U.S. Department of Transportation

United States Coast Guard

STATEMENT FORM

Name: Richard K. Burroughs License # / MMD:

Vessel: F/V LeConte

Position: Able Seaman

Address: Po Box 831
Haines, Alaska 99827

Phone: (907) 766-2067

Fax:

Summary of incident:

Time Estimate 9:50 I was on the helm at the time we had made a turn at broad island. My focus was on taking the rudder commands and on steering the heading given. William Petrocich (our chief mate) had the con and Capt Harvey Williams had just come to the bridge. I had been given a rudder command of left 10° ease to 5 check her up OK Right there – I steadied and gave the heading we were at at that moment. A moment later we began veering off course to our right or starboard – I reported that we must be experiencing some current and gave the rudder 5 to 10 degrees left rudder – but our fate was already set and we had run aground.

The above statement is true to the best of my knowledge.

Signature: R Burrough Date: 5/10/04

5/10/2004

TO WHOM IT MAY CONCERN,

ON MAY 10, 2004 AT APPROXIMATELY 0950 I WAS TALKING WITH THE CHIEF PURSER, KURT REHFELD, IN THE FOYER OF THE MV LECONTE. AT THAT TIME THE SHIP LURCHED AND GROUND TO A STOP. I RAN TO THE OUTER DECK TO CHECK THE SITUATION AND IMMEDIATELY WENT TO THE ENGINE ROOM. THE TELEGRAPHS WERE FULL AHEAD AND THE FIRST ENGINEER WAS ANSWERING ALARMS AND EVALUATING THE SITUATION. MY CREW IMMEDIATELY BEGAN DAMAGE CONTROL PROCEEDURES: THE WATERTIGHT DOOR WAS MANNED AND VOID AND BALLAST TANK SOUNDINGS WERE TAKEN. AT 0955 IT BECAME OBVIOUS

THE KEEL COOLERS WERE HAULED SO

THE EMERGENCY GENERATOR WAS PUT ON LINE AND BOTH MAINS AND BOTH GENERATORS WERE SHUT DOWN. THE EXTENT OF FLOODING AND STATE OF THE TIDE RAISED GRAVE CONCERNS.

EFFORTS TO CONTROL FLOODING AND EVALUATE STABILITY CONTINUED UNTIL THE CREW WAS ORDERED TO LEAVE THE VESSEL AT 1705.

LYNN DANIELS
CHIEF ENGINEER
MV LECONTE

U.S. Department of Transportation

United States Coast Guard

STATEMENT FORM

Name: Anthony P. Mampoio IV License # / MMD:

Vessel: Leconte

Position: Steward

Address: 1800 Northwood dr. C-17
Juneau, AK 99801

Phone: 907-780-5131

Fax:

Summary of incident:

I was in the Galley washing Dishes and Pots. Around 10:15 am the Vessel shaked pretty hard and I thought we hit a log. My first reaction was to do my Station Bill. After I finished doing my route I went directly to the Chief Steward to get more instruction. We ~~[illegible]~~ heard the P.A. that it was going to be a Abandonship so we help the Passenger put there life Jacket and made them calm. It wasn't much of them panic. ~~[illegible]~~ Everybody did there job.

The above statement is true to the best of my knowledge.

Signature: [signature] IV Date: 05-10-04

U.S. Department of Transportation

United States Coast Guard

STATEMENT FORM

Name: SUSAN HONEYMAN License # / MMD: 483-74-1826
Vessel: M.V. LECONTE
Position: WATCHMAN
Address: PO BOX 210456
AUKE BAY AK 99821
Phone: 907-789-1487
Fax:

Summary of incident:
I was off watch, in bed Sleeping, approx. 9.50 felt a shudder and heard a noise, I jumped out of bed and looked out the porthole, I Knew we had hit something was dressing, when John Carlson Knocked on my door. Came up and tried to keep passengers in one area for a head count, helped to ready lifeboats to load and keep passengers and ~~crew~~ calm. I counted each person as we loaded the Starboard Lifeboat, I was on the bowsing line and John O'Brien on the other line, when they lowered the boat a bumper on the lifeboat caught on the Sponson a ripped off, causing the boat to Jerk. ~~[illegible]~~ we continued to lower to water, and unhooked falls. then I went portside and counted passengers as we loaded that lifeboat, again I was on bowsing lines with John O'Brien. I took the rest of the passengers to the car deck and helped get them into F.R.B counting heads as we went. I asked the galley to put food together to send to Boats via F.R.B. came up and sat with crew for awhile then went to car deck to help where I could Sat out fire hoses on deck and asked if anyone needed anything.
Le Conte Crew was professional at their duties.

The above statement is true to the best of my knowledge.

Signature: Susan Honeyman Date: 5-10-04

U.S. Department of Transportation
United States Coast Guard

STATEMENT FORM

Name: MAURICIO T. YADAO License # / MMD: 574-60-1201
Vessel: M/V Le Conte
Position: Chief Steward
Address: 3726 Channel CT
Juneau AK. 99801
Phone: (907) 789-5817
Fax:

Summary of incident:

At Between 9:45 A.m or 10:15 A.m I'm not sure exactly what time, I was about to Clean our Espresso machine. Suddenly I heard a bump and I thought it was a log or something but then the ship Stop. So I look around the Cafeteria and passengers start to look each other. Then I ran up stairs to my room and grab three radios, life Jackets, wear my Jackets and go back down to the master Stations A to muster our passengers.

At that point we are communicating to the bridge about the ~~situat~~ Situations. When the Captain sounded the abandonship. I told my crew to get life preservers and hand it to all the passengers on Board. Other crew member lowering the lifeboats after ready to Board I line them-up to the starboardside and crew assist them to Board the lifeboat and line passenger to the portside and crew assist them to loads.

Some passengers also were loaded @ the Cardeck on the F.R.B. also I told my crew to get Bottled water, Sodas, milk, Candy Bars and Bannches. ~~etc~~ to load to the F.R.B. for Food and drinks for our Passengers.

The above statement is true to the best of my knowledge.

Signature: Mauricio T. Yadao Date: 10 May 04

U.S. Department of Transportation
United States Coast Guard

STATEMENT FORM

Name: ANGEL M. PIOL License # / MMD:
Vessel: LE CONTE
Position: CHIEF COOK
Address: 5843 NORTH ST
JUNEAU, AK. 99801
Phone: 780-6951
Fax:

Summary of incident:

I WAS IN THE GALLEY PREPARING FOR LUNCH WHEN I HEARD SOME DIFFERENT NOISE. FIRST I THINK THE SHIP HIT THE LOG. WHEN THE SHIP LEANING AT THE SIDE I KNOW IT ALREADY THAT SOMETHING WRONG SO I TOLD TO MY 2 CREW THAT IS EMERGERCY SO BE PREPARED THEN THE ANNOUNCEMENT GIVEN TO US THAT GO TO OUR STATION. AND ~~RAISE~~ EVERYBODY ARE ON THERE STATION & THE NEXT IS ABAN-DON SHIP & MY ASSIGNMENT TO MUSTER AREA B. THAT IS SIDE LOUNGE & DINNING ROOM SO I GO UP TO SOLADIUM & MUSTER THE PASSENGER, TAKE THEM TO AREA B THAT IS DINNING ROOM. & I HAVE 27 - THE ADULT ARE 22 & 5 CHILDREN. AFTER THAT I GAVE THEM LIFE JACKET FOR ABONDON SHIP. THEY ARE NICE & VERY COOPERATIVE UP TO LIFE BOAT. THAT IS IT.

The above statement is true to the best of my knowledge.

Signature: Angel M. Piol Date: 5-10-4

U.S. Department of Transportation

United States Coast Guard

STATEMENT FORM

Name: Susan D. Hodnik License # / MMD: 120-40-8521

Vessel: Le Conte

Position: Crew Mess

Address: 300 W 11th ST
#9 Juneau, Ak

Phone: 907-635-2433

Fax:

Summary of incident:

My Break is from 7:30 - 10:30 in the Am. it was about 9:45 I got up to get ready for work again. I went to the Women's head and returned to my room. I was in front of the Sink and I heard a loud Shuttering noise and was thrown to the left of my room. I was walking at an angle. I then ran out to the Hallway and Started asking if we hit Something. Other Shipmates were opening their doors and said yes. I then proceeded back to my room dressed, retrieved my PFD and was joined by my roommate who indeed did inform me that we were aground. I dressed appropriately since my designated duty for abandon Ship is the MEC - took my PFD and proceeded up to the passenger area. I was with other crew members and passengers in the forward lounge. We waked as a team to keep them Calm and tried to let them know what was happening at the appropriate times we let them know we would be abandoning Ship.

The above statement is true to the best of my knowledge.

Signature: Date:

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after that command we handed out life preservers. During this time we also pumped in passenger cars.

We then proceeded with the loading of the life boats and helped passengers with their PFD. Everything I thought went well under the circumstances.

Thanks

Susan Hodnik

U.S. Department of Transportation
United States Coast Guard

STATEMENT FORM

Name: DOUGLAS R. KENDALL License # / MMD: 532-44-5584
Vessel: M.V. LE CONTE
Position: DECK/STEWARD
Address: P.O. BOX 143
HAINES, AK 99827
Phone: 907-766-2015
Fax:

Summary of incident:

I WAS ASLEEP IN MY BUNK, WHEN THE SHIP LURCHED TO PORT AND STARBOARD AND TOOK A LIST TO PORT OF AT LEAST 5°. IT WAS MORE LIST THAN THE SHIP NORMALLY TAKES. AND IT DIDN'T RETURN FROM THAT LIST. I WASN'T SURE IF THE SHIP WAS GOING TO ROLL - CONTINUE TO LIST AND POSSIBLY SINK. I HAD NO IDEA WHAT HAD HAPPENED. I WENT TO THE PORT HOLE, AND OPENED IT AND LOOKED OUT AND DETERMINED THAT WE HADN'T BEEN RAMMED AND THE LIST TO PORT DID NOT INCREASE. I JUMPED INTO MY CLOTHES - I KNEW WHATEVER HAD HAPPENED WASN'T GOOD AND THAT I WOULD PROBABLY BE NEEDED AT MY STATION - AND HURRIED TO MUSTER STATION A, AND FOUND THE CHIEF STEWARD. WE STARTED MUSTERING PASSENGERS IN THE FORWARD LOUNGE. AT SOME POINT ~~THE~~ CAPTAIN WILLIAMSON RANG THE ALARM FOR "ABANDON SHIP," AND WE BEGAN MOVING PASSENGERS INTO THE LIFEBOATS. I WAS IN LIFEBOAT NO. 2. AND WE MOVED AWAY FROM THE SHIP AND STOOD BY, WAITING FOR RADIO INSTRUCTIONS. AT SOME

The above statement is true to the best of my knowledge.

Signature: [signature] Date: May 10, 2004

POINT WE WERE INFORMED THAT CATAMARANS FROM ALLEN MARINE WERE BEING DISPATCHED TO TAKE PASSENGERS. WE BOARDED PASSENGERS ONTO THEM VIA THE TUG WESTERN PROVIDER AND RETURNED IN LIFEBOAT NO. 2 TO THE LE COMTE. WE TIED UP ADJACENT TO LIFEBOAT NO. 1. NEITHER BOAT WAS STOWED — ONLY MOORED TO THE VESSEL.

U.S. Department of Transportation
United States Coast Guard

STATEMENT FORM

Name: JOHN E CARLSON License # / MMD: 574-62-2726
Vessel: M/V LeConte
Position: A/B
Address: P.O. Box 240366
Douglas, AK 99824
Phone: (907) 364-2467
Fax:

Summary of incident:

At approx 0950 I was on standby in the Crew Mess when I felt the ship bounce ~~as I then~~ I immediatly headed forward the Bridge via the foyer. By the time I reached the foyer I realized we were hard aground. I went to the Bridge to assist — and we lowered the boats to the rail dropped the anchor, mustered passengers got them into the boats — the remaining passengers were loaded into the last rescue boat via the car deck. Then Coast Guard arrived

The above statement is true to the best of my knowledge.

Signature: [signature] Date: 5/10/09

U.S. Department of Transportation
United States Coast Guard

STATEMENT FORM

Name: Ron Leithead
License # / MMD: 532-48-3321
Vessel: LeConte
Position: AB
Address: P.O. Bx 22023
Juneau, AK. 99802
Phone: 907-780-4242
Fax: N/A

Summary of incident:

I was off watch Asleep when I felt & heard the grounding. I got up dressed reported to the port side boat dk. & assisted John Carlson (AB) To make ready the #2 lifeboat. I lowered #2 boat to the rail. I donned a mustang suit & Helped the Bosn make ready the fast rescue boat. Capt Williamsen wanted the fast rescue boat in the water — 2nd Mate O'brien told me to Take charge of FRB & Take Rick Burrough with me. We launched the FRB & surveyed the boat for damage — None was evident visually. Port side life boat was launched & need an assist to get out of the Kelp. We Transported 2 loads of passengers to a vessel (Western Providence) standing-by. Delivered supplies to both lifeboats & picked up Dick Gitkoff from shore & delivered to LeConte.

The above statement is true to the best of my knowledge.

Signature: Ron Leithead
Date: 5/10/04

U.S. Department of Transportation
United States Coast Guard

STATEMENT FORM

Name: LINDA SUE SCRIBER License # / MMD:
Vessel: LE CONTE
Position: 2nd COOK
Address: P.O. Box 522
TENAKEE Sp., AK 99841
Phone: 907-736-2262
Fax: 907-736-2262

Summary of incident:

Sitting in crew mess w/ John Carlson & John Columbo. Approx. 9:50 am. Felt a shudder & then a larger one. The ship stopped & listed to port side. We mustered all passengers to forward lounge. Explained to all passengers what happened to the best of our knowledge. Kept everyone calm, passed out water & did head count. When the abandon ship signal sounded, we passed out life jackets & helped everyone on w/ them, & proceeded to station (boat) as per captain. In my opinion, it went very well & smooth. Once all passengers were safely off, the steward dept. waited for further instruction. We helped out where necessary, ie, provided food & drinks for the work crews.

The above statement is true to the best of my knowledge.

Signature: Linda Sue Scriber Date: 5/10/04

U.S. Department of Transportation
United States Coast Guard

STATEMENT FORM

Name: KURT G. REHFELD License # / MMD: 518-74-1806
Vessel: M/V LeConte
Position: Chief Purser
Address: 8477 Thunder Mtn Rd #23
Juneau AK 99801
Phone: 907-321-3193
Fax: N/A

Summary of incident:

At the time of the incident I was speaking with Chief Engineer ~~at~~ Lynn Daniels at my work station. Just a few minutes prior to this I saw the stern of a barge passing - cannot remember which side.

My first impression was that the ship had hit another object ~~and~~ BUT when continuing noise & list occured was sure we had run aground. At that moment the Chief Engineer and I parted company and I stepped into my Room and grabbed a Radio, Proceeded to the Foyer and directed crew members there to proceed as if at Drills.

The above statement is true to the best of my knowledge.

Signature: [signature] Date: 5-10-04

U.S. Department of Transportation

United States Coast Guard

STATEMENT FORM

Name: John Colombo License # / MMD:

Vessel: M/V LeConte

Position: O.S.P.

Address: P.O. box 21295
Juneau Alaska 99802

Phone: 907-780-6233

Fax:

Summary of incident:

Ship went aground after turning on broad Island heading into the narrows for Sitka. alarms were sounded and passengers were boarded into 2 lifeboats and safely taken away from the ship. I was coxswain on lifeboat # 2. all passengers conducted themselves in an orderly manner while we waited in the lifeboat for further instructions. I maintained good radio contact with the ship and ~~rescue~~ rescue boat. at all times. Passengers were safely transferred to the Western Mariner and then to the catamarans of ~~western~~ Allen Marine where they were taken to Sitka. all LeConte crew acted with the utmost professionalism.

The above statement is true to the best of my knowledge.

Signature: John J. Colombo Date: 5/10/2004