

To U.S.C.G.,

Oct. 1, 01

My name is John J Bevins and I'm currently Captain of the M/V Sea streak New York. On September 28, 2001 at 06:20 my vessel departed Highlands, New Jersey with 198 passengers on board bound for pier 11 Manhattan NY. At 06:30 while en route off the tip of Sandy Hook N.J. observing the starboard engine room camera monitoring system I noticed my engineer John Kempson looking over the aft engine (#3). As John was standing in front of the engine I saw a small black cloud of smoke rise up John then disappeared. Within a second the fire alarm signal indication system located in the wheelhouse was triggered. I immediately reduced my speed to bare steerageway and shut down the starboard engines and, ordered my deckhand Donnie Clark to go down below to assess the situation. I then announced to my passengers that we had a fire on board in the starboard engine room. I ordered all passengers to move to the outer docks and to follow the instructions of the crew. Donnie then phoned the wheelhouse to receive the order to discharge the fixed co2 system I asked if the engine room vents were closed the reply was yes I then ordered the system to be discharged. At this point I had turned the boat around and was heading in to the U.S.C.G. station Sandy Hook N.J. I hailed out to a coast guard patrol boat off Sandy Hook to inform him of my situation. I requested permission to evacuate my passengers at the station. I was told to proceed and that I would be escorted to the dock. I informed my passengers that we would be evacuating the vessel on the bow at that coast guard station. As I maneuvered the boat into the dock and on the beach the passengers were on the bow ready to evacuate with crew standing by. Once the boat stopped the crew began to unload and I left the wheelhouse to make sure all passengers were off safely. After removing all passengers I went to inspect the starboard engine room. The fire appeared to be extinguished and very little smoke was visible due to the ventilation system being sealed off. All hatches were left sealed until the local fire department was on scene to enter the engine room with proper gear. The engine room was inspected no flame evident smoke was then cleared from the compartment.

Upon reentering the wheelhouse the vessels starboard bilge alarm system was ringing. The number three and four compartments were taking on water. My crew and I removed the deck hatches to inspect the compartments and noticed water pouring in. We notified the coast guard officer in charge and began pumping the compartment with ships fire pump. The coast guard officer returned with a damage control kit and a pl pump. We quickly pumped and plugged the two compartments. The vessel was then towed to May's shipyard Staten Island N.Y for inspection and repairs.

There were no injuries sustained to any passenger or crewmember. The fire was properly contained and extinguished. The vessel was evacuated to ensure the safety to all passengers on board. All crew followed proper procedure for handling a shipboard fire and evacuating the vessel.

CAPT. JOHN J. BEVINS
LIC. 4758588

