



# UNITED STATES COAST GUARD

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## REPORT OF INVESTIGATION INTO THE CIRCUMSTANCES SURROUNDING THE INCIDENT INVOLVING VESSEL FIRE: OSV SEABULK NEW JERSEY

ON 04/07/2004



MISLE ACTIVITY NUMBER: 2039386  
ORIGINATING UNIT: MSO MORGAN CITY  
MISLE ACTIVITY OWNER: COMMANDANT (G-MRI)  
MISLE ACTIVITY CONTROLLER: COMMANDANT (G-MRI)  
MISLE CASE NUMBER: 169557

## I. INCIDENT BRIEF

32/71/04 MMS

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

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

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

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

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

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

## Report of Investigation

was set in the engine room. The engine stacks were opened for ventilation and to empty the remaining smoke.

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

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

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

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

## II. EXECUTIVE SUMMARY

### Incident Summary

32/71/04 MMS

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

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

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

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

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inches in height. Captain [REDACTED] and Mr. [REDACTED] entered the compartment with Dry Chem Extinguishers to put out the remaining flames. The fire was out at 0300 and the fire watch was set in the engine room. The engine stacks were opened for ventilation and to empty the remaining smoke.

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

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

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

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

Incident Involved: Marine Casualty, Reportable

Level of Investigation: Data Collection

IMO Classification: Routine

USCG Classification: Significant Marine Casualty

Was this a Serious Marine Incident? Yes

Was a Marine Board Convened by Commandant? No

### **Personnel Casualty Summary**

Total Missing (Active Search) = 0  
Total Missing (Presumed Lost) = 0  
Total Dead = 0  
Total Injured = 0  
Total Uninjured = 0  
Total People at Risk = 0  
Other Personnel (Not at Risk) = 6

### **Vessel(s) Status Summary**

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

**Property Damage Summary/Total Damage**

Vessel(s) = \$100,000\*

Cargo = \$

Facility(s) = \$

Other = \$

\* Includes estimates

**Waterway Mobility Summary**

Vessel Delays (including speed restrictions): None

### III. ACTIONS IN RESPONSE TO THIS REPORT

**Actions on Recommendations**

None

**Safety Alerts**

None

#### IV. FINDINGS OF FACT

##### Subjects of the Investigation

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

Vessel Name:	SEABULK NEW JERSEY
Flag:	UNITED STATES
Vessel Identification Number:	566513
Call Sign:	WCW9766
Status:	Damaged
Role:	Involved in a Marine Casualty
Vessel Class, Type, Sub-Type:	Offshore, Offshore Supply Vessel, General
Gross Tonnage(GRT):	
Net Tonnage(NRT):	
Deadweight Tons:	
Length:	
Home/Hailing Port:	
Keel Laid Date:	
Delivery Date:	12/15/1975
Place of Construction:	MOSS POINT MS, , UNITED STATES
Builder Name:	HALTER MARINE FABRICATORS
Propulsion:	Diesel Reduction
Horsepower:	2400
Master:	
Classification Society:	
Owner:	SEABULK OFFSHORE LTD 2200 ELLER DR PO BOX 13038 Fort Lauderdale, FL, 33316 US SEABULK OFFSHORE LTD 2200 ELLER DR PO BOX 13038 Fort Lauderdale, FL, 33316 US
Operator:	SEABULK OFFSHORE LTD 146 CALCO, SUITE 101  LAFAYETTE, LA, 70503
Inspection Subchapter:	I
Most Recent Vessel Inspection Activity:	1744030, 02/13/2003 8:02:00 AM
Current Certificate of Inspection:	Issued on 02/13/2003 8:45:04 AM, by MSO MORGAN CITY

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

Facility Name: BAROID DRILLING- PORT FOURCHON  
Type: Waterfront Facility  
Status: Undamaged - Operational  
Role: Site of Investigation  
Contact Phone:  
Location: Latitude: 29 07.48333 N  
Longitude: 090 12.9 W

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

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

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

[REDACTED], [REDACTED], [REDACTED]  
Status: Not at Risk  
Role: Watchstander  
Gender: M  
Age: [REDACTED]

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

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED], [REDACTED]

US

Comments:

[REDACTED], [REDACTED], [REDACTED]

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

Not at Risk  
Crewmember  
M

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED], [REDACTED]

US

Comments:

[REDACTED], [REDACTED], [REDACTED]

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

Not at Risk  
Crewmember  
M

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED], [REDACTED]

US

Comments:

[REDACTED], [REDACTED], [REDACTED]

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

Not at Risk  
Crewmember  
M

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED], [REDACTED]

## Comments:

**Drug and Alcohol Testing.** The following people have been determined by the Coast Guard, Law Enforcement Personnel, and/or the Marine Employer to have been directly involved in a Serious Marine Incident as defined in 46 CFR 4.03-2:

[REDACTED]; Crewmember  
 [REDACTED]; Crewmember  
 [REDACTED]; Crewmember  
 [REDACTED]; Crewmember  
 [REDACTED]; Crewmember  
 [REDACTED]; Watchstander

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

**Other Subjects.** The following were subjects of this investigation.

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

## BAYOU LAFOURCHE

Role: Location

Local Name: Port Fouchon

Description: Bayou Cochon - Belle Pass / BAYOU LAFOURCHE &amp; LAF.-

## JUMP WTWY,L

Waterway Feature: BELLE PASS-PORT FOURCHON

## GULF DEEP WATER SPUR

Role: Location

Local Name: LA OFFSHORE OIL PORT AREA

Description: Gulf of Mexico. GI BLOCKS south to MC BLOCKS

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**Incident Information**
**Location(s).**

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

**Sequence of Events.**

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

Report of Investigation

Event Type: Fire
Event Class: Initial - contained
Event Subclass:
Location: Known; US Waters
Description: GULF DEEP WATER SPUR
Latitude: 28 25.0 N Longitude: 090 02.0 W

Subject(s) and Details:

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

Details Filed: Fire Details

Was the Vessel Configured with Main Vertical Zones? No

Spaces Affected:

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

Fire Boundaries

Fire Boundaries Intact: Intact

Did approved passive fire fighting materials perform as expected: Yes

Ventilation Fire Dampers Fitted: No
Ventilation System Active: Yes

Fire Screen Doors Fitted: No

Windows Fitted: No

Ignition and Fuel:

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

Fuel Type(s):

Table with 5 columns: Initial or Secondary, Type, Description, HAZMAT, Source (liquid fuel only). Row 1: Initial, 8.6- Liquid Fuel, 8.6- Liquid Fuel, Yes, 9.1- Burst piping

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

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

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

Report of Investigation

Subject(s) and Details:

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

Details Filed: Drug and Alcohol Test Details

Sample Collection

Reason for Sample:	Post Accident
Directed to get DOT Test:	Yes
Chemical Test Sample Provided:	Yes
Chemical Test Type:	Both
Sample Type:	Urine
Date/Time Sample Taken:	04/05/2004
Sampling Location:	OSV Seabulk Galveston
DOT Protocols Used:	Yes
Collection Agent:	OMS
Donor Certified:	Yes
Irregularities Noted:	No
Transferred/Chain of Custody Complete:	Yes

Field Sobriety Test

Field Sobriety Test Performed:	No
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Alcohol Analysis

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

Drug Analysis

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

Drug Re-Analysis

██████████, ██████████ ██████████	Party	Not at Risk	Crewmember
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Details Filed: Drug and Alcohol Test Details

Sample Collection

Reason for Sample:	Post Accident
Directed to get DOT Test:	Yes
Chemical Test Sample Provided:	Yes
Chemical Test Type:	Both
Sample Type:	Urine
Date/Time Sample Taken:	04/05/2004
Sampling Location:	OSV Seabulk New Jersey
DOT Protocols Used:	Yes
Collection Agent:	
Donor Certified:	Yes
Irregularities Noted:	No
Transferred/Chain of Custody Complete:	Yes

Field Sobriety Test

Field Sobriety Test Performed:	No
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Report of Investigation

Alcohol Analysis

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

Drug Analysis

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

Drug Re-Analysis

Party Not at Risk Crewmember

Details Filed: Drug and Alcohol Test Details

Sample Collection

Reason for Sample: Post Accident  
Directed to get DOT Test: Yes  
Chemical Test Sample Provided: Yes  
Chemical Test Type: Both  
Sample Type: Urine  
Date/Time Sample Taken: 04/05/2004  
Sampling Location: OSV Seabulk New Jersey  
DOT Protocols Used: Yes  
Collection Agent:  
Donor Certified: Yes  
Irregularities Noted: No  
Transferred/Chain of Custody Complete: Yes

Field Sobriety Test

Field Sobriety Test Performed: No

Alcohol Analysis

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

Drug Analysis

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

Drug Re-Analysis

Party Not at Risk Crewmember

Details Filed: Drug and Alcohol Test Details

Sample Collection

Reason for Sample: Post Accident

Report of Investigation

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

Field Sobriety Test

Field Sobriety Test Performed: No

Alcohol Analysis

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

Drug Analysis

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

Drug Re-Analysis

Party Not at Risk Crewmember

Details Filed: Drug and Alcohol Test Details

Sample Collection

Reason for Sample: Post Accident
Directed to get DOT Test: Yes
Chemical Test Sample Provided: Yes
Chemical Test Type: Both
Sample Type: Urine
Date/Time Sample Taken: 04/05/2004
Sampling Location: OSV Seabulk New Jersey
DOT Protocols Used: Yes
Collection Agent:
Donor Certified: Yes
Irregularities Noted: No
Transferred/Chain of Custody Complete: Yes

Field Sobriety Test

Field Sobriety Test Performed: No

Alcohol Analysis

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

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Drug Analysis

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

Drug Re-Analysis

[REDACTED] Party Not at Risk Watchstander

Details Filed: Drug and Alcohol Test Details

Sample Collection

Reason for Sample: Post Accident  
Directed to get DOT Test: Yes  
Chemical Test Sample Provided: Yes  
Chemical Test Type: Dangerous Drugs  
Sample Type: Urine  
Date/Time Sample Taken: 04/05/2004  
Sampling Location: OSV Seabulk New Jersey  
DOT Protocols Used: Yes  
Collection Agent:  
Donor Certified: Yes  
Irregularities Noted: No  
Transferred/Chain of  
Custody Complete: Yes

Field Sobriety Test

Field Sobriety Test Performed: No

Alcohol Analysis

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

Drug Analysis

Analyzing Laboratory:  
DOT Protocols Used: Yes  
Test Results: [REDACTED]  
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:**

N/A

### Failures of Defense Against Subsequent Events in the Incident

N/A

## VI. REFERRAL FOR ENFORCEMENT ACTION

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

NONE

**APPENDIX 1 - EVIDENCE**

2039386 #001 [REDACTED]: Document/CG-2692 Report of Marine Accident, Injury or Death  
CG-2692 Submitted by Seabulk Offshore

Collection Information:

Date/Time: 04/22/2004 7:28:00 AM

Location: MSO Morgan City

Collected By: USCG Gathered; ,

Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 2039386 #001 MMS.pdf; MSO MORGAN CITY; [REDACTED], [REDACTED] [REDACTED].;.;  
04/22/2004;

2039386 #002 [REDACTED]: Document/CG-2692B Rpt of Req Chemical Drug/Alcohol Testing  
CG-2692B Submitted by Seabulk Offshore

Collection Information:

Date/Time: 04/22/2004 7:30:00 AM

Location: MSO Morgan City

Collected By: USCG Gathered; ,

Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 2039386 #002 MMS.pdf; MSO MORGAN CITY; [REDACTED], [REDACTED] [REDACTED].;.;  
04/22/2004;

2039386 #003 [REDACTED]: Document/Notice to Mariners  
Notice to Mariners Regarding Seabulk New Jersey fire.

Collection Information:

Date/Time: 04/22/2004 7:32:00 AM

Location: MSO Morgan City

Collected By: USCG Gathered; ,

Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 2039386 #003 [REDACTED].pdf; MSO MORGAN CITY; [REDACTED], [REDACTED] [REDACTED].;.;  
04/22/2004;