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Jones Rob

From: Hobson, Jacob LT [Jacob.A.Hobson@uscg.mil] **Sent:** Fri 4/21/2006 4:28 PM
To: Jones Rob; Cobb, Charles LT
Cc: biggkids@aol.com
Subject: Information on the NEW DEHLI EXPRESS
Attachments:

Rob,

Here is the basic information on the case.

First - my information is [REDACTED] Cel and Home # is [REDACTED]

As for the contacts on the case:

State Pilot on the vessel

Steve Naples (Sandy Hook Pilot) [REDACTED] en dial 0
 His lawyer is William Loquadro at [REDACTED]
 Paul Klein was the relief after the grounding same # as Steve Naples

Docking Pilot on the vessel

John Bates cel [REDACTED]
 [REDACTED] (Moran Metro) rep is Peter Keys
 Jim Mercante is his lawyer [REDACTED]
 Relief pilot Richard Weiner cel [REDACTED]

Other people involved are as follows:

Tug Captains;

MIRIAM MORAN - Joseph Motola

KIMBERLY TURECAMO - Jason Ginas

Both of these guys are represented by Tom Belknap at [REDACTED]

Cel for attny is [REDACTED] or Richard Singleton senior attny at [REDACTED]

Owner/Operator is SEASPAN Corp. of Hong Kong (owner) and Vancouver BC (Operator)

They are being represented by Gene O'Connor at cel 516-972-3228

And Michael Chalos at 917-744-2649

New Jersey Pilot commision is being represented by Tom Daly at 732-741-8079

Moran also had their port captain involved in the interviews with the Tug captains. He is Larry Bencivengo and can be reached at [REDACTED] have no cel #.

Also if you need to get ahold of Chuck Cobb he can be reached at [REDACTED] cel or [REDACTED] home.

Give me a call if you need anything further.

Jake

LT Jake Hobson
 USCG Sector NY
 Investigations Office
 718-354-4282

Jones Rob

From: Scheffer James
To: MS-10; MS-1
Cc: Scheffer James
Subject: FW: MAJOR MARINE CASUALTY: M/V NEW DELHI EXPRESS (IMO# 9301770) ACT # 2628045
Attachments:

Sent: Fri 4/21/2006 2:42 PM

FYI - CG request NTSB take lead

-----Original Message-----

From: TFarley@comdt.uscg.mil [mailto:TFarley@comdt.uscg.mil]

Sent: Friday, April 21, 2006 2:39 PM

To: Scheffer James; CmCtr; Command Center - Headquarters

Cc: Salerno, Brian CAPT; Skuby, Tim CAPT; Sturm, Frank CAPT; Mosebach, Carl CAPT; Rabe, Doug; Palmiotto, Andrew CDR; Clayborne, Wayne LCDR; Doucette, Eric LCDR; Olsen, Ken; Post, Kelly LCDR; Deaver, David; Chappell, Gary; ONeal, Christopher LT; Hawkins, Benjamin LCDR; Vandermey, Carissa LT; Hobson, Jacob LT

Subject: MAJOR MARINE CASUALTY: M/V NEW DELHI EXPRESS (IMO# 9301770) ACT # 2628045

Importance: High

The following information is provided regarding the subject MMC:

Brightline score: 50 points (ATON POSSIBLY OFF POSITION)

Incident Summary: At approximately 0422 on the morning of April 14, 2006, in heavy fog, the Hong Kong Flagged MV NEW DELHI EXPRESS (IMO #9301770) grounded in Kill Van Kull near Bergen Pt. It remained grounded until it floated free on the rising tide at about 0625. Vessel then proceeded to berth. The vessel was holed and damage amounts have now been reported in excess of \$500K. There were no injuries or deaths reported.

The preliminary investigation indicates the possibility that buoy #14 was off-station and may have contributed to this casualty.

Location: New York Harbor, Kill Van Kull near Bergen Pt in vicinity of buoy #14.

Weather: Heavy fog.

Vessel Data:

1. Name of Vessel: M/V NEW DELHI EXPRESS
2. VIN: IMO # 9301770
3. Flag: Hong Kong
4. Class/Type: Container
5. Call Sign: VRBK5
6. Year Built: 2005
7. Gross Tonnage: 39941 GT
8. Length: 853 ft.
9. Owner: Seaspan Corp
10. Operator: Seaspan Ship Management LTD

Recommended Investigation Lead: Due to the possibility that an ATON was off-station and may have been a causal factor in this casualty, the USCG requests that the NTSB take the lead in this investigation.

Please feel free to contact me if you have any questions.

Tim Farley
Senior Marine Casualty Analyst
U.S. Coast Guard Headquarters
Office of Investigation and Analysis (G-PCA)
Washington, DC

Tel: (202) 267-1414
Fax (202) 267-1416

Jones Rob

From: Charles.B.Cobb@uscg.mil on behalf of Cobb, Charles LT [Charles.B.Cobb@uscg.mil]
Sent: Friday, April 21, 2006 1:13 PM
To: Jones Rob
Subject: NEW DELHI EXPRESS Statement.doc

On 14 April 2006 at approximately 0428, Capt John Bates, the pilot aboard the M/V NEW DELHI EXPRESS contacted VTS NY via cellular phone and reported that the vessel may have run aground at Bergen Pt. He stated that the vessel is currently listing approximately 9-10 degrees to starboard and that three tugs are alongside. #4 starboard fuel tank was breached and vessel took on water. Tank had 440 gals of diesel prior to grounding.

At 0615 on the same morning the vessel was re-floated and underway en route to berth 86 in Port Newark, NJ.

At approx. 0745 CG Investigators/Inspectors arrived at the vessel tied up at berth 86 in Newark Bay. Prior to boarding the vessel draft readings were taken (while approaching from the water side). Using these readings CG personnel estimated the vessel to have a 5 degree list to starboard. Upon boarding the team met with the captain of the vessel and the 2 relief pilots (one docking and one State pilot) on the bridge of the vessel. Upon speaking with the Master and the relief pilots the following was determined;

1 – The vessel was sitting at a 5 degree list to starboard and at one point following the incident had a 10 degree list to starboard.

2 – The #4 DB fuel tank had been breached. The tank contained only residual fuel (roughly 2 m³/440 gals) and had been pressed up with water. The size of the tank was roughly 1000 m³ and ran from frame 150-186.

3 – Both of the original pilots had been relieved prior to CG personnel boarding the vessel. Both pilots were taken for immediate drug and alcohol testing. Alcohol tests were negative, still awaiting 1 drug test.

4 – Interview with Master of the vessel, both relief pilots and visual confirmation of the pilot card show/state that all equipment and navigation equipment were working properly on the vessel. Later conversation with the pilots on the vessel at the time of the incident confirms that all equipment and navigation gear was working properly.

At approx. 0930 CG investigator was approached by Capt. Richard Weiner, the relief docking pilot on the vessel and requested to move the vessel to the original destination of berth 59 in Port Newark. He sighted potential issues with the depth of the berth the vessel had been placed in as the vessel was originally drawing 41 feet and with the list was currently drawing 44.5 feet. CG Command Ctr. Concurred and the vessel was allowed to move to pier 59 at approx. 1100. Vessel was boomed in after the move to pier 59.

At 1345 on the day of the event Coast Guard Investigators met with Mr. Stephen Naples and his attorney, Mr. William Losquadro. During this interview Mr. Naples stated several times that although he did not have the conn of the vessel at the time of the incident that due to the

heavy fog he was assisting in the navigation of the vessel. He stated that while in the vicinity of the Bayonne Bridge he was operating the starboard radar set on the 1 mile scale setting. He also stated that when the vessel passed under the Bayonne Bridge that he had stepped out onto the starboard bridge wing and did verify that the vessel was passing south of the northern red light on the Bayonne Bridge, indicating that the vessel was in the channel.

On Tuesday April 18th an interview was conducted with Mr. John Bates, the Moran Docking Pilot (Metro Pilots) who was at the conn of the vessel when the incident occurred. He stated that the vessel was operating south of the 14 buoy as required.

Capt. Bates also stated that while transiting inbound the visibility was good until about 300 yards east of the Bayonne Bridge, at which time the fog became thicker causing him to lose visual contact with the Bayonne Bridge. By his statement he was operating the starboard radar on the vessel and was in constant contact with the Tugs being used for the transit. Just prior to the initial contact in the vicinity of buoy 14 the master of the MIRIAM MORAN (Joe Mottola) contacted Capt. Bates and stated that he could see buoy 14 visually dead ahead of him. At that point the pilot told him to come full ahead, pushing the bow of the NEW DEHLI EXPRESS to the south. Capt. Bates also stated at this time that he gave a helm order of 20 degrees port. Shortly after this exchange both pilots on the NEW DEHLI EXPRESS and both Tug boat captains began to notice a starboard list to the NEW DEHLI EXPRESS. The vessel then came to port and eventually came to rest in the grounded position in the vicinity of Buoy 15B in the Kill Van Kull, this was approx. 0422. The vessel remained in this position until the incoming tide re-floated the vessel at 0623. Upon re-floating the vessel transited to berth 86 in Port Newark, NJ.

On April 20th, the CG received a DVD copy of the dive survey conducted by Ran dive. The survey shows various breaches of the hull including an estimated 19 inch X 7 foot long gash in the #4 DB fuel tank. The survey also showed several smaller holes in the hull of the vessel and major damage by way of the starboard bilge keel of the vessel.

Also, on 20 April 2006 an interview was conducted with Mr. Joe Mottola the master of the TUG MIRIAM MORAN and Mr. Jason Ginas, Captain of the KIMBERLY TURECAMO. Both of these vessels were assisting with the inbound transit of the NEW DEHLI EXPRESS and were on the starboard side of the vessel at the time of the initial strike (Grounding) at the north side of the Kill Van Kull in the vicinity of buoy 14. Both of these vessels suffered damage to the starboard propeller of each vessel. Additionally, the MIRIAM MORAN, which was on the forward starboard quarter of the NEW DEHLI EXPRESS, suffered a bent shaft and strut damage as a result of grounding in the same area around buoy 14. Both of the Tugs draw approx. 15 feet of water.

On 21 April 2006, LT's Cobb and Hobson had a conversation w/LCDR McBrady concerning the placement of buoy 14 and the Notice to Mariner's change in December of 2004 which changed the position of the buoy, moving it further to the south as indicated on the attached image. The image also shows the position of the buoy as it was checked post incident and the AP (appointed position) the buoy was placed in prior to the December 2004 change. Waterways Management is conducting a fact finding mission with regard to the buoy placement issue to see if the buoy was in the proper place or not. It is presumed at this point that buoy 14 was in the old location and was not properly marking the channel.

Statement drafted by LT Jacob A. Hobson, Sector NY Investigations.