



UNITED STATES COAST GUARD

**REPORT OF INVESTIGATION INTO THE
CIRCUMSTANCES SURROUNDING THE INCIDENT
INVOLVING
F/V BUONA MADRE & M/V EVA
DANIELSEN/COLLISION/ [REDACTED]
ON 07/13/2007**



**MISLE ACTIVITY NUMBER: 2995007
ORIGINATING UNIT: SECTOR SAN FRANCISCO
MISLE ACTIVITY OWNER: COMMANDANT (CG-5453)
MISLE ACTIVITY CONTROLLER: COMMANDANT (CG-5453)
MISLE CASE NUMBER: 361418**

I. INCIDENT BRIEF

On July 13, 2007, at approximately 1715, the M/V EVA DANIELSEN which had departed San Francisco Bay enroute to Portland, Oregon, collided with the F/V BUONA MADRE approximately 6 nautical miles west of Point Reyes, California in position 38 00.96N 123 09.26W. An initial search of the area following the collision failed to locate the F/V BUONA MADRE or the Master and sole occupant primarily due to heavy fog in the area. The Master of the F/V BUONA MADRE was subsequently found floating in the water on July 14, 2007 and pronounced deceased by Bodega Bay Emergency Medics at approximately 1007. No pollution was discovered. The F/V BUONA MADRE was a total loss with an estimated value of \$35K. The M/V EVA DANIELSEN reported no damage.

Based upon this investigation, it appears that the M/V EVA DANIELSEN failed to comply with Navigation Rule 5 (Failure to post a lookout, Rule 6 (Safe speed), Rule 7 (Risk of collision), Rule 19 (Conduct of Vessels in Restricted Visibility), and Rule 35 (Sound Signals in Restricted Visibility).

Enforcement Action is recommended for these violations.

II. EXECUTIVE SUMMARY

Incident Summary

On July 13, 2007, at approximately 1715, the M/V EVA DANIELSEN which had departed San Francisco Bay enroute to Portland, Oregon, collided with the F/V BUONA MADRE approximately 6 nautical miles west of Point Reyes, California in position 38 00.96N 123 09.26W. An initial search of the area following the collision failed to locate the F/V BUONA MADRE or the Master and sole occupant primarily due to heavy fog in the area. The Master of the F/V BUONA MADRE was subsequently found floating in the water on July 14, 2007 and pronounced deceased by Bodega Bay Emergency Medics at approximately 1007. No pollution was discovered. The F/V BUONA MADRE was a total loss with an estimated value of \$35K. The M/V EVA DANIELSEN reported no damage.

Based upon this investigation, it appears that the M/V EVA DANIELSEN failed to comply with Navigation Rule 5 (Failure to post a lookout), Rule 6 (Safe speed), Rule 7 (Risk of collision), Rule 19 (Conduct of Vessels in Restricted Visibility), and Rule 35 (Sound Signals in Restricted Visibility).

Enforcement Action is recommended for these violations.

Incident Involved: Marine Casualty, Reportable
Civil Offense(s)

Level of Investigation: Informal
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 = 0
Total Dead = 1
Total Injured = 0
Total at Risk, Not Injured = 0
Total People at Risk = 1
Other Personnel (Not at Risk) = 10

Vessel(s) Status Summary

Actual Total Loss(es) = 1
Total Constructive Loss, Salvaged = 0
Total Constructive Loss, Unsalvaged = 0
Damaged = 0
Undamaged = 7

Property Damage Summary/Total Damage

Vessel(s) = \$35000*

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

Safety Recommendation #6555: Commandant should seek to make a regulatory change to 46 CFR 25.26-5(b)

Commandant should make a regulatory change to 46 CFR 25.26-5. Many commercial fishing vessels operating on the high seas, like the BUONA MADRE, meet the (less than 36 feet in length) criteria for application of 46 CFR 25.26-5(b). This provision allows a manually activated Category 2 406 MHz Emergency Position Indicating Radio Beacon (EPIRB) be carried versus a float-free, automatically activated Category 1 406 MHz EPIRB as required by 46 CFR 25.26-5(a). Considering the smaller vessels covered in paragraph (b) are at least as likely to suffer catastrophic damage and rapid sinking as the larger vessels in paragraph (a), the only acceptable option should be a float-free, automatically activated Category 1 406 MHz EPIRB mounted in such a way that it will float free and self-activate if the vessel sinks. The current exception for vessels constructed with sufficient buoyant material to remain afloat could be continued.

Date Created: 12/10/2007

Current Owner Unit: Commandant (CG-545)

Date Last Modified: 10/09/2008 10:34:30 AM

Priority: Normal

Endorsement(s):

>USER: █████ SEC SanFran

>TIME: 03/26/2008 13:47

>STATUS: --->Forward

>NEW OWNER: D11 M

I concur with the recommendation.

>USER: █/D11 M

>TIME: 03/28/2008 10:11

>STATUS: Forward--->Return for Revision

>NEW OWNER: SEC SanFran

Please correct format.

>USER: █ SEC SanFran

>TIME: 04/01/2008 08:44

>STATUS: Return for Revision--->Forward

>NEW OWNER: D11 M

Safety Recommendation corrected and forwarded for action. I concur with this recommendation.

Report of Investigation

>USER: █/D11 M
>TIME: 05/07/2008 10:18
>STATUS: Forward--->Forward
>NEW OWNER: COMDT 3PCA
Concur with safety recommendation.

>USER: Deaver, David W./COMDT 545
>TIME: 10/09/2008 10:33
>STATUS: Forward--->Final Agency Action
>NEW OWNER: COMDT 545
The final agency action has been determined and approved by W. D. Rabe by direction of the Commandant.

Final Agency Action:

Concur- Acceptable Action
>Deaver, David W./COMDT 545
>10/09/2008 10:34:

We concur with this recommendation. We believe the use of auto-activating and/or float free Emergency Position Indicating Radio Beacons (EPIRBs) improve the chances for survival of fishermen and other mariners whenever they are involved in marine casualties such as this one. We will include this recommendation for consideration as part of an ongoing regulatory project to update the commercial fishing industry vessel regulations.

W. D. Rabe
By direction

Required Actions:

Proposed Start Date: 12/10/2007	Actual Start Date: 12/10/2007
Proposed Completion Date: 12/10/2007	Actual Completion Date: 12/10/2007

Estimated Effort to Complete: 0 Staff Days
Action Status:
Action Commentary:

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:	APL EMPEROR
Flag:	UNITED KINGDOM
Vessel Identification Number:	9036002
Call Sign:	MDWP6
Status:	Undamaged
Role:	Moored/Anchored in Vicinity of Primary Subject
Vessel Class, Type, Sub-Type:	General Dry Cargo Ship, Container Ship, General Cargo/Container
Gross Tonnage(GRT):	
Net Tonnage(NRT):	
Deadweight Tons:	
Length:	907.5
Home/Hailing Port:	
Keel Laid Date:	06/24/1992
Delivery Date:	12/11/1992
Place of Construction:	
Builder Name:	HYUNDAI HEAVY INDUSTRIES CO. LTD
Propulsion:	
Horsepower:	66160
Master:	
Classification Society:	LLOYD'S REGISTER OF SHIPPING
Owner:	TAIR MARINE LIMITED Trident Chambers Wickhams CAY P.O. Box 146 Tortola, , VG
Operator:	
Inspection Subchapter:	
Most Recent Vessel Inspection Activity:	

Vessel Name:	BUONA MADRE
Flag:	UNITED STATES
Vessel Identification Number:	CF7812TT
Call Sign:	
Status:	Actual Total Loss
Role:	Involved in a Marine Casualty

Report of Investigation

Vessel Class, Type, Sub-Type: Fishing Vessel, Fish Catching Vessel, Whaler
Gross Tonnage(GRT):
Net Tonnage(NRT):
Deadweight Tons:
Length:
Home/Hailing Port: Santa Cruz, CA
Keel Laid Date:
Delivery Date:
Place of Construction: San Francisco, CA, UNITED STATES
Builder Name:
Propulsion:
Horsepower:
Master:
Classification Society:
Owner: 

Operator:
Inspection Subchapter:
Most Recent Vessel Inspection Activity:

Vessel Name: CALIFORNIA GIRL
Flag: UNITED STATES
Vessel Identification Number: 929532
Call Sign:
Status: Undamaged
Role: Transiting Vicinity of Primary Subject
Vessel Class, Type, Sub-Type: Fishing Vessel, Fish Catching Vessel, General
Gross Tonnage(GRT): 13
Net Tonnage(NRT): 11
Deadweight Tons:
Length: 32
Home/Hailing Port:
Keel Laid Date:
Delivery Date:
Place of Construction: BELLINGHAM, WA, UNITED STATES
Builder Name: WEGLEY BOAT ENTERPRISES
Propulsion: Diesel
Horsepower:
Master:
Classification Society:
Owner: 

Operator:

Report of Investigation

Inspection Subchapter:
Most Recent Vessel Inspection Activity:

Vessel Name: EVA DANIELSEN
Flag: BAHAMAS, THE
Vessel Identification Number: 8603535
Call Sign: C6SH2
Status: Undamaged
Role: Involved in a Marine Casualty
Vessel Class, Type, Sub-Type: Bulk Carrier, General, General
Gross Tonnage(GRT):
Net Tonnage(NRT):
Deadweight Tons: 4280
Length: 291
Home/Hailing Port: NASSAU,
Keel Laid Date: 08/28/1984
Delivery Date: 10/01/1986
Place of Construction:
Builder Name:
Propulsion: Diesel Direct
Horsepower: 1518
Master:
Classification Society: GERMANISCHER LLOYD
Owner: K/S ARIES SHIPPING
Kongevejen 272A
DK 2830, ,
Virum, DK

Operator:
Inspection Subchapter:
Most Recent Vessel Inspection Activity:

Vessel Name: JOEY LEE
Flag: UNITED STATES
Vessel Identification Number: CF6304SD
Call Sign:
Status: Undamaged
Role: Transiting Vicinity of Primary Subject
Vessel Class, Type, Sub-Type: Fishing Vessel, Fish Catching Vessel, Troller
Gross Tonnage(GRT):
Net Tonnage(NRT):
Deadweight Tons:
Length:
Home/Hailing Port: National Vessel Documentation Center, WV
Keel Laid Date:

Report of Investigation

Delivery Date:
Place of Construction:
Builder Name:
Propulsion:
Horsepower:
Master:
Classification Society:
Owner: ST. JOHN, THOMAS
7475 York Mountain
Templeton, CA, 93465
US

Operator:
Inspection Subchapter: C
Most Recent Vessel Inspection Activity:

Vessel Name: KANDI DAWN
Flag: United States of America
Vessel Identification Number: 531984
Call Sign: WYC9625
Status: Undamaged
Role: Moored/Anchored in Vicinity of Primary Subject

Vessel Class, Type, Sub-Type: Fishing Vessel, Fish Catching Vessel, General
Gross Tonnage(GRT):
Net Tonnage(NRT):
Deadweight Tons:
Length: 38.6
Home/Hailing Port:
Keel Laid Date:
Delivery Date:
Place of Construction: PORTLAND, OR, UNITED STATES
Builder Name: BLUEFIN GLASS BOATS
Propulsion: Diesel
Horsepower:
Master:
Classification Society:
Owner: 

Operator:
Inspection Subchapter:
Most Recent Vessel Inspection Activity:

Vessel Name: MARJA

Report of Investigation

Flag: UNITED STATES
Vessel Identification Number: CF9337EG
Call Sign: WCE655
Status: Undamaged
Role: Moored/Anchored in Vicinity of Primary Subject
Vessel Class, Type, Sub-Type: Fishing Vessel, Fish Catching Vessel, General
Gross Tonnage(GRT):
Net Tonnage(NRT):
Deadweight Tons:
Length: 32.5
Home/Hailing Port:
Keel Laid Date:
Delivery Date:
Place of Construction:
Builder Name:
Propulsion: Diesel
Horsepower:
Master:
Classification Society:
Owner: 
Operator:
Inspection Subchapter:
Most Recent Vessel Inspection Activity:

Vessel Name: ROGUE
Flag: UNITED STATES
Vessel Identification Number: 605698
Call Sign: ROGUE
Status: Undamaged
Role: Moored/Anchored in Vicinity of Primary Subject
Vessel Class, Type, Sub-Type: Fishing Vessel, Fish Catching Vessel, Trawler, Side
Gross Tonnage(GRT):
Net Tonnage(NRT):
Deadweight Tons:
Length: 44.7
Home/Hailing Port:
Keel Laid Date:
Delivery Date:
Place of Construction: SEATTLE, WA, UNITED STATES
Builder Name: DELTA MARINE/LECLERCQ

Report of Investigation

Propulsion: Diesel
Horsepower: 340
Master:
Classification Society:
Owner:



Operator:
Inspection Subchapter:
Most Recent Vessel Inspection Activity:

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

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



Status: Not at Risk
Role: Witness
Gender: F
Age:
SSN:
Birth Date:
Email Address:
Phone Number(Work): 707-426-4883
Address(Work): Sonoma County Sherriff - Coroner
Forensic Medical Group, Inc.
1860 Pennsylvania Ave, Ste 150
Fairfield, CA 94533
US
Comments: Conducted autopsy on Paul Wade.



Status: Not at Risk
Role: Witness
Gender: M

Report of Investigation

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

[REDACTED]

[REDACTED]

Comments:

Pilot who controlled vsl under Golden Gate Bridge to sea buoy.

[REDACTED]

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

Not at Risk
Witness
M

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Comments:

[REDACTED]

Status:
Role:
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number(Work):
Address(Work):

Not at Risk
Other
M

415-399-3456
USCG Sector San Francisco
1 Yerba Buena Island
San Francisco, CA 94130
US

Comments:

In charge of Sector Command Center.

[REDACTED]

Status:
Role:
Gender:
Age:
SSN:
Birth Date:

Not at Risk
Witness
M

Report of Investigation

Email Address:
Phone Number():
Address(Work): Yerba Buena Island
San Francisco, CA 94130
US
Comments: Chief of Response

[REDACTED]
Status: Not at Risk
Role: Witness
Gender: M
Age:
SSN:
Birth Date:
Email Address:
Phone Number(Work): 415-556-2760
Address(Work): VTS San Francisco
1 Yerba Buena Island
San Francisco, CA 94130
US
Comments: VTS supervisor on July 14, 2007.

[REDACTED]
Status: Not at Risk
Role: Witness
Gender: F
Age:
SSN:
Birth Date:
Email Address:
Phone Number(Work): 203-639-6400
Address(Work): CT Forensic Science Laboratory
Criminalistics Section
278 Colony Street
Meriden, CT 06541
US
Comments: Forensic Science Examiner 1.

[REDACTED]
Status: Not at Risk
Role: Witness
Gender: M
Age:
SSN:
Birth Date:
Email Address:
Phone Number():
Address(Work): 1 Yerba Buena Island

Report of Investigation

San Francisco, CA 94130
US
SCC watchstander who stood down air station SF.

Comments:

[REDACTED]

Status: Not at Risk
Role: Other
Gender: M
Age:
SSN:
Birth Date:
Email Address:
Phone Number(Work): 707-875-3596
Address(Work): Officer in Charge, USCG Station
Bodega Bay
355 Doran Beach Road
Bodega Bay, CA 94923
US

Comments: OIC of Station Bodega Bay. In charge of S&R ops, debris and body recovery on July 13-14, 2007.

[REDACTED]

Status: Not at Risk
Role: Medical Review Officer
Gender: M
Age:
SSN:
Birth Date:
Email Address:
Phone Number(Primary): (503) 977-3225
Address(Work): Paragon MRO
9370 SW Greenburg RD, #200

Comments:

Portland, OR 97223
US
MRO

[REDACTED]

Status: Not at Risk
Role: Witness
Gender: M
Age: [REDACTED]
SSN: [REDACTED]
Birth Date: [REDACTED]
Email Address:
Phone Number(NVDC Phone): [REDACTED]

Report of Investigation

Number):
Address(Primary):



Comments:



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

Not at Risk
Witness
M
[Redacted]
[Redacted]
C/E



Status:
Role:
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number():
Address(Work):

Not at Risk
Witness
F

Yerba Buena Island
San Francisco, CA 94130
US
Command Duty Officer

Comments:



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

Not at Risk
Witness
M
[Redacted]
[Redacted]
C/E



Status:
Role:
Gender:

Not at Risk
Witness
M

Report of Investigation

Age: [REDACTED]
SSN: [REDACTED]
Birth Date: [REDACTED]
Email Address: [REDACTED]
Phone Number(): [REDACTED]
Address(): [REDACTED]
Comments: Motorman

[REDACTED]
Status: Not at Risk
Role: Witness

Gender: [REDACTED]
Age: [REDACTED]
SSN: [REDACTED]
Birth Date: [REDACTED]
Email Address: [REDACTED]
Phone Number(Mobile): [REDACTED]
Address(Home/Primary Residence): [REDACTED]

Comments: [REDACTED]

[REDACTED]
Status: Not at Risk
Role: Witness
Gender: M

Age: [REDACTED]
SSN: [REDACTED]
Birth Date: [REDACTED]
Email Address: [REDACTED]
Phone Number(): [REDACTED]
Address(): [REDACTED]
Comments: C/O

[REDACTED]
Status: Not at Risk
Role: Subject of Investigation

Gender: M
Age: [REDACTED]
SSN: [REDACTED]
Birth Date: [REDACTED]
Email Address: [REDACTED]
Phone Number(): [REDACTED]
Address(): [REDACTED]
Comments: [REDACTED]

[REDACTED]
Status: Not at Risk

Report of Investigation

Role: Witness
Gender: F
Age:
SSN:
Birth Date:
Email Address:
Phone Number(Work): 203-639-6400
Address(Work): CT Forensic Science Laboratory
Criminalistics Section
278 Colony Street
Meriden, CT 06451
US
Comments: Forensic Science Examiner 3

[REDACTED]

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

Comments:

[REDACTED]

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

Comments:

[REDACTED]

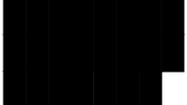
Status: Not at Risk
Role: Witness
Gender: M
Age:
SSN:

Report of Investigation

Birth Date:
Email Address:
Phone Number(Work): 415-556-2760
Address(Work): VTS San Francisco
Yerba Buena Island
San Francisco, CA 94130
US
Comments: VTS supervisor at the time of incident.


Status: Not at Risk
Role: Other
Gender: M
Age:
SSN:
Birth Date:
Email Address:
Phone Number(Work): 559-323-9940
Address(Work): Central Valley Toxicology, Inc
1580 Tollhouse Road
Clovis, CA 93611
US
Comments: Conducted toxicology screen on Mr. Paul Wade.


Status: Not at Risk
Gender: M
Age: 
SSN:
Birth Date: 
Email Address:
Phone Number():
Address():
Comments: Able Seaman


Status: Not at Risk
Role: Other
Gender: M
Age:
SSN:
Birth Date:
Email Address:
Phone Number(Mobile): 
Address(Home/Primary Residence): 

Report of Investigation

Comments:

██████ of Paul Wade

██████
Status:

Not at Risk

Role:

Subject of Investigation

Gender:

M

Age:

████

SSN:

Birth Date:

██████████

Email Address:

Phone Number():

Address():

Comments:

2nd Mate

██████
Status:

Not at Risk

Role:

Witness

Gender:

M

Age:

SSN:

Birth Date:

Email Address:

Phone Number(Mobile):

Address(Mailing):

██████████
██████
██████
██████

Comments:

██████
Status:

Not at Risk

Role:

Witness

Gender:

M

Age:

████

SSN:

Birth Date:

██████████

Email Address:

Phone Number():

Address():

Comments:

Able Seaman

██████
Status:

Not at Risk

Role:

Witness

Gender:

M

Age:

████

SSN:

Birth Date:

██████████

Email Address:

Report of Investigation

Phone Number():
Address():
Comments: [REDACTED] Asst Engineer

[REDACTED]
Status: Not at Risk
Role: Witness
Gender: M
Age: [REDACTED]
SSN: [REDACTED]
Birth Date: [REDACTED]
Email Address:
Phone Number():
Address():
Comments: [REDACTED] Seaman

[REDACTED]
Status: Not at Risk
Role: Witness
Gender: M
Age:
SSN:
Birth Date:
Email Address:
Phone Number(Work): 831-647-7375
Address(Work): USCGC HAWKSBILL
100 Lighthouse Ave
Monterey, CA 93940
US
Comments: OIC of USCGC Hawksbill. In charge of debris pickup on July 13, 2007.

[REDACTED]
Status: Not at Risk
Role: Other
Gender: M
Age: 0
SSN:
Birth Date: [REDACTED]
Email Address:
Phone Number(Mobile): [REDACTED]
Address(Home/Primary Residence): [REDACTED]
Comments: [REDACTED] of Paul Wade.

UBERTI, WILLIAM

Report of Investigation

Status: Not at Risk
Role: Witness
Gender: M
Age:
SSN:
Birth Date:
Email Address:
Phone Number():
Address(Work): 1 Yerba Buena Island
San Francisco, CA 94130
US
Comments: Sector Commander


Status: Not at Risk
Role: Other
Gender: F
Age:
SSN:
Birth Date:
Email Address:
Phone Number(Mobile): 
Address(Home/Primary Residence): 

Comments:  of Paul Wade.

WADE, PAUL

Status: Dead
Role: Subject of Investigation
Gender: M
Age: 
SSN:
Birth Date: 
Email Address:
Phone Number(Home): 
Address(Primary): 

Comments:

CELLCO PARTNERSHIP D/B/A VERIZON WIRELESS

Status: Not at Risk
Role: Other
Email Address:
Phone Number(Daytime Phone): 800-451-5242, ext. 4
Address(Primary Place of Business): Custodian of Records
180 Washington Valley Road

Comments: Bedminster, NJ 07921
US
Provided Paul Wades cell phone records.

CENTRAL VALLEY TOXICOLOGY

Status: Not at Risk
Role: Other
Email Address:
Phone Number(Work): 559-323-9940
Address(Work): 1580 Tollhouse Road
Clovis, CA 93611
US

Comments: Conducted toxicology screen for Paul Wade

K/S ARIES SHIPPING

Status: Not at Risk
Role: Subject of Investigation
Email Address:
Phone Number(Primary): 45 45832555
Address(Primary): Kongevejen 272A
DK 2830,
Virum DK

Comments:

REDERIET OTTO DANIELSEN

Status: Not at Risk
Role: Subject of Investigation
Email Address:
Phone Number(Phone Number): 45 45832555
Address(Mailing): Kongevejen 272A
DK 2830,
Virum DK

Comments:

SONOMA COUNTY SHERIFF

Status: Not at Risk
Role: Witness
Email Address:
Phone Number(Work): 707-565-2204
Address(Work): 2796 Ventura Ave
Santa Rosa, CA 95403
US

Comments: Law Enforcement agency on scene

SPUD POINT MARINA

Report of Investigation

Status: Not at Risk
Role: Other
Email Address:
Phone Number(Phone Number): 707-875-3535
Address(Primary Place of Business): 1818 WESTSHORE ROAD

BODEGA BAY, CA 94923

Comments: Provided fuel service to Paul Wade on July 12, 2007.

STATE OF CONNECTICUT FORENSIC SCIENCE LABORATORY

Status: Not at Risk
Role: Witness
Email Address:
Phone Number(Daytime Phone): 203-639-6400
Address(Primary Place of Business): 278 Colony Street
Meriden, CT 06541
US

Comments: Conducted paint sample analysis on behalf of USCG Marine Safety Lab.

US COAST GUARD MARINE SAFETY LAB

Status: Not at Risk
Role: Other
Email Address:
Phone Number(Daytime Phone): 860-441-2777
Address(Primary Place of Business): 1082 Shennecossett Road
Groton, CT 06340
US

Comments: Liaison to CT Forensic Science Laboratory for paint sample analysis.

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:

WADE, PAUL; Subject of Investigation
[REDACTED]; Subject of Investigation
[REDACTED]; Subject of Investigation

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.

PACIFIC DEEP WATER ACCESS

Role: Location

Local Name:

Description: Pacific Ocean. CORDELL BANK, CA

Incident Information

Location(s).

<u>Description</u>	<u>Latitude</u>	<u>Longitude</u>
PACIFIC DEEP WATER ACCESS	38 00.96 N	123 09.26 W

Sequence of Events.

07/09/2007 17:45:00 to 07/13/2007 17:45:00 (Estimated): Work-Rest History for Master & 2nd Mate of the EVA DANIELSEN and Mr. Paul Wade the Master of the BUONA MADRE. Time for Mr. Wade was accountable from the time of the incident back to the previous day and then became unverifiable. The 2nd Mate had a work/rest history log sheet for the month of July entered by the Master who had falsified official documents of the vessel. The Master of the EVA DANIELSEN was accountable from when the pilot arrived onboard on July 13th until the vessel departed for Portland, OR. The prior time can not be accounted for due to the fact that during the preliminary investigation the 96 hour Work-Rest History was not looked into and when the informal investigation commenced, both parties had obtained legal counsel which precluded this information from being obtained.

Condition Class: Person
 Condition Type: 96-Hour Work/Rest History
 Subject Type: Person
 Location: Unknown

Subject(s) and Details:

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

Details Filed: 96-Hour Work/Rest History

<u>Action</u>	<u>Start Date/Time</u>	<u>End Date/Time</u>	<u>Days</u>	<u>Hours</u>
Sleep	07/09/2007 17:12	07/09/2007 18:00	0	0.8
Watch	07/09/2007 18:00	07/09/2007 22:00	0	4
Sleep	07/09/2007 22:00	07/10/2007 04:00	0	6
Watch	07/10/2007 04:00	07/10/2007 10:00	0	6
Sleep	07/10/2007 10:00	07/10/2007 18:00	0	8
Watch	07/10/2007 18:00	07/10/2007 22:00	0	4
Sleep	07/10/2007 22:00	07/11/2007 04:00	0	6
Watch	07/11/2007 04:00	07/11/2007 17:00	0	13
Sleep	07/11/2007 17:00	07/12/2007 08:00	0	15
Watch	07/12/2007 08:00	07/12/2007 17:00	0	9
Sleep	07/12/2007 17:00	07/13/2007 08:00	0	15
Watch	07/13/2007 08:00	07/13/2007 13:00	0	5

Report of Investigation

Sleep	07/13/2007 13:00	07/13/2007 17:12	0	4.2
Time Of Accident	07/13/2007 17:12	07/13/2007 17:13	0	0.02

Latent Unsafe Condiiton? No

WADE, PAUL Party Dead Subject of Investigation

Details Filed: 96-Hour Work/Rest History

<u>Action</u>	<u>Start Date/Time</u>	<u>End Date/Time</u>	<u>Days</u>	<u>Hours</u>
Recreation Including Time Ashore	07/12/2007 18:30	07/13/2007 00:00	0	5.5
Maintenance Work	07/13/2007 05:30	07/13/2007 17:12	0	11.7
Time Of Accident	07/13/2007 17:12	07/13/2007 17:13	0	0.02

Latent Unsafe Condiiton? No

██████████ Party Not at Risk Subject of Investigation

Details Filed: 96-Hour Work/Rest History

<u>Action</u>	<u>Start Date/Time</u>	<u>End Date/Time</u>	<u>Days</u>	<u>Hours</u>
Watch	07/13/2007 11:15	07/13/2007 17:49	0	6.57
Time Of Accident	07/13/2007 17:12	07/13/2007 17:13	0	0.02

Latent Unsafe Condiiton? No

██████████ Party Not at Risk Subject of Investigation

Details Filed: 96-Hour Work/Rest History

<u>Action</u>	<u>Start Date/Time</u>	<u>End Date/Time</u>	<u>Days</u>	<u>Hours</u>
Maintenance Work	07/09/2007 17:00	07/09/2007 18:00	0	1
Sleep	07/09/2007 18:00	07/09/2007 23:59	0	5.98
Watch	07/10/2007 00:01	07/10/2007 04:00	0	3.98
Sleep	07/10/2007 04:00	07/10/2007 12:00	0	8
Maintenance Work	07/10/2007 12:00	07/10/2007 18:00	0	6
Sleep	07/10/2007 18:00	07/10/2007 23:59	0	5.98
Watch	07/11/2007 00:01	07/11/2007 04:00	0	3.98
Maintenance Work	07/11/2007 09:00	07/11/2007 17:00	0	8
Sleep	07/11/2007 17:00	07/11/2007 23:59	0	6.98
Sleep	07/12/2007 00:01	07/12/2007 08:00	0	7.98
Maintenance Work	07/12/2007 08:00	07/12/2007 17:00	0	9
Sleep	07/12/2007 17:00	07/12/2007 23:59	0	6.98
Sleep	07/13/2007 00:01	07/13/2007 08:00	0	7.98
Maintenance Work	07/13/2007 08:00	07/13/2007 17:12	0	9.2
Time Of Accident	07/13/2007 17:12	07/13/2007 17:13	0	0.02

Latent Unsafe Condiiton? No

07/13/2007 6:00:00 to 07/13/2007 17:12:00 (Estimated): BUONA MADRE (BM) departed Bodega Bay Channel 0600 (estimated) and transited between Bodega Head and Bodega Rock and then headed towards Fort Ross above Bodega Bay to fish with F/V JOEY LEE.

Action Type: Bridge Operations - Shiphandling
 Action Class: Maneuver vessel in accordance with conning orders
 Location: Known; US Waters
 Description: PACIFIC DEEP WATER ACCESS
 Latitude: 38 00.96 N Longitude: 123 09.26 W

Report of Investigation

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
WADE, PAUL	Party	Dead	Subject of Investigation

Details Filed: None

07/13/2007 6:20:00 to 07/13/2007 17:12:00 (Estimated): Mr. Wade operated the F/V BUONA MADRE alone on the day of the incident. It is unknown if he sounded fog signals, but it is believed that as sole person onboard, he would have had difficulty maneuvering the vessel, maintaining a proper lookout and sounding fog signals in reduced visibility, using all means possible for safe navigation (i.e. monitoring VHF radio traffic and monitoring the radar), and potentially be engaged in commercial fisheries all at the same time.

Condition Class: Policy, Procedures, or Regulations
 Condition Type: Policy, Regs, and Procedures Condition
 Subject Type: Regulations
 Location: Known; US Waters
 Description: PACIFIC DEEP WATER ACCESS
 Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
WADE, PAUL	Party	Dead	Subject of Investigation

Details Filed: Policy/Regs/Procedures Condition

ISM Code Data

Does the ISM Code apply to the Party:	No
Safety Management System (SMS) implemented:	No

ISO 9000 Data

Does ISO 9000 apply to the Party:	No
Quality Management System (QMS) implemented:	No

ISO 14000 Data

Does ISO 14000 apply to the Party:	No
Environmental Management System (EMS) implemented:	No

Policies/Procedures that Do Not Exist

Explanation of Nonexistence:
 Major Nonconformity: No

Policies/Procedures that Are Not Aboard

Explanation why Not Aboard:
 Major Nonconformity: No

Policies/Procedures/Law/Regulation that is Present but Inadequate

Policies/Procedures/Law/Regulation that is Present and Adequate

Latent Unsafe Condition: Yes

Report of Investigation

07/13/2007 12:00:00 to 07/14/2007 10:00:00 (Estimated): Visibility was reported anywhere from less than 200 yards to no more than 1 mile with fog in the area surrounding the incident.

Condition Class: Marine Environment
 Condition Type: Marine Environment
 Subject Type:
 Location: Known; US Waters
 Description: PACIFIC DEEP WATER ACCESS
 Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
PACIFIC 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:		13 Knots
Wind Direction:		290
Wind Gusts:		Knots
Ceiling:		Feet
Sky Conditions:		Overcast
Air Temperature:		72° F
Weather/Precipitation:		
Visibility/Precipitation:		Fog
Visibility:		0.1 nm
Precipitation (24 hr period):		
Sea Level Pressure:		30.14 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:		
Tidal Current Speed:		Knots
Tidal Current Direction:		
River Current Speed:		Knots
River Current Direction:		
Ice Coverage:		%
Character of Ice:		
Wave Height:		1 feet
Wave Direction:		250
Wave Period:		seconds
Swell Height:		4 feet
Swell Direction:		260
Swell Period:		seconds

Report of Investigation

Warnings in Effect:

Was a Water Forecast Obtained:

Date/Time Obtained:

Source of Forecast:

Water Forecast Error:

Latent Unsafe Condition: Yes

07/13/2007 12:10:00 to 07/13/2007 17:00:00 (Estimated): The M/V EVA DANIELSEN departs San Francisco Bay (Levin Richmond Terminal) for Portland, Oregon.

Action Type: Bridge Operations - Shiphandling
Action Class: Maneuver vessel in accordance with conning orders
Location: Known; US Waters
Description: PACIFIC DEEP WATER ACCESS
Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

Table with 4 columns: Name, Type, Status, Role. Contains three entries for subjects with redacted names, including roles like 'Subject of Investigation' and 'Witness'.

07/13/2007 12:11:00 to 07/13/2007 17:12:00 (Estimated): Paul Wade leaves voicemail message on [redacted] cell phone stating his intention of heading down to Point Reyes. An earlier location was at Fort Ross/Russian River, where he reportedly caught 3 fish and was 5 miles from the harbor and may go into Drake's Bay that night.

Action Type: Deck Operations - Fishing Operations
Action Class: Bring aboard and load catch
Location: Known; US Waters
Description: PACIFIC DEEP WATER ACCESS
Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

Table with 4 columns: Name, Type, Status, Role. Contains one entry for 'WADE, PAUL' with status 'Dead' and role 'Subject of Investigation'.

07/13/2007 14:45:00 to 07/13/2007 14:50:00 (Estimated): The San Francisco [redacted] departed the M/V EVA DANIELSEN via the SF Pilot boat at the Sea Buoy.

Action Type: Bridge Operations - Changing Watch

Report of Investigation

Action Class: Check and acknowledge passage plan, orders, and special information
Location: Known; US Waters
Description: PACIFIC DEEP WATER ACCESS
Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

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

Details Filed: Detail Description

07/13/2007 16:00:00 to 07/13/2007 17:12:00 (Estimated): [REDACTED] was the only person onboard the F/V BUONA MADRE to maneuver the vessel and act as a lookout while monitoring the navigation equipment and potentially being engaged in fishing operations, all in restricted visibility conditions.

Action Type: Deck Operations - Fishing Operations
Action Class: Set, retrieve, and handle fishing gear
Location: Known; US Waters
Description: PACIFIC DEEP WATER ACCESS
Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
WADE, PAUL	Party	Dead	Subject of Investigation

Details Filed: Detail Description

07/13/2007 16:00:00 to 07/13/2007 18:00:00 (Estimated): The M/V EVA DANIELSEN did not comply with Rule 5, 6, 7, 19, 35, by failing to post a lookout, failing to sound fog signals, having only one person in the pilothouse to maneuver the vessel and act as a lookout while monitoring the navigation equipment, all in restricted visibility conditions.

Condition Class: Policy, Procedures, or Regulations
Condition Type: Policy, Regs, and Procedures Condition
Subject Type: Regulations
Location: Known; US Waters
Description: PACIFIC DEEP WATER ACCESS
Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
EVA DANIELSEN	Vessel	Undamaged	Involved in a Marine Casualty

Details Filed: Policy/Regs/Procedures Condition

ISM Code Data

Does the ISM Code apply to the Vessel: Yes
Safety Management System (SMS) implemented: Yes

Report of Investigation

SMS Subjects: Company Responsibilities and Authority
Safety Management Certificate
Issued By:
Issue Date:
Expiration Date:
Document of Compliance
Issued By:
Issue Date:
Expiration Date:
Audit Information
Type: External Audit
Date:
Results: 7 Minor Non-conformities
Evaluation of SMS during Investigation: Yes
Results: Referred to Sector Portland for ISM detention and external audit request.

ISO 9000 Data

Does ISO 9000 apply to the Vessel: No
Quality Management System (QMS) implemented: No

ISO 14000 Data

Does ISO 14000 apply to the Vessel: No
Environmental Management System (EMS) implemented: No

Policies/Procedures that Do Not Exist

Explanation of Nonexistence:
Major Nonconformity: No

Policies/Procedures that Are Not Aboard

Explanation why Not Aboard:
Major Nonconformity: No

Policies/Procedures/Law/Regulation that is Present but Inadequate

Policies/Procedures/Law/Regulation that is Present and Adequate

Latent Unsafe Condition: No

07/13/2007 16:00:05 to 07/13/2007 17:15:00 (Estimated): The EVA DANIELSEN transited North via the outbound traffic lanes for Portland, OR making 12 knots, with 1/4 mile visibility, sounding no fog signals, posting no additional lookouts, and with the [redacted] Mate in control of the vessel and the [redacted] not on bridge between approximately 1700 to 1715 due to his feeling ill.

Action Type: Bridge Operations - Shiphandling
Action Class: Maneuver in accordance with sea/river/weather conditions
Location: Known; US Waters
Description: PACIFIC DEEP WATER ACCESS
Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

Table with 4 columns: Name, Type, Status, Role. Row 1: [redacted], Party, Not at Risk, Subject of

Report of Investigation

Details Filed: None

██████████

Party

Not at Risk

Investigation

Subject of Investigation

Details Filed: None

07/13/2007 17:00:00 to 07/13/2007 17:15:00 (Estimated): The ██████ Mate reported that they had a radar contact come close aboard just before the collision, then the contact was lost on radar. No shuddering was felt by crew of EVA DANIELSEN and the crew did not notice anything unusual, just the lost of the radar track close aboard and then not relocating it again and the ██████ Mate seeing a mast ahead starboard abeam of the vessel.

Action Type: Bridge Operations - Collision Avoidance

Action Class: Monitor radar/ARPA and monitor radar contacts

Location: Known; US Waters

Description: PACIFIC DEEP WATER ACCESS

Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Party	Not at Risk	Subject of Investigation

Details Filed: None

07/13/2007 17:12:00 to 07/13/2007 17:15:00 (Estimated): The BUONA MADRE had two 55-gal diesel fuel tanks onboard and obtained 40 gals of diesel fuel from Spud Point Marina on July 12, 2007. It is unknown the total quantity of fuel onboard and if the fuel was released in the marine environment. No witnesses reported a sheen.

Condition Class: Marine Environment

Condition Type: Marine Environment

Subject Type:

Location: Known; US Waters

Description: PACIFIC DEEP WATER ACCESS

Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

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

Details Filed: Marine Environment Details

Weather Conditions:

Conditions

Wind Speed:

Wind Direction:

Wind Gusts:

Ceiling:

Weather Forecast

Actual Weather

13 Knots

290

Knots

Feet

Report of Investigation

Sky Conditions:	Overcast
Air Temperature:	72° F
Weather/Precipitation:	
Visibility/Precipitation:	Fog
Visibility:	0.1 nm
Precipitation (24 hr period):	
Sea Level Pressure:	30.14 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:		56° F
Water Depth/River Stage:		(Feet above MLLW)
Tide:		
Tidal Current Speed:		Knots
Tidal Current Direction:		
River Current Speed:		Knots
River Current Direction:		
Ice Coverage:		%
Character of Ice:		
Wave Height:		1 feet
Wave Direction:		260
Wave Period:		seconds
Swell Height:		4 feet
Swell Direction:		260
Swell Period:		seconds
Warnings in Effect:		

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

07/13/2007 17:12:00 to 07/13/2007 17:12:30 (Estimated): The M/V EVA DANIELSEN collided with the F/V BUONA MADRE. Undetermined if the F/V BUONA MADRE was underway making way or under way not making way or if engaged in commercial fishery operations. Paint scrapings left on the starboard bow of the EVA DANIELSEN suggest the BUONA MADRE was upright when it collided with the EVA DANIELSEN because of the height of the marks on the hull. The paint scrapings were analyzed at the CT crime lab with a finding that the single layer (blue) paint chips taken off the bow of the Eva Danielsen by Sector Portland IOs exhibited microscopic and instrumental characteristics similar to the top layer in the three layer (blue/green/white) paint located on the section of debris with blue paint provided.

Event Type: Collision
Event Class: Special Circumstances
Event Subclass:
Location: Known; US Waters
Description: PACIFIC DEEP WATER ACCESS

Report of Investigation

Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
EVA DANIELSEN	Vessel	Undamaged	Involved in a Marine Casualty

Details Filed: Collision Details

Location of Impact:	Starboard Bow
Above/Below WaterLine:	Above
Vessel Course:	324 True
Vessel Speed:	11.5 Knots
Steering Functional:	Fully
Propulsion Functional:	Fully
Fuel On Board:	Diesel
Cargo On Board:	

<u>Cargo Name</u>	<u>Quantity</u>

Additional Information:

Paint marks left on the bow of the vessel (height) suggest the BUONA MADRE was upright when it collided with the EVA DANIELSEN. The blue paint was only located on the BUONA MADRE's superstructure. The paint marks matched the paint from the debris of the BUONA MADRE.

BUONA MADRE	Vessel	Actual Total Loss	Involved in a Marine Casualty
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Details Filed: None

07/13/2007 17:12:15 to 07/13/2007 17:15:00 (Estimated): The F/V BUONA MADRE was assumed to have been destroyed and sank upon collision impact. It is unknown how the vessel sank. The only information attainable was the survey complete with limited vessel particulars. Only small debris pieces were recovered following the collision.

Condition Class: Vessel, Facility, Equipment, Gear, or Cargo

Condition Type: Stability Condition

Subject Type: Vessel Equipment

Location: Known; US Waters

Description: PACIFIC DEEP WATER ACCESS

Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
BUONA MADRE	Vessel	Actual Total Loss	Involved in a Marine Casualty

Details Filed: Detail Description

Details Filed: IMO Damage Card

Official Number:

General Particulars

Homogenous Arrival Condition

At Time of Incident

Draft amidship	d=	1 Meters	Meters
Displacement *		Metric Tons	Metric Tons
Center of gravity above	KG=	Meters	Meters

Report of Investigation			
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moulded base line *			
Metacentric height (uncorrected) *	GM=	Meters	Meters
Distance between the transverse metacenter and the center of buoyancy	BM=	Meters	Meters
Reduction in GM due to any free surface of liquids *		Meters	Meters
Block Coefficient of fineness of displacement *			
Coefficient of fineness of midship	beta=		
Coefficient of fineness of the waterplane			
Height of center of buoyancy above moulded baseline	KB=	Meters	Meters
Lateral Area of ships profile exposed to wind	Av=	Meters ²	Meters ²
Distance between center of lateral area of ship's profile exposed to wind and corresponding waterline		Meters	Meters
Estimated rolling period (P-S-P) (in seconds) (o)	Tr=	Seconds	Seconds
Rated amplitude of roll (maximum)	Or=	Degrees	Degrees
Angle of heel for immersion of uppermost continuous deck		Degrees	Degrees
Righting Lever (GZ) at 0 degrees *		Meters	Meters
Righting Lever (GZ) at 10 degrees *		Meters	Meters
Righting Lever (GZ) at 20 degrees *		Meters	Meters
Righting Lever (GZ) at 30 degrees *		Meters	Meters
Righting Lever (GZ) at 40 degrees *		Meters	Meters
Righting Lever (GZ) at 50 degrees *		Meters	Meters
Righting Lever (GZ) at 60 degrees *		Meters	Meters
Righting Lever (GZ) at 70 degrees *		Meters	Meters
Righting Lever (GZ) at 80 degrees *		Meters	Meters
Righting Lever (GZ) at 90 degrees *		Meters	Meters
Maximum righting lever	GZm=	Meters	Meters
Angle of maximum stability	0m=	Meters	Meters
Angle of vanishing stability	0v=	Meters	Meters
Lightship Displacement		Meters	
Center of gravity above moulded baseline	KGo=	Meters	

Report of Investigation

Formal Structural Description:

Length (L):	27.6 Feet/10th Feet
Moulded Breadth (B):	9.3 Feet/10th Feet
Moulded Depth (D):	4.4 Feet/10th Feet
Bilge keels: Width (°):	Meters
Bilge keels: Longitudinal Extent (°):	Meters
Limits to vertical center of gravity:	Meters
Estimated actual vertical center of gravity:	Meters

Name(s) of enclosed superstructures and deckhouses above the deck to which molded depth is measured:

<u>Name</u>	<u>Length</u>	<u>Height</u>
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Notes:

1. Damage records to be completed for all sea-going passenger ships, sea-going cargo ships of 25 meters in length and over, and sea-going fishing vessels of 15 meters in length and over, in respect of both losses of ships and cases in which dangerous heeling occurred due to unsatisfactory intact stability, including those cases where loss or heeling of the ship was due to shifting of cargo.
2. Depth (D) should be measured to the bulkhead deck in passenger ships and to the freeboard deck in non-passenger ships (or to uppermost completed deck, if bulkhead or freeboard deck is not specified).
3. The metric system should be used for all measurements.
4. Data marked with an asterisk (*) are the most important.
5. The provision of data marked (o) is optional.
6. It is desirable to attach a sketch of statical stability curves, drawn for both the below loading conditions, using the following scales:
 - (i) 20 mm for every 10 degree angle of inclination.
 - (ii) 10 mm (or 20 mm) for every 0.1 meter of righting lever.

07/13/2007 17:15:00 to 07/14/2007 9:00:00 (Estimated): Only small sections of the vessel were found. It was impossible to formulate any specific analysis of any material failures. The BUONA MADRE was considered by many to be an antique of wood construction while the EVA DANIELSEN was made of steel.

Event Type: Material Failure (Vessels)
 Event Class: Construction/Loadline
 Event Subclass:
 Location: Known; US Waters
 Description: PACIFIC DEEP WATER ACCESS
 Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
BUONA MADRE	Vessel	Actual Total Loss	Involved in a Marine Casualty

Details Filed: Material/Equipment Failure

System:	Construction/Loadline
Sub-System:	Hull

Report of Investigation

Component: Hull Plating
Failure: Yes
Category: Catastrophic Failure
Details: Only small sections of vessel's hull was found. The location of the remainder of the vessel is unknown.
Cite:

Equipment Approval Information

Q-Number:
Manufacturer:
Serial No:
Year Built:
Description:

07/13/2007 17:15:15 to 07/13/2007 17:45:00 (Estimated): The vessel was totally dismantled with only one section found.

Event Type: Flooding
Event Class: Initial - out of control
Event Subclass:
Location: Known; US Waters
Description: PACIFIC DEEP WATER ACCESS
Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

Table with 4 columns: Name, Type, Status, Role. Row 1: BUONA MADRE, Vessel, Actual Total Loss, Involved in a Marine Casualty

Details Filed: Flooding Details

Initial Source: Damage to Hull
Area Submerged:
Route of Water into Vessel: Unknown
Subdivision Standard: None
Watertight Subdivisions Intact: None Fitted
Watertight Doors Fitted: No
Were High Level Alarms Fitted: Unknown

07/13/2007 17:16:00 to 07/14/2007 10:30:00 (Estimated): Estimated time the deceased spent in the water is based on his last known communication and the discovery of his body and pickup by CG Station Bodega Bay.

Event Type: Falls into Water
Event Class: From Vessel
Event Subclass:
Location: Known; US Waters
Description: PACIFIC DEEP WATER ACCESS
Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

Report of Investigation

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
WADE, PAUL	Party	Dead	Subject of Investigation

Details Filed: Person-In-Water Details

Use CESM:	No
Confirmed in the water:	Yes
Time Entered Water:	07/13/2007 5:16:00 PM Estimated
Time Taken Out:	07/14/2007 10:30:00 AM Known
Survival Time:	minutes
Gender:	Male
Age:	■
Body Fat:	
Weight:	158 Pounds
Description:	Found floating face down with PFD on.
Health:	Normally developed and fairly nourished, slender, male.
Clothing:	Pants & Shirt
Exposure Suit:	No
Light:	No
PFD:	Yes
Additional Information:	Exposure Suit was found in storage bag with buttons undone.

07/13/2007 17:17:00 to 07/13/2007 17:30:00 (Estimated): The F/V BUONA MADRE is assumed to have sunk. Only small sections of the vessel and debris were found.

Event Type: Sinking
 Event Class: Damage Control Efforts Not Possible
 Event Subclass:
 Location: Known; US Waters
 Description: PACIFIC DEEP WATER ACCESS
 Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
BUONA MADRE	Vessel	Actual Total Loss	Involved in a Marine Casualty

Details Filed: Detail Description

07/13/2007 17:17:00 to 07/13/2007 18:00:00 (Known): Vessel Traffic Service (VTS) San Francisco received radio call on Channel 12 from the EVA DANIELSEN (ED) stating they had a possible collision with a small fishing vessel (no name given). Position is 38-00.96N 123-09.26W, approximately 6 nautical miles west of Point Reyes. ED had previously made passing arrangements with the F/V "MARJA" and believed that this may have been the vessel the ED had hit. They conducted a search for the F/V and had no immediate signs of wreckage. Visibility was reported at 200/300 meters.

Action Type: Bridge Operations - Bridge Communications
 Action Class: Establish and maintain VHF radio communications with other vessels and appropriate shore authorities
 Location: Known; US Waters

Report of Investigation

Description: PACIFIC DEEP WATER ACCESS
Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

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

Details Filed: Communications Details

Communications Description: Report of a possible collision with F/V that previous passing arrangements were made with.

Communications Type: Ship to Shore

Sent or Received: Received

Means of Communication: Communications Equipment

Frequency/Channel: Channel 12

Power Setting:

Communication Acknowledged: Yes

Communication Protocols: Immediate report, awaited instructions by VTS.

Communications Effectiveness: Communication Effective

Effectiveness Description: Heard by VTS San Francisco by Eva Danielsen

Interference Difficulties:

Interference Description:

[REDACTED]	Party	Not at Risk	Subject of Investigation
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Details Filed: Communications Details

Communications Description: Sent report of possible collision with F/V that previous passing arrangements were made with.

Communications Type: Ship to Shore

Sent or Received: Received

Means of Communication: Communications Equipment

Frequency/Channel: Channel 12

Power Setting:

Communication Acknowledged: Yes

Communication Protocols: Immediate report of possible collision at time.

Communications Effectiveness: Communication Effective

Effectiveness Description: Sent and received by intended VTS.

Interference Difficulties:

Interference Description:

07/13/2007 17:17:05 to 07/13/2007 17:49:00 (Estimated): The EVA DANIELSEN conducted a search for the F/V they believed they collided with. The vessel's crew found no immediate signs of wreckage or damage to the EVA DANIELSEN and saw no debris in the water.

Action Type: Safety and Emergency Operations - Person Overboard Procedures

Action Class: Maneuver vessel

Location: Known; US Waters

Description: PACIFIC DEEP WATER ACCESS

Latitude: 38 00.96 N Longitude: 123 09.26 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: None

Report of Investigation

Party Not at Risk Witness
Details Filed: None

07/13/2007 17:17:15 to 07/14/2007 8:30:00 (Estimated): The Buona Madre was equipped with a CAT II EPIRB that required manual deployment/activation. There was no record at the District SAR desk that an EPIRB in the area the collision occurred activated. Had there been a record of an EPIRB activation, the information would have been in the Sector CDO log.

Condition Class: Vessel, Facility, Equipment, Gear, or Cargo
Condition Type: Vessel Material/Equipment Condition
Subject Type: Lifesaving
Location: Known; US Waters
Description: PACIFIC DEEP WATER ACCESS
Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
BUONA MADRE	Vessel	Actual Total Loss	Involved in a Marine Casualty

Details Filed: Material/Equipment Condition

System: Lifesaving
Sub-System: Visual Distress Signals (General)
Component: Storage
Details: It is unknown of the location of the CAT II EPIRB, but there was no manual activation of the EPIRB.
Cite:

07/13/2007 17:18:00 to 07/13/2007 17:49:00 (Estimated): Vessel Traffic Service (VTS) Broadcast conducted on Channel 12, 13, and 16 for the F/V MARJA with no response. 1731: Pan pan msg goes out over VHF regarding possible collision at Point Reyes. VTS SF had a broadcast conducted on Channel 16 for any F/V in the area of Point Reyes to contact VTS on Channel 12.

Action Type: Bridge Operations - Bridge Communications
Action Class: Establish and maintain VHF radio communications with other vessels and appropriate shore authorities
Location: Classified

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
	Party	Not at Risk	Witness

Details Filed: Communications Details

Communications Description: VTS broadcasted a Pan Pan msg regarding a possible collision between a FV and the Eva Danielsen.
Communications Type: Safety Alert
Sent or Received: Sent
Means of Communication: Communications Equipment
Frequency/Channel: Channel 16
Power Setting:
Communication Acknowledged: Yes

Report of Investigation

Communication Protocols: safety alert
 Communications Effectiveness: Communication Effective
 Effectiveness Description: Went out from VTS and heard by Station Bodega Bay watchstander.
 Interference Difficulties:
 Interference Description:

07/13/2007 17:18:00 to 07/13/2007 17:45:00 (Estimated): The BUONA MADRE had two 55-gal diesel fuel tanks onboard and obtained 40 gals of diesel fuel from Spud Point Marina on July 12, 2007. It is unknown the total quantity of fuel onboard and if the fuel was released in the marine environment. No witnesses reported a sheen.

Event Type: Damage to the Environment
 Event Class: Oil Discharge
 Event Subclass: Fuel/bunker
 Location: Known; US Waters
 Description: PACIFIC DEEP WATER ACCESS
 Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
BUONA MADRE	Vessel	Actual Total Loss	Involved in a Marine Casualty

Details Filed: Discharge Details

Substance Name: Oil: Diesel
 Potential Volume/Amount: 110 Gallon (estimated)
 Potential Only: Yes
 Level of Potential: Medium
 Potential Impacted Medium:
 Air: No
 Land: No
 Water: Yes
 Enclosed Space: No
 Explanation of Risk: The Buona Madre had two 55-gal diesel fuel tanks onboard and obtained 40 gals of diesel fuel from spud point marina on July 12, 2007. It is unknown the total quantity of fuel onboard and if the fuel was released in the marine environment.

07/13/2007 17:49:00 to 07/13/2007 17:50:00 (Estimated): Agreement was made to conclude that no collision occurred and all CG assets were ordered to stand down from potential Search & Rescue and the Eva Danielsen was released to proceed to the next port of call.

Action Type: Safety and Emergency Operations - Emergency Communications
 Action Class: Establish emergency communications with shore authorities
 Location: Classified

Subject(s) and Details:

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

Details Filed: Communications Details

Report of Investigation

Communications Description: Concur with recommendation to suspend response to potential collision.
Communications Type: Internal
Sent or Received: Received
Means of Communication: Verbal
Communication Acknowledged: Yes
Communication Protocols: Sector Command Center QRC
Communications Effectiveness: Communication Effective
Effectiveness Description:
Interference Difficulties:
Interference Description:

Party Not at Risk Witness
Details Filed: Communications Details

Communications Description: Concur with recommendation to suspend response to potential collision.
Communications Type: Internal
Sent or Received: Received
Means of Communication: Verbal
Communication Acknowledged: Yes
Communication Protocols: Sector Command Center QRC
Communications Effectiveness: Communication Effective
Effectiveness Description:
Interference Difficulties:
Interference Description:

Party Not at Risk Witness
Details Filed: Communications Details

Communications Description: Concur with recommendation to suspend response to potential collision.
Communications Type: Internal
Sent or Received: Received
Means of Communication: Verbal
Communication Acknowledged: No
Communication Protocols: Sector Command Center QRC
Communications Effectiveness: Communication Effective
Effectiveness Description:
Interference Difficulties:
Interference Description:

Party Not at Risk Other
Details Filed: Communications Details

Communications Description: Concur with recommendation to suspend response to potential collision.
Communications Type: Internal
Sent or Received: Received
Means of Communication: Verbal
Communication Acknowledged: Yes
Communication Protocols: Sector Command Center QRC.
Communications Effectiveness: Communication Effective
Effectiveness Description:
Interference Difficulties:
Interference Description:

07/14/2007 8:30:00 to 07/14/2007 10:30:00 (Estimated): Mariner was found floating vertically with his face in the ocean and was pronounced deceased by Emergency Medical Services (EMS) and the Sonoma County Coroner. The cause of death was listed as drowning.

Report of Investigation

Event Type: Personnel Casualties
Event Class:
Event Subclass:
Location: Known; US Waters
Description: PACIFIC DEEP WATER ACCESS
Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

Table with 4 columns: Name, Type, Status, Role. Row 1: WADE, PAUL, Party, Dead, Subject of Investigation

Details Filed: Injury Details

Did death occur: Yes
Was Death Immediate: No
Cause of Death: Drowning
Nature of Event Causing Death: Noncontact Injury- Exposure
Date of Death Known: No
Was Diving Involved: No
Did injury occur: No
Is the Person Missing: No
Subject to Chemical Exposure: No

Exposed to Biological Hazards: No
Exposed to a Confined Space/Respiration Hazard: No
Exposed to Other Hazards: No

Narrative Summary: Mariner was found floating vertically with his face in the ocean with Personal Flotation Device (PFD) on. CPR was unsuccessful. Boarding team stated rigger mortis had already set in when the mariner was being pulled onboard the CG 47' MLB. Mariner was pronounced deceased by EMS medics and Sonoma County Coroner. Unknown time of death, length of exposure in water, & drowning was the cause of death within minutes.

07/14/2007 8:35:00 to 07/14/2007 8:40:00 (Estimated): Initial Notification - On 13JUL2007 there was a possible collision between two vessels. One freight vessel and a commercial fishing vessel. On 14JUL2007 the commercial fishing vessel was found capsized and the operator of the vessel was found deceased in water.

Action Type: Other Actions - Reporting/Notifications
Action Class: Report/Notification of Casualty or Incident
Location: Known; US Waters
Description: PACIFIC DEEP WATER ACCESS
Latitude: 38 00.96 N Longitude: 123 09.26 W

Subject(s) and Details:

Table with 4 columns: Name, Type, Status, Role. Row 1: [Redacted], Party, Not at Risk, Witness

Details Filed: Notification

Incident Detail/Location
Incident Type: MS: Loss of Life/Injury
Incident Date/Time: 07/13/2007 9:50:00 PM

Report of Investigation

Notification Method: Telephone call to Coast Guard
Date/Time Notified: 07/14/2007 9:50:00 PM
Specific Notification Problem: No

Incident Location:
Address:
City, St, Zip: ,
Province/Country: /
General Location/Affected Area 6 miles west of point reyes

Reporting Party

Name: [REDACTED]
Callback Phone: [REDACTED]
Cell Phone:
Location:
Address:
City, ST, Zip: ,
Province/Country: /
Facility Name:
Organization: F/V California Girl
General Location:

Involved Subjects

Name: CALIFORNIA GIRL
Type: Vessel
Last Modification Date: 07/15/2007 12:43:47 AM
Modify By: [REDACTED]
Unit Modify By: Sector San Francisco

Name: BUONA MADRE
Type: Vessel
Last Modification Date: 07/15/2007 12:43:47 AM
Modify By:
Unit Modify By: Sector San Francisco
[REDACTED]

Name: EVA DANIELSEN
Type: Vessel
Last Modification Date: 07/15/2007 12:43:47 AM
Modify By: [REDACTED]
Unit Modify By: Sector San Francisco

Name: PAUL WADE
Type: Person
Last Modification Date: 07/15/2007 12:43:47 AM
Modify By: [REDACTED]
Unit Modify By: Sector San Francisco

Name: MARJA
Type: Vessel
Last Modification Date: 07/15/2007 12:43:47 AM
Modify By: [REDACTED]
Unit Modify By: Sector San Francisco

Incident Description

On 13JUL2007 there was a possible collision between two vessels. One freight vessel and a commercial fishing vessel. On 14JUL2007 the commercial fishing vessel was found capsized and the operator of the vessel was found deceased in water.

Report of Investigation

07/16/2007 1:55:00 to 07/20/2007 10:00:00 (Estimated): [REDACTED] results of Paul Wade. The time requirement of 8 hours passed for the crew of the EVA DANIELSEN (ED) due to their arrival time in Portland, Oregon. Drug test results for all personnel tested were [REDACTED].

Action Type: Other Actions - Drug and Alcohol Use and Testing
Action Class: Take Drug Test - Post-casualty
Location: Unknown

Subject(s) and Details:

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Party	Dead	Subject of Investigation

Details Filed: Drug and Alcohol Test Details

Sample Collection

Reason for Sample: Post-casualty
Date/Time Directed: 07/20/2007 10:00:00 AM
Means of Direction: Toxicology Screen
Directed By:
Organization: Other Law Enforcement Agency
Description: Sonoma County Sheriff
Directed to get DOT Test: Yes
Chemical Test Sample Provided: Yes
Chemical Test Type: Alcohol
Sample Type: Blood
Date/Time Sample Taken: 07/20/2007 10:00:00 AM
Sampling Location: Unknown
DOT Protocols Used: Yes
Collection Agent Name: [REDACTED]
Collection Agent's Organization: Central Valley Toxicology
Donor Certified: No
Irregularities Noted: No
Transferred/Chain of Custody Complete: No
Chemical Test Type: Dangerous Drugs
Sample Type: Blood
Date/Time Sample Taken: 07/20/2007 10:00:00 AM
Sampling Location: Unknown
DOT Protocols Used: Yes
Collection Agent Name: [REDACTED]
Collection Agent's Organization: Central Valley Toxicology
Donor Certified: No
Irregularities Noted: No
Transferred/Chain of Custody Complete: No

Field Sobriety Test

Field Sobriety Test Performed: No

Alcohol Analysis

Method of Analysis: Blood Test
Instrument Used: Unknown
Date/Time Results Obtained: 07/20/2007 10:00:00 AM
Results: [REDACTED]
Agency Conducting Analysis: Central Valley Toxicology
Description of Analysis: [REDACTED]

Report of Investigation

Irregularities in Analysis: No
Drug Analysis
Analyzing Laboratory: Central Valley Toxicology, 1580 Tollhouse Road, Clovis, CA 93611
DOT Protocols Used: Yes
Test Results:
Coroner:
Coroner Conclusions:
Sample Transferred and Chain of Custody Complete: No
Irregularities: Result of toxicology for autopsy.

Drug Re-Analysis

Party Not at Risk Subject of Investigation

Details Filed: Drug and Alcohol Test Details

Sample Collection

Reason for Sample: Post-casualty
Date/Time Directed: 07/16/2007 1:55:00 PM
Means of Direction: Verbal
Directed By:
Organization: U.S. Coast Guard
Description: Possible Collision at time of direction
Directed to get DOT Test: Yes
Chemical Test Sample Provided: Yes
Chemical Test Type: Dangerous Drugs
Sample Type: Urine
Date/Time Sample Taken: 07/16/2007 1:55:00 PM
Sampling Location: Unknown
DOT Protocols Used: Yes
Collection Agent Name:
Collection Agent's Organization: CDL
Donor Certified: Yes
Irregularities Noted: No
Transferred/Chain of Custody Complete: Yes

Field Sobriety Test

Field Sobriety Test Performed: No

Drug Analysis

Analyzing Laboratory: LEGACY METRO LAB, PORTLAND, OR
DOT Protocols Used: Yes
Test Results:
Medical Review Officer:
MRO Conclusions:
Sample Transferred and Chain of Custody Complete: Yes

Drug Re-Analysis

Party Not at Risk Subject of Investigation

Details Filed: Drug and Alcohol Test Details

Sample Collection

Reason for Sample: Post-casualty
Date/Time Directed: 07/16/2007 2:00:00 PM
Means of Direction: Verbal
Directed By:
Organization: U.S. Coast Guard
Description: Possible collision at time of direction

Report of Investigation

Directed to get DOT Test: Yes
Chemical Test Sample Provided: Yes
Chemical Test Type: Dangerous Drugs
Sample Type: Urine
Date/Time Sample Taken: 07/16/2007 2:40:00 PM
Sampling Location: CDL
DOT Protocols Used: Yes
Collection Agent Name: [REDACTED]
Collection Agent's Organization: CDL
Donor Certified: Yes
Irregularities Noted: No
Transferred/Chain of
Custody Complete: Yes

Field Sobriety Test

Field Sobriety Test Performed: No

Drug Analysis

Analyzing Laboratory: LEGACY METRO LAB, PORTLAND, OR
DOT Protocols Used: Yes
Test Results: [REDACTED]
Medical Review Officer: [REDACTED]
MRO Conclusions: [REDACTED]
Sample Transferred and Chain
of Custody Complete: Yes

Drug Re-Analysis

V. CAUSAL ANALYSIS

The Initiating Event of the Incident

Initiating Event:

Collision (07/13/2007 5:12:00 PM)

Production Factors

Active Human Failures - Planning Errors - Mistakes - Knowledge-based Mistakes - Heuristic

Availability Heuristics; Due to the visibility restriction, sole operator onboard a commercial fishing vessel did not pose as a proper condition.

Deck Operations - Fishing Operations: 07/13/2007 4:00:00 PM, PACIFIC DEEP WATER ACCESS, WADE, PAUL

Active Human Failures - Planning Errors - Violations - Willful violation

Other Violation Error; [REDACTED] was the only person onboard the F/V Buona Madre to maneuver the vessel and act as a lookout while monitoring the navigation equipment and potentially be engaged in fishing operations, all in restricted visibility conditions.

Deck Operations - Fishing Operations: 07/13/2007 4:00:00 PM, PACIFIC DEEP WATER ACCESS, WADE, PAUL

Other Violation Error; The crew onboard the M/V Eva Danielsen (having one person in the pilothouse to maneuver the vessel and act as a lookout while monitoring the navigation equipment, all in restricted visibility conditions)

The M/V Eva Danielsen failed to comply with Navigation Rule 5 (failure to post a lookout), Rule 6 (Safe speed), Rule 7 (Risk of collision), Rule 19 (Conduct of Vessels in Restricted Visibility), and Rule 35 (Sound Signals in Restricted Visibility).

Bridge Operations - Shiphandling: 07/13/2007 4:00:05 PM, PACIFIC DEEP WATER ACCESS, MATESIC, MARIN

Active Equipment/Material Failures - Active failures of material

F/V Buona Madre was broken into several sections and presumed destroyed due to collision. The wooden hull was dismantled and deemed a total loss.

Material Failure (Vessels): 07/13/2007 5:15:00 PM, PACIFIC DEEP WATER ACCESS, BUONA MADRE

Preconditions

LUCs in People - Limitations of the person - Physical conditions

[REDACTED] admitted to not complying with the vsls SMS with regards to safe operations due to manning of vsl did not allow all operations to be completed and still comply with mandatory rest periods.

Policy, Procedures, or Regulations: 07/13/2007 4:00:00 PM, PACIFIC DEEP WATER ACCESS, EVA DANIELSEN

Report of Investigation

Only one person onboard the F/V Buona Madre to maneuver the vessel and act as a lookout while monitoring the navigation equipment and potentially be engaged in fishing operations, all in restricted visibility conditions.

Policy, Procedures, or Regulations: 07/13/2007 6:20:00 AM, PACIFIC DEEP WATER ACCESS, WADE, PAUL

LUCs in People - Person Mismatches - Mismatches between the person and the environment

The M/V Eva Danielsen had one person in the pilothouse to maneuver the vessel and act as a lookout while monitoring the navigation equipment, all in restricted visibility conditions.

Marine Environment: 07/13/2007 12:00:00 PM, PACIFIC DEEP WATER ACCESS, PACIFIC DEEP WATER ACCESS

The [REDACTED] that operated the F/V Buona Madre solely on the day of the incident. As sole person onboard, responsible for safe navigation, lookout, monitoring all equipment, sounding fog signals, and possibly engaged in commercial fishing in visibility less than 200 yards.

Policy, Procedures, or Regulations: 07/13/2007 6:20:00 AM, PACIFIC DEEP WATER ACCESS, WADE, PAUL

Other

Visibility was reported less than 200 yards up to no more than 1 mile with fog in the area surrounding the incident. The M/V Eva Danielsen was operating at 11.5 kts with only one person on the bridge operating the vessel and no other personnel assigned as a lookout.

Marine Environment: 07/13/2007 12:00:00 PM, PACIFIC DEEP WATER ACCESS, PACIFIC DEEP WATER ACCESS

Workplace Factors

LUCs in Supervision - Rules/Regulations not enforced

[REDACTED] admitted not complying with the vsls SMS with regards to safe operations due to manning of vsl did not allow all operations to be completed and still comply with mandatory rest periods. This was the explanation for not posting a lookout in restricted visibility.

[REDACTED] failed to post a lookout in restricted visibility and ensured the bridge was adequately manned in such conditions.

Policy, Procedures, or Regulations: 07/13/2007 4:00:00 PM, PACIFIC DEEP WATER ACCESS, EVA DANIELSEN

LUCs in Operations - Improper manning (Number or qualifications of Line Workers)

[REDACTED] admitted not complying with the vsls SMS with regards to safe operations due to manning of vsl did not allow all operations to be completed and still comply with mandatory rest periods. This was the explanation for not posting a lookout in restricted visibility.

Policy, Procedures, or Regulations: 07/13/2007 4:00:00 PM, PACIFIC DEEP WATER ACCESS, EVA DANIELSEN

LUCs in Operations - Operations not in accordance with rules and regulations

Lack of bridge resource management of the crew onboard the M/V Eva Danielsen (having one person in the pilothouse to maneuver the vessel and act as a lookout while monitoring the navigation equipment, all in restricted visibility conditions)

M/V Eva Danielsen failed to comply with Navigation Rule 5 (failure to post a lookout), Rule 6 (Safe speed), Rule 7 (Risk of collision), Rule 19 (Conduct of Vessels in Restricted Visibility), and Rule 35 (Sound Signals in Restricted Visibility).

Policy, Procedures, or Regulations: 07/13/2007 4:00:00 PM, PACIFIC DEEP WATER ACCESS, EVA DANIELSEN

F/V Buona Madre had operator solely onboard on the day of the incident. As sole person onboard, responsible for safe navigation, lookout, monitoring all equipment, sounding fog signals, and possibly engaged in commercial fishing in visibility less than 200 yards. Unknown if complied with navigation rules.

Policy, Procedures, or Regulations: 07/13/2007 6:20:00 AM, PACIFIC DEEP WATER ACCESS, WADE, PAUL

Organization Factors

LUCs in Human Resources - Inadequate Staffing/Manning

Paul Wade operated the F/V Buona Madre solely on the day of the incident. As sole person onboard, responsible for safe navigation, lookout, monitoring all equipment, sounding fog signals, and possibly engaged in commercial fishing in visibility less than 200 yards.

Policy, Procedures, or Regulations: 07/13/2007 6:20:00 AM, PACIFIC DEEP WATER ACCESS, WADE, PAUL

█████ admitted not complying with the vsls SMS with regards to safe operations due to manning of vsl did not allow all operations to be completed and still comply with mandatory rest periods. This was the explanation for not posting a lookout in restricted visibility.

Policy, Procedures, or Regulations: 07/13/2007 4:00:00 PM, PACIFIC DEEP WATER ACCESS, EVA DANIELSEN

LUCs in Structure - Improper or insufficient delegation of authority

█████ failed to post a lookout in restricted visibility and ensured the bridge was adequately manned in such conditions.

Policy, Procedures, or Regulations: 07/13/2007 4:00:00 PM, PACIFIC DEEP WATER ACCESS, EVA DANIELSEN

LUCs in Operational Culture - Improper norms and rules

Speaking with the commercial fishing vessel branch chief and previous inspectors of commercial fishing vessels, operators often get underway in hazardous conditions, i.e. sole person onboard in restricted visibility and failing to follow the navigation rules.

Marine Environment: 07/13/2007 12:00:00 PM, PACIFIC DEEP WATER ACCESS, PACIFIC DEEP WATER ACCESS

LUCs in Regulations - Inadequate or absent regulations

Commercial fishing vessels operating where the Buona Madre collision occurred and being less than 33 feet in length are only required to carry a manually activated cat II EPIRB. Cat 1 EPIRB is required to float free and is self activating, eliminating the need for manual deployment.

Policy, Procedures, or Regulations: 07/13/2007 6:20:00 AM, PACIFIC DEEP WATER ACCESS, WADE, PAUL

Defense Factors

Defenses that were in place but failed due to inadequacy - Inadequate supervision

█████ admitted not complying with the vsls SMS with regards to safe operations due to manning of vsl did not allow all operations to be completed and still comply with mandatory rest periods. This was the explanation for not posting a lookout in restricted visibility.

█████ failed to post a lookout in restricted visibility and ensured the bridge was adequately manned in such conditions.

█████ went below for appx. 10 minutes, leaving only the █████ mate on the bridge to maneuver the vsl, monitor the bridge equipment, act as a lookout.

Bridge Operations - Shiphandling: 07/13/2007 4:00:05 PM, PACIFIC DEEP WATER ACCESS, █████

Defenses that were in place but failed due to inadequacy - Improper use of defensive equipment

The █████ mate lost a radar contact prior to the collision and then regained what he believed was the same contact he made passing arrangements with. The radar was not fully utilized during the transit north from the Golden Gate bridge.

Bridge Operations - Collision Avoidance: 07/13/2007 5:00:00 PM, PACIFIC DEEP WATER ACCESS, █████

Defenses that were in place but were disabled - Deliberate circumventing of training requirements

The █████ failed to follow the Navigation rules and the vessels Safety Management System as the person in charge of the safe operation of the vessel.

Policy, Procedures, or Regulations: 07/13/2007 4:00:00 PM, PACIFIC DEEP WATER ACCESS, EVA DANIELSEN

Defenses that could reasonably have been expected but were never put in place - Absence of supervision

█████ went below for appx. 10 minutes, leaving only the █████ mate on the bridge to maneuver the vsl, monitor the bridge equipment, act as a lookout. The C/O was never called up to the bridge and act as an additional member of the bridge team.

Bridge Operations - Shiphandling: 07/13/2007 4:00:05 PM, PACIFIC DEEP WATER ACCESS, █████

Active Human Failures - Planning Errors - Mistakes - Rule-based Mistakes - Use of a bad rule

Report of Investigation

Other Application of a Bad Rule; The [REDACTED] and [REDACTED] Mate of the M/V Eva Danielsen observed multiple fishing vessels in the transit area and encountered reduced visibility conditions and did not reduce speed until the [REDACTED] Mate believed he hit a fishing vessel.

Bridge Operations - Collision Avoidance: 07/13/2007 5:00:00 PM, PACIFIC DEEP WATER ACCESS, [REDACTED]

Active Human Failures - Planning Errors - Mistakes - Knowledge-based Mistakes - Heuristic

Other Heuristics Error; [REDACTED] went below for appx. 10 minutes, leaving only the [REDACTED] mate on the bridge to maneuver the vsl, monitor the bridge equipment, act as a lookout. The C/O was never called up to the bridge and act as an additional member of the bridge team.

Bridge Operations - Shiphandling: 07/13/2007 12:10:00 PM, PACIFIC DEEP WATER ACCESS, [REDACTED]

Active Human Failures - Planning Errors - Violations - Willful violation

Other Violation Error; The crew onboard the M/V Eva Danielsen (having one person in the pilothouse to maneuver the vessel and act as a lookout while monitoring the navigation equipment, all in restricted visibility conditions)

The M/V Eva Danielsen failed to comply with Navigation Rule 5 (failure to post a lookout), Rule 6 (Safe speed), Rule 7 (Risk of collision), Rule 19 (Conduct of Vessels in Restricted Visibility), and Rule 35 (Sound Signals in Restricted Visibility).

Bridge Operations - Shiphandling: 07/13/2007 4:00:05 PM, PACIFIC DEEP WATER ACCESS, [REDACTED]

Failures of Defense Against Subsequent Events in the Incident

Subsequent Event #1:

Material Failure (Vessels) (07/13/2007 5:15:00 PM)

Defense Factors

Defenses that were in place but failed due to inadequacy - Improper use of defensive equipment

Paul Wade operated the F/V Buona Madre solely on the day of the incident. As sole person onboard, responsible for safe navigation, lookout, monitoring all equipment, sounding fog signals, and possibly engaged in commercial fishing in visibility less than 200 yards.

Deck Operations - Fishing Operations: 07/13/2007 4:00:00 PM, PACIFIC DEEP WATER ACCESS, WADE, PAUL

Active Human Failures - Planning Errors - Mistakes - Knowledge-based Mistakes - Heuristic

Availability Heuristics; Paul Wade operated the F/V Buona Madre solely on the day of the incident. As sole person onboard, responsible for safe navigation,

Report of Investigation

lookout, monitoring all equipment, sounding fog signals, and possibly engaged in commercial fishing in visibility less than 200 yards.

Deck Operations - Fishing Operations: 07/13/2007 4:00:00 PM, PACIFIC DEEP WATER ACCESS, WADE, PAUL

Subsequent Event #2:

Personnel Casualties (07/14/2007 8:30:00 AM)

Defense Factors

Defenses that could reasonably have been expected but were never put in place - Absence of personal protective equipment

Commercial fishing vessels operating where the Buona Madre collision occurred and being less than 33 feet in length are only required to carry a manually activated cat II EPIRB. Cat 1 EPIRB is required to float free and is self activating, eliminating the need for manual deployment.

An Exposure suit was found floating in the debris field. The storage location of the exposure suit was unknown, but exposure suit donning increases survival exposure time in the water.

Falls into Water: 07/13/2007 5:16:00 PM, PACIFIC DEEP WATER ACCESS, WADE, PAUL

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.

Referral #1: USCG vs. K/S ARIES SHIPPING

Party: K/S ARIES SHIPPING

Enforcement Action: Administrative Civil Penalty (Class I) - Status: Open - In Progress

Alleged Violations

<u>Cite</u>	<u>Date/Time</u>	<u>Event/Action/Condition</u>	<u>Location</u>	<u>Subject(s)</u>
46USC§ 2302(a)	07/09/2007 17:45:00	Person	Location Unknown	MANDIC, NENAD; WADE, PAUL; [REDACTED]
33USC§ 1602 (RULE 5)	07/13/2007 16:00:05	Bridge Operations - Shiphandling	PACIFIC DEEP WATER ACCESS	[REDACTED]
33USC§ 1602 (RULE 7)	07/13/2007 17:12:00	Collision	PACIFIC DEEP WATER ACCESS	EVA DANIELS EN; BUONA MADRE

Evidence

- 2995007 #001 [REDACTED]; Statement of [REDACTED]; ; Date/Time Collected: 07/14/2007 1:10:00 PM
- 2995007 #002 [REDACTED]; Statement of [REDACTED]; ; Date/Time Collected: 07/14/2007 1:14:00 PM
- 2995007 #003 [REDACTED]; Statement from VTS Supervisor [REDACTED]; ; Date/Time Collected: 07/14/2007 2:22:00 PM
- 2995007 #004 [REDACTED] VTS Summary info of EVA Danielsen call on 7/13; ; Date/Time Collected: 07/14/2007 2:22:00 PM
- 2995007 #005 [REDACTED]; VTS List of VsIs in Area Inbound & Outbound; ; Date/Time Collected: 07/14/2007 2:22:00 PM
- 2995007 #006 [REDACTED]; EVA DANIELSEN Particulars and positions; ; Date/Time Collected: 07/14/2007 2:22:00 PM
- 2995007 #007 [REDACTED]; Owner & Vsl Info; ; Date/Time Collected: 07/14/2007 2:22:00 PM
- 2995007 #008 KJS; Station Bodega Bay Log for July 13, 2007; ; Date/Time Collected: 07/14/2007 2:30:00 PM
- 2995007 #009 [REDACTED]; VTS Summary of VsIs transiting the area; ; Date/Time Collected: 07/14/2007 9:31:00 PM

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2995007 #010 █; NOAA Weather report 7/13 & 7/14; ; Date/Time Collected: 07/14/2007 3:10:00 PM

2995007 #011 █; Pics of Vsl Debris; ; Date/Time Collected: 07/14/2007 3:45:00 PM

2995007 #012 █; Sonoma County Sherriff report; ; Date/Time Collected: 07/14/2007 1:18:00 PM

2995007 #013 █; Doctor req. form-█; ; Date/Time Collected: 07/14/2007 1:29:00 PM

2995007 #014 █; Drug Testing Custody & Control Form-█. Clear copy obtained Dec 10, 2007 @ 1634.; ; Date/Time Collected: 07/16/2007 1:46:00 PM

2995007 #015 █; Investigating Officer notes; ; Date/Time Collected: 07/14/2007 1:50:00 PM

2995007 #016 █; ED Checklist for Key Shipboard Ops; ; Date/Time Collected: 07/21/2007 1:54:00 PM

2995007 #017 █; Personnel Training Manual/ Job Descriptions- Eva Danielsen; ; Date/Time Collected: 07/21/2007 2:00:00 PM

2995007 #018 █; Ship Operation Man.- Eva Danielsen; ; Date/Time Collected: 07/16/2007 2:03:00 PM

2995007 #019 █; █ Mate █- Certification Documentation #1; ; Date/Time Collected: 07/21/2007 2:15:00 PM

2995007 #020 █; █ Mate █-Certification Documentation #2; ; Date/Time Collected: 07/21/2007 2:22:00 PM

2995007 #021 █; █- Certification Documentation #1; ; Date/Time Collected: 07/19/2007 2:28:00 PM

2995007 #022 █; █- Certification Documentation #2; ; Date/Time Collected: 07/19/2007 2:32:00 PM

2995007 #023 █; █ Review; ; Date/Time Collected: 07/21/2007 2:37:00 PM

2995007 #024 █; Passage Plan- Eva Danielsen; ; Date/Time Collected: 07/19/2007 2:40:00 PM

2995007 #025 █; Ship Radio Communication License- Eva Danielsen; ; Date/Time Collected: 07/19/2007 2:44:00 PM

2995007 #026 █; Minimum Safe Manning Document- Eva Danielsen; ; Date/Time Collected: 07/19/2007 2:48:00 PM

2995007 #027 █; CG-2692- Eva Danielsen; ; Date/Time Collected: 07/16/2007 2:51:00 PM

2995007 #028 █; Bridge Instructions- Eva Danielsen; ; Date/Time Collected: 07/19/2007 2:57:00 PM

2995007 #029 █; VTS records/ supporting documentation; ; Date/Time Collected: 07/16/2007 3:00:00 PM

2995007 #030 █; Shipboard Working Arrangements- Eva Danielsen; ; Date/Time Collected: 07/19/2007 3:03:00 PM

2995007 #031 █; █ navigation audit checklist; ; Date/Time Collected: 07/19/2007 3:06:00 PM

2995007 #032 █ U.S. DOJ Immigration passenger/crew list; ; Date/Time Collected: 07/19/2007 3:10:00 PM

2995007 #033 █; Ship's Particulars/ Dimensions; ; Date/Time Collected: 07/19/2007 3:15:00 PM

2995007 #034 █; █ Officer's Log Book- Eva Danielsen; ; Date/Time Collected: 07/19/2007 3:17:00 PM

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- 2995007 #035 [REDACTED] Log of Operations- Eva Danielsen; ; Date/Time Collected: 07/19/2007 3:21:00 PM
- 2995007 #036 [REDACTED]; [REDACTED] witness statement- Eva Danielsen; ; Date/Time Collected: 07/16/2007 3:24:00 PM
- 2995007 #037 [REDACTED]; [REDACTED] witness statement; ; Date/Time Collected: 07/16/2007 3:28:00 PM
- 2995007 #038 [REDACTED]; Witness statement from [REDACTED] [REDACTED] of the CA Girl; ; Date/Time Collected: 08/09/2007 11:48:00 AM
- 2995007 #039 [REDACTED] Witness statement from [REDACTED], [REDACTED] of the FV Marja; ; Date/Time Collected: 08/09/2007 11:50:00 AM
- 2995007 #040 [REDACTED]; Witness statement from [REDACTED] [REDACTED] SF; ; Date/Time Collected: 08/09/2007 11:52:00 AM
- 2995007 #041 [REDACTED]; Witness statement from [REDACTED] [REDACTED] of F/V Rogue; ; Date/Time Collected: 08/09/2007 11:54:00 AM
- 2995007 #042 [REDACTED]; Witness statement from BM2 [REDACTED], Sta BB; ; Date/Time Collected: 08/09/2007 11:55:00 AM
- 2995007 #043 [REDACTED]; Witness statement from BMCS [REDACTED], Sta BB; ; Date/Time Collected: 08/09/2007 11:57:00 AM
- 2995007 #044 [REDACTED]; Witness statement from SN [REDACTED], Sta BB- 142_Buona Madre Case File.pdf; Sector San Francisco; [REDACTED], [REDACTED]; 12/12/2007;

2995007 #143 [REDACTED]

[REDACTED] Federal Drug Testing Custody & Control Form

Collection Information:

Date/Time: 12/10/2007 4:34:00 PM
Location: Sector San Francisco
Collected By: 3rd Party Gathered; [REDACTED], CDL Consortium
Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 143_ [REDACTED] Federal Drug Testing CCF.pdf; Sector San Francisco; [REDACTED], [REDACTED]; 12/11/2007;

2995007 #144 [REDACTED]

NAIS excel info with AIS picture of Eva Danielsen track

Collection Information:

Date/Time: 12/11/2007 4:24:00 AM
Location: Sector San Francisco
Collected By: USCG Gathered; DIO, SEC SanFran
Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 20071210 EVA Danielsen_expanded.xls; Sector San Francisco; [REDACTED], [REDACTED]; 12/11/2007;
- Eva Danielsen.xml; Sector San Francisco; [REDACTED], [REDACTED]; 12/11/2007;

2995007 #145 [REDACTED]

Summary of Statement of [REDACTED], [REDACTED] of F/V Kandi Dawn.

Report of Investigation

Collection Information:

Date/Time: 12/11/2007 9:26:00 AM
Location: Sector San Francisco
Collected By: USCG Gathered; DIO, SEC SanFran
Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 145_Summary of Statement of [REDACTED].pdf; Sector San Francisco;
[REDACTED], [REDACTED]; 12/11/2007;

2995007 #146 [REDACTED]

Sector SF CDO Log covering 13 Jul to 16 Jul 2007.pdf

Collection Information:

Date/Time: 01/10/2008 8:08:00 AM
Location: Sector San Francisco
Collected By: USCG Gathered; DIO, SEC SanFran
Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 146_Sector SF CDO Log covering 13 Jul to 16 Jul 2007.pdf; Sector San
Francisco; [REDACTED], [REDACTED]; 01/10/2008;

2995007 #147 [REDACTED]

Beaufort Weather Scale

Collection Information:

Date/Time: 01/15/2008 4:44:00 PM
Location: Sector San Francisco
Collected By: USCG Gathered; DIO, SEC SanFran
Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 147_Beaufort Weather Scale.pdf; Sector San Francisco; [REDACTED], [REDACTED];
01/15/2008;

2995007 #148 [REDACTED]

Applicable Sections of the Shipboard Emergency Plan

Collection Information:

Date/Time: 07/24/2007 2:00:00 PM
Location: Sector Portland
Collected By: USCG Gathered; DIO, SEC SanFran
Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 148_App Sec of Ship Emergency Plan.pdf; Sector San Francisco; [REDACTED],
[REDACTED]; 01/16/2008;

2995007 #149 [REDACTED]

Co Safety Manual for Eva Danielsen

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Collection Information:

Date/Time: 07/24/2007 1:00:00 PM
Location: Sector Portland
Collected By: USCG Gathered; DIO, SEC SanFran
Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 149_Co Safety Manual Sect 1.pdf; Sector San Francisco; [REDACTED], [REDACTED];
01/17/2008;
- 149_Co Safety Manual Sect 2-3.pdf; Sector San Francisco; [REDACTED], [REDACTED];
01/17/2008;
- 149_Co Safety Manual Sect 4a.pdf; Sector San Francisco; [REDACTED];
01/17/2008;
- 149_Co Safety Manual Sect 4b.pdf; Sector San Francisco; [REDACTED];
01/17/2008;
- 149_Co Safety Manual Sect 5.pdf; Sector San Francisco; [REDACTED];
01/17/2008;

2995007 #150 [REDACTED]

Applicable Sections of Bell Book

Collection Information:

Date/Time: 07/24/2007 2:00:00 PM
Location: Sector Portland
Collected By: USCG Gathered; DIO, SEC SanFran
Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 150_ Section of Bell Book.pdf; Sector San Francisco; [REDACTED];
01/16/2008;

2995007 #151 [REDACTED]

Eva Danielsen Personnel Trng Manual

Collection Information:

Date/Time: 07/24/2007 2:02:00 PM
Location: Sector Portland
Collected By: USCG Gathered; DIO, SEC SanFran
Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 151_Personnel Trng Man Sect 1.pdf; Sector San Francisco; [REDACTED];
01/17/2008;
- 151_Personnel Trng Man Sect 2.pdf; Sector San Francisco; [REDACTED];
01/17/2008;
- 151_Personnel Trng Man Sect 3.pdf; Sector San Francisco; [REDACTED];
01/17/2008;
- 151_Personnel Trng Man Sect 3a.pdf; Sector San Francisco; [REDACTED];
01/17/2008;

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- 151_Personnel Trng Man Sect 4.pdf; Sector San Francisco; [REDACTED]; 01/17/2008;
- 151_Personnel Trng Man Sect 5.pdf; Sector San Francisco; [REDACTED]; 01/17/2008;
- 151_Personnel Trng Man Sect 6.pdf; Sector San Francisco; [REDACTED]; 01/17/2008;

2995007 #152 [REDACTED]

Work/Rest Hours for several crew members

Collection Information:

Date/Time: 07/24/2007 2:00:00 PM
Location: Sector Portland
Collected By: USCG Gathered; DIO, SEC SanFran
Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 152_Work & Rest hrs for 6 crew July 07.pdf; Sector San Francisco; [REDACTED]; 01/16/2008;

2995007 #153 [REDACTED]

Applicable Sections of Eva Danielsen Operation Manual

Collection Information:

Date/Time: 07/24/2007 2:07:00 PM
Location: Sector Portland
Collected By: USCG Gathered; DIO, SEC SanFran
Witnessed By: USCG Witness; ,

Tracking:

Attachments:

- 153_Applicable Sect of Ship Op Manual 1.pdf; Sector San Francisco; [REDACTED]; 01/17/2008;
- 153_Applicable Sect of Ship Op Manual 2.pdf; Sector San Francisco; [REDACTED]; 01/17/2008;
- 153_Applicable Sect of Ship Op Manual 3.pdf; Sector San Francisco; [REDACTED]; 01/17/2008;

APPENDIX 2 - CORRESPONDENCE

74172 - DIO Statement

Source: USCG
Type: Outgoing
Sent: To None on 01/16/2008 4:49:00 PM

Attachments:
- LT Szczechowicz IO Summary.pdf; Sector San Francisco; [REDACTED];
04/07/2008;

74209 - Agreement on Security by Company

Source: 3rd Party
Type: Incoming
Received: At Sector San Francisco on 07/24/2007 9:05:00 AM

Attachments:
- Agreement on Security for \$80k.pdf; Sector San Francisco; [REDACTED];
01/16/2008;

78611 - Memo from Eleventh District Commander concurring with findings.

Source: USCG
Type: Incoming
Received: At D11 (dpi) on 05/07/2008 10:19:00 AM

Attachments:
- D11Memo.pdf; D11 Memo forwarding Investigation results to COMDT CG-
5451; District 11 (M); [REDACTED]; 05/07/2008;