

Garfinkle, Allen@BOPC

From: Port Agent <portagent@sfbarpilots.com>
Sent: Tuesday, April 28, 2020 9:42 AM
To: Garfinkle, Allen@BOPC
Cc: Anne McIntyre
Subject: Champion Concept

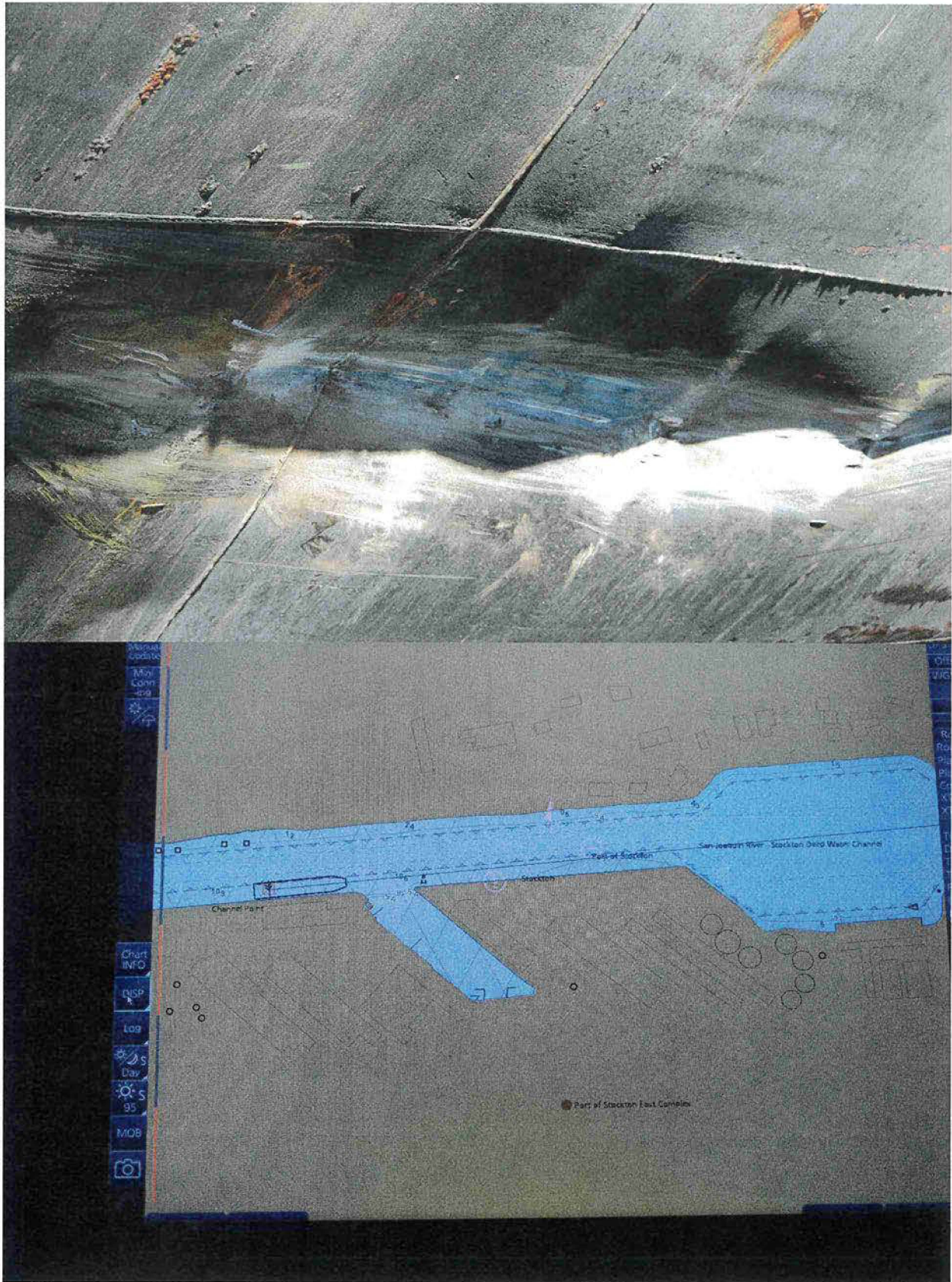
EXTERNAL EMAIL. Links/attachments may not be safe.

Good day Allen-

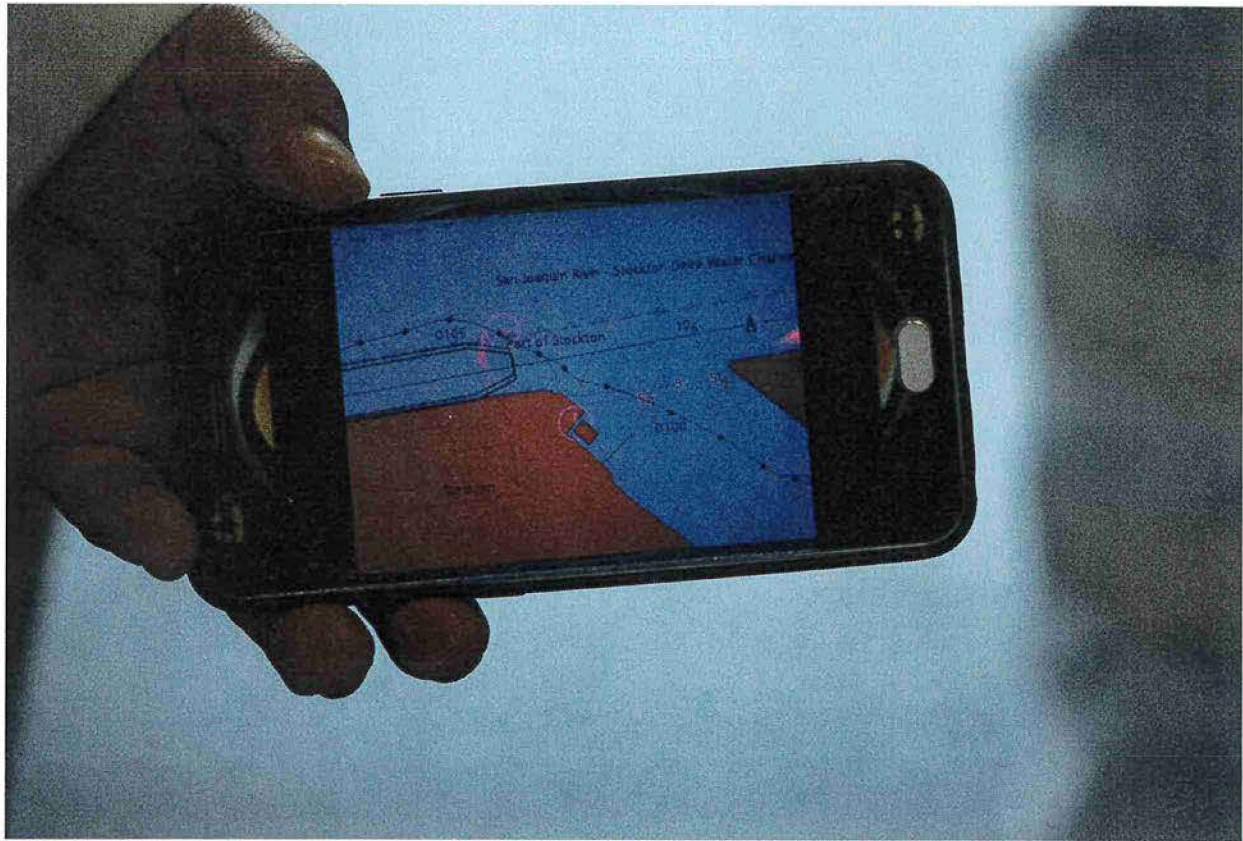
While making a shift from SCK 8 to SCK 9 the Champion Concept made unintended contact with the corner of the dock between the two berths. The vessels shell plating was deflected and there was concrete damage to the corner. Pilot was Sam D'aloisio. Drug and alcohol testing has been performed. The incident occurred around 0200 this morning. Agent is Nayely at Transmarine. Cell # 510 407 0684, ETD is the 30th.

Captain Joseph Long
President
San Francisco Bar Pilots
1.415.393.0450

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TGM 2.3.4 A4 Master - Pilot information exchange

Valid for:	Revision: 5	Date: 2019-09-17
Vessel Management – Business Unit		
Author:	Reviewed by:	Approved by:
Marine & Safety	HoD Marine & Safety	CTO

To be completed once Pilot(s) boards.

Port:	Stockton Shifting Berth	Vessel Name:	CHAMPION CONCEPT
Date:	28-Apr-2020	Call Sign:	V7A2816
Flag:	MARSHAL ISLAND	IMO no.:	9272204
Agent Details:	Transmarine Navigation	Year Built:	2005
Cargo:	UREA	Ship Type:	OIL/CHEM
Last Port	Port Hueneme		

ADDITIONAL SHIP'S CONTACT INFORMATION

Telephone: +88 1677 105 572/ +65 31591030	Email: champion.concept@thomefleet.net	Others: +65 31593993
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PILOT BOARDING INSTRUCTIONS

ETA at Pilot Stn:	0026	Pilot ETA at Boarding Stn:	@ BERTH
Approach Course and Speed		N/A	
Embarkation Side	PORT SIDE	Requested Boarding Arrangement:	GANGWAY

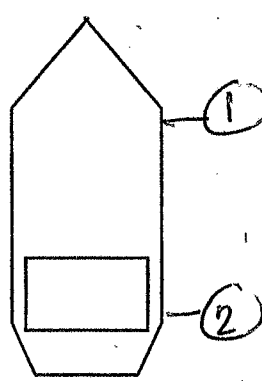
Please ref to TGM 2.3.4 A3(Pilot card for following information)

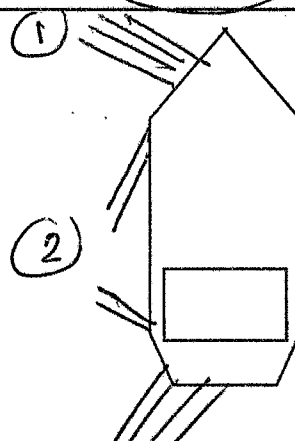
1. Ship Particulars
2. Anchors (Length of cable available)
3. Manoeuvring details and current condition.
4. Main Engine Details.

Item	Yes	No
1. Has the completed Pilot card been handed to the Pilot.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Has the Pilot been informed of the location of Lifesaving appliances	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Has the following been discussed?		
a. Passage navigation plan and under keel clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Berth location and side alongside	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Estimated transit time to berth	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Anchorages including emergency anchorages	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Tides, currents, weather forecast	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Speed required for passage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expected traffic passing / overtaking restrictions	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Position to meet / release tugs	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Position of any Pilot changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Other obstructions, navaid problems, special requirements	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k. Minimum UKC calculation	1.16 Mts	
l. Air Draft calculation	34.3 Mts	
m. limitations relating to the maximum permissible bollard pull from tugs that are to be utilised	64 T	
4. Has the vessel's mooring arrangements and peculiarities of the approach to berth – and layout of the berth itself – been discussed with the pilot	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Depth at Berth at Low water and history of grounding incidents at berth – been discussed with the pilot	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is berth affected by Siltation and status of any dredging operation – been discussed with the pilot	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Any Incidents of Surge to Moored Vessel at the berth due to passing ships or due to Port layout / congestion – been discussed with the pilot	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. The progress of the ship and the execution of orders must be monitored by the Master and officer of the watch at all times	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Information of MBL and condition of Tug's rope exchanged and verified by the Master and Pilot. (If in doubt, Master shall offer the ship's rope instead or alternatively provide ships rope in addition to tug's rope.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

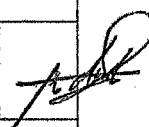
2.	Local Weather and Sea Conditions	
	Tide Information	<i>See Total Tide</i> Heights / times
	Expected currents	
	Forecast weather	<i>SPOS / SAT C</i>
3.	Details of the Passage Plan (including abort points / emergency plans) , make any necessary amendments to the plan following the Master/Pilot exchange and agree these with the master and pilot.	
	<i>Intended route has been reviewed, legs of passage reviewed, safe water available & Nav. marks & fixing details have been reviewed</i>	
4.	Advise Pilot on the following: <i>Maker – ECDIS – FURUNO</i>	
	<i>Type & Model No non standard configuration</i>	
	The ENC's and updates available and applied to the ECDIS for the port & approaches	
	<i>ENC Update Week 17/20</i>	
	Local warnings held onboard	
	<i>Navtex / SAT – C plotted, AIO updated week</i>	
	Back-up procedures in use	
	<i>Back-up ECDIS No.2, Failure of Both ECDIS RF TGM 2.3.7</i>	
	Alarm set points and the safety parameters on ECDIS or any non-standard configuration in use	
	Safety Depth <u>15</u> m, Safety Contour <u>15</u> m, Look Ahead <u>3</u> Shallow Contour <u>11</u> m, Deep Contour <u>24</u> m	
5.	Regulations (including VTS reporting, anchor/look-out attendance, max. allowable draught)	
	<i>PILOT WILL TAKE OVER REPORTING ONCE ONBOARD</i>	
6.	Other Important Details (including navigation hazards, ship movements)	
	<i>Pilot will take over reporting once onboard</i>	

7. Tug Positions and Power					
	#	Tugs Name	Bollard Pull (T)	Ship's Lines	Tug's Lines
00462	1.	CLEO BRUSCO		<input type="checkbox"/>	<input checked="" type="checkbox"/>
00472	2.	BELINDA BRUSCO		<input type="checkbox"/>	<input checked="" type="checkbox"/>
	3.			<input type="checkbox"/>	<input type="checkbox"/>
	4.			<input type="checkbox"/>	<input type="checkbox"/>
	5.			<input type="checkbox"/>	<input type="checkbox"/>
	6.			<input type="checkbox"/>	<input type="checkbox"/>

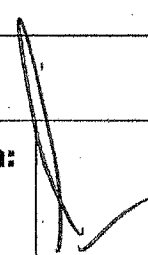


8. Sequence of Handling Lines		Mooring/Unmooring plan
1.	HEADLINES & STERN LINES	
2.	SPRING LINES	
3.		
4.		
5.		
6.		
7.		
8.		

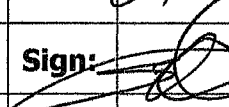
A: Checklist completed by OOW:

Rank:	26	Name:	EDISON LABINDAO	Date/Time:	28-Apr-20	Sign:	
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B: Checklist Verified by Master:

Name:	Capt. Gracias Rupert	Date/Time:	28-Apr-20	Sign:		Location:	Stockton Shifting Berth
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C: Acknowledged by Pilot (S):

Name:		Date/Time:	28-Apr-20	Sign:	Sam D'Alonzo	Location:	Stockton Shifting Berth
Name:		Date/Time:		Sign:		Location:	
Name:		Date/Time:		Sign:		Location:	

TGM 2.3.4 A3 Pilot card

Valid for: Revision: 3 Date: 2018-10-15
Vessel Management – Business Unit
Author: Reviewed by: Approved by:
Group HSSEQ Senior Group HSSEQ Manager CTO

Vessel Furnished Information					
Vessel's Name: CHAMPION CONCEPT					
Port: Shifting Stockton		Date: 28-Apr-2020		Time Zone: GMT + / - -7 Hrs	
Call Sign	V7A2816	Draft F (SW / FW)	9.15 m 30'00"	Minimum depth	10.49 m
Nationality	MARSHAL ISLAND	Draft A (SW / FW)	9.25 m 30'04"	UKC available	1.18 m
Gross/Nett Tonnage	27,472 / 13,587	Draft Amidships	9.20 m	Displacement	40926 T
Year Built	2005	UKC Required	0.60 m	Deadweight	30919 T
LOA	182.5 M	Freeboard	8.30 m	Air Draft	34.3 m
Breadth	32.2 M	Bulbous Bow	Yes		
Vessel Inerted / Not Inerted / Gasfree / Not Gasfree / in Ballast / Loaded with: UREA					
Defects affecting manoeuvrability: NIL					
Navigational Aids					
Compass system operational and ready		Yes/No	Constant gyro error + / - 0.5		degrees
Navigation lights Operational and Ready		Yes/No			
Is ECDIS primary means of navigation		Yes/No	No of ECDIS - 2 ECDIS type - FURUNO FMD 3200-BB Are ECDIS Operational and Ready Yes/No		
Is BNWAS operational		Yes/No			
Are the required flags hoisted		Yes/No			
Elec pos fix system operational and ready		Yes/No	Type: DGPS		
Echo Sounder operational and ready		Yes/No	Speed log operational and ready Yes/No Doppler Yes/No		
Transducer:		Forward/Aft	If Doppler log: Water speed / Ground speed / Dual Axis		
Radars operational and ready	3 cm	Yes/No	Indicators operational / ready RPM / Pitch Yes/No		
	10 cm	Yes/No	Rudder Angle Yes/No		

ARPA (Yes) No	Rate of Turn (Yes) / No
Manceuvring Data made available to Pilot (Yes) / No	VHF operational and ready (Yes) / No
Squat Data made available to Pilot (Yes) / No	Whistle(s) Tested and Operational (Yes) / No
Anchors	
Port: 11 shackles. Ready (Yes) No	Starboard: 12 shackles. Ready (Yes) / No
Maximum Permissible Bollard Pull from Tugs: 64T	
Are anchors checked and ready for use: YES	
Steering Gear	
Is steering Gear checked and ready for use: YES	
Type of Rudder	SEMI BALANCED
Max Angle	35 degrees
Rudder angle for neutral effect	0 degrees
Hard-over to hard-over	seconds
Number of power units operating	2
Thrusters (Position and Power)	1340 BHP / 1000kW
Steering Characteristics	GOOD
Main Propulsion Details	
No. of Propellers: 1	Direction of Turn: RIGHT HANDED
Propeller Arrangement: Moderate Skrew	
Main Engine Type	Steam-Turbine / Motor MAN B&W 6S50 MC-C
Max Shaft Power	9470 kW / HP
Astern Power is	68 % Ahead Power
Time Limit Astern	NIL Seconds
Full Ahead to Full Astern	539 Seconds
Max No. of Consecutive Starts	14 Starts
Critical RPM	65-77 RPM
Minimum RPM	32 RPM
Speed at Minimum RPM	4.9 Knots
Minimum Steering Speed	4.9 Knots
Engine Order	Full Ahead
	Half Ahead
	Slow Ahead
	Dead Slow Ahead
	Dead Slow Astern
	Slow Astern
	Half Astern
	Full Astern
RPM / Pitch	105
Speed (knots)	13.6
Laden	11.5
Ballast	9.1
	7.3
	5.0
	6.2
	7.8
	9.4
	9.5
Maximum ahead speed below which astern movement can be given	4.9 Knots
Bridge control / ER control	Engine telegraphs operational (Yes) No
Engines tested Ahead/Astern (Yes) / No	
Are mooring winches and lines checked and ready for use: YES	
Equipment operational defects	
NIL	
Other Important Details	
DISCUSS BETWEEN BTM & PILOT	
Print Name, Sign and time of completion	
Master: Capt. Rupert Gracias	Pilot (for receipt only): SAM BALOUZO

Stockton Visa

No. ATTACHMENT 4

Date

26 APR 20

1500 EOSP.

27 APR 20

0406 POB

0506 CHANGE PILOT

0852 POB

0908 2 PILOT OFF

1318 TUG FAST STBD BOW BELINDA BRUSCO

1320 TUG FAST PORT BOW CLEO J. BRUSCO

1404 TUG CLEAR PORT BOW

1408 TUG FAST AFT CLEO J BRUSCO

1420 FIRST LINE ASHORE

1440 ALL FAST

1444 TUGS CLEAR FWD & AFT

1454 GANGWAY DOWN / PILOT OFF

1500 AGENT, SURVEYOR & LOADING MASTER O/B

500-1530 KEY MEETING

506-1530 GAUGING

530-1548 CALCULATION

536-1542 HOSE CONNECTION

1554 COMMENCE DISCHARGING 1S COT AIR/40

1910 COMMENCE BALLASTING 1C WBT

1930 STOP BALLASTING 1C WBT / BALLASTING 2S WBT

1940 STOP BALLASTING 2S WBT

2010 BALLASTING 1C WBT

2040 STOP BALLASTING 1C WBT / BALLASTING 2S WBT

2050 STOP BALLASTING 2S WBT

2125 BALLASTING 1C WBT

2145 STOP BALLASTING 1C WBT / BALLASTING 2S WBT

2150 STOP BALLASTING 2S WBT / BALLASTING 1C WBT

2130 STOP BALLASTING 1C WBT

Date . . .

2259	COMPLETED DISCHARGING AS CO?
2306	COMPLETED TANK INSPECTION / COMPLETED BLOWING
2307	BALLASTING 2 S WBT
2342	STOP BALLASTING 2 S WBT
2324	PAPERS COMPLETED
2325	HOSE DISCONNECTED
2326	LOADING MASTER & SURVEYOR OFF

SHIFTING: STOCKTON

1 HR NOTICE TO E/R

ALL NAVIGATION & BRIDGE EQ TESTED & CHECKED; ECHO SOUNDER
ALARM TESTED

TESTED STEERING IN ACCORDANCE WITH 33 CFR 169.25 - TESTED
EACH REMOTE STEERING GEAR CONTROL SYSTEM; EACH STEERING POSITION
LOCATED ON THE NAV. BRIDGE; MAIN STEERING GEAR CONTROL FROM AN
ALTERNATIVE POWER SUPPLY; RUDDER ANGLE; ALARMS; FULL MOVEMENT OF
THE RUDDER; EM'CY COMMUNICATION BRIDGE - STEERING GEAR.

POB

MASTER PILOT INFO EXCHANGE CARRIED OUT

ENGINE TESTED AHEAD & ASTERN

COMMENCE UNMOORING / TUG FAST FWD & AFT

ALL LINES O/B

TUG CLEAR AFT / 0102

TUG FAST AFT PORT QUARTER

TUG CLEAR FWD

TUG FAST PORT BOW

FAST LINE ASHORE

ALL FAST / TUGS CLEAR FWD & AFT

ENGINEWAY DOWN / PILOT OFF

No.

Date

20 APR 20 DISCHARGING STOCKTON BERTH 9

0026	POB
0042	TUG FAST FWD & AFT / COMMENCE UNMOORING
0052	ALL LINES O/B
0057	TUG CLEAR AFT
0103	TUG FAST AFT PORT QUARTER
0104	TUG CLEAR FWD
0107	TUG FAST PORT BULK
0116	FIRST LINE ASHORE
0142	ALL FAST
0148	GANGWAY DOWN / PILOT OFF
0148	AGENT SURVEYOR & LOADING MASTER O/B
0148-0212	KEY MEETING
0154-0212	GAGING
0212-0224	CALCULATION
0218	HOSE CONNECTED LINE 58 (1 X 8")
0248-0300	LINE DISPLACEMENT
0312	COMMENCE DISCHARGING 35 COT / 4 P COT CAN 17
0318	SURVEYOR OFF
0430	STOP DISCHARGING AS PER US COAST GUARD REQUEST
0644	COAST GUARD ON BOARD
0745	DNR INSP. ON BOARD
0803	USCG OFF
1140	SURVEYOR ON BOARD
1205	AGENT OFF
1210	SURVEYOR OFF

Masters statement

Time log

27 April 2020

2324 Completed cargo documents

2325 Hose disconnected

28 April 2020

0026 Pilot on board for shifting to berth 9

0052 All lines on board – 2 tugs used

FWD :cleobrusco

Aft belindabrusco

0102 Made contact with berth 9

0116 First line berth 9

0142 All fast berth 9, 2 brusco tugs assisting

Shifting drafts: FWD 9.10 M / AFT 9.2 M

ROB: FO 569.49 MT / MGO 138.7 MT / FW 97 MT

After all lines were cast off 28/0052 It the 2 tugs that were made fast pulled on the stbd main deck fwd and stbd quarter to get the vessel of the berth Once off the berth engines were used to go astern , me and the pilot were on the port bridge wing and made our way to the stbd bridge wing , on the stbd side the vessel stern was moving towards the pier , engines were put to half ahead with the rudder to hard starboard , the bow thruster was also put to full starboard

However this did not stop the stern to make contact with the pier .



M.T. CHAMPION CONCEPT	
PORT OF REG :	MAJURO
FLAG :	MARSHALL ISLANDS
IMO :	9372204
CALL SIGN :	V7A2816
GRT :	27472
NRT :	13857
POWER (KW) :	9470KW

PORT OF STOCKTON



Phone: (209) 946-0246

Fax: (209) 466-5984

March 24, 2021

SENT VIA EMAIL

Allen Garfinkle
Executive Director
Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun
660 Davis Street
San Francisco, California 94111
allen.garfinkle@bopc.ca.gov

Re: Email: Board of Pilot Commissioners Investigation

Dear Allen Garfinkle,

The Port of Stockton received your 3/15/2021 request for "any police report created by the event, any damage or repair reports created internally within the port, and any repair documents from outside surveyors or third-party repair invoices". Please find accompanying this letter:

- Police Report, Case 20-0057, Incident #2004280001
- Champion Concept Pilot Statement
- Case 20-0057 photos
- Pilot Representative Report
- Coast Guard Investigation Activity Report, MISILE Activity Number 6952091

No further records were found responsive to this request.

Very truly yours,

Melissa Whitener - Administrative Analyst

On Behalf of Katie Miller, Director of Human Resources and Administrative Services

cc: Rick Salcedo, Police Chief
Jason Katindoy, Director of Maritime Operations
Jeff Vine, Emergency Management & Safety Officer



PORT OF STOCKTON POLICE DEPARTMENT

2201 W WASHINGTON ST STOCKTON, CA 95203 209-946-0246

IMAGES FOR CASE 20-0057



Photo #: 1

Date Taken: 04/28/2020

ID:

Notes



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IMAGES FOR CASE 20-0057



Photo #: 2

Date Taken: 04/28/2020

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Notes



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IMAGES FOR CASE 20-0057

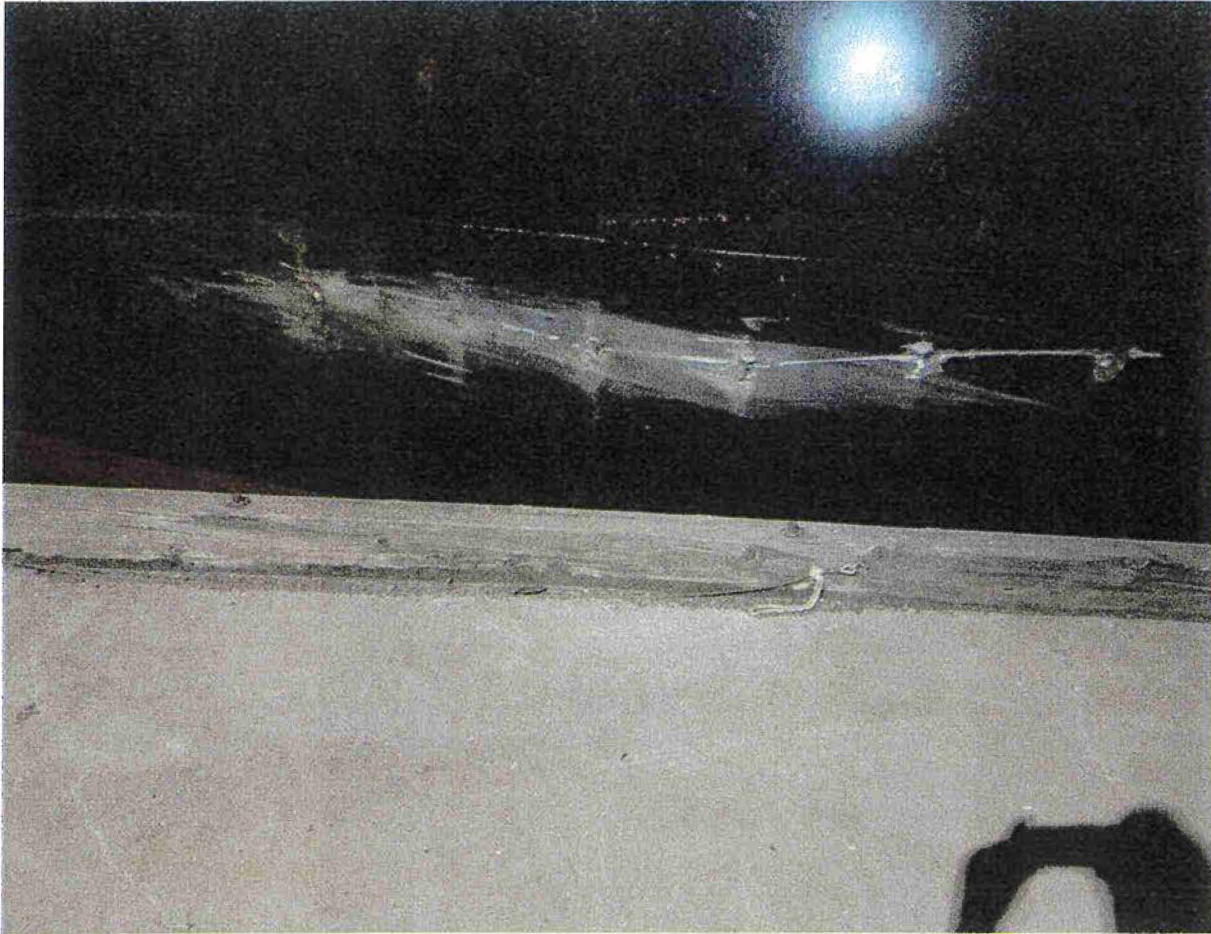


Photo #: 3

Date Taken: 04/28/2020

ID:

Notes



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IMAGES FOR CASE 20-0057

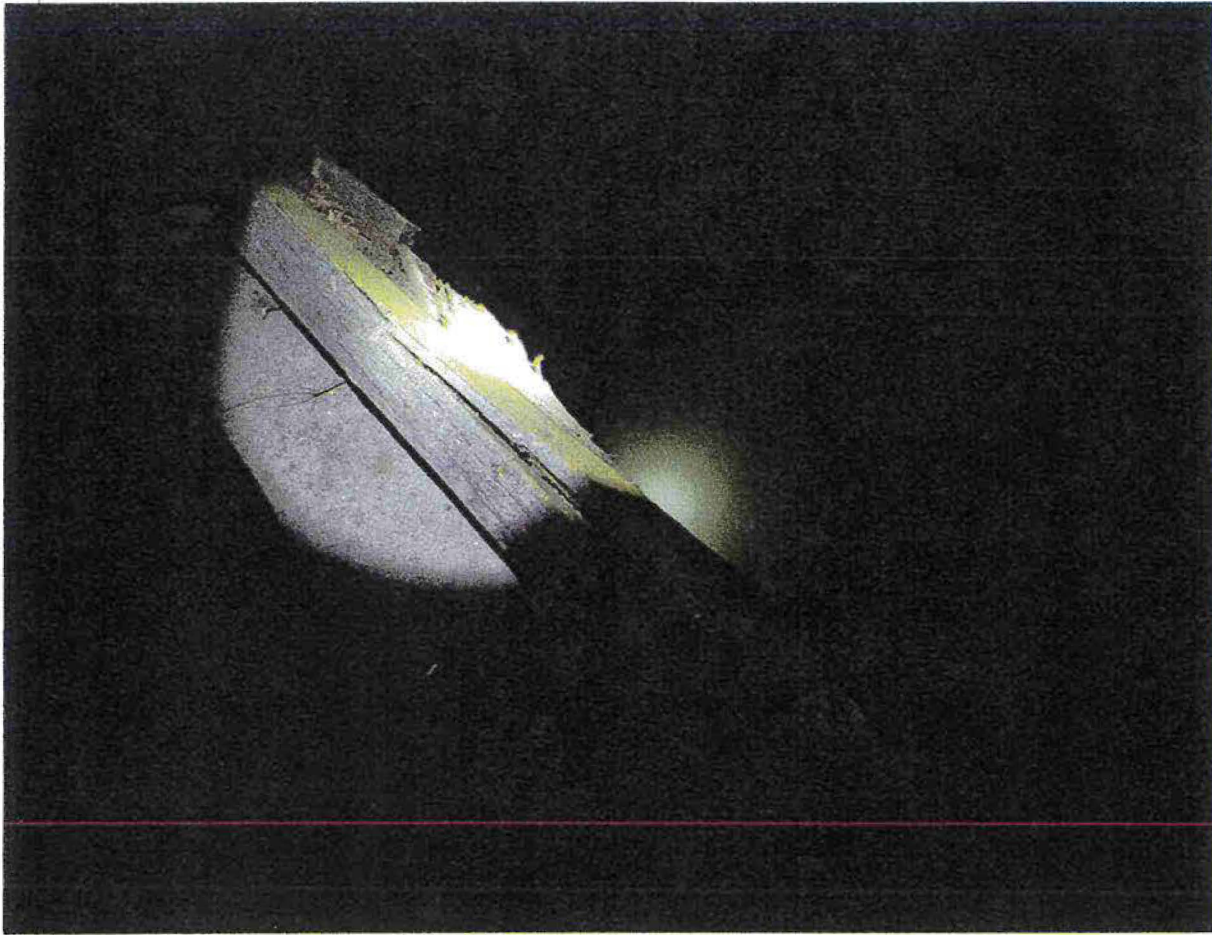


Photo #: 4

Date Taken: 04/28/2020

ID:

Notes



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IMAGES FOR CASE 20-0057



Photo #: 5

Date Taken: 04/28/2020

ID:

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IMAGES FOR CASE 20-0057



Photo #: 6

Date Taken: 04/28/2020

ID:

Notes

STARBOARD SIDE STERN



PORT OF STOCKTON POLICE DEPARTMENT

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IMAGES FOR CASE 20-0057

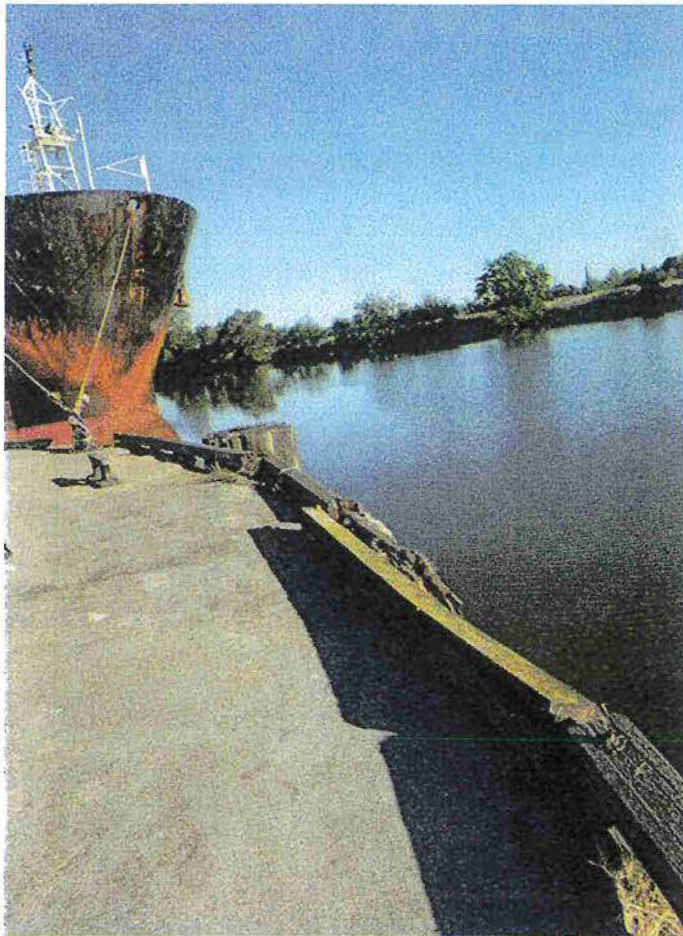


Photo #: 7

Date Taken: 04/28/2020

ID:

Notes

DOCK 9 NORTHEAST DAMAGE



PORT OF STOCKTON POLICE DEPARTMENT

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IMAGES FOR CASE 20-0057



Photo #: 8
Date Taken: 04/28/2020
ID:

Notes



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IMAGES FOR CASE 20-0057

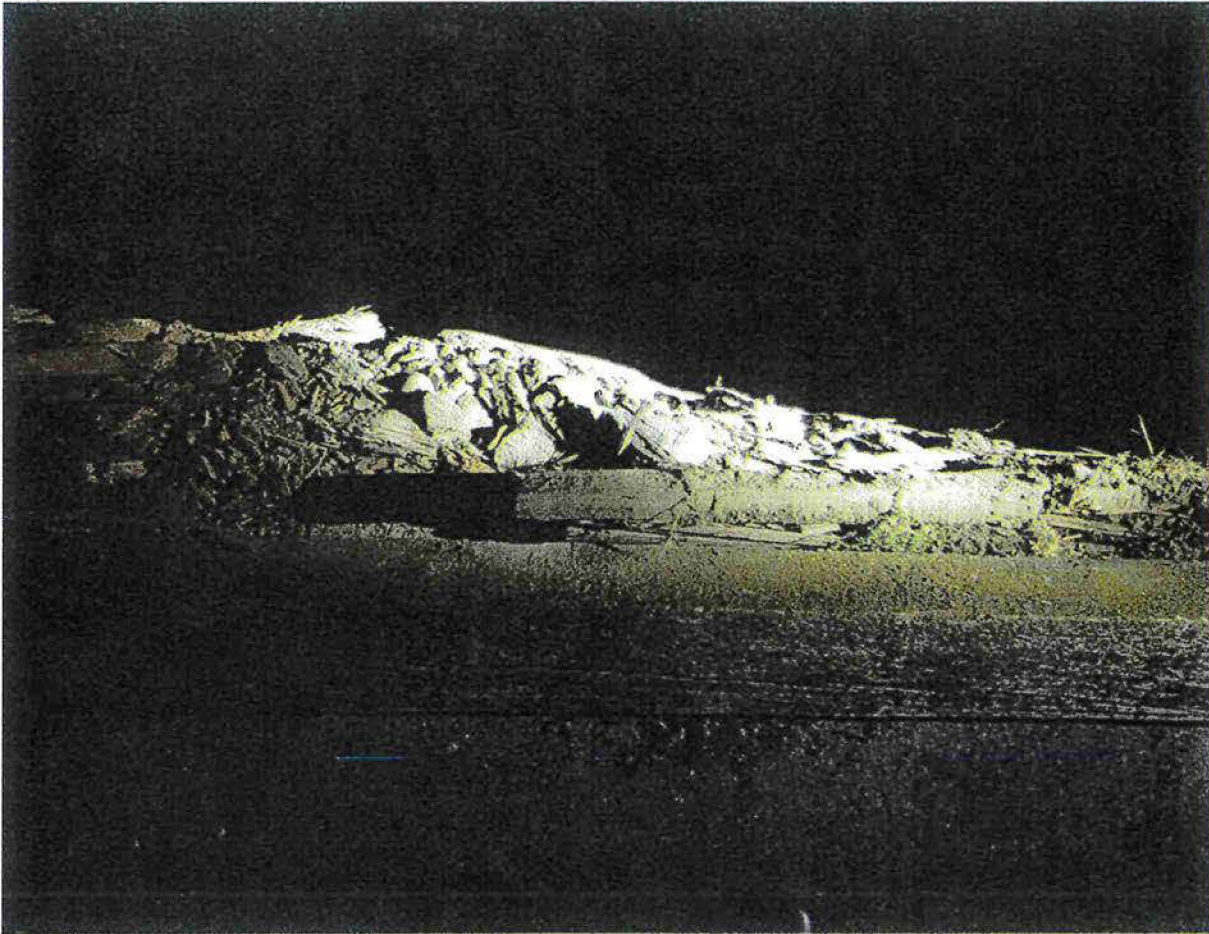


Photo #: 9

Date Taken: 04/28/2020

ID:

Notes

**PORT OF STOCKTON POLICE DEPARTMENT**

Page 1

2201 W WASHINGTON ST STOCKTON, CA 95203 209-946-0246
INFORMATION REPORTCase
20-0057

OFFENSES	F/M Offenses INFO				Date Occurred 04/28/2020		Time Occurred 0050 - 0115		Incident # 2004280001			
					Date Reported 04/28/2020		Time Reported 0411					
					Related Cases							
					Date Printed 03/16/2021		Time Printed 06:45:19		Printed By 0093			
					Latitude 0.000000		Longitude 0.000000					
	Location Dock 9, 9 Port D Rd, Stockton, CA				Beat	Area	Disposition Information Only				Dispo Date	
Location Type		Location of Entry		Method of Entry		Point of Entry		Alarm System		Means of Attack (Robbery)		
	Reporting Party Al Manuel Ayala				Drivers License		Cell Phone		Email			
	Residence Address Ship Champion Concept				Notified of Victim Rights		Residence Phone		DOB	Age	Sex	Race
	Business Name and Address						Business Phone		Height	Wt	Hair BLK	Eyes BRO
	Assistance Rendered/Victim Disposition						Transporting Agency		Means of Attack (Assaults)			
	Description of Injuries						Other Information					
	Witness Woodworth, Jason Mitchell				Drivers License		Cell Phone		Email			
	Residence Address						Residence Phone		DOB	Age	Sex M	Race W
	Business Name and Address Brusco Tug And Barge, 2895 Industrial Blvd # 4, West Sacramento, CA 95691						Business Phone 916-372-0986		Height	Wt	Hair	Eyes
	Suspect Name				Action Taken		Charges					
	Residence Address				Residence Phone		DOB	Age	Sex	Race		
	Business Name and Address				Business Phone		Height	Wt	Hair	Eyes		
	Identifying Features				Cell Phone		Drivers License		Arrest Number			
	Aliases								CII			
VEHICLES	Status		Vehicle Make and Model				License/State		VIN			
OFFICERS	Prepared By 0081 - Standley, Allen		Date 04/28/2020		Assisted By		Approved By 0074 - Hutton, Billy				Date 04/29/2020	
	Routed To		Date		Routed To		Date		Notes			

CONTROLLED DOCUMENT - DO NOT DUPLICATE

**PORT OF STOCKTON POLICE DEPARTMENT**

Page 2

2201 W WASHINGTON ST STOCKTON, CA 95203 209-946-0246
INFORMATION REPORTCase
20-0057

Reporting Party Captain Rupert Gracias		Drivers License	Cell Phone	Email			
Residence Address Ship Champion Concept		Residence Phone	DOB [REDACTED]	Age [REDACTED]	Sex	Race	
Business Name and Address		Business Phone	Height	Wt	Hair	Eyes	

Reporting Party Moran, Nayely		Drivers License	Cell Phone	Email			
Residence Address Transmarine Navigation		Residence Phone [REDACTED]	DOB	Age	Sex	Race	
Business Name and Address		Business Phone	Height	Wt	Hair	Eyes	

Driver Pilot Sam D'Aloisio #42		Drivers License	Cell Phone	Email			
Residence Address		Residence Phone	DOB	Age	Sex	Race	
Business Name and Address		Business Phone	Height	Wt	Hair	Eyes	

Mentioned - Other Nern, William		Drivers License [REDACTED]	Cell Phone	Email			
Residence Address [REDACTED]		Residence Phone [REDACTED]	DOB [REDACTED]	Age [REDACTED]	Sex M	Race W	
Business Name and Address Brusco Tug		Business Phone	Height 5'8"	Wt 145	Hair BRO	Eyes BLU	

Mentioned - Other Niem, Klaus		Drivers License	Cell Phone	Email			
Residence Address		Residence Phone	DOB	Age	Sex M	Race	
Business Name and Address Board Of Pilot Commisioners For The Bays, 660 Davis Street, San Francisco, CA 94111		Business Phone	Height	Wt	Hair	Eyes	

CONTROLLED DOCUMENT - DO NOT DUPLICATE

**PORT OF STOCKTON POLICE DEPARTMENT**

2201 W WASHINGTON ST STOCKTON, CA 95203 209-946-0246

NARRATIVE

Page 1

20-0057

SYNOPSIS:

On 04/28/2020 at approximately 0100 hours, the vessel Champion Concept hit the northeast section of Dock 9 while shifting from Dock 8 to Dock 9. The dock sustained minor damage to the wooden bull rails and the ship sustained a large scrape on the starboard side stern. The pilot of the ship was Sam D'Aloisio (Unit #42).

NOTIFICATION

On 042820, I, Officer Standley was assigned to patrol for the Port of Stockton Police Department. I was assigned to patrol. I was in full uniform and driving marked vehicle 1137.

On 04/28/2020 at 0411 hours, Sergeant Hutton and I (Officer Standley A30) were dispatched to Port of Stockton Dock 9 on a report of the vessel Champion Concept had scraped the point of dock 9 at the east end while shifting from dock 8 to dock 9 sustaining damage to the vessel Champion Concept. I arrived at dock 9 at approximately 0415 hours.

INVESTIGATION

I arrived to dock 9 and inspected the apron of the point of dock 9 and found a section of about 20 feet of broken wooden bull rail and crushed concrete. Able Body Seaman (Al Manuel Ayala) led me to the stern of the vessel Champion Concept and pointed out an area of the starboard side hull which had a deep scrape with some denting on the starboard side hull of the ship approximately 10 feet long and 1 foot tall.

STATEMENT OF CAPTAIN RUPERT GRACIAS

I made contact with the Captain of the Champion Concept (Rupert Gracias) on board the ship at 0440 hours. Gracias stated that his ship was damaged while shifting from dock 8 to dock 9 on the starboard side near the stern. Gracias went in the stern to inspect the inside of the hull area and found some internal damage besides the external damage. Gracias notified the agent Nayely Moran of Transmarine Navigation, the Coast Guard and DNV-GL INSPECTION SERVICES. Gracias expects the Coast Guard to arrive at 0700-0730 hours and DNV-GL INSPECTION SERVICES to arrive at 0930 to 1000 hours.

On 04/29/2020 at 0535 hours I made contact with Captain Gracias and asked him when he became aware of the ship hitting the dock and when he made notifications.

Captain Gracias stated. He saw the collision with the dock at 0130 hours 04/28/2020. Captain Gracias and the Pilot #42 (Sam D'aloisio) inspected the damage to the dock and damage to the ship after the ship was all fast. The Pilot #42 (Sam D'aloisio) said he would add it to his report. Captain Gracias started making notifications after inspecting the damage.

INVESTIGATION CONTINUED

I attempted to make contact with the pilot #42 (Sam D'aloisio) who handled the shifting

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Prepared By:

0081 STANDLEY, ALLEN

Date:

04/28/2020

Approved By:

0074 HUTTON, BILLY

Date:

04/29/2020

**PORT OF STOCKTON POLICE DEPARTMENT**

Page 2

2201 W WASHINGTON ST STOCKTON, CA 95203 209-946-0246

NARRATIVE

20-0057

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from dock 8 to dock 9 via phone 415 828-9840. I was not able to talk to the to him but left a voice mail requesting he contact the Port of Stockton Police.

I viewed the video clip AVI 200428 dock 9 damage saved to Port Police Camera Footage folder which shows the stern of the ship getting close to the point of dock 9 but is not conclusive.

Prepared By:

0081 STANDLEY, ALLEN

Date:

04/28/2020

Approved By:

0074 HUTTON, BILLY

Date:

04/29/2020

**PORT OF STOCKTON POLICE DEPARTMENT**

2201 W WASHINGTON ST STOCKTON, CA 95203 209-946-0246

SUPPLEMENT 1

Page 1

20-0057

SYNOPSIS:

On 042820 at approximately 0100 hours, the vessel Champion Concept hit the northeast section of Dock 9 while shifting from Dock 8 to Dock 9. The dock sustained minor damage to the wooden bull rails and the ship sustained a large scrape on the starboard side stern. The pilot of the ship was Sam D'Aloisio (Unit #42).

NOTIFICATION:

On 042820, I, Officer L. Craig was assigned to patrol for the Port of Stockton Police Department as an officer trainee. I was assigned to Field Training Officer R. Le Chuga. I was in full uniform and driving marked vehicle 1134.

At 0700 hours, I was briefed by graveyard shift that the ship Champion Concept shifted from Dock 8 to Dock 9 at around 0100 hours and during the shift the vessel made contact with the dock and caused damage to the ship and damage to the dock. I arrived to Dock 9 at 0730 hours.

INVESTIGATION:

I arrived to Dock 9 and noticed damage to the wooden bull rails on the northeast portion of the dock. I walked over to the stern of the ship and saw there was a deep scrape on the starboard side hull of the ship approximately 10 feet long and 1 foot tall.

STATEMENT OF WILLIAM NERN:

I made contact with William Nern on dock 9 at 0915 hours. Nern is a Brusco Tug captain. Nern said he was working during the vessel's shift. He was working on the starboard bow of the ship and could not see the stern. Nern said that he thought the ship was getting close to the dock but he could not see from his angle. Nern told me that the Pilot of the ship thanked the tugs for their work and then told them they could leave after the ship was tied up to Dock 9. Nern did not hear or see the vessel make contact with the dock and did not know about the incident until hours after it happened.

STATEMENT OF KLAUS NIEM:

At 1410 hours, Control two advised me that ship inspector Klaus Niem was en route to the Champion Concept. I made contact with Niem at 1415 hours on Dock 9. Niem told me he works for the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun as a pilot's representative. Niem said he was going to take photos of the damage on the ship and on the dock and get a statement from the captain of the vessel and the pilot.

Niem provided me with a copy of his report.

STATEMENT OF SAM D'ALOISIO:**CONTROLLED DOCUMENT - DO NOT DUPLICATE**

Prepared By:

0136 CRAIG, LILLIAN

Date:

04/28/2020

Approved By:

0074 HUTTON, BILLY

Date:

04/29/2020

**PORT OF STOCKTON POLICE DEPARTMENT**

2201 W WASHINGTON ST STOCKTON, CA 95203 209-946-0246

SUPPLEMENT 1

Page 2

20-0057

At 1650 hours, I contacted the pilot, Sam D'Aloisio, via telephone. D'Aloisio said he would provide a written statement to Port Police but wanted longer to work on his official statement. D'Aloisio said he would email Port Police with the statement either tonight or tomorrow morning. The statement will be added via supplemental report.

EVIDENCE:

Photos of damage attached. Report attached from the pilot's representative.

CONTROLLED DOCUMENT - DO NOT DUPLICATE

Prepared By:

0136 CRAIG, LILLIAN

Date:

04/28/2020

Approved By:

0074 HUTTON, BILLY

Date:

04/29/2020

**SYNOPSIS:**

On 04-28-20 at approx. 0100, the vessel Champion Concept shifted from dock #8 to dock #9. This shift consisted of moving the vessel as it rested facing N/S on dock #8 to alongside dock #9 to rest facing E/W. This movement was assisted by 2 tugs of the Brusco Tug & Barge Company. The 2 tugs, Tug Cleo & Tug Belinda were operated by tug boat captains William Nern (Cleo) and Jason Woodworth (Belinda). All radio traffic between the pilot of the vessel and the 2 tug boat captains is communicated on Marine Band Channel 18A.

During this shift, the vessel collided with dock #9.

STATEMENT OF WILLIAM NERN:

On 04-28-20 @ approx. 0530, I contacted Nern via telephone for a statement as to what he witnessed during the shift from dock #8 to dock #9.

Nern told me that he had a line up on the starboard bow working the vessel off the dock. During the shift, he could tell the vessel got close to the dock #9 but was unable to tell if it actually touched. Once the vessel was starboard to dock #9, he was switched to port bow to push and hold the vessel to the dock for the tie-up.

Nern told me that during the shift, he did not here any radio traffic indicating from the pilot or the other tug captain that the vessel touched dock #9.

STATEMENT OF JASON WOODWORTH:

On 04-28-20 @ approx. 0600, I contacted Woodworth via telephone for a statement as to what he witnessed during the shift from dock #8 to dock #9. Woodworth told me that he was directed to put a line up on the (right side of the vessel) starboard quarter of the vessel and to begin pulling the vessel off the dock. At some point, he was directed to let go his line and to move to the (left side of the vessel) port quarter to begin "push/pull" of the vessel moving the vessel around the corner of dock #9. Woodworth told me that he lost visual of the starboard side of the vessel when he tied up on the port side. I asked Woodworth if he knew the vessel touched dock #9 during the shift and he told

CONTROLLED DOCUMENT - DO NOT DUPLICATE

Prepared By:

0074 HUTTON, BILLY

Date:

04/28/2020

Approved By:

0217 BALLARD, JIM

Date:

04/29/2020

**PORT OF STOCKTON POLICE DEPARTMENT**

2201 W WASHINGTON ST STOCKTON, CA 95203 209-946-0246

SUPPLEMENT 2

Page 2

20-0057

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me "no". I asked Woodworth if there was any radio traffic on 18A that indicated the vessel touched the dock #9 and he told me "no". I asked Woodworth if there was any conversation between he and Nern after the completion of the job of the vessel touching the dock #9 and he told me "no".

Woodworth seemed to be very surprised that the vessel collided with dock #9 and that he was finding it out for the first time by my conversation with him. Woodworth told me they finished the job, tied up the tugs and went home.

I completed an email to Port of Stockton I.T. Department's Wally Wallick and asked that he secure the Marine Band Channel 18A radio traffic recording for the proper time frame of the shift. He will forward to Port Police to be attached.

DISPOSITION:

Refer to original report

Prepared By:

0074 HUTTON, BILLY

Date:

04/28/2020

Approved By:

0217 BALLARD, JIM

Date:

04/29/2020

**PORT OF STOCKTON POLICE DEPARTMENT**

2201 W WASHINGTON ST STOCKTON, CA 95203 209-946-0246

SUPPLEMENT 3

Page 1

20-0057

SYNOPSIS:

Attached emailed statement to the report

NOTIFICATION:

On 4/29/2020 I, Sgt. R. Williams, was assigned to patrol for the Port of Stockton Police Department.

INVESTIGATION:

I received an email from Sam D'Aloisio (sdaloisio@icloud.com) I forwarded a copy to Lt. Ballard and attached the print out to this report.

CASE DISPOSITION:

Refer to Original.

CONTROLLED DOCUMENT - DO NOT DUPLICATE

Prepared By:

0162 WILLIAMS, ROGER

Date:

04/29/2020

Approved By:

0217 BALLARD, JIM

Date:

04/29/2020

Ballard, James

From: Williams, Roger
Sent: Wednesday, April 29, 2020 9:32 AM
To: Ballard, James
Subject: Fwd: Champion Concept 4-28-2020

April 28, 2020.

To whom it may concern.

Vessel "Champion Concept" Pilot order time 01:00 on April 28th 2020 to Shift Vessel from Port Side Stockton Berth 8 to Starboard Side Stockton Berth 9.

Two Brusco Tugs were ordered for the shifting: The Cleo, a twin screw conventional tug and the Belinda, a twin screw conventional tug.

Weather at time of shifting was good with 5 knots of wind onto the dock (Berth 8) and clear skies.

Aboard the Champion Concept at 00:24 on April 28, 2020. I was escorted to the bridge of the Vessel and commenced setting up my PPU and familiarizing myself with the bridge. Shortly after my arrival on the Bridge the Captain came up. A Master Pilot Exchange ensued. The Champion Concept has a right hand fixed pitch propeller and a bow thruster rated, if I remember correctly, at 1300HP. I was informed the Vessel was in good working order with no deficiencies. The Vessel was in a loaded condition. Her forward draft was 30 feet and 0 inches. Her after draft was 30 feet and 04 inches. I informed the Captain that I was early but if he wished we could commence the shift when he was ready as we had line handlers on the dock and the tugs standing by. The Captain agreed. The Cleo was made fast on the Starboard bow, main deck with Tug's line. The Belinda was made fast Starboard quarter just aft of the house with tug's line. We then tested the Main engine ahead and astern and the bow thruster, which was operated from the inside of the bridge only and not from the bridge wings. I notified the Port of Stockton and Vessel Traffic Service of our planned shift. The vessel then cast off the mooring lines. Last Line at Berth 8 was 00:52. From the port bridge wing I then stopped the Cleo from pushing forward and had the Belinda work away at dead slow power to start opening the stern away from the dock. I then ordered the main engine "dead slow astern". We got up to .7 knots astern when I ordered the main engine stopped. I then ordered the Belinda to work half away to gain more clearance with Berth 8. I then ordered the Belinda to stop, take in her line and shift to the port side of the vessel. Once the Belinda had her line back I ordered the main engine dead slow astern. The Belinda came around the vessel's stern to the port quarter. I saw the Belinda from the port bridge wing make its way toward the vessel's port quarter, which had not yet cleared Berth 8. I told the Belinda to watch out for the stern wash from the Vessel's propeller. The Belinda repeated the command back. I became worried the Belinda was going to get washed toward the dock and told her she could touch down on the vessel, hoping that would keep her out of harm's way. I witnessed the vessel's stern start to veer to starboard. I ordered the engine stopped. At this point the vessel was making just over 1 knot of sternway. I then told the Captain that we were going to transition to the starboard bridge wing as I wanted to make sure we would clear the knuckle at berth 9. We briskly walked from the port bridge wing to the starboard bridge wing, but along the way I discovered the starboard bridge wing door was locked and I was unable to get it unlocked. I yelled toward the mate on the bridge to get the door open. I believe it took between 5 to 10 seconds to get the bridge wing door open. When I got to the starboard wing I immediately saw the angle of approach with the knuckle of Berth 9. I ordered the rudder hard to starboard and the main engine slow ahead. I ordered the Cleo full away and the Belinda to get off the shell of the ship. The vessel's starboard quarter made contact with the knuckle of Berth 9. The contact was glancing in nature. After stabilizing the situation we then continued the maneuver to starboard side to Berth 9 without further incident. First Line was 01:16 at Berth 9. All fast was 01:42. The allision with the Knuckle occurred around 01:00.

Once the vessel was securely moored to Berth 9 I checked out with Port of Stockton and Vessel Traffic Service. I then told the Captain I intended to inspect the vessel's starboard quarter from the dock. He said he would send

the Mate (Chief Mate) to meet me. Once on the dock I witnessed an area roughly 15 feet in length and between 18 to 24 inches wide where the

vessel made contact with the dock. I told the Mate the Captain needs to come see. Once the Captain was present we shined our flashlights on the area and I told him I would be making notifications and he should expect to hear from a number of people. We then inspected the dock at the knuckle of Berth 9 and found where we believed the vessel made contact. There was no visible structural damage but there was some crumbling concrete.

San Francisco Bar Pilot Unit "42"

Sam D'Aloisio

(415) 828-9840

Roger Williams

Begin forwarded message:

From: Sam Daloisio <sdaloisio@icloud.com>

Date: April 29, 2020 at 5:49:21 AM PDT

To: lcraig@stocktonport.com, rwilliams@stocktonport.com

Subject: Champion Concept 4-28-2020

<Champion Concept.pages>

Investigation Activity Report

CHAMPION CONCEPT Allision

Activity Start Date: Tuesday, April 28, 2020
MISLE Activity Number: 6952091
MISLE Originating Unit: Sector San Francisco
MISLE Activity Owner: Commandant (CG-INV-3)
MISLE Activity Controller:
MISLE Case Number: Not Associated with a Case

I. INCIDENT BRIEF

Incident Brief Under Review

II. INCIDENT SUMMARY

Incident Involved: Marine Casualty, Reportable
Level of Investigation: Data Collection
IMO Classification: Routine
USCG Classification: Routine
Was This a Serious Marine Incident? No
Was a Marine Board Convened by Commandant? No

Personal Casualty Summary

Total Missing: 0
Total Dead: 0
Total Injured: 0
At Risk, Not Injured: 0
Total Not at Risk: 5
Total at Risk: 0

Vessel(s) Status Summary

Actual Total Loss(es): 0
Total Constructive Loss, Salvaged: 0
Total Constructive Loss, Unsalvaged: 0
Damaged: 1
Undamaged: 2

Property Damage Summary

Total Damage:
Vessel(s): \$120000
Cargo: \$0
Facility: \$2500
Other: \$0

May Include Estimates

III. ACTIONS IN REPONSE TO THIS REPORT

Actions on Recommendations:

NO RECORDED DATA

Safety Alerts:

NO RECORDED DATA

IV. FINDINGS OF FACT

Subjects of the Investigation

Involved Vessel(s)

Vessel Name: BELINDA BRUSCO
VIN: 525967
Role: Involved in a Marine Casualty

Facility Name: Port of Stockton
Type: Waterfront Facility

Vessel Name: CLEO J BRUSCO
VIN: 537363
Role: Involved in a Marine Casualty

Vessel Name: CHAMPION CONCEPT
VIN: 9272204
Role: Involved in a Marine Casualty

For additional vessel details, [please click here.](#)

For additional facility details, [please click here.](#)

Involved Parties

Party Name: Removed for Privacy
Party Name: Removed for Privacy
Party Name: Removed for Privacy
Party Name: Removed for Privacy
Party Name: Removed for Privacy

Involved Organizations

NO RECORDED DATA

For additional party details, [please click here](#).

For additional organization details, [please click here](#).

Response Resources

NO RECORDED DATA

Waterway Segment(s)

Waterway: San Joaquin River

For additional response details, [please click here](#).

For additional waterway details, [please click here](#).

V. REFERRAL FOR ENFORCEMENT ACTION

NO RECORDED DATA

Involved Vessel(s) Details

Vessel Name:	BELINDA BRUSCO
Flag:	UNITED STATES
Vessel Identification Number:	525967
Call Sign:	WDE2412
Status:	Undamaged
Role:	Involved in a Marine Casualty
Vessel Classification:	Towing Vessel
Vessel Type:	General
Vessel Sub Type:	General
Gross Tonnage (GRT):	
Net Tonnage (NRT):	
Deadweight Tons:	
Length:	66.7
Home/Hailing Port:	SEATTLE
Propulsion:	Diesel Reduction
Owner:	FOSS MARITIME COMPANY
Operator:	
Inspection Subchapter:	M

Vessel Name:	CLEO J BRUSCO
Flag:	UNITED STATES
Vessel Identification Number:	537363
Call Sign:	WYZ7065
Status:	Undamaged
Role:	Involved in a Marine Casualty
Vessel Classification:	Towing Vessel
Vessel Type:	General
Vessel Sub Type:	General
Gross Tonnage (GRT):	
Net Tonnage (NRT):	
Deadweight Tons:	
Length:	71.5
Home/Hailing Port:	LONGVIEW
Propulsion:	Diesel
Owner:	BRUSCO TUG & BARGE INC
Operator:	
Inspection Subchapter:	M

Vessel Name:	CHAMPION CONCEPT
Flag:	MARSHALL ISLANDS
Vessel Identification Number:	9272204
Call Sign:	V7A2816
Status:	Damaged
Role:	Involved in a Marine Casualty
Vessel Classification:	Tank Ship
Vessel Type:	Chemical Tank Ship
Vessel Sub Type:	Oil & Chemical Tank Ship
Gross Tonnage (GRT):	
Net Tonnage (NRT):	
Deadweight Tons:	47171
Length:	598.6
Home/Hailing Port:	Majuro
Propulsion:	Diesel Direct
Owner:	STENA BULK AB
Operator:	
Inspection Subchapter:	OD



USCG Maritime Information Exchange Incident Investigation Reports



Involved Facilities Details

Facility Name:	Port of Stockton
Type:	Waterfront Facility
Status:	Damaged and Not Repaired - Operational
Role:	Site of Incident
Location:	Latitude:37.95 Longitude:-121.283333333333

Printer Friendly

Last Update:
Monday, February 22, 2021

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Sector San Francisco

1 Yerba Buena Road
San Francisco, CA 94130
Phone: (415) 399-2046
Fax: (415) 399-2047

5720

FOIA 2021-CGFO-00976

April 9, 2021

VIA ELECTRONIC MAIL

allen.garfinkle@bopc.ca.gov

Allen Garfinkle
Executive Director
Board of Pilot Commissioners for the Bays of San Francisco, San Pablo and Suisun
660 Davis Street
San Francisco, CA 94111-1904

Dear Mr. Garfinkle:

This is the response to your March 24, 2021 request to the U.S. Coast Guard (USCG) under the Freedom of Information Act (FOIA) for all records related to the M/V CHAMPION CONCEPT allision with Berth 9, Stockton, California, on [or about] April 29, 2020.

USCG Headquarters' FOIA/Privacy Act Office (CG-6P) assigned FOIA Number 2021-CGFO-00976 to your request, and instructed me to process your request with a response directly to you.

I am granting your request under the FOIA, Title 5 United States Code, Section 552, as amended, and U.S. Department of Homeland Security's (DHS) implementing regulations, Title 6 Code of Federal Regulations (CFR), Chapter I and Part 5.

After conducting a reasonable search, I have determined that all information gathered on the subject incident is electronically filed under Case 1215870. The Case consists of individual Activities generated by the Coast Guard unit(s) involved with the notification, incident management, vessel inspection, and incident investigation. The electronic file records are located in the Marine Information for Safety and Law Enforcement (MISLE) database. While this office is not the custodian of electronic file records in the MISLE database, the FOIA/Privacy Act Office instructed me on March 29, 2021 to process your request and respond directly to you.

Following a subsequent modification of your request, I have identified these records to fulfill your specific request. The records pertain to M/V CHAMPION CONCEPT on April 28, 2020, unless I note otherwise.

1. Report of Marine Casualty (Form CG-2692), Report of Mandatory Chemical Testing (Form CG-2692B); 3 pages.
2. Case ID 1215870 Report from USCG MISLE database; 33 pages.
3. Port State Control Report of Inspection – Form B (Form CG-5437B); 1 page.
4. USCG Witness Statement Form; 1 page.
5. Survey Statement; 2 pages.
6. AIS track image; 1 page.

I have reviewed the records for identifying any information exempt from public disclosure, including any personally identifiable information protected under the Privacy Act of 1974. During our telephone conversation on March 24, 2021, you agreed to allow me to redact and make unreadable or unobtainable any information exempt from public disclosure including any personally identifiable information in the record. Therefore, I am releasing the record with redactions made as appropriate under the personal privacy FOIA Exemption 6 (5 United States Code, Section 552(b)(6)).

Additionally, in following DHS Instruction 262-11-004, FOIA Officers/Coordinators at the USCG have been instructed to withhold personally identifiable information (PII) and sensitive personally identifiable information (SPII) of USCG personnel unless a determination is made that the disclosure does not raise security or privacy concerns, or if those concerns are outweighed by any public interest in that information. This policy is available online at: <https://www.dhs.gov/publication/foia-compliance-instruction-262-11-004-dhs-employee-personal-identifiable-information>. Under this policy, the names of senior leaders, spokespersons, and political appointees are generally releasable. With respect to this FOIA request, the USCG may have applied FOIA Exemption 6 to protect PII of USCG employees, including names and contact information. To the extent that USCG has withheld employee PII within these records, it has been determined that the employee(s) has/have substantial and legitimate privacy interests and that these interests are not outweighed by any public interest in the operations of the U.S. Coast Guard.

In accordance with Title 49 CFR, Part 7 and Coast Guard policy, I have assessed the fee for processing your request at less than \$14.00, and it is waived.

This completes the U.S. Coast Guard response to you, and I trust that this information fully satisfies your request. If you need any further assistance or would like to discuss any aspect of your request, please contact me at the address or telephone number above in the letterhead. You may also contact our FOIA Public Liaison by sending an e-mail to EFOIA@uscg.mil or calling (202) 475-3522.

For additional information on the Freedom of Information Act, see the DHS's FOIA webpage at <https://www.dhs.gov/freedom-information-act-foia>.

Sincerely,

FONG.KEVIN.K. Digitally signed by
FONG.KEVIN.K.1173452752
1173452752 Date: 2021.04.09 16:19:12
-07'00'

KEVIN FONG
Freedom of Information Act Coordinator
U.S. Coast Guard
By direction

Enclosures: (1) Total pages 41

Copy: Commandant (CG-611)
Unit FOIA file

U.S. Coast Guard

Exp. Date: 07/31/2022

REPORT of MARINE CASUALTY, COMMERCIAL DIVING CASUALTY, or OCS-RELATED CASUALTY**Section I - Reporting Vessel/Facility Information**

1. Vessel or Facility Name CHAMPION CONCEPT		2. Vessel Official Number or IMO Number 9272204		3. Vessel Flag MARSHAL ISLANDS	
4. Vessel Length 182.50 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Meters		5. Vessel Gross Tons 27472		6. Vessel Propulsion Type DIESEL	
7. Vessel or Facility Type OIL CHEMICAL TANKER		8. Vessel or Facility Service or Occupation WORLD WIDE SERVICE			
9. FOR TOWING ONLY	9a. Arrangement:	9b. Number of Vessels Towed:		9c. Maximum Size of Tow/Tow-Boat(s):	
	<input type="checkbox"/> Pushing Ahead	Empty _____		Length _____ feet	
	<input type="checkbox"/> Towing Astern	Loaded _____		Width _____ feet	
	<input type="checkbox"/> Towing Alongside	Total _____			
9d. Did one or more of the barges in the tow cause or sustain damage in the marine casualty? <input type="checkbox"/> Yes <input type="checkbox"/> No (If Yes complete and attach one or more CG-2692A forms to this report)					

Section II - Reason for Submitting this Report (Check all that apply)

10. The above vessel was involved in a Marine Casualty consisting in (46 CFR 4.05-1 and 4.05-10):

- ☐ 1. Unintended grounding or an unintended strike of (allision with) a bridge
- ☐ 2. Intended grounding or intended strike of a bridge that created a hazard to navigation, the environment or the safety of the vessel, or that meets any of the criteria in 3 through 8 below
- ☐ 3. Loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel
- ☐ 4. Occurrence materially and adversely affected the vessel's seaworthiness or fitness for service or route
- ☐ 5. Loss of life
- ☐ 6. Injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties
- ☒ 7. Occurrence causing property damage in excess of \$75,000
- ☐ 8. Occurrence involving significant harm to the environment

11. The above facility or vessel was involved in a Commercial Diving Casualty involving (46 CFR 197.484):

- ☐ 1. Loss of life
- ☐ 2. Diving-related injury to any person causing incapacitation for more than 72 hours
- ☐ 3. Diving-related injury to any person requiring hospitalization for more than 24 hours

12. The above facility or vessel was involved in an OCS Facility Casualty Resulting in (33 CFR 146.30 and 146.35):

- ☐ 1. Death
- ☐ 2. Injury to 5 or more persons in a single incident
- ☐ 3. Injury causing any person to be incapacitated for more than 72 hours
- ☐ 4. OCS Facility only - Damage affecting the usefulness of primary lifesaving or firefighting equipment
- ☐ 5. OCS Facility only - Damage to the facility exceeding \$25,000 resulting from a collision by a vessel with the facility
- ☐ 6. OCS Facility only - Damage to a floating OCS facility exceeding \$25,000

Section III - Associated Parties Information (Fill all fields that apply)

13. Name of Owner MR Concept Shipping L.L.C.		Telephone +12034873434		14. Name of Operator or Manager Thome Ship Management		Telephone +65 62207291	
Address TRUST COMPANY COMPLEX, AJELTAKE ROAD, AJELTAKE ISLANDS, MAJURO, MARSHALL ISLAND		Email address mrshippingmanagement@northernshippingfu		Address 16, Raffles Quay #43-01 Hong Leong Building, Singapore 048581 Singapore		Email address (b) (3)	
15. Name of Master or Person-in-Charge (Last, First, Middle) (b) (3)		Telephone (b) (3)		16. Name of Agent (Last, First, Middle) (b) (3)		Telephone (b) (3)	
Address (b) (3)		Email address (b) (3)		Address 2321 W. Washington Street, Suite K Stockton, CA. 95203		Email address stockton@transmarine.com	
17. Name of Dive Supervisor (Last, First, Middle)		Telephone		18. Name of Pilot (Last, First, Middle)		Telephone	
Address		Email address		Address		Email address	

Section IV - Casualty Information

19. Date/Time (local) of Occurrence 28/0103 LT		20. Location-Name of Body of Water or Waterway: Latitude: PORT OF STOCKTON BERTH 9		River Mile Marker: OR 9	
21. Property Damage Estimated Damage Cost(s) to: Vessel: \$120000 Cargo: \$0 Facility: \$2500 Other: \$0		Describe the Extent of Property Damage Damage to hull in way of frames 26 to 31 on starboard quarter, pier scrapped on concrete berth 9 fwd nuckle			
22. Status of Involved Persons (If there are 1 or more injured, dead or missing persons complete and attach one or more CG-2692C forms to this Report) Total Number of Persons: On Board the Vessel: 21 Injured: 0 Dead: 0 Missing: 0					

Section IV - Casualty Information (continued)

23. Was This Casualty a Serious Marine Incident (SMI) as Defined in 46 CFR 4.03-2?

☐ Yes ☒ No ☐ Not at this Time, But is Likely to Become an SMI (If Yes or Is Likely to Become an SMI complete/attach one or more CG-2692B forms to this report)

24a. Is there any evidence of alcohol or drug use by or intoxication of individuals directly involved in the casualty?

☐ Yes ☒ No (If Yes, identify those individuals for whom evidence has been obtained and specify the method to obtain such evidence in block 24c)

24b. Did any individual directly involved in a casualty refuse to submit to, or cooperate in, the administration of a timely chemical test, when directed by a law enforcement officer or by the marine employer?

☐ Yes ☒ No (If Yes, note the individual(s) who refused in block 24c)

24c. Individuals with evidence of drug or alcohol use, evidence of intoxication, or who refused to submit/cooperate in a timely chemical test (if more space is needed, continue in block 25c)

nil

24d. Is there evidence that alcohol use contributed to this casualty?

☐ Yes ☒ No (If Yes, discuss in block 25b)

25. Nature and Circumstance of the Casualty:

25a. Activity or Operation Being Conducted at the Time of the Casualty:

vessel was being shifted from berth 8 to berth 9 with pilot on board and 2 assisting tugs

25b. Description of the Casualty (casualty events and the conditions and actions that were believed to be causal factors as well as any hazards created as a result of the casualty. Attach additional sheets if necessary.):

Time log 28 April 2020

0026 Pilot on board for shifting to berth 9

0052 All lines on board - 2 tugs used FWD : cleo brusco Aft belinda brusco

0103 Made contact with berth 9 while going astern from berth 8

0142 All fast berth 9, 2 brusco tugs assisting

After all lines were cast off 28/0052 lt the 2 tugs that were made fast pulled on the stbd main deck fwd and stbd quarter to get the vessel of the berth

Once off the berth engines were used to go astern ,

me and the pilot were on the port bridge wing and made our way to the stbd bridge wing , on the stbd side the vessel stern was moving towards the pier , engines were put to half ahead with the rudder to hard starboard , the bow thruster was also put to full starboard However this did not stop the stern to make contact with the pier .

25c. Any other comments, including with respect to use of or need for emergency response equipment:

nil - no need for response equipment

owners email to read due to shortage of space in block 13:

mrshippingmanagement@northernshippingfunds.com

Section V - Person Making this Report

24. Name (PRINT) (Last, First, Middle)

(b) (6)

25. Signature:

(b) (6)

Digitally signed by (b) (6)
DN: cn=(b) (6), o=(b) (6), ou=(b) (6), email=(b) (6)
Date: 2020.04.30 17:07:54 Z

26. Date

04/30/2020

27. Title

master

28. Address

(b) (6)

29. Telephone No.

(b) (6)

30. Email

(b) (6)

INSTRUCTIONS FOR COMPLETION OF FORM CG-2692
REPORT OF MARINE CASUALTY, COMMERCIAL DIVING CASUALTY, OR OCS-RELATED CASUALTY

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The Coast Guard estimates that the average burden for this report is 1 hour. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-INV), U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7501 or Office of Management and Budget, Paperwork Reduction Project (1625-0001), Washington, DC 20503.

WHEN TO USE THIS FORM

1. This form satisfies the requirement for written reports of casualties and accidents found in the Code of Federal Regulations for vessels, commercial diving operations, and Outer Continental Shelf (OCS) facilities. Depending on the circumstances surrounding an incident, a written report may be required if it meets one or more of the conditions described in instructions 2 - 4.
2. **VESSELS.** If you are the owner, agent, master, operator, or person in charge of a vessel, other than a public vessel or an uninspected recreational or state-numbered vessel, you must submit a report if your vessel:
 - A. is involved in a marine casualty or accident that occurs upon the navigable waters of the United States, its territories or possessions and meets any of the criteria in block 10, or
 - B. is a United States vessel involved in a marine casualty or accident, wherever such casualty or accident occurs, that meets any of the criteria in block 10, or
 - C. is a foreign vessel engaged in OCS activities as defined in 33 CFR 140.10 and is involved in a marine casualty or accident that meets any of the criteria in block 10, or
 - D. is a foreign tank vessel operating in waters subject to the jurisdiction of the United States, including the Exclusive Economic Zone (EEZ), which involves significant harm to the environment or material damage affecting the seaworthiness or efficiency of the vessel.
3. **DIVING.**
 - A. **Commercial Diving.** If you are the master or person in charge of a vessel or facility from which a commercial diving operation is conducted: (1) at any deepwater port or the safety zone thereof as defined in 33 CFR Part 150; (2) from any artificial island, installation, or other device on the Outer Continental Shelf (OCS) and the waters adjacent thereto as defined in 33 CFR Part 147 or otherwise related to activities on the OCS; (3) from any vessel required to have a certificate of inspection issued by the Coast Guard, including mobile offshore drilling units, regardless of their geographic location; or (4) from any vessel connected with a deepwater port or within the deepwater port safety zone or from any vessel engaged in activities related to the OCS, you must submit a report if there is a diving casualty meeting the criteria in block 11, except if the diving operation is:
 1. performed solely for marine scientific research and development purposes by educational institutions,
 2. performed solely for research and development for the advancement of diving equipment and technology, or
 3. performed solely for search and rescue or related public safety purposes by or under the control of a governmental agency.
 - B. **All Other Diving.** Any occurrence of injury or loss of life to any person while diving from a vessel subject to instruction 2 and using underwater breathing apparatus must be reported under instruction 2.
4. **OUTER CONTINENTAL SHELF (OCS) FACILITIES.** If you are the owner, operator, or person in charge of an OCS facility engaged in OCS activities as defined in 33 CFR 140.10, you must submit a report if your facility is involved in a casualty or accident that meets any of the criteria in block 12.

COMPLETION OF THIS FORM

5. In accordance with 46 CFR §4.05-10, 46 CFR §197.486, and 33 CFR §146.35, this form shall be filled out as completely and accurately as possible. Please type or print clearly. Fill in all blanks that apply to the kind of accident that has occurred. If a block is not applicable, the abbreviation "NA" should be entered in that space. If the answer is unknown and cannot be obtained before the report has to be submitted (i.e. within 5 days of the accident), the abbreviation "UNK" should be entered in that block. If "NONE" is the correct response, enter it in the block.
6. Once completed, deliver, email, or fax this form within 5 days of the casualty to the Coast Guard Sector, Marine Safety Unit, or Activity nearest the location of the casualty or, if at sea, nearest the arrival port. <https://www.uscg.mil/Units/Organization/>
7. Tugs or towboats with tows under their control shall complete blocks 9a through 9d and, if one or more barges in their tow causes or sustains damage or meets any other reporting criteria, use the "Barge Addendum," CG-2692A to report information on the barge(s) involved.
8. If an incident involves multiple barges suffering or causing damage while moored or anchored (such as in a fleeting area), or breaking away from their moorage and causing or sustaining damage, enter the location of the moorage in Block 1 of the CG-2692 and complete the form except for blocks 2-8. Details for the barges will be entered on the CG-2692A. If a single barge is involved in a marine casualty while moored or anchored, it shall be documented as any other vessel using the CG-2692.
9. If the casualty meets the criteria for a serious marine incident as defined in 46 CFR §4.03, use the "Chemical Drug and Alcohol Testing Addendum," CG-2692B to report information on required drug and alcohol testing following a serious marine incident.
10. If one or more persons on the vessel or facility were injured, killed, or missing as a result of the casualty, use the "Personnel Casualty" Addendum," CG-2692C to report information on the extent of all personnel casualties.
11. For facilities and vessels engaged in OCS activities who are reporting a casualty in accordance with 33 CFR §146.35 or 33 CFR §146.303, use the "Involved Persons and Witnesses Addendum," CG-2692D to provide a list of all involved persons and witnesses to the casualty being reported. The CG-2692D may also be used to provide data on persons involved or witnessing a marine casualty or commercial diving casualty.
12. Block 20 - "Location": Always identify the body of water or waterway. Latitude and longitude to the nearest tenth of a minute should always be entered except in those rivers and waterways where a mile marker system is commonly used. In those cases, the mile number to the nearest tenth of a mile should be entered. If the latitude and longitude, or mile number, are unknown, reference to a known landmark or object (buoy, light, etc.) with distance and bearing to the object is permissible.

Privacy Act Notice

(CG-2692, CG-2692A, CG-2692B, CG-2692C and CG-2692D)

Authority Title 46, United States Code (U.S.C.) §6301, Title 46, Code of Federal Regulations (CFR), Parts 4 and 197, and Title 33, CFR Part 146 authorizes the collection of this information. Specifically, 46 CFR §4.05-10 mandates that vessel owners, agents, masters, operators, or persons in charge file a written report of any marine casualty required to be reported under 46 CFR §4.05-1, 46 CFR §197.486 mandates that persons in charge of vessels or facilities file a report of any diving casualty required to be reported under 33 CFR §197.484, and 46 CFR §146.35 mandates that owners, operators, or persons in charge of an OCS facility or vessel engaged in OCS activities file a report of any OCS-related casualty required to be reported under 33 CFR §146.30. For marine casualties, diving casualties when the diving installation is on a vessel, and the written report must be provided on Form CG-2692 (Report of Marine Casualty, Commercial Diving Casualty, or OCS-Related Casualty) supplemented as necessary by appended Forms CG-2692A (Barge Addendum), CG-2692B (Chemical Drug and Alcohol Testing Addendum), CG-2692C (Personnel Casualty Addendum), and CG-2692D (Involved Persons and Witnesses Addendum). The forms may be used for diving casualties when the diving installation is on a facility or for OCS-related casualties that are not also marine casualties under 46 CFR Part 4.

Purpose The Coast Guard uses this information in gathering facts to determine causes surrounding reportable marine casualties. This information assists in promoting the safety of life, property, and the protection of the marine environment through preventing the recurrence of accidents.

Routine Uses Reportable marine casualty information is needed for Coast Guard investigations of vessel casualties involving injury, death, property damage, environmental damage and dangerous conditions and for preparation and submission of data reports mandated by Congress (see 46 U.S.C. 6301). Information gathered is also used to determine whether new or revised safety laws, regulations, and policies are necessary. Additionally, chemical testing information is needed to improve Coast Guard detection and reduction of drug use by mariners. The information contained on forms CG-2692, CG-2692A, CG-2692B, CG-2692C, and CG-2692D may be disclosed under the Freedom of Information Act (FOIA) in response to a written FOIA request.

Disclosure Furnishing this information is mandatory per 46 CFR §4.05-10. Failure to furnish the requested information for occurrences that are reportable marine casualties, diving casualties, or OCS-related casualties may result in civil penalty sanctions as outlined in 33 CFR Part 1. Coast Guard credentialed mariners may be subject to administrative adjudication per 46 CFR Part 5 for reporting failures. Some of the casualty information collected on this form may be made available for public inspection; however, information collected is protected from use in civil litigation per 46 U.S.C. §6308. Personal privacy information will not be disclosed routinely. Social Security numbers are not mandated on this form.

SURVEY STATEMENT

Particulars of vessel

Name of vessel:

CHAMPION CONCEPT

Owner:

MR Concept Shipping L.L.C.

IMO Number:

9272204

Particulars of survey

Survey station:

Long Beach

Place of survey:

Stockton, California(USA)

Survey started:

2020-04-28

Survey completed:

2020-04-28

Lead surveyor:

(b) (6)

Surveyor:

Contact Damage Surveys

This is to confirm:

That the following have been carried out:

Surveys

Survey Code	Survey Name	Result
HULLDAM.O	Hull damage - Contact Damage on Ship's Side	Complete

Follow-Up Surveys

Condition of class(CC)

CC

Imposed / Due date: 2020-04-30

Before departure, temporary repairs with additional stiffeners/carlings are to be provided and installed onto damaged web frames between fr. 26 to fr. 30 as found necessary in purifier room and cofferdam space.

Sides (Pending)

Code: 74 SOLAS (2014) I/II (a)

Action Taken Code: 60 a, c

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board.



DNV GL Id No: **24029**
Job Id: **1450984**

As per Port State Control Report:

Vessel was involved in an allision with a pier (#9) in Stockton, CA. Damaged was observed on aft starboard quarter by vessel Master and Pilot on board. PSCO on board observed inset (15 long, 8 depth) on hull (internal and external) ivo frame 27, aft starboard quarter.

As reported by the vessel, on 2020-04-28 had contact damage occurred on the ship s side shell plating at aft starboard quarter located a deck below mid platform in engine room during mooring operation.

DNV GL surveyor attended on board and upon examination, found indented and abrasion/scraped side shell plating (with no visible cracks revealed), and assessed from inside, the damage in supporting structures found deformed/deflected web frames between frame 26 and frame 31 at starboard side located inside the purifier room and cofferdam.

The contact damage on ship s side plating and internal structures in way of engine room evaluated has minor effect to ship s strength and stability.



for **DNV GL**

This document is signed electronically in accordance with IMO FAL 5/Circ 39/Rev 2. Validation and authentication can be obtained from trust.dnvgl.com by using the Unique Tracking Number (UTN): n1450984-xah and ID: 24029

(b) (6)

Surveyor

Notwithstanding anything to the contrary stated in the classification documentation for the present vessel DNV GL reserves the right to initiate a suspension procedure before finally suspending class.

PORT STATE CONTROL REPORT OF INSPECTION - FORM B

IN-SERVICE

Page 2 of 2

Case Report

MISLE Case Id: 1215870 **Opened Date:** 28APR2020 13:00Z **Scheduled End Date:**

Status: Closed - Agency Action Complete

Title: SEC SF - MS - T/V CHAMPION CONCEPT ALLISION W/ PIER - PORT OF STOCKTON

Incident Type/Subtype: Marine Safety / Allision

SMC/IC: Sector San Francisco

Activities:

MISLE Activity Id: 6944948 **Title/Description:** IN-SERVICE

Enf Activity Id:

Incident Summary:

MISLE Attachments: Form-A-28APR2020 (1).pdf
Form-B-28APR2020 (2).pdf
COC Endorsed.pdf

MISLE Activity Id: 6945233 **Title/Description:** CHAMPION CONCEPT Allision

Enf Activity Id:

Incident Summary:

MISLE Attachments:

MISLE Activity Id: 6952091 **Title/Description:** CHAMPION CONCEPT Allision

Enf Activity Id:

Incident Summary:

MISLE Attachments:

IMA Timeline:

MISLE Activity Id : 6944893

MISLE Case Id: 1215870

Case Title: SEC SF - MS - T/V CHAMPION CONCEPT ALLISION W/ PIER - PORT OF STOCKTON

Date/Time: 280947ZAPR20 **Entered By:** (b) (6)

Message: SU, (b) (6) ntfd CDO (b) (6), discussed CIC but decided not to as there are no reported injuries or reported pollution

Date/Time: 281000ZAPR20 **Entered By:** (b) (6)

Message: SU, (b) (6) ntfd IO (b) (6) and PSCO (b) (6) who will conduct preliminary investigations at first light.

Date/Time: 281010ZAPR20 **Entered By:** (b) (6)

Message: SCC ntfd IMD (b) (6), no reported pollution at this time. UREA solution in bulk is the cargo onboard

Date/Time: 281020ZAPR20 **Entered By:** (b) (6)

Message: SCC ntfd D11 (b) (6)

Date/Time: 281030ZAPR20 **Entered By:** (b) (6)

Message: PSCO confirmed they issued a verbal to the vessel Master not to commence Cargo options until USCG inspectors arrive on scene.

Date/Time: 281240ZAPR20 **Entered By:** (b) (6)

Message: Duty IO (b) (6) is enroute to the vessel at the Port of Stockton. ORM is L/M. Confirmed Drug and Alcohol testing will be conducted on Pilot and all Crew

Date/Time: 281300ZAPR20 **Entered By:** (b) (6)

Message: CDO (b) (6) sent e-brief to Command Cadre IAW the CCIRs.

Date/Time: 281100ZAPR20 **Entered By:** (b) (6)

Message: Vessel master sent e-mail to SCC confirming incident and that Class Society has been ntfd.

Date/Time: 281213ZAPR20 **Entered By:** (b) (6)

Message: *******(From Captain of the Vessel)*******
To the duty officer USCG
Sector san Francisco

Good morning

This is to report that during the shifting of berth at 0103 It on the 28th April 2020 from berth No 8 to berth No 9 at the Port of Stockton , champion concept made contact with the pier on the starboard quarter at Frame 27 ,

Pilot and self have inspected the damage after being all fast from the outside including the pier where contact was made , and no damage to the pier was observed , however the hull has an indentation at frame 27

I have inspected the damaged area from the internal of the vessel and no breach of hull was observed .

Class DNV GL has been informed to attend and assess damage and make report accordingly and will attend today the 28th AM

No damage to property ashore , no pollution was observed .

Best Regards

(b) (6)

MT Champion Concept,
THOME SHIP MANAGEMENT PTE LTD
MASTER'S OFFICE +47 21 952326
BRIDGE +88 1677 105 572/ +65 31591030
Email: champion.concept@thomefleet.net

Note: The vessel's email is not monitored continuously. For urgent matters, the vessel should be contacted via the Telephone in addition to e-mail.

Date/Time: 281515ZAPR20 **Entered By:** (b) (6)

Message: Issued by PSCO (b) (6)

01 Code 60 deficiency was issued to the M/T CHAMPION CONCEPT (IMO#:9272204) on April 28, 2020 during a IN-SERVICE exam. The exam was conducted at the Port of Stockton (Pier 9) by (b) (6).

01: The condition of the ship and its equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons on board.
Vessel was involved in an allision with a pier (#9) in Stockton, CA. Damaged was observed on aft starboard quarter by vessel Master and Pilot on board. PSCO on board observed inset (15' long, 8" depth) on hull (internal and external) i/o frame 27, aft starboard quarter. 74 SOLAS (14) Ch 1, Reg 11(a), (60 a/c)

Vessel Particulars:

§ Flag: Marshall Islands
§ Class: DNV-GL
§ Vessel Type: Oil-Chem Tanker
§ Keel Laid: 2004
§ Control Actions: 60 a/c
§ Location: Pier 9, Port of Stockton
§ Arrived: 04/27/2020
§ ETD: 04/30/2020

Reference MISLE Case # 6944948

Prior to vessel commencing cargo operations and prior to movement, Coast Guard must review the attending Class surveyor's damage survey report.

Date/Time: 282340ZAPR20 **Entered By:** (b) (6)

Message: Duty Marine Inspector arrived on scene and observed a 15' long paint scrape along the aft starboard side of the vessel. The damage was visible on the interior of the hull as well. Class Society determined that continued offload of cargo was a low risk operation. OCMI (Captain Byrd) approved the vessel's continued offload. At the conclusion of cargo discharge, the vessel will transfer to Anchorage 9 where repairs will be conducted and approved by USCG and Class Society. The vessel is not permitted to depart Anchorage 9 until repairs are satisfactory.

Date/Time: 282351ZAPR20 **Entered By:** (b) (6)

Message: SU, (b) (6) validated the MISLE Case

Quick Response Cards: None

P

FM: SECTOR SAN FRANCISCO

TO:

INFO:

BT

UNCLAS //N16130//

SUBJ: MARINE SAFETY/ALLISION/CHAMPION CONCEPT/LAT: 37°57.1 N LONG: 121°19.5 W

PERIOD: 280700Z APR 20 - 090659Z APR 21

1. SITUATION.

A. CURRENT STATUS: CLOSED - AGENCY ACTION COMPLETE

B. NOTIFICATION: 28 MAR 2020 (b) (6), TELEPHONE CALL TO COAST GUARD

C. NARRATIVE: DUTY MARINE INSPECTOR ARRIVED ON SCENE AND OBSERVED A 15' LONG PAINT SCRAPE ALONG THE AFT STARBOARD SIDE OF THE VESSEL. THE DAMAGE WAS VISIBLE ON THE INTERIOR OF THE HULL AS WELL. CLASS SOCIETY DETERMINED THAT CONTINUED OFFLOAD OF CARGO WAS A LOW RISK OPERATION. OCMI (CAPTAIN BYRD) APPROVED THE VESSEL'S CONTINUED OFFLOAD. AT THE CONCLUSION OF CARGO DISCHARGE, THE VESSEL WILL TRANSFER TO ANCHORAGE 9 WHERE REPAIRS WILL BE CONDUCTED AND APPROVED BY USCG AND CLASS SOCIETY. THE VESSEL IS NOT PERMITTED TO DEPART ANCHORAGE 9 UNTIL REPAIRS ARE SATISFACTORY.

PENDS: COAST GUARD MUST REVIEW THE ATTENDING CLASS SURVEYOR'S DAMAGE SURVEY REPORT PRIOR TO VESSEL COMMENCING CARGO OPERATIONS AND PRIOR TO MOVEMENT (ETD 30APR20).

UPDATE 01: 01 CODE 60 DEFICIENCY WAS ISSUED TO THE M/T CHAMPION CONCEPT (IMO#: 9272204) ON APRIL 28, 2020 DURING A IN-SERVICE EXAM CONDUCTED BY (b) (6). DAMAGE WAS OBSERVED ON AFT STARBOARD QUARTER BY VESSEL MASTER AND PILOT ON BOARD. PSCO ON BOARD OBSERVED INSET (15' LONG, 8" DEPTH) ON HULL (INTERNAL AND EXTERNAL) IVO FRAME 27, AFT STARBOARD QUARTER. THE VESSEL'S ESTIMATED DEPARTURE IS 30APR20.

SITUATION: AT 0243 LOCAL ON 28 APR 2020, SECTOR SAN FRANCISCO COMMAND CENTER (SCCSF) RECEIVED A NOTIFICATION FROM PILOT 42 (b) (6) ((b) (6)) REPORTING THAT THE VESSEL CHAMPION CONCEPT (MARSHALL ISLANDS #9272204) SCRAPED THE PIER AT BIRTH 9 PORT OF STOCKTON. MINOR DAMAGE WAS REPORTED TO THE PIER AND THE VESSEL. M/V CHAMPION CONCEPT IS A CHEMICAL TANK SHIP CARRYING UREA SOLUTIONS IN BULK. PSC TO CONDUCT PRELIMINARY INVESTIGATIONS. DRUG AND ALCOHOL TESTING HAS BEEN COMPLETE FOR PILOT AND IN PROCESS FOR CREW. SCC SF BRIEFED PSCO ((b) (6)) IO ((b) (6)), IMD ((b) (6)) D11 ((b) (6)). CASE PENDS. (6)

D. INVOLVED SUBJECTS:

PERSON NAME: (b) (6), DOB: , ROLE: REPORTING PARTY

FACILITY NAME: PORT OF STOCKTON, FIN: SFDWF004, TYPE: SITE OF INCIDENT

VESSEL NAME: CHAMPION CONCEPT, VIN: 9272204, CALL SIGN: V7A2816, FLAG: MARSHALL ISLANDS, GROSS TONS: N/A LENGTH: 598.6, CLASS/TYPE/SUBTYPE: TANK SHIP/CHEMICAL TANK SHIP/OIL & CHEMICAL TANK SHIP, LPOC: PORT HUENEME, NPOC:

WATERWAY NAME: STOCKTON - BERTH 9, ROLE: LOCATION

E. WEATHER:

NO WEATHER DATA RECORDED

2. ACTION TAKEN:

280947Z APR20: SU, (b) (6) NTFD CDO (b) (6), DISCUSSED CIC BUT DECIDED NOT TO AS THERE ARE NO REPORTED INJURIES OR REPORTED POLLUTION

281000Z APR20: SU, (b) (6) NTFD IO ((b) (6)) AND PSCO ((b) (6)) WHO WILL CONDUCT PRELIMINARY INVESTIGATIONS AT FIRST LIGHT.

281010Z APR20: SCC NTFD IMD ((b) (6)), NO REPORTED POLLUTION AT THIS TIME. UREA SOLUTION IN BULK IS THE CARGO ONBOARD

281020Z APR20: SCC NTFD D11 ((b) (6))

281030Z APR20: PSCO CONFIRMED THEY ISSUED A VERBAL TO THE VESSEL MASTER NOT TO COMMENCE CARGO OPTIONS UNTIL USCG INSPECTORS ARRIVE ON SCENE.

281100Z APR20: VESSEL MASTER SENT E-MAIL TO SCC CONFIRMING INCIDENT AND THAT CLASS SOCIETY HAS BEEN NTFD.

281213Z APR20: *** (FROM CAPTAIN OF THE VESSEL) ***

TO THE DUTY OFFICER USCG

SECTOR SAN FRANCISCO

GOOD MORNING

THIS IS TO REPORT THAT DURING THE SHIFTING OF BERTH AT 0103 LT ON THE 28TH APRIL 2020 FROM BERTH NO 8 TO BERTH NO 9 AT THE PORT OF STOCKTON , CHAMPION CONCEPT MADE CONTACT WITH THE PIER ON THE STARBOARD QUARTER AT FRAME 27 ,

PILOT AND SELF HAVE INSPECTED THE DAMAGE AFTER BEING ALL FAST FROM THE OUTSIDE INCLUDING THE PIER WHERE CONTACT WAS MADE , AND NO DAMAGE TO THE PIER WAS OBSERVED , HOWEVER THE HULL HAS AN INDENTATION AT FRAME 27

I HAVE INSPECTED THE DAMAGED AREA FROM THE INTERNAL OF THE VESSEL AND NO BREACH OF HULL WAS OBSERVED .

CLASS DNV GL HAS BEEN INFORMED TO ATTEND AND ASSESS DAMAGE AND MAKE REPORT ACCORDINGLY AND WILL ATTEND TODAY THE 28TH AM

NO DAMAGE TO PROPERTY ASHORE , NO POLLUTION WAS OBSERVED .

BEST REGARDS

(b) (6)

MT CHAMPION CONCEPT,
THOME SHIP MANAGEMENT PTE LTD
MASTER'S OFFICE +47 21 952326
BRIDGE +88 1677 105 572/ +65 31591030
EMAIL: CHAMPION.CONCEPT@THOMEFLEET.NET

NOTE: THE VESSEL'S EMAIL IS NOT MONITORED CONTINUOUSLY. FOR URGENT MATTERS, THE VESSEL SHOULD BE CONTACTED VIA THE TELEPHONE IN ADDITION TO E-MAIL.

281240Z APR20: DUTY IO ((b) (6)) IS ENROUTE TO THE VESSEL AT THE PORT OF STOCKTON.
ORM IS L/M. CONFIRMED DRUG AND ALCOHOL TESTING WILL BE CONDUCTED ON PILOT AND ALL CREW
281300Z APR20: CDO ((b) (6)) SENT E-BRIEF TO COMMAND CADRE IAW THE CCIRS.
281515Z APR20: ISSUED BY PSCO ((b) (6))

01 CODE 60 DEFICIENCY WAS ISSUED TO THE M/T CHAMPION CONCEPT (IMO#:9272204) ON APRIL 28, 2020 DURING A IN-SERVICE EXAM. THE EXAM WAS CONDUCTED AT THE PORT OF STOCKTON (PIER 9) BY ((b) (6)).

01: THE CONDITION OF THE SHIP AND ITS EQUIPMENT SHALL BE MAINTAINED TO CONFORM WITH THE PROVISIONS OF THE PRESENT REGULATIONS TO ENSURE THAT THE SHIP IN ALL RESPECTS WILL REMAIN FIT TO PROCEED TO SEA WITHOUT DANGER TO THE SHIP OR PERSONS ON BOARD. VESSEL WAS INVOLVED IN AN ALLISION WITH A PIER (#9) IN STOCKTON, CA. DAMAGED WAS OBSERVED ON AFT STARBOARD QUARTER BY VESSEL MASTER AND PILOT ON BOARD. PSCO ON BOARD OBSERVED INSET (15' LONG, 8" DEPTH) ON HULL (INTERNAL AND EXTERNAL) IVO FRAME 27, AFT STARBOARD QUARTER. 74 SOLAS (14) CH 1, REG 11(A), (60 A/C)

VESSEL PARTICULARS:

\$ FLAG: MARSHALL ISLANDS
\$ CLASS: DNV-GL
\$ VESSEL TYPE: OIL-CHEM TANKER
\$ KEEL LAID: 2004
\$ CONTROL ACTIONS: 60 A/C
\$ LOCATION: PIER 9, PORT OF STOCKTON
\$ ARRIVED: 04/27/2020
\$ ETD: 04/30/2020

REFERENCE MISLE CASE # 6944948

PRIOR TO VESSEL COMMENCING CARGO OPERATIONS AND PRIOR TO MOVEMENT, COAST GUARD MUST REVIEW THE ATTENDING CLASS SURVEYOR'S DAMAGE SURVEY REPORT.
282340Z APR20: DUTY MARINE INSPECTOR ARRIVED ON SCENE AND OBSERVED A 15' LONG PAINT

SCRAPE ALONG THE AFT STARBOARD SIDE OF THE VESSEL. THE DAMAGE WAS VISIBLE ON THE INTERIOR OF THE HULL AS WELL. CLASS SOCIETY DETERMINED THAT CONTINUED OFFLOAD OF CARGO WAS A LOW RISK OPERATION. OCM (CAPTAIN BYRD) APPROVED THE VESSEL'S CONTINUED OFFLOAD. AT THE CONCLUSION OF CARGO DISCHARGE, THE VESSEL WILL TRANSFER TO ANCHORAGE 9 WHERE REPAIRS WILL BE CONDUCTED AND APPROVED BY USCG AND CLASS SOCIETY. THE VESSEL IS NOT PERMITTED TO DEPART ANCHORAGE 9 UNTIL REPAIRS ARE SATISFACTORY.

282351Z APR20: SU, (b) (6) VALIDATED THE MISLE CASE

3. PLANS AND RECOMMENDATIONS:

4. AMPLIFYING INFO:

5. SORTIE DATA:

NO SORTIES RECORDED

6. MISLE CASE ID: 1215870

<http://misleprod.osc.uscg.mil/web/desktop/Uscg.Osc.Misle.Infrastructure.Shell.application?workflow=107>



Activity Summary Report

MISLE Activity ID: 6944948
Activity Type: Vessel Inspection
Title/Description: IN-SERVICE
Status: Closed - Approved Inspection
Point Of Contact: Transmarine 510-407-0684
Owning Unit: Sector San Francisco
Originating Unit: Sector San Francisco
Start Date/Time: 28APR2020 14:20Z
Prompt Date:
Team Lead: (b) (6)

Organization Information: (None)

Activity Details

Activity Subtype:	Date:	Unit:
In-Service Inspection	28APR2020	Sector San Francisco
Audit Standard:		

Streamlined Inspection Program (SIP) Summary:

Vessel Name: CHAMPION CONCEPT

Company Name:

PHASE I

Inspector Comments:

PHASE II

Inspector Comments:

PHASE III

Inspector Comments:

PHASE IV

Inspector Comments:



United States Coast Guard

MISLE Incident Investigation Report For CHAMPION CONCEPT Allision

On 28Apr2020 08:03:00 Z



MISLE Activity Number: 6952091
MISLE Case Number: 1215870

I. PRELIMINARY INVESTIGATION – GENERAL INFORMATION

On April 28, 2020, at approximately 0103 local time, the Marshall Islands flagged tank ship CHAMPION CONCEPT (IMO 9272204) allided with the Port of Stockton Berth 9 as they were shifting the vessel from Berth 8 to Berth 9. The CHAMPION CONCEPT had two assist tugs and a Pilot in control of the vessel at the time of the incident.

No injuries were reported. Property damage for the vessel and the facility was estimated at \$122,500. This is a reportable Marine Casualty as per 46 CFR 4.05-1(7).

IAW ALCOAST 186/20, this investigation will be downgraded to a data collection.

I.I EXCEPTIONS

Marine Casualty Investigation: No
Criteria Met:
Pollution Investigation: NA
Criteria Met:
Personnel Investigation: NA
Criteria Met:

I.II DETAILS

Incident Involves: Marine Casualty, Reportable

Level Of Investigation: Data Collection
IMO Classification: Routine
US Classification: Routine
Serious Marine Incident: No
Was a Marine Board convened by Commandant? No

I.III LOCATIONS

Description	Latitude	Longitude
Port of Stockton, Berth 9	37°57.1 N	121°19.5 W

I.IV INVOLVED PERSONNEL

Name: (b) (6)
Team Lead: Yes
Point Of Contact: Yes
Role: Investigation Administration/Review
Status: Assigned
Department Id: 007574
Type/Rank: Officer/Military Officer (b)
Agency Type/Agency: Federal - DHS/U. S. Coast Guard
Source Id/Source: (b) (6) /Direct Access Personnel
Comments:

I.V INVOLVED TEAM

I.VI INVOLVED SUBJECTS

		Involved \
		Na
		Fla
		Pri
		Ca
		Da
		Rc
		Clk
Involved Persons		
(b) (6)	Status:	Not at Risk
	Role:	Subject of Investigation
	Gender:	Gr
		Ne

Involved Vessels

Time:	CHAMPION CONCEPT
Flag:	MARSHALL ISLANDS
Primary VIN:	9272204
Call Sign:	V7A2816
Image Status:	Damaged
Role:	Involved in a Marine Casualty
Classification, Type, Subtype:	Tank Ship, Chemical Tank Ship, Oil & Chemical Tank Ship
Gross Tonnage:	
Net Tonnage:	

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

(b) (6)
(b) (6)
AB

Status: Not at Risk
Role: Subject of Investigation

Gender:

Age:

SSN:

Birth Date:

Email Address:

Phone Number (Primary):

Address (Primary):

(b) (6)
(b) (6)
(b) (6)
(b) (6)
(b) (6)
(b) (6)
UNITED STATES

Comments:

(b) (6)

Status: Not at Risk
Role: Subject of Investigation

Gender:

Age:

SSN:

Birth Date:

Email Address:

Phone Number (Phone Number):

Address:

Comments:

(b) (6)

Status: Not at Risk
Role: Subject of Investigation

Gender:

Age:

SSN:

Birth Date:

Email Address:

Phone Number (Phone Number):

Address:

Comments:

(b) (6)
(b) (6)

2nd Officer

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:

Involved Organizations: None

Involved Facilities

Facility Name:

Type:

Status:

Role:

Contact Phone:

Location:

Port of Stockton
Waterfront Facility
Damaged and Not Repaired - Operational
Site of Incident

Latitude: 37°57.0 N
Longitude: 121°17.0 W

Dead Wt. Tonnage:	47171
Length:	598.6
Home/Hailing Port:	Majuro
Keel Laid Date:	28Aug2004
Delivery Date:	28Apr2005
Place of Construction:	Pula, Istria, CROATIA
Builder Name:	
Propulsion Type:	Diesel Direct
Ahead HP:	12713
Master:	(b) (6)
Classification Society:	DNV GL
Owner:	
Operator:	
Inspection Subchapter:	OD
Most Recent Vessel Inspection Activity:	6939549, 24Apr2020 09:00:00 Z
Current Certificate of Compliance:	Issued On: 24Apr2020 by Marine Safety Detachment Santa Barbara

Involved Waterways

San Joaquin River

Role:

Description:

Location

Port of Stockton, Berth 9

Involved Other Subjects: None

II. INCIDENT INVESTIGATION – GENERAL INFORMATION

On 28 April 2020 at approximately 0103 local time, the Marshall Islands flagged tank ship CHAMPION CONCEPT (IMO 9272204) allided with the Port of Stockton Berth 9 as the vessel was shifting from port side of Berth 8 to starboard side of Berth 9. The BELINDA BRUSCO (O.N. 525967) and CLEO J BRUSCO (O.N. 537363) were assist tugs for the CHAMPION CONCEPT. The Pilot onboard was in control of the vessel at the time of the incident.

No injuries were reported. A DNV-GL Class Surveyor and Coast Guard Port State Control Officer attended the vessel. Damage to vessel consisted of indented and scraped side shell plating with no visible cracks revealed. Assessed from the inside, deflection was found on supporting structures between frames 26 and 31 on the stbd side. It was determined that the contact damage on the ships side plating and internal structures in way of the engine room had minor effect to the ships strength and stability. The Port of Stockton pier had minor damage. The estimated damages for the vessel and the facility totaled \$122,500.

As a result of the investigation, the U.S. Coast Guard determined that primary causal factor which led to the CHAMPION CONCEPT allision with the Port of Stockton Berth 9 was a combination of fast moving current and minimal maneuvering room.

IAW ALCOAST 186/20, this investigation has been downgraded to a data collection.

Personnel Casualty Summary

Total Missing = 0

Total Dead = 0

Total Injured = 0

Total At Risk, Not Injured = 0

Total People At Risk = 0

Vessel(s) Status Summary

Actual Total Loss = 0

Total Constructive Loss Salvaged = 0

Total Constructive Loss Unsalvaged = 0

Damaged = 1

Undamaged = 2

Property Damage Summary

Vessel(s) = \$ 120000

Cargo = \$ 0

Facility(s) = \$ 2500

Other = \$ 0

* Includes estimates

II.I LOCATIONS

Description

Latitude

Longitude

Port of Stockton, Berth 9

37°57.1 N

121°19.5 W

II.II INVOLVED PERSONNEL

Name: (b) (6)
Team Lead: No
Point Of Contact: No
Role: Investigation Administration/Review
Status:
Department Id: 007574
Type/Rank: Officer - Military Officer (b) (6)
Agency Type/Agency: Federal - DHS/Federal - DHS
Source Id/Source: (b) (6) /Direct Access Personnel
Comments:

Name: (b) (6)
Team Lead: Yes
Point Of Contact: Yes
Role: Investigating Officer - Field Investigation
Status: Assigned
Department Id: 007574
Type/Rank: Officer - Military Officer (b) (6)
Agency Type/Agency: Federal - DHS/Federal - DHS
Source Id/Source: (b) (6) /Direct Access Personnel
Comments:

II.III INVOLVED TEAM

II.IV INVOLVED SUBJECTS

Involved Persons

(b) (6)
Status: Not at Risk
Role: Subject of Investigation
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number (Phone Number):
Address:
Comments: AB
(b) (6)
Status: Not at Risk
Role: Subject of Investigation
Gender:
Age:
SSN:
Birth Date:
Email Address:

Involved \
Na
Fla
Pri
Ca
Da
Rc
Clk
Gr
Ne
De
Le
Hc
Ke
De
Plk
Bu
Pr
Ah
Me
Clk
Ov
Op
Ins
Mc

Involved Vessels

ime: BELINDA BRUSCO
ag: UNITED STATES
mary VIN: 525967
ill Sign: WDE2412
image Status: Undamaged
le: Involved in a Marine Casualty
assification, Type, Subtype: Towing Vessel, General, General
oss Tonnage:
st Tonnage:
ad Wt. Tonnage:
ngth: 66.7
me/Hailing Port: SEATTLE
el Laid Date: 01Jan1970
elivery Date: 01Jan1970
ace of Construction: PORTLAND, Oregon, UNITED STATES
ilder Name:
opulsion Type: Diesel Reduction
ead HP: 1500
aster:
assification Society:
vner:
erator:
spection Subchapter: M
st Recent Vessel Inspection Activity: 6813955, 17Sep2019 15:43:22 Z

Phone Number (Primary):
Address (Primary):

(b) (6)
(b) (6)
(b) (6)
UNITED STATES

Comments:

(b) (6)

Status:

Not at Risk

Role:

Subject of Investigation

Gender:

Age:

SSN:

Birth Date:

Email Address:

Phone Number (Phone Number):

(b) (6)
(b) (6)

Address:

Comments:

(b) (6)

Status:

Not at Risk

Role:

Medical Review Officer

Gender:

Male

Age:

SSN:

Birth Date:

Email Address:

Phone Number (Daytime Phone):

(b) (6)
(b) (6)
(b) (6)

Address (Primary Place of Business):

UNITED STATES

Comments:

(b) (6)

Status:

Not at Risk

Role:

Subject of Investigation

Gender:

Age:

SSN:

Birth Date:

Email Address:

Phone Number (Phone Number):

(b) (6)
(b) (6)

Address:

Comments:

2nd Officer

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:

Involved Organizations: None

Involved Facilities

Facility Name:

Port of Stockton

Type:

Waterfront Facility

Status:

Damaged and Not Repaired - Operational

Role:

Site of Incident

Contact Phone:

Location:

Latitude: 37°57.0 N

Longitude: 121°17.0 W

Involved Waterways

San Joaquin River

Role:

Location

Current Certificate of Inspection:	Issued On: 03Oct2019 by Sector Puget Sound
Name:	CHAMPION CONCEPT
Flag:	MARSHALL ISLANDS
Primary VIN:	9272204
Call Sign:	V7A2816
Damage Status:	Damaged
Role:	Involved in a Marine Casualty
Classification, Type, Subtype:	Tank Ship, Chemical Tank Ship, Oil & Chemical Tank Ship
Gross Tonnage:	
Net Tonnage:	
Dead Wt. Tonnage:	47171
Length:	598.6
Home/Hailing Port:	Majuro
Keel Laid Date:	28Aug2004
Delivery Date:	28Apr2005
Place of Construction:	Pula, Istria, CROATIA
Builder Name:	
Propulsion Type:	Diesel Direct
Ahead HP:	12713
Master:	(b) (6)
Classification Society:	DNV GL
Owner:	
Operator:	
Inspection Subchapter:	OD
Most Recent Vessel Inspection Activity:	6939549, 24Apr2020 09:00:00 Z
Current Certificate of Compliance:	Issued On: 24Apr2020 by Marine Safety Detachment Santa Barbara

Name:	CLEO J BRUSCO
Flag:	UNITED STATES
Primary VIN:	537363
Call Sign:	WYZ7065
Damage Status:	Undamaged
Role:	Involved in a Marine Casualty
Classification, Type, Subtype:	Towing Vessel, General, General
Gross Tonnage:	
Net Tonnage:	
Dead Wt. Tonnage:	
Length:	71.5
Home/Hailing Port:	LONGVIEW
Keel Laid Date:	
Delivery Date:	31Dec1972
Place of Construction:	PORTLAND, Oregon, UNITED STATES
Builder Name:	
Propulsion Type:	Diesel
Ahead HP:	1200
Master:	
Classification Society:	
Owner:	
Operator:	
Inspection Subchapter:	M
Most Recent Vessel Inspection Activity:	6548348, 25Sep2018 16:33:00 Z

Description:

Port of Stockton, Berth 9

Involved Other Subjects: None

II.V EVIDENCE

Control Number: 6952091 - MISLE - 0

Description: MISLE Notification #947567 for a report of an incident received by Telephone call to Coast Guard

Evidence Type: Misle Notification

Collection Information

Date/Time: 12May2020 17:29:51 Z

Location: Sector San Francisco

Collected By: (b) (6); U. S. Coast Guard

Attachments

Control Number: 6952091-(b) (6)-001

Description: CG-2692

Evidence Type: Standard

Collection Information

Date/Time: 30Apr2020 19:00:00 Z

Location: Sector San Francisco

Collected By: (b) (6); U. S. Coast Guard

Attachments

CG-2692; CG-2692-Rpt of Marine, Comm Dive, or OCS Casualty;
CG-2692; 28Jun2020 20:11:43 Z; No

Control Number: 6952091-(b) (6)-002

Description: Master 96 Hour Work/Rest History

Evidence Type: Standard

Collection Information

Date/Time: 30Apr2020 19:00:00 Z

Location: Sector San Francisco

Collected By: (b) (6); U. S. Coast Guard

Attachments

Master 96 Hour Work Rest History; Documentary Evidence;
Master 96 Hour Work Rest History; 28Jun2020 20:12:14 Z; No

Control Number: 6952091-(b) -003
Description: AB 96 Hour Work/Rest History
Evidence Type: Standard

Collection Information

Date/Time: 30Apr2020 19:00:00 Z
Location: Sector San Francisco
Collected By: (b) (6); U. S. Coast Guard

Attachments

AB 96 Hour Work Rest History; Documentary Evidence;
AB 96 Hour Work Rest History; 28Jun2020 20:12:38 Z; No

Control Number: 6952091-(b) -004
Description: 2nd Officer Work/Rest History
Evidence Type: Standard

Collection Information

Date/Time: 30Apr2020 19:00:00 Z
Location: Sector San Francisco
Collected By: (b) (6); U. S. Coast Guard

Attachments

2nd Officer 96 Hour Work Rest History; Documentary Evidence;
2nd Officer 96 Hour Work Rest History; 28Jun2020 20:13:05 Z; No

Control Number: 6952091-(b) -005
Description: Pilot Alcohol Test Results
Evidence Type: Standard

Collection Information

Date/Time: 01May2020 19:00:00 Z
Location: Sector San Francisco
Collected By: (b) (6); U. S. Coast Guard

Attachments

Pilot Alcohol Test Results; Documentary Evidence;
Pilot Alcohol Test Results; 28Jun2020 20:17:20 Z; No

Control Number: 6952091-(b) -006
Description: Pilot Drug Test Results
Evidence Type: Standard

Collection Information

Date/Time: 01May2020 19:00:00 Z
Location: Sector San Francisco
Collected By: (b) (6); U. S. Coast Guard

Attachments

Pilot Drug Test Results; Documentary Evidence;
Pilot Drug Test Results; 28Jun2020 20:17:39 Z; No

Control Number: 6952091-(b) -007
Description: Crew Alcohol Test Results
Evidence Type: Standard

Collection Information

Date/Time: 30Apr2020 19:00:00 Z
Location: Sector San Francisco
Collected By: (b) (6); U. S. Coast Guard

Attachments

Post Incident Alcohol Test; Documentary Evidence;
Post Incident Alcohol Test; 28Jun2020 20:18:14 Z; No

Shipboard Post Incident Alcohol Test; Documentary Evidence;
Shipboard Post Incident Alcohol Test; 28Jun2020 20:18:40 Z; No

Control Number: 6952091-(b) -008
Description: Class Survey Report
Evidence Type: Standard

Collection Information

Date/Time: 30Apr2020 19:00:00 Z
Location: Sector San Francisco
Collected By: (b) (6); U. S. Coast Guard

Attachments

Class Survey; Documentary Evidence;
Class Survey; 28Jun2020 20:13:53 Z; No

Control Number: 6952091-(b) -009
Description: AIS Trackline Image
Evidence Type: Standard

Collection Information

Date/Time: 28Apr2020 19:00:00 Z
Location: Sector San Francisco
Collected By: (b) (6); U. S. Coast Guard

Attachments

AIS Track; Photograph;
AIS Track; 28Jun2020 20:14:15 Z; No

Control Number: 6952091-(b) -010
Description: Pilot Witness Statement
Evidence Type: Standard

Collection Information

Date/Time: 01May2020 19:00:00 Z
Location: Sector San Francisco
Collected By: (b) (6); U. S. Coast Guard

Attachments

Pilot Statement; Witness Statement/Interview Record;
Pilot Statement; 28Jun2020 20:14:43 Z; No

Control Number: 6952091-(b)(7)-011
Description: Master Witness Statement
Evidence Type: Standard

Collection Information

Date/Time: 30Apr2020 19:00:00 Z
Location: Sector San Francisco
Collected By: (b)(7) (D); U. S. Coast Guard

Attachments

Master Statement; Witness Statement/Interview Record;
Master Statement; 28Jun2020 20:15:07 Z; No

Control Number: 6952091-(b)(7)-012
Description: AB Witness Statement
Evidence Type: Standard

Collection Information

Date/Time: 30Apr2020 19:00:00 Z
Location: Sector San Francisco
Collected By: (b)(7) (D); U. S. Coast Guard

Attachments

AB Witness Statement; Witness Statement/Interview Record;
AB Witness Statement; 28Jun2020 20:16:21 Z; No

II.VI TIMELINE

27Apr2020 07:52:00 Z to 27Apr2020 07:52:00 Z (Estimated): The CHAMPION CONCEPT (IMO 9272204) was underway being shifted from Port Side Stockton Berth 8 to Starboard Side Stockton Berth 9.

Timeline Type: Condition
Timeline Subtype: Vessel - Material/Equipment Condition
Location: Known

Primary Location: Yes
Description: Port of Stockton, Berth 9

Latitude: 37°57.1 N Longitude: 121°19.5 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
CHAMPION CONCEPT	Vessel	Damaged	Involved in a Marine Casualty

System: Operations/Management

Subsystem: Vessel Activity

Component: Underway

Cite:

Involves CG Approved Equipment: No

Security Violation: No

Deficiency: No

28Apr2020 07:53:00 Z to 28Apr2020 07:53:00 Z (Estimated): The tug CLEO BRUSCO was made fast on the Starboard bow, main deck with Tug's line. The tug BELINDA BRUSCO was made fast Starboard quarter just aft of the house with tug's line.

Timeline Type: Condition
Timeline Subtype: Vessel - Towing Arrangement
Location: Known
Primary Location: Yes
Description: Port of Stockton, Berth 9

Latitude: 37°57.1 N Longitude: 121°19.5 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
BELINDA BRUSCO	Vessel	Undamaged	Involved in a Marine Casualty

Towing Configuration: Alongside Stern (starboard)

Towing Configuration Description: Made fast on stbd quarter, just aft of the wheelhouse, with tug's line.

Number Of Vessels In Tow: 1

Number Of Vessels Loaded: 1

Number Of Towing Lines: 1

Towing Line Scope: Ft.

Towing Line Type(s): Wire Rope

In Use At Time Of Incident:

Towing Line Condition:

Towing Line Specs/Limitations:

Winch Type:

Involved Vessel(s) Being Towed: CHAMPION CONCEPT

Involved Other(s) Being Towed:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
CLEO J BRUSCO	Vessel	Undamaged	Involved in a Marine Casualty

Towing Configuration: Alongside Bow (starboard)

Towing Configuration Description: Made fast on stdb bow main deck with tug's tow line.

Number Of Vessels In Tow: 1

Number Of Vessels Loaded: 1

Number Of Towing Lines: 1

Towing Line Scope: Ft.

Towing Line Type(s): Wire Rope

In Use At Time Of Incident:

Towing Line Condition:

Towing Line Specs/Limitations:

Winch Type:

Involved Vessel(s) Being Towed: CHAMPION CONCEPT

Involved Other(s) Being Towed:

28Apr2020 07:54:00 Z to 28Apr2020 07:54:00 Z (Estimated): Weather at time of shifting was described as 5 knots of wind onto Berth 8 and clear skies.

Timeline Type: Condition
 Timeline Subtype: Environment - Weather Conditions
 Location: Known

Primary Location: Yes
Description: Port of Stockton, Berth 9

Latitude: 37°57.1 N Longitude: 121°19.5 W

Subject(s) and Details

28Apr2020 07:55:00 Z to 28Apr2020 07:55:00 Z (Estimated): The CHAMPION CONCEPT stern was moving towards the pier.

Timeline Type: Condition
Timeline Subtype: Vessel - Material/Equipment Condition
Location: Known

Primary Location: Yes
Description: Port of Stockton, Berth 9

Latitude: 37°57.1 N Longitude: 121°19.5 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
CHAMPION CONCEPT	Vessel	Damaged	Involved in a Marine Casualty

System: Operations/Management

Subsystem: Vessel Activity

Component: Underway

Cite:

Involves CG Approved Equipment: No

Security Violation: No

Deficiency: No

28Apr2020 07:56:00 Z to 28Apr2020 07:56:00 Z (Estimated): The Pilot ordered engines to half ahead with rudder to hard stbd. The bow thruster was also put to full stbd.

Timeline Type: Action
Timeline Subtype: Bridge Operations - Collision/Allision Avoidance
Location: Known

Primary Location: Yes
Description: Port of Stockton, Berth 9

Latitude: 37°57.1 N Longitude: 121°19.5 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
(b) (6)	Person	Not at Risk	Subject of Investigation

28Apr2020 08:03:00 Z to 28Apr2020 08:03:00 Z (Estimated): The CHAMPION CONCEPT stbd quarter allided with the Port of Stockton Berth 9.

Timeline Type: Event
Timeline Subtype: Allision
Location: Known

Primary Location: Yes
Description: Port of Stockton, Berth 9

Latitude: 37°57.1 N Longitude: 121°19.5 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
CHAMPION CONCEPT	Vessel	Damaged	Involved in a Marine Casualty

Location of Impact: Starboard Stern

Above/Below the Waterline: Above

Vessel Course: 90

Bearing: True

Vessel Speed: 0.7

Units: Knots

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
Port of Stockton	Facility	Damaged and Not Repaired - Operational	Site of Incident

Location of Impact:

Above/Below the Waterline: Below

Vessel Course:

Bearing:

Vessel Speed:

Units:

28Apr2020 08:10:00 Z to 28Apr2020 08:10:00 Z (Estimated): The Pilot made initial notification to the Coast Guard.

Timeline Type: Action
Timeline Subtype: Incident/Casualty Reporting/Notification - MISLE
Location: Known

Primary Location: Yes
Description: Port of Stockton, Berth 9

Latitude: 37°57.1 N Longitude: 121°19.5 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
(b) (6)	Person	Not at Risk	Subject of Investigation

28Apr2020 10:34:00 Z to 28Apr2020 10:34:00 Z (Estimated): (b) (6)

Timeline Type: Action
Timeline Subtype: Drug/Alcohol Testing - Alcohol Testing
Location: Unknown

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
(b) (6)	Person	Not at Risk	Subject of Investigation

Reason Directed To Provide Sample(s): Post-casualty

Direction To Provide Sample(s)

Date/Time Directed: 28Apr2020 05:30 Z

Means Of Direction: Verbal

Organization Directing Chemical Test Sample: Marine Employer

Description: Marine Employer

Chemical Test Sample(s) Provided: Yes

Method Of Analysis: Breath Test

Instrument Used For Analysis: Breathalyzer

Date/Time Results Obtained: 28Apr2020 10:34 Z

Sample Test Results: (b) (6)

Blood Alcohol Content (BAC):

Laboratory/Individual Conducting Test: Global Drug, DNA & Alcohol Testing

Description Of Sample Analysis: (b) (6)

Irregularities In The Analysis Of The Sample: No

28Apr2020 10:50:00 Z to 28Apr2020 10:50:00 Z (Estimated): (b) (6)

Timeline Type: Action
 Timeline Subtype: Drug/Alcohol Testing - DOT Drug Testing
 Location: Unknown

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
(b) (6)	Person	Not at Risk	Subject of Investigation

Reason Directed To Provide Sample(s): Post-casualty

Direction To Provide Sample(s)

Date/Time Directed: 28Apr2020 08:00 Z

Means Of Direction: Verbal

Organization Directing Chemical Test Sample: Marine Employer

Description: Individual involved in a marine casualty

Mariner Directed To Get A DOT Drug Test: Yes

Chemical Test Sample Provided: Yes

Reason Chemical Test Sample Not Provided:

Sample

Drug Test Sample Taken Using DOT Protocols: Yes

Sample Type: Urine

Date/Time Sample Was Taken: 28Apr2020 10:50 Z

Sampling Location: Global Drug and Alcohol

Collection Agent: NL

Collection Agent's Organization: Global Drug and Alcohol

Donor Certify Sample: Yes

Irregularities Noted: No

Drug Analysis

Analyzing Laboratory: Quest Diagnostics (LabOne, Inc. d/b/a Quest Diagnostics), Lenexa, KS, 66219

Specimen Analyzed Using DOT Protocols: Yes

Specimen Transferred And Chain Of Custody Complete: Yes

Primary Specimen Test Result

Result: (b) (6)

Positive For:

Specimen Dilute: No

Reason(s) Rejected For
Testing:

Remarks:

Review Conducted By

Medical Review Officer: (b) (6)

Coroner:

Determination/Verification: Negative

Specimen Dilute (MRO): No

Split Specimen Analyzed: No

28Apr2020 11:40:00 Z to 28Apr2020 11:50:00 Z (Estimated): The Master and 2 crewmembers found to be directly involved tested (b) (6) for alcohol use after post-casualty testing.

Timeline Type: Action
Timeline Subtype: Drug/Alcohol Testing - Alcohol Testing
Location: Known

Primary Location: Yes
Description: Port of Stockton, Berth 9

Latitude: 37°57.1 N Longitude: 121°19.5 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
(b) (6)	Person	Not at Risk	Subject of Investigation

Reason Directed To Provide Sample(s): Post-casualty

Direction To Provide Sample(s)

Date/Time Directed: 28Apr2020 05:05 Z

Means Of Direction: Verbal

Organization Directing Chemical Test Sample: Marine Employer

Description: Marine Employer

Chemical Test Sample(s) Provided: Yes

Method Of Analysis: Breath Test

Instrument Used For Analysis: ALCOMATE PRESTIGE

Date/Time Results Obtained: 28Apr2020 08:45 Z

Sample Test Results: (b) (6)

Blood Alcohol Content (BAC):

Laboratory/Individual Conducting Test: Master

Description Of Sample Analysis: Breathalyzer

Irregularities In The Analysis Of The Sample: No

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
(b) (6)	Person	Not at Risk	Subject of Investigation

Reason Directed To Provide Sample(s): Post-casualty

Direction To Provide Sample(s)

Date/Time Directed: 28Apr2020 05:05 Z

Means Of Direction: Verbal

Organization Directing Chemical Test Sample: Marine Employer

Description: Marine Employer

Chemical Test Sample(s) Provided: Yes

Method Of Analysis: Breath Test

Instrument Used For Analysis: Breathalyzer
Date/Time Results Obtained: 28Apr2020 08:45 Z
Sample Test Results: (b) (6)
Blood Alcohol Content (BAC):
Laboratory/Individual Conducting Test: Master
Description Of Sample Analysis: (b) (6)
Irregularities In The Analysis Of The Sample: No

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
(b) (6)	Person	Not at Risk	Subject of Investigation

Reason Directed To Provide Sample(s): Post-casualty

Direction To Provide Sample(s)

Date/Time Directed: 28Apr2020 05:05 Z

Means Of Direction: Verbal

Organization Directing Chemical Test Sample: Marine Employer

Description: Marine Employer

Chemical Test Sample(s) Provided: Yes

Method Of Analysis: Breath Test

Instrument Used For Analysis: Alcomate Prestige

Date/Time Results Obtained: 28Apr2020 08:08 Z

Sample Test Results: (b) (6)

Blood Alcohol Content (BAC):

Laboratory/Individual Conducting Test: Master

Description Of Sample Analysis: (b) (6)

Irregularities In The Analysis Of The Sample: No

30Apr2020 19:00:00 Z to 30Apr2020 19:00:00 Z (Estimated): The Master submitted CG-2692 to the Coast Guard.

Timeline Type: Action
Timeline Subtype: Incident/Casualty Reporting/Notification - CG-2692
Location: Unknown

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
(b) (6)	Person	Not at Risk	Subject of Investigation

II.VII CORRESPONDENCE

OCMI MISLE Endorsement

Source: USCG

Date: 6/20/2020 9:21:54 PM

Attachments:

CHAMPION CONCEPT MISLE Endorsement; Other;
[REDACTED]; 14Sep2020 19:28:49 Z; No

II.VIII CONCLUSIONS – PART 1. CAUSE

Initiating Event:

Failures of Defense Against Subsequent Events in the Incident

II.IX CONCLUSIONS – PART 2. ENFORCEMENT REFERRALS

None

II.X SAFETY RECOMMENDATIONS

Safety Alerts:

Case History Report

08APR2021 13:27Z

---Administrative Data---

MISLE Case Id: 1215870

Open Date: 28APR2020 13:00Z

Status: Closed - Agency Action Complete

Title: SEC SF - MS - T/V CHAMPION CONCEPT ALLISION W/ PIER - PORT OF STOCKTON

Owning Unit: Sector San Francisco

Originating Unit: Sector San Francisco

Other Activities (Non IMA or Non Sortie) in Case:

MISLE Activity Id: 6944948

Enf Activity Id:

Type: Vessel Inspection

MISLE Activity Id: 6945233

Enf Activity Id:

Type: Preliminary Investigation

MISLE Activity Id: 6952091

Enf Activity Id:

Type: Incident Investigation

---Incident Data---

● MISLE Activity Id: 6944893

Status: Closed - Agency Action Complete

Start Date: 28MAR2020

Type: Incident Management

Originating Unit: Sector San Francisco

Owning Unit: Sector San Francisco

Notification Method: Telephone call to Coast Guard

Incident Summary: Duty Marine Inspector arrived on scene and observed a 15' long paint scrape along the aft starboard side of the vessel. The damage was visible on the interior of the hull as well. Class Society determined that continued offload of cargo was a low risk operation. OCMI (Captain Byrd) approved the vessel's continued offload. At the conclusion of cargo discharge, the vessel will

Case Number: 1215870

transfer to Anchorage 9 where repairs will be conducted and approved by USCG and Class Society. The vessel is not permitted to depart Anchorage 9 until repairs are satisfactory.

PENDS: Coast Guard must review the attending Class surveyor's damage survey report prior to vessel commencing cargo operations and prior to movement (ETD 30APR20).

UPDATE 01: 01 Code 60 deficiency was issued to the M/T CHAMPION CONCEPT (IMO#: 9272204) on April 28, 2020 during a IN-SERVICE exam conducted by (b) (6). Damage was observed on aft starboard quarter by vessel Master and Pilot on board. PSCO on board observed inset (15' long, 8" depth) on hull (internal and external) IVO frame 27, aft starboard quarter. The vessel's estimated departure is 30APR20.

SITUATION: At 0243 local on 28 APR 2020, Sector San Francisco Command Center (SCCSF) received a notification from Pilot 42 (b) (6) (b) (6) reporting that the Vessel Champion Concept (Marshall islands #9272204) scraped the pier at birth 9 port of Stockton. Minor damage was reported to the pier and the vessel. M/V Champion Concept is a Chemical Tank Ship carrying Urea Solutions in Bulk. PSC to conduct preliminary investigations. Drug and alcohol testing has been complete for Pilot and in process for crew. SCC SF briefed PSCO (b) (6) IO (b) (6), IMD (b) (6) D11 (b) (6). CASE PENDS.

---Involved Subjects---

Vessel Name: BELINDA BRUSCO

Primary VIN: 525967

Role: Involved in a Marine Casualty

Flag: UNITED STATES

Service: Towing Vessel

Damage Status: Undamaged

Call Sign: WDE2412

Gross Tonnage:

Approx. Length: 66.7 Feet

Year Completed: 1970

Propulsion Type: Diesel Reduction

Vessel Name: CHAMPION CONCEPT

Primary VIN: 9272204

Role: Involved in a Marine Casualty

Flag: MARSHALL ISLANDS

Service: Tank Ship

Damage Status:

Call Sign: V7A2816

Gross Tonnage:

Approx. Length: 598.6 Feet

Year Completed: 2005

Propulsion Type: Diesel Direct

Vessel Name: CHAMPION CONCEPT

Primary VIN: 9272204

Role: Involved in a Marine Casualty

Flag: MARSHALL ISLANDS

Service: Tank Ship

Damage Status: Damaged

Call Sign: V7A2816

Gross Tonnage:

Approx. Length: 598.6 Feet

Year Completed: 2005

Propulsion Type: Diesel Direct

Vessel Name: CLEO J BRUSCO

Primary VIN: 537363

Role: Involved in a Marine Casualty

Flag: UNITED STATES

Call Sign: WYZ7065

Gross Tonnage:

Approx. Length: 71.5 Feet

Year Completed: 1972

Service: Towing Vessel
Damage Status: Undamaged

Propulsion Type: Diesel

Person Name: (b) (6)

Role: Reporting Party

Identification(s)

Status:

Birth Date:

Person Name: (b) (6)

Role: Medical Review Officer

Identification(s)

Status: Not at Risk

Birth Date:

Miscellaneous ID: Medical Review Officer

Person Name: (b) (6)

Role: Subject of Investigation

Identification(s)

Status: Not at Risk

Birth Date: (b) (6)

SSN: (b) (6)

US Merchant Mariner License: (b) (6)

US Merchant Mariner Document: (b) (6)

Person Name: (b) (6)

Role: Subject of Investigation

Identification(s)

Status: Not at Risk

Birth Date:

Person Name: (b) (6)

Role: Subject of Investigation

Identification(s)

Status: Not at Risk

Birth Date:

Person Name: (b) (6)

Role: Subject of Investigation

Identification(s)

Status: Not at Risk

Birth Date:

Person Name: (b) (6)

Role: Subject of Investigation

Identification(s)

Status: Not at Risk

Birth Date:

Person Name: (b) (6)

Role: Subject of Investigation

Identification(s)

Status: Not at Risk

Birth Date: (b) (6)

SSN: (b) (6)

US Merchant Mariner License: (b) (6)

US Merchant Mariner Document: (b) (6)

Person Name: (b) (6)

Role: Subject of Investigation

Identification(s)

Status: Not at Risk

Birth Date:

Person Name: (b) (6)

Role: Subject of Investigation

Identification(s)

Status: Not at Risk

Birth Date:

Facility Name: Port of Stockton
Type: Waterfront Facility
Role: Site of Incident

Primary Identifier: SFDWF004

Facility Name: Port of Stockton
Type: Waterfront Facility
Role: Site of Incident

Primary Identifier: SFDWF004

Facility Name: Port of Stockton
Type: Waterfront Facility
Role: Site of Incident

Primary Identifier: SFDWF004

Waterway: Stockton - Berth 9
Role: Location

Waterway: Port of Stockton, Berth 9
Role: Location

Waterway: Port of Stockton, Berth 9
Role: Location



U.S. COAST GUARD WITNESS STATEMENT FORM

(Please Print Clearly)

Name:	[REDACTED]	Employer Name:	THOME SHIP MANAGEMENT
Street Address:	[REDACTED]	Employer Address:	16 RAFFLES QUAY #43-01 HONG LEE BUILDING SINGAPORE
City/State/Zip:	[REDACTED]	City/State/Zip:	048581 SINGAPORE
Phone No:	[REDACTED]	Phone No:	TEL: +65 62207291
Position:	ABLE BODIED SEAMAN DECK	License/Doc. #	COMPANY IMO# 1554399

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

AROUND 0020 PILOT IS APPROACHING THE LADDER (STARBOARD SIDE), HE BOARDED AROUND 0025-1 ESCORTED HIM GOING TO THE BRIDGE. 0035 THE PILOT ASKED FOR SOME HOT TEA OR COFFEE LITTLE STRONG NO SUGAR SMALL QUANTITY OF MILK. I CAME BACK TO MY POSITION AS A HELMSMAN ON DUTY AND WAITING ORDERS, IM WITH 2ND OFFICER WHO'S ALSO WAITING FOR ORDERS, MANEUVERING NOW STARTED.

PILOT AND CAPTAIN ARE AT THE BRIDGE PORTSIDE WING I HEARD GIVES ORDER TO 2ND OFFICER FOR DEAD SLOW AHEAD, CAPTAIN ASKING AND MONITORING ALWAYS THE SPEED. 2ND MATE REPORTED 0.2 KNOTS AHEAD, I NOTICED THE SHIP'S ACTUAL SPEED IS QUITE DIFFERENT ON THE RADAR GPS LOG SPEED. I TELL TO 2ND OFFICER THAT IT IS DIFF. IN ACTUAL IF YOU SEE OUTSIDE FOR MY OPINION THE SPEED OF SHIP'S GOING AHEAD IS AROUND GREATER THAN 1-2 KNOTS. CAPTAIN MONITORING DISTANCE FORWARD CASE COMMUNICATION WITH CHIEF OFFICER AND ALSO MONITORING PUMPMAN'S POSITION FOR DISTANCE REPORTING. PUMPMAN REPORTED "CAPTAIN 5 METERS DISTANCE" UNTIL IT REACH 1 METER. SUDDENLY PILOT IS ON A HURRY FROM BRIDGE PORTSIDE WING HIS HOLDING LAPTOP AND QUICKLY ALMOST RUNNING TO OPEN THE DOOR ON STARBOARD SIDE IT IS LOCK SO 2ND OFFICER HELP OUT THE DOOR OPEN APPROX. 5-7 SECONDS. AFTER COUPLE OF MINUTES THE SHIP MADE CONTACT STARBOARD SIDE QUARTER 1ST HIT AND FOLLOWING WITH 2ND HIT BOUNCE. FROM RADIO COMMUNICATION CAPTAIN ORDERS HARD TO STARBOARD THE WHEEL AND DEAD SLOW AHEAD. WHEN THE SHIP IS ALREADY CLEAR AND ALMOST STARBOARD SIDE ALONGSIDE CAPTAIN ORDERS TO 2ND OFFICER FINISH WITH THE HELMSMAN AND I GO DOWN TO HELP FOR MOORING OPERATION.

I have read my statement as documented above (and, if applicable, on continuation pages), and to the best of my knowledge and belief, it is true and correct.

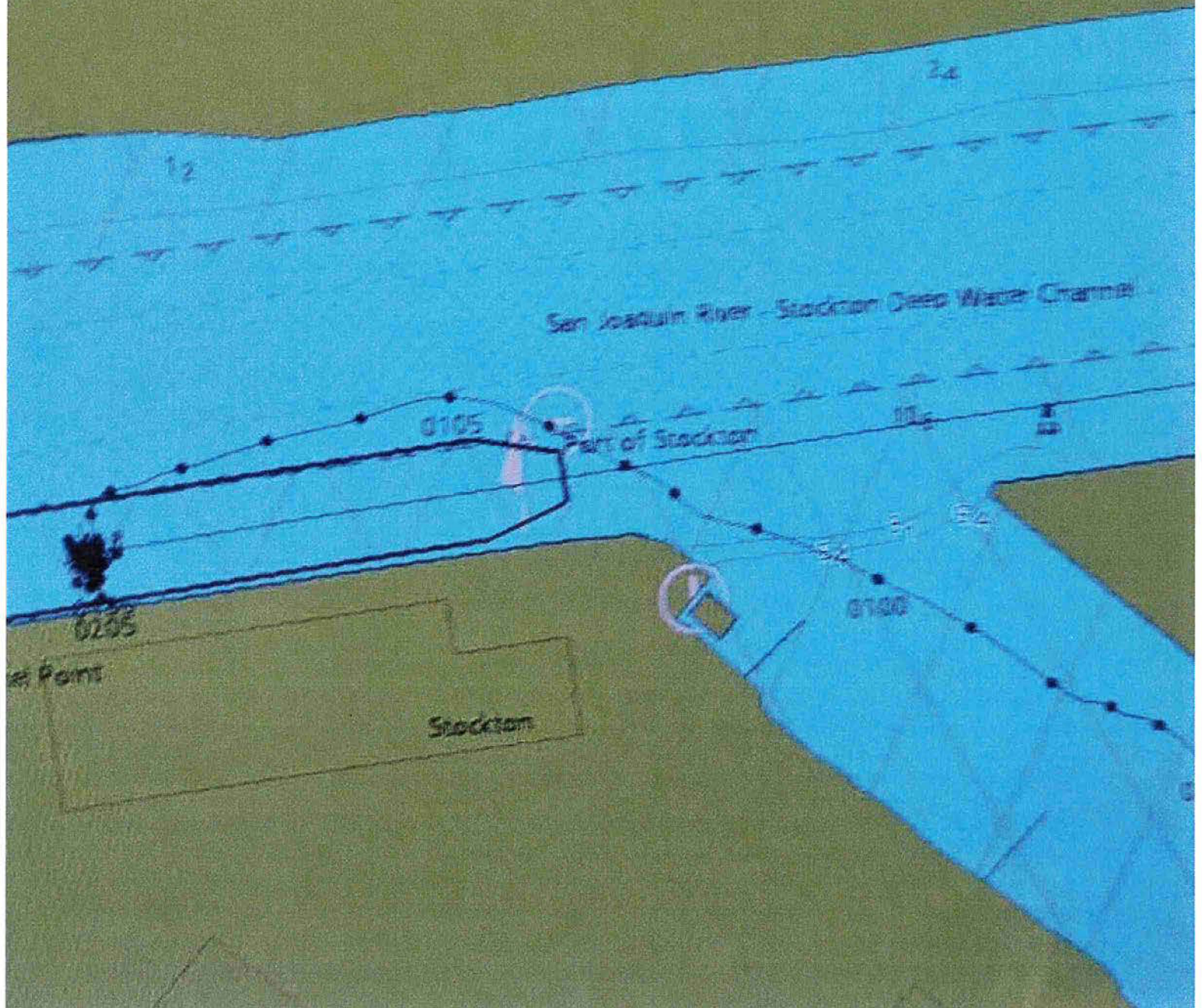
[REDACTED]
SIGNATURE

4-30-2020
DATE

System in Silent Mode.

Audible alerts switched off.

Back to Normal Mode





NOTICE OF POST-INCIDENT DRUG TEST

BOARD OF PILOT COMMISSIONERS FOR THE BAYS OF
SAN FRANCISCO, SAN PABLO, AND SUISUN (BOPC)

BOPC Use Only

REVIEWED

By BOPC at 11:50 am, Jul 07, 2020

To: Board-Appointed Physicians:

The BOPC has been notified that Captain Sam D'Aloisio ☒ Pilot ☐ Trainee
underwent a post-incident drug and alcohol test on or about 4/28/2020
Date

The BOPC has directed that the following test information be forwarded to UCSF for review and response:

- The toxicological test.
- The MRO Report – Federal Controlled Substance Testing Results from the San Francisco Bar Pilots.
- U.S. Department of Transportation (DOT) Alcohol Testing Form test results from the San Francisco Bar Pilots.

Submitted by:

ALETHEA WONG

BOPC Staff Name

Signature

4/28/2020
Date Sent to UCSF

cc: Port Agent

To: BOPC Executive Director:

- ☒ I have reviewed the above-mentioned test results. All results are negative.
- ☐ I have reviewed the above-mentioned test results, and one or more results are positive for one or more drugs referenced in Title 7, California Code of Regulations, §217.15(e).
- ☐ The Executive Director is requested to refer the pilot or trainee to the Medical Review Officer pursuant to Title 7, California Code of Regulations, §217.30.

Submitted by:

Robert Kosnik

DocuSigned by:

Robert Kosnik

7/5/2020

Physician Name

Signature

Date

- ☐ Examining Physician
- ☒ Medical Review Officer

RECOMMENDATIONS FOR VESSELS AT ANCHOR:

Maintain a proper anchor watch at all times, standing by on VHF channels 14 and 13.

Monitor your vessel's position as well as other vessels, both underway and anchored in the immediate area.

Be prepared to use your engines to maintain a safe anchor position, particularly when your vessel swings with the tide or during windy conditions.

THE SAN FRANCISCO BAR PILOTS AND THE MARINE EXCHANGE CAN BE REACHED ON **VHF CH. 10.**

WELCOME TO SAN FRANCISCO BAY AND TRIBUTARIES

**DISTANCES (IN MILES) FROM THE SEA BUOY (SF) TO:**

GOLDEN GATE BRIDGE	11
BAY BRIDGE	16
OAKLAND OUTER HARBOR	17
OAKLAND INNER HARBOR	22
REDWOOD CITY	38
RICHMOND LONG WHARF	22
UPRR BRIDGE	42
PORT CHICAGO	47
PITTSBURG / NEW YORK POINT	53
ANTIOCH	61
STOCKTON	91
SACRAMENTO	96

VESSEL SAFETY IS PARAMOUNT

MASTER-PILOT INFORMATION EXCHANGE CARD

WE BELIEVE THAT THE MASTER-PILOT INFORMATION EXCHANGE PLAYS AN IMPORTANT ROLE IN LINKING YOUR VESSEL'S NAVIGATIONAL RESOURCES TO THOSE OF THE PILOT. THE EXCHANGE ENHANCES THE LEVEL OF TRUST, SETS TRANSIT EXPECTATIONS, AND ELIMINATES "ASSUMPTIONS" THAT EITHER THE MASTER OR THE PILOT IS AWARE OF A CERTAIN FACT OR SITUATION. BY TAKING THE TIME TO GIVE EACH OTHER THE NECESSARY INFORMATION, THE SAFETY OF OUR TRANSIT WILL BE ENHANCED.

WELCOME TO SAN FRANCISCO BAY

I AM THE SAN FRANCISCO BAR PILOT ASSIGNED TO YOUR VESSEL UNTIL WE ARE MADE FAST TO A DOCK, SECURED AT ANCHOR, OR I AM RELIEVED OR DISEMBARK AT THE OFFSHORE PILOT STATION.

Please provide me with the following:

1. Vessel deficiencies. Advise me of any systems not working properly.
2. Pilot Information Card.
3. Drafts fore and aft, measured in **feet**. Freshwater drafts, if applicable.
4. Air draft measured in **feet**, corrected for trim.
5. Location of navigation equipment.
6. Type of propulsion. Restricted number of air starts on diesels. Propeller type and rotation.
7. Engine notice requirements.
8. Thruster status/horsepower, if equipped.
9. Maneuvering speeds of vessel.
10. Known errors in the gyrocompass.
11. Any deficiencies or unusual characteristics of the navigation or ship control systems.
12. Necessary notice for crew call-out.

Please set up the ship's equipment in the following manner:

VHF Radios: Ch. 13, 14 and working channels.

RADAR: The ship's best radar set in the NORTH UP mode, range scale 3 miles.

Pilot Ladder: Check current requirements with me or the Pilot Station Boat (**Ch. 10 or 13**). Prior to Pilot transfer, please ensure that the ladder is properly rigged, manned, and well lit at night.

SAFETY FIRST

"The schedule is flexible, the ship is not."

Information for the Captain and Bridge Officers:

Ensure that your AIS destination is set to _____.

The Captain must be immediately available at all times.

An officer fluent in English must be on the bridge at all times.

All orders will be given and acknowledged in English.

The helm must be manned with qualified quartermasters.

At all times, in shore of the demarcation line, you are required to have a proper lookout posted and both anchors sufficiently manned, ready for immediate and controlled release. Please have direct communication with the foredeck.

Inform me before: any changes are made to the **draft/trim** or **operating cranes**.

For all transits, we may, as applicable, discuss/review the following:

Intended Route Plan

Anticipated Traffic

Tides, Currents and Weather

Regulated Navigation Areas (RNA)

Speed Limits

Minimum Underkeel/Aircraft Clearances

Tank Vessel Escort Regulations

Berthing/Unberthing Plan

If at anytime, you or a member of your crew has a question about the navigation or safety of the vessel, please communicate your concerns or questions to me immediately. If there are any requirements that you do not understand, please ask so that I may explain further to ensure that they are all complied with.

Note: The maximum range is 31 days.

(MLLW ↕)

12 Hour/24 Hour Clock

(12 Hour ↕)

Data Interval

(High/Low ↕)

Update

Plot Daily

Plot Calendar

Data Only

ATTACHMENT 10

Data Listing

Web Services

Download TXT

Download XML

Date	Day of the Week	Time (LST/LDT)	Predicted (ft)	High/Low
2020/04/27	Mon	03:18 AM	1.26	L
2020/04/27	Mon	08:22 AM	4.14	H
2020/04/27	Mon	4:35 PM	0.03	L
2020/04/27	Mon	11:25 PM	2.77	H
2020/04/28	Tue	04:09 AM	1.37	L
2020/04/28	Tue	09:08 AM	4.03	H
2020/04/28	Tue	5:28 PM	0.04	L

Disclaimer: These data are based upon the latest information available as of the date of your request, and may differ from the published tide tables.

Products available at 9414883 STOCKTON,SAN JOAQUIN RIVER, CA

TIDES/WATER LEVELS

Water Levels

(/waterlevels.html?id=9414883)

NOAA Tide Predictions

(/noaatidepredictions.html?id=9415144)

Harmonic Constituents

(/harcon.html?id=9414883)

METEOROLOGICAL/OTHER

Meteorological

Observations (/met.html?id=9414883)

Water Temp/Conductivity

PORTS®

San Francisco Bay

PORTS®

(/ports/index.html?port=sf)

OPERATIONAL FORECAST SYSTEMS

San Francisco Bay

(/ofs/sfbofs/sfbofs.html)

OFS product page for

STOCKTON,SAN

JOAQUIN RIVER

(/ofs/ofs_station.shtml?

stname=Port

Chicago&ofs=sfb&stnid=9415144&subd