Report of Investigation into the Circumstances Surrounding the Incident Involving Vessel Fire: OSV Seabulk New Jersey

On 04/07/2004

MISLE Activity Number: 2039386
Originating Unit: MSO MORGAN CITY
MISLE Activity Owner: COMMANDANT (G-MRI)
MISLE Activity Controller: COMMANDANT (G-MRI)
MISLE Case Number: 169557
I. INCIDENT BRIEF

32/71/04 MMS

At 0200 on 04/05/2004, the OSV Seabulk New Jersey was heading outbound to OCS block Marine Canyon (MC) 707. The vessel was making 12 knots and the weather was described as "good and clear." Captain [redacted] was at the wheel. On the bridge with Captain [redacted] was A/B [redacted]. The Duty Engineer was [redacted].

At approximately 0220, the fire alarm sounded on the fire panel indicating a fire in the engine room. The crew stated that previously, the vessel had sounded "ghost alarms" that were not caused by a true fire. A/B [redacted] hit the reset button on the panel to see if this alarm was another "ghost alarm." After resetting the panel, the alarm continued. Captain [redacted] used the radiotelephone to call Mr. [redacted] in the galley and instructed Mr. [redacted] to check out the alarm. Mr. [redacted] proceeded to the engine room where he observed black smoke coming from the engine room. Mr. [redacted] had conducted a check of the engine room approximately ten minutes before the alarm and had observed nothing out of the ordinary. Mr. [redacted] secured the hatch to the engine room and closed the vents to the engine room. Mr. [redacted] then called the wheelhouse via radiotelephone to report the problem. Captain [redacted] sent the A/B, Mr. [redacted], down below to assist Mr. [redacted]. Captain [redacted] then sounded the General Alarm.

Asleep up until this point was the Master, Captain [redacted], Engineer [redacted], and A/B [redacted]. Upon hearing the General Alarm Mr. [redacted] and Mr. [redacted] woke up and proceeded to muster in the galley according to the Fire Quarters and Station Bill. Captain [redacted] awoke and proceeded to the wheelhouse.

Mr. [redacted] then proceeded to don an SCBA in preparation to enter the engine room. Mr. [redacted] intended to shut down the main engine. Mr. [redacted] entered the engine room and observed flames approximately 3ft in height spread over much of the compartment. Mr. [redacted]'s attempt to shut down the engine was unsuccessful and he left the compartment. The hatch was sealed and the fire was left to smother itself out. Captain [redacted] was told of the attempt to manually shut down the main engine and decided to shut the main engine off from the bridge. This was successful.

While the crew waited for the fire to smother itself, Captain [redacted] was on the bridge attempting to alert other vessels and Seabulk Offshore of his situation. The vessel had one VHF radio operational. Captain [redacted] was able to contact the OSV Secor Freedom to stand by for assistance. Contact was also made with the Seabulk St Charles, who stated they would arrive on scene for assistance at or about 0415. To alert other vessels in the area as to the Seabulk New Jersey's situation, Mr. [redacted] shot off a flare at 0300. Mr. [redacted] also went topside on the deck to check for any damage or fire. None was noted.

After waiting 15-20 min for the fire to smother itself, a second attempt was made to enter the engine room. When the hatch was opened, widely spaced flames were spotted and were about 6-7 inches in height. Captain [redacted] and Mr. [redacted] entered the compartment with Dry Chem Extinguishers to put out the remaining flames. The fire was out at 0300 and the fire watch
was set in the engine room. The engine stacks were opened for ventilation and to empty the remaining smoke.

Captain [REDACTED] was then able to switch power to the forward generators and an extension cord was used to connect the air cooler pump in the engine room. An engine check revealed that the starboard main engine could be run manually and that the bow thruster was operational.

The Seabulk St. Charles arrived on scene at 0415. The Secor Freedom was released from its standby for the Seabulk New Jersey. The Seabulk St Charles got the Seabulk New Jersey in tow and proceeded to head back to the Port of Fourchon. At this time, the starboard main engine of the Seabulk New Jersey was in gear and the bow thruster could be used to aid in steering. The two vessels arrived in the Port of Fourchon at 1315. No problems were encountered on the return trip. The IO conducted interviews on board the vessel.

It should be noted that the day before the incident, the crew of the Seabulk New Jersey conducted a fire drill and simulation. The crew acted according to the Fire Station Quarter Bill and both Captains stated their crew performed exceptionally to contain the fire.

Seabulk Offshore determined the cause of the fire to me a ruptured fuel line.
II. EXECUTIVE SUMMARY

Incident Summary

32/71/04 MMS

At 0200 on 04/05/2004, the OSV Seabulk New Jersey was heading outbound to OCS block Marine Canyon (MC) 707. The vessel was making 12 knots and the weather was described as "good and clear." Captain [REDACTED] was at the wheel. On the bridge with Captain [REDACTED] was A/B [REDACTED]. The Duty Engineer was [REDACTED].

At approximately 0220, the fire alarm sounded on the fire panel indicating a fire in the engine room. The crew stated that previously, the vessel had sounded "ghost alarms" that were not caused by a true fire. A/B [REDACTED] hit the reset button on the panel to see if this alarm was another "ghost alarm." After resetting the panel, the alarm continued. Captain [REDACTED] used the radiotelephone to call Mr. [REDACTED] in the galley and instructed Mr. [REDACTED] to check out the alarm. Mr. [REDACTED] proceeded to the engine room where he observed black smoke coming from the engine room. Mr. [REDACTED] had conducted a check of the engine room approximately ten minutes before the alarm and had observed nothing out of the ordinary. Mr. [REDACTED] secured the hatch to the engine room and closed the vents to the engine room. Mr. [REDACTED] then called the wheelhouse via radiotelephone to report the problem. Captain [REDACTED] sent the A/B, Mr. [REDACTED], down below to assist Mr. [REDACTED]. Captain [REDACTED] then sounded the General Alarm.

Asleep up until this point was the Master, Captain [REDACTED], Engineer [REDACTED], and A/B [REDACTED]. Upon hearing the General Alarm Mr. [REDACTED] and Mr. [REDACTED] woke up and proceeded to muster in the galley according to the Fire Quarters and Station Bill. Captain [REDACTED] awoke and proceeded to the wheelhouse.

Mr. [REDACTED] then proceeded to don an SCBA in preparation to enter the engine room. Mr. [REDACTED] intended to shut down the main engine. Mr. [REDACTED] entered the engine room and observed flames approximately 3ft in height spread over much of the compartment. Mr. [REDACTED]'s attempt to shut down the engine was unsuccessful and he left the compartment. The hatch was sealed and the fire was left to smother itself out. Captain [REDACTED] was told of the attempt to manually shut down the main, and decided to shut the main engine off from the bridge. This was successful.

While the crew waited for the fire to smother itself, Captain [REDACTED] was on the bridge attempting to alert other vessels and Seabulk Offshore of his situation. The vessel had one VHF radio operational. Captain [REDACTED] was able to contact the OSV Secor Freedom to stand by for assistance. Contact was also made with the Seabulk St Charles, who stated they would arrive on scene for assistance at or about 0415. To alert other vessels in the area as to the Seabulk New Jersey's situation, Mr. [REDACTED] shot off a flare at 0300. Mr. [REDACTED] also went topside on the deck to check for any damage or fire. None was noted.

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Report of Investigation

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the starboard main engine could be run manually and that the bow thruster was operational.

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and proceeded to head back to the Port of Fourchon. At this time, the starboard main engine of
the Seabulk New Jersey was in gear and the bow thruster could be used to aid in steering. The
two vessels arrived in the Port of Fourchon at 1315. No problems were encountered on the
return trip. The IO conducted interviews on board the vessel.

It should be noted that the day before the incident, the crew of the Seabulk New Jersey
conducted a fire drill and simulation. The crew acted according to the Fire Station Quarter Bill
and both Captains stated their crew performed exceptionally to contain the fire.

Seabulk Offshore determined the cause of the fire to me a ruptured fuel line.

Incident Involved: Marine Casualty, Reportable

Level of Investigation: Data Collection
IMO Classification: Routine
USCG Classification: Significant 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) = 6

Vessel(s) Status Summary

Actual Total Loss(es) = 0
Total Constructive Loss, Salvaged = 0
Total Constructive Loss, Unsalvaged = 0
Damaged = 1
Undamaged = 0
Report of Investigation

Property Damage Summary/Total Damage

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessel(s)</td>
<td>$100,000*</td>
</tr>
<tr>
<td>Cargo</td>
<td>$</td>
</tr>
<tr>
<td>Facility(s)</td>
<td>$</td>
</tr>
<tr>
<td>Other</td>
<td>$</td>
</tr>
</tbody>
</table>

* 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>SEABULK NEW JERSEY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flag:</td>
<td>UNITED STATES</td>
</tr>
<tr>
<td>Vessel Identification Number:</td>
<td>566513</td>
</tr>
<tr>
<td>Call Sign:</td>
<td>WCW9766</td>
</tr>
<tr>
<td>Status:</td>
<td>Damaged</td>
</tr>
<tr>
<td>Role:</td>
<td>Involved in a Marine Casualty</td>
</tr>
<tr>
<td>Vessel Class, Type, Sub-Type:</td>
<td>Offshore, Offshore Supply Vessel, General</td>
</tr>
<tr>
<td>Gross Tonnage(GRT):</td>
<td></td>
</tr>
<tr>
<td>Net Tonnage(NRT):</td>
<td></td>
</tr>
<tr>
<td>Deadweight Tons:</td>
<td></td>
</tr>
<tr>
<td>Length:</td>
<td></td>
</tr>
<tr>
<td>Home/Hailing Port:</td>
<td></td>
</tr>
<tr>
<td>Keel Laid Date:</td>
<td>12/15/1975</td>
</tr>
<tr>
<td>Delivery Date:</td>
<td>MOSS POINT MS., UNITED STATES</td>
</tr>
<tr>
<td>Place of Construction:</td>
<td>HALTER MARINE FABRICATORS</td>
</tr>
<tr>
<td>Builder Name:</td>
<td>Diesel Reduction</td>
</tr>
<tr>
<td>Propulsion:</td>
<td>2400</td>
</tr>
<tr>
<td>Horsepower:</td>
<td></td>
</tr>
<tr>
<td>Master:</td>
<td></td>
</tr>
<tr>
<td>Classification Society:</td>
<td>SEABULK OFFSHORE LTD</td>
</tr>
<tr>
<td>Owner:</td>
<td>2200 ELLER DR</td>
</tr>
<tr>
<td></td>
<td>PO BOX 13038</td>
</tr>
<tr>
<td></td>
<td>Fort Lauderdale, FL, 33316</td>
</tr>
<tr>
<td></td>
<td>US</td>
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<tr>
<td></td>
<td>SEABULK OFFSHORE LTD</td>
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<tr>
<td></td>
<td>US</td>
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</tbody>
</table>

**Operator:**

<table>
<thead>
<tr>
<th>Owner:</th>
<th>SEABULK OFFSHORE LTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>146 CALCO, SUITE 101</td>
<td></td>
</tr>
<tr>
<td>Operator:</td>
<td>SEABULK OFFSHORE LTD</td>
</tr>
<tr>
<td>LAFAYETTE, LA, 70503</td>
<td></td>
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</tbody>
</table>

**Inspection Subchapter:**

<table>
<thead>
<tr>
<th>Inspections Subchapter:</th>
<th>I</th>
</tr>
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<tbody>
<tr>
<td>Most Recent Vessel Inspection Activity:</td>
<td>1744030, 02/13/2003 8:02:00 AM</td>
</tr>
<tr>
<td>Current Certificate of Inspection:</td>
<td>Issued on 02/13/2003 8:45:04 AM, by MSO MORGAN CITY</td>
</tr>
</tbody>
</table>
**Facilities.** The following facilities were subjects of this investigation. Particulars for each facility follow.

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>BAROID DRILLING- PORT FOURCHON</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Waterfront Facility</td>
</tr>
<tr>
<td>Status</td>
<td>Undamaged - Operational</td>
</tr>
<tr>
<td>Role</td>
<td>Site of Investigation</td>
</tr>
<tr>
<td>Contact Phone:</td>
<td></td>
</tr>
<tr>
<td>Location:</td>
<td>Latitude: 29 07.48333 N</td>
</tr>
<tr>
<td></td>
<td>Longitude: 090 12.9 W</td>
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</table>

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Status:</th>
<th>Role:</th>
<th>Gender:</th>
<th>Age:</th>
<th>SSN:</th>
<th>Birth Date:</th>
<th>Email Address:</th>
<th>Phone Number(Home):</th>
<th>Address(Home/Primary Residence):</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Not at Risk</td>
<td>Crewmember</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
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<table>
<thead>
<tr>
<th>Name</th>
<th>Status:</th>
<th>Role:</th>
<th>Gender:</th>
<th>Age:</th>
<th>SSN:</th>
<th>Birth Date:</th>
<th>Email Address:</th>
<th>Phone Number(Home):</th>
<th>Address(Home/Primary Residence):</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Not at Risk</td>
<td>Crewmember</td>
<td>M</td>
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<td></td>
<td>US</td>
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<table>
<thead>
<tr>
<th>Name</th>
<th>Status:</th>
<th>Role:</th>
<th>Gender:</th>
<th>Age:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Not at Risk</td>
<td>Watchstander</td>
<td>M</td>
<td></td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Report of Investigation

SSN: [Redacted]
Birth Date: [Redacted]
Email Address: [Redacted]
Phone Number(): [Redacted]
Address(Home/Primary Residence): [Redacted]

Comments:

[Redacted]
Status: Not at Risk
Role: Crewmember
Gender: M
Age: [Redacted]
SSN: [Redacted]
Birth Date: [Redacted]
Email Address: [Redacted]
Phone Number(): [Redacted]
Address(Home/Primary Residence): [Redacted]

Comments:

[Redacted]
Status: Not at Risk
Role: Crewmember
Gender: M
Age: [Redacted]
SSN: [Redacted]
Birth Date: [Redacted]
Email Address: [Redacted]
Phone Number(): [Redacted]
Address(Home/Primary Residence): [Redacted]
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.

BAYOU LAFOURCHE
Role: Location
Local Name: Port Fouchon
Description: Bayou Cochon - Belle Pass / BAYOU LAFOURCHE & LAF.-

JUMP WTWY,L
Waterway Feature: BELLE PASS-PORT FOURCHON

GULF DEEP WATER SPUR
Role: Location
Local Name: LA OFFSHORE OIL PORT AREA
Description: Gulf of Mexico. GI BLOCKS south to MC BLOCKS

Incident Information

Location(s).

<table>
<thead>
<tr>
<th>Description</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>GULF DEEP WATER SPUR</td>
<td>28 25.0 N</td>
<td>090 02.0 W</td>
</tr>
<tr>
<td>At a Facility: BAROID DRILLING- PORT</td>
<td>29 09.6102 N</td>
<td>090 14.067 W</td>
</tr>
<tr>
<td>FOURCHON: BAY</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Sequence of Events.

04/04/2004 2:20 to 04/04/2004 3:00 (Estimated):
Report of Investigation

Event Type: Fire
Event Class: Initial - contained
Event Subclass:
Location: Known; US Waters
Description: GULF DEEP WATER SPUR
Latitude: 28 25.0 N  Longitude: 090 02.0 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>SEABULK NEW</td>
<td>Vessel</td>
<td>Damaged</td>
<td>Involved in a Marine Casualty</td>
</tr>
<tr>
<td>JERSEY</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Details Filed: Fire Details
Was the Vessel Configured with Main Vertical Zones? No

Spaces Affected:
Initial:
Space Where Fire Occurred: Machinery Space
Description of Space: Aft Engine Room
Extent of Damage: Cosmetic Damage to Engines and Generators.
Extensive damage to wiring in Engine Room. Overhead lighting melted.

Fire Boundaries
Fire Boundaries Intact: Intact

Did approved passive fire fighting materials perform as expected: Yes

Ventilation Fire Dampers Fitted: No
Ventilation System Active: Yes

Fire Screen Doors Fitted: No
Windows Fitted: No

Ignition and Fuel:
Ignition Source Known: Yes
Source Category: 10.7- Mechanical fault or breakdown
Source Description: Fuel line burst.

Fuel Type(s):

<table>
<thead>
<tr>
<th>Initial or Secondary</th>
<th>Type</th>
<th>Description</th>
<th>HAZMAT</th>
<th>Source (liquid fuel only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial</td>
<td>8.6- Liquid Fuel</td>
<td>Yes</td>
<td>9.1- Burst piping</td>
<td></td>
</tr>
</tbody>
</table>

Pattern of Spread: Contained in Engine Room
Description of Smoke: Black & Thick

04/19/2004 13:14 to 04/19/2004 13:14 (Known):

Action Type: Other Actions - Drug and Alcohol Use and Testing
Action Class: Take Drug Test - Post-casualty
Location: Known; US Waters
Description: At a Facility: BAROID DRILLING- PORT FOURCHON: BAY
Latitude: 29 09.6102 N  Longitude: 090 14.067 W
### Report of Investigation

#### 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>Crewmember</td>
</tr>
</tbody>
</table>

**Details Filed: Drug and Alcohol Test Details**

#### Sample Collection

- **Reason for Sample:** Post Accident
- **Directed to get DOT Test:** Yes
- **Chemical Test Sample Provided:** Yes
  - **Chemical Test Type:** Both
  - **Sample Type:** Urine
- **Date/Time Sample Taken:** 04/05/2004
- **Sampling Location:** OSV Seabulk Galveston
- **DOT Protocols Used:** Yes
- **Collection Agent:** OMS
- **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:** 04/05/2004
- **Results:**
- **Agency Conducting Analysis:**
- **Description of Analysis:**
- **Irregularities in Analysis:** No

#### Drug Analysis

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

#### Drug Re-Analysis

<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>Crewmember</td>
</tr>
</tbody>
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**Details Filed: Drug and Alcohol Test Details**

#### Sample Collection

- **Reason for Sample:** Post Accident
- **Directed to get DOT Test:** Yes
- **Chemical Test Sample Provided:** Yes
  - **Chemical Test Type:** Both
  - **Sample Type:** Urine
- **Date/Time Sample Taken:** 04/05/2004
- **Sampling Location:** OSV Seabulk New Jersey
- **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
Report of Investigation

Alcohol Analysis

Method of Analysis: Breath Test
Instrument Used: 
Date/Time Results Obtained: 04/05/2004
Results: 
Agency Conducting Analysis: 
Description of Analysis: 
Irregularities in Analysis: No

Drug Analysis

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

Drug Re-Analysis

Party Not at Risk Crewmember

Details Filed: Drug and Alcohol Test Details

Sample Collection

Reason for Sample: Post Accident
Directed to get DOT Test: Yes
Chemical Test Sample Provided: Yes
Chemical Test Type: Both
Sample Type: Urine
Date/Time Sample Taken: 04/05/2004
Sampling Location: OSV Seabulk New Jersey
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: 
Results: 
Agency Conducting Analysis: 
Description of Analysis: 
Irregularities in Analysis: No

Drug Analysis

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

Drug Re-Analysis

Party Not at Risk Crewmember

Details Filed: Drug and Alcohol Test Details

Sample Collection

Reason for Sample: Post Accident
Report of Investigation

<table>
<thead>
<tr>
<th>Directed to get DOT Test:</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chemical Test Sample Provided:</td>
<td>Yes</td>
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<tr>
<td>Chemical Test Type:</td>
<td>Both</td>
</tr>
<tr>
<td>Sample Type:</td>
<td>Urine</td>
</tr>
<tr>
<td>Date/Time Sample Taken:</td>
<td>04/05/2004</td>
</tr>
<tr>
<td>Sampling Location:</td>
<td>OSV Seabulk New Jersey</td>
</tr>
<tr>
<td>DOT Protocols Used:</td>
<td>Yes</td>
</tr>
<tr>
<td>Collection Agent:</td>
<td></td>
</tr>
<tr>
<td>Donor Certified:</td>
<td>Yes</td>
</tr>
<tr>
<td>Irregularities Noted:</td>
<td>No</td>
</tr>
<tr>
<td>Transferred/Chain of Custody Complete:</td>
<td>No</td>
</tr>
</tbody>
</table>

Field Sobriety Test

Field Sobriety Test Performed: No

Alcohol Analysis

Method of Analysis: Breath Test
Instrument Used:              |
Date/Time Results Obtained:   | 04/05/2004 |
Results:                      |
Agency Conducting Analysis:   |
Description of Analysis:      |
Irregularities in Analysis:   | No          |

Drug Analysis

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

Drug Re-Analysis

Party Not at Risk Crewmember

Details Filed: Drug and Alcohol Test Details

Sample Collection

Reason for Sample: Post Accident
Directed to get DOT Test: Yes
Chemical Test Sample Provided: Yes
Chemical Test Type: Both
Sample Type: Urine
Date/Time Sample Taken: 04/05/2004
Sampling Location: OSV Seabulk New Jersey
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:   | 04/05/2004 |
Results:                      |
Agency Conducting Analysis:   |
Description of Analysis:      |
Irregularities in Analysis:   | No          |
Report of Investigation

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

Drug Re-Analysis
Party Not at Risk Watchstander

Details Filed: Drug and Alcohol Test Details
Sample Collection
Reason for Sample: Post Accident
Directed to get DOT Test: Yes
Chemical Test Sample Provided: Yes
Chemical Test Type: Dangerous Drugs
Sample Type: Urine
Date/Time Sample Taken: 04/05/2004
Sampling Location: OSV Seabulk New Jersey
DOT Protocols Used: Yes
Collection Agent: [Redacted]
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: [Redacted]
Date/Time Results Obtained: 04/05/2004
Results: [Redacted]
Agency Conducting Analysis: [Redacted]
Description of Analysis: [Redacted]
Irregularities in Analysis: No

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

Drug Re-Analysis
V. CAUSAL ANALYSIS

The Initiating Event of the Incident

Initiating Event:
N/A

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

2039386 #001: Document/CG-2692 Report of Marine Accident, Injury or Death
CG-2692 Submitted by Seabulk Offshore
Collection Information:
   Date/Time: 04/22/2004 7:28:00 AM
   Location: MSO Morgan City
   Collected By: USCG Gathered;
   Witnessed By: USCG Witness;
Tracking:
Attachments:
   - 2039386 #001 MMS.pdf; MSO MORGAN CITY: [REDACTED];
     04/22/2004;

2039386 #002: Document/CG-2692B Rpt of Req Chemical Drug/Alcohol Testing
CG-2692B Submitted by Seabulk Offshore
Collection Information:
   Date/Time: 04/22/2004 7:30:00 AM
   Location: MSO Morgan City
   Collected By: USCG Gathered;
   Witnessed By: USCG Witness;
Tracking:
Attachments:
   - 2039386 #002 MMS.pdf; MSO MORGAN CITY: [REDACTED];
     04/22/2004;

2039386 #003: Document/Notice to Mariners
Notice to Mariners Regarding Seabulk New Jersey fire.
Collection Information:
   Date/Time: 04/22/2004 7:32:00 AM
   Location: MSO Morgan City
   Collected By: USCG Gathered;
   Witnessed By: USCG Witness;
Tracking:
Attachments:
   - 2039386 #003 [REDACTED].pdf; MSO MORGAN CITY: [REDACTED];
     04/22/2004;