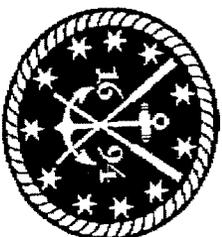


**United New York and New Jersey
Sandy Hook Pilots Benevolent Associations**

201 Edgewater Street
 Staten Island, NY 10305
 Phone: (718) 448-3900
 Fax: (718) 447-1582
www.sandyhookpilots.com

FACSIMILE TRANSMITTAL SHEET



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COMMENTS: *Slowed original to follow
VIA RETURN MAIL.*

REPORT OF MARINE ACCIDENT

TO BOARD OF COMMISSIONERS OF PILOTS
OF THE STATE OF NEW YORK

Date of Report 4/17/06

THE VESSEL FOR WHICH REPORT IS MADE

New Delhi Express P.R. of China Single Container
 Name Nationality Single, twin, etc. Screw
 vessel of 39341 gross tons, propelled by Diesel engines, equipped with radar
 loaded drawing 37 feet 1 inches forward and 39 feet 0.5 inches aft.
 loaded, or stow, etc. proceeding from Sea to Berth 59
 under Register in transit in use
 (register, government; if U.S. vessel) at anchor, in berth, etc. in use, not in use
 Port Newark, lying with radar in use

THE ACCIDENT

NATURE Grounding collision, grounding, etc.
 LOCATION Bergen Point West Reach
 with bearings April 15, 2006

TIME 0420 hour EST or EOST ON
 PREVAILING CONDITIONS: Wind South 2-6 KTS Weather Moist
 direction force
 Atmosphere Fog Visibility Zero Tide Low water slack
 clear, hazy, dense fog, etc. 1/4 mile, etc. first of flood, etc.

OTHER VESSEL (if collision): Name a Nationality
 vessel, propelled by steam, motor, etc., piloted by Name of pilot
 (freight, tow boat, etc.)

OTHER PROPERTY, NOT A VESSEL (if collision):
 DAMAGE TO VESSEL FOR WHICH REPORT IS MADE: Vessel was holed in the number four
 fuel oil tank on the starboard side and took on water.

DAMAGE TO OTHER VESSEL OR OTHER PROPERTY (if collision):

LIVES LOST: PERSONS INJURED:

WITNESSES (Names and addresses; also, titles if officers or crew members):

- Captain John Bates, Metro Pilots
 - Captain Sudhir Agrawali
 - 2ND Officer Withanage Senaka Pradeep Weerasinghe
- (continued on reverse side)

DESCRIPTION OF SURROUNDING CIRCUMSTANCES (in detail, including information as to employment or radar

I boarded the New Delhi Express at 0210 EDSI on

Name of vessel:

Hour EST or EDSI

April 15, 2006 at Pilot Station

Date

Pilot Station

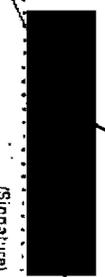
Sat, Pier, Anchorage, etc Give number, name, or location of pier or anchorage

on pilot boat (if any) Phantom Continue below and, if necessary, on additional sheet or sheets.

Name

--See Attached--

Report rendered by



(Signature)

5 E 24/05, 5X

Submit on a separate sheet a diagram indicating courses, speeds, and positions of your vessel in relation to shore objects and other vessels in the vicinity during the fifteen minutes before the accident and the fifteen minutes after. Indicate the positions of other vessels and, if available, their names.

Felix Biron Pilot

(Full Branch, etc)

(Sandy Hook, Hudson River, etc)

Long Island Sound Block Island Sound

I boarded the New Delhi Express on pilot station at 0210 hours on Saturday April 15, 2006.

The visibility at boarding was two to three miles but the mate on the pilot boat New York informed me that there were spots of fog in Ambrose channel and that it was reported clear in the Upper Bay at that time. I experienced conditions of reduced visibility around the '14' buoy Ambrose channel, approaching the Narrows and at the '22' buoy in the Upper Bay.

The visibility cleared to three miles while approaching the Constable Hook Range and remained that way until the vessel neared the Bayonne Bridge and Bergen Point.

I transferred the con to Captain John Bates of the Metro Pilots at approximately 0345 hours on the Constable Hook Range. In our Pilot to Pilot exchange I informed him of our deep draft, air draft and the oncoming traffic in the Kill Van Kull.

The visibility held good until we approached the Bayonne City dock. At that time we could not see the Bayonne Bridge structure.

As we approached the bridge, I was standing with Captain Bates at the port side radar unit with my laptop on the window sill directly in front of us displaying our position. The radar picture showed the drill boat "Procter" in the security zone at Bergen Point between the '15' buoy and the 'E' buoy with our heading line passing between the drill boat and the 'E' buoy. Captain Bates asked my opinion of the present situation and I suggested a change to starboard to avoid a potentially dangerous situation with the drill boat which is a stationary object in the water. Bates agreed.

I then heard Captain Bates ask the tugboat on the starboard bow, the Miriam Moran, if they could see the red '14' buoy at Bergen Point. The operator on the tug replied in the negative. Bates then asked me to go out onto the starboard wing to see if I could spot the buoy.

When I got to the bridge wing I looked up and could see the red channel edge marker on the underside of the bridge on our starboard side. I then looked down to the waters edge and spotted the '14' buoy off the vessel's starboard bow. I shouted the buoy sighting to Bates through the starboard wheelhouse door but believe he may not have heard me from the far end of the bridge wing.

I then observed the Miriam Moran adjusted her angle to the vessel's hull from a position of about 15-20 degrees off parallel to a parallel position resting alongside the hull of the vessel as the buoy passed the tug. I would estimate that the buoy passed off our starboard side by about 50-75 feet from the hull. When the buoy passed abeam the vessel, I ran to the starboard bridge door to inform Captain Bates that we were abeam and proceeded back to the wing edge to observe once again.

When the buoy passed astern of the vessel I then started back inside the wheelhouse to tell him that we had passed the buoy and it was then that I noticed that the vessel had started to list to starboard. Captain Bates said to me that he thought that the ship may have grounded at the point and we agreed that we should try to keep moving the vessel away from the shoal and the drill boat that was in the security zone to our port side. This occurred at approximately 0420 hours.

As we moved towards the middle of Bergen Point West Reach the vessel finally grounded near the centerline of the channel according to my DGPS system with a list to starboard approaching 10 degrees.

While Captain Bates was coordinating his tugs with the vessel I called VTS to inform them of the situation and then advised the Captain of the vessel to start sounding the tanks to determine what damage we may have sustained.

The vessels crew reported taking on water in the number 4 fuel oil tank which lies on the starboard side of the vessel.

I remained on the vessel until relieved by Captain Paul Klein at approximately 0730 hours. I then returned to our office for post incident testing.



Stephen E. Napples, Jr.
4/17/06