON ROUGE; [REDACTED] 12/16/2002;

1703686 #5 [REDACTED]: Document/Other Document

SHIPS PARTICULARS

Collection Information:

Date/Time: 11/10/2002 4:00:00 PM

Location: MSU BATON ROUGE

Collected By: USCG Gathered; MST3 [REDACTED], BATU

Witnessed By: USCG Witness; ,

Tracking:

<u>Date</u>	<u>Status</u>	<u>Location</u>	<u>Custodian</u>	<u>Carrier</u>
11/10/2002	Received	MSU BATON ROUGE	BATU; MST3 [REDACTED]	

Attachments:

- Ships Particulars.pdf; SHIPS PARTICULARS; MSU BATON ROUGE; [REDACTED] 12/16/2002;

1703686 #6 [REDACTED]: Document/Written Statement

WRITTEN STATEMENTS FROM THE LINE HANDLERS

Collection Information:

Date/Time: 11/11/2002 4:47:00 PM

Location: MSU BATON ROUGE

Report of Investigation

Collected By: USCG Gathered; MST3 [REDACTED] BATU

Witnessed By: USCG Witness; ,

Tracking:

<u>Date</u>	<u>Status</u>	<u>Location</u>	<u>Custodian</u>	<u>Carrier</u>
11/11/2002	Received	MSU BATON ROUGE	BATU; MST3 [REDACTED]	

Attachments:

- Lineman Statement.pdf; WRITTEN STATEMENTS FROM THE LINE HANDLERS; MSU BATON ROUGE; [REDACTED] 12/26/2002;

1703686 #7 [REDACTED]: Document/Written Statement

STATEMENT FROM THE MASTER OF THE M/T ISOLA BLU

Collection Information:

Date/Time: 11/11/2002 12:07:00 PM

Location: MSU BATON ROUGE

Collected By: USCG Gathered; MST3 [REDACTED] BATU

Witnessed By: USCG Witness; ,

Tracking:

<u>Date</u>	<u>Status</u>	<u>Location</u>	<u>Custodian</u>	<u>Carrier</u>
11/11/2002	Received	MSU BATON ROUGE	BATU; MST3 [REDACTED]	

Attachments:

- Master Statement.pdf; STATEMENT FROM THE MASTER OF THE M/T ISOLA BLU; MSU BATON ROUGE; [REDACTED] 12/26/2002;

1703686 #8 [REDACTED] Document/Written Statement

STATEMENT FROM DOCK PERSON IN CHARGE

Collection Information:

Date/Time: 11/11/2002 4:47:00 PM

Location: MSU BATON ROUGE

Collected By: USCG Gathered; MST3 [REDACTED] BATU

Witnessed By: USCG Witness; ,

Tracking:

<u>Date</u>	<u>Status</u>	<u>Location</u>	<u>Custodian</u>	<u>Carrier</u>
11/11/2002	Received	MSU BATON ROUGE	BATU; MST3 [REDACTED]	

Attachments:

- DockPIC Statement.pdf; STATEMENT FROM DOCK PERSON IN CHARGE; MSU BATON ROUGE; [REDACTED] 12/26/2002;

1703686 #9 [REDACTED] Document/Logbook

SHIP TIMETABLE

Collection Information:

Date/Time: 11/11/2002 4:47:00 PM

Location: MSU BATON ROUGE

Report of Investigation

Collected By: USCG Gathered; MST3 [REDACTED] BATU

Witnessed By: USCG Witness; ,

Tracking:

<u>Date</u>	<u>Status</u>	<u>Location</u>	<u>Custodian</u>	<u>Carrier</u>
11/11/2002	Received	MSU BATON ROUGE	BATU; MST3 [REDACTED]	

Attachments:

- Ship Timetable.pdf; SHIP TIMETABLE; MSU BATON ROUGE;
[REDACTED] 12/26/2002;

APPENDIX 2 - CORRESPONDENCE

12229 - Narrative

Source: USCG

Type: Incoming

Received: At MSU Baton Rouge on 08/22/2003 8:01:00 AM

Attachments:

- Isola Blu.doc; Narrative
; MSU BATON ROUGE; [REDACTED]; 08/22/2003;