

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

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5720
FOIA 12-2216
May 25, 2012

Mr. Jeffery Ward
Pacific Northwest National Laboratory
1529 West Sequim Bay Road
Sequim, WA 98382-8415

RECEIVED
MAY 30, 2012
A handwritten signature in black ink, appearing to be "D. Patterson".

Dear Mr. Ward:

This letter is in response to your Freedom of Information Act (FOIA) request of May 11, 2012, concerning any barge/tug or large vessel groundings (Activity numbers MC96014939, MC01003012 and 3105050) occurring in the Turkey Point, Hampstead, Florida area from 1992 to present. This office received your request on May 15, 2012.

Per your telephone conversation on May 24, 2012 with Ms. Dawn Patterson, it is our understanding that you do not request the following information: social security numbers, home addresses, names of private citizens who are third parties or witnesses, dates of birth/ages, personal telephone numbers, medical records, including drug and alcohol test results and names of junior Coast Guard personnel.

We are granting your request under the FOIA, Title 5 U.S.C. § 552, as amended, and DHS' implementing regulations, 6 CFR Chapter I and Part 5. After carefully reviewing the responsive documents, I determined that they are appropriate for public release.

Provisions of the FOIA allow us to recover part of the cost of complying with your request. In this instance, because the cost is below \$14 minimum, there is no charge.

We have enclosed all of the information requested in your letter of May 11, 2012, as amended by the telephone conversation referenced above. If this does not reflect your understanding, please advise me in writing, within twenty days from the date of receipt of this letter.

Sincerely,

A handwritten signature in black ink, appearing to be "D. Patterson".

D. PATTERSON
Chief, Data Administration Division
U.S. Coast Guard
By direction

Enclosure: (1) Marine Information for Safety and Law Enforcement System printouts
(2) Marine Safety Information System printouts
(3) Enclosures to Activity 3105050

Copy: CG-DCO Directorate FOIA Coordinator

CASE NUMBER../ MC96014939 INV INIT/ [REDACTED] PORT/ MIAMS LAST UPDATE/ 29JAN1997
 CASUALTY TYPE: VESSEL/ PERSONNEL/ FACILITY/ POLLUTION/ MARPOL/
 X
 INCIDENT DATE/ 04OCT1996 TIME/ 830 KNOWN/ ESTIMATED/ REF CASE/
 X
 NOTIFY DATE../ 04OCT1996 TIME/900 REPORTER TYPE/FEDERAL,NEC
 SUBJECT...../ TURKEY POINT SPILL LOCAL FILE REFERENCE/
 LOCATION...../ BISCAYNE NATIONAL PARK LOCAL CODE/
 INCIDENT STATUS: VERIFIED/ X NOT VERIFIED/ VERIFIED, NOT REPORTABLE/
 NOTIFY/ ACTION: CTF/ RETURN/ (TO IAPR)

--- VALIDATION AND ENDORSEMENT ---

	END/FWD	END/CLS	RETURN	USER-ID	NAME	DATE
INVESTIGATOR:	X			MK1 [REDACTED]	MK1 [REDACTED]	29JAN1997
UNIT COMMAND:		X		MK1 [REDACTED]	MK1 [REDACTED]	29JAN1997
DIST REQ? :						
HQ REQ? :						

--- GENERAL INFORMATION ---

CITY/ MIAMI ST/ FL WATERBODY/ INTERCOASTAL WTRWY-ATLANTIC
 RIVER MILE/ . LATITUDE/ N25-26.2 LONGITUDE/ W80-19.0
 CAS SUMMARY: TYPE/ POLLUTION CLASS/ NONE
 POSSIBLE DRUG INVOLVEMENT?/ N PUBLIC VESSEL/ BOATING/
 DEATHS/ MISSING/ INJURED/ TOTAL DAMAGE/
 ENV IMPACT: MODE/ WATER SEVERITY CATAGORY/MINOR MATERIAL CATAGORY/ OIL/OILY
 OSC/ USCG EPA REGION/ 4 CLEANUP REQ?/ Y
 RESPONSE BY NSF?/N NSF TIME TO RESPOND/ HOURS
 NOTIFICATION FROM NRC?../ N NRC CASE.../
 NOTIFICATION FROM APHIS?/ N APHIS PORT/

--- INCIDENT BRIEF ---

MSO MIAMI RECEIVED REPORT OF THE F/V ST. LAZARO (FL6754X), GROUNDED AND PARTIALLY SUBMERGED IN THE BISCAYNE NATIONAL PARK. SUBJECT VESSEL DISCHARGED APPROX. 50 GALLONS OF DIESEL FUEL INTO BISCAYNE BAY IN MIAMI FLORIDA. MSO MIAMI OPEN FPN#07-7001 TO CONDUCT CLEAN UP OPERATIONS. THE OWNER OF THE VESSEL COULD NOT BE REACH TO ASSUME CLEAN UP COSTS.

--- ACTIONS REPORTED ---

CASE SUPPLEMENTS

WITNESS LIST.....(IAWL)/X
 COMDT RECOMMENDATION.(MCCR)/
 CASUALTY DETAILS.....(MCDD)/X
 NARRATIVE SUPPLEMENT.(MCNS)/
 PERS ACTION RECOMMEND(MCPA)/
 POLLUTANT DETAILS....(MCPD)/1
 MARPOL DETAIL SUP....(MCMD)/
 OPERATIONAL CONTROLS (PSOC)/
 PERSONNEL INVOLVEMENT(MCPI)/
 SMI SUPPLEMENT.....(MCSI)/
 TOWING SUPPLEMENT....(MCTS)/

EVENT SUPPLEMENTS

COLLISION OR GROUNDING.(MCCG)/
 EQUIP FAILURE.....(MCDR)/
 FLOOD,CAPSIZE,SINKING..(MCFC)/
 FIRE,EXPLOSION.....(MCFE)/
 HUMAN FACTORS SUPP.....(MCHF)/
 HAZ MAT INVOLVEMENT....(MCHM)/
 LIFESAVING SUPPLEMENT..(MCLS)/
 PERSONNEL CASUALTY.....(MCPC)/
 STRUCTURAL FAILURE.....(MCSF)/

CASE SUPPLEMENTS

EVENT SUPPLEMENTS

SUBJECT SUPPLEMENT... (MCSS) /
 WEATHER FACTORS..... (MCWX) /

VESSELS INVOLVED/1

SUPPLEMENTS

VIN	NAME	FLAG	SERVICE	PD	MD	FR	PA	PI	SI	TOW	DMG
FL6754X	ST LAZARO	US	COMMERCIAL	X							UNKN
ENF ACTIONS:			REQ LOU/			REQ SURETY BOND/			NONE/	X	

FACILITIES INVOLVED/ 0

--- INVESTIGATION RESOURCES UTILIZED ---

UNIT	ACTIVITY CATEGORY	TOTAL	RESOURCE CATEGORY			
		HOURS	REGULAR	RESERVE	CIVILIAN	OTHER
MIAMS	POLLUTION INVEST	12	12	.0	.0	.C
MIAMS	CASUALTY INVEST	0	.0	.0	.0	.C
MIAMS	ADMIN	5.3	5.3	.0	.0	.C
MIAMS	TRAVEL	0	.0	.0	.0	.C
MIAMS	TRAINING	0	.0	.0	.0	.C

MISLE Activity number for this case:

Activity #	Activity Type
164625	<u>Incident Investigation</u>

IAWL

INVESTIGATION ACTIVITY WITNESS LIST

25MAY2012

CASE/ MC96014939
 REPORTING PARTY/ X
 LAST NAME...../ PARK
 FIRST NAME - MIDDLE INIT..../ BISCAYNE NATIONAL
 ADDRESS - LINE 1...../
 ADDRESS - LINE 2...../
 CITY...../ MIAMI
 UNITED STATES:
 STATE...../ FL ZIP/ -
 FOREIGN:
 STATE/PROVINCE...../
 COUNTRY...../ POSTAL/
 PHONE NUMBER...../ EXT/
 RELATIONSHIP TO CASE...../ FEDERAL, NEC
 PLACE ON POL VIO WITNESS LIST/ X

LAST NAME...../ [REDACTED]
 FIRST NAME - MIDDLE INIT..../ [REDACTED]
 ADDRESS - LINE 1...../ MSO MIAMI
 ADDRESS - LINE 2...../ 51 SW 1ST. AVE
 CITY...../ MIAMI
 UNITED STATES:
 STATE...../ FL ZIP/ 33130-
 FOREIGN:
 STATE/PROVINCE...../
 COUNTRY...../ POSTAL/
 PHONE NUMBER...../ 305-536-5694 EXT/
 RELATIONSHIP TO CASE...../ POLLUTION INVESTIGATOR
 PLACE ON POL VIO WITNESS LIST/ X

LAST NAME...../ [REDACTED]
 FIRST NAME - MIDDLE INIT..../ [REDACTED]
 ADDRESS - LINE 1...../ MSO MIAMI
 ADDRESS - LINE 2...../ 51 SW 1ST. AVE.
 CITY...../ MIAMI
 UNITED STATES:
 STATE...../ FL ZIP/ 33130-
 FOREIGN:
 STATE/PROVINCE...../
 COUNTRY...../ POSTAL/
 PHONE NUMBER...../ 305-536-5694 EXT/
 RELATIONSHIP TO CASE...../ POLLUTION INVESTIGATOR
 PLACE ON POL VIO WITNESS LIST/ X

LAST NAME...../ [REDACTED]
 FIRST NAME - MIDDLE INIT..../ [REDACTED]
 ADDRESS - LINE 1...../ [REDACTED]

ADDRESS - LINE 2...../
CITY...../ [REDACTED]
UNITED STATES:
STATE...../ [REDACTED] ZIP/ [REDACTED]
FOREIGN:
STATE/PROVINCE...../
COUNTRY...../ POSTAL/
PHONE NUMBER...../ [REDACTED] EXT/
RELATIONSHIP TO CASE...../ OWNER OF VESSEL
PLACE ON POL VIO WITNESS LIST/ X

CASE NUMBER/ MC96014939

ARE ALL SUPPLEMENTS COMPLETED?/ Y

--- SUBJECT REFERENCE MAP ---

REF	VIN	NAME	SERV	OPERATION	CONTROL STATUS
1.	FL6754X	ST LAZARO	COMMERCIAL	NEC	ANCHORED
	COMMENT/				

--- CASUALTY PROLOGUE ---

OPERATOR OF VESSEL INTENTIONALLY RAN VESSEL AGROUND TO AVOID SINKING. THIS ACTION RESULTED IN THE DISCHARGE OF APPROX. 50 GALLONS OF DIESEL FUEL.

--- CASUALTY EVENT SEQUENCE ---

----- EVENT -----					CAUSAL
EV	SUBJ'S	TYPE	CLASS	STATE	EVENTS
I	1	POLLUTION	MINOR	VESSEL'S STORES	

----- CAUSAL/ENABLING FACTORS -----

CAT	SUBJ			
HF	1	CLASS/ SIT ASSESSMENT	SUBCLASS/ OIL IN FOREPEAK	
SUPS/	STATE/ NOT SECURED	PARTY/ MST	CAUSAL EVENT(S)/	

MCPD

MARINE CASUALTY POLLUTANT DETAILS SUPPLEMENT

25MAY2012

CASE/ MC96014939

SUBJECT REF: ST LAZARO

FL6754X

CLOSE/

DELETE/

--- FEDERAL PROJECTS ---

FWPCA/ 07-7001

AMOUNT/

CERCLA/

AMOUNT/

--- SPILL DETAILS - USE GALLONS FOR ALL LIQUID SUBSTANCES ---

CODE	TYPE	TOTAL POTENTIAL	--- OUT OF WATER ---		--- IN WATERWAY ---		UNITS FOR NON-LIQUIDS
			SPILED	RECOVERED	SPILED	RECOVERED	
ODS	L	100			50	30	
NAME/ Oil: Diesel							

MCIR MARINE CASUALTY INVESTIGATION REPORT 25MAY2012

CASE NUMBER../ MC01003012 INV INIT/ [REDACTED] PORT/ MIAMS LAST UPDATE/ 26NOV2001
CASUALTY TYPE: VESSEL/ X PERSONNEL/ FACILITY/ POLLUTION/ MARPOL/
INCIDENT DATE/ 28FEB2001 TIME/ 1930 KNOWN/ ESTIMATED/ REF CASE/
X
NOTIFY DATE../ 28FEB2001 TIME/2120 REPORTER TYPE/COMM. SOURCE
SUBJECT...../ T/B COASTAL 202 GROUNDING LOCAL FILE REFERENCE/
LOCATION...../ TURKEY PT NUCLEAR POWER PLANT LOCAL CODE/
INCIDENT STATUS: VERIFIED/ X NOT VERIFIED/ VERIFIED, NOT REPORTABLE/
NOTIFY/ ACTION: CTF/ RETURN/ (TO IAPR)

--- VALIDATION AND ENDORSEMENT ---

	END/FWD	END/CLS	RETURN	USER-ID	NAME	DATE
INVESTIGATOR:	X			[REDACTED]	CWO [REDACTED]	10OCT2001
UNIT COMMAND:		X		[REDACTED]	LT [REDACTED]	26NOV2001
DIST REQ? :						
HQ REQ? :						

--- GENERAL INFORMATION ---

CITY/	HOMESTEAD	ST/ FL	WATERBODY/ NAVIGABLE WATERS NEC
RIVER MILE/	.	LATITUDE/ N25-27.2	LONGITUDE/ W80-18.4
CAS SUMMARY:	TYPE/ GROUNDING	CLASS/ NONE	
	POSSIBLE DRUG INVOLVEMENT?/ N		PUBLIC VESSEL/ BOATING/
	DEATHS/	MISSING/	INJURED/ TOTAL DAMAGE/0
ENV IMPACT:	MODE/	SEVERITY CATAGORY/	MATERIAL CATAGORY/
	OSC/	EPA REGION/	CLEANUP REQ?/
	RESPONSE BY NSF?/	NSF TIME TO RESPOND/	HOURS
	NOTIFICATION FROM NRC?../		NRC CASE.../
	NOTIFICATION FROM APHIS?/ N		APHIS PORT/

--- INCIDENT BRIEF ---

APPROX 1930 ON 28FEB01, THE PARTIALLY LOADED T/B COASTAL 202 WAS BEING PUSHED BY THE TUG COASTAL ST MARKS AND RAN AGROUND WHILE TRANSITING INBOUND THE PRIVATELY MAINTAINED AND MARKED CHANNEL TO FLORIDA LIGHT & POWER TURKEY PT NUCLEAR POWER PLANT. GROUNDING APPEARS TO HAVE BEEN CAUSED BY A MISSING BUOY WHICH HAD BEEN REMOVED FOR MAINTENANCE. NO REPLACEMENT BUOY WAS SET. THERE IS NO EVIDENCE OF NEGLIGENCE OR MISCONDUCT ON THE PART OF THE TUG MASTER.

--- ACTIONS REPORTED ---

CASE SUPPLEMENTS

WITNESS LIST.....(IAWL)/X
COMDT RECOMMENDATION.(MCCR)/X
CASUALTY DETAILS.....(MCDD)/X
NARRATIVE SUPPLEMENT.(MCNS)/X
PERS ACTION RECOMMEND(MCPA)/
POLLUTANT DETAILS....(MCPD)/
MARPOL DETAIL SUP....(MCMD)/
OPERATIONAL CONTROLS (PSOC)/
PERSONNEL INVOLVEMENT(MCPI)/
SMI SUPPLEMENT.....(MCSI)/
TOWING SUPPLEMENT....(MCTS)/1
SUBJECT SUPPLEMENT... (MCSS)/

EVENT SUPPLEMENTS

COLLISION OR GROUNDING.(MCCG)/1
EQUIP FAILURE.....(MCDR)/
FLOOD,CAPSIZE,SINKING..(MCFC)/
FIRE,EXPLOSION.....(MCFE)/
HUMAN FACTORS SUPP.....(MCHF)/1
HAZ MAT INVOLVEMENT....(MCHM)/
LIFESAVING SUPPLEMENT..(MCLS)/
PERSONNEL CASUALTY.....(MCPC)/
STRUCTURAL FAILURE.....(MCSF)/

IAWL

INVESTIGATION ACTIVITY WITNESS LIST

25MAY2012

CASE/ MC01003012

REPORTING PARTY/ X

LAST NAME...../ [REDACTED]

FIRST NAME - MIDDLE INIT..../ [REDACTED]

ADDRESS - LINE 1...../ [REDACTED]

ADDRESS - LINE 2...../ [REDACTED]

CITY...../ [REDACTED]

UNITED STATES:

STATE...../ [REDACTED] ZIP/ [REDACTED]

FOREIGN:

STATE/PROVINCE...../

COUNTRY...../

PHONE NUMBER...../ [REDACTED] EXT/

RELATIONSHIP TO CASE...../ MASTER OF TUG

PLACE ON POL VIO WITNESS LIST/

LAST NAME...../ [REDACTED]

FIRST NAME - MIDDLE INIT..../ [REDACTED]

ADDRESS - LINE 1...../ BISCAYNE BAY NATIONAL PAR

ADDRESS - LINE 2...../

CITY...../ HOMESTEAD

UNITED STATES:

STATE...../ FL ZIP/ -

FOREIGN:

STATE/PROVINCE...../

COUNTRY...../

PHONE NUMBER...../ 305-230-1144 EXT/ [REDACTED]

RELATIONSHIP TO CASE...../ PARK RANGER, INVESTIGATING PARK DAMAGE

PLACE ON POL VIO WITNESS LIST/

CASE.../ MC01003012

UNIT/ MIAMS

--- RECOMMENDATION ---

1. BRIEF/ T/B MANEUVERING CHARACTERISTIC ACTION PORT/ MIAMS
 THAT MSO MIAMI PROVIDE A COPY OF THIS REPORT TO COASTAL TUG AND BARGE WITH
 A COVER LETTER EMPHASIZING THE DIFFICULTIES FACED BY THEIR TUG OPERATORS
 WHEN TRANSITING A NARROW CHANNEL IN ADVERSE WIND CONDITIONS WITH A
 PARTIALLY LOADED BARGE AT SLOW SPEED & ADVISING COASTAL OF THE DESIRABILITY
 TO PREPARE A MANEUVERING CHARACTERISTICS TABLE/DIAGRAM FOR EACH OF
 COASTAL'S BARGES IN VARIOUS LOAD CONDITIONS.

--- UNIT ENDORSEMENT ---

ENDORSEMENT COMPLETE/ X STATUS/ LAST UPDATE/ 26NOV2001
 Concur with above comments.

--- DISTRICT ENDORSEMENT ---

ENDORSEMENT COMPLETE/ STATUS/ LAST UPDATE/

--- HEADQUARTERS ENDORSEMENT ---

ENDORSEMENT COMPLETE/ STATUS/ LAST UPDATE/

CASE NUMBER/ MC01003012

ARE ALL SUPPLEMENTS COMPLETED?/ Y

--- SUBJECT REFERENCE MAP ---

REF	VIN	NAME	SERV	OPERATION	CONTROL STATUS
1.	D529034	COASTAL 202	TANK BARGE	TRAR	TOWED
	COMMENT/				
2.	D522678	COASTAL ST MARKS	TOWBOAT/TUGBOAT	TRAR	UNDERWAY
	COMMENT/				

--- CASUALTY PROLOGUE ---

T/B COASTAL 202 WAS BEING PUSHED BY TUG COASTAL ST MARKS THROUGH PRIVATELY MAINTAINED AND MARKED CHANNEL TO FPL TURKEY POINT NUCLEAR POWER PLANT.

--- CASUALTY EVENT SEQUENCE ---

----- EVENT -----					CAUSAL
EV	SUBJ'S	TYPE	CLASS	STATE	EVENTS
1	1	GROUNDING ACC	OUT OF CHANNEL	FULL CONTROL	
----- CAUSAL/ENABLING FACTORS -----					
CAT	SUBJ				
WX	1		CLASS/ WEATHER COND		SUBCLASS/ CHANNEL HAZARDS
SUPS/ X	STATE/ ATON POSITION		PARTY/		CAUSAL EVENT(S)/
HF	2		CLASS/ NAV EXECUTION		SUBCLASS/ MONITOR-COURSE/POS
SUPS/ X	STATE/ MISJUDGED		PARTY/ MST		CAUSAL EVENT(S)/
WX	1		CLASS/ WEATHER COND		SUBCLASS/ PHYSICAL INFLUENCE
SUPS/ X	STATE/ HIGH WIND		PARTY/		CAUSAL EVENT(S)/

--- COMMENTS ---

SUMMARY:

Approx 1930, 28FEB01, the T/B COASTAL 202 (O.N. D529034) ran aground in position 25 27.203N, 080 18.407W while being pushed by the tug COASTAL ST MARKS (O.N. D522678) through a privately maintained and marked channel at Florida Power and Light Company's Turkey Point nuclear power plant. The barge's starboard bow grounded on the right side of the channel as it was inbound to the power plant. The COASTAL 202 refloated on the incoming tide approx 5 hours later and completed its transit to the power plant without further incident. The barge sustained no damage due to the grounding.

FINDINGS OF FACT:

1. The T/B COASTAL 202 is a U.S. flagged, 295' long, 54' wide, 1705 GT, 1705 NT, double hulled, steel tank barge and was loaded with approx 12,000 barrels of #6 oil. The COASTAL ST MARKS is a U.S., 76.8' long, 168 GT, 114 NT, steel tug rated at 1200 HP. Both vessels are owned and operated by Coastal Tug and Barge, Inc.
2. Mr. [REDACTED] was the master of the tug COASTAL ST MARKS. Mr. [REDACTED] holds a valid CG license # [REDACTED] authorizing him to act as master of vessels of not more than 1600 gross tons upon near coastal waters.
3. Weather at the time of the incident was clear with good visibility. The wind was out of the northwest at 15 knots. The tide had just ebbed and the current was slack.
4. The channel leading to the FPL Turkey Point nuclear power plant is approx 3 nm long, 150 ft wide, and dredged to a depth of 7.5 ft. It is a straight channel and runs approx 225T from the entrance marker. The channel is maintained and marked by FPL. There are 13 sets of unlighted buoys marking the edges of the channel with a distance of approx 1200 ft between each set of buoys.
5. Buoy 14 which marks the right side of the channel when inbound was missing on the night of the grounding. This fact was confirmed by Mr. [REDACTED] of FPL who is responsible for conducting maintenance of the buoys and the channel. According to Mr. [REDACTED], FPL has a maintenance program currently in place where the buoys are temporarily removed for maintenance and that a replacement buoy is not always available to replace each buoy removed for maintenance. This was the case with buoy 14. Buoy 14 had been removed for maintenance and no replacement buoy was placed in its position.
6. Mr. [REDACTED] stated that the northwest wind of 15 knots was directly on the tow's starboard beam and was setting the tow toward the left side of the channel. To compensate for the set, Mr. [REDACTED] was forced to adjust the heading of the tow to the right which kept the tow in the channel, but also required the tow to "crab", or run with the centerline of the tow at a slight angle in relation to the centerline of the channel. Such a "crabbing" motion

--- COMMENTS ---

resulted in the bow of the barge being near the right edge of the channel and the stern of the tug being near the left edge of the channel. The tow's width effectively increased from 54' wide to approx 100' wide.

7. Due to the relatively shallow depth of the channel, the COASTAL 202 was only partially loaded. Because it was only partially loaded, the barge set much higher in the water than it normally would with a full load and subsequently presented a much higher freeboard or "sail area" for the wind to act on. This higher freeboard and the slow speed used while transiting the channel increased the set of the tow to the left and required Mr. [REDACTED] to increase the angle of the "crab" in an effort to remain in the channel.

8. As the tow cleared buoys 11 and 12 and began to approach the next set of buoys (buoys 13 and 14), Mr. [REDACTED] determined that buoy 14 which marked the right edge of the channel was missing. As he approached buoy 13 which marked the left side of the channel, he was unable to positively identify where the right side of the channel was and attempted to estimate where the right side of the channel was relative to buoy 13.

9. Approx halfway between buoys 11 and 12 and buoy 13, the barge's starboard bow ran aground on the right side of the channel. When the barge grounded, Mr. [REDACTED] placed the tug's engines in neutral and took a reading off the tug's GPS. The GPS indicated that the tug's position was 25 27.203N, 080 18.407W. This placed the tug on the right side of the channel and the bow of the barge out of the channel. Mr. [REDACTED] stated that he felt he had misjudged where the right edge of the channel was due to buoy 14 missing and had allowed the tow to proceed too far to the right of the channel.

10. While grounded, visual inspections of the barge's voids were made and no damage or flooding was noted. Once refloated and moored at the power plant pier, divers confirmed that there was no structural damage to the barge's hull.

11. Approx 0015, 01MAR01, the barge refloated itself on the incoming tide and the COASTAL 202 and COASTAL ST MARKS completed the transit to the power plant pier without further incident.

12. The Coast Guard was properly notified of the incident.

CONCLUSIONS:

1. The importance of clearly marking this channel is evident by the extensive buoy system established by FPL. Removal of buoy 14 for maintenance without a replacement placed Mr. [REDACTED] at distinct disadvantage in that he was unable to accurately determine the location of the right side of the channel. Missing buoy 14 appears to be the primary cause of the grounding.

2. A contributing factor to the grounding was the width of the channel (150 feet) relative to width of the "crabbing" tow. Under calm weather conditions, the channel width is adequate. However, due to the winds on the starboard side of the tow which were setting the tow to the left and out of the channel, Mr. [REDACTED] was required to maneuver the tow in a "crabbing" manner which effectively increased the width of the tow. Because the barge was only partially loaded and presented an increased "sail area" and was moving at a relatively slow speed, the angle of the "crab" required to compensate for the

--- COMMENTS ---

tow's set to the left was increased. This caused the effective width of the tow to increase to approx 100 feet which is about double its normal width. The increase in the effective width of the tow left only 25 ft of channel on either side of the tow when it was centered in the channel.

3. Mr. [REDACTED] actions appear to be consistent with that of prudent mariner given the task of maneuvering a large tow through a relatively narrow channel and confronted with a missing channel marker. His actions subsequent to the grounding also appear to be proper. There is no evidence of negligence or misconduct on the part of Mr. [REDACTED]

RECOMMENDATIONS:

1. Close case with no further action.

[REDACTED], CWO4, USCG

ENCLOSURES:

1. CG2692 DATED 01MAR01 WITH ATTACHED DIVE REPORT
2. NOAA CHARTLET OF TURKEY POINT CHANNEL
3. FPL DIAGRAM OF CHANNEL BUOYS AS OF 08MAR01
4. IO NOTES
5. NOAA WEATHER OBSERVATIONS FOR 28FEB01 THRU 03MAR01

Mr. [REDACTED], FPL Turkey Point Facilities Maintenance Supervisor, stated that the operation to replace the buoy's has been completed and FPL currently has a stock pile of four additional buoy's. This incident was isolated and should not happen again. FPL has changed there operation to replace each buoy one at a time and will not have a missing buoy while the original is under repair.

LT [REDACTED] SIO, 05OCT01

MCTS

MARINE CASUALTY TOWING SUPPLEMENT

25MAY2012

CASE NUMBER/ MC01003012
TOWING MODE/ AHEAD

TOW REF/ 1
CTRL VLS HP/ 1200

DELETE/ 0
TOTAL HP OF ALL TOW VSLS/ 1200

TOTAL NUMBER OF ASSISTING VESSELS AND/OR AUX PROPULSION UNITS/ 0
ASST VSLS/AUX PROP LOCATION/

--- TOW CONFIGURATION ---

CAS INFLUENCED BY TOW CONFIG?...../ N
MOORING ARRANGEMENT/ ROPE
TOTAL NUMBER OF VESSELS IN THE TOW./ 1
CONFIG OF TOW: (NUM OF BARGES) LONG/ 1
LENGTH OF HAWSER...../

TYPE OF TOW/ BARGE
NUMBER OF VSLS LOADED/ 1
WIDE...../ 1

--- DESCRIPTION ---

TUG COASTAL ST MARKS WAS PUSHING TANK BARGE COASTAL 202.

LOCATION OF VESSELS IN TOW THAT WERE DIRECTLY INVOLVED IN THE CASUALTY:
Towing vessel only involved?/ N

VIN	NAME	LOCATION	STATUS
D529034	COASTAL 202	A1	TOWED NP
D522678	COASTAL ST MARKS	ASTN	CONTROL

MCWX

MARINE CASUALTY WEATHER FACTORS

25MAY2012

CASE/ MC01003012

SUBJECT/ T/B COASTAL 202 GROUNDING

--- PRE CASUALTY WEATHER CONDITIONS ---

TIME/ NIGHT	WEATHER/ CLEAR	VISIBILITY: CONDITION/ GOOD	DISTANCE/ 10MI
EXPLANATION OF OTHER/			
AIR TEMP/ 75	WIND: SPEED../ 15	DIRECTION/ 215T	
SEA OR RIVER:	WAVE HEIGHT../ 0	DIRECTION/ 0T	
	SWELL HEIGHT./	DIRECTION/	
	CURRENT SPEED/	DIRECTION/	
	RIVER STAGE../		
	TIDE...../ FLOODING		

--- POST CASUALTY WEATHER CONDITIONS ---

SIG	ELEMENT	TREND
	WEATHER...../	
	VISIBILITY CONDITION/	
	VISIBILITY DISTANCE./	
	AIR TEMP...../	
	WIND SPEED...../	
	WAVE HEIGHT...../	
	SWELL HEIGHT...../	
	CURRENT SPEED...../	
	WIND DIRECTION...../	
	WAVE DIRECTION...../	
	SWELL DIRECTION...../	
	CURRENT DIRECTION.../	
	RIVER STAGE...../	
	TIDE...../	

CASE NUMBER...../ MC01003012

DELETE/

1. VESSEL NAME/ COASTAL 202

VIN/ D529034

SIG EVENT TYPE
1 GROUNDING ACC

CLASS
OUT OF CHANNEL

STATE
FULL CONTROL

COURSE/ 225 TRUE

SPEED/ 6 KNOTS

--- EXTENT OF DAMAGE ---

IMPACT LOCATION/ STARBOARD BOW

DISTANCE FROM FWD PERPENDICULAR TO CENTER OF DAMAGE.../ 0

0 (FT/IN)

DISTANCE FROM BOTTOM OF KEEL TO LOWER EXTENT OF DAMAGE/ 0

0 (FT/IN)

DIMENSIONS OF DAMAGE:

OVERALL...../

TRANSVERSE

0 0 (FT/IN)

LONGITUDINAL

0 0 (FT/IN)

PENETRATION

0 0 (FT/IN)

BELOW BULKHEAD(FREEBOARD) DK/

0 0 (FT/IN)

0 0 (FT/IN)

0 0 (FT/IN)

WAS THIS A DOUBLE BOTTOMED VESSEL?...../ Y

WAS THIS A DOUBLE HULLED VESSEL?...../ Y

WAS THE INNER HULL BREACHED?...../ N

PROTECTED AREAS: INVOLVED?/ N

DEFORMED?/ N

OPENED?/ N

NUMBER DAMAGED?/ 0

TYPE OF PROTECTED AREAS INVOLVED:

--- DESCRIPTION ---

STBD BOW OF TANK BARGE GROUNDED ON EDGE OF CHANNEL AND WAS REFLOATED BY THE INCOMING TIDE. WHILE GROUNDED, VOIDS WERE INSPECTED REGULARLY AND NO DAMAGE OR FLOODING WAS FOUND. SUBSEQUENT INSPECTION OF THE BARGE'S HULL BY DIVERS REVEALED NO STRUCTURAL DAMAGE TO HULL.

CASE/ MC01003012 PARTY/ MST
2. VESSEL NAME/ COASTAL ST MARKS VIN/ D522678

--- PERSONNEL PROFILE ---

AGE...../ 41 HEIGHT/ 58 SEX/ M WEIGHT/ 160

EDUCATION/ ATTENDED MARITIME ACADEMY?.../
TYPE OF LICENSE OR DOCUMENT HELD/ MASTER NR COASTAL 1600
TIME IN GRADE...../ 5 YRS 0 MONTHS
TIME ON BOARD PRESENT VESSEL..../ 2 YRS 0 MONTHS
TIME IN INDUSTRY...../ 20 YRS 0 MONTHS

TIME ON WATCH/ 7 LENGTH OF WATCH/ 8 NO. OF WATCHES PER DAY/ 1
ADDITIONAL OFF-WATCH DUTIES ASSIGNED?/ N
TIME SPENT PERFORMING OFF-WATCH DUTIES..../ 0 HRS
AMOUNT OF SLEEP IN PREVIOUS 24 HOUR PERIOD/ 8 HRS

--- ADDITIONAL PROFILE INFORMATION ---

THIS WAS PARTY'S FIRST TRIP ON THIS TUG SINCE NOV 00. HE HAS TRANSITED THIS CHANNEL WHILE PUSHING BARGE OVER 20 TIMES OVER LAST 10 YEARS.

--- EVENT FACTORS ---

EVENT/ 1 TYPE CLASS STATE
GROUNDING ACC OUT OF CHANNEL FULL CONTROL

HUMAN FACTOR./ CLASS SUBCLASS STATE
PERS ELEMENT/ NAV EXECUTION MONITOR-COURSE/POS MISJUDGED
MENTAL INFLUENC PERCEPTION MISJUDGED

»»»» END OF RECORDS ««««



UNITED STATES COAST GUARD

**REPORT OF INVESTIGATION INTO THE
CIRCUMSTANCES SURROUNDING THE INCIDENT
INVOLVING
GROUNDING BARGE 501 /TUG COASTAL ST MARKS
ON 11/17/2007**



**MISLE ACTIVITY NUMBER: 3105050
ORIGINATING UNIT: SECTOR MIAMI
MISLE ACTIVITY OWNER: COMMANDANT (CG-5453)
MISLE ACTIVITY CONTROLLER: COMMANDANT (CG-5453)
MISLE CASE NUMBER: 382853**

I. INCIDENT BRIEF

Barge was being towed by the COASTAL ST. MARKS to FPL facility, and while transiting the Turkey Point Channel, barge ran aground on east shoal of cut. The master of the Tug stated that the barge's port bow was the only part that went aground. There was low tide at the time of the incident. The master decided to wait for high tide, and after approximately five hours the master was able to continue his route. Vessel was inspected for safety. Divers report indicates scrapes and missing paint along doubler plate at turn of bilge in area approximate 38' L x 13' W. Speed was 4.6 Knots, GPS was on, and the Radar was in working condition.

II. EXECUTIVE SUMMARY

Incident Summary

Barge was being towed by the COASTAL ST. MARKS to FPL facility, and while transiting the Turkey Point Channel, barge ran aground on east shoal of cut. The master of the Tug stated that the barge's port bow was the only part that went aground. There was low tide at the time of the incident. The master decided to wait for high tide, and after approximately five hours the master was able to continue his route. Vessel was inspected for safety. Divers report indicates scrapes and missing paint along doubler plate at turn of bilge in area approximate 38' L x 13' W. Speed was 4.6 Knots, GPS was on, and the Radar was in working condition.

Incident Involved: Marine Casualty, Reportable

Level of Investigation: ██████████

IMO Classification: Routine

USCG Classification: Routine

Was this a Serious Marine Incident? No

Was a Marine Board Convened by Commandant? No

Personnel Casualty Summary

Total Missing = 0

Total Dead = 0

Total Injured = 0

Total at Risk, Not Injured = 0

Total People at Risk = 0

Other Personnel (Not at Risk) = 5

Vessel(s) Status Summary

Actual Total Loss(es) = 0

Total Constructive Loss, Salvaged = 0

Total Constructive Loss, Unsalvaged = 0

Damaged = 1

Undamaged = 1

Property Damage Summary/Total Damage

Vessel(s) = \$

Cargo = \$

Facility(s) = \$

Other = \$

* Includes estimates

Waterway Mobility Summary

Report of Investigation

Vessel Delays (including speed restrictions): None

III. ACTIONS IN RESPONSE TO THIS REPORT

Actions on Recommendations

Safety Alerts

IV. FINDINGS OF FACT

Subjects of the Investigation

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

Vessel Name:	501
Flag:	UNITED STATES
Vessel Identification Number:	1144509
Call Sign:	
Status:	Damaged
Role:	Involved in a Marine Casualty
Vessel Class, Type, Sub-Type:	Barge, Bulk Liquid Cargo (Tank) Barge, Oil Cargo Barge
Gross Tonnage(GRT):	1619
Net Tonnage(NRT):	1619
Deadweight Tons:	
Length:	297.5
Home/Hailing Port:	
Keel Laid Date:	06/23/2003
Delivery Date:	08/28/2003
Place of Construction:	ASHLAND CITY, TN, UNITED STATES
Builder Name:	TRINITY MARINE PRODUCTS
Propulsion:	
Horsepower:	
Master:	
Classification Society:	
Owner:	COASTAL TUG & BARGE INC 1020 PORT BLVD MIAMI, FL, 33132 US COASTAL TUG & BARGE INC 1020 PORT BLVD STE 2 Miami, FL, 33132 US
Operator:	
Inspection Subchapter:	D
Most Recent Vessel Inspection Activity:	3061282, 09/19/2007 12:36:00 PM
Current Certificate of Inspection:	Issued on 08/28/2003 4:39:39 PM, by Marine Safety Unit Paducah
Vessel Name:	ST MARKS
Flag:	UNITED STATES

Report of Investigation

Vessel Identification Number: 522678
Call Sign: WY7696
Status: Undamaged
Role: Involved in a Marine Casualty
Vessel Class, Type, Sub-Type:
Gross Tonnage(GRT):
Net Tonnage(NRT):
Deadweight Tons:
Length: 76.8
Home/Hailing Port:
Keel Laid Date:
Delivery Date:
Place of Construction: MERMENTAU LA, ,
Builder Name: ZIGLER SHIPYARDS INC
Propulsion:
Horsepower: 1350
Master:
Classification Society:
Owner: COASTAL TUG & BARGE
P.O. BOX 521

CORPUS CHRISTI, TX, 78403
US
TRANSMONTAIGNE PRODUCT
SERVICES INC
1020 PORT BLVD SUITE 2
MIAMI, FL, 33132
US

Operator:
Inspection Subchapter: C
Most Recent Vessel Inspection Activity: 1221949, 09/29/1990

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

Facility Name: Port of Miami Medical Center
Type: Approved Equipment Factory
Status: Undamaged - Operational
Role: Site of Incident
Contact Phone:
Location: Latitude: 25 46.0464 N
Longitude: 080 11.2224 W

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

[REDACTED]

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

Not at Risk
Subject of Investigation

[REDACTED]

[REDACTED]

Comments:

[REDACTED]

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

Not at Risk
Other
F

[REDACTED]

Comments:

COASTAL TUG & BARGE INC

Status:
Role:
Email Address:
Phone Number(NVDC Phone Number):
Address(Primary Place of Business):

Not at Risk
Other

(305) 579-5013

1020 PORT BLVD STE 2
Miami, FL 33132
US

Comments:

Response Resources. The following incident response resources were subjects of this investigation.

Other Subjects. The following were subjects of this investigation.

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

Report of Investigation

ATLANTIC DEEP WATER ACCESS

Role: Location

Local Name: Segment #1, Biscayne Bay

Description: Atlantic Ocean. MIAMI DEEP WATER ACCESS OFFSHORE

Incident Information

Location(s).

<u>Description</u>	<u>Latitude</u>	<u>Longitude</u>
Aboard Vessel: 501: ATLANTIC OCEAN	25 27.2 N	080 18.3 W
At a Facility: Port of Miami Medical Center	25 46.0464 N	080 11.2224 W

Sequence of Events.

11/17/2007 5:00:00 to 11/17/2007 17:00:00 (Estimated): Tug was pushing ahead Barge 501 in restricted channel to FPL facility.

Condition Class: Operations Status

Condition Type: Vessel Operation Status

Subject Type:

Location: Known; US Waters

Description: Aboard Vessel: 501: ATLANTIC OCEAN

Latitude: 25 27.2 N Longitude: 080 18.3 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
ST MARKS	Vessel	Undamaged	Involved in a Marine Casualty

Details Filed: Vessel Activity Details

Vessel Activity Type: Underway

Course: 235 True

Speed: 4.6 Knots

Activity Description: While being pushed ahead in the Turkey Point channel Barge ran aground.

Permit Required: No

Latent Unsafe Condition: No

11/17/2007 9:00:00 to 11/17/2007 10:00:00 (Estimated): WX

Condition Class: Marine Environment

Condition Type: Marine Environment

Subject Type:

Location: Known; US Waters

Description: Aboard Vessel: 501: ATLANTIC OCEAN

Latitude: 25 27.2 N Longitude: 080 18.3 W

Report of Investigation

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
ATLANTIC DEEP WATER ACCESS	Waterway		Location

Details Filed: Marine Environment Details

Weather Conditions:

<u>Conditions</u>	<u>Weather Forecast</u>	<u>Actual Weather</u>
Wind Speed:		15 Knots
Wind Direction:		30
Wind Gusts:		Knots
Ceiling:		Feet
Sky Conditions:		Clear
Air Temperature:		78° F
Weather/Precipitation:		
Visibility/Precipitation:		
Visibility:		10 nm
Precipitation (24 hr period):		
Sea Level Pressure:		Millibars

Weather a Forecast Obtained:

Date/Time Obtained:
 Source of Forecast:
 How were Conditions Predicted:
 Weather Forecast Error: No

Water Conditions:

<u>Water Forecast</u>	<u>Actual Water Conditions</u>
Water Temperature:	° F
Water Depth/River Stage:	(Feet above MLLW)
Tide:	Slack after ebb
Tidal Current Speed:	Knots
Tidal Current Direction:	
River Current Speed:	Knots
River Current Direction:	
Ice Coverage:	%
Character of Ice:	
Wave Height:	feet
Wave Direction:	
Wave Period:	seconds
Swell Height:	feet
Swell Direction:	
Swell Period:	seconds
Warnings in Effect:	

Was a Water Forecast Obtained:

Date/Time Obtained:
 Source of Forecast:
 Water Forecast Error:
 Latent Unsafe Condition: No

11/17/2007 9:45:00 to 11/17/2007 14:50:00 (Estimated): While pushing ahead by the Coastal St. Marks, the bow of the barge grounded.

Event Type: Grounding

Report of Investigation

Event Class: In marked channel
Event Subclass: Subject vessel controlled by Other Vessel (barges/tows)
Location: Known; US Waters
Description: Aboard Vessel: 501: ATLANTIC OCEAN
Latitude: 25 27.2 N Longitude: 080 18.3 W

Subject(s) and Details:

Table with 4 columns: Name, Type, Status, Role. Row 1: 501, Vessel, Damaged, Involved in a Marine Casualty

Details Filed: Detail Description

While transiting the Turkey Channel, bow of the barge went aground while being pushed ahead by Coastal St Marks. Transit occurred at low tide. Navigational depth of channel is 7.5 feet. The tug and barge both drawing 7.0 feet. Channel is located inside the boundary of Biscayne National Park. The channel was originally dredged in 1950-1960 timeframe. The National Park Service has already indicated an unwillingness to allow any further dredging within the Park boundary.

Details Filed: Grounding Details

Type of Grounding: Hard
Type of Bottom: Rocky
Depth of Water: Charted: 7 Feet, Actual: 7 Feet, Recorded: Feet
Part of Vessel Aground: Port Bow
Vessel Course: 235 True
Vessel Speed: 4.6 Knots
Steering Functional: None
Description: Vessel is nonself propelled barge being pushed ahead.
Propulsion Functional: None
Description: Vessel is non self propelled barge being pushed ahead.
Hazard to Navigation: No
ATON Survey Required: No
Fuel On Board: N/A
Cargo On Board: Cargo Name, Quantity
Oil, fuel: No. 6, 606000 Gallon

Additional Information:

11/17/2007 9:50:00 to 11/17/2007 17:00:00 (Estimated): Master of the Tug decided to wait for high tide. High tide came up, and the Master was able to keep his route to FPL facility.

Condition Class: Operations Status
Condition Type: Vessel Operation Status
Subject Type:
Location: Known; US Waters
Description: Aboard Vessel: 501: ATLANTIC OCEAN
Latitude: 25 27.2 N Longitude: 080 18.3 W

Subject(s) and Details:

Table with 4 columns: Name, Type, Status, Role. Row 1: ST MARKS, Vessel, Undamaged, Involved in a Marine

Details Filed: Vessel Activity Details

Vessel Activity Type: Other
 Other Activity Being Performed: Wait for high tide while grounded in the channel.
 Activity Description: Master decided to wait for high tide. High tide came up and Master was able to continued his route.
 Permit Required: Unknown
 Latent Unsafe Condition: No

11/17/2007 16:41:00 to 11/17/2007 16:45:00 (Estimated): Misle Notification #282884

Action Type: Other Actions - Reporting/Notifications
 Action Class: Report/Notification of Casualty or Incident
 Location: Known; US Waters
 Description: Aboard Vessel: 501: ATLANTIC OCEAN
 Latitude: 25 27.2 N Longitude: 080 18.3 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Party	Not at Risk	Other

Details Filed: None

11/17/2007 17:30:00 to 11/17/2007 17:31:00 (Estimated): Vessel master took Alcohol Test on vessel.

Action Type: Other Actions - Drug and Alcohol Use and Testing
 Action Class: Take Alcohol Test - Post-casualty
 Location: Known; US Waters
 Description: Aboard Vessel: 501: ATLANTIC OCEAN
 Latitude: 25 27.2 N Longitude: 080 18.3 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Party	Not at Risk	Subject of Investigation

Details Filed: Drug and Alcohol Test Details

Sample Collection

Reason for Sample:
 Directed to get DOT Test: Yes
 Chemical Test Sample Provided: Yes
 Chemical Test Type:
 Sample Type:
 Date/Time Sample Taken:
 Sampling Location:
 DOT Protocols Used: No
 Collection Agent Name:
 Collection Agent's Organization:
 Donor Certified: No
 Irregularities Noted: No
 Transferred/Chain of
 Custody Complete: No

Field Sobriety Test

Report of Investigation

Field Sobriety Test Performed: No

Alcohol Analysis

Method of Analysis: Saliva Test
Instrument Used: Varian - On-Site test Kit
Date/Time Results Obtained: 11/17/2007 5:45:00 PM
Results: [REDACTED]
Agency Conducting Analysis: Coastal Tug & Barge
Description of Analysis:
Irregularities in Analysis: No

Drug Analysis

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

Drug Re-Analysis

11/18/2007 11:00:00 to 11/18/2007 11:15:00 (Estimated): Vessel master took drug test next day.

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

Action Class: Take Drug Test - Post-casualty

Location: Known; On Land

Description: At a Facility: Port of Miami Medical Center

Latitude: 25 46.0464 N Longitude: 080 11.2224 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Party	Not at Risk	Subject of Investigation

Details Filed: Drug and Alcohol Test Details

Sample Collection

Reason for Sample: Post-casualty
Date/Time Directed: 11/17/2007
Means of Direction: Marine Employer
Directed By:
Organization: Marine Employer
Description: Coastal Tug & Barge
Directed to get DOT Test: No
Chemical Test Sample Provided: Yes
Chemical Test Type: Dangerous Drugs
Sample Type: Urine
Date/Time Sample Taken: 11/18/2007 11:00:00 AM
Sampling Location: Port of Miami Medical Center
DOT Protocols Used: Yes
Collection Agent Name:
Collection Agent's Organization: Port of Miami Medical Center
Donor Certified: Yes
Irregularities Noted: No
Transferred/Chain of
Custody Complete: No

Field Sobriety Test

Field Sobriety Test Performed: No

Drug Analysis

Report of Investigation

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

Drug Re-Analysis

V. CAUSAL ANALYSIS

The Initiating Event of the Incident

Initiating Event:

Grounding (11/17/2007 9:45:00 AM)

Production Factors

Other

Preconditions

Workplace Factors

Organization Factors

Defense Factors

Failures of Defense Against Subsequent Events in the Incident

VI. REFERRAL FOR ENFORCEMENT ACTION

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

APPENDIX 1 - EVIDENCE

ECN 3105050 [REDACTED] 001

USCG 2692

Collection Information:

Date/Time: 11/21/2007 9:35:00 AM

Location: SEC Miami

Collected By: USCG Gathered; YN3 [REDACTED], SEC Miami

Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 282884.pdf; Sector Miami; [REDACTED]; 11/27/2007;

ECN 3105050 [REDACTED] 002

USCG 2692B

Collection Information:

Date/Time: 11/21/2007 9:40:00 AM

Location: SEC Miami

Collected By: USCG Gathered; YN3 [REDACTED], SEC Miami

Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 2692B.pdf; Sector Miami; [REDACTED]; 11/27/2007;

ECN 3105050 [REDACTED] 003

Statement

Collection Information:

Date/Time: 11/21/2007 9:41:00 AM

Location: SEC Miami

Collected By: USCG Gathered; YN3 [REDACTED], SEC Miami

Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- Statement.pdf; Sector Miami; [REDACTED] 11/27/2007;

ECN 3105050 [REDACTED] 004

Diving Report

Collection Information:

Date/Time: 11/21/2007 9:46:00 AM

Location: SEC Miami

Collected By: USCG Gathered; YN3 [REDACTED], SEC Miami

Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- Diving Report.pdf; Sector Miami; [REDACTED]; 11/27/2007;

ECN 3105050 [REDACTED] 005

Report of Investigation

Barge Loading Report

Collection Information:

Date/Time: 11/21/2007 9:47:00 AM
Location: SEC Miami
Collected By: USCG Gathered; YN3 [REDACTED], SEC Miami
Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- Barge Loading Report.pdf; Sector Miami; [REDACTED]; 11/27/2007;

ECN 3105050 [REDACTED] 006

Estimate Damage Cost.

Collection Information:

Date/Time: 11/27/2007 2:15:00 PM
Location: SEC Miami
Collected By: USCG Gathered; YN3 [REDACTED], SEC Miami
Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- Damage Cost.pdf; Sector Miami; [REDACTED]; 11/27/2007;

ECN 3105050 [REDACTED] 007

Drug Test Results

Collection Information:

Date/Time: 11/29/2007 7:39:00 AM
Location: SEC Miami
Collected By: USCG Gathered; YN3 [REDACTED], SEC Miami
Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- Drug Results.pdf; Sector Miami; [REDACTED]; 11/30/2007;

APPENDIX 2 - CORRESPONDENCE

73926 - E-Mail from IO to Chief Prevention

Source: USCG
Type: Incoming
Received: At SEC Miami on 01/10/2008 9:46:00 AM
Attachments:

- Coastal Tug Ride Along.txt; Sector Miami; [REDACTED]; 01/10/2008;

74084 - Memo to TransMontaigne Requesting Drug Test Results

Source: USCG
Type: Outgoing
Sent: To TransMontaigne - Colorado on 01/14/2008 1:34:00 PM
Attachments:

- Coastal D_T Letter.pdf; Sector Miami; [REDACTED]; 01/14/2008;

74087 - Sitrep-Pol One and Final

Source: USCG
Type: Outgoing
Sent: To CGMS on 11/20/2007 3:46:00 PM
Attachments:

- Coastal Sitrep Pol.pdf; Sector Miami; [REDACTED]; 01/14/2008;

77605 - E-Mail to CGD7 (pw) concerning maintenance of PATON in Turkey Point Channel.

Source: USCG
Type: Outgoing
Sent: To CGD7 (pw) on 04/09/2008 12:32:00 PM
Attachments:

- Coastal Turkey Point.pdf; Sector Miami; [REDACTED]; 04/09/2008;

78883 - Letter from CGD7(dpw) to FPL re: discrepant PATON

Source: USCG
Type: Incoming
Received: At SEC Miami on 05/13/2008 2:16:00 PM
Attachments:

- D7 letter to FPL.pdf; Sector Miami; [REDACTED]; 05/13/2008;

From: [REDACTED] LT
Sent: Thursday, January 10, 2008 9:09 AM
To: Gove, Brian CDR
Cc: [REDACTED]; [REDACTED] BOSN2; [REDACTED] LT; [REDACTED]
[REDACTED] LT
Subject: Coastal Tug Ride Along

CDR:

CWO [REDACTED] and I rode along on the Coastal Boca Grande yesterday when they delivered oil to the FPL plant at Turkey Point. Below are the observations we made, followed by potential recommendations.

1. Coastal Tug and Barge has a written policy governing when their vessels may and may not enter the Turkey Point channel. Wind conditions must be less than 20 kts in general; less than 15 kts when out of the east. The pilothouse must be manned by the master and mate when in the channel. The vessel may not enter if storms/squalls are forecasted to arrive within 1 hour of entry of the channel. There is always an assist tug on standby (however, this standby tug is located at the Port of Miami; ETA would be 4-5 hours if needed). Entry at high tide is recommended, but not required (our transit occurred at low tide). They do not enter if two aids in a row are missing.

Additionally, the vessel masters are granted wide latitude in using their own discretion on entry into the channel. If for some reason, the master does not feel comfortable due to wx, position of the sun causing glare, traffic, etc, the master can delay entry.

2. Coastal has outfitted the vessel with all possible electronic means to prevent a grounding or other incident. I do not feel that there is any other equipment that would prove useful. Redundancy of the equipment may help, but the master informed us that he primarily relies on visual navigation and only uses electronics to verify. He will not enter in periods of low vis at all.

3. The transit of the channel takes approximately one hour. Once the vessel enters the channel they are committed to the dock.

4. The channel is marked by private aids maintained by FPL. One aid is currently missing. The aids are faded, covered in bird guano, and the reflective tape is missing or damaged. The vessel master informed us that they have actually used their small boat to go out and place reflective tape on the aids at Coastal's expense. Two of the aids which should be green and red are actually painted black.

5. Placement of a range in the channel would assist, so long as it is lighted 24 hours a day. Dayboards would only be visible during the last section, depending on size. Outbound would be the same.

Recommendations:

1. FPL must properly maintain all the aids, including cleaning, painting, placement of reflective tape and positioning.

2. Every second set of buoys should be minimum one size larger than is currently in place. This would assist the vessel master in visually locating the aids.
3. Placement of a range. The cost may prove to be prohibitive, depending on placement and who owns it.
4. Implementation of a safety broadcast prior to entering the channel by the tug master. Recreational traffic has in the past caused near misses when the rec boat waits to hoist anchor and stop fishing on the edge of the channel.

Please feel free to contact Mr. [REDACTED] or myself for any further info.

LT [REDACTED]
CG Sector Miami
Investigations
305-535-[REDACTED]

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
U.S. Coast Guard
Sector Miami

100 MacArthur Causeway
Miami Beach, FL 33139
Phone: (305) 535-
Fax: (305) 535-8731

16723
14 January 2008

MEMORANDUM

From: [REDACTED] LT, USCG
Chief, Investigations Division

Reply to [REDACTED] LT
Attn of: 305-535-[REDACTED]

To: Human Resources Department
TransMontaigne, Inc.

Subj: REQUEST FOR COPY OF CHEMICAL TEST RESULTS

1. Coast Guard Sector Miami is conducting a Marine Casualty Investigation concerning the grounding of Barge 501, operated by Coastal Tug and Barge Company.
2. U.S. Licensed Mariner [REDACTED] was directly involved in the Marine casualty and as such was tested for the presence of dangerous drugs.
3. The Coast Guard is requesting the results of any and all chemical tests conducted on Mr. [REDACTED] on or about November 18, 2007.

#

UNCLAS

SUBJ/SITREP-POL ONE AND FINAL/COASTAL BARGE #501 AGROUND OUTSIDE TURKEY PT. CHANNEL (POSN 25-27.2N 080-18.3W)
GROUNDING, POTENTIAL MAJOR OIL POLLUTION/LOW PROBABILITY. MISLE CASE # 382853.//

1. SITUATION

A. OVERVIEW: COASTAL BARGE #501 AGROUND OUTSIDE TURKEY PT. CHANNEL (POSITION 25-27.2W 080-18.3W). BARGE WAS BEING TOWED BY COASTAL ST. MARY TO FPL FACILITY AT TURKEY POINT WHEN BARGE RAN AGROUND ON EAST SHOAL OF CUT. BARGE WAS CARRYING APPROX 606,000 GAL OF NUMBER SIX FUEL OIL. COASTAL DEPLOYED BOOM AROUND GROUNDED BARGE. BARGE WAS RE-FLOATED AT HIGH TIDE WITHOUT INCIDENT 171916Z NOV 07.

B. OS/WX: PARTLY CLOUDY: WIND: SW 10-20 KTS//

C. RESPONSIBLE PARTY: COASTAL TUG AND BARGE,

D. OWNER/OPERATOR: COASTAL TUG AND BARGE., 1020 PORT BLVD-SUITE 2 MIAMI, FL 33132, UNITED STATES

E. SAR STATUS: N/A

F. CG RESOURCES SUMMARY: 03 CG INVESTIGATORS, O/S THROUGHOUT REFLOATING EVOLUTION. 06 STA MIAMI PERSONNEL RESPONDED TO GROUNDED BARGE 02 CG VESSEL INSPECTORS INSPECTED BARGE 19NOV07.//

G. RESOURCES AT RISK: ENVIRONMENTALLY SENSITIVE AREAS, INCLUDING BISCAYNE NATIONAL PARK.

H. ECONOMIC IMPACT: N/A//

I. KEY STAKEHOLDERS ISSUES: N/A//

J. HEALTH AND SAFETY FACTORS: SLIPS, TRIPS, FALLS; ROUGH; BARGE STRUCTURAL INTEGRITY WHILE CONDUCTING OPS//

K. MEDIA INTEREST: NONE

L. CASUALTY INFO: N/A//

M. INCIDENT/UNIFIED COMMAND STATUS: N/A//

3. ACTIONS TAKEN:

A. 171547Z NOV 07: SECTOR MIAMI NOTIFIED OF BARGE AGROUND NEAR TURKEY POINT.//

B. 171620Z: OPCEN NTFD POM FIELD OFFICE DUTY TEAM THAT VSL WAS AGROUND IN CHANNEL NEAR TURKEY POINT.//

C. 171654Z: POM FIELD OFFICE DUTY TM E/R WITH STA ASSET ON-SCENE REPORTING, BARGE DEPLOYED BOOM AROUND PERIMETER.//

D. 171705Z: SECTOR MIAMI NOTIFIED DEPARTMENT OF ENVIRONMENTAL PROTECTION OF GROUNDING.//

E. 171848Z: SECTOR MIAMI PERSONNEL O/S WITH COASTAL CONTRACTED DIVERS. BARGE EXPECTED TO BE RE-FLOATED W/IN HOUR, DIVERS WILL INSPECT HULL ONCE AFLOAT, UPDATED POSN 25.26.12N 80.19.42W.//

F. 171916Z: BARGE WAS RE-FLOATED AT HIGH TIDE WITH THE ASSISTANCE OF TWO COASTAL TUGS. SECTOR MIAMI PERSONNEL TRANSITED RE-FLOATED BARGE TO TURKEY POINT.//

G. 172020Z: SECTOR MIAMI PERSONNEL O/S AT TURKEY POINT WITH BARGE, DIVERS IN WATER TO INSPECT HULL. NO POLLUTION//

H. 172118Z: CONTRACTED DIVERS REPORT NO DAMAGE TO HULL OR POLLUTION, VSL ALLOWED TO OFFLOAD CARGO, BUT NOT ALLOWED TO LOAD CARGO UNTIL BARGE RE-INSPECTED BY CG VSL INSPECTIONS 19NOV07.//

UNCLAS

UNCLAS

1. 191730Z NOV 07: CG INSPECTOR RE-INSPECTED BARGE. NO DAMAGE RESULTING FROM GROUNDING, BARGE WAS ALLOWED TO RESUME NORMAL CARGO OPERATIONS.

4. ADDITIONAL INFO.

A. CONTRACTORS: N/A//

5. FUTURE PLANS AND RECOMMENDATIONS: SECTOR MIAMI PREVENTION PERSONNEL WILL TRANSIT ONBOARD TUG/BARGE TO ASSESS WATERWAY RISK.

A. CO'S COMMENTS/RECOMMENDATIONS: N/A//

B. CASE CLOSED//

UNCLAS

[REDACTED] LT

From: [REDACTED] LT
Sent: Wednesday, April 09, 2008 12:27 PM
To: [REDACTED] LT
Cc: Gove, Brian CDR; [REDACTED] LT; [REDACTED] LT
Subject: Turkey Point Channel PATON

LT [REDACTED]

On November 17, 2007, the tug Coastal St. Marks ran aground while entering the Turkey Point Power Plant. During the course of the marine casualty investigation, it was determined that one of the possible contributing factors was the failure of Florida Power & Light (FPL) to properly maintain the private aids to navigation marking the channel.

The MISLE Case is # 382853.

One of my recommendations as investigating officer is that FPL be required to maintain all PATON as required by law/regulation.

Examples of discrepancies:

1. Missing retroreflective tape.
2. Replacing missing aids with wrong aid. I.E., the buoys get run over by the barges when they entering/departing. If a green is missing, they may replace a black colored aid.
3. Keep aids clean of foreign substances.

Since regulations already exist for this, and those regulations are effective, I cannot submit the recommendation through MISLE. The OCMI and Sector Commander have reviewed and concurred with the above recommendation.

If you have any questions please contact me.

LT [REDACTED]
Chief, Investigations Division
CG Sector Miami
305-535-[REDACTED]

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Seventh Coast Guard District

909 SE First Avenue, Suite 406
Miami, FL 33131
Staff Symbol: dpw
Phone: (305) 415-6730
Fax: (305) 415-6757

16518
Serial: 08-025
24 April 2008

Florida Power Light Company
P.O. Box 14000
Juno Beach, FL 33408

To Whom It May Concern:

On November 17, 2007, the Tug Coastal St. marks ran aground while entering the Turkey Point Channel. During the course of the marine casualty investigation, it was determined that one of the possible contributing factors was the discrepant/missing private aids to navigation in the Turkey Point Channel.

You are reminded that Private aids to navigation must be maintained in proper operating condition at all times. A discrepancy exists whenever an aid is not displaying the characteristics as per the approved application. Any discrepancy in the operation of an aid, at any time, shall be promptly reported to this office so Notice to Mariners information may be issued.

Per the conditions of your original permit, if the discrepant aids in Turkey Point Channel are not repaired within 30 days, we may take any of the following actions;

- A fine of \$100 per day, per discrepant aid - since aid was first confirmed discrepant.
- Revocation of your private aid application and subsequent removal of all approved aids.
*Please note, the applicant/responsible party, will be charged for all costs incurred during aid removal.

Discrepancies are to be corrected at once; contact the Private Aids to Navigation Officer at (305) 415-6746 when you have done so and follow-up with a letter confirming repair of the aid.

Sincerely,



Chief, Planning and Marine Information Section
Aids to Navigation and
Waterways Management Branch
Seventh Coast Guard District

Copy: CG Sector Miami

U.S. DEPARTMENT OF HOMELAND SECURITY U.S. COAST GUARD CG-2692 (Rev. 06-04)		REPORT OF MARINE ACCIDENT, INJURY OR DEATH			RCS No. G-MOA MISLENOTIFICATION NUMBER	
SECTION I. GENERAL INFORMATION						
1. Name of Vessel or Facility Coastal St. Marks		2. Official No. 522678	3. Nationality U.S.	4. Call Sign WDD 4000	5. USCG Certificate of Inspection Issued at: n/a	
8. Type (Towing, Freight, Fish, Drill, etc.) Towing vessel		7. Length 77'	8. Gross Tons 168	9. Year Built 1969	10. Propulsion (Steam, diesel, gas, turbine...) Diesel	
11. Hull Material (Steel, Wood...) Steel	12. Draft (Ft. - In.) FWD 7'-0" AFT 7'-0"		13. If Vessel Classed, By Whom: (ABS, LLOYDS, DNV, BV, etc.) n/a		14. Date (of occurrence) 11/17/2007	15. TIME (Local) 0945
16. Location (See Instruction No. 10A) Lat. 25-27.2N Long. 080-18.3W, Turkey Point channel				17. Estimated Loss of Damage TO: VESSEL <u>none</u> CARGO <u>none</u> OTHER <u>unk</u>		
18. Name, Address & Telephone No. of Operating Co. Coastal Tug & Barge, Inc., 1020 Port Blvd., Ste. 2, Miami, FL 33132; PH: 305-579-5013						
19. Name of Master or Person in Charge [REDACTED]		USCG License <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	20. Name of Pilot n/a		USCG License State License <input type="checkbox"/> YES <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> NO	
19a. Street Address (City, State, Zip Code) [REDACTED]		19b. Telephone Number [REDACTED]	20a. Street Address (City, State, Zip Code) [REDACTED]		20b. Telephone Number [REDACTED]	
21. Casualty Elements (Check as many as needed and explain in Block 44.)						
NO. OF PERSONS ON BOARD 5 <input type="checkbox"/> DEATH - HOW MANY? <input type="checkbox"/> MISSING - HOW MANY? <input type="checkbox"/> INJURED - HOW MANY? <input type="checkbox"/> HAZARDOUS MATERIAL RELEASED OR INVOLVED (Identify Substance and amount in Block 44.) <input type="checkbox"/> OIL SPILL - ESTIMATE AMOUNT: <input type="checkbox"/> CARGO CONTAINER LOST/DAMAGED <input type="checkbox"/> COLLISION (Identify other vessel or object in Block 44.) <input checked="" type="checkbox"/> GROUNDING <input type="checkbox"/> WAKE DAMAGE		<input type="checkbox"/> FLOODING; SWAMPING WITHOUT SINKING <input type="checkbox"/> CAPSIZING (with or without sinking) <input type="checkbox"/> FOUNDERING OR SINKING <input type="checkbox"/> HEAVY WEATHER DAMAGE <input type="checkbox"/> FIRE <input type="checkbox"/> EXPLOSION <input type="checkbox"/> COMMERCIAL DIVING CASUALTY <input type="checkbox"/> ICE DAMAGE <input type="checkbox"/> DAMAGE TO AIDS TO NAVIGATION <input type="checkbox"/> STEERING FAILURE <input type="checkbox"/> MACHINERY OR EQUIPMENT FAILURE <input type="checkbox"/> ELECTRICAL FAILURE <input type="checkbox"/> STRUCTURAL FAILURE			<input type="checkbox"/> FIREFIGHTING OR EMERGENCY EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.) <input type="checkbox"/> LIFESAVING EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.) <input type="checkbox"/> BLOW OUT (Petroleum expansion/production) <input type="checkbox"/> ALCOHOL INVOLVEMENT (Describe in Block 44.) <input type="checkbox"/> DRUG INVOLVEMENT (Describe in Block 44.) <input type="checkbox"/> OTHER (Specify)	
22. Conditions						
A. Sea or River Conditions (wave height, river stage, etc.)		B. WEATHER <input checked="" type="checkbox"/> CLEAR <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> FOG <input type="checkbox"/> OTHER (Specify)	C. TIME <input checked="" type="checkbox"/> DAYLIGHT <input type="checkbox"/> TWILIGHT <input type="checkbox"/> NIGHT	D. VISIBILITY <input checked="" type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> POOR	E. DISTANCE (miles of visibility) 10	F. AIR TEMPERATURE (F) 78
					G. WIND SPEED & DIRECTION ENE 15k	H. CURRENT SPEED & DIRECTION unk
23. Navigation Information <input type="checkbox"/> MOORED, DOCKED OR FIXED <input type="checkbox"/> ANCHORED <input checked="" type="checkbox"/> UNDERWAY OR DRIFTING			SPEED 4.6k AND COURSE appx 235 mag	24. Last Port Where Bound Miami, Turkey Point		24a. Time and Date of Departure 0500 17th
25. FOR TOWING ONLY	25a. NUMBER OF VESSELS TOWED	Empty	Loaded	Total	TOTAL H.P. OF TOWING UNITS	25c. MAXIMUM SIZE OF TOW WITH TOW-BOAT(S) 374 54
	0	1	1			25d. (Describe in Block 44.) <input checked="" type="checkbox"/> PUSHING AHEAD <input type="checkbox"/> TOWING ASTERN <input type="checkbox"/> TOWING ALONGSIDE <input type="checkbox"/> MORE THAN ONE TOW-BOAT ON TOW
SECTION II. BARGE INFORMATION						
26. Name 501		26a. Official Number 1144509		26b. Type Tank	26c. Length 297'	26d. Gross Tons 1617
26f. Year Built 2003	26g. <input type="checkbox"/> SINGLE SKIN <input checked="" type="checkbox"/> DOUBLE	26h. Draft FWD 7'-0" AFT 7'-0"		26e. USCG Certificate of Inspection Issued at: Miami, FL		
				28i. Operating Company Coastal Tug & Barge, Inc.		
26j. Damage Amount BARGE <u>none</u> CARGO <u>none</u> OTHER <u>unk</u>			26k. Describe Damage to Barge Scrapes and missing paint along doubler plate at turn of bilge in area appx. 38' L x 13' W			

SECTION III. PERSONNEL ACCIDENT INFORMATION			
27. Person Involved <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE <input type="checkbox"/> DEAD <input type="checkbox"/> INJURED <input type="checkbox"/> MISSING		27a. Name (Last, First, Middle Name) <hr/> 27b. Address (City, State, Zip Code)	
28. Birth Date		29. Telephone No.	30. Job Position
			27c. Status <input type="checkbox"/> Crew <input type="checkbox"/> Passenger <input type="checkbox"/> Other
31. (Check here if off duty) <input type="checkbox"/>			
32. Employer - (if different from Block 18, fill in Name, Address, Telephone No.)			
33. Person's Time		34. Industry of Employer (Towing, Fishing, Shipping, Crew Supply, Drilling, etc.)	
A. IN THIS INDUSTRY -		YEAR(S)	MONTH(S)
B. WITH THIS COMPANY -		_____	_____
C. IN PRESENT JOB OR POSITION -		_____	_____
D. ON PRESENT VESSEL/FACILITY -		_____	_____
E. HOURS ON DUTY WHEN ACCIDENT OCCURRED -		_____	_____
		35. Was the Injured Person Incapacitated 72 Hours or More?	
		36. Date of Death	
37. Activity of Person at Time of Accident			
38. Specific Location of Accident on Vessel/Facility			
39. Type of Accident (Fall, Caught between, etc.)		40. Resulting Injury (Cut, Bruise, Fracture, Burn, etc.)	
41. Part of Body Injured		42. Equipment Involved in Accident	
43. Specific Object, Part of the Equipment in block 42., or Substance (Chemical, Solvent, etc.) that directly produced the injury.			
SECTION IV. DESCRIPTION OF CASUALTY			
44. Describe how accident occurred, damage, information on alcohol/drug involvement and recommendations for corrective safety measures. (See instructions and attach additional sheets if necessary).			
Please see attached sheet.			
45. Witness (Name, Address, Telephone No.)			
46. Witness (Name, Address, Telephone No.)			
SECTION V. PERSON MAKING THIS REPORT			47c. Title
47. Name (PRINT) (Last, First, Middle)		47b. Address (City, State, Zip Code)	Mgr. Reg. Comp.
47a. Signature		1020 Port Blvd., Ste. 2, Miami, FL 33132	47d. Telephone No. 305-579-5013
			47e. Date 11/20/2007
FOR COAST GUARD USE ONLY			REPORTING OFFICE:
MISLE Incident Investigation Activity Data Entry:		MISLE Incident Investigation Activity Number (if applicable)	
<input type="checkbox"/> NONE <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> DATA COLLECTION		<input type="checkbox"/> INFORMAL <input type="checkbox"/> FORMAL	
Serious Marine Incident <input type="checkbox"/> Yes <input type="checkbox"/> No	INVESTIGATOR (Name)	DATE	APPROVED BY (Name)
Major Marine Casualty <input type="checkbox"/> Yes <input type="checkbox"/> No			DATE

CG-2692

SECTION IV. DESCRIPTION OF CASUALTY

At approximately 0500 on 17 November 2007 the towing vessel Coastal St. Marks and barge 501 departed the Port of Miami bound for the FPL power plant at Turkey Point. Barge 501 is 297 feet long and has a beam of 54 feet, and was carrying No. 6 fuel oil, with drafts of 7' forward and aft.

The weather was clear, visibility good and winds out of the ENE at approximately 15k. Low tide that morning would occur at 1018 followed by high tide at 1550 that afternoon. The route for this trip after leaving the Port of Miami is to proceed in a generally southerly direction down Biscayne Bay to a point south of Featherbed Bank and thence to the Turkey Point channel, which runs in a generally southwesterly direction, leading to the power plant dock. The channel leading into the Turkey Point power plant is approximately 3 miles long by 100' wide and is marked by privately maintained floating aids to navigation.

At approximately 0945, while proceeding through the Turkey Point channel at 4.6 knots and in the vicinity of charted buoys 15 and 16, the towing vessel Master observed the port bow of the barge rise up. He immediately stopped his engines, recognizing that the port bow had pushed up on the bank on the port side (green side) of the channel. The towing vessel master attempted to back off the port bank under his own power but could not. The Master of the St. Marks stated that the sun caused a glare on the water, which made it difficult for him to see the buoys in the channel, and this was the reason the port bow went aground beyond the port side edge of the channel.

At 1010 the towing vessel Master notified the Coastal Dispatch Office and the Operations Manager that he was aground in position 25-27.2 N / 080-18.3 W. The Operations Manager reported the grounding to USCG Sector Miami at approximately 1015. The towing vessel crew deployed barge 501's oil spill-boom around the barge, opened the void spaces to check for ingress of water, gauged the cargo tanks to determine whether any cargo had been lost, and took drafts around the barge. The crew continued to make frequent inspections of the voids, cargo tanks and surrounding water for any evidence of oil or sheen.

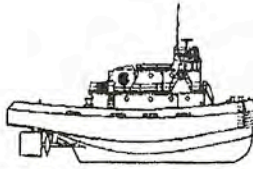
An Incident Command Center was established at Coastal's Miami office by 1100 and manned by the Director, Operations Manager and Regulatory Compliance Manager. The towing vessel Coastal Pensacola was ordered to get underway from Port Everglades for Turkey Point in order to provide assistance towing. Coastal's Qualified Individual, Greg Pound, was notified of the incident and briefed on the emergency response efforts. Coastal notified its OSRO, National Response Corporation to inform them of the incident in the event those resources would be needed. Coastal contacted Seahorse Diving and directed them to send a dive team to Turkey Point in order to inspect the underside of the barge for damage.

Coastal then contacted Towboat U.S., who agreed to provide two small pushboat-type towing vessels to respond to the scene in order to help push the bow of 501 back into the navigable channel. The towing vessels Diablo and Big Joe were on scene by 1345.

The Master of the St. Marks positioned the Diablo on the port bow of 501 and the Big Joe on the starboard quarter of the St. Marks, both boats pushing ahead easy. The 501 moved easily back into the navigable channel, and was underway at 1412. The two small towing vessels accompanied the St. Marks and 501 as the tow proceeded into the berth at the power plant. St. Marks and 501 were all fast at the plant at 1450. Divers from Seahorse Diving inspected the underside of 501 and reported that there was scraping and missing paint down to bare metal along the doubler plate at the turn of the bilge, in an area approximately 38' L x 13' W. Weld seams were in good condition with no undercutting found. The USCG permitted the 501 to proceed with cargo operations.

The Master of the St. Marks was interviewed at the Turkey Point power plant dock by USCG personnel and then by an investigator from the National Park Service. After these personnel had departed the vessel, the Master was instructed to take a saliva-swab alcohol test utilizing On-Site test kits, kept aboard the towing vessel in the event of a Serious Marine Incident. The test was witnessed by a crewmember and was [REDACTED] for the presence of alcohol. Upon the tug and tow's return to Miami the next morning, November 18, the Master of the St. Marks reported to the Port of Miami Medical Clinic at approximately 1100 where a full chemical test for alcohol and dangerous drugs was conducted. See 2692 B and attached statement.

Attachments: (1) Statement of Capt. [REDACTED]
(2) Field Report by Seahorse Diving, Inc.



**COASTAL TUG & BARGE, INC.
1020 PORT BLVD SUITE 2
MIAMI, FL. 33132**

Date and Time: 11/20/2007 4:13 PM

Pages Sent: 9 incl Coversheet

Name of Recipient: USCG INVESTIGATIONS - P/O [REDACTED]

Company of Recipient: USCG SECTOR MIAMI

Complete Address:

Fax Number: 305-535-8731 / [REDACTED]

Name of Sender: [REDACTED] Regulatory Compliance Manager / CSO

Phone Number: [REDACTED] Cell. [REDACTED]

Fax Number: 305-371-3041

Comments: 2692 & 2692-B - IMPORTANT -

Dear Sirs or Madams:

Please see attached 2692 and 2692 B re grounding of barge 501 on 11/17/2007 in the Turkey Point channel. Please do not hesitate to call if you have any questions or require any further information.

Respectfully submitted,
COASTAL TUG & BARGE, INC.,



Manager, Regulatory Compliance / CSO

U.S. DEPARTMENT OF HOMELAND SECURITY U.S. COAST GUARD CG-2692B (04-06)	REPORT OF REQUIRED CHEMICAL DRUG AND ALCOHOL TESTING FOLLOWING A SERIOUS MARINE INCIDENT <i>(See Instructions on reverse)</i>	APPROVED OMB NO. 1626-0001 Expiration Date: 08/31/2008 USCG MISLE ACTIVITY NUMBER	
SECTION I—VESSEL INFORMATION			
1. Name of vessel 501	2. Official Number 1144509	3. Call Sign n/a	4. Nationality U.S.
5. Vessel Type (Freight, Towing, Fishing, MODU, etc.) Double hull tank barge	6. Length 297'	7. Gross Tons 1617	8. Year Built 2003
9. Operating Company Name: Coastal Tug & Barge, Inc. Address: 1020 Port Blvd., Ste. 2, Miami, FL 33132 Telephone Number: 305-579-5013		10. Master or Person in Charge Name: [REDACTED] Address: [REDACTED] Telephone Number: [REDACTED]	
SECTION II—INCIDENT INFORMATION			
11. Type of Serious Marine Incident (Check Appropriate Box(es)). (See Instructions on Reverse)			
<input type="checkbox"/> a. Death (Append to Form CG-2692) <input type="checkbox"/> b. Injury requiring medical treatment (Append to Form CG-2692) <input type="checkbox"/> c. Property damage in excess of \$100,000 (Append to Form CG-2692) <input type="checkbox"/> d. Loss of inspected vessel (Append to Form CG-2692)		<input type="checkbox"/> e. Loss of uninspected, self-propelled vessel of over 100 gross tons (Append to Form CG-2692) <input type="checkbox"/> f. Discharge of oil of 10,000 gallons or more into U.S. waters <input type="checkbox"/> g. Discharge of a reportable quantity of hazardous substance into U.S. waters <input type="checkbox"/> h. Release of a reportable quantity of hazardous substance into U.S. environment	
OTHER - Grounding [REDACTED]			
12. Date of Incident 11/17/2007	13. Time (local) of Incident 0945	14. Location of Incident (Latitude and Longitude or River and Milepost) Lat. 25-27.2 N, Long. 080-18.3 W, Turkey Pt. channel	
SECTION III—PERSONNEL / TESTING INFORMATION			
15. Personnel Directly Involved In Serious Marine Incident		16. Drug and Alcohol Testing (See Instructions on reverse)	
15a. Name (Last, First, Middle Initial)	15b. Licensing/Certification (Check Appropriate Box(es)) USCG License USCG MMD USCG Neither	16a. Drug Test Urine Specimen provided within 32 hours? YES NO	16b. Alcohol Test Specimen provided within 2 hours? YES NO
[REDACTED]	<input checked="" type="checkbox"/> License <input type="checkbox"/> MMD <input type="checkbox"/> Neither	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
[REDACTED]	<input type="checkbox"/> License <input type="checkbox"/> MMD <input type="checkbox"/> Neither	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO
[REDACTED]	<input type="checkbox"/> License <input type="checkbox"/> MMD <input type="checkbox"/> Neither	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO
[REDACTED]	<input type="checkbox"/> License <input type="checkbox"/> MMD <input type="checkbox"/> Neither	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO
[REDACTED]	<input type="checkbox"/> License <input type="checkbox"/> MMD <input type="checkbox"/> Neither	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO
17. SAMHSA Accredited Laboratory Conducting Chemical Drug Tests Name: Clinical Reference Laboratory Address: 8433 Quivira Rd., Lenexa, KS 66100 Telephone Number: 800-445-6917 or 913-492-3652		18. Laboratory conducting blood alcohol test(s) or individual conducting saliva or breath alcohol test(s) Name: [REDACTED] Address: [REDACTED] Telephone Number: [REDACTED]	
19. Person Making This Report (Please Print) Name: [REDACTED] Address: 1020 Port Blvd., Ste. 2, Miami, FL 33132 Telephone Number: 305-579-5013		20. Signature [REDACTED] Title: Manager, Regulatory Compliance	
		21. Date 11/20/2007	
22. Remarks (See Instructions on Reverse) Please see attached sheet.			

CG-2692-B
22. REMARKS

The duties of the individual listed in box 15a, [REDACTED] is that of towing vessel Master. Capt. [REDACTED] was conning the tow Coastal St. Marks and barge 501 through the Turkey Point power plant channel at the time of the grounding. The towing vessel Master is responsible for the movement and navigation of the tug and tow, and is responsible for the safe operation of the vessel(s) at all times.

The towing vessels in the Coastal Tug & Barge fleet carry alcohol test kits, which analyze a saliva sample to test for the presence of alcohol. The kits are called On-Site and are manufactured by Varian. They are from lot no. 0170704A, expiration date 2008-05.

Capt. [REDACTED] alcohol test was conducted as soon as was safe and practicable after the grounding. In the immediate aftermath of the grounding the towing vessel Master was actively engaged in emergency response efforts, including deployment of spill boom, gauging tanks, taking soundings, inspecting void spaces and otherwise ensuring the seaworthiness of the tow. He was then in charge of directing assistance towing efforts to push the grounded barge back into the navigable channel, and responsible for directing the tug and tow safely to the dock thereafter. Once at the dock, the Master was coordinating with diving teams who inspected the bottom of the barge for damage, and was then interviewed by USCG and National Park Service personnel.

At 1730 November 17, following the departure of USCG and Park Service personnel, Capt. [REDACTED] was instructed to provide a saliva sample for the alcohol test, which test was witnessed by crewmember Kyle Lochstampfor. The saliva sample resulted in a [REDACTED] indication for the presence of alcohol. The test kit actually used is in the custody of Coastal Tug & Barge, Inc.

Upon the return of the St. Marks and barge 501 to Miami, at 1100 November 18, Capt. [REDACTED] reported to the Port of Miami Medical Clinic where he provided a urine specimen for testing in accordance with DOT and USCG regulations.

Coastal Tug & Barge, Inc., will not receive the results of the urine test. The results will be reported to Human Resources personnel of our parent company, TransMontaigne, Inc., in Denver, Colorado. For information on chemical test results from this incident, please contact Ms. [REDACTED] at [REDACTED] or Ms. [REDACTED] at [REDACTED]

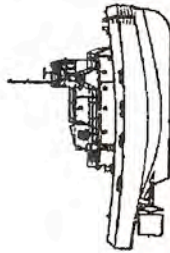
TRANSMISSION REPORT

(TUE) NOV 20 2007 16:12

User /Account : [REDACTED]
DESTINATION : [REDACTED]
ADDRESS : [REDACTED]@transmontaigne.com

DOCUMENT# : 7500000-244
TIME STORED : NOV 20 16:11
TX START : NOV 20 16:11
DURATION : 30sec
COM. MODE : PC-M

PAGES : 9page
RESULT : OK



COASTAL TUG & BARGE, INC.
1020 PORT BLVD SUITE 2
MIAMI, FL. 33132

Date and Time: 11/20/2007 4:13 PM Pages Sent: 9 incl Coversheet

Name of Recipient: USCG INVESTIGATIONS

Company of Recipient: USCG SECTOR MIAMI

Complete Address:

Fax Number: 305-535-8731

10/17/07.

WHILE INBOUND TURKEY POINT channel pushing barge C-501 (LOADED), WEATHER condition were good, sun shine wind. ENE about 15+ mph. THE SUN WAS SHINING on the water which made a reflection and hard to make out the buoys. THE PORT BOW of the C-501 went aground on the south side of the channel.

1. SPEED WAS 4.6 KTS.
2. GPS WAS ON.
3. RADAR WAS WORKING OK.
4. COMPUTER connected into to G.P.S.
5. V.H.F RADIOS (3ea. channel. 13, 16, 29A)

EQUIPMENT in use

THE way I know I was aground was I SAW the port bow of the barge rise. After knowing I was aground. I tried to back off but could not. I then call the office &

The grounding happen at low tide @ about 9:50 to 10:00 AM. THE tide was on its way into flooding.

Home
cell



SEAHORSE DIVING, INC.

Tel: (954) 584-9660

Fax: (954) 321-8960

E-mail: seahors1@gate.net

P.O. Box 1 • Dania, Florida 33004

FIELD REPORT

Job #	5231
Customer P.O. #	
Vessel	COASTAL ST. MARKS
Port	TURKEY POINT
Date	NOV 17/2007

To CAPTAIN

WORK PERFORMED

AN INSPECTION WAS MADE OF THE BARGE HULL. ~~WAS~~ THERE IS A 38' L x 13' W DAMAGE ON BOW. SCRAPING AND MISSING PAINT DOWN TO BARE METAL WAS FOUND ON DOUBLER PLATE AT TURN OF THE BIDGE. A FEW SHALLOW INDENTS OF LESS THAN 1/4" WERE FOUND. ALL WELD SEAMS ARE GOOD WITH NO UNDER CUTTING FOUND. PHOTOS WERE TAKEN BUT VISIBILITY WAS POOR.



COPIES TO _____

SIGNATURE _____

TAVNER ME



TRANSMONTAIGNE INC.
Company Name and Address

2001

Revised

BARGE LOADING REPORT FISHER ISLAND

DATE: 11/16/07

TURKEY POINT

BARGE 501

LOAD# 106

TANKS	GAUGES	GROSS BBLs	TEMP	API	FACTOR	NET BBLs	UNIT	TOTAL
113	19-8-13/16	62589.72	105.2	8.4	9832	61538.21	G/B	17445.02
	26-10-3/4	48124.70	104.4	8.9	9834	47348.44	N/B	14189.77
		48147.70					G/B	14442.02
							N/B	
							G/B	
							N/B	
							G/B	
							N/B	
							G/B	
							N/B	
		TOTAL AMOUNT G/B						
COMPART	GAUGE	BBLs IN BARGE	COMP	GAUGE	BBLs IN BARGE	TOTAL AMOUNT G/B		
1 PORT	0-0-0	4.09	1 PORT	7-2-3/4	1203.98	LOADED	N/B	
1 STAR	0-0-0	4.09	1 STAR	9-2-1/4	1212.24	DRAFT BEFORE		
2 PORT	0-0-0	4.06	2 PORT	8-6-1/2	1231.19	FWR	AFT	1'6" 2'3"
2 STAR	0-0-0	4.06	2 STAR	8-9-0	1240.16	DRAFT AFTER		
3 PORT	0-0-0	4.2	3 PORT	7-2-1/4	1649.43	FWR	AFT	7'0" 7'0"
3 STAR	0-0-0	4.2	3 STAR	7-3-0	1632.49	BARGE ARRIVED:		
4 PORT	0-0-0	5.81	4 PORT	7-2-3/4	1589.30	GAUGE / CORRECT		0753
4 STAR	0-0-0	5.81	4 STAR	7-9-1/2	1482.65	PUMP ON:		0805
5 PORT	0-1-0	15.16	5 PORT	7-7-1/4	1564.67	PUMP OFF:		1110
5 STAR	0-0-1/2	9.31	5 STAR	7-4-1/4	1564.07	GAUGE & RELEASE		1745
6 PORT	0-0-0	5.12	6 PORT	8-0-0	5.12	BARGE DEPART:		1145
6 STAR	0-0-0	5.12	6 STAR	8-0-0	5.12	HOSE WATCH:		
TOTAL BARRELS BEFORE		71.03	TOTAL BARRELS AFTER			TANKERMAN:		AYEV
						PUMPMAN:		Campe
						CHECKED BY:		



COASTAL TUG & BARGE, INC.
1020 PORT BLVD. SUITE 2 MIAMI, FL 33132

FACSIMILE TRANSMITTAL SHEET

TO: P/O [REDACTED]	FROM: [REDACTED]
COMPANY: J	DATE:
FAX NUMBER:	TOTAL NO. OF PAGES INCLUDING COVER:
PHONE NUMBER:	SENDER'S NUMBER: [REDACTED]
RE: Barge 501	SENDER'S FAX NUMBER: 305-371-3041

URGENT FOR REVIEW PLEASE COMMENT PLEASE REPLY PLEASE RECYCLE

NOTES/COMMENTS:





November 27, 2007

USCG Sector Miami
100 MacArthur Causeway
Miami, FL 33139
Attn: PO [REDACTED]
Via Facsimile: 305-535-8740

RE: Grounding of Barge 501 – 17 November 2007 – Damage Estimate

Dear Sirs or Madams:

Coastal Tug & Barge, Inc., has been asked by the USCG to submit a letter containing an estimate for the dollar amount of damages to barge 501 as a result of her grounding in the Turkey Point channel on 17 November 2007.

After an underwater survey of the hull and visual inspection of the void spaces by USCG personnel, no structural or shell plate damage was found. Therefore, we have determined that the damage assessment for this barge is valued at \$0.00 (zero dollars).

Respectfully submitted,

[REDACTED] GE, INC.

Manager, Regulatory Compliance

[REDACTED]
[REDACTED]@transmontaigne.com

Coastal Tug & Barge, Inc.

PO BOX 012560 • MIAMI FL 33101-2560 • 305/579-5013 • FAX 305/371-3041



**COASTAL TUG & BARGE, INC.
1020 PORT BLVD SUITE 2
MIAMI, FL. 33132**

Date and Time: 11/27/2007 11:45 AM

Pages Sent: 2 incl Coversheet

Name of Recipient: USCG Sector Miami

Company of Recipient: ATTN: Petty Officer [REDACTED]

Complete Address:

Fax Number: 305-535-8740

Name of Sender: [REDACTED] Regulatory Compliance Manager / CSO

Phone Number: [REDACTED] **Cell:** [REDACTED]

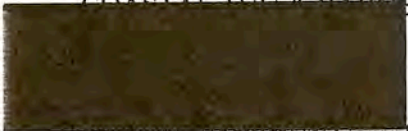
Fax Number: 305-371-3041

Comments:

Dear Ms. [REDACTED]

Please see attached.

Thank you,
COASTAL TUG & BARGE, INC.,



Manager, Regulatory Compliance