

Incident Investigation

M/T Overseas Boston

9/8/14

Incident Type: Pilot Ladder Accident/Injury at Port Angeles Pilot Boarding Area, WA

Vessel: M/T Overseas Boston

Vessel Type: Oil/Chemical Carrier

Flag:	USA
LOA:	600.9 ft
Beam:	105.6 ft
Gross Tonnage:	29242 GRT
Water Draft Forward:	21.42 ft
Water Draft Aft:	28.08 ft



Pilot: Captain John K. Ward, johnward@pspilots.org
Reported by: Captain John K. Ward, State License #168
Activity: Climbing Pilot Ladder
Time of Incident: 20140908 1003 Local time (PDT)
Location: Port Angeles Pilot Boarding Area, WA

Ship Owner / Parent Company: **OSG Ship Management, Inc.**
Two Harbour Place
302 Knights Run Avenue
Suite 1200
Tampa, FL 33602
Telephone +1 813 209 0600
Fax + 1 813 221 2769

Ship Contact, Representative: Pat Callahan
Ship Superintendent, OSG Tampa
(813) 209-0662
pcallahan@osg.com

Spill: None

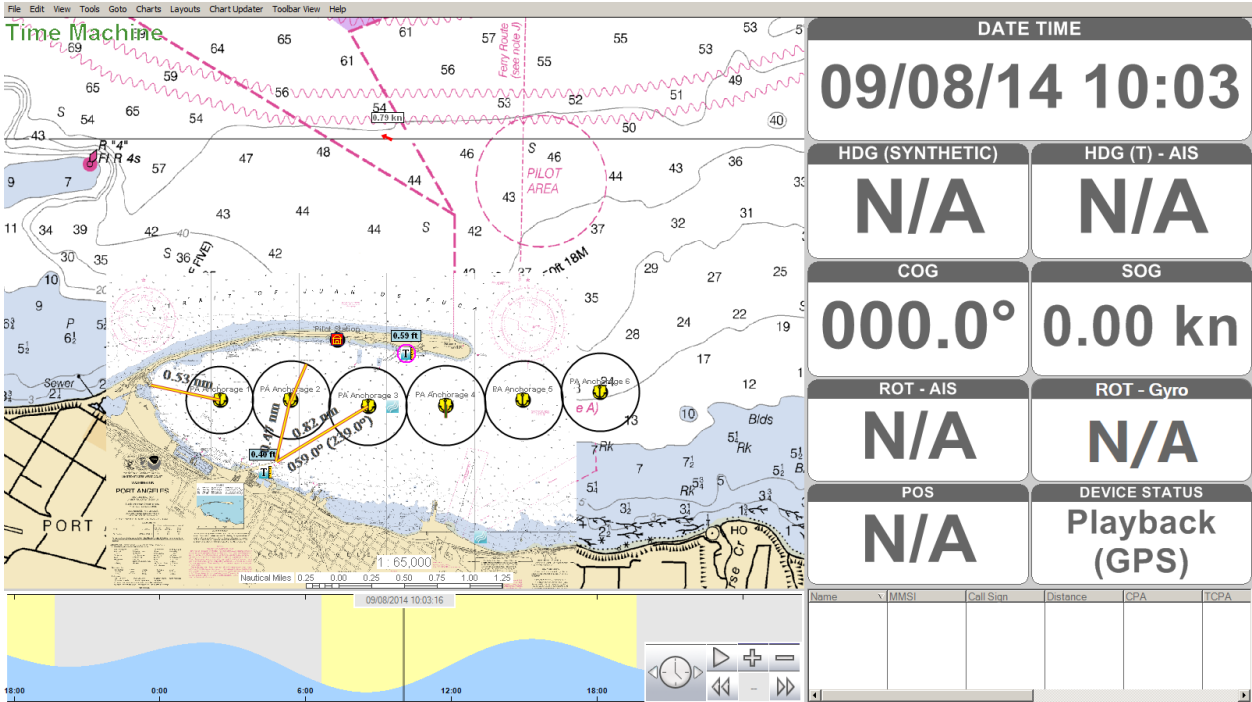
Damage to Vessel None

Injury to Pilot Concussion, staples to scalp

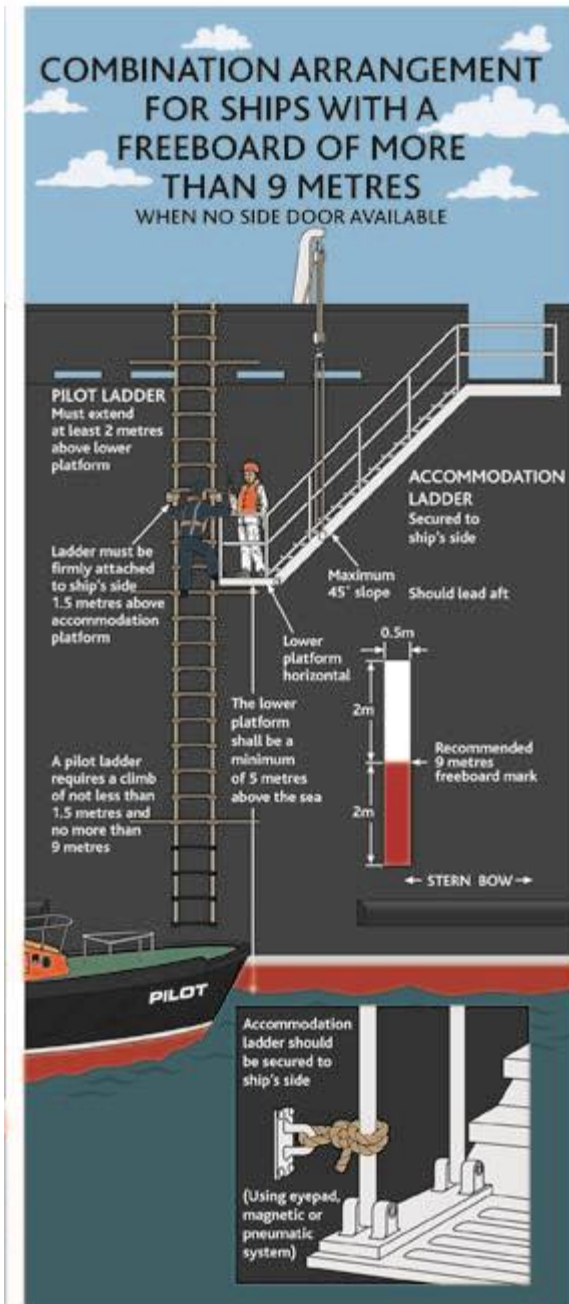
USCG Investigating Division LT Paul R. Schachtner
Tel: (206) 217-6254
paul.r.schachtner@uscg.mil

Description of Incident:

The M/T Overseas Boston arrived at the Port Angeles pilot boarding area north of Ediz Hook the morning of September 8, 2014 intending to embark a pilot, then proceed into Port Angeles Harbor. There she would discharge 31,000 barrels of Decant to a barge.



Overseas Boston was rigged with a combination set-up with an accommodation ladder and pilot ladder as required when vessel freeboard exceeds 9 meters similar to the sketch below:



Her assigned pilot was Capt. John K. Ward. Capt. Ward boarded the pilot boat at the pilot station on Ediz Hook and headed out to meet the inbound vessel. When the pilot boat was alongside the Overseas Boston, Capt. Ward headed out to the bow of the pilot boat and stepped onto the pilot ladder at 1003 local time.

He climbed two rungs up the ladder when he felt it drop a few inches. As he looked upward he was struck in the head by a falling metal object. He managed to step back

onto the pilot boat bleeding profusely and was assisted into the cabin by the boat's deckhand. The pilot boat returned to the station and arranged delivery of Capt. Ward to the local Port Angeles hospital.

The pilot boat returned to the Overseas Boston with replacement pilot Capt. Eric Von Brandenfels who boarded at 1042 and proceeded into anchorage at Port Angeles Harbor.

The object that struck Capt. Ward was a pilot ladder anchor magnet assembly manufactured by PTR Holland. The device that struck Capt. Ward landed on the pilot boat and was hauled up to ship's main deck by a quick release/retrieval line that was already attached to the device. The device is photographed below:



I examined the device aboard Overseas Boston with the vessel's Chief Mate. We had no accurate scale available on deck, but we both hefted the device and estimated the device as modified to weigh approximately 10-12 pounds. Eyewitness accounts from the pilot boat crew estimated the device fell 5 to 8 feet before striking Capt. Ward on

the head.

Environmental Conditions

Environmental conditions were a nonfactor in the incident. It occurred on a clear day during daylight, with wind less than 10 knots on the lee side of the ship, with slight seas.

Analysis/Findings of Cause:

Here is a photograph of the device as it is delivered from the manufacturer:



It is designed and intended to be used as a paired set mounted one device on each side of the pilot ladder. The attachment point is to be 1.5 meters above the bottom platform of the accommodation ladder in accordance with SOLAS Regulation V/23 and IMO Resolution A.1045 (27) as described in the sketch above. The link below leads to the manufacturer's video demonstrating intended usage:

<https://www.youtube.com/watch?v=1gQseNVJeJE>

Aboard Overseas Boston, practice was to use a single device to anchor the pilot ladder, so that instead of 6 magnets locking the ladder in place only 3 magnets on a single device were used. That single device was modified aboard ship with the installation of a stainless steel crossmember to straddle two rungs of the pilot ladder. A quick release line was attached that led from the device up to the main deck of the vessel. Another metal piece appears to have been welded on as can be seen in the photo below of the modifications made aboard Overseas Boston.



The other half of the pair had been rigged to act as an anchor for the base of the accommodation ladder. So instead of 6 magnets (3 on each side of the pilot ladder locking the ladder in place, the crew of Overseas Boston used only 3 magnets in one device, thereby reducing holding capacity to 50% of the manufacturer's intended usage. Then, the one device used on the pilot ladder was further modified with a stainless steel crossmember adding both weight and a point of leverage to break the magnetic hold of the device, further reducing holding capacity to some unknown point, but certainly less than 50% of the manufacturer's design.

This investigator has boarded two sister ships, Overseas Nikiski and Overseas Martinez, since the original incident and has noted that the devices are no longer

being used to attach the pilot ladder to the side of the ship. Coast Guard Investigating Officer, LT Paul Schachtner confirmed that the OSG Ship Superintendent, Mr. Pat Callahan, issued an order to stop using the modified devices and to return them to their original configuration.

Contact with other pilot districts revealed two other instances where the device broke free from OSG vessels and struck a pilot in Prince William Sound, and missed another pilot in San Francisco Bay. It is this investigator's opinion that OSG vessels have modified and misused the devices in a manner not intended by the manufacturer of these pilot ladder anchor magnets leading to the injury sustained by Capt. John K. Ward.

Signature of Investigator:

Edmund Marmol
10/12/2014

Appendices

1. Ship's Particulars and Pilot Card
2. Vessel Logbook Entries
3. SOLAS and IMO Required Boarding Arrangements
4. Report of Marine Casualty, CG-2692
5. Master's Statement, Overseas Boston
6. Pilot Boat Crew Statements
7. Pilot's Report of Incident

1. Ship's Particulars and Pilot Card

M/T OVERSEAS BOSTON

VESSEL'S PARTICULARS

OFFICIAL #: 1207239 CALL SIGN: WJBU PORT OF REGISTRY: WILMINGTON, DE
IMO #: 9353565 YEAR BUILT: 2009 BUILT IN PHILADELPHIA, PA. AT AKER
FLAG: USA PHILADELPHIA SHIPYARD
FLEET 77 INMARSAT #: 764871166 FLEET 33 #: 764871170
Sat C: 436901176 SN: 3561-1944

CLASS BUREAU: ABS ISM/ISO CERTIFIED: ABS P&I CLUB: North
USCG/ABS: OIL/CHEMICAL CARRIER (ACP)
CREW: 21 OTHERS: 10 TOTAL: 32

GROSS TONNAGE:	29,242 MT	L.O.A.	183.20 m
NET TONNAGE:	11,926 MT	L.B.P.	174.0 m
INTERNATIONAL G.T.	29,242 MT	REGISTERED LENGTH:	175.55 m
PANAMA CANAL G.T.	97,546.67 m3 (# _____)	BREADTH:	32.20 m
PANAMA CANAL N.T.	24,280 MT	MOULDED DEPTH:	18.8 m
SUEZ CANAL G.T.	30,653.62 MT		
SUEZ CANAL N.T.	25,777.84 MT		

<u>FREEBOARD MARKS</u>	<u>DRAFTS</u>	<u>DWT</u>	<u>DISPLACEMENT</u>	<u>FREEBOARD</u>
WINTER	11.962 m	45,583.3 MT	54,917.3 MT	6866 mm
SUMMER	12.216 m	46,911.0 MT	56,245.0 MT	6612 mm
TROPICAL	12.470 m	48,243.5 MT	57,577.5 MT	6358 mm
FRESH	12.485 m	48,322.3 MT	57,656.3 MT	6343 mm
TROPICAL FRESH	12.739 m	49,654.8 MT	58,988.8 MT	6086 mm
LIGHT SHIP DRAFTS	2.3612 m	9,334 MT		

NORMAL BALLAST DRAFTS WITH ALL SEG. BALLAST: 7M Fore and 8 M Aft

MAX DRAFTS FOR PANAMA CANAL TRANSIT 39'-06" TFW (Subject to ACP review)
T.P.C. 52.28 @ 12.216 m; T.P.C. 47.85 @ 8.0 m; T.P.C. 42.94 @ 2.36 m

VARIOUS DISTANCES:

BRIDGE WING TO BOW	: 148.97 METERS	488.62 FT
BRIDGE WING TO STERN	: 32.24 METERS	112.31 FT
HOUSE TO MID-MANIFOLD	: 56.70 METERS	185.98 FT
MID-MANIFOLD TO BOW	: 92.27 METERS	302.64 FT
FIRST MANIFOLD CONN. TO BOW	: 81.67 METERS	
LAST MANIFOLD CONN. TO STERN	: 46.1 METERS	
FACE OF MANIFOLD TO SHIPS SIDE	: 5.10 METERS (Without Reducer)	
C/L TO C/L OF MANIFOLDS Forward to Aft:	: 21.2 METERS	
MANIFOLD ABOVE KEEL	: 20.9 METERS	
DECK TO CENTER LINE OF MANIFOLD	: 2.1 METERS	

SPEED LOADED 14.46 KTS. SPEED IN BALLAST 15.49 KTS.

MAIN ENGINE:

MAN B&W 6S50MC Mk 6 SLOW SPEED DIESEL 11,640 HP @122 RPM DIRECT REV.
MAX. STARTS (AIR) 19 RIGHT HANDED PROPELLER SINGLE RUDDER

CARGO TANKS (12) 98% CAPACITY: 51593.2 M3 EPOXY COATED TANKS
SLOP TANKS (2) 98% CAPACITY: 1139.4 M3
12 MAIN FRAMO HYDRAULIC CARGO PUMPS. 6 SEGREGATIONS OF CARGO & I.G.

CARGO LINES: 300 mm with 12" standard ANSI Header Connections
BUNKER LINE: 150 mm WITH 6" Standard ANSI Header Connections
MGO/MDO Line: 100 mm with 4" Standard ANSI Headers Connections.

MSWORD/VESSEL PARTICULARS (REV.1 02/21/2009)

PILOT CARD

Draught	6.53 Meter Fwd	8.55 Meter Aft	7.54 Meter Mean
	21.4 Feet Fwd	28.1 Feet Aft	24.7 Feet Mean

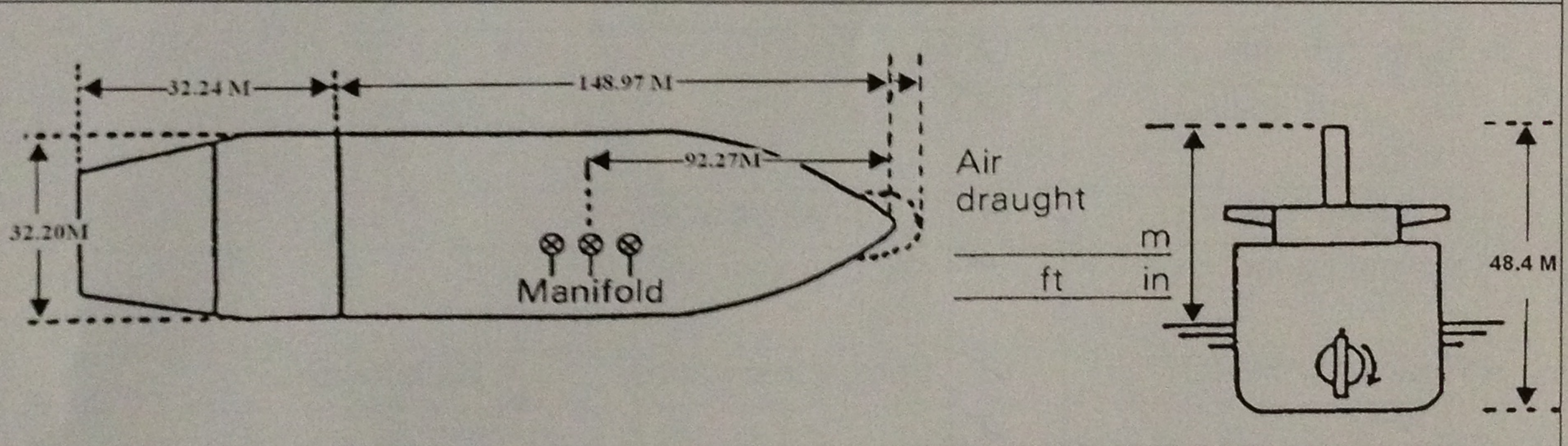
Vessel: OVERSEAS BOSTON	Call Sign: WJBU	IMO #: 9353565	Year built: 2008
Gross Tonnage 29,242 M/T Deadweight: 46,817 M/T Displacement: 32,390 M/T Present Deadweight: 22,965 M/T			
Length overall: 183.21 m Breadth: 32.2 m Air Draught : 40.25m (132'1") Bulbous bow: YES			
Port 12 shackles, Starboard 12 shackles, (1 shackle = 27.4 mtrs or 15 Fathoms) Bollard Pull: 46 Tons; 200 T CL aft			

Under Keel Clearance Table (calculations as per company guidelines)

Deep Draft	8.55 Meters		Datum	21.95 Meters
Speed	2 Kts	6 Kts	10 Kts	12 Kts
Squat in mtrs	0.03 Meters	0.28 Meters	0.77 Meters	1.11 Meters
FWA	0.00 Meters	0.00 Meters	0.00 Meters	0.00 Meters
Max Draft	8.58 Meters	8.83 Meters	9.32 Meters	9.66 Meters
UKC	13.37 Meters	13.12 Meters	12.63 Meters	12.29 Meters
Tide @ 0842 low	-0.10 Meters			
Min UKC with tide in Meters	13.27 Meters	13.02 Meters	12.53 Meters	12.19 Meters
Min UKC with tide in Feet	43.54 Feet	42.72 Feet	41.11 Feet	39.99 Feet

The Master has verified a safe Under Keel Clearance of all phases of the intended passage.

The pilot has verified a safe Under Keel Clearance of all phases of the intended passage



Company's UKC Policy

DEEP DRAFT	Ocean Passages (20%)=	1.71 Meter UKC	5.61 Feet UKC
8.55 Meter Aft	Fairways (15%)=	1.28 Meter UKC	4.21 Feet UKC
28.04 Feet Aft	Canals/In Ports (10%)=	0.86 Meter UKC	2.80 Feet UKC

Less than 10% conduct Risk Assessments and inform the Managing Office

Steering

Rudders: 1	Type: Semi-Balanced Spade	Maximum Angle: 30 degrees
Yime Hardover to Hardover: 27 sec		Rudder Andle for Neutral Effect: 0 degrees
Propellers: 1	Direction of Turn: right hand	Controllable Pitch: no
Thruster: none	Bow Power: NA kW/HP	Stern Power: NA kW/HP
Steering Idiosyncracies: none		

Engine

Type of engine: B&W MAN Slow Speed Diesel Maximum power: 11,640 HP 8,683 kW			
	Rpm/pitch	Speed (knots)	
		Loaded	Ballast
Full ahead	105	12.65 (Knts)	13.82 (Knts)
Half ahead	85	10.24 (Knts)	11.19 (Knts)
Slow ahead	70	8.44 (Knts)	9.22 (Knts)
Dead slow ahead	40	6.03 (Knts)	6.59 (Knts)
Dead slow astern	40	Minimum RPM = 32 rpm	
Slow astern	70		
Half astern	85		
Full astern	105		
Engine critical rpm	52-64	Max No of consecutive starts	19 starts
Time Full ahead to full astern	1606 (sec)	Time limit astern	None (min)

Equipment Checked and Ready for Use

Anchors	<input checked="" type="checkbox"/>	Cleared away	YES
Whistle	<input checked="" type="checkbox"/>		
Flags	<input checked="" type="checkbox"/>		
X-Band Radar	<input checked="" type="checkbox"/>	ARPA	YES
S-Band Radar	<input checked="" type="checkbox"/>	ARPA	YES
Speed log	<input checked="" type="checkbox"/>	Water	Single axis
Echo Sounder	<input checked="" type="checkbox"/>		
Electronic position-fixing	<input checked="" type="checkbox"/>	Type	DGPS
Compass system	<input checked="" type="checkbox"/>	Gyro compass error	
Steering gear	<input checked="" type="checkbox"/>	No. of power units in use	1
Rudder/RPM/ROT	<input checked="" type="checkbox"/>	Engine telegraphs	Satisfactory
VHF	<input checked="" type="checkbox"/>		
Mooring winches & lines	<input checked="" type="checkbox"/>	Max Bollard Pull	200 Tons
An entry in QR-LOG-02 Deck Log Book shall be made attesting to the fact that this checklist has been satisfactorily completed. Any equipment operational defects found should also be entered to Deck Log Book & technical managing Fleet shall be advised.			

M May
Master

Paul May
O.O.W.

[Signature]
Pilot

Port: Port Angeles, WA
Date: 9/8/14

2. Vessel Logbook Entries

HRS	COURSE BY GYRO COMPASS	GYRO ERROR	COURSE BY STANDARD COMPASS	VARIATION	DEVIATION STANDARD COMPASS	TOTAL ERROR STANDARD COMPASS	AVERAGE R.P.M.	DIRECTION AND VELOCITY OF WIND	WEATHER	STATE OF SEA	BARO-METER	TEMPERATURE		LOOKOUT	HELMSMAN	REMARKS (WATCH OFFICER TO INITIAL LAST LINE OF HIS REMARKS)		
												AIR	WATER					
1	032		019														BOSM-15/056154	
2	032		019														0801 VSL UNDERWAY BOUND FOR PORT ANGELES, LADEN W/ DEANT. PROCEEDING AT FULL SEA SPEED 121 RPM. BOWAS IN AUTO. HAND/NEU STEERING MODES TESTED. RADARS IN CONTINUOUS OPERATION	
3	032		019														CHECKED VIA P-MONITOR 3LM 15.5' 10LM 15.3'. 0400 HAND/NEU STEERING MODES TESTED. RADARS	
4	020		008					NW4	BC	C.L	1011.2	57/57					CHECKED VIA P-MONITOR 3LM 15.5' 10LM 15.3'. 0436 C/L 052 PSC/041 PSC. 0448 C/L 090 P/L/041 PSC. SOUNDING FOG SIGNAL FOR RESTRICTED VIS. 0530 VSL IN EASY MOTION, TRANSITING STRAITS OF JUAN DE FUCA. RESTRICTED VIS DUE TO FOG, SOUNDING SIGNAL. BWC "A" WATCH RELIEVED AIP L-BRG-02 - <i>for</i>	
A.M. 12 TO 4 WATCH WATCH OFFICER <i>for</i>																		
5	090		074														0550 C/L TO 115.0 PSC/096.0 PSC. 0634 DECK SPACES CHECKED FOR H.S., NONE DETECTED. 0800 VSL INBND IN STRAIT OF JUAN DE FUCA. GOOD VISIBILITY. WATCH CONDITION "A" RELIEVED	
6	115		096															
7	115		096															
8	118		098					NW3	BC	C	1011.2	55/55						
A.M. 4 TO 8 WATCH WATCH OFFICER <i>for</i> (04-0530) <i>for</i> (0530-0800)																		
9	090		073															
10	VARY PER MASTER																	0802 C/L 090 P/L/072 PSC. ANCHORS CLEARED. 0830 HIGH LEVEL ALARMS TESTED.
11	VARY PER MASTER																	0854 LPD. 0918 BALLAST CHECKED. NO VISIBL. CAPT @ CON, START BWC "A". 0930 ARRIVAL PORT ANGELES - NOR TENDERED. 0900 HAND/NEU STEERING MODES TESTED. RADARS CHECKED
12	VARY PER PILOT SEWAGE @ <i>for</i>																	VIA P-MONITOR 3LM 15.5' 10LM 15.3'. 1000 VSL IN EASY MOTION, GOOD VIS. BWC "A" WATCH RELIEVED AIP L-BRG-02. - <i>for</i> PM

ARRIVAL POSITION AND DATA											
LATITUDE	LONGITUDE	DISTANCE		SPEED	SLIP %	RUNNING TIME	TOTAL TIME			TOTAL DISTANCE	DISTANCE TO GO
		OBSERVED	ENGINE				D.	HR.	MIN.		
49° 12' 9" S	123° 32' 5" E	299.0	316.4	13.9	5.5	21 30	03	10	30	1182.3	<i>for</i>

TIME ZONE AND CHANGES IN TIME				VOYAGE AVERAGE SPEED	LSD/MGO DAY	FUEL DATA IN MT	
ARRIVAL	DEPARTURE	HR	MIN			TOTAL USED	REMAINING
		09	30	14.3	27.8/2.0	95.7/14.5	688.1/158.2
POINT USED EOTZ HOOK 0127° @ 7.5NM							

P.M. 12 TO 4 WATCH WATCH OFFICER <i>for</i>																		
13																	1003 PILOT BOARDED STOPPED MAGNET FAILURE PILOT INJURED JOHN WARD 1042 PILOT ON BOARD CAPT VON BRANNENFELS 1048 MASTER/PILOT EXCHANGE PILOT HAS CON 1106	
14																	TUG "BRIAN S" FAST FWD 1118 CONDITION OF ANCHORS AND WINDLASS CHECKED PER 3.1.1 1148 ANCHOR FETCHED FEVE SHOT IN WATER 1154 TUG "BRIAN S" AWAY FEATHERED W/ ENGINES 1200 VSL AT ANCHOR GOOD VIS BWC "B" WATCH RELIEVED PER L-BRG-02 - <i>for</i> PM	
15																	1212 FIRST LWE FROM BARGE "DUGAN PEARSON" AND TUG "MILLENNIUM STAR" PORT SIDE. 1230 BARGE ALL FAST. LAUNCH "SEALTH ARROW" ALONGSIDE WITH 2 GAUGERS AND 1 TENSOR RED. 1236 LAUNCH AWAY. 1248 COMMENCE GAUGING. 1254 HOSE CONNECTED #5 HEADER. 1312 COMPLETE GAUGING. COMMENCE CALCS AND PAPERWORK. 1314 COMPLETE CALCS AND PAPERWORK. 1400 COMMENCE	
16	SEWAGE @ RA FUDGE																	PRE-TRANSFER CONFERENCE. 1410 NOR ACCEPTED. 1430 COMPLETE PRE-TRANSFER CONFERENCE
P.M. 4 TO 8 WATCH WATCH OFFICER <i>for</i> (1430-1730)																		
17																	1442 COMMENCE 1436 TEST EMERGENCY CARGO DUMP TRUCK. ALL SAT. 1442 COMMENCE DISCHARGE	
18																	DECANT. 1730 VSL SEWAGE AT ANCHOR. CONTINUE DISCHARGING DECANT. POUNDS MADE. 2052 W CHECKED FREQUENTLY. WATCH RELIEVED PER L-BRIDG-02. <i>for</i>	
19																	1730 K. BUCHHOLZ ASSUMES WATCH. VESSEL ANCHORED IN PORT ANGELES, WA. ON PORT ANCHOR W/ 5 SHOTS IN THE WATER BWC-A. 1909 ENGINE ROOM MANNED	
20																		
P.M. 8 TO 12 WATCH WATCH OFFICER																		

DRAFTS	SALINITY	CORRECTION CM AND INCHES	RADAR DATA UMS			
			ARRIVING MTRS / FEET	SAILING MTRS / FEET	AMIDSHIPS MTRS / FEET	
FORWARD	1.025		0600 ER MANNED 0710UMS 0756 OR MANNED			
AFT			1206UMS 1300 ER MANNED 1634UMS			
MEAN						

FROM LONG BEACH, CA

TOWARDS PORT ANGELES, WA

DATE 08 SEP 2014

TEMPERATURE		LOOKOUT	HELMSMAN
AIR	WATER		
		HAYDEN	
1/57		↓	

REMARKS
(WATCH OFFICER TO INITIAL LAST LINE OF HIS REMARKS)

BOSH-15/056154
0001 VSL UNDERWAY BOUND FOR PORT ANGELES, LADEN W/ DECANT. PROCEEDING AT FULL SEA SPEED 121 RPM. BNWAS IN AUTO. HAND/NEU STEERING MODES TESTED. RADARS IN CONTINUOUS OPERATION CHECKED VIA P-MONITOR 3M 15.5' 10M 15.3'. 0400 HAND/NEU STEERING MODES TESTED. RADARS CHECKED VIA P-MONITOR 3M 15.5' 10M 15.3'. 0436 C/L 052 RC/041 PSC. 0448 C/L 090 PL/041 PSC. SOUNDING FOG SIGNAL FOR RESTRICTED VIS. 0530 VSL IN EASY MOTION, TRANSITING STRAITS OF JUAN DE FUCA. RESTRICTED VIS DUE TO FOG, SOUNDING SIGNAL. BWC "A" WATCH RELIEVED AIP L-BRG-02 - *AT 128*

		HAYDEN	
		BOOLE	
55/55		↓	

0500 VSL INBOUND IN STRAIT OF JUAN DE FUCA. GOOD VISIBILITY. WATCH CONDITION 'A' RELIEVED

1/58 (04-0530)		1/58 (0530-07)	
		HAYDEN	
		HAYDEN	
		MOSEMAN	MOHAMMED
51/58		MOSEMAN	MOHAMMED

0700 L-BRIDGE-02. *ALL A*
0812 C/L 090 PL/072 P/L ANCHORS CLEARED. 0830 HIGH LEVEL ALARMS TESTED. 0854 LPD. 0918 BALLAST CHECKED. NO VISIBLE. CAPT @ COV, START BWC "B". 0930 ARRIVAL PORT ANGELES - NOR TENDERED. *LE 0900 HAND/NEU STEERING MODES TESTED. RADARS CHECKED VIA P-MONITOR 3M 15.5' 10M 15.3'. 1000 VSL IN EASY MOTION. GOOD VIS. BWC "B". WATCH RELIEVED AIP L-BRG-02. - *AT PM*

TOTAL TIME			TOTAL DISTANCE	DISTANCE TO GO
D.	HR.	MIN.	1422.5	0
03	10	30		

1003 PILOT BOARDED STOPPED MAGNET FAILURE PILOT INJURED JOHN WARD 1043 PILOT ON BOARD CAPT VON BRANDENFELS 1048 MASTER/PILOT EXCHANGE PILOT HAI COV 1106 TUG "BRIAN S" FAST FWD 1118 CONDITION OF ANCHORS AND WINDLASS CHECKED PER 311 1148 ANCHOR FETCHED FIVE SHOTS IN WATER 1154 TUG "BRIAN S" AWAY FINISHED W/

LSE RANGE	FUEL DATA IN WT	
	TOTAL USED	REMAINING
225/20	95.7/4.5	688.1/158.2

ENGINES 1200 VSL AT ANCHOR GOOD VIS BWC "B" WATCH RELIEVED PER L-BRG-02 - *PM 128*
*LE 1142 ANCHOR LET GO PM
1212 FIRST LIVE TORN BARGE "DUGAN PEARSON" AND TUG "MILWAUKEE" PORT SIDE. 1230 BARGE ALL FAST. LAUNCH DEATH ARROW TONGSIDE WITH 2 SAUGERS AND 3 TENDERS. 1236 LAUNCH AWAY. 1245 COMMENCE BARGING. 1254 HOSE CONNECTED BY HENDER. 1258 COMPLETE BARGING. COMMENCE CALS AND PIPEWORK. 104 COMPLETE CALS AND PIPEWORK. 1300 COMMENCE

PRE-TRANSFER CONFERENCE. 1310 NOT ACCEPTED. 1320 COMPLETE PRE-TRANSFER CONFERENCE		
1336 TEST EMERGENCY CARGO DUMP TEST. ALL SAT. 1342 COMMENCE DISCHARGE DEANT. 1350 VSL SEWAGE AT ANCHOR. CONTINUE DISCHARGING DEANT. POUND MISC. BOWL		
CHECKED FREQUENTLY. WATCH RELIEVED PER L-BRIDGE-02. <i>ALL</i>		

1350 KUCHNOLZ ASSUMES WATCH. VESSEL ANCHORED IN PORT ANGELES WA ON PORT ANCHOR W/ 5 SHOTS IN THE WATER BWC "A". 1400 ENGINE ROOM SHOWN

1/59 (08-10) 1/59 (10-12)

DATE 9/4/14 LEAVING LONG BEACH, CA
 VOYAGE BOS 14-13/022 134 ARRIVING _____
 DRAFT: FWD 7.2m AFT 8.2m MEAN 7.7

SIGNAL	TIME	REMARKS
	2112	VSL DEBOOMED STEERING GEAR MASTER/PILOT EXCHANGE TESTED
	2112	TUG 'BOB FRANCO' FAST AFT
	2118	TUG 'JOHN QUELL' FAST FWD
SRE	2124	ENGINE ROLLED AHEAD/ASTERN OVER
	2124	LAST LINE
<u>LD</u>	2128	
<u>L</u>	2131	
<u>LD</u>	2133	
<u>L</u>	2147	
	2154	TUG "JOHN QUELL" AWAY
<u>D</u>	2212	TUG "BOB FRANCO" AWAY
<u>L</u>	2215	PILOT AWAY
<u>LL</u>	2218	TURNS FOR 12 KN
	2242	ANCHORS SECURE PT FERREN Ø358 4.2NM
	2300	DEP LONG BEACH L 33-38.2N Ø 118-17.4W TRACK PILOT
	2300	

SIGNED Pat May

CONVENTIONAL SIGNS TO BE USED IN LOGGING ENGINE ROOM BELLS

- Stand by engines SBE Half Ahead X
- Dead Slow Ahead D Full Ahead X Stop X
- Slow Ahead ✓ Emergency Full Ahead X
- Dead Slow Astern D Full Astern X
- Slow Astern ✓ Emergency Full Ahead X
- Half Astern X Finished with engine FWE

DATE 09/07/2014 LEAVING _____
 VOYAGE BOS 14-13/022 134 ARRIVING PORT ANGELES, WA
 DRAFT: FWD 6.33m AFT 8.33m MEAN 7.34m

SIGNAL	TIME	REMARKS
	1730	LP ↓
<u>L</u>	1805	
<u>✓</u>	1810	
<u>LD</u>	1815	
<u>X</u>	1820	HAND STEERING
<u>LD</u>	1822	
<u>X</u>	1823	
<u>LD</u>	1824	ASTERN TEST
<u>✓</u>	1829	
<u>✓</u>	1834	
	1836	STEERING GEAR TEST
<u>LL</u>	1839	
	1844	LP ↑
	7/8/14 0854	LP ↓
	0930	ARRIVAL L 48-12.9 1400R Ø 127 PORT ANGELES M 123-32.5 Ø 7.3
<u>L</u>	0955	
	1003	PILOT BOARDING STOPPED - MAGNET FAILURE
<u>✓</u>	1005	PILOT INSURED JOHN WARD
<u>LD</u>	1006	

SIGNED Pat May

CONVENTIONAL SIGNS TO BE USED IN LOGGING ENGINE ROOM BELLS

- Stand by engines SBE Half Ahead X
- Dead Slow Ahead D Full Ahead X Stop X
- Slow Ahead ✓ Emergency Full Ahead X
- Dead Slow Astern D Full Astern X
- Slow Astern ✓ Emergency Full Ahead X
- Half Astern X Finished with engine FWE

3. SOLAS and IMO Required Boarding Arrangements

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

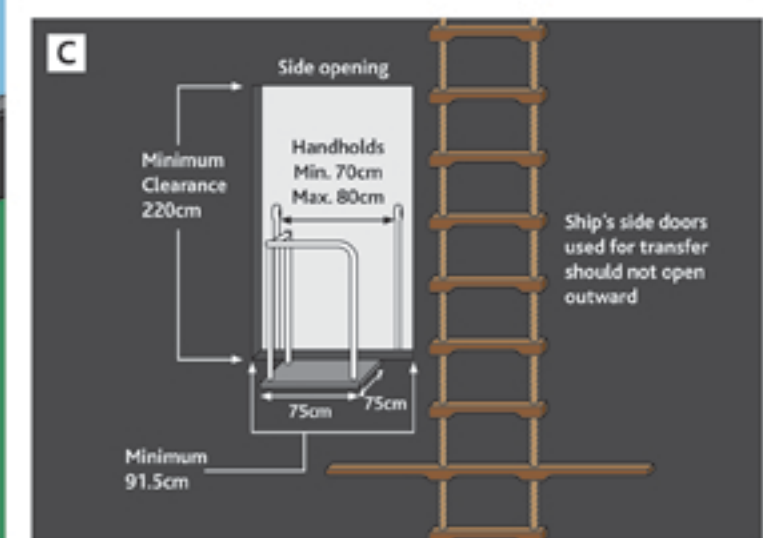
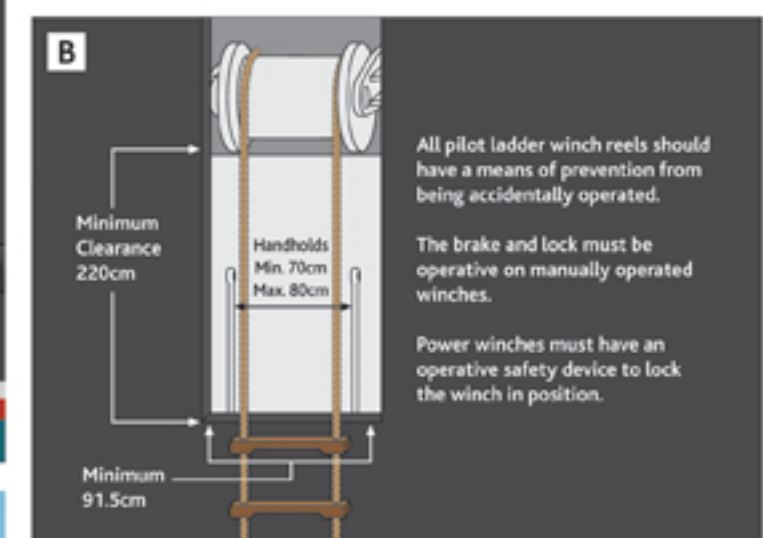
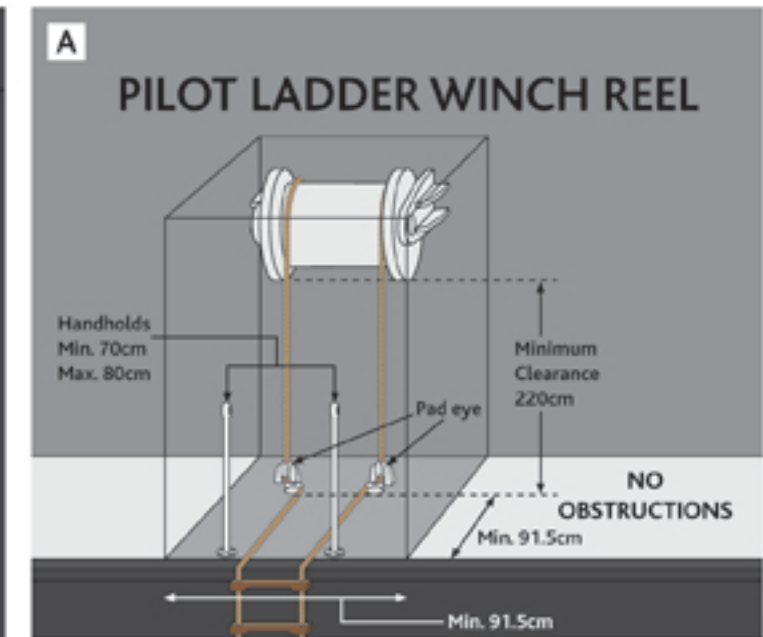
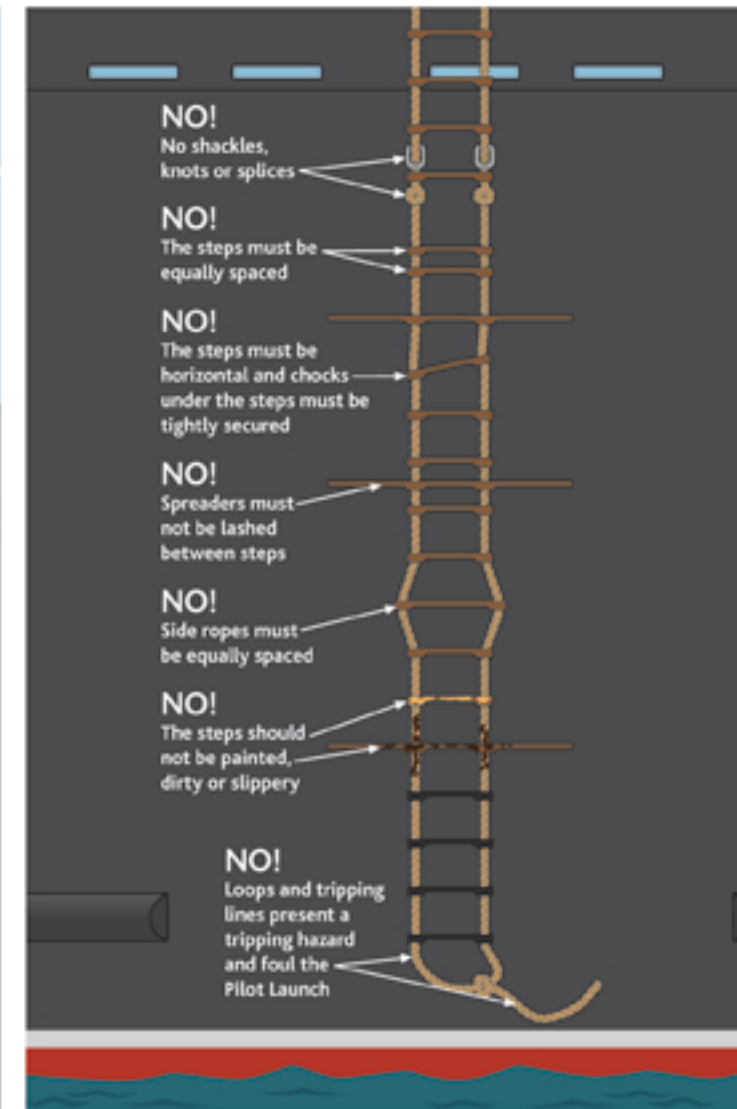
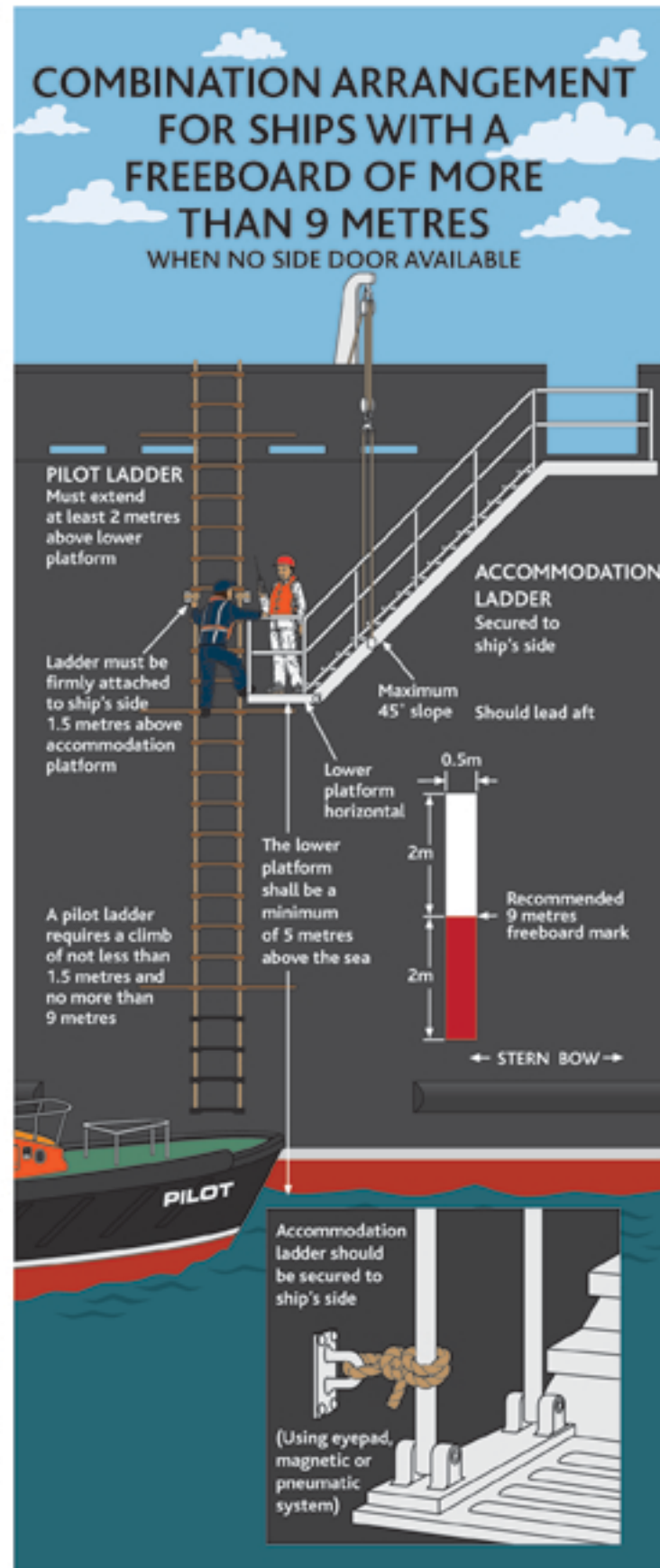
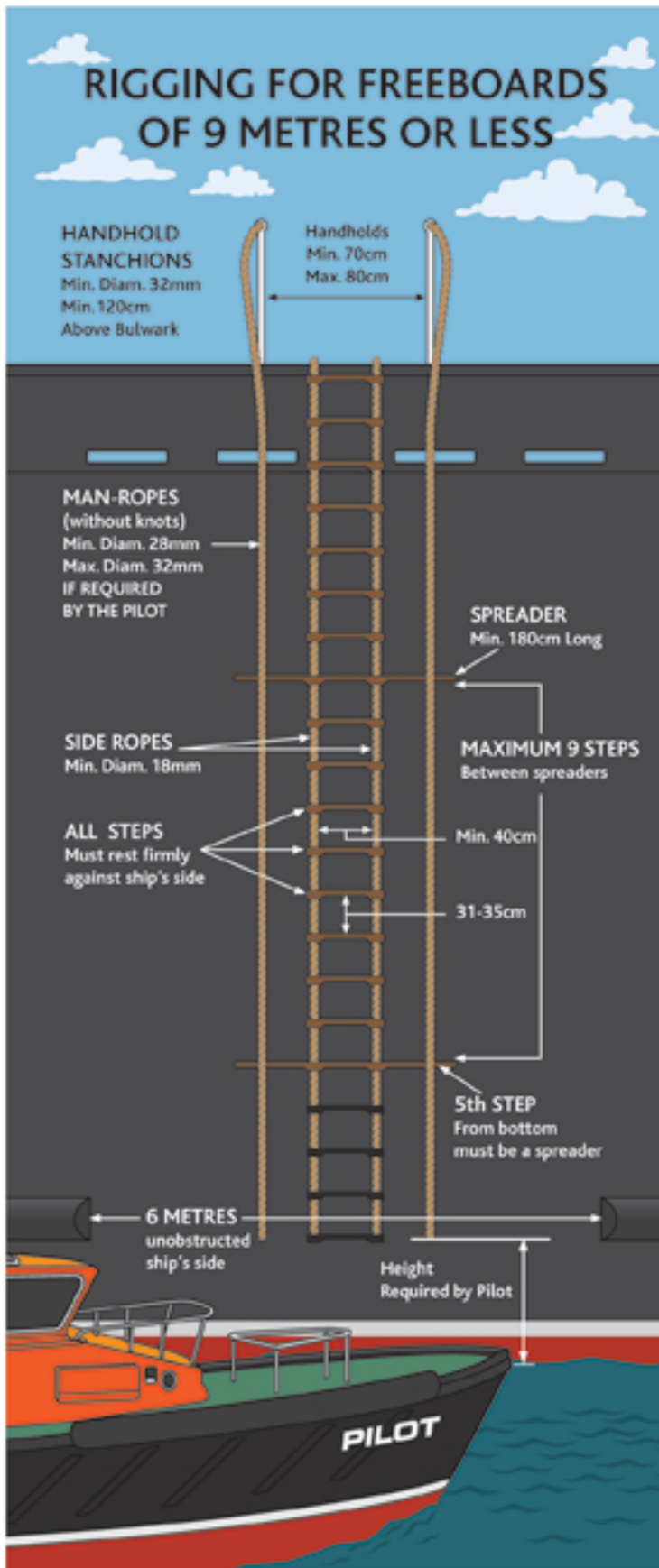


In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org

This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>



4. Report of Marine Casualty, CG-2692

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard
REPORT OF MARINE CASUALTY

SECTION I. GENERAL INFORMATION

1. Name of Vessel or Facility MT OVERSEAS BOSTON		2. Official No. 1207239		3. Nationality USA		4. Call Sign WJBW		5. USCG Certificate of Inspection issued at: BALBOA, PANAMA			
6. Type (Towing, Freight, Fish, Drill, etc.) TANK SHIP		7. Length 183.2M		8. Gross Tons 29,242		9. Year Built 2009		10. Propulsion (Steam, diesel, gas, turbine...) Diesel			
11. Hull Material (Steel, Wood...) Steel		12. Draft (Ft. - in.) FWD 21'05" AFT. 28'01"		13. If Vessel Classed, By Whom: (ABS, LLOYDS, DNV, BV, etc.) ABS		14. Date (of occurrence) 9/8/2014		15. TIME (Local) 1003			
16. Location (See Instruction No. 10A) Inbound Port Angeles, Washington to anchor						17. Estimated Loss of Damage TO: VESSEL 0 CARGO 0 OTHER 0					
18. Name, Address & Telephone No. of Operating Co. OSG Ship Management, Inc.; Two Harbour Place; 302 Knights Run Ave. - Suite 1200; Tampa, FL 33602 Phone: (813) 209-0600											
19. Name of Master or Person in Charge Allen J. May			USCG License <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			20. Name of Pilot Von Brandenfels			USCG License <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO State License <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
19a. Home or Work Street Address (City, State, Zip Code) 3328Cobbs, PHarbor, FL34684			19b. Home or Work Telephone No. 727-403-9187			20a. Home or Work Street Address (City, State, Zip Code) Unknown			20b. Home or Work Telephone No. Unknown		

21. Casualty Elements (Check as many as needed and explain in Block 44.)

NO. OF PERSONS ON BOARD <u>21 Total</u>	<input type="checkbox"/> FLOODING; SWAMPING WITHOUT SINKING	<input type="checkbox"/> FIREFIGHTING OR EMERGENCY EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.)
<input type="checkbox"/> DEATH - HOW MANY? _____	<input type="checkbox"/> CAPSIZING (with or without sinking)	<input type="checkbox"/> LIFESAIVING EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.)
<input type="checkbox"/> MISSING - HOW MANY? _____	<input type="checkbox"/> FOUNDERING OR SINKING	<input type="checkbox"/> BLOW OUT (Petroleum exporation/production)
<input checked="" type="checkbox"/> INJURED - HOW MANY? <u>1 not crew</u>	<input type="checkbox"/> HEAVY WEATHER DAMAGE	<input type="checkbox"/> ALCOHOL INVOLVEMENT (Describe in Block 44.)
<input type="checkbox"/> HAZARDOUS MATERIAL RELEASED OR INVOLVED (Identify Substance and amount in Block 44.)	<input type="checkbox"/> FIRE	<input type="checkbox"/> DRUG INVOLVEMENT (Describe in Block 44.)
<input type="checkbox"/> OIL SPILL - ESTIMATE AMOUNT: _____	<input type="checkbox"/> EXPLOSION	<input type="checkbox"/> OTHER (Specify) _____
<input type="checkbox"/> CARGO CONTAINER LOST/DAMAGED	<input type="checkbox"/> COMMERCIAL DIVING CASUALTY	
<input type="checkbox"/> COLLISION (Identify other vessel or object in Block 44.)	<input type="checkbox"/> ICE DAMAGE	
<input type="checkbox"/> GROUNDING <input type="checkbox"/> WAKE DAMAGE	<input type="checkbox"/> DAMAGE TO AIDS TO NAVIGATION	
	<input type="checkbox"/> STEERING FAILURE	
	<input checked="" type="checkbox"/> MACHINERY OR EQUIPMENT FAILURE	
	<input type="checkbox"/> ELECTRICAL FAILURE	
	<input type="checkbox"/> STRUCTURAL FAILURE	

22. Conditions

A. Sea or River Conditions (wave height, river stage, etc.) slight	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) <u>8</u>	F. AIR TEMPERATURE (F) <u>60F</u>	G. WIND SPEED & DIRECTION <u>10 NW</u>	H. CURRENT SPEED & DIRECTION <u>1.2 295</u>
---	---	--	---	--	-----------------------------------	--	---

23. Navigation Information

<input type="checkbox"/> MOORED, DOCKED OR FIXED	<input type="checkbox"/> ANCHORED <input checked="" type="checkbox"/> UNDERWAY OR DRIFTING	SPEED AND COURSE SPEED <u>8</u> COURSE <u>070</u>	24. Last Port Where Bound <u>Long Beach, CA</u>	24a. Time and Date of Departure <u>2300 8/4/14</u>
--	--	---	--	---

25. Towing Information

FOR TOWING ONLY	25a. NUMBER OF VESSELS TOWED			25b. TOTAL H.P. OF TOWING UNITS	25c. MAXIMUM SIZE OF TOW WITH TOW-BOAT(S)		25d. (Describe in Block 44.) <input type="checkbox"/> PUSHING AHEAD <input type="checkbox"/> TOWING ASTERN <input type="checkbox"/> TOWING ALONGSIDE <input type="checkbox"/> MORE THAN ONE TOW-BOAT ON TOW
	Empty	Loaded	Total		Length	Width	

SECTION II. BARGE INFORMATION

26. Name		26a. Official Number		26b. Type		26c. Length		26d. Gross Tons		26e. USCG Certificate of Inspection Issued at:	
26f. Year Built		26g. <input type="checkbox"/> SINGLE SKIN <input type="checkbox"/> DOUBLE		26h. Draft FWD AFT		26i. Operating Company					
26j. Damage Amount BARGE _____ CARGO _____ OTHER _____				26k. Describe Damage to Barge							

SECTION III. PERSONNEL ACCIDENT INFORMATION			
27. Person Involved <input checked="" type="checkbox"/> MALE or <input type="checkbox"/> FEMALE <input type="checkbox"/> DEAD <input checked="" type="checkbox"/> INJURED <input type="checkbox"/> MISSING	27a. Name (Last, First, Middle Name) Ward, John 27b. Address (City, State, Zip Code) Unknown	27c. Status <input type="checkbox"/> Crew <input type="checkbox"/> Passenger <input checked="" type="checkbox"/> Other	
28. Birth Date unknown	29. Telephone No. Unknown	30. Job Position Pilot	31. (Check here if off duty) <input type="checkbox"/>
32. Employer - (if different from Block 18, fill in Name, Address, Telephone No.) Washington State Pilots - no information on work history			
33. Person's Time		34. Industry of Employer (Towing, Fishing, Shipping, Crew Supply, Drilling, etc.) Shipping	
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? Unknown	
		36. Date of Death n/a	
37. Activity of Person at Time of Accident Boarding vessel from pilot board			
38. Specific Location of Accident on Vessel/Facility Port Angeles pilot boarding station			
39. Type of Accident (Fall, Caught between, etc.) Item falling on person		40. Resulting Injury (Cut, Bruise, Fracture, Burn, etc.) Cut to top of head	
41. Part of Body Injured Head		42. Equipment Involved in Accident Magnet securing pilot ladder	
43. Specific Object, Part of the Equipment in block 42., or Substance (Chemical, Solvent, etc.) that directly produced the Injury. Magnet disengaging from hull & falling from side of vessel onto pilot head			
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). The Overseas Boston was approaching the Port Angeles pilot station at 10 knots to pick up a pilot and proceed to anchor in Port Angeles harbor. On approach to the pilot station, the pilot boat ordered a 070 course to give a lee to the pilot boarding the vessel. The vessel was steadied on the 070 course with a speed about 8 knots when the pilot boat approached. A combination pilot ladder was set up on the starboard side with the pilot ladder approximately one meter above the water. Magnets were deployed as normal to hold the pilot ladder assembly to the hull. When the pilot John Ward was about two steps up, one of the magnets released and fell, striking the pilot on top of his head. The pilot; John Ward then stepped back down the 2 steps to the pilot boat. He walked back to the interior of the boat being assisted by the standby on the pilot boat. The pilot boat then departed the side of the vessel to take the injured pilot for medical evaluation. No Alcohol or drugs were involved with the incident. Investigation has started into the incident to find why this happened and what corrective measures need to be put into place to ensure this does not happen again.			
45. Witness to Casualty (Name, Address, Telephone No.) Allen May; master, 3328 Cobbs Drive; Palm Harbor, FL 34684 727-403-9187			
46. Witness to Casualty (Name, Address, Telephone No.) Matthew Riley; 3452 SE Court Dr.; Stuart, FL 34997 (772) 263-0279			
SECTION V. PERSON MAKING THIS REPORT			
47. Name (PRINT) (Last, First, Middle) May, Allen Joseph		47b. Address (City, State, Zip Code) 3328 Cobbs Drive Palm Harbor, FL 34684	
47a. Signature <i>Allen May</i>		47c. Title Master	
		47d. Telephone No. 727-403-9187	
		47e. Date 9/8/2014	
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 Major Marine Casualty <input type="checkbox"/> Yes <input type="checkbox"/> No	INVESTIGATOR (Name)	DATE	APPROVED BY (Name)
			DATE

DEPARTMENT OF HOMELAND SECURITY

OMB No. 1625-0042

U.S. Coast Guard

Expires: 01/31/2016

REPORT OF REQUIRED CHEMICAL DRUG AND ALCOHOL TESTING FOLLOWING A SERIOUS MARINE INCIDENT

(See Instructions on reverse)

SECTION I—VESSEL INFORMATION

1. Name of vessel OVERSEAS BOSTON		2. Official Number 1207239	3. Call Sign WJBU	4. Nationality USA
5. Vessel Type (Freight, Towing, Fishing, MODU, etc.) Tank Ship		6. Length 183.2m	7. Gross Tons 29,242	8. Year Built 2009
9. Operating Company Name: OSG Ship Management, Inc Address: Two Harbour Place; 302 Knights Run Ave. Suite 1200; Tampa FL 33602 Telephone Number: 813-209-0600		10. Master or Person in Charge Name: Allen J. May Address: 3328 Cobbs Drive Palm Harbor, FL 34684 Telephone Number: 727-403-9187		

SECTION II—INCIDENT INFORMATION

11. Type of Serious Marine Incident (Check Appropriate Box(es). (See Instructions on Reverse)

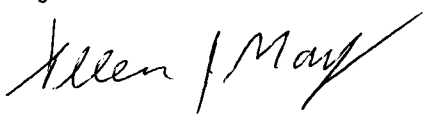
<input type="checkbox"/> a. Death (Append to Form CG-2692)	<input type="checkbox"/> e. Loss of uninspected, self-propelled vessel of over 100 gross tons (Append to Form CG-2692)
<input checked="" type="checkbox"/> b. Injury requiring medical treatment (Append to Form CG-2692)	<input type="checkbox"/> f. Discharge of oil of 10,000 gallons or more into U.S. waters
<input type="checkbox"/> c. Property damage in excess of \$100,000 (Append to Form CG-2692)	<input type="checkbox"/> g. Discharge of a reportable quantity of hazardous substance into U.S. waters
<input type="checkbox"/> d. Loss of inspected vessel (Append to Form CG-2692)	<input type="checkbox"/> h. Release of a reportable quantity of hazardous substance into U.S. environment

12. Date of Incident: 9/8/2014
13. Time (local) of Incident: 1003
14. Location of Incident (Latitude and Longitude or River and Milepost): Inbound Port Angeles, Washington to anchor

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			16a. Drug Test Urine Specimen provided within 32 hours?		16b. Alcohol Test Specimen provided within 2 hours?		16c. Alcohol Test Specimen Source			16d. Alcohol Test Results
	(Check Appropriate Box(es))			YES	NO	YES	NO	Saliva	Blood	Breath	
	USCG License	USCG MMD	Neither								
Allen J. May	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0.000
Matthew W. Riley	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0.000
Paul J. Moseman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0.000
Christopher J. Kicey	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0.000
Abdulataef F. Ali	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0.000

17. SAMHSA Accredited Laboratory Conducting Chemical Drug Tests Name: N/A Address: Telephone Number:	18. Laboratory conducting blood alcohol test(s) or individual conducting saliva or breath alcohol test(s) Name: Allen J. May Address: 3328 Cobbs Drive Palm Harbor, FL 34684 Telephone Number: 727-403-9187
---	--

19. Person Making This Report (Please Print) Name: Allen J. May Address: 3328 Cobbs Drive Palm Harbor, FL 34684 Telephone Number: 727-403-9187	20. Signature  Title: Master	21. Date 9/8/2014
---	--	----------------------

22. Remarks (See Instructions on Reverse)
Alcohol tests done approximately 3 hours after incident due to ship requirements. Tested include Master on bridge; chief mate, 3rd mate, Bosun and Ordinary Seaman at railing. This is for 5 or 6 tested.

DEPARTMENT OF HOMELAND SECURITY

U.S. Coast Guard

REPORT OF REQUIRED CHEMICAL DRUG AND ALCOHOL TESTING FOLLOWING A SERIOUS MARINE INCIDENT

(See Instructions on reverse)

OMB No. 1625-0001

Expires: 01/31/2016

SECTION I—VESSEL INFORMATION

1. Name of vessel OVERSEAS BOSTON		2. Official Number 1207239	3. Call Sign WJBU	4. Nationality USA
5. Vessel Type (Freight, Towing, Fishing, MODU, etc.) Tank Ship		6. Length 183.2m	7. Gross Tons 29,242	8. Year Built 2009
9. Operating Company Name: OSG Ship Management, Inc Address: Two Harbour Place; 302 Knights Run Ave. Suite 1200; Tampa FL 33602 Telephone Number: 813-209-0600		10. Master or Person in Charge Name: Allen J. May Address: 3328 Cobbs Drive Palm Harbor, FL 34684 Telephone Number: 727-403-9187		

SECTION II—INCIDENT INFORMATION

11. Type of Serious Marine Incident (Check Appropriate Box(es). (See Instructions on Reverse)

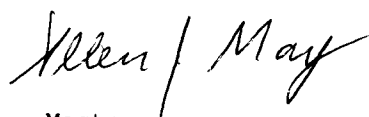
<input type="checkbox"/> a. Death (Append to Form CG-2692)	<input type="checkbox"/> e. Loss of uninspected, self-propelled vessel of over 100 gross tons (Append to Form CG-2692)
<input checked="" type="checkbox"/> b. Injury requiring medical treatment (Append to Form CG-2692)	<input type="checkbox"/> f. Discharge of oil of 10,000 gallons or more into U.S. waters
<input type="checkbox"/> c. Property damage in excess of \$100,000 (Append to Form CG-2692)	<input type="checkbox"/> g. Discharge of a reportable quantity of hazardous substance into U.S. waters
<input type="checkbox"/> d. Loss of inspected vessel (Append to Form CG-2692)	<input type="checkbox"/> h. Release of a reportable quantity of hazardous substance into U.S. environment

12. Date of Incident: 9/8/2014 13. Time (local) of Incident: 1003 14. Location of Incident (Latitude and Longitude or River and Milepost): Inbound Port Angeles, Washington to anchor

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			16a. Drug Test Urine Specimen provided within 32 hours?		16b. Alcohol Test Specimen provided within 2 hours?		16c. Alcohol Test Specimen Source			16d. Alcohol Test Results
	(Check Appropriate Box(es))			YES	NO	YES	NO	Saliva	Blood	Breath	
	USCG License	USCG MMD	Neither								
Romney Deocadio	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0.000
_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____

17. SAMHSA Accredited Laboratory Conducting Chemical Drug Tests Name: NA Address: Telephone Number:	18. Laboratory conducting blood alcohol test(s) or individual conducting saliva or breath alcohol test(s) Name: Allen J. May Address: 3328 Cobbs Drive Palm Harbor, FL 34684 Telephone Number: 727-403-9187
--	--

19. Person Making This Report (Please Print) Name: Allen J. May Address: 3328 Cobbs Drive Palm Harbor, FL 34684 Telephone Number: 727-403-9187	20. Signature  Title: Master	21. Date 9/8/2014
---	--	----------------------

22. Remarks (See Instructions on Reverse)
Alcohol tests done approximately 3 hours after incident due to ship requirements. Tested include Master on bridge; chief mate, 3rd mate, Bosun and Ordinary Seaman at railing. This is for 5 or 6 tested.

5. Master's Statement, Overseas Boston

Monday, September 8, 2014

Overseas Boston
Anchored Port Angeles harbor to lighter

Subject: Pilot injury during boarding at 1003 today.

The Overseas Boston was approaching the Port Angeles pilot station at 10 knots to pick up a pilot and proceed to anchor in the harbor to discharge 31,000 barrels of Decant to a barge.

On approach to the pilot station the pilot boat ordered a 070 course to give a lee to the pilot boarding the vessel. The vessel was steadied on the 070 course with a speed about 8 knots when the pilot boat approached.

A combination pilot ladder was set up on the starboard side with the pilot ladder approximately one meter above the water. Magnets were deployed as required to hold the pilot ladder assembly together and to the hull. The pilot John Ward stepped onto the pilot ladder from the pilot boat and went up about 2 steps before leaning back to test the ladder strength. It was about that time that the magnet let go from the hull and swung down on the line and struck the pilot on the head.

The pilot; John Ward then stepped back down the 2 steps to the pilot boat. He walked back to the interior of the boat being assisted by the standby on the pilot boat. The pilot boat then departed the side of the vessel to take the injured pilot for medical treatment. Pilot boat said they would return with another pilot when they could.

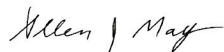
At 1042; pilot Brandenfels boarded the vessel and proceed to bring the vessel into the anchorage.

After anchoring and the pilot disembarked, the captain proceeded to conduct drug and alcohol tests on all involved. No trace of alcohol was found and urine specimens have been sent in for testing.

Notifications were made to OSG and Tesoro. The captain spoke with USCG Lt. Jessica Flennoy to update her with the investigation.

Investigation is on going at this time.

Regards,



Allen May
Master
Overseas Boston

6. Pilot Boat Crew Statements

PUGET SOUND PILOTS

INCIDENT/ACCIDENT REPORT

PURPOSE: TO REPORT (WITHIN 4 HOURS) ANY OCCURRENCE, INCIDENT OR ACCIDENT RESULTING IN PERSONAL INJURY AND/OR POSSIBLE OR ACTUAL DAMAGE TO EQUIPMENT OR STRUCTURES.

DATE: 09/08/2014 TIME: 10:05

WEATHER CONDITIONS (P. A. REPORTS ONLY): CLEAR / Light wind

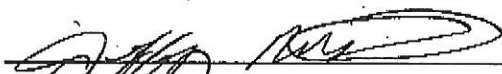
NATURE OF INJURY/DAMAGE: CAPT. I WARD RECEIVED A LACERATION TO THE HEAD.

DESCRIPTION OF CIRCUMSTANCES: WHILE CLIMBING THE PILOT LADDER OF THE 9/S Boston, AN IMPROPERLY RIGGED PILOT LADDER MAGNET BROKE LOOSE AND FELL, STRIKING CAPT. WARD ON THE HEAD.

WITNESS NAME(S): ANDY DREYER, JEFF RUSHION, JOHN WARD.

NOTIFICATION TO SUPERVISOR DATE: 09/08/2014 TIME: 13:15

OTHER INFORMATION: _____

SIGNATURE:  DATE: 09/08/2014

DISTRIBUTION: FAX (P. A. ONLY) - SEATTLE OFFICE (WITHIN 4 HOURS OF OCCURRENCE)
ORIGINAL - SEATTLE OFFICE
COPY - BOAT OR STATION MANAGER(S) (IF APPLICABLE)
COPY - FILE AT STATION (IF APPLICABLE)

PUGET SOUND PILOTS

INCIDENT/ACCIDENT REPORT

PURPOSE: TO REPORT (WITHIN 4 HOURS) ANY OCCURRENCE, INCIDENT OR ACCIDENT RESULTING IN PERSONAL INJURY AND/OR POSSIBLE OR ACTUAL DAMAGE TO EQUIPMENT OR STRUCTURES.

DATE: 09/08/2014 TIME: 10:05

WEATHER CONDITIONS (P. A. REPORTS ONLY): CLEAR VISIBILITY, LIGHT W WIND
< 5 K, LIGHT W WAVES.

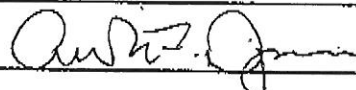
NATURE OF INJURY/DAMAGE: CAPT JOHN WARD RECIEVED LACERATION ON TOP
OF HIS HEAD.

DESCRIPTION OF CIRCUMSTANCES: CAPT WAJ BOARDED THE "O/S BOSTON" APPX
10:05. CAPT WAJ WAS BETWEEN THE 1ST AND 2ND RUNGS ON PILOT LADDER
WHEN THE LADDER RESTRAINT MAGNET — HOLDS PILOT LADDER TO GANGWAY
TO PREVENT MOVEMENT — CAME LOOSE AND FELL 5' TO 8' DOWN STRIKING
CAPT WAJ ON THE TOP OF HIS HEAD. CAPT WAJ WAS ABLE TO STEP BACK
ONTO THE PILOT BOAT EVEN THOUGH I BELEIVE HE WAS DISORIENTED.
JEFF RUSHTON AIDED CAPT WAJ INTO PILOT HOUSE AND ISSUED FIRST AID.

WITNESS NAME(S): JEFF RUSHTON

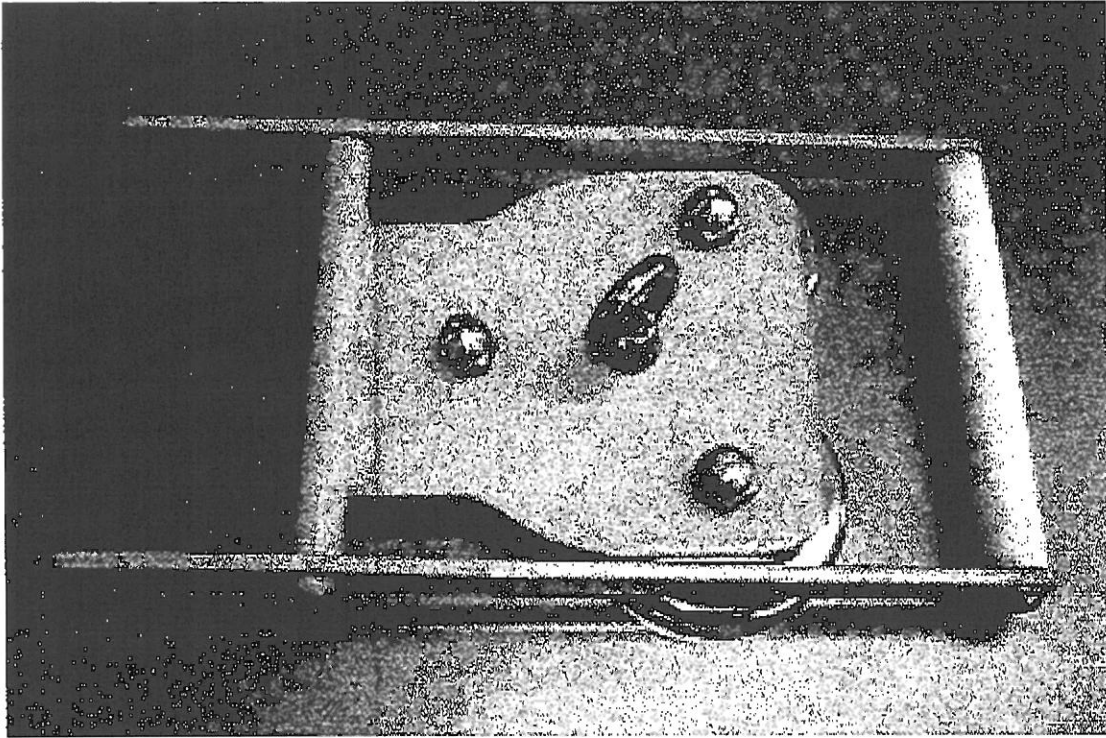
NOTIFICATION TO SUPERVISOR DATE: 09/08/2014 TIME: 13:15

OTHER INFORMATION: NOTIFIED "O/S BOSTON" THAT CAPT. WAJ HAD
BEEN INJURED AND WE WERE RETURNING TO STATION.

SIGNATURE:  ANDREW DREYER DATE: 09/08/2014

DISTRIBUTION: FAX (P. A. ONLY) - SEATTLE OFFICE (WITHIN 4 HOURS OF OCCURRENCE)
ORIGINAL - SEATTLE OFFICE
COPY - BOAT OR STATION MANAGER(S) (IF APPLICABLE)
COPY - FILE AT STATION (IF APPLICABLE)

ATTN: WALT



PILOT LADDER
MAGNET

7. Pilot's Report of Incident



PILOT'S REPORT OF INCIDENT

SEP 10 2014
RECEIVED

BOARD OF PILOTAGE COMMISSIONERS
2901 Third Avenue, Seattle, Washington 98121
(206) 515-3904 FAX (206) 515-3906

DATE: 09/10/14
FILE WITH COMMISSION WITHIN 10 DAYS
ALONG WITH THE VESSEL CERTIFICATION FORM

A state licensed pilot involved in an incident is required by law to notify the Board of Pilotage Commissioners by telephoning (1-800-627-3924) or radioing (Channel 20) the Marine Exchange of Puget Sound as soon as the situation is stabilized or within one hour of reaching shore. A pilot is also required to complete this form and submit it to the Board of Pilotage Commissioners as soon as possible after the incident, but in no event more than ten days afterwards.

An incident includes an actual or apparent collision, allision, or grounding. An incident is also a navigational occurrence resulting in actual or apparent personal injury, property or environmental damage.

PILOT: John K. Ward		STATE LICENSE NO. 168	FEDERAL LICENSE NO. USA000065729	
VESSEL Overseas Boston		FLAG USA	MASTER Al May	
OWNER/AGENT O.S Group/General Steamship Corp. (Jack)			OFFICIAL NUMBER Lloyds #9353565	
DATE OF INCIDENT 09/08/14		TIME OF INCIDENT (a.m./p.m.) approx. 1000hrs.		
LOCATION (Established by bearings and distance, geographical point, or latitude & longitude) Pilot boarding area PA				
LENGTH OF VESSEL (LOA) 600'	BEAM 105'	DRAFT FORWARD/AFT fwd?/aft 29/06'	GROSS TONNAGE (INT'L) 29242	
WEATHER CONDITIONS (clear, rain, snow, sleet, hail, fog, etc.) clear				
VISIBILITY 8+		WIND (Direction, velocity, steady, gusty, etc.) do not recall		
TIDAL CONDITIONS do not recall				
NAME OF TUG(S) USED N/A		TUG MASTER(S) N/A		

NARRATIVE DESCRIPTION AND CAUSE OF INCIDENT: Describe the incident, including the chain of events leading to it. Attach additional sheets, as necessary, and complete diagram on reverse.

NOTE — IN CASE OF GROUNDING, COLLISION or ALLISION: State all facts, including all necessary time, courses steered (true or magnetic), speed of vessel, compass error if known, ship's heading at time of incident, and navigational instruments used. Include radar, compass, fathometer, GPS, LORAN, etc. If vessel is equipped with radar, state particulars - manufacturer, range used, if operating satisfactorily, who was operating it, and information furnished. Describe all precautions or actions taken to avoid the incident, including soundings, use of electronic navigation equipment, position plotting, and navigation procedures including soundings, whistle echoes and signals where applicable. Describe methods used to refloat the vessel, if applicable. In case of collision or allision, include whistles exchanged, engine orders, and wheel orders.

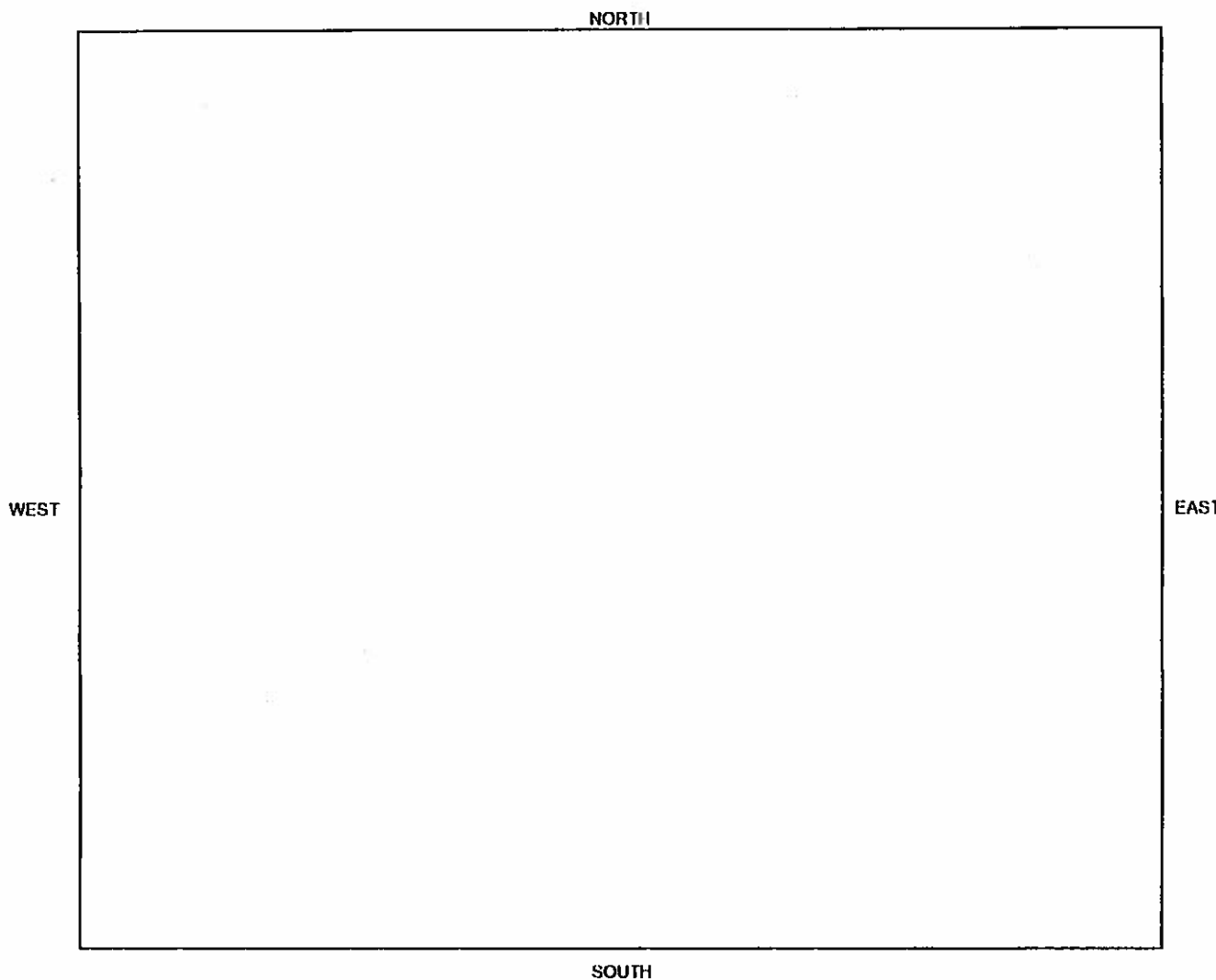
NARRATIVE TOPICS TO CONSIDER

- Perceptions
- Judgments
- Contributing Factors
- Communications
- Ship Configuration or Loading
- Decisions
- Language Difficulty
- Personal Alertness
- Actions or Inactions

DESCRIBE ACTUAL OR APPARENT PERSONAL INJURY OR PROPERTY OR ENVIRONMENTAL DAMAGE:

While climbing pilot ladder boarding Overseas Boston, I was struck by an object causing injury to the top of my head. Just before being struck, the ladder slipped down a few inches. When it slipped I started to look up and was immediatly hit on the head. I went blank and had zero recall until inside pilot boat. Known injuries are lacerations requiring staples to close and a concussion.

THIS SPACE TO BE USED FOR DRAWING DIAGRAM OF VESSEL AND OTHER OBSTACLES AT TIME OF INCIDENT.



DID YOU NOTIFY THE VESSEL MASTER OF YOUR INTENT TO FILE THIS REPORT?

YES

NO

Sue K. Ward #168

(PILOT'S SIGNATURE)