

**REPORT OF THE CAPSIZING AND SINKING**

**OF THE**

**M/V J. W. WESTCOTT II**

**IN THE DETROIT RIVER ON OCTOBER 23, 2001**

**WITH THE LOSS OF TWO LIVES**

U.S. Department  
of Transportation

United States  
Coast Guard



Commanding Officer  
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16700/MC01013409  
October 7, 2002

From: Commanding Officer, Marine Safety Office Detroit  
To: Investigating Officer, Marine Safety Office Detroit

Subj: REPORT OF THE CAPSIZING AND SINKING OF THE M/V J. W. WESTCOTT II IN  
THE DETROIT RIVER ON OCTOBER 23, 2001 WITH THE LOSS OF TWO LIVES

1. I concur with the findings, conclusions and recommendations of the subject investigation.
2. This letter shall be included as an addendum to all copies of the Investigation Report.
3. This report will be made available on the MSO Detroit web site.
4. This investigation is closed.

  
P. G. GERRITY



16700/MC01013409

From: Investigating Officer, Marine Safety Office Detroit, Michigan  
To: Commanding Officer, Marine Safety Office Detroit, Michigan

Subj: REPORT OF THE CAPSIZING AND SINKING OF THE M/V J. W. WESTCOTT II,  
O.N. 258859; ON 23 OCTOBER 2001 IN THE DETROIT RIVER, DETROIT  
MICHIGAN, WITH LOSS OF TWO LIVES

**Summary:** At approximately 0650 on October 23, 2001, the uninspected vessel J.W. WESTCOTT II capsized and sank in the Detroit River, just inside U. S. waters, while making an approach to conduct a pilot exchange with the tank ship SIDSEL KNUTSEN. On board the J. W. WESTCOTT II were the captain, one deckhand and two passengers (pilots). One of the pilots was scheduled to relieve the pilot on the SIDSEL KNUTSEN, which was upbound in the Detroit River. The other pilot was to be dropped off at the KAPITONAS ANDZEJAUSKAS, which was anchored in the Ojibway Anchorage in the Detroit River in Windsor, Ontario, Canada. The Captain and deckhand of the J. W. WESTCOTT II drowned, however, the two pilots on board escaped without serious injury.

Vessel Data:

Vessel #1:

Name:	J. W. WESTCOTT II
Official Number:	258859
Service:	Pilot boat and mail boat
Lifesaving equipment:	14 adult size type V lifejackets
Gross Tonnage:	14
Length:	44.3'
Beam:	13.3'
Draft:	4.5'
Propulsion:	671 Detroit diesel, single screw
Horsepower:	200
Year Built:	1949
Place Built:	Paasche Marine, Erie, Pennsylvania
Home Port:	Detroit, Michigan
Owner/Operator:	J. W. Westcott Company, Foot of 24 <sup>th</sup> Street, Detroit, Michigan 48222
Master:	Catherine M. Nasiatka Master, 50 GT, Great Lakes and Inland Waters, License #827771 <sup>1</sup>
Crew:	David Lewis Unlicensed



<sup>1</sup> Enclosure 1, Copy of Coast Guard License #827771 issued to Catherine Marie Nasiatka

Vessel #2:  
 Name: SIDSEL KNUTSEN  
 Official Number: L9019779  
 Service: Tank ship  
 Gross Tonnage: 15806  
 Length: 533.2'  
 Beam: 75.5'  
 Draft: 31.8'  
 Propulsion: Diesel electric  
 Horsepower: 10,700  
 Year Built: 1993  
 Place Built: Seville, Spain  
 Home Port: Haugensund, Norway  
 Owner: Knutsen O.A.S. Shipping, North 5501, P.O. Box 158, Haugensund, Norway  
 Operator: Neste OY Shipping, Keilaranta 8, SF-02150 Espoo, Finland  
 Master: Jan Holthe  
 Pilot: Robert B. Hull, Canadian Great Lakes Pilotage Authority



Record of Deceased:

Name: Catherine Marie Nasiatka  
 Age: 48  
 Status on Vessel: Master  
 Cause of Death: Drowning

Name: David Lewis  
 Age: 50  
 Status on Vessel: Crewmember  
 Cause of Death: Drowning

Record of Survivors:

Name: David Thomas Roesslein  
 Status on Vessel: Passenger

Name: Allain Gindroz  
 Status on Vessel: Passenger

J. W. WESTCOTT II Description and Service:

The J. W. WESTCOTT II operates exclusively on the Detroit River delivering mail, general cargo, and pilots to passing commercial vessels. The vessel was built in 1949 for the J. W. Westcott Company specifically for the purpose described above, and has been engaged in the same operation and in the same waters since its construction. The J. W. Westcott Company was founded in 1874 and is presently located at the Foot of 24<sup>th</sup> Street, downriver from the Ambassador Bridge, in Detroit, Michigan. The J. W. WESTCOTT II is considered a local historic landmark and provides services to nearly every deep draft foreign and domestic vessel that operates in the Great Lakes.

The J. W. WESTCOTT II was built by the Paasche Marine Company of Erie Pennsylvania in 1949. The company has since gone out of business. No original drawings or diagrams of the vessel exist.

The J. W. WESTCOTT II is an uninspected vessel. 46 CFR, Subchapter T – Small Passenger Vessels, requires vessels to be certificated if carrying more than six passengers for hire. The J. W. WESTCOTT II does not carry more than six passengers for hire, and as such, is not required to be inspected under 46 CFR, Subchapter T. 46 CFR Subchapter I – Cargo and Miscellaneous Vessels, requires Coast Guard inspection for vessels over 15 gross tons which carry freight for hire. The J. W. WESTCOTT II Certificate of Documentation<sup>2</sup> lists 14 gross tons, and as such, the vessel is not required to be inspected under 46 CFR, Subchapter I. The provisions of 46 CFR, Subchapter C – Uninspected Vessels, apply to the J. W. WESTCOTT II. These are the same Coast Guard requirements that apply to typical recreational vessels and uninspected towing vessels. There are no specific Coast Guard regulations for vessels operating as pilot boats.

The minimum Coast Guard license required for operators of the J. W. WESTCOTT II is Operator, Uninspected Passenger Vessel. The J. W. Westcott Company requires the captains they employ to hold, at a minimum, a Coast Guard license as a Master, 50 Gross Tons, Great Lakes and Inland Waters.

A typical service call for the J. W. WESTCOTT II involves the vessel coming alongside a ship as much as 1,000 feet in length at “river speed”<sup>3</sup>. Once alongside, the crew of the J. W. WESTCOTT II delivers mail, newspapers or small parcels using a bucket and line. The J. W. WESTCOTT II also serves as a pilot boat. Vessels requiring the service of the J. W. Westcott Company usually contact the Company’s dispatcher on VHF Channel 11 or 12, and then switch to VHF channel 10 to arrange for service and agree on a meeting time. The pilot station is located approximately 1,200 yards downstream of the Ambassador Bridge, is denoted on NOAA Chart 14848<sup>4</sup>, and is the usual location for the J. W. WESTCOTT II to service ships, whether for a pilot exchange or mail delivery.

A two-person crew, working in a twelve-hour shift, typically operates the J. W. WESTCOTT II. During a shift, the crew may service as many as eight or more ships. Other duties of the

<sup>2</sup> Enclosure 2, Certificate of Documentation for J. W. Westcott II, Official Number 258859

<sup>3</sup> “River speed” in the Detroit River is 12 statute miles per hour (10.4 knots), as codified in 33 CFR 162.138(a)(ii).

<sup>4</sup> Enclosure 3 is a copy of a portion of Chart 14848, with notations showing the relationship between the pilot station, the J. W. Westcott Company berth in Detroit and the accident site.

crew while not engaged in operating the vessel, include vessel maintenance, fueling, and log keeping. Some crewmembers also perform shifts as dispatchers. As dispatchers, they take radio calls from ships, coordinate ground transportation for pilots, and operate the post office and bookstore.

The operation of the J. W. WESTCOTT II more closely resembles that of a towing vessel as opposed to that of a passenger vessel. It is not typical for passenger vessels to come alongside moving freight ships. Tow vessels routinely come alongside moving freight ships to assist in maneuvering.

#### Weather Data:

Winds: south-southwest, 10-15 kts; Air temperature: 61 degrees F; Water temperature: 53 degrees F; Cloudy; Visibility: 7 nautical miles; Seas: 1-2 ft, Current: 1.4 knots (approximate).

#### Summary of Search Efforts:

Search units involved: USCG Station Belle Isle (CG41479, CG41306, and CG214363), USCG Air Station Detroit (CG6553 and CG6506), CCGC SORA's Mk V RHI, Army Corps of Engineers (ACOE) M/V PAJ, Detroit Fireboat CURTIS RANDOLPH, LaSalle Fire and Rescue Boat, Windsor Police Department vessel GUARDIAN, M/V SIDSEL KNUTSEN, M/V STORMONT. The SIDSEL KNUTSEN came about in the Detroit River and commenced search immediately after the incident. The SIDSEL KNUTSEN shone her spotlight in the river and detected the two pilots, Mr. Gindroz and Mr. Roesselein. The tug STORMONT, whose usual operation is towing a Hazardous Material barge from Detroit, Michigan to Windsor, Ontario, detached from the barge and commenced searching for survivors immediately upon hearing of the incident. The STORMONT was in direct radio contact with the SIDSEL KNUTSEN. When the SIDSEL KNUTSEN spotted the two survivors in the water, the Master directed the STORMONT to the proper location, where the STORMONT recovered the survivors then took them to Windsor, Ontario for treatment at a local hospital.

Coast Guard Group Detroit, the SAR Mission Coordinator, released the SIDSEL KNUTSEN from the scene. The vessel was directed to continue its transit to the Sun Oil dock in Sarnia, Ontario, Canada.

All vessels and air assets continued to search for the two missing crewmembers throughout the day. Commander, Ninth Coast Guard District granted permission to suspend the search at 1700 local time. On October 29, 2001, the body of Catherine Nasiatka was recovered when the J. W. WESTCOTT II was salvaged from the waters of the Detroit River. Her body was taken to the Windsor Regional Hospital for autopsy and identification. Hunters discovered the body of David Lewis on November 27, 2001 near Amherstburg, Ontario, Canada. His body was also taken to the Windsor Regional Hospital.

#### Summary of Investigation:

Investigators from U.S. Coast Guard Marine Safety Office (MSO) Detroit traveled to Windsor, Ontario to interview the two survivors, Tom Roessllein and Alain Gindroz. The interviews were conducted at the Windsor Police Department in Windsor, Ontario. A second investigation team from MSO Detroit boarded the SIDSEL KNUTSEN as she transited the St. Clair River to Sarnia, Ontario, Canada. Interviews were conducted with the Captain of the SIDSEL KNUTSEN, Jan

Holthe, 3<sup>rd</sup> Mate Wilfredo Colitoy Goc-Ong, Ordinary Seaman (OS) Evelix G. Le Asis and, the marine pilot, Robert B. Hull of the Canadian Pilotage Authority. Personnel from Coast Guard Station St. Clair Shores conducted field sobriety tests on all bridge personnel. The results were negative for all personnel.<sup>5</sup> The Captain of the Port Detroit established a safety zone around the site of the sunken vessel to protect the wreck site and to ensure the safety of divers and surface search vessels.

Divers from the Detroit Police Department located the vessel in position 42° 17.5' North, 083° 5.5' West, which is approximately 75 yards inside Canadian waters. Foul weather prevented any salvage attempt until October 28, 2001. The J. W. WESTCOTT II was recovered on October 29, 2001, after a two-day salvage operation. The body of Catherine Nasiatka was discovered in the forward most portion of the engine room. Her body was recovered and taken to the Windsor, Ontario Coroner's Office for identification and autopsy. The body of David Lewis was not found at the time the vessel was recovered. His body was discovered on November 27, 2001, near Amherstburg, Ontario, Canada, approximately 2.5 miles downstream of the wreck site, and taken to the Amherstburg Coroner's Office for autopsy.

Both Knutsen O.A.S. and the J. W. Westcott Company submitted Coast Guard Form 2692, Report of Marine Accident, Injury or Death, to Marine Safety Office Detroit.<sup>6</sup>

#### Findings of Fact

1. On October 23, 2001, the SIDSEL KNUTSEN was upbound in the Detroit River loaded with 35,000 gallons of gasoline. At approximately 0650, she was on a course of 023° True, upriver of Fighting Island. Her speed was between 8.9 and 9.2 knots. The current in the Detroit River in the vicinity of the casualty is approximately 1.4 knots<sup>7</sup>.
2. The marine pilot onboard the SIDSEL KNUTSEN was Robert Hull of the Canadian Pilotage Authority. Captain Hull boarded the SIDSEL KNUTSEN at the Welland Canal Lock #7 at 2315 on October 21, 2001. Captain Hull has been a Great Lakes pilot since May 4, 1994. He has sailed Great Lakes and Oceans routes since June of 1973.
3. The Captain of the SIDSEL KNUTSEN was Jan Holthe. Captain Holthe has served as Captain of the SIDSEL KNUTSEN since 1995. He has nine years experience sailing on the Great Lakes, including the Detroit River.
4. At 0515 Captain Hull attempted to contact the J. W. Westcott dispatcher to arrange a time to transfer the pilots at the pilot station. The dispatcher on duty was Charles Weiss. Captain Hull tried on VHF channels 10 and 12, but did not receive a response. At 0545 he was successful in contacting Mr. Weiss via VHF channel 11. In a brief conversation, Mr. Weiss and Captain Hull agreed on a 0715 pilot transfer. No specific reference was made to the location of the pilot exchange. Mr. Weiss did not tell Captain Hull that the J. W. WESTCOTT II intended to transfer a second pilot at the Ojibway Anchorage.

<sup>5</sup> Enclosure 4, CG Form 2692B, "Report of Required Chemical Drug and Alcohol Testing Following a Serious Marine Incident."

<sup>6</sup> CG Form 2692 from Knutsen Shipping is included as Enclosure 5. CG Form 2692 from the J. W. Westcott Company is included as Enclosure 6.

<sup>7</sup> United States Coast Pilot 6, 31<sup>st</sup> Edition, page 199. U.S. Department of Commerce, National Oceanographic and Atmospheric Administration, National Ocean Service, Washington DC, 2001

5. At 0620 Mr. Weiss called the SIDSEL KNUTSEN to inform Captain Hull that his relief had arrived at the J. W. Westcott Company office.
6. The J. W. WESTCOTT II left its berth at the Foot of 24<sup>th</sup> Street in Detroit at approximately 0630. The Captain was Catherine M. Nasiatka. The deckhand was David Lewis. Also on board the vessel were two Great Lakes pilots from the Canadian Pilotage Authority, Thomas Roessllein and Alain Gindroz. The purpose of the trip was to take Mr. Roessllein to the SIDSEL KNUTSEN to relieve Captain Hull, and to take Mr. Gindroz to the M/V KAPITAN KARISHENKO, which was anchored in the Ojibway Anchorage, so that he could pilot the ship out of the Detroit River.
7. Captain Nasiatka held a Coast Guard license as Master, 50 Gross Tons-Great Lakes and Inland Waters (license number 827771), issued on June 29, 2000 by the Officer In Charge, Marine Inspection, Toledo, Ohio.
8. The J. W. WESTCOTT II has sliding cargo doors on each side of the pilothouse. The cargo doors slide fore and aft on suspended rails. The average gap between the port cargo door and the doorframe was  $\frac{3}{4}$  inches. Both survivors stated that both of the cargo doors were closed at the time of the incident. Both cargo doors rolled back and forth freely numerous times during salvage operations.
9. During the transit, until the time of the casualty, the position of each person on board the J. W. WESTCOTT II was as follows: Mr. Gindroz was standing on the port side of the pilothouse, at the aft end of the sliding cargo door. Mr. Roessllein was standing approximately amidships, aft of Mr. Gindroz. Mr. Lewis was standing near the starboard side cargo door. Captain Nasiatka was at the helm.
10. Mr. Gindroz was wearing a water-activated flotation collar, provided to him by the Canadian Pilotage Authority. Mr. Roessllein was wearing a foul-weather coat with flotation. Neither Captain Nasiatka nor Mr. Lewis were wearing flotation devices.
11. In a written statement to the Canadian Great Lakes Pilotage Authority, Captain Hull stated that on the morning of October 23, 2001, he was on the bridge of the SIDSEL KNUTSEN with the Captain, the officer of the watch and the able bodied seaman. Shortly before 0700, he left the bridge to go one deck below to gather his personal belongings in preparation of disembarking the vessel upon relief. He was not aware of the location of the J.W. WESTCOTT II at that time because there had not been any communication between the two vessels and he was not expecting the J. W. WESTCOTT II until several minutes later.<sup>8</sup>
12. When the SIDSEL KNUTSEN was approximately abeam of Zug Island, Captain Holthe stated that he observed the J. W. WESTCOTT II coming downriver in a meeting situation with the SIDSEL KNUTSEN from an angle of approximately 15 degrees off his port bow. He stated that the J. W. WESTCOTT II passed down the port side of the SIDSEL KNUTSEN, out of sight. He acknowledged that the pilot was not on the bridge at that

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<sup>8</sup> Enclosure 7, Copy of Captain Hull's voluntary statement written on October 24, 2001 at the request of the Canadian Great Lakes Pilotage Authority.

time. Upon seeing the J. W. WESTCOTT II, Captain Holthe stated that he was reminded that the pilot ladder was not ready. He directed the 3<sup>rd</sup> Mate, Wilfredo Colitoy Goc-Ong, and Ordinary Seaman Evelix B. Le Asis to make sure the pilot ladder was ready for the pilot transfer. Captain Holthe stated that although he saw the J. W. WESTCOTT II, he knew it was early for the pilot transfer and so he did not expect the J. W. WESTCOTT II to come alongside.

13. According to Captain Roessllein and Captain Gindroz, little conversation took place amongst the people on board the J. W. WESTCOTT II. According to Sam Buchanan, the senior operator for the J. W. Westcott Company, it was common for people to remain relatively quiet while onboard the J. W. WESTCOTT II because the noise of the engine made conversation difficult. Mr. Roessllein had a brief exchange with Mr. Lewis regarding Mr. Roessllein's bicycle, which he had brought on board with him. According to both Captain Roessllein and Captain Gindroz, there was only one other relevant exchange of words, which took place between Mr. Lewis and Captain Nasiatka after the J. W. WESTCOTT II was alongside the SIDSEL KNUTSEN. Mr. Lewis asked, "Are you stuck?" To which Captain Nasiatka replied, "Yes, I'm stuck."
14. The SIDSEL KNUTSEN'S Ordinary Seaman, Mr. Goc-Ong, observed the J. W. WESTCOTT II approach close to the stern of the SIDSEL KNUTSEN. He stated that the J. W. WESTCOTT II approached from a position further behind the vessel than he had seen in similar pilot transfers on the Detroit River in the past. He said that shortly after the J. W. WESTCOTT II came alongside the SIDSEL KNUTSEN, she listed to port, and then capsized. He immediately reported the accident to the bridge. At about the same time, Captain Hull returned to the bridge. He was immediately informed of the accident. Using visual references, Captain Holthe fixed the position of the incident at 42° 17.5' North, 083° 05.75' West. Captain Holthe plotted the position himself on the pilothouse chart<sup>9</sup>. He placed an "X" and the letters "MOB" indicating Man Overboard, in the spot where he determined the incident to have taken place. The position placed the incident approximately 50 yards inside U. S. waters.
15. Both Captain Roessllein and Captain Gindroz said that water began to ship over the bow of the J. W. WESTCOTT II almost immediately after she was alongside the SIDSEL KNUTSEN. Water came over the bow and began entering the pilothouse through the gap in the bottom of the port cargo door. The bottom of the port cargo door is 6 inches above the deck of the J. W. WESTCOTT II. Captain Gindroz stated that the bow dipped below the water for about 15 seconds shortly after coming alongside. Both survivors stated that the water filled the pilothouse at a rapid rate. Although neither man could accurately determine the exact time it took for the water to rise into the pilothouse, both men stated that water was at chest level in less than two minutes. During this time, the J. W. WESTCOTT II began listing heavily to port.
16. Captain Gindroz stated that he opened the port side sliding cargo door and exited the J. W. WESTCOTT II through that cargo door. He stated that his initial attempts to open the cargo door were unsuccessful. After several more attempts, during which time the vessel

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<sup>9</sup> Enclosure 8, copy of pilothouse chart taken from the SIDSEL KNUTSEN on October 23, 2001. The fixes indicated on this chart were not taken on October 23, 2001. These markings were from a previous transit of the Detroit River.

continued to take on water and continued its port list, the cargo door slid open and Captain Gindroz exited the vessel. His water-activated floatation device deployed and he immediately floated to the surface. Captain Roesslein stated that he was pinned against the overhead of the pilothouse as a result of the buoyancy of his float coat. He was able to overcome the force of the buoyancy and exit through the port cargo door by taking a last breath of air, and swimming down through the open cargo door. Once free of the vessel, he immediately floated to the surface.

17. Captain Gindroz and Captain Roesslein stated that when they reached the surface, the J. W. WESTCOTT II was perpendicular in the water, stern up, with the keel of the vessel facing upriver. They stated that the propeller was out of the water and turning. They both heard the engine running and described the sound as “screaming.” Neither man could recall the position of the rudder. They noted that the vessel came to an abrupt stop, and concluded that its bow had struck the bottom of the river. The water depth in that location is approximately 34 feet. The river current then forced the stern of the J. W. WESTCOTT II to fall slowly downriver, towards the vessels deck, until it was completely submerged.
18. The J.W. WESTCOTT II was found completely capsized with its stern rail resting on the river bottom. Its bow was raised at an approximately 45-degree angle. The bow was facing downstream, at an approximate heading of 220° True.
19. Captain Gindroz and Captain Roesslein were rescued by the tug STORMONT.
20. The J. W. WESTCOTT II was recovered in Canadian waters in the Detroit River in position 42° 17.14' North, 083° 05.92' West, approximately 75 yards from the international boundary between the United States and Canada.
21. The forward deck hatch cover of the J. W. WESTCOTT II was found missing upon recovery of the vessel.<sup>10</sup> During salvage on October 28, 2001, the vessel was turned right side up on the river bottom. As a result of doing so, a large burst of air erupted on the surface and continued bubbling for over 30 seconds. There was no trace of oil or any other contaminant in the air bubbles. The forward deck hatch cover opens into the forward compartment. The only compartment that was not contaminated with oil or diesel fuel when the vessel was recovered was the forward compartment. The loss of the hatch cover does not appear to have contributing to the casualty, because the forward compartment was not flooded. The hatch cover was likely lost after the vessel capsized, and air was trapped inside the compartment, which was released when the vessel was righted during salvage.
22. The J. W. WESTCOTT II was equipped with a cable and chain steering system. The helm was found in the “left-full” position, as was the rudder.

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<sup>10</sup> Enclosure 9 – Photos of the forward deck hatch opening of the J. W. WESTCOTT II after salvage on October 29, 2001.

23. The throttle was found in the “full” position and the transmission control was found partially between the neutral position and astern position.<sup>11</sup>
24. The pilot light switch was in the “on” position; the running light switch was in the “on” position. The port deck light switch was in the “off” position; the starboard deck light switch was in the “on” position.<sup>11</sup>
25. The hull of the J. W. WESTCOTT II is painted black. There were five black truck tires fastened to the rail of the J. W. WESTCOTT II on each side of the vessel. Three of the tires are mounted near the bow, and are adjacent to one another. The first of these tires is mounted approximately 12 feet aft of the bow. One tire is mounted at approximately amidships; the fifth tire is mounted approximately 8 feet from the stern.<sup>12</sup>
26. Several black markings were found on the port side of the SIDSEL KNUTSEN. One of the black marks measures approximately 3 feet high and 26 feet long and was approximately 4 feet above the water line. Just aft of this mark are two black marks, which represent the shape of truck tires. Other smaller and darker black marks were found aft of the tire marks, under the turn of the bilge. One bare metal spot measuring approximately 4”x5” was found under the turn of the bilge.<sup>13</sup>
27. Welded on the main deck of the J. W. WESTCOTT II, located at approximately amidships and outboard on both the port and starboard sides, are two-inch pipes, approximately 14 inches high, which serve as air vents for the engine room. The port side vent pipe had a one-inch out hole rusted out of it near where the pipe is welded to the deck.<sup>14</sup>
28. There were a total of 14 adult sized, Type V, Coast Guard approved lifejackets found on the J. W. WESTCOTT II. Two life jackets were recovered during salvage operations and 12 were found on board after salvage. The vessel typically carried a life ring on a bracket on the outside forward bulkhead, just under the pilothouse forward window. The life ring was not recovered.
29. Most of the structural damage to the J. W. WESTCOTT II occurred as a result of salvage operations. The damage included the following items: two broken windows, damage to the port side window frames, the port sliding cargo door was off its track and bent, one towing bit was completely ripped out of the deck, the port, aft gusset had a 16 inch tear near one of the freeing ports.
30. Captain Hull stated that the speed of the SIDSEL KNUTSEN was between 8.8 and 9.2 knots, as determined by the bridge GPS receiver. Information taken from the propeller

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<sup>11</sup> Enclosure 10 – Photos of J. W. WESTCOTT II pilothouse controls taken on October 29, 2001.

<sup>12</sup> Enclosure 11 - Photos of J. W. WESTCOTT II in drydock after salvage, dated November 8, 2001. Photos illustrate the fender tires mounted on each side of the vessel.

<sup>13</sup> Enclosure 12 - Series of ten photos dated October 26, 2001, showing the black tire marks and paint markings on the side of the SIDSEL KNUTSEN created by the J. W. WESTCOTT II.

<sup>14</sup> Enclosure 13, Photos of port side engine room air vent pipe showing 1 inch hole at the base of the pipe, dated November 8, 2001.

pitch order recorder<sup>15</sup> indicate that the propeller Pitch Value was 62. The Pilot Card<sup>16</sup> indicated that at with the Pitch Value at 60, the approximate speed of the vessel is 9 knots. The speed limit on the Detroit River is 12 statute miles per hour, or 10.4 knots, often referred to as “river speed.”

31. By interpreting the course recorder on the SIDSEL KNUTSEN, it is evident that she was steadied up on a course of 023° True. At approximately 0652, she made a radical course change, accounting for the ship turning around after the casualty.<sup>17</sup> This places the time of the incident approximately between 0640 and 0652 on October 23, 2001.

## Analysis

### Part I. Vessel Stability

1. Stability Characteristics. The Coast Guard Marine Safety Center (MSC) evaluated the stability characteristics of the J. W. WESTCOTT II. Their analysis is included in its entirety as an enclosure to this report<sup>18</sup>. The MSC report only considered the J. W. WESTCOTT II in a static condition and does not take into account the dynamic forces on the J. W. WESTCOTT II while the vessel was alongside the SIDSEL KNUTSEN. The MSC report used the General Hydrostatic software program to compute three different flooding scenarios. The chart on page 3 of Enclosure 17 tabulates the results of the flooding scenarios. The MSC concluded that the J. W. WESTCOTT II, under static conditions, had sufficient stability prior to the casualty. The row on page 3 of Enclosure 17 entitled *Initial* indicated the stability characteristics of the vessel in a static condition. The static metacentric height of the J. W. WESTCOTT II was 7.04 feet. In a static condition, the vessel has 2.09 feet of freeboard. The distance from the waterline to the bottom of the cargo doors is 2.95 feet.
  - a. Water on Deck. The *Plus Water on Deck* calculation assumes 6 inches of water on the foredeck and the port side deck only, taking the port list into account. With 6 inches of water on the foredeck and port deck, the metacentric height is reduced to 3 feet, freeboard reduced to 3 inches and the height to the cargo door reduced to less than 11/2 feet. In this condition, the vessel will take on a list of almost 14 degrees. At this point, the vessel still has sufficient stability. The only factor used to determine the list is the water on deck. It does not take into consideration the dynamic forces caused by the interaction between the two vessels.
  - b. Water in Pilothouse. Survivors stated that the water in the pilothouse reached chest level. MSC assumed a water depth of three feet in the pilothouse under this flooding scenario. When three feet of water in the pilothouse is added to the water on deck, the vessel’s freeboard is reduced to -0.93 feet, meaning, the freeboard is under water. The bottom of the cargo door would be about 3 inches from the water. In this

<sup>15</sup> Enclosure 14, Copy of propeller pitch order reading output from SIDSEL KNUTSEN October 23, 2001. Time is in Greenwich Mean Time.

<sup>16</sup> Enclosure 15, Copy of Pilot Card for SIDSEL KNUTSEN used by Captain Hull on October 23, 2001.

<sup>17</sup> Enclosure 16, Copy of Course Recorder output from SIDSEL KNUTSEN October 23, 2001.

<sup>18</sup> Enclosure 17, Coast Guard Marine Safety Center stability analysis of J. W. WESTCOTT II, dated March 12, 2002.

scenario, the J. W. WESTCOTT II would not maintain adequate stability to remain afloat.

- c. Water in Engine Room. The one-inch hole at the base of the port engine room air vent pipe also allowed ingress of water. About 350 gallons of water would enter through the vent pipe hole. Adding this water to the flooding calculations reduces GM by less than 1 foot, reduces freeboard from –0.93 feet to –1.10 feet and increases the heel angle to over 16 degrees. The ingress of water through the port engine room air vent pipe hole, in itself, did not significantly reduce the stability of the vessel.
2. Flooding Rates. MSC estimated the rate at which water entered the J. W. WESTCOTT II. The tabulations are entered in Tables 1 through 7 in enclosure 3 to the MSC report. The following is a summary of the relevant portions of the “Flooding Rate Approximations.”
    - a. Table 1, Space Volume. The relevant column in Table 1 is the Volume in gallons of each of the compartments of the J. W. WESTCOTT II.
    - b. Table 2, Downflooding Source. Table 2 lists the ingress sources and the size of each source. The *Closed Cargo Door* column is a measure of the gap in the bottom of the port cargo door. The *Open Cargo Door* assumes the door in a half open position (23 inches). The *Hole in Port-Side Bilge Vent* is the one-inch square hole that investigators found at the base of the port side engine room air vent.
    - c. Table 3, Open Cargo Door Flow Rates by Water Velocity. This table assumes the ingress rate of water through the cargo door if the cargo door were half open. At a speed of 8 knots, water would enter the pilothouse at a rate of 13.5 feet per second. At that rate, it would take 6.48 seconds to accumulate 3 feet of water in the pilothouse.
    - d. Table 4, Closed Cargo Door Flow Rates by Water Velocity. This table lists the flooding rates assuming the cargo door is closed. In the closed position, the total gap area at the base of the door is .024 square feet. At 8 knots, it would take 1 minute, 40 seconds to accumulate 3 feet of water in the pilothouse.
    - e. Table 5, Closed Cargo Door Flow Rates by Hydrostatic Head. This table lists the volume and time to accumulate 3 feet of water in the pilothouse based only on the head pressure of water. With water depth of just under 5 inches, it would take 4.4 minutes to accumulate 3 feet of water in the pilothouse. This measure is cumulative to the flow rate velocity.
    - f. Table 6, Bilge Vent Hole Flow Rates by Hydrostatic Head. At .4 feet (4.8 inches) of head pressure, 608 gallons of water would enter the engine room in 3.21 minutes. 608 gallons represents over 22% of the available volume of the engine room.
    - g. Table 7, Cumulative Flooding Rate, Closed Cargo Door. Using conservative estimates of 2 knots of water velocity and .02 feet of hydrostatic head, it would take 3.21 minutes to accumulate 3 feet of water in the pilothouse, a total volume

of over 748 gallons. Three feet of water in the pilothouse is sufficient to cause a loss of stability of the J. W. WESTCOTT II.

## Part II. Dynamic Hydraulic Forces

1. Effects of Suction. The nature of the work in which the J. W. WESTCOTT II is engaged routinely places several dynamic forces on the vessel. The precise degree of these forces is dependent upon several variables too diverse and complex for this analysis and not necessary for the purposes of this investigation. Because of the relatively small size of the J. W. WESTCOTT II in length, draft and horsepower compared to the deep draft vessels she services, the hydraulic forces have a relatively greater effect on the J. W. WESTCOTT II than on the deep draft vessels. The operators of the J. W. WESTCOTT II are all aware of the dynamic forces and the effects they have on the vessel under normal operating conditions. According to Jim Hogan, Sam Buchanan and Don Carnes, when the J. W. WESTCOTT II comes alongside a moving ship, she is drawn down in the water near the bow – reducing freeboard - and develops a list away from the freight ship. In the case of the SIDSEL KNUITSEN on October 23, 2001, the J. W. WESTCOTT II listed to port.

- a. Reduction of freeboard. Refer to Enclosure 18<sup>19</sup>. Note the difference in freeboard between pictures 4 and 6. Note how in pictures 4 and 5 the bow of the J. W. WESTCOTT II settles down into the water when she comes alongside a moving freight ship. In picture 6, the J. W. WESTCOTT II is sailing in open water with no reduction in freeboard. This illustrates the reduction in freeboard that contributed to the amount of water that came over the bow of the J. W. WESTCOTT II on October 23, 2001. Water over the bow reduced freeboard further by adding weight to the vessel. The reduction in freeboard of the J. W. WESTCOTT II raised the center of gravity and decreased the vessel's GM (see MSC report for calculations).
- b. List. When coming alongside a moving freight ship under normal conditions, the J. W. WESTCOTT II lists away from the freight ship. This phenomenon is illustrated by Enclosure 19, an undated photo of the J. W. WESTCOTT II alongside a moving freight ship. On October 23, 2001, the J. W. WESTCOTT II listed to port because she had the SIDSEL KNUITSEN on her starboard side.

2. Relationship of Speed to Suction. As previously stated, it is not possible to accurately measure the degree of suction near the hull of the SIDSEL KNUITSEN when the J. W. WESTCOTT II was alongside. However, Sam Buchanan and Don Carnes, experienced operators of the J. W. WESTCOTT II, stated that while alongside deep draft vessels, the effects of suction on the J. W. WESTCOTT II increase as the speed of the vessels increases.

- a. Speed. Refer again to enclosure 18. While it is impossible to determine the speed of the vessels from these photographs, the relatively small bow wake from the deep draft vessel in photos 2 and 3 indicate that the vessel is traveling at a relatively slow speed, as compared to “river speed” (12 miles per hour). At higher speeds, the effects of suction on the J. W. WESTCOTT

<sup>19</sup> Enclosure 18, Series of 6 photos (date unknown) of J. W. WESTCOTT II conducting mail delivery to M/V JOHN G. MUNSON. Downloaded from [www.boatnerds.com](http://www.boatnerds.com), on March 13, 2001.

It would be greater, resulting in even more reduction in freeboard and list than are evident in these photographs.

### Part III. Human Factors

1. Training and Experience. The J. W. Westcott Company conducts training for all their new Captains. Although the Company does not have a formal, written training program, training consists of operating the J. W. WESTCOTT II under the guidance of a qualified, experienced operator. The Company schedules new Captains to work with as many of the qualified operators as possible. The qualified Captains consult with each other to determine if a new Captain should be allowed to operate independently. There is no prescribed time frame for, or minimum number of round trips required to earn qualification.

- a. Captain Nasiatka. Captain Nasiatka began her employment with the J. W. Westcott Company on May 3, 2001. Captain Nasiatka served as a deckhand during her period of training, which lasted approximately four months. While in training, she operated the J. W. WESTCOTT II under the direction of a qualified Captain. Training was conducted under several different conditions and with different types of vessels, including barges, deep draft foreign ships, and Great Lakes vessels. Also, training was done under varying conditions, including darkness, inclement weather, high winds, and meeting vessels traveling both upbound and downbound. In all, Captain Nasiatka conducted 186 training runs before being permitted to operate the J. W. WESTCOTT II independently. Although he was not certain of the specific date, according to Sam Buchanan, the qualified operators of the J. W. Westcott Company consulted with one another in early September of 2001, and unanimously determined that Captain Nasiatka was qualified to operate the J. W. WESTCOTT II independently. Captain Nasiatka made her first trip as Captain of the J. W. WESTCOTT II on September 11, 2001. Between that time and October 23, 2001, she made 116 trips as the Captain of the J. W. WESTCOTT II. In addition, Captain Nasiatka was in the process of upgrading her license to Master, 100 Gross Tons, Great Lakes and Inland Waters. In the course of doing that, she gained a total of 95 days experience as a pilothouse observer for the Diamond Jack River Tours Company of Grosse Ile, Michigan in the waters of Lake St. Clair, the St. Clair River, the Detroit River and Lake Erie. Her experience aboard Diamond Jack vessels included hands-on instruction and direct observation of qualified operators of three vessels ranging in size from 82 to 94 gross tons.<sup>20</sup>
- b. David Lewis. David Lewis was a part time employee of the J. W. Westcott Company during the 2000 season. He began working full time at the start of the 2001 season. Although he had no formal maritime related training, he was considered a reliable and knowledgeable employee.

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<sup>20</sup> Enclosure 20, Letter from Steve Carrothers, Operations Manager, Diamond Jack River Tours, dated October 9, 2001.

2. Maneuvering Tactics. According to Sam Buchanan, the Senior Operator at J. W. Westcott Company, all operators, including Captain Nasiatka, are trained on how to handle the J. W. WESTCOTT II if they are stuck alongside a ship. He trains operators to first put the wheel amidships with the engine in neutral so that the J. W. WESTCOTT II might fall astern of the deep draft ship. If that doesn't work, operators are trained to put the engine in hard astern in an attempt to pop off the stern of the deep draft ship.

- a. Control Positions. The wheel was found in the "hard port" position. The throttle was in the "full" position. The transmission was in between the astern and neutral positions. If this is the position that Captain Nasiatka had put the controls, she did not act according to the way she had been taught.
- b. Effects of Salvage. Several large objects, including a couch, a bookshelf, and one of the engine room hatch covers, were not secured and thus were able to move about the pilothouse freely during its capsizing and sinking. Further, salvage operations required that the vessel be turned right-side-up and lifted vertically, bow down, causing objects in the pilot house to move about freely. Although there were no objects lying across the pilot house controls when the vessel was salvaged, it is possible that during salvage operations, any of these objects may have struck the controls and moved them from the position Captain Nasiatka had put them. When the J. W. WESTCOTT II was in extremis, it is likely that Captain Nasiatka attempted several maneuvers to save the vessel. For this reason, the position of the controls when the vessel was recovered is not a reliable indicator of the actions of the Captain in the seconds leading up to, or during the casualty. It is not possible to determine what specific maneuvering actions Captain Nasiatka took leading up to the casualty.
- c. Maneuvering. As stated previously in this report, the operation of the J. W. WESTCOTT II most closely resembles that of a tow vessel. As such, it is reasonable to refer to tow vessel maneuvering techniques as the standard for proper operation. The proper approach for a tow vessel to take to come alongside a moving freight ship is to come alongside forward or near amidships, match the speed of the freight ship, and slowly ease towards the ship and aft. Enclosure 20<sup>21</sup> describes the process for a tow vessel to come alongside a moving freight ship. The J. W. WESTCOTT II had serviced the SIDSEL KNUTSEN as recently as September 15, 2001<sup>22</sup>. The photos in Enclosure 18 also illustrate a proper approach to a moving freight ship. These photos were not taken as part of the Coast Guard investigation but are useful in understanding the maneuver. Note in photo 2, the J. W. WESTCOTT II is starting its turn well ahead of the freight ship. In photo 3, the J. W. WESTCOTT II is coming alongside near the bow of the ship. She settles back, coming alongside the freight ship at approximately amidships in photo 4.

<sup>21</sup> Enclosure 21, *Shiphandling with Tugs*, pages 90-92, George H. Reid, Cornell Maritime Press, 1986

<sup>22</sup> Enclosure 22, Photo dated September 15, 2001 of J. W. WESTCOTT II servicing the SIDSEL KNUTSEN in the Detroit River.

- d. October 23, 2001. The Ordinary Seaman on the SIDSEL KNUTSEN, Mr. Goc-Ong, stated that when making its approach on October 23, 2001, the J. W. WESTCOTT II came alongside the SIDSEL KNUTSEN from a position near the stern. He said it was further aft than what he had seen in the past. He was not sure why the J. W. WESTCOTT II came alongside further aft than normal.
3. Communication. There was never any communications between the J. W. WESTCOTT II and the SIDSEL KNUTSEN on the morning of October 23, 2001, neither verbally, by light or sound signal or by any other means.
  - a. 0545: Captain Hull and Mr. Weiss, the J. W. Westcott Company Dispatcher, spoke via marine radio and agreed to a 0715 transfer.
  - b. 0650: The J. W. WESTCOTT II arrived at the SIDSEL KNUTSEN, which was approximately 2,900 yards downriver from the usual pilot station where the SIDSEL KNUTSEN was expecting them.
  - c. Pilot Exchange Location: Neither the crew of the J. W. WESTCOTT II nor Mr. Weiss notified the SIDSEL KNUTSEN of the plan to exchange pilots in a location other than the designated pilot station, or at a time other than the previously agreed upon time.
  - d. Alongside Communications: The J. W. WESTCOTT II did not communicate to the SIDSEL KNUTSEN their intentions to come alongside.
4. Actions of the Pilot
  - a. Captain Hull, the marine pilot, was stationed on the bridge of the SIDSEL KNUTSEN during the transit of Fighting Island Channel in the Detroit River. Upon completing the transit of Fighting Island Channel, where Federal project depth is 28 feet and the width of the channel is 600 feet, the SIDSEL KNUTSEN entered the relatively open waters of the Detroit River, where the depth is between 31 and 45 feet and the channel is nearly 2,000 feet wide. After clearing Fighting Island Channel, Captain Hull left the bridge to place his luggage outside of his stateroom for Ordinary Seaman Wilfredo Goc-Ong to carry to the pilot station. Captain Hull departed the bridge only after he was assured the ship's Captain was on the bridge. According to Captain Daniel Trottier, Great Lakes Pilotage Authority, Pilotage regulations do not specifically provide for instances when the pilot may leave the bridge of a ship while underway in the Great Lakes. However, Captain Trottier explained that it is an acceptable practice and considered "normal" for a pilot to momentarily leave the bridge when the ship's Captain is on the bridge. This permits pilots to tend to personal needs, such as using the rest room. The incident between the J. W. WESTCOTT II and the SIDSEL KNUTSEN took place during the moments Captain Hull was off the bridge.

## Conclusions

1. The apparent cause of this casualty is the failure on the part of the operator of the J. W. WESTCOTT II to adequately assess the hydrodynamic effects that the SIDSEL KNUTSEN would have on the J. W. WESTCOTT II.
2. The contributing causes of this casualty are as follows:
  - a. Vessel Maneuvering. The J. W. WESTCOTT II came alongside the SIDSEL KNUTSEN too far aft, at or near the location of the greatest hydrodynamic forces. Based on statements made by Sam Buchanan, the J. W. Westcott employee who trained her, Captain Nasiatka should have been aware that the dynamic forces were greatest near the stern of a deep draft ship. It is not possible to say why the J. W. WESTCOTT II approached the SIDSEL KNUTSEN from a point further astern than usual. It is possible that a proper approach may have reduced the risk of this casualty occurring.
    - i. It is possible that Captain Nasiatka misjudged the speed of the SIDSEL KNUTSEN and began her turn too late to meet the ship farther forward. If this assumption is correct, by the time she finished her turn, the J. W. WESTCOTT II would have been too far aft to meet the SIDSEL KNUTSEN in a safe spot.
    - ii. By hailing the SIDSEL KNUTSEN, the J. W. WESTCOTT II would have had an opportunity to inform the SIDSEL KNUTSEN of their intended approach and to discuss a safe speed at which to conduct the transfer of pilots.
  - b. Speed. The SIDSEL KNUTSEN was traveling between 8.8 and 9.2 knots, as determined by their onboard GPS receiver. They were heading into a current of approximately 1.4 knots, making the speed over water between 10.2 and 10.6 knots. While it is not possible to determine the precise effect a lower speed would have had, it is a valid assumption that a lower speed would have resulted in less water coming over the bow of the J. W. WESTCOTT II, less water on deck, and less water entering the pilot house and engine room. Less water on board would have reduced the degree to which the J. W. WESTCOTT II lost stability. Jim Hogan and Sam Buchanan of the J. W. Westcott Company both acknowledged that there is an informal agreement amongst vessel operators in the Detroit River that the J. W. WESTCOTT II will service ships at river speed, which they acknowledged is the regulatory speed of 10.4 knots. The SIDSEL KNUTSEN was traveling at or below river speed when the J. W. WESTCOTT II came alongside. However, as in any maneuvering situation, all variables should be considered, including weather, current, load and wake conditions, vessel size (length, draft, power) and handling characteristics, and not the regulatory speed limit alone.
  - c. Communications. From the time the SIDSEL KNUTSEN entered the Detroit River, until the J. W. WESTCOTT II capsized, no member of either vessel communicated with one another via any means. Communications between the

two vessels would have alerted the SIDSEL KNUTSEN that the J.W. WESTCOTT II was attempting to come alongside, and would have afforded each the opportunity to discuss an earlier transfer time than previously agreed upon and a safe speed at which to conduct the transfer. The fact that the J. W. WESTCOTT II met the SIDSEL KNUTSEN in a location over 2,900 yards before the SIDSEL KNUTSEN expected them explains why the pilot of the SIDSEL KNUTSEN was not prepared for the transfer. Communication between the two vessels would have given both operators the opportunity to discuss the transfer operation and to agree upon a safe speed at which to conduct the transfer. The Senior Operator, Sam Buchanan, and Don Carnes, another J. W. WESTCOTT II Captain, both acknowledged that is not uncommon for vessels to have no communications when the J. W. WESTCOTT II comes alongside. Three common reasons for this surfaced.

- i. The engine noise of the J. W. WESTCOTT II makes hearing radio traffic difficult.
    1. The engine is located directly beneath the operator. The engine room door is a ¼ deck plate with ¾ inch sound insulation.
  - ii. Because deep draft ships typically request service from the J. W. Westcott Company, there is an apparent assumption on the part of the Company that the deep draft ships are expecting the J. W. WESTCOTT II.
  - iii. It has become a fairly standard practice to conduct transfer operations without routinely hailing the deep draft ship. Since this investigation began, the Company has instituted a policy whereby they hail deep draft ships when they make their initial approach, then once alongside, and then again when they depart.
  - d. Watertight Integrity. The amount of water on deck alone would have reduced stability, however, it would not likely be enough to cause the vessel to capsize. Freeing ports around the deck edge were measured and determined to be within Coast Guard stability standards, although these standards do not apply to the J. W. WESTCOTT II. The amount of water that entered the vessel through the one-inch hole at the base of the engine room air vent pipe would not be sufficient for the vessel to lose stability. However, if the cargo door were watertight the ingress of water into the vessel would have been significantly less, and the vessel would have likely maintained stability. There is no requirement for the J. W. WESTCOTT II to have watertight or weathertight doors.
3. Neither the Pilot nor the Captain of the SIDSEL KNUTSEN was negligent with respect to the speed of the vessel.
  4. There is no evidence that drugs or alcohol contributed to the casualty.
  5. There is no evidence that operator or crew fatigue contributed to the casualty.
  6. There is no evidence that structural or mechanical failure contributed to the casualty.

7. Weather and sea state did not appear to be a factor in the casualty.
8. There is no evidence of actionable misconduct, negligence, incompetence, or willful violation of law or regulation on the part of any licensed or certified person.
9. There is no evidence that any personnel of the United States Coast Guard, or any other agency of any other government, or any other person contributed to this casualty.

Recommendations

1. It is recommended that pilot vessel operators and deep draft vessel operators in the Detroit River and Lower Lake Huron develop standard protocols for transferring pilots and other cargoes between pilot boats and passing ships. Protocols should include, at a minimum, standards for communications, safe speeds, and location of transfer.
2. It is recommended that the J. W. Westcott Company conduct a review of its training procedures to determine if their current training standards are sufficient to maintain a satisfactory level of safety amongst its operators and crew. Results of this review should be forwarded to the Captain of the Port Detroit for comment.
3. It is recommended that MSO Detroit make this report available to the general public, to the extent practicable.
4. It is recommended that this investigation be closed.

Sincerely,

D. J. O'MARA  
Investigating Officer

- Enclosures:
- (1) Copy of Coast Guard License #827771 issued to Catherine Marie Nasiatka.
  - (2) Certificate of Documentation for J. W. Westcott II, Official Number 258859.
  - (3) Copy of a portion of Chart 14848, showing casualty site in Detroit River.
  - (4) CG Form 2692B, Report of Required Chemical Drug and Alcohol Testing Following a Serious Marine Incident.
  - (5) CG Form 2692 from Knutsen Shipping Company.
  - (6) CG Form 2692 from J. W. Westcott Company.
  - (7) Statement of Captain Robert B. Hull.
  - (8) Copy of pilothouse chart taken from SIDSEL KNUTSEN on October 23, 2001.
  - (9) Photos of the hatch opening and foredeck of the J. W. WESTCOTT II taken on October 29, 2001.
  - (10) Photos of J. W. WESTCOTT II pilothouse controls taken on October 29, 2001.
  - (11) Photos of J. W. WESTCOTT II in dry-dock taken November 8, 2001.

- (12) Photos of black marks on the side of the SIDSEL KNUTSEN taken on October 26, 2001.
- (13) Photos of port side engine room vent pipe showing one-inch hole at the base of the pipe taken on November 8, 2001.
- (14) Copy of pitch order recorder readings from SIDSEL KNUTSEN on October 23, 2001 with IO annotations.
- (15) Copy of Pilot Card from Captain Hull for voyage on SIDSEL KNUTSEN.
- (16) Copy of course recorder readings from SIDSEL KNUTSEN on October 23, 2001 with IO annotations.
- (17) Coast Guard Marine Safety Center stability analysis of J. W. WESTCOTT II dated March 12, 2002.
- (18) Series of photos (date unknown) of the J. W. WESTCOTT II making delivery to M/V JOHN G. MUNSON, downloaded from [www.boatnerd.com](http://www.boatnerd.com)
- (19) Undated photo of J. W. WESTCOTT II alongside a moving freight ship.
- (20) Letter from Steve Carrothers, Operations Manager, Diamond Jack River Tours.
- (21) Excerpts from *Shiphandling with Tugs*.
- (22) Photo of the J. W. WESTCOTT II servicing the SIDSEL KNUTSEN taken on September 15, 2001.

The original of this copy is located @ REC TOLEDO

FILE NO. 1  
INSPECTION NUMBER 1  
SERIAL NUMBER II  
827771

# UNITED STATES COAST & GEODAVID



## REGISTERED

### 700 U. S. MERCHANT MARINE OFFICER

*This is hereby that \*\*\* CATHERINE MARIE NASIATKA \*\*\**

*having been duly examined and found competent by the undersigned is licensed to serve as MASTER OF STEAM OR MOTOR VESSELS OF NOT MORE THAN 50 GROSS REGISTERED TONS (DOMESTIC TONNAGE) UPON GREAT LAKES AND INLAND WATERS.*

*for the term of two years from this date.*

*Given under my hand this 29TH day of JUNE 1900*

TOLEDO, OH

*D. L. Scott*  
D. L. SCOTT, BY DIRECTION  
Officer in Charge of Marine Inspection

ENCLOSURE ( 1

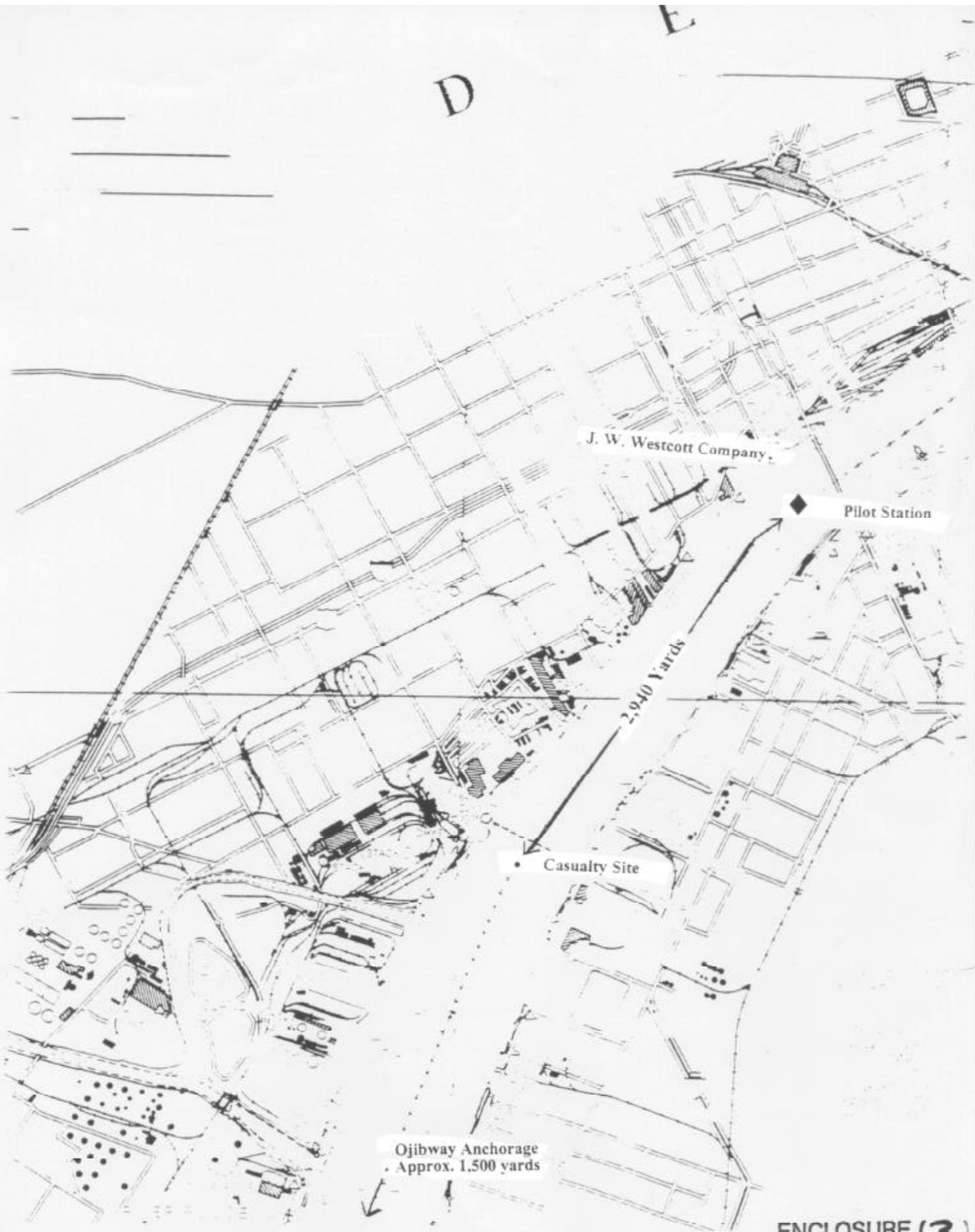


DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD CG-1270 (REV. 5-82)		CERTIFICATE OF DOCUMENTATION		OMB APPROVED 2115-0110	
1. VESSEL NAME J. W. WESTCOTT II		14. PROPOSITION YES		15. HULL MATERIAL STEEL	
7. OFFICIAL NUMBER 258859		3. TONNAGE GROSS 14 NET 9 L. R. 0		16. TRADE ENDORSEMENTS. DO NOT INSERT ANY TRADES FROM WHICH VESSEL IS RESTRICTED. SEE BLOCK B.	
4. HOME PORT CLEVELAND, OHIO		THIS VESSEL IS PRESENTLY DOCUMENTED FOR: GREAT LAKES		THIS VESSEL IS PRESENTLY DOCUMENTED FOR:	
5. BUILD: PLACE(S) YEAR ERIE, PENNSYLVANIA 1949		DATE 04 JUNE 1984		DATE	
6. OWNED J. W. WESTCOTT COMPANY		SIGNATURE <i>[Signature]</i>		SIGNATURE	
7. OWNER'S ADDRESS FOOT OF 24th STREET DETROIT, MICHIGAN 48222		THIS VESSEL IS PRESENTLY DOCUMENTED FOR:		THIS VESSEL IS PRESENTLY DOCUMENTED FOR:	
8. RESTRICTIONS NONE		DATE		DATE	
9. ENTITLEMENTS NONE		SIGNATURE		SIGNATURE	
10. PORT OF ISSUANCE CLEVELAND, OHIO		THIS VESSEL IS PRESENTLY DOCUMENTED FOR:		THIS VESSEL IS PRESENTLY DOCUMENTED FOR:	
11. DATE OF ISSUANCE 04 JUNE 1984		DATE		DATE	
12. SIGNATURE & SEAL <i>[Signature]</i>		SIGNATURE		SIGNATURE	
INDICATES CHANGE IN ITEM NATURE		REVERSE OF DOCUMENT		REVERSE OF DOCUMENT	
PREFERRED MORTGAGE ENDORSEMENTS					
MORTGAGE ENDORSEMENT			MORTGAGE AMENDMENTS		
INSTRUMENT PM _____ INST _____		INSTRUMENT PM _____ INST _____		1. INSTRUMENT AMENDED PM _____ INST _____	
MORTGAGOR		MORTGAGOR		CHANGE	
MORTGAGEE		MORTGAGEE		DATE AND TIME OF ENDORSEMENT	
AMOUNT		AMOUNT		SIGNATURE AND SEAL	
MATURITY DATE		MATURITY DATE		PORT	
DATE AND TIME OF ENDORSEMENT		DATE AND TIME OF ENDORSEMENT		2. INSTRUMENT AMENDED PM _____ INST _____	
SEPARATE DISCHARGE (IF ANY)		SEPARATE DISCHARGE (IF ANY)		CHANGE	
SIGNATURE AND SEAL		SIGNATURE AND SEAL		DATE AND TIME OF ENDORSEMENT	
PORT		PORT		SIGNATURE AND SEAL	
SATISFACTION		SATISFACTION		3. INSTRUMENT AMENDED PM _____ INST _____	
SATISFIED BY PM _____ INST _____ FILED AT _____		SATISFIED BY PM _____ INST _____ FILED AT _____		CHANGE	
DATE OF ENTRY		DATE OF ENTRY		DATE AND TIME OF ENDORSEMENT	
SIGNATURE & SEAL		SIGNATURE & SEAL		SIGNATURE AND SEAL	
PORT		PORT		PORT	

ENCLOSURE (2)

D

E



J. W. Westcott Company

Pilot Station

2,940 Yards

Casualty Site

Ojibway Anchorage  
Approx. 1,500 yards

ENCLOSURE (3)

DEPARTMENT OF  
TRANSPORTATION  
U.S. COAST GUARD  
CG-2692B (1-91)

**REPORT OF REQUIRED  
CHEMICAL DRUG AND ALCOHOL TESTING  
FOLLOWING A SERIOUS MARINE INCIDENT**

APPROVED OMB NO. 2115-0003  
(EXPIRATION 8-93) .5 Burden Hrs.

USCG CASE NUMBER

(See instructions on reverse)

**SECTION I—VESSEL INFORMATION**

1. Name of vessel <b>SIDSEL KNUTSEN</b>	2. Official Number <b>L9019779</b>	3. Call Sign <b>LASMY</b>	4. Nationality <b>NORWAY</b>
5. Vessel Type (Freight, Towing, Fishing, MODU, etc.) <b>TANK SHIP</b>	6. Length <b>162M</b>	7. Gross Tons <b>15806</b>	8. Year Built <b>1993</b>
9. Operating Company Name: <b>KNUTSEN OAS SHIPPING</b> Address: <b>SMEDASUNDET 40, PO BOX 2017</b> <b>5501 HAUHESUND, NORWAY</b> Telephone Number: <b>47 52 70 40 00</b>		10. Master or Person in Charge Name: <b>JAN HOLTHE</b> Address: Telephone Number: <b>47 55 24 10 12</b>	

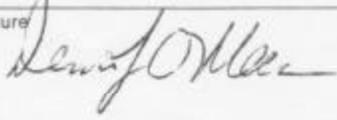
**SECTION II—INCIDENT INFORMATION**

11. Type of Serious Marine Incident (Check Appropriate Boxes). (See instructions on Reverse)

<input checked="" type="checkbox"/> a. Death (Append to Form CG-2692)	<input type="checkbox"/> e. Loss of uninspected, self-propelled vessel of over 100 gross tons (Append to Form CG-2692)
<input type="checkbox"/> b. Injury requiring medical treatment (Append to Form CG-2692)	<input type="checkbox"/> f. Discharge of oil of 10,000 gallons or more into U.S. waters
<input type="checkbox"/> c. Property damage in excess of \$100,000 (Append to Form CG-2692)	<input type="checkbox"/> g. Discharge of a reportable quantity of hazardous substance into U.S. waters
<input type="checkbox"/> d. Loss of inspected vessel (Append to Form CG-2692)	<input type="checkbox"/> h. Release of a reportable quantity of hazardous substance into U.S. environment

12. Date of Incident: **23 OCT 01**    13. Time (local) of Incident: **0700**    14. Location of Incident (Latitude and Longitude or River and Milepost): **DETROIT RIVER, DOWNBOUND AMBASSADOR BRIDGE**

**SECTION III—PERSONNEL/TESTING INFORMATION**

15. Personnel Directly Involved in Serious Marine Incident			16. Drug and Alcohol Testing (See instructions on reverse)								
15a. Name (Last, First, Middle Initial)	15b. Licensing/Certification (Check Appropriate Box(es))			16a. Drug Test Urine Specimen Provided?		16b. Alcohol Test Blood Specimen Provided?		16c. Alcohol Test Breath Specimen Provided?		Breath Test Results	
	USCG License	USCG MMD	NEITHER	YES	NO	YES	NO	YES	NO		
<b>HULL, ROBERT B.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>0.00</b>	
<b>GODDING, WILFRED C.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>0.00</b>	
<b>GATBA, ARNOLD M.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>0.00</b>	
<b>HOLTHE, JAN</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>0.00</b>	
<b>DEASIS EVELYN B.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>0.00</b>	
<b>BJORRAVAG, EINAR</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>0.00</b>	
17. Laboratory Conducting Chemical Drug Tests Name: <b>N/A</b> Address: Telephone Number:				18. Laboratory Conducting Blood Alcohol Test(s) or Individual Conducting Breath Test(s) Name: <b>BM3 MOORE</b> Address: <b>USCG STATION ST. CLAIR SHORES</b> Telephone Number:							
19. Person Making This Report (Please Print) Name: <b>LT DENNIS J. O'MARA</b> Address: <b>110 MT. ELLIOTT AVE</b> <b>DETROIT, MI 48207</b> Telephone Number: <b>(313) 588-9488</b>				20. Signature 				21. Date <b>10/27/01</b>			
22. Remarks (See instructions on Reverse)											

**ENCLOSURE (4)**

**INSTRUCTIONS FOR COMPLETION OF FORM CG-2692B**  
**REPORT OF REQUIRED CHEMICAL DRUG AND ALCOHOL TESTING**  
**FOLLOWING A SERIOUS MARINE INCIDENT**

*NOTE: When this form is being submitted along with a REPORT OF MARINE ACCIDENT, INJURY OR DEATH (Form CG-2692), Blocks 3-10 and Blocks 12-14 on Form CG-2692B need not be completed.*

**WHEN TO USE THIS FORM**

1. This form satisfies the requirements in the Code of Federal Regulations for written reports of chemical drug and alcohol testing of individuals directly involved in serious marine incidents. Public vessels and recreational vessels are excepted from these reporting requirements.

**SERIOUS MARINE INCIDENTS**

2. The term "serious marine incident" includes the following events involving a vessel in commercial service:

A. Any marine casualty or accident that occurs upon the navigable waters of the U.S., its territories or possessions, or that involves a U.S. vessel anywhere, and that results in any of the following:

1. One or more deaths;
2. Any injury to a crewmember, passenger, or other person which requires professional medical treatment beyond first aid;
3. Damage to property, as defined in 46 CFR 4.05-1(f), in excess of \$100,000;
4. Actual or constructive total loss of any vessel subject to inspection under 46 U.S.C. 3301; or
5. Actual or constructive total loss of any self-propelled vessel, not subject to inspection under 46 U.S.C. 3301, of 100 gross tons or more.

B. A discharge of oil of 10,000 gallons or more into the navigable waters of the United States, as defined in 33 U.S.C. 1321, whether or not resulting from a marine casualty.

C. A discharge of a reportable quantity of a hazardous substance into the navigable waters of the United States, whether or not resulting from a marine casualty.

D. A release of a reportable quantity of a hazardous substance into the environment of the United States, whether or not resulting from a marine casualty.

**INDIVIDUAL DIRECTLY INVOLVED IN A SERIOUS MARINE INCIDENT**

3. Term "individual directly involved in a serious marine incident" is an individual whose order, action or failure to act is determined to be, or cannot be ruled out as, a causative factor in the events leading to or causing a serious marine incident.

**COMPLETION OF THIS FORM**

4. This form should be filled out as completely and accurately as possible. Please type or print clearly. Fill in all blanks that apply to the kind of incident that has occurred. If a question is not applicable, the abbreviation "NA" should be entered in that space. If an answer is unknown and cannot be obtained, the abbreviation "UNK" should be entered in that space. If "NONE" is the correct response, then enter it in that space.

5. When this form has been completed, deliver or mail it as soon as practicable to the Coast Guard Marine Safety or Marine Inspection Office nearest to the location of the incident or, if at sea, nearest to the port of first arrival.

6. Upon receipt of a report of chemical test results, the marine employer shall submit a copy of the test results for each person listed in block 15(a) of this form to the Coast Guard Office in Charge, Marine Inspection whom the CG-2692B was submitted. (Ref. 46 CFR 4.06-60(d)).

7. Amplifying information for completing the form:

A. Block 11—"TYPE OF SERIOUS MARINE INCIDENT" Check each appropriate box. If box a, b, c, d, or e is checked, append this form to the required form CG-2692, "REPORT OF MARINE ACCIDENT, INJURY OR DEATH", and submit both forms as indicated in 5. above.

B. Block 16c—"ALCOHOL TEST BREATH SPECIMEN PROVIDED?" When breath test results are available alcohol concentration shall be expressed numerically in percent by weight (i.e., .04, .10 etc...).

C. Block 22—"REMARKS" Describe the duties of each individual listed in 15a. at the time of incident (i.e., master, pilot, chief engineer...). If an individual refuses to provide the required specimens, or if specimens are not obtained for any reason, describe the circumstances completely.

**NOTICE:** The information collected on this form is routinely available for public inspection. It is needed by the Coast Guard to carry out its responsibility to investigate marine casualties, to identify hazardous conditions or situations and to conduct statistical analysis. The information is used to determine whether new or revised safety initiatives are necessary for the protection of life or property in the marine environment.

22. REMARKS (Continued)

# Field Sobriety Test Performance Report



Time: 1741	Date: 23 OCT 01	Boat/Jing No: 3302	Boarding Officer: AMB McDOR
Subjects Name: ROBERT BRUCE HULL	Color Eyes: BLUE	Age: APR 12 1955	Height: 203 CM
			Weight: 104 kg

## Observations

Clothes: Describe: (Type, Color & Condition)

Odor of alcoholic Beverage	Unusual Actions	Eyes	Yes No	Pre Test Questions
<input type="checkbox"/> Faint	<input type="checkbox"/> Hiccupping	<input type="checkbox"/> Bloodshot	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Do you have any physical defects?
<input type="checkbox"/> Moderate	<input type="checkbox"/> Belching	<input type="checkbox"/> Watery	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Do you have any physical disabilities?
<input type="checkbox"/> Strong	<input type="checkbox"/> Vomiting	<input type="checkbox"/> Normal	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Do you have any defects in your feet, legs, ankles, or hips?
<input type="checkbox"/> None	<input type="checkbox"/> Fighting	<input type="checkbox"/> Other	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Do you wear glasses, contacts, or have any defects with your eyes?
<input type="checkbox"/> Mumbled	<input type="checkbox"/> Crying	<b>Attitude</b>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Are you sick or injured?
<input type="checkbox"/> Slurred	<input type="checkbox"/> Laughing	<input type="checkbox"/> Hilarious	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Are you under the care of a doctor or dentist?
<input type="checkbox"/> Confused	<input type="checkbox"/> None	<input type="checkbox"/> Talkative	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Are you taking any medication or drugs?
<input type="checkbox"/> Stuttered	<input type="checkbox"/> Other	<input type="checkbox"/> Sleepy	<input type="checkbox"/> <input type="checkbox"/>	How far did you go in school? (last year completed)
<input type="checkbox"/> Accent	<b>Color of Face</b>	<input type="checkbox"/> Profanity		
<input type="checkbox"/> Normal	<input type="checkbox"/> Pale	<input type="checkbox"/> Combative		
<input type="checkbox"/> Other	<input type="checkbox"/> Flushed	<input type="checkbox"/> Indifferent		
	<input type="checkbox"/> Normal	<input type="checkbox"/> Insulting		
	<input type="checkbox"/> Other	<input type="checkbox"/> Cooperative		

## Afloat Test Battery

1. Recite the alphabet without singing. **Alphabet Test**

2. Do you understand?

3. Begin the test.

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

<input type="checkbox"/> Completed satisfactorily	<input type="checkbox"/> Refused test
<input type="checkbox"/> Sang	
<input type="checkbox"/> Letter missed	
<input type="checkbox"/> Letter repeated	
<input type="checkbox"/> Hesitation	

1. Count backwards from 25 to 1. **Backwards Count**

2. Do you understand?

3. Begin the test.

25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

<input type="checkbox"/> Completed satisfactorily	<input type="checkbox"/> Hesitation
<input type="checkbox"/> Numbers missed	<input type="checkbox"/> Refused test
<input type="checkbox"/> Numbers repeated	

1. Extend your hand like this. (Demo). **Finger Count**

2. Do not start until told.

3. Touch each of your fingers with the tip of your thumb. Start with your index finger, like this: (DEMO)

4. While doing this, count 1, 2, 3, 4, count back 4, 3, 2, 1. (DEMO)

5. Speed up as you go, and do not stop until told.

6. Do you understand?

7. Begin the test. (OBSERVE 4 SETS) Stop.

<input type="checkbox"/> Completed satisfactorily	<input type="checkbox"/> Refused test
<input type="checkbox"/> Miscounted	
<input type="checkbox"/> Sliding of fingers	
<input type="checkbox"/> Did not speed up	
<input type="checkbox"/> Improper finger touch	
<input type="checkbox"/> Improper finger count	

1. Place your hands palm to palm like this. (DEMO) **Palm Pat**

2. Do not start until told.

3. When I tell you to begin, turn the top hand over and count 1,2,1,2 like this. (DEMO)

4. Speed up as you go, and do not stop until told.

5. Do you understand?

6. Begin the test (OBSERVE 5 SETS) Stop

<input type="checkbox"/> Completed satisfactorily	<input type="checkbox"/> Refused test
<input type="checkbox"/> Did not speed up	
<input type="checkbox"/> Unable to complete	
<input type="checkbox"/> Sliding of hand	
<input type="checkbox"/> Improper count	
<input type="checkbox"/> Hesitation	

Comments:

### Finger to Nose

- Place your hands down to your sides, extend your index fingers out.
- On my command, touch the tip of your nose with the tip of your index finger and return it to your side, like this. (DEMO).
- Do you understand?
- Tilt your head back slightly, and close your eyes. Keep your eyes closed during the test.
- Do you understand?
- Begin the test: Right, left, right, left, left, left, right
- Open your eyes.

- Completed satisfactorily
- Missed nose
- Searching pattern
- Opened eyes
- Not using proper finger
- Hesitation
- Refused test

### Horizontal Gaze Nystagmus

#### Test Procedure

#### Instructions to subject:

- Remove glasses, if worn.
- Are you wearing contact lenses? Y N
- Keep your head still.
- Focus on this \_\_\_\_\_, and follow it with your eyes only.
- Do you understand?

- Position stimulus 12" - 15" from subject's nose.
- Begin with subjects left eye.
- Check for equal tracking and equal pupil size.
- Check for Lack of Smooth Pursuit.
- Check for Distinct Nystagmus at Maximum Deviation.
- Check for Onset of Nystagmus Prior to 45 Degrees.
- Record results.

#### Lack of Smooth Pursuit

- Left
- Right

#### Distinct Nystagmus at Max Deviation

- Left
- Right

#### Onset Prior to 45 Degrees

- Left
- Right

Refused Test

**Ashore Test Battery** Have subj off vsi for 15 mins. Time Ashore: \_\_\_\_\_ Time started: \_\_\_\_\_

### Walk & Turn

- Place left foot on the line, then right foot in front on the line in a heel-to-toe stance, like this: (DEMONSTRATE)
- Place your arms down to your sides.
- Remain in this position and do not start walking until told.
- Do you understand?  
(DEMONSTRATE steps 5 - 7 as you describe each one, walking perpendicular to the line.)
- When told, take nine heel-to-toe steps up the line like this:
- Turn around keeping your front foot on the line using small steps like this:
- Return back down the line with nine heel-to-toe steps, like this:
- While walking, watch your feet at all times.
- Keep your arms at your sides.
- Count your steps out loud.
- Don't stop walking until you have completed the test.
- Do you understand?
- Begin the test.

#### During Instructions

- Cannot keep balance
- Starts too soon

#### During Test

- Stops walking
- Misses heel-to-toe (>1/2" gap)
- Steps off line
- Uses arms to balance (> 6" fm side)
- Improper Turn (Describe in comments block below)
- Steps actually taken \_\_\_\_\_
- Cannot complete safely (8 clues)
- Refused Test

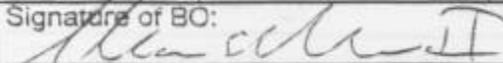
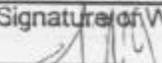
### One Leg Stand

- Stand with your feet together.
- Keep your arms at your sides.
- Remain in this position and do not raise your leg until told.
- Do you understand?
- Raise one leg, either leg, approx. 6 inches off the ground, with your foot pointed out, like this: (DEMONSTRATE)
- Keep both legs straight.
- Keep your eyes on the elevated foot.
- While holding that position, count out loud like this: one-thousand-one, one-thousand-two, and so on, and do not stop until told.
- Do you understand?
- Begin the test.

#### Observe for 30 seconds

- Swaying
- Uses arms to balance (> 6" fm side)
- Hopping
- Puts foot down
- Cannot complete safely (4 clues)
- Refused Test

### Chemical Test

Time: 1238	Device Serial#: 036462	Last calibration date: 220LT01	Test Results: 0.00 % BAC	<input type="checkbox"/> Refused Test
Signature of BO: 		BWI Cert Date:	Signature of Witness: 	

**Comments:**

# Field Sobriety Test Performance Report

Department of Transportation  
United States  
Coast Guard



Time: 1228	Date: 23 OCT 01	Boating No: [blank]	Boarding Officer: [Signature]
Subjects Name: NILFREDO C. GARCIA-DING		Color Eyes: BRWN	Age: [blank]
		Height: 172.70 cm	Weight: 81.80 kg

## Observations

Clothes: Describe: (Type, Color & Condition)

Odor of alcoholic Beverage	Unusual Actions	Eyes	Yes	No	Pre Test Questions
<input type="checkbox"/> Faint	<input type="checkbox"/> Hiccupping	<input type="checkbox"/> Bloodshot	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Do you have any physical defects?
<input type="checkbox"/> Moderate	<input type="checkbox"/> Belching	<input type="checkbox"/> Watery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Do you have any physical disabilities?
<input type="checkbox"/> Strong	<input type="checkbox"/> Vomiting	<input type="checkbox"/> Normal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Do you have any defects in your feet, legs, ankles, or hips?
<input type="checkbox"/> None	<input type="checkbox"/> Fighting	<input type="checkbox"/> Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Do you wear glasses, contacts, or have any defects with your eyes?
<input type="checkbox"/> Speech Mumbled	<input type="checkbox"/> Crying	<b>Attitude</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Are you sick or injured?
<input type="checkbox"/> Slurred	<input type="checkbox"/> Laughing	<input type="checkbox"/> Hilarious	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Are you under the care of a doctor or dentist?
<input type="checkbox"/> Confused	<input type="checkbox"/> None	<input type="checkbox"/> Talkative	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Are you taking any medication or drugs?
<input type="checkbox"/> Stuttered	<input type="checkbox"/> Other	<input type="checkbox"/> Sleepy	How far did you go in school? (last year completed)		
<input type="checkbox"/> Accent	<b>Color of Face</b>	<input type="checkbox"/> Profanity			
<input type="checkbox"/> Normal	<input type="checkbox"/> Pale	<input type="checkbox"/> Combative			
<input type="checkbox"/> Other	<input type="checkbox"/> Flushed	<input type="checkbox"/> Indifferent			
	<input type="checkbox"/> Normal	<input type="checkbox"/> Insulting			
	<input type="checkbox"/> Other	<input type="checkbox"/> Cooperative			

## Afloat Test Battery

1. Recite the alphabet without singing. **Alphabet Test**

2. Do you understand?

3. Begin the test.

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

<input type="checkbox"/> Completed satisfactorily	<input type="checkbox"/> Refused test
<input type="checkbox"/> Sang	
<input type="checkbox"/> Letter missed	
<input type="checkbox"/> Letter repeated	
<input type="checkbox"/> Hesitation	

1. Count backwards from 25 to 1. **Backwards Count**

2. Do you understand?

3. Begin the test.

25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

<input type="checkbox"/> Completed satisfactorily	<input type="checkbox"/> Hesitation
<input type="checkbox"/> Numbers missed	<input type="checkbox"/> Refused test
<input type="checkbox"/> Numbers repeated	

1. Extend your hand like this. (Demo). **Finger Count**

2. Do not start until told.

3. Touch each of your fingers with the tip of your thumb. Start with your index finger, like this: (DEMO)

4. While doing this, count 1, 2, 3, 4, count back 4, 3, 2, 1. (DEMO)

5. Speed up as you go, and do not stop until told.

6. Do you understand?

7. Begin the test. (OBSERVE 4 SETS) Stop.

<input type="checkbox"/> Completed satisfactorily	<input type="checkbox"/> Refused test
<input type="checkbox"/> Miscounted	
<input type="checkbox"/> Sliding of fingers	
<input type="checkbox"/> Did not speed up	
<input type="checkbox"/> Improper finger touch	
<input type="checkbox"/> Improper finger count	

**Palm Pat**

1. Place your hands palm to palm like this. (DEMO)

2. Do not start until told.

3. When I tell you to begin, turn the top hand over and count 1,2,1,2 like this. (DEMO)

4. Speed up as you go, and do not stop until told.

5. Do you understand?

6. Begin the test (OBSERVE 5 SETS) Stop

<input type="checkbox"/> Completed satisfactorily	<input type="checkbox"/> Refused test
<input type="checkbox"/> Did not speed up	
<input type="checkbox"/> Unable to complete	
<input type="checkbox"/> Sliding of hand	
<input type="checkbox"/> Improper count	
<input type="checkbox"/> Hesitation	

Comments:

### Finger to Nose

- |  |  |
|--|--|
| 1. Place your hands down to your sides, extend your index fingers out.   | <input type="checkbox"/> C. Completed satisfactorily |
| 2. On my command, touch the tip of your nose with the tip of your index finger and return it to your side, like this. (DEMO) | <input type="checkbox"/> Missed nose                 |
| 3. Do you understand?  | <input type="checkbox"/> Searching pattern           |
| 4. Tilt your head back slightly, and close your eyes. Keep your eyes closed during the test.                                 | <input type="checkbox"/> Opened eyes                 |
| 5. Do you understand?  | <input type="checkbox"/> Not using proper finger     |
| 6. Begin the test: Right, left, right, left, left, left, right   | <input type="checkbox"/> Hesitation                  |
| 7. Open your eyes.   | <input type="checkbox"/> Refused test                |

### Horizontal Gaze Nystagmus

#### Test Procedure

- |  |   |
|--|---|
| <b>Instructions to subject:</b>                            | 1. Position stimulus 12" - 15" from subject's nose.   |
| 1. Remove glasses, if worn.                                | 2. Begin with subjects left eye.                      |
| 2. Are you wearing contact lenses? Y N                     | 3. Check for equal tracking and equal pupil size.     |
| 3. Keep your head still.                                   | 4. Check for Lack of Smooth Pursuit.                  |
| 4. Focus on this _____, and follow it with your eyes only. | 5. Check for Distinct Nystagmus at Maximum Deviation. |
| 5. Do you understand?                                      | 6. Check for Onset of Nystagmus Prior to 45 Degrees.  |
|  | 7. Record results.                                    |

Lack of Smooth Pursuit <input type="checkbox"/> Left <input type="checkbox"/> Right	Distinct Nystagmus at Max Deviation <input type="checkbox"/> Left <input type="checkbox"/> Right	Onset Prior to 45 Degrees <input type="checkbox"/> Left <input type="checkbox"/> Right	<input type="checkbox"/> Refused Test
--	---	---	---------------------------------------

**Ashore Test Battery** Have subj off vsi for 15 mins. Time Ashore: \_\_\_\_\_ Time started: \_\_\_\_\_

### Walk & Turn

#### During Instructions

- |  |   |
|--|---|
| 1. Place left foot on the line, then right foot in front on the line in a heel-to-toe stance, like this: (DEMONSTRATE) | <input type="checkbox"/> Cannot keep balance                              |
| 2. Place your arms down to your sides.   | <input type="checkbox"/> Starts too soon                                  |
| 3. Remain in this position and do not start walking until told.  |   |
| 4. Do you understand?<br>(DEMONSTRATE steps 5 - 7 as you describe each one, walking perpendicular to the line.)        | <b>During Test</b>  |
| 5. When told, take nine heel-to-toe steps up the line like this:   | <input type="checkbox"/> Stops walking                                    |
| 6. Turn around keeping your front foot on the line using small steps like this:  | <input type="checkbox"/> Misses heel-to-toe (>1/2" gap)                   |
| 7. Return back down the line with nine heel-to-toe steps, like this:   | <input type="checkbox"/> Steps off line                                   |
| 8. While walking, watch your feet at all times.  | <input type="checkbox"/> Uses arms to balance (> 6" fm side)              |
| 9. Keep your arms at your sides.   | <input type="checkbox"/> Improper Turn (Describe in comments block below) |
| 10. Count your steps out loud.   | <input type="checkbox"/> Steps actually taken _____                       |
| 11. Don't stop walking until you have completed the test.  | <input type="checkbox"/> Cannot complete safely (8 clues)                 |
| 12. Do you understand?   | <input type="checkbox"/> Refused Test                                     |
| 13. Begin the test.  |   |

### One Leg Stand

#### Observe for 30 seconds

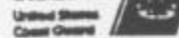
- |  |  |
|--|--|
| 1. Stand with your feet together.  |  |
| 2. Keep your arms at your sides.   |  |
| 3. Remain in this position and do not raise your leg until told.   | <input type="checkbox"/> Swaying                             |
| 4. Do you understand?  | <input type="checkbox"/> Uses arms to balance (> 6" fm side) |
| 5. Raise one leg, either leg, approx. 6 inches off the ground, with your foot pointed out, like this: (DEMONSTRATE)                  | <input type="checkbox"/> Hopping                             |
| 6. Keep both legs straight.  | <input type="checkbox"/> Puts foot down                      |
| 7. Keep your eyes on the elevated foot.  | <input type="checkbox"/> Cannot complete safely (4 clues)    |
| 8. While holding that position, count out loud like this: one-thousand-one, one-thousand-two, and so on, and do not stop until told. | <input type="checkbox"/> Refused Test                        |
| 9. Do you understand?  |  |
| 10. Begin the test.  |  |

### Chemical Test

Time: 1227	Device Serial#: 036402	Last calibration date: 22 OCT 01	Test Results: 0.00 % BAC	<input type="checkbox"/> Refused Test
Signature of BO: <i>[Signature]</i>		BWI Cert Date:	Signature of Witness: <i>[Signature]</i>	

**Comments:**

# Field Sobriety Test Performance Report



1224 2306TG1

Time	Date	Boarding No.	Boarding Officer <b>BIA3 MOORE</b>
Subjects name		Color eyes	Age
		Height	Weight

**ARNOLD M GABBAC**      **Observations**

**Clothes** Describe: (Type, Color & Condition)

Indicate any other unusual actions or statements, when first observed:

<p><b>Odor of Alcoholic Beverage</b></p> <p><input type="checkbox"/> Faint      <input type="checkbox"/> Moderate      <input type="checkbox"/> Strong      <input type="checkbox"/> None</p> <p><b>Speech</b></p> <p><input type="checkbox"/> Mumbled      <input type="checkbox"/> Slurred      <input type="checkbox"/> Confused      <input type="checkbox"/> Stuttered      <input type="checkbox"/> Accent      <input type="checkbox"/> Other</p>	<p><b>Unusual Actions</b></p> <p><input type="checkbox"/> Hiccupping      <input type="checkbox"/> Belching      <input type="checkbox"/> Vomiting      <input type="checkbox"/> Fighting      <input type="checkbox"/> Crying</p> <p><input type="checkbox"/> Laughing      <input type="checkbox"/> None      <input type="checkbox"/> Other:</p> <p><b>Color of Face</b></p> <p><input type="checkbox"/> Pale      <input type="checkbox"/> Flushed      <input type="checkbox"/> Normal      <input type="checkbox"/> Other</p>	<p><b>Eyes</b></p> <p><input type="checkbox"/> Bloodshot      <input type="checkbox"/> Watery      <input type="checkbox"/> Normal      <input type="checkbox"/> Other:</p> <p><b>Attitude</b></p> <p><input type="checkbox"/> Hilarious      <input type="checkbox"/> Talkative      <input type="checkbox"/> Sleepy      <input type="checkbox"/> Profanity      <input type="checkbox"/> Combative      <input type="checkbox"/> Indifferent      <input type="checkbox"/> Insulting      <input type="checkbox"/> Cooperative</p>	<p><b>Pre Test Questions</b></p> <p><b>No</b>      <b>Yes</b></p> <p><input type="checkbox"/> Do you have any physical defects?</p> <p><input type="checkbox"/> Do you have any physical disabilities?</p> <p><input type="checkbox"/> Do you have any defects in your feet, legs, ankles, or hips?</p> <p><input type="checkbox"/> Do you wear eyeglasses, contact lens or have any defects with your eyes?</p> <p><input type="checkbox"/> Are you sick or injured?</p> <p><input type="checkbox"/> Are you under the care of a doctor or dentist?</p> <p><input type="checkbox"/> Are you taking any medication or drugs?</p> <p>How far did you go in school? (last year completed)</p>
<p>Comments:</p>			

**Afloat Test Battery include Horizontal Gaze Nystagmus from reverse side.**

Recite A-B-C's	Finger Count	Palm Pat	Finger to nose
<ul style="list-style-type: none"> <li>• Recite the alphabet, without singing.</li> <li>• Do you understand?</li> <li>• Begin the test.</li> <li><input type="checkbox"/> Completed properly and sufficiently</li> <li><input type="checkbox"/> Letter missed</li> <li><input type="checkbox"/> Letters repeated</li> <li><input type="checkbox"/> Hesitation</li> <li><input type="checkbox"/> Refused test</li> </ul>	<ul style="list-style-type: none"> <li>• Extend out your hand</li> <li>• Do not start until told.</li> <li>• Count each of your fingers with the tip of your thumb. Start with your index finger, like this. <i>Demonstrate</i></li> <li>• While doing this count 1, 2, 3, 4, count back 4, 3, 2, 1, <i>Demonstrate</i></li> <li>• Speed up as you go and do not stop until told.</li> <li>• Do you understand?</li> <li>• Begin the test. (observe 4 sets)</li> <li>• You can stop.</li> <li><input type="checkbox"/> Completed properly and sufficiently</li> <li><input type="checkbox"/> Miscounted</li> <li><input type="checkbox"/> Sliding of fingers</li> <li><input type="checkbox"/> Did not speed up</li> <li><input type="checkbox"/> Improper finger touch</li> <li><input type="checkbox"/> Improper finger count</li> <li><input type="checkbox"/> Refused test</li> </ul>	<ul style="list-style-type: none"> <li>• Do not start until told.</li> <li>• Place your hands together palm to palm like this. <i>Demonstrate</i></li> <li>• When I tell you to begin turn the top hand over and count 1, 2, 1, 2 like this. <i>Demonstrate</i></li> <li>• Speed up as you go and do not stop until told.</li> <li>• Do you understand?</li> <li>• Begin the test. (observe 5 sets)</li> <li>• You can stop.</li> <li><input type="checkbox"/> Completed properly and sufficiently</li> <li><input type="checkbox"/> Did not speed up</li> <li><input type="checkbox"/> Unable to complete</li> <li><input type="checkbox"/> Sliding of hand</li> <li><input type="checkbox"/> Improper count</li> <li><input type="checkbox"/> Hesitation</li> <li><input type="checkbox"/> Refused Test</li> </ul>	<ul style="list-style-type: none"> <li>• Have subject seated.</li> <li>• Place your hands down to your sides, extend your index fingers out.</li> <li>• On my command, touch the tip of your nose with the tip of your index finger and return it to your side. <i>Demonstrate</i></li> <li>• Do you understand?</li> <li>• Tilt your head back slightly and close your eyes. Keep your eyes closed during the test.</li> <li>• Do you understand?</li> <li>• Right, left, right, left, left, left, right.</li> <li>• Open your eyes.</li> <li><input type="checkbox"/> Completed properly and sufficiently</li> <li><input type="checkbox"/> Missed nose</li> <li><input type="checkbox"/> Searching pattern</li> <li><input type="checkbox"/> Opened eyes</li> <li><input type="checkbox"/> Not using proper finger</li> <li><input type="checkbox"/> Hesitation</li> <li><input type="checkbox"/> Refused test</li> </ul>
<p>Comments:</p>			
<p><b>Continue with Horizontal Gaze Test on reverse side</b></p>			

**Ashore Test Battery**  
(have subject off vessel for at least 15 min.)

Walk and Turn	One Leg Stand	Horizontal Gaze Nystagmus
---------------	---------------	---------------------------

- Instructions Stage**
- Place subject in a heel toe position on the line, hands down to side.
  - Remain in this position during instructions.
  - Do not start until told.

- Walking Stage**
- When told to begin, take nine heel-to-toe steps up the line, turn around pivoting on one foot using small steps.
  - Return back down the line with nine heel-to-toe steps.

Demonstrate by walking perpendicular to the line.

Demonstrate the turn.

Demonstrate walking back perpendicular to the line.

- While walking count steps out loud.
- Watch your feet at all times.
- Keep your arms at your side.
- Don't stop until you have completed the test.
- Do you understand?
- Begin the test

- Cannot keep balance
- Starts too soon

	First nine steps	Second nine steps
Stops walking	<input type="checkbox"/>	<input type="checkbox"/>
Misses heel-toe	<input type="checkbox"/>	<input type="checkbox"/>
Steps off line	<input type="checkbox"/>	<input type="checkbox"/>
Raises arms	<input type="checkbox"/>	<input type="checkbox"/>
Actual Steps taken	<input type="checkbox"/>	<input type="checkbox"/>

- Improper turn (Describe)
- Cannot do test (Explain)
- Refused test

- Instruction Stage:**
- Stand with your heels together arms down at sides.
  - Do not start until told.
  - Do you understand?

- Balancing and counting stage**
- When told to begin, stand on one leg.
  - Keep your foot six inches off the ground.
  - Count out loud for 30 seconds (one-one thousand, two-one thousand,). Demonstrate
  - Throughout the test keep arms at your sides keep.
  - Watch the raised foot.
  - Do you understand?
  - Begin the test using any leg.

Clue	Seconds		
	0 to 10	11 to 20	21 to 30
Sways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Raised Arms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Foot Down	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Refused test

**Chemical Test**

• To administer test follow the instructions on the back of the ALCO SENSOR III meter

Refused test

Comments:

- Instruction Stage:**
- Remove Eyeglasses
  - Follow this \_\_\_\_\_ with your eyes, do not move your head.
  - Do you understand?
  - Begin test by positioning object (12-15) inches away from nose slightly above eye level.

- Test first eye**  
(Check for each clue twice)
- Check pursuit (high speed pass).
  - Check max. deviation (hold for 2-3 Secs).
  - Check angle of onset (low speed pass).

- Test second eye**
- Repeat last 3 steps
  - Total the clues

Wearing contact lenses? No Yes

	Left Right	
	<input type="checkbox"/>	<input type="checkbox"/>
Lack of smooth pursue	<input type="checkbox"/>	<input type="checkbox"/>
Distinct nystagmus at max. Deviation	<input type="checkbox"/>	<input type="checkbox"/>
Nystagmus onset before 45 degrees	<input type="checkbox"/>	<input type="checkbox"/>

Refused test

ALCO Serial # 636462

Last calibration date: 22 OCT 01

Temp of unit 24 °C

ALCO SENSOR III Results. 000 BAC

Initials of Boarding Officers [Signature]

Initials of Witness [Signature]

# Field Sobriety Test Performance Report



Time: 1710 Date: 23 Oct 01 Boarding No: \_\_\_\_\_ Boarding Officer: [Signature]  
 Subjects name: JAN HOLTIC Color eyes: BROWN Age: 37 Height: 183 Weight: 105 kg

## Observations

**Clothes** Describe: (Type, Color & Condition)

Indicate any other unusual actions or statements, when first observed:

<p><b>Odor of Alcoholic Beverage</b></p> <p><input type="checkbox"/> Faint    <input type="checkbox"/> Moderate    <input type="checkbox"/> Strong    <input type="checkbox"/> None</p> <p><b>Speech</b></p> <p><input type="checkbox"/> Mumbled    <input type="checkbox"/> Slurred    <input type="checkbox"/> Confused    <input type="checkbox"/> Stuttered    <input type="checkbox"/> Accent    <input type="checkbox"/> Other</p> <p><b>Unusual Actions</b></p> <p><input type="checkbox"/> Hiccupping    <input type="checkbox"/> Belching    <input type="checkbox"/> Vomiting    <input type="checkbox"/> Fighting    <input type="checkbox"/> Crying</p> <p><b>Eyes</b></p> <p><input type="checkbox"/> Bloodshot    <input type="checkbox"/> Watery    <input type="checkbox"/> Normal    <input type="checkbox"/> Other:</p> <p><b>Attitude</b></p> <p><input type="checkbox"/> Humorous    <input type="checkbox"/> Talkative    <input type="checkbox"/> Sleepy    <input type="checkbox"/> Profanity    <input type="checkbox"/> Combative    <input type="checkbox"/> Indifferent    <input type="checkbox"/> Insulting    <input type="checkbox"/> Cooperative</p> <p><b>Color of Face</b></p> <p><input type="checkbox"/> Pale    <input type="checkbox"/> Flushed    <input type="checkbox"/> Normal    <input type="checkbox"/> Other</p>	<p style="text-align: center;"><b>Pre Test Questions</b></p> <table style="width: 100%;"> <tr> <th style="width: 10%;">No</th> <th style="width: 10%;">Yes</th> <th style="width: 80%;">Question</th> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Do you have any physical defects?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Do you have any physical disabilities?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Do you have any defects in your feet, legs, ankles, or hips?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Do you wear eyeglasses, contact lens or have any defects with your eyes?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Are you sick or injured?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Are you under the care of a doctor or dentist?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Are you taking any medication or drugs?</td> </tr> </table> <p>How far did you go in school? (last year completed)</p> <p>Comments:</p>	No	Yes	Question	<input type="checkbox"/>	<input type="checkbox"/>	Do you have any physical defects?	<input type="checkbox"/>	<input type="checkbox"/>	Do you have any physical disabilities?	<input type="checkbox"/>	<input type="checkbox"/>	Do you have any defects in your feet, legs, ankles, or hips?	<input type="checkbox"/>	<input type="checkbox"/>	Do you wear eyeglasses, contact lens or have any defects with your eyes?	<input type="checkbox"/>	<input type="checkbox"/>	Are you sick or injured?	<input type="checkbox"/>	<input type="checkbox"/>	Are you under the care of a doctor or dentist?	<input type="checkbox"/>	<input type="checkbox"/>	Are you taking any medication or drugs?
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<input type="checkbox"/>	<input type="checkbox"/>	Are you under the care of a doctor or dentist?																							
<input type="checkbox"/>	<input type="checkbox"/>	Are you taking any medication or drugs?																							

**Afloat Test Battery include Horizontal Gaze Nystagmus from reverse side.**

Recite A-B-C's	Finger Count	Palm Pat	Finger to nose
<ul style="list-style-type: none"> <li>• Recite the alphabet, without singing.</li> <li>• Do you understand?</li> <li>• Begin the test.</li> <li><input type="checkbox"/> Completed properly and sufficiently</li> <li><input type="checkbox"/> Letter missed</li> <li><input type="checkbox"/> Letters repeated</li> <li><input type="checkbox"/> Hesitation</li> <li><input type="checkbox"/> Refused test</li> </ul> <p style="text-align: center;"><b>Count from 25 to 1</b></p> <ul style="list-style-type: none"> <li>• Count backwards from 25 to 1</li> <li>• Do you understand?</li> <li>• Begin the test.</li> <li><input type="checkbox"/> Completed properly and sufficiently</li> <li><input type="checkbox"/> Numbers missed</li> <li><input type="checkbox"/> Numbers repeated</li> <li><input type="checkbox"/> Hesitation</li> <li><input type="checkbox"/> Refused test</li> </ul>	<ul style="list-style-type: none"> <li>• Extend out your hand</li> <li>• Do not start until told.</li> <li>• Count each of your fingers with the tip of your thumb. Start with your index finger. <i>like this. Demonstrate</i></li> <li>• While doing this count 1, 2, 3, 4, count back 4, 3, 2, 1, <i>Demonstrate</i></li> <li>• Speed up as you go and do not stop until told.</li> <li>• Do you understand?</li> <li>• Begin the test. (observe 4 sets)</li> <li>• You can stop.</li> <li><input type="checkbox"/> Completed properly and sufficiently</li> <li><input type="checkbox"/> Miscalculation</li> <li><input type="checkbox"/> Sliding of fingers</li> <li><input type="checkbox"/> Did not speed up</li> <li><input type="checkbox"/> Improper finger touch</li> <li><input type="checkbox"/> Improper finger count</li> <li><input type="checkbox"/> Refused test</li> </ul>	<ul style="list-style-type: none"> <li>• Do not start until told.</li> <li>• Place your hands together palm to palm like this. <i>Demonstrate</i></li> <li>• When I tell you to begin turn the top hand over and count 1, 2, 1, 2 like this. <i>Demonstrate</i></li> <li>• Speed up as you go and do not stop until told.</li> <li>• Do you understand?</li> <li>• Begin the test. (observe 5 sets)</li> <li>• You can stop.</li> <li><input type="checkbox"/> Completed properly and sufficiently</li> <li><input type="checkbox"/> Did not speed up</li> <li><input type="checkbox"/> Unable to complete</li> <li><input type="checkbox"/> Sliding of hand</li> <li><input type="checkbox"/> Improper count</li> <li><input type="checkbox"/> Hesitation</li> <li><input type="checkbox"/> Refused Test</li> </ul>	<ul style="list-style-type: none"> <li>• Have subject seated.</li> <li>• Place your hands down to your sides, extend your index fingers out.</li> <li>• On my command, touch the tip of your nose with the tip of your index finger and return it to your side. <i>Demonstrate</i></li> <li>• Do you understand?</li> <li>• Tilt your head back slightly and close your eyes. Keep your eyes closed during the test.</li> <li>• Do you understand?</li> <li>• Right, left, right, left, left, left, right.</li> <li>• Open your eyes.</li> <li><input type="checkbox"/> Completed properly and sufficiently</li> <li><input type="checkbox"/> Missed nose</li> <li><input type="checkbox"/> Searching pattern</li> <li><input type="checkbox"/> Opened eyes</li> <li><input type="checkbox"/> Not using proper finger</li> <li><input type="checkbox"/> Hesitation</li> <li><input type="checkbox"/> Refused test</li> </ul>
<p>Comments:</p>			
<p><b>Continue with Horizontal Gaze Test on reverse side</b></p>			

**Ashore Test Battery**  
(have subject off vessel for at least 15 min.)

Walk and Turn	One Leg Stand	Horizontal Gaze Nystagmus
---------------	---------------	---------------------------

**Instructions Stage**

- Place subject in a heel toe position on the line, hands down to side.
- Remain in this position during instructions.
- Do not start until told.

**Walking Stage**

- When told to begin, take nine heel-to-toe steps up the line, turn around pivoting on one foot using small steps.
- Return back down the line with nine heel-to-toe steps.

Demonstrate by walking perpendicular to the line.

Demonstrate the turn.

Demonstrate walking back perpendicular to the line.

- While walking count steps out loud.
- Watch your feet at all times.
- Keep your arms at your side.
- Don't stop until you have completed the test.
- Do you understand?
- Begin the test

**Instruction Stage:**

- Stand with your heels together arms down at sides.
- Do not start until told.
- Do you understand?

**Balancing and counting stage**

- When told to begin, stand on one leg.
- Keep your foot six inches off the ground.
- Count out loud for 30 seconds (one-one thousand, two-one thousand.). Demonstrate
- Throughout the test keep arms at your sides keep.
- Watch the raised foot.
- Do you understand?
- Begin the test using any leg.

Clue	Seconds		
	0 to 10	11 to 20	21 to 30
Sways	<input type="text"/>	<input type="text"/>	<input type="text"/>
Raised Arms	<input type="text"/>	<input type="text"/>	<input type="text"/>
Hops	<input type="text"/>	<input type="text"/>	<input type="text"/>
Foot Down	<input type="text"/>	<input type="text"/>	<input type="text"/>

Refused test

**Instruction Stage:**

- Remove Eyeglasses
- Follow this \_\_\_\_\_ with your eyes, do not move your head.
- Do you understand?
- Begin test by positioning object (12-15) inches away from nose slightly above eye level.

**Test first eye**

(Check for each clue twice)

- Check pursuit (high speed pass).
- Check max. deviation (hold for 2-3 Secs).
- Check angle of onset (low speed pass).

**Test second eye**

- Repeat last 3 steps
- Total the clues

Wearing contact lenses? No Yes

	Left Right	
	<input type="text"/>	<input type="text"/>
Lack of smooth pursuit	<input type="text"/>	<input type="text"/>
Distinct nystagmus at max. Deviation	<input type="text"/>	<input type="text"/>
Nystagmus onset before 45 degrees	<input type="text"/>	<input type="text"/>

Refused test

Cannot keep balance

Starts too soon

	First nine steps	Second nine steps
Stops walking	<input type="text"/>	<input type="text"/>
Misses heel-toe	<input type="text"/>	<input type="text"/>
Steps off line	<input type="text"/>	<input type="text"/>
Raises arms	<input type="text"/>	<input type="text"/>
Actual Steps taken	<input type="text"/>	<input type="text"/>

Improper turn (Describe)

Cannot do test (Explain)

Refused test.

**Chemical Test**

ALCO Serial # 036462

Last calibration date: 22 OCT 01

Temp of unit 23 °C

ALCO SENSOR III Results. 000 BAC

Initials of Boarding Officers thell

Initials of Witness cm

Refused test

Comments:

# Field Sobriety Test Performance Report

United States Coast Guard

Time	Date	Boating No.	Boating Officer	Signature	Signature
				<i>BOTS</i>	<i>MOORE</i>
Subjects name		Color eyes	Age	Height	Weight
<i>EVELIX B. DE AGES</i>		<i>BR</i>	<i>34</i>	<i>5'6"</i>	<i>150</i>

### Observations

**Clothes** Describe: (Type, Color & Condition)

Indicate any other unusual actions or statements, when first observed:

<p><b>Odor of Alcoholic Beverage</b></p> <p><input type="checkbox"/> Faint <input type="checkbox"/> Moderate <input type="checkbox"/> Strong <input type="checkbox"/> None</p> <p><b>Speech</b></p> <p><input type="checkbox"/> Mumbled <input type="checkbox"/> Slurred <input type="checkbox"/> Confused <input type="checkbox"/> Stuttered <input type="checkbox"/> Accent <input type="checkbox"/> Other</p> <p><input type="checkbox"/> Hiccoughing <input type="checkbox"/> Belching <input type="checkbox"/> Vomiting <input type="checkbox"/> Fighting <input type="checkbox"/> Crying</p> <p><b>Color of Face</b></p> <p><input type="checkbox"/> Pale <input type="checkbox"/> Flushed <input type="checkbox"/> Normal <input type="checkbox"/> Other</p> <p><b>Eyes</b></p> <p><input type="checkbox"/> Bloodshot <input type="checkbox"/> Watery <input type="checkbox"/> Normal <input type="checkbox"/> Other:</p> <p><b>Attitude</b></p> <p><input type="checkbox"/> Hilarious <input type="checkbox"/> Talkative <input type="checkbox"/> Sleepy <input type="checkbox"/> Profanity <input type="checkbox"/> Combative <input type="checkbox"/> Indifferent <input type="checkbox"/> Insulting <input type="checkbox"/> Cooperative</p>	<p style="text-align: center;"><b>Pre Test Questions</b></p> <table style="width: 100%;"> <tr> <th style="width: 10%;">No</th> <th style="width: 10%;">Yes</th> <th></th> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Do you have any physical defects?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Do you have any physical disabilities?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Do you have any defects in your feet, legs, ankles, or hips?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Do you wear eyeglasses, contact lens or have any defects with your eyes?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Are you sick or injured?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Are you under the care of a doctor or dentist?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Are you taking any medication or drugs?</td> </tr> </table> <p>How far did you go in school? (last year completed)</p> <p>Comments:</p>	No	Yes		<input type="checkbox"/>	<input type="checkbox"/>	Do you have any physical defects?	<input type="checkbox"/>	<input type="checkbox"/>	Do you have any physical disabilities?	<input type="checkbox"/>	<input type="checkbox"/>	Do you have any defects in your feet, legs, ankles, or hips?	<input type="checkbox"/>	<input type="checkbox"/>	Do you wear eyeglasses, contact lens or have any defects with your eyes?	<input type="checkbox"/>	<input type="checkbox"/>	Are you sick or injured?	<input type="checkbox"/>	<input type="checkbox"/>	Are you under the care of a doctor or dentist?	<input type="checkbox"/>	<input type="checkbox"/>	Are you taking any medication or drugs?
No	Yes																								
<input type="checkbox"/>	<input type="checkbox"/>	Do you have any physical defects?																							
<input type="checkbox"/>	<input type="checkbox"/>	Do you have any physical disabilities?																							
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<input type="checkbox"/>	<input type="checkbox"/>	Are you under the care of a doctor or dentist?																							
<input type="checkbox"/>	<input type="checkbox"/>	Are you taking any medication or drugs?																							

Afloat Test Battery include Horizontal Gaze Nystagmus from reverse side.

Recite A-B-C's	Finger Count	Palm Pat	Finger to nose
<ul style="list-style-type: none"> <li>• Recite the alphabet, without singing.</li> <li>• Do you understand?</li> <li>• Begin the test.</li> </ul> <p><input type="checkbox"/> Completed properly and sufficiently</p> <p><input type="checkbox"/> Letter missed</p> <p><input type="checkbox"/> Letters repeated</p> <p><input type="checkbox"/> Hesitation</p> <p><input type="checkbox"/> Refused test</p>	<ul style="list-style-type: none"> <li>• Extend out your hand</li> <li>• Do not start until told.</li> <li>• Count each of your fingers with the tip of your thumb. Start with your index finger, like this. Demonstrate</li> <li>• While doing this count 1, 2, 3, 4, count back 4, 3, 2, 1. Demonstrate</li> <li>• Speed up as you go and do not stop until told.</li> <li>• Do you understand?</li> <li>• Begin the test. (observe 4 sets)</li> <li>• You can stop.</li> </ul> <p><input type="checkbox"/> Completed properly and sufficiently</p> <p><input type="checkbox"/> Miscounted</p> <p><input type="checkbox"/> Sliding of fingers</p> <p><input type="checkbox"/> Did not speed up</p> <p><input type="checkbox"/> Improper finger touch</p> <p><input type="checkbox"/> Improper finger count</p> <p><input type="checkbox"/> Refused test</p>	<ul style="list-style-type: none"> <li>• Do not start until told.</li> <li>• Place your hands together palm to palm like this. Demonstrate</li> <li>• When I tell you to begin turn the top hand over and count 1, 2, 1, 2 like this. Demonstrate</li> <li>• Speed up as you go and do not stop until told.</li> <li>• Do you understand?</li> <li>• Begin the test. (observe 5 sets)</li> <li>• You can stop.</li> </ul> <p><input type="checkbox"/> Completed properly and sufficiently</p> <p><input type="checkbox"/> Did not speed up</p> <p><input type="checkbox"/> Unable to complete</p> <p><input type="checkbox"/> Sliding of hand</p> <p><input type="checkbox"/> Improper count</p> <p><input type="checkbox"/> Hesitation</p> <p><input type="checkbox"/> Refused Test</p>	<ul style="list-style-type: none"> <li>• Have subject seated.</li> <li>• Place your hands down to your sides, extend your index fingers out.</li> <li>• On my command, touch the tip of your nose with the tip of your index finger and return it to your side. Demonstrate</li> <li>• Do you understand?</li> <li>• Tilt your head back slightly and close your eyes. Keep your eyes closed during the test.</li> <li>• Do you understand?</li> <li>• Right, left, right, left, left, left, right.</li> <li>• Open your eyes.</li> </ul> <p><input type="checkbox"/> Completed properly and sufficiently</p> <p><input type="checkbox"/> Missed nose</p> <p><input type="checkbox"/> Searching pattern</p> <p><input type="checkbox"/> Opened eyes</p> <p><input type="checkbox"/> Not using proper finger</p> <p><input type="checkbox"/> Hesitation</p> <p><input type="checkbox"/> Refused test</p>
<p>Comments:</p>			
Continue with Horizontal Gaze Test on reverse side			

## Ashore Test Battery

(have subject off vessel for at least 15 min.)

Walk and Turn	One Leg Stand	Horizontal Gaze Nystagmus
---------------	---------------	---------------------------

**Instructions Stage**

- Place subject in a heel toe position on the line, hands down to side.
- Remain in this position during instructions.
- Do not start until told.

**Walking Stage**

- When told to begin, take nine heel-to-toe steps up the line, turn around pivoting on one foot using small steps.
- Return back down the line with nine heel-to-toe steps.

Demonstrate by walking perpendicular to the line.

Demonstrate the turn.

Demonstrate walking back perpendicular to the line.

- While walking count steps out loud.
- Watch your feet at all times.
- Keep your arms at your side.
- Don't stop until you have completed the test.
- Do you understand?
- Begin the test

**Instruction Stage:**

- Stand with your heels together arms down at sides.
- Do not start until told.
- Do you understand?

**Balancing and counting stage**

- When told to begin, stand on one leg.
- Keep your foot six inches off the ground.
- Count out loud for 30 seconds (one-one thousand, two-one thousand,). Demonstrate
- Throughout the test keep arms at your sides keep.
- Watch the raised foot.
- Do you understand?
- Begin the test using any leg.

Clue	Seconds		
	0 to 10	11 to 20	21 to 30
Sways	<input type="text"/>	<input type="text"/>	<input type="text"/>
Raised Arms	<input type="text"/>	<input type="text"/>	<input type="text"/>
Hops	<input type="text"/>	<input type="text"/>	<input type="text"/>
Foot Down	<input type="text"/>	<input type="text"/>	<input type="text"/>

Refused test

**Instruction Stage:**

- Remove Eyeglasses
- Follow this \_\_\_\_\_ with your eyes, do not move your head.
- Do you understand?
- Begin test by positioning object (12-15) inches away from nose slightly above eye level.

**Test first eye**

(Check for each clue twice)

- Check pursuit (high speed pass).
- Check max. deviation (hold for 2-3 Secs).
- Check angle of onset (low speed pass).

**Test second eye**

- Repeat last 3 steps
- Total the clues

Wearing contact lenses? No Yes

	Left Right	
	<input type="text"/>	<input type="text"/>
Lack of smooth pursuit	<input type="text"/>	<input type="text"/>
Distinct nystagmus at max. Deviation	<input type="text"/>	<input type="text"/>
Nystagmus onset before 45 degrees	<input type="text"/>	<input type="text"/>

Refused test

Cannot keep balance

Starts too soon

	First nine steps	Second nine steps
Stops walking	<input type="text"/>	<input type="text"/>
Misses heel-toe	<input type="text"/>	<input type="text"/>
Steps off line	<input type="text"/>	<input type="text"/>
Raises arms	<input type="text"/>	<input type="text"/>
Actual Steps taken	<input type="text"/>	<input type="text"/>

Improper turn (Describe)

Cannot do test (Explain)

Refused test

**Chemical Test**

ALCO Serial # 036462

Last calibration date: 27 OCT 01

Temp of unit 20 °C

ALCO SENSOR III Results 0.00 BAC

Initials of Boarding Officers Alch

Initials of Witness UPW

Refused test

Comments:

# Field Sobriety Test Performance Report



1210

Time <i>1210</i>	Date	Boating No.	Boating Officer <i>BMS Moore</i>
Subject's name <i>SINAR BJORKAVAG</i>		Color eyes <i>Blue</i>	Age <i>34</i>
		Height <i>6ft</i>	Weight <i>75lbs</i>

Observations *13/10/65*

**Clothes** Describe: (Type, Color & Condition)

Indicate any other unusual actions or statements, when first observed:

<table style="width: 100%;"> <tr> <td style="width: 33%;"> <b>Beverage</b>  <input type="checkbox"/> Faint  <input type="checkbox"/> Moderate  <input type="checkbox"/> Strong  <input type="checkbox"/> None  <b>Speech</b>  <input type="checkbox"/> Mumbled  <input type="checkbox"/> Slurred  <input type="checkbox"/> Confused  <input type="checkbox"/> Stuttered  <input type="checkbox"/> Accent  <input type="checkbox"/> Other             </td> <td style="width: 33%;"> <input type="checkbox"/> Hiccoughing  <input type="checkbox"/> Belching  <input type="checkbox"/> Vomiting  <input type="checkbox"/> Fighting  <input type="checkbox"/> Crying  <input type="checkbox"/> Laughing  <input type="checkbox"/> None  <input type="checkbox"/> Other:  <b>Color of Face</b>  <input type="checkbox"/> Pale  <input type="checkbox"/> Flushed  <input type="checkbox"/> Normal  <input type="checkbox"/> Other             </td> <td style="width: 33%;"> <input type="checkbox"/> Bloodshot  <input type="checkbox"/> Watery  <input type="checkbox"/> Normal  <input type="checkbox"/> Other:  <b>Attitude</b>  <input type="checkbox"/> Hilarious  <input type="checkbox"/> Talkative  <input type="checkbox"/> Sleepy  <input type="checkbox"/> Profanity  <input type="checkbox"/> Combative  <input type="checkbox"/> Indifferent  <input type="checkbox"/> Insulting  <input type="checkbox"/> Cooperative             </td> </tr> </table>	<b>Beverage</b> <input type="checkbox"/> Faint <input type="checkbox"/> Moderate <input type="checkbox"/> Strong <input type="checkbox"/> None <b>Speech</b> <input type="checkbox"/> Mumbled <input type="checkbox"/> Slurred <input type="checkbox"/> Confused <input type="checkbox"/> Stuttered <input type="checkbox"/> Accent <input type="checkbox"/> Other	<input type="checkbox"/> Hiccoughing <input type="checkbox"/> Belching <input type="checkbox"/> Vomiting <input type="checkbox"/> Fighting <input type="checkbox"/> Crying <input type="checkbox"/> Laughing <input type="checkbox"/> None <input type="checkbox"/> Other: <b>Color of Face</b> <input type="checkbox"/> Pale <input type="checkbox"/> Flushed <input type="checkbox"/> Normal <input type="checkbox"/> Other	<input type="checkbox"/> Bloodshot <input type="checkbox"/> Watery <input type="checkbox"/> Normal <input type="checkbox"/> Other: <b>Attitude</b> <input type="checkbox"/> Hilarious <input type="checkbox"/> Talkative <input type="checkbox"/> Sleepy <input type="checkbox"/> Profanity <input type="checkbox"/> Combative <input type="checkbox"/> Indifferent <input type="checkbox"/> Insulting <input type="checkbox"/> Cooperative	<p style="text-align: center;"><b>Pre Test Questions</b></p> <table style="width: 100%;"> <tr> <td style="width: 10%;"><b>No</b></td> <td style="width: 10%;"><b>Yes</b></td> <td></td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Do you have any physical defects?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Do you have any physical disabilities?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Do you have any defects in your feet, legs, ankles, or hips?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Do you wear eyeglasses, contact lens or have any defects with your eyes?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Are you sick or injured?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Are you under the care of a doctor or dentist?</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>Are you taking any medication or drugs?</td> </tr> </table> <p>How far did you go in school? (last year completed)</p> <p>Comments:</p>	<b>No</b>	<b>Yes</b>		<input type="checkbox"/>	<input type="checkbox"/>	Do you have any physical defects?	<input type="checkbox"/>	<input type="checkbox"/>	Do you have any physical disabilities?	<input type="checkbox"/>	<input type="checkbox"/>	Do you have any defects in your feet, legs, ankles, or hips?	<input type="checkbox"/>	<input type="checkbox"/>	Do you wear eyeglasses, contact lens or have any defects with your eyes?	<input type="checkbox"/>	<input type="checkbox"/>	Are you sick or injured?	<input type="checkbox"/>	<input type="checkbox"/>	Are you under the care of a doctor or dentist?	<input type="checkbox"/>	<input type="checkbox"/>	Are you taking any medication or drugs?
<b>Beverage</b> <input type="checkbox"/> Faint <input type="checkbox"/> Moderate <input type="checkbox"/> Strong <input type="checkbox"/> None <b>Speech</b> <input type="checkbox"/> Mumbled <input type="checkbox"/> Slurred <input type="checkbox"/> Confused <input type="checkbox"/> Stuttered <input type="checkbox"/> Accent <input type="checkbox"/> Other	<input type="checkbox"/> Hiccoughing <input type="checkbox"/> Belching <input type="checkbox"/> Vomiting <input type="checkbox"/> Fighting <input type="checkbox"/> Crying <input type="checkbox"/> Laughing <input type="checkbox"/> None <input type="checkbox"/> Other: <b>Color of Face</b> <input type="checkbox"/> Pale <input type="checkbox"/> Flushed <input type="checkbox"/> Normal <input type="checkbox"/> Other	<input type="checkbox"/> Bloodshot <input type="checkbox"/> Watery <input type="checkbox"/> Normal <input type="checkbox"/> Other: <b>Attitude</b> <input type="checkbox"/> Hilarious <input type="checkbox"/> Talkative <input type="checkbox"/> Sleepy <input type="checkbox"/> Profanity <input type="checkbox"/> Combative <input type="checkbox"/> Indifferent <input type="checkbox"/> Insulting <input type="checkbox"/> Cooperative																										
<b>No</b>	<b>Yes</b>																											
<input type="checkbox"/>	<input type="checkbox"/>	Do you have any physical defects?																										
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<input type="checkbox"/>	<input type="checkbox"/>	Do you have any defects in your feet, legs, ankles, or hips?																										
<input type="checkbox"/>	<input type="checkbox"/>	Do you wear eyeglasses, contact lens or have any defects with your eyes?																										
<input type="checkbox"/>	<input type="checkbox"/>	Are you sick or injured?																										
<input type="checkbox"/>	<input type="checkbox"/>	Are you under the care of a doctor or dentist?																										
<input type="checkbox"/>	<input type="checkbox"/>	Are you taking any medication or drugs?																										

**Afloat Test Battery** include Horizontal Gaze Nystagmus from reverse side.

Recite A-B-C's	Finger Count	Palm Pat	Finger to nose
<ul style="list-style-type: none"> <li>• Recite the alphabet, without singing.</li> <li>• Do you understand?</li> <li>• Begin the test.</li> <li><input type="checkbox"/> Completed properly and sufficiently</li> <li><input type="checkbox"/> Letter missed</li> <li><input type="checkbox"/> Letters repeated</li> <li><input type="checkbox"/> Hesitation</li> <li><input type="checkbox"/> Refused test</li> </ul>	<ul style="list-style-type: none"> <li>• Extend out your hand</li> <li>• Do not start until told.</li> <li>• Count each of your fingers with the tip of your thumb. Start with your index finger, like this. <i>Demonstrate</i></li> <li>• While doing this count 1, 2, 3, 4, count back 4, 3, 2, 1. <i>Demonstrate</i></li> <li>• Speed up as you go and do not stop until told.</li> <li>• Do you understand?</li> <li>• Begin the test. (observe 4 sets)</li> <li>• You can stop.</li> <li><input type="checkbox"/> Completed properly and sufficiently</li> <li><input type="checkbox"/> Miscounted</li> <li><input type="checkbox"/> Sliding of fingers</li> <li><input type="checkbox"/> Did not speed up</li> <li><input type="checkbox"/> Improper finger touch</li> <li><input type="checkbox"/> Improper finger count</li> <li><input type="checkbox"/> Refused test</li> </ul>	<ul style="list-style-type: none"> <li>• Do not start until told.</li> <li>• Place your hands together palm to palm like this. <i>Demonstrate</i></li> <li>• When I tell you to begin turn the top hand over and count 1, 2, 1, 2 like this. <i>Demonstrate</i></li> <li>• Speed up as you go and do not stop until told.</li> <li>• Do you understand?</li> <li>• Begin the test. (observe 5 sets)</li> <li>• You can stop.</li> <li><input type="checkbox"/> Completed properly and sufficiently</li> <li><input type="checkbox"/> Did not speed up</li> <li><input type="checkbox"/> Unable to complete</li> <li><input type="checkbox"/> Sliding of hand</li> <li><input type="checkbox"/> Improper count</li> <li><input type="checkbox"/> Hesitation</li> <li><input type="checkbox"/> Refused Test</li> </ul>	<ul style="list-style-type: none"> <li>• Have subject seated.</li> <li>• Place your hands down to your sides, extend your index fingers out.</li> <li>• On my command, touch the tip of your nose with the tip of your index finger and return it to your side. <i>Demonstrate</i></li> <li>• Do you understand?</li> <li>• Tilt your head back slightly and close your eyes. Keep your eyes closed during the test.</li> <li>• Do you understand?</li> <li>• Right, left, right, left, left, right.</li> <li>• Open your eyes.</li> <li><input type="checkbox"/> Completed properly and sufficiently</li> <li><input type="checkbox"/> Missed nose</li> <li><input type="checkbox"/> Searching pattern</li> <li><input type="checkbox"/> Opened eyes</li> <li><input type="checkbox"/> Not using proper finger</li> <li><input type="checkbox"/> Hesitation</li> <li><input type="checkbox"/> Refused test</li> </ul>
<p><b>Count from 25 to 1</b></p> <ul style="list-style-type: none"> <li>• Count backwards from 25 to 1</li> <li>• Do you understand?</li> <li>• Begin the test.</li> <li><input type="checkbox"/> Completed properly and sufficiently</li> <li><input type="checkbox"/> Numbers missed</li> <li><input type="checkbox"/> Numbers repeated</li> <li><input type="checkbox"/> Hesitation</li> <li><input type="checkbox"/> Refused test</li> </ul>		<p>Comments:</p>	
Continue with Horizontal Gaze Test on reverse side			

**Ashore Test Battery**  
(have subject off vessel for at least 15 min.)

Walk and Turn	One Leg Stand	Horizontal Gaze Nystagmus
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**Instructions Stage**

- Place subject in a heel toe position on the line, hands down to side.
- Remain in this position during instructions.
- Do not start until told.

**Walking Stage**

- When told to begin, take nine heel-to-toe steps up the line, turn around pivoting on one foot using small steps.
- Return back down the line with nine heel-to-toe steps.

Demonstrate by walking perpendicular to the line.

Demonstrate the turn.

Demonstrate walking back perpendicular to the line.

- While walking count steps out loud.
- Watch your feet at all times.
- Keep your arms at your side.
- Don't stop until you have completed the test.
- Do you understand?
- Begin the test

- Cannot keep balance
- Starts too soon

	<i>First</i>	<i>Second</i>
	<i>nine steps</i>	<i>nine steps</i>
Stops walking	<input type="checkbox"/>	<input type="checkbox"/>
Misses heel-toe	<input type="checkbox"/>	<input type="checkbox"/>
Steps off line	<input type="checkbox"/>	<input type="checkbox"/>
Raises arms	<input type="checkbox"/>	<input type="checkbox"/>
Actual Steps taken	<input type="checkbox"/>	<input type="checkbox"/>

- Improper turn (Describe)
- Cannot do test (Explain)
- Refused test.

**Instruction Stage:**

- Stand with your heels together arms down at sides.
- Do not start until told.
- Do you understand?

**Balancing and counting stage**

- When told to begin, stand on one leg.
- Keep your foot six inches off the ground.
- Count out loud for 30 seconds (one-one thousand, two-one thousand,). Demonstrate
- Throughout the test keep arms at your sides keep.
- Watch the raised foot.
- Do you understand?
- Begin the test using any leg.

	<i>Seconds</i>		
<i>Clue</i>	0 to 10	11 to 20	21 to 30
Sways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Raised Arms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Foot Down	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Refused test

**Chemical Test**

• To administer test follow the instructions on the back of the ALCO SENSOR III meter

Refused test

Comments:

**Instruction Stage:**

- Remove Eyeglasses
- Follow this \_\_\_\_\_ with your eyes, do not move your head.
- Do you understand?
- Begin test by positioning object (12-15) inches away from nose slightly above eye level.

**Test first eye**

(Check for each clue twice)

- Check pursuit (high speed pass).
- Check max. deviation (hold for 2-3 Secs).
- Check angle of onset (low speed pass).

**Test second eye**

- Repeat last 3 steps
- Total the clues

Wearing contact lenses? No Yes

	<i>Left Right</i>	
Lack of smooth pursue	<input type="checkbox"/>	<input type="checkbox"/>
Distinct nystagmus at max. Deviation	<input type="checkbox"/>	<input type="checkbox"/>
Nystagmus onset before 45 degrees	<input type="checkbox"/>	<input type="checkbox"/>

Refused test

ALCO Serial # 036462

Last calibration date: 22 OCT 01

Temp of unit 21 °C

ALCO SENSOR III Results. 009 BAC

Initials of Boarding Officers ALC

Initials of Witness CPW

DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD CG-2692 (Rev. 4-97)		<h2 style="margin:0;">REPORT OF MARINE ACCIDENT, INJURY OR DEATH</h2>			RCS No. G-MOA	
					UNIT CASE NUMBER	
<b>SECTION I. GENERAL INFORMATION</b>						
1. Name of Vessel or Facility <b>M/V SIDSEL KNUTSEN</b>		2. Official No. <b>9019779</b>	3. Nationality <b>Norwegian</b>	4. Call Sign <b>LASM4</b>	5. USCG Certificate of Inspection issued at:	
6. Type (Towing, Freight, Fish, Drill, etc.) <b>Freighter - tanker</b>		7. Length <b>533 ft</b>	8. Gross Tons <b>15,806</b>	9. Year Built <b>1993</b>	10. Propulsion (Steam, diesel, gas, turbine...) <b>Diesel</b>	
11. Hull Material (Steel, Wood...) <b>Steel</b>	12. Draft (Ft. - in.) <b>FWD 7.1 m AFT. 7.2 m</b>		13. If Vessel Classed, By Whom: (ABS, LLOYDS, DNV, BV, etc.) <b>DNV</b>		14. Date (of occurrence) <b>10/23/01</b>	15. TIME (Local) Approximately <b>07:00 a.m.</b>
16. Location (See Instruction No. 10A) <b>Detroit River - off Zug Island</b>				17. Estimated Loss of Damage TO:  VESSEL <u>J.W. Westcott II</u> CARGO _____ OTHER <u>Crew members</u>		
18. Name, Address & Telephone No. of Operating Co. <b>Knutsen OAS Shipping A/S Smedasundet 40, PO Boks 2017 N-5504 Haugesund</b>						
19. Name of Master or Person in Charge <b>Jan Holthe</b>		USCG License <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	20. Name of Pilot <b>Robert Hull</b>		USCG License <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	State License <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
19a. Street Address (City, State, Zip Code) <b>c/o Knutsen OAS Shipping</b>		19b. Telephone Number	20a. Street Address (City, State, Zip Code)		20b. Telephone Number	
21. Casualty Elements (Check as many as needed and explain in Block 44.)						
NO. OF PERSONS ON BOARD _____ <input type="checkbox"/> DEATH - HOW MANY? _____ <input checked="" type="checkbox"/> MISSING - HOW MANY? <u>2</u> <input type="checkbox"/> INJURED - HOW MANY? _____ <input type="checkbox"/> HAZARDOUS MATERIAL RELEASED OR INVOLVED _____ (Identify Substance and amount in Block 44.)  <input type="checkbox"/> OIL SPILL - ESTIMATE AMOUNT: _____  <input type="checkbox"/> CARGO CONTAINER LOST/DAMAGED _____ <input type="checkbox"/> COLLISION (Identify other vessel or object in Block 44.) _____ <input type="checkbox"/> GROUNDING <input type="checkbox"/> WAKE DAMAGE _____		<input checked="" type="checkbox"/> FLOODING; SWAMPING WITHOUT SINKING <input checked="" type="checkbox"/> CAPSIZING (with or without sinking) <input type="checkbox"/> FOUNDERING OR SINKING <input type="checkbox"/> HEAVY WEATHER DAMAGE <input type="checkbox"/> FIRE <input type="checkbox"/> EXPLOSION <input type="checkbox"/> COMMERCIAL DIVING CASUALTY <input type="checkbox"/> ICE DAMAGE <input type="checkbox"/> DAMAGE TO AIDS TO NAVIGATION <input type="checkbox"/> STEERING FAILURE <input type="checkbox"/> MACHINERY OR EQUIPMENT FAILURE <input type="checkbox"/> ELECTRICAL FAILURE <input type="checkbox"/> STRUCTURAL FAILURE			<input type="checkbox"/> FIREFIGHTING OR EMERGENCY EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.) <input type="checkbox"/> LIFESAVING EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.) <input type="checkbox"/> BLOW OUT (Petroleum exploration/production) <input type="checkbox"/> ALCOHOL INVOLVEMENT (Describe in Block 44.) <input type="checkbox"/> DRUG INVOLVEMENT (Describe in Block 44.) <input checked="" type="checkbox"/> OTHER (Specify) <u>All damage and injury aboard J.W. Westcott II</u>	
22. Conditions						
A. Sea or River Conditions (wave height, river stage, etc.) <b>Calm</b>		B. WEATHER <input checked="" type="checkbox"/> CLEAR <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> FOG <input type="checkbox"/> OTHER (Specify) _____	C. TIME <input type="checkbox"/> DAYLIGHT <input type="checkbox"/> TWILIGHT <input checked="" type="checkbox"/> NIGHT	D. VISIBILITY <input type="checkbox"/> GOOD <input checked="" type="checkbox"/> FAIR <input type="checkbox"/> POOR	E. DISTANCE (miles of visibility) <u>3</u>  F. AIR TEMPERATURE (F) <u>63°</u>  G. WIND SPEED & DIRECTION _____  H. CURRENT SPEED & DIRECTION <u>2 knots</u>	
23. Navigation Information			24. Last Port Where Bound		24a. Time and Date of Departure	
<input type="checkbox"/> MOORED, DOCKED OR FIXED <input type="checkbox"/> ANCHORED <input checked="" type="checkbox"/> UNDERWAY OR DRIFTING			SPEED <u>8-9 knots</u> AND COURSE <u>upbound</u>		Port <u>Hamilton, Ontario</u> Bound <u>Sarnia Ontario, Canada</u> Date <u>10-21-01</u> Time <u>1:30 p.m.</u>	
25. FOR TOWING ONLY	25a. NUMBER OF VESSELS TOWED		25b. TOTAL H.P. OF TOWING UNITS	25c. MAXIMUM SIZE OF TOW WITH TOW-BOAT(S)		25d. (Describe in Block 44.)
N/A	Empty _____ Loaded _____ Total _____		_____	Length _____ Width _____		<input type="checkbox"/> PUSHING AHEAD <input type="checkbox"/> TOWING ASTERN <input type="checkbox"/> TOWING ALONGSIDE <input type="checkbox"/> MORE THAN ONE TOW-BOAT ON TOW
<b>SECTION II. BARGE INFORMATION</b>						
26. Name <b>N/A</b>		26a. Official Number		26b. Type	26c. Length	26d. Gross Tons
26f. Year Built	26g. <input type="checkbox"/> SINGLE SKIN <input type="checkbox"/> DOUBLE		26e. Draft FWD _____ AFT _____	26i. Operating Company		
26j. Damage Amount			26k. Describe Damage to Barge			
BARGE _____ CARGO _____ OTHER _____						

**SECTION III. PERSONNEL ACCIDENT INFORMATION**

27. Person Involved <input type="checkbox"/> MALE or <input type="checkbox"/> FEMALE <input type="checkbox"/> DEAD <input type="checkbox"/> INJURED <input type="checkbox"/> MISSING		27a. Name (Last, First, Middle Name)		27c. Status <input type="checkbox"/> Crew <input type="checkbox"/> Passenger <input type="checkbox"/> Other	
		27b. Address (City, State, Zip Code)			
28. Birth Date	29. Telephone No.	30. Job Position		31. (Check here if off duty) <input type="checkbox"/>	
32. Employer - (if different from Block 18., fill in Name, Address, Telephone No.)					
33. Person's Time			YEAR(S)	MONTH(S)	34. Industry of Employer (Towing, Fishing, Shipping, Crew Supply, Drilling, etc.)
A. IN THIS INDUSTRY -			_____	_____	35. Was the Injured Person Incapacitated 72 Hours or More?
B. WITH THIS COMPANY -			_____	_____	
C. IN PRESENT JOB OR POSITION -			_____	_____	36. Date of Death
D. ON PRESENT VESSEL/FACILITY -			_____	_____	
E. HOURS ON DUTY WHEN ACCIDENT OCCURRED -			_____	_____	
37. Activity of Person at Time of Accident					
38. Specific Location of Accident on Vessel/Facility					
39. Type of Accident (Fall, Caught between, etc.)			40. Resulting Injury (Cut, Bruise, Fracture, Burn, etc.)		
41. Part of Body Injured			42. Equipment Involved in Accident		
43. Specific Object, Part of the Equipment in block 42., or Substance (Chemical, Solvent, etc.) that directly produced the Injury.					

**SECTION IV. DESCRIPTION OF CASUALTY**

44. Describe how accident occurred, damage, information on alcohol/drug involvement and recommendations for corrective safety measures. (See instructions and attach additional sheets if necessary).

While proceeding in the Detroit River at the specified location at an appropriate and constant speed and course, the vessel J.W. Westcott II approached to exchange pilots. Instead of coming alongside amidship in the approximate location of the pilot ladder, the pilot boat came alongside at the stern of the vessel where she pitched and rolled and eventually capsized without warning.

45. Witness (Name, Address, Telephone No.)  
Third Officer, Wilfred Goc-Ong; c/o Knutsen OAS Shipping A/S

46. Witness (Name, Address, Telephone No.)  
O/S Evelix B. LeAsis; c/o Knutsen OAS Shipping A/S

**SECTION V. PERSON MAKING THIS REPORT**

47. Name (PRINT) (Last, First, Middle) Moore, William A.		47b. Address (City, State, Zip Code) 500 Woodward Ave., Suite 3500 Detroit, MI 48226		47c. Title Attorney
47a. Signature <i>William A. Moore</i>				47d. Telephone No. [REDACTED]
				47e. Date

FOR COAST GUARD USE ONLY

REPORTING OFFICE:

APPARENT CAUSE:

CASUALTY CODE A B C	INVESTIGATOR (Name)	DATE	APPROVED BY (Name)	DATE
---------------------	---------------------	------	--------------------	------

**REPORT OF MARINE ACCIDENT,  
INJURY OR DEATH**

TEST ELECTRONIC VERSION

UNIT CASE NUMBER  
MC 01013409

**SECTION I. GENERAL INFORMATION**

1. Name of Vessel or Facility <b>J.W. Westcott II</b>		2. Official No. <b>258 859</b>	3. Nationality <b>USA</b>	4. Call Sign <b>WT 2123</b>	5. USCG Certificate of Inspection issued at: <b>DNA</b>
6. Type (Towing, Freight, Fish, Drill, etc.) <b>Mailboat &amp; Crew Supply</b>		7. Length <b>45'</b>	8. Gross Tons <b>14</b>	9. Year Built <b>1949</b>	10. Propulsion (Steam, diesel, gas, turbine ...) <b>Diesel</b>
11. Hull Material (Steel, Wood...) <b>Steel</b>	12. Draft (ft. - in.) FWD. <b>4'6"</b> AFT. <b>4'6"</b>	13. If Vessel Classed, By Whom: (ABS, LLOYDS, DNV, BV, etc.) <b>DNA</b>		14. Date (Of occurrence) <b>10-23-2001</b>	15. Time (Local) <b>6:50 am</b>
16. Location (See instruction No. 10A) <b>Detroit River near mouth of Old Rouge River off Zug Island, Detroit MI</b>				17. Estimated Loss or Damage TO: VESSEL \$ <b>40,000</b> CARGO \$ <b>-</b> OTHER \$ <b>-</b>	
18. Name, Address & Telephone No. of Operating Co. <b>J.W. Westcott Company 12-24th Street Detroit, MI 48222 313-496-0555</b>					
19. Name of Master or Person in Charge <b>Catherine Nasiatka</b>		USCG License <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		20. Name of Pilot <b>Catherine Nasiatka</b>	
				USCG License <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
				State License <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
19a. Street Address (City, State, Zip Code) <b>Aironac MI 48001</b>		19b. Telephone Number <b>[REDACTED]</b>		20a. Street Address (City, State, Zip Code) <b>[REDACTED]</b>	
				20b. Telephone Number <b>[REDACTED]</b>	

21. Casualty Elements (Check as many as needed and explain in Block 44.)

NO. OF PERSONS ON BOARD <b>4</b>	<input type="checkbox"/> FLOODING; SWAMPING WITHOUT SINKING	<input type="checkbox"/> FIREFIGHTING OR EMERGENCY EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.)
<input checked="" type="checkbox"/> DEATH- HOW MANY? <b>1</b>	<input checked="" type="checkbox"/> CAPSIZING (with or without sinking)	<input type="checkbox"/> LIFESAVING EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.)
<input checked="" type="checkbox"/> MISSING- HOW MANY? <b>1</b>	<input type="checkbox"/> FOUNDERING OR SINKING	<input type="checkbox"/> BLOW OUT (Petroleum exploration/production)
<input type="checkbox"/> INJURED- HOW MANY? <b>-</b>	<input type="checkbox"/> HEAVY WEATHER DAMAGE	<input type="checkbox"/> ALCOHOL INVOLVEMENT (Describe in Block 44.)
<input type="checkbox"/> HAZARDOUS MATERIAL RELEASED OR INVOLVED (Identify Substance and amount in Block 44.)	<input type="checkbox"/> FIRE	<input type="checkbox"/> DRUG INVOLVEMENT (Describe in Block 44.)
<input type="checkbox"/> OIL SPILL-ESTIMATE AMOUNT:	<input type="checkbox"/> EXPLOSION	<input type="checkbox"/> OTHER (Specify)
<input type="checkbox"/> CARGO CONTAINER LOST/DAMAGED	<input type="checkbox"/> COMMERCIAL DIVING CASUALTY	
<input type="checkbox"/> COLLISION (Identify other vessel or object in Block 44.)	<input type="checkbox"/> ICE DAMAGE	
<input type="checkbox"/> GROUNDING <input type="checkbox"/> WAKE DAMAGE	<input type="checkbox"/> DAMAGE TO AIDS TO NAVIGATION	
	<input type="checkbox"/> STEERING FAILURE	
	<input type="checkbox"/> MACHINERY OR EQUIPMENT FAILURE	
	<input type="checkbox"/> ELECTRICAL FAILURE	
	<input type="checkbox"/> STRUCTURAL FAILURE	

22. Conditions

A. Sea or River Conditions (wave height, river stage, etc.) <b>Approx. 1.5 ft</b>		B. WEATHER <input checked="" type="checkbox"/> CLEAR <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> FOG <input type="checkbox"/> OTHER (Specify) <b>overcast</b>	C. TIME <input type="checkbox"/> DAYLIGHT <input type="checkbox"/> TWILIGHT <input checked="" type="checkbox"/> NIGHT	D. VISIBILITY <input checked="" type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> POOR	E. DISTANCE (miles) (of visibility) <b>4 miles</b>
				F. AIR TEMPERATURE <b>50 F</b> (F)	G. WIND SPEED & DIRECTION <b>15-20 SW</b>
				H. CURRENT SPEED & DIRECTION <b>1.5 mph NE&gt;SW</b>	

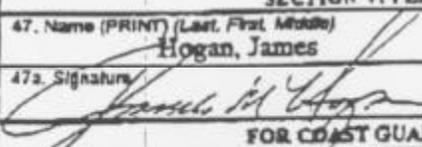
23. Navigation Information

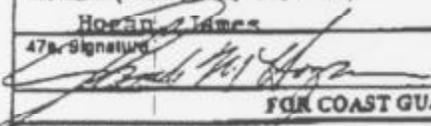
<input type="checkbox"/> MOORED, DOCKED OR FIXED	SPEED AND COURSE <b>UNK</b>	24. Last Port Where Bound <b>Detroit</b>	24a. Time and Date of Departure <b>10-23-2001</b>
<input type="checkbox"/> ANCHORED <input checked="" type="checkbox"/> UNDERWAY OR DRIFTING	<b>NE</b>	<b>To meet inbound tanker</b>	

25. FOR TOWING ONLY	25a. NUMBER OF VESSELS TOWED			25b. TOTAL H.P. OF TOWING UNITS	25c. MAXIMUM SIZE OF TOW WITH TOW-BOAT(S)	Length	Width	25d. (Describe in Block 44.) <b>Approx 6:30am</b>
	Empty	Loaded	Total					
	<input type="checkbox"/> PUSHING AHEAD	<input type="checkbox"/> TOWING ASTERN	<input type="checkbox"/> TOWING ALONGSIDE	<input type="checkbox"/> MORE THAN ONE TOW-BOAT ON TOW				

**SECTION II. BARGE INFORMATION**

25. Name	26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	26e. USCG Certificate of Inspection issued at:
26f. Year Built	26g. <input type="checkbox"/> SINGLE SKIN <input type="checkbox"/> DOUBLE SKIN	26h. Draft FWD	AFT	26i. Operating Company	
26j. Damage Amount BARGE \$ _____ CARGO \$ _____ OTHER \$ _____			26k. Describe Damage to Barge		

REVERSE OF CG-2892 (REV. 6-87)		SECTION III. PERSONNEL ACCIDENT INFORMATION			
27. Person Involved <input type="checkbox"/> MALE or <input checked="" type="checkbox"/> FEMALE <input checked="" type="checkbox"/> DEAD <input type="checkbox"/> INJURED <input type="checkbox"/> MISSING		27a. Name (Last, First, Middle Name) <b>Nasiatka, Catherine</b>		27c. Status <input checked="" type="checkbox"/> CREW <input type="checkbox"/> PASSENGER <input type="checkbox"/> OTHER (Specify)	
27b. Address (City, State, Zip Code) [REDACTED]		28. Birth Date <b>S-23-53</b>		28. Telephone No. [REDACTED]	
29. Job Position <b>Captain/Pilot</b>		30. (Check here if off duty) <input type="checkbox"/>		31. Employer (If different from Block 10, fill in Name, Address, Telephone No.)	
32. Person's Time A. IN THIS INDUSTRY - B. WITH THIS COMPANY - C. IN PRESENT JOB OR POSITION - D. ON PRESENT VESSEL/FACILITY - E. HOURS ON DUTY WHEN ACCIDENT OCCURRED -		YEAR(S) <u>5</u> MONTH(S) <u>7</u> <u>3</u> <u>7</u> <u>one</u>		34. Industry of Employer (Towing, Fishing, Shipping, Crew Supply, Drilling, etc.) <b>Mailboat - Crew Supply</b>	
35. Was the injured person incapacitated 72 Hours or More? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		36. Date of Death <b>10-23-2001</b>			
37. Activity of Person at Time of Accident <b>Piloting vessel for pilot exchange</b>					
38. Specific Location of Accident on Vessel/Facility <b>Vessel capsized and sunk</b>					
39. Type of Accident (Fell, Caught between, etc.) <b>Swamped, capsized, and sunk</b>			40. Resulting Injury (Cut, Bruise, Fracture, Burn, etc.) <b>Death - presumed drowned</b>		
41. Part of Body Injured <b>Death - presumed drowning</b>			42. Equipment Involved in Accident <b>DNA</b>		
43. Specific Object, Part of the Equipment in Block 42., or Substance (Chemical, Solvent, etc.) that directly produced the injury. <b>DNA</b>					
SECTION IV. DESCRIPTION OF CASUALTY					
44. Describe how accident occurred, damage, information on alcohol/drug involvement and recommendations for corrective safety measures. (See instructions and attach additional sheets if necessary). <p style="text-align: center;">See Attached</p>					
45. Witness (Name, Address, Telephone No.) <b>Alain Gindroz [REDACTED]</b>					
46. Witness (Name, Address, Telephone No.) <b>Tom Rosselein [REDACTED]</b>					
SECTION V. PERSON MAKING THIS REPORT				47c. Title <b>Gen'l Mgr.</b>	
47. Name (PRINT) (Last, First, Middle) <b>Hogan, James</b>		47b. Address (City, State, Zip Code) <b>12-24th St.            Detroit, MI 48222</b>		47d. Telephone No. <b>(313) 496-0555</b>	
47a. Signature 				47e. Date <b>11-7-2001</b>	
FOR COAST GUARD USE ONLY				REPORTING OFFICE:	
APPARENT CAUSE					
CASUALTY CODE <b>A B C</b>		INVESTIGATOR (Name)	DATE	APPROVED BY (Name)	DATE

REVERSE OF CG-2882 (REV. 8-87)		SECTION III. PERSONNEL ACCIDENT INFORMATION		
27. Person Involved <input checked="" type="checkbox"/> MALE or <input type="checkbox"/> FEMALE <input type="checkbox"/> DEAD <input type="checkbox"/> INJURED <input checked="" type="checkbox"/> MISSING		27a. Name (Last, First, Middle Name) Lewis, David		27c. Status <input checked="" type="checkbox"/> CREW <input type="checkbox"/> PASSENGER <input type="checkbox"/> OTHER (Specify)
27b. Address (City, State, Zip Code)		[REDACTED]		
28. Birth Date	29. Telephone No.	30. Job Position	31. (Check here if off duty)	
	[REDACTED]	Deckhand	<input type="checkbox"/>	
32. Employer (If different from Block 1E, fill in Name, Address, Telephone No.)				
33. Person's Time		YEAR(S)	MONTH(S)	34. Industry of Employer (Towing, Fishing, Shipping, Crew Supply, Drilling, etc.)
A. IN THIS INDUSTRY -		_____	_____	Mailboat - Crew Supply
B. WITH THIS COMPANY -		_____	_____	
C. IN PRESENT JOB OR POSITION -		_____	_____	35. Was the injured Person incapacitated 72 Hours or More? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
D. ON PRESENT VESSEL/FACILITY -		_____	_____	36. Date of Death Missing/Presumed Dead
E. HOURS ON DUTY WHEN ACCIDENT OCCURRED -		ONE		
37. Activity of Person at Time of Accident Deckhand on vessel for pilot exchange				
38. Specific Location of Accident on Vessel/Facility Vessel capsized and sunk				
39. Type of Accident (Fall, Caught between, etc.) Swamped, capsized, and sunk			40. Resulting Injury (Cut, Bruise, Fracture, Burn, etc.) Missing - presumed drowned	
41. Part of Body Injured Missing - presumed drowned			42. Equipment Involved in Accident DNA	
43. Specific Object, Part of the Equipment in Block 42., or Substance (Chemical, Solvent, etc.) that directly produced the injury. DNA				
SECTION IV. DESCRIPTION OF CASUALTY				
44. Describe how accident occurred, damage, information on alcohol/drug involvement and recommendations for corrective safety measures. (See instructions and attach additional sheets if necessary).  See Attached				
45. Witness (Name, Address, Telephone No.) Alain Gindroz, [REDACTED]				
46. Witness (Name, Address, Telephone No.) Tom Rosselein, [REDACTED]				
SECTION V. PERSON MAKING THIS REPORT				47c. Title General Manager
47. Name (PRINT) (Last, First, Middle) Horan, James		47b. Address (City, State, Zip Code) 12-24th St. Detroit, MI 48222		47d. Telephone No. (313) 496-0555
47e. Signature 				47f. Date 11-7-2001
FOR COAST GUARD USE ONLY			REPORTING OFFICE:	
APPARENT CAUSE				
CASUALTY CODE A B C		INVESTIGATOR (Name)	DATE	APPROVED BY (Name)
				DATE

The vessel *J.W. Westcott II* departed its dock with 2 crewmembers, CATHERINE NASIATKA (captain/pilot) and DAVID LEWIS (deckhand) and 2 passengers, ALAIN GINDROZ and TOM ROSSELEIN. By prior arrangement, GINDROZ was to be exchanged for a local pilot (ROBERT HULL) aboard the upriver-bound tanker *M/V Sidsel Knutsen*, while ROSSELEIN was to be transported to another vessel anchored at the Ojibway Anchorage.

Upon information and belief, as the *Westcott* approached the *Knutsen* to commence the pilot exchange, the *Knutsen* failed to slow sufficiently and otherwise maneuver so as to permit the exchange to take place. As a consequence, the *Knutsen* struck the *Westcott* and the *Westcott* was pulled into suction near the port stern of the *Knutsen*. The *Westcott* then listed severely to port, capsized and sunk immediately. GINDROZ and ROSSELEIN escaped and were rescued. Capt. NASIATKA was found deceased inside the vessel when it was raised on October 29, 2001. LEWIS is still missing. GINDROZ and ROSSELEIN were examined at a hospital in Windsor, Ontario and released. Damage surveys on the *Westcott* are pending. There is no evidence of any drug or alcohol involvement by the *Westcott* crew.

GREAT LAKES PILOTAGE AUTHORITY LTD.

ADMINISTRATION DE PILOTAGE DES GRANDS LACS LTÉE

<small>For use of pilots only - À l'usage du bureau de pilotage</small> PILOTAGE DISTRICT - CIRCONSCRIPTION DE PILOTAGE      REPORT NO. - RAPPORT NO.			
PILOT'S REPORT OF SHIPPING CASUALTY RAPPORT DU PILOTE SINISTRE MARITIME		RECEIVER BY - REÇU PAR      DATE RECEIVED - DATE DE RÉCEPTION	
NAME OF VESSEL - NOM DU NAVIRE "SIDSEL KNUITSEN"		TYPE Tanker	CALL SIGN - INDICATEUR D'APPEL LASM4
PORT OF ORIGIN - PORT D'ORIGINE Haugesund, Norway		GROSS TONNAGE - JAUNE BRUTE 15,806	DRAUGHT DEPTH - CREST DU NAVIRE 14.8 METRES
DRAUGHT FORWARD - TIRANT AVANT 70.0 DECMETRES	DRAUGHT AFT - TIRANT ARRIERE 72.0 DECMETRES	LENGTH - LONGUEUR 162.5 METRES	BREADTH - LARGEUR 23.0 METRES
MASTER OF VESSEL - NOM DU CAPITAINE Jan Holthe		NAME OF PILOT - NOM DU PILOTE Robert Hull	NUMBER - NUMERO 1671
WITNESS - TÊMOIN Wilfredo Goc Ong, 3 <sup>rd</sup> officer		NOTAR - TÉMOIN Evelix B. Le Afis, O.S.	
NAME OF AGENTS - NOMS DES AGENTS Samia Shipping			
PLACE OF BOARDING - LIEU D'EMBARQUEMENT Lock 7	DESTINATION Sarnia	DATE 2001/10/21	LOCAL TIME - HEURE LOCALE 23:15
LOCATION OF CASUALTY - LIEU DU SINISTRE Detroit River	CHART NO. - CARTE NO. 14848 (U.S.)	DATE 2001/10/23	LOCAL TIME - HEURE LOCALE 07:00

PILOT'S NARRATIVE

This should begin with a statement of the nature of the casualty or suspected casualty i.e., collision, grounding, touching channel bank, striking quay etc. and should include where applicable - weather conditions, visibility, whether raining, snowing etc. wind force and direction, state of tide, current if any, what navigational equipment was in use or was imperative, whistle signals given and/or heard, course and speed of own ship and estimated course and speed of any other vessels involved. A sketch should be included where it will assist in describing the circumstances.

NARRATION DU PILOTE

Cette narration doit commencer par une déclaration au sujet de la nature du sinistre ou du présumé sinistre, c'est-à-dire, collision, échouement, collision avec le berge du chenal, avec le quai, etc., et doit comprendre (ou il y a lieu) les conditions météorologiques, la visibilité, la pluie, la neige, etc., (s'il en est), la vitesse et la direction du vent, l'état de la marée, le courant, s'il en est, l'équipement de navigation utilisé ou inutilisé, les signaux de sirène données ou entendus, la route et la vitesse de son propre navire et la route et la vitesse estimées de tout autre navire en course. Inclure, au besoin, un dessin pour aider à décrire les circonstances.

The "Sidsel Knutsen" was upbound on the Detroit River. I had communicated our ETA to the J.W. Westcott pilot station where we were to change pilots at 07:15 hours. Our upbound river speed had been consistently between 8.8 and 9.2 knots, as verified by the vessel's DGPS. We were on a course of 023° abeam of Zug Island shortly before 07:00 hours. Winds were south-westerly and strong. Visibility was unrestricted.

I was accompanied on the bridge by the master, the officer of the watch and an AB. I gave the control of the vessel to the master to allow me to go to the designated pilots' cabin one deck below to place my baggage outside the door for the crew members in preparation for disembarking. Upon returning to the bridge less than 2 minutes later, I heard the officer of the watch on the master's walkie-talkie stating that a pilot boat had flipped over in the water. The engines were on stop. From the port wing, I could see a boat upside down aft of the port side of our vessel at a position approximately below the power lines which cross the river. We had received no information that the pilot change would take place earlier than planned.

We immediately reported the incident to the USCG and Sarnia Traffic, requesting a "PAN" message to muster any available vessel. We turned abeam of Sterling Fuel Dock to return to the site and, using search lights, were able to locate reflective material in the water. The tug "Stormont" was directed to the reflective material and picked up two survivors.

Oct 24, 2001

*Robert B. Hull*  
 SIGNATURE OF PILOT - SIGNATURE DU PILOTE

NOTE: Confidential and for the information only of the authority.

REMARQUE: Confidential et pour l'information de l'Administration seulement.





Foredeck of M/V J. W. WESTCOTT II after the vessel was recovered from the bottom of the Detroit River on October 29, 2001. Note the missing hatch cover.



Close up of hatch on foredeck of M/V/ J. W. WESTCOTT II on October 29, 2001. The hatch measures 14" in diameter. The dogs were rusted and painted in place and were not dogged down tightly.



Pilothouse console of M/V J. W. WESTCOTT II after salvage. Photo taken on October 29, 2001.



Throttle (left) and transmission (right) controls of M/V J.W. WESTCOTT II. Throttle is in “full” position. The transmission control is in between neutral and astern. Photo taken on October 29, 2001.



Deck light control switches on M/V/ J.W. WESTCOTT II. Port deck light switch is “off.” Starboard deck light switch is “on.” There are the normal switch positions when conducting a starboard side transfer. Photo taken on October 29, 2001.



Light switch console on M/V J.W. WESTCOTT II. All switch positions are considered normal for transferring pilot at night. Photo taken on October 29, 2001.



M/V J. W. WESTCOTT II in drydock following salvage. Note tires attached to the rail. Photo taken on November 8, 2001.



Starboard side forward of J. W. WESTCOTT II. There are two tires shown in this view. The third tire was removed and lost during salvage. There are two more tires on the starboard side, identical to the port side. Photo taken on November 8, 2001.



M/V SIDSEL KNUTSEN downbound in the Detroit River on October 26, 2001.



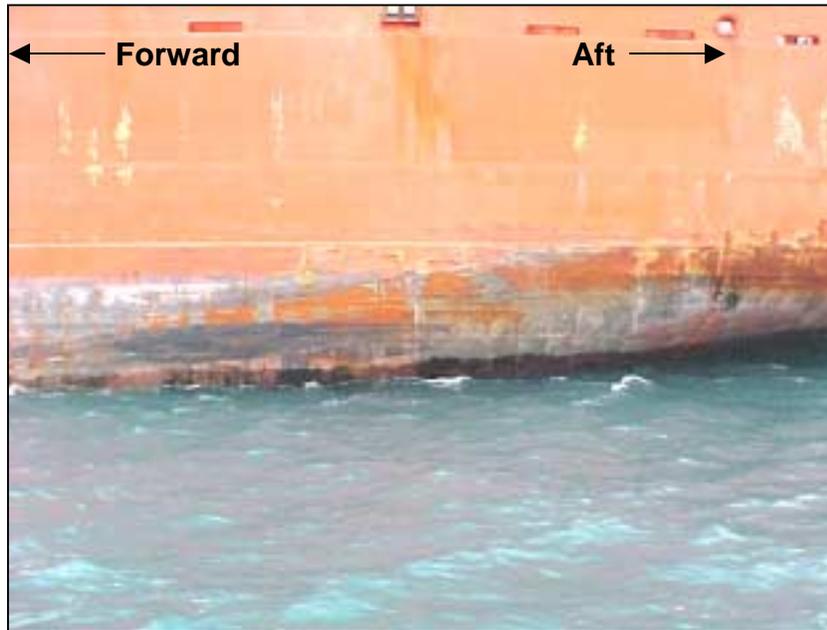
M/V SIDSEL KNUTSEN moored at Morton Terminal in Windsor, Ontario on October 26, 2001.



Port side SIDSEL KNUTSEN. Note the black smudge just above waterline where the turn of the bilge begins. Also note the proximity of the mark to stern. This photo was taken on October 23, 2001 at approximately 1100, 4 hours after the accident.



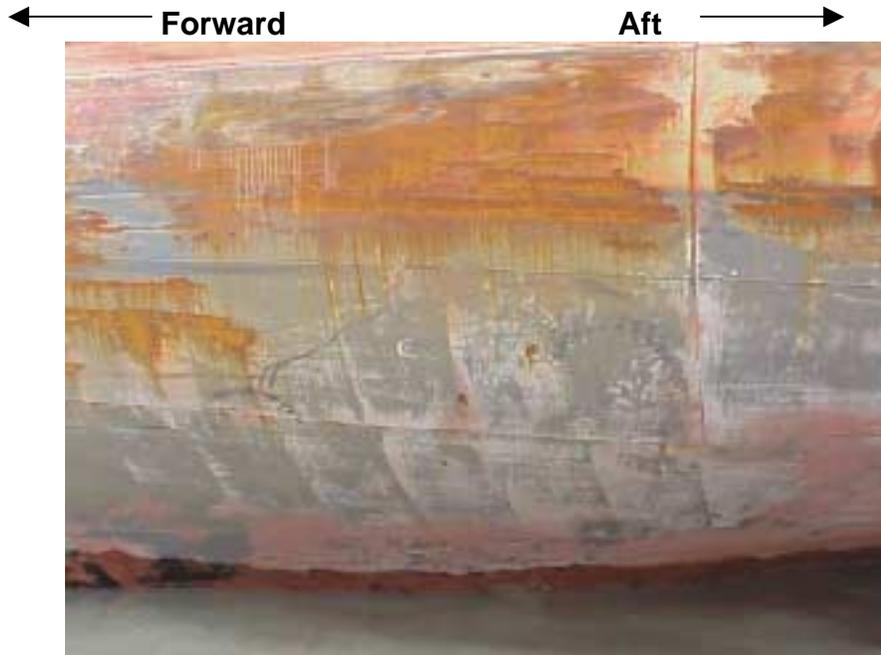
View looking forward of the black smudge marks on port side of the M/V SIDSEL KNUTSEN. These marks were created when the fender tires on the starboard side of the J. W. WESTCOTT II rubbed hard against the hull of the SIDSEL KNUTSEN. Note the semi-circular marks aft of the black tire mark. These marks appear higher than in the previous photo because this photo was taken on October 26, 2001, after the SIDSEL KNUTSEN had offloaded some of its cargo.



Another view of the black tire marks on the port side of the SIDSEL KNUTSEN. This mark measures 26 feet in length.  
Photo taken on October 23, 2001.



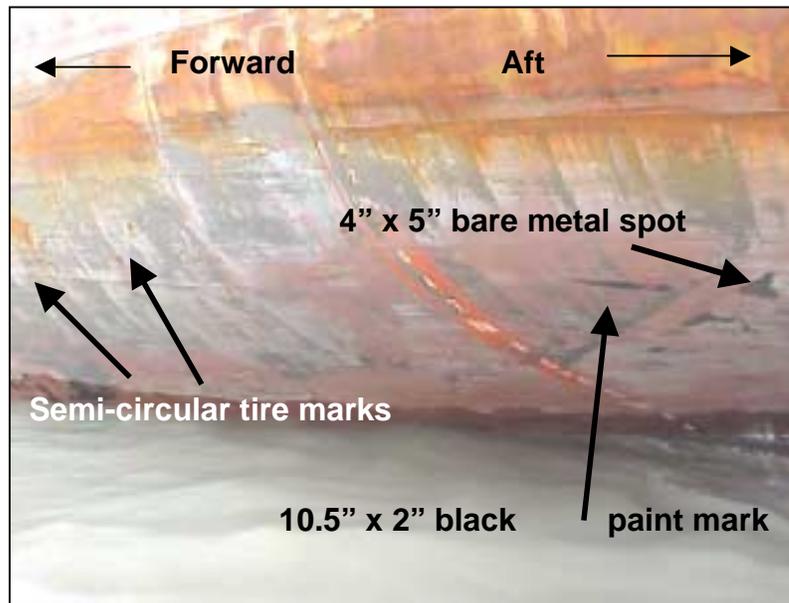
Black tire marks on SIDSEL KNUTSEN. The rust marks indicate the curvature of the hull at the turn of the bilge. Note the two semi-circular tire marks aft of the large tire mark. Photo taken on October 23, 2001.



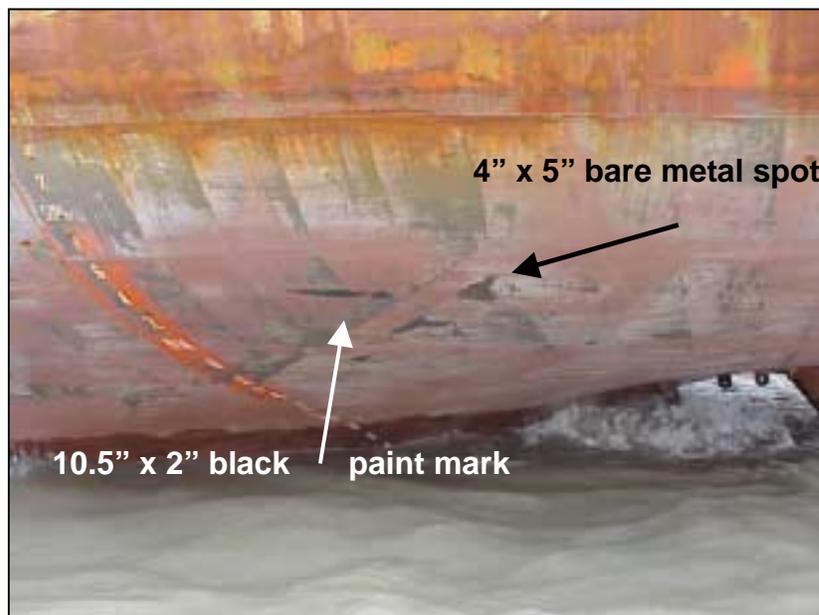
The same tire on the J. W. WESTCOTT II created these two semi-circular marks as the vessel slid along the hull of the SIDSEL KNUTSEN. Note the upward sweeping marks extending from the forward semi-circle and connecting to the aft semi-circle. Photo taken on October 26, 2001.



The forward most semi-circular tire mark measure 23 inches in diameter. This mark is located just under the turn of the bilge. Photo taken on October 26, 2001.



View under the turn of the bilge of the SIDSEL KNUTSEN. A 10.5" x 2" black paint mark, several smaller black paint marks, and a 4" x 5" bar metal spot are visible. The M/V J. W. WESTCOTT II created these marks as it capsized on October 23, 2001. The starboard rail or side of the WESTCOTT likely caused the black marks. Photo taken on October 26, 2001.



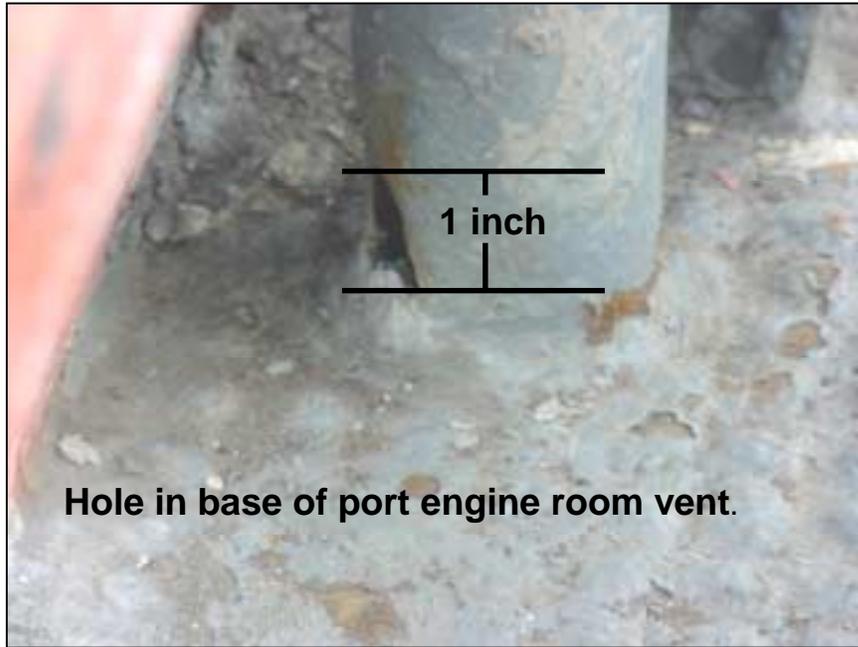
This view is taken from slightly aft of the previous photo. Note the proximity of the marks created by the J. W. WESTCOTT II to the propeller of the SIDSEL KNUTSEN. Photo taken on October 26, 2001.



View of the port engine room vent pipe of the J. W. WESTCOTT II. This view is from inside the pilothouse, through the port side cargo door. Photo taken on November 8, 2001.



View of the port engine room vent pipe taken from port deck aft of cargo door. The vent pipe was 2" in diameter, 14.5 inches high, and situated on the outboard side of the engine room. Photo taken on November 8, 2001.



Close up view of the one inch hole found at the base of the port engine room vent pipe on the J. W. WESTCOTT II. The hole leads directly into the engine room. Photo taken on November 8, 2001.

18:04:11	PITCH ORDER	3	
18:04:17	PITCH ORDER	4	
18:04:27	PITCH ACTUAL VALUE		33
18:05:01	PITCH ORDER	5	
18:05:07	PITCH ORDER	6	
18:05:07	PITCH ACTUAL VALUE		46
18:05:31	PITCH ACTUAL VALUE		56
18:05:43	PITCH ORDER	7	
	PITCH ORDER	8	
	PITCH ACTUAL VALUE		
		UE	
		UE	
		9	
	PITCH ACTUAL VALUE		
00:00:00	MAIN ENGINE RPM		122
00:00:00	PITCH ORDER	9	

**Pitch Order:** The position of the propeller pitch control on the bridge. The Pitch Order Recorder will record a new reading only when the pitch order is changed.

Pilot Card indicates when pitch value is 60 speed is 9.0 knots (loaded).

**Pitch Actual Value** Actual pitch of the propeller. The Pitch Value is a measure of the ship's speed. The Pitch Order Recorder will record a new reading only when the pitch changes.

DAMATIC MARINE SYSTEM. NEW DAY : 23:10:01

00:00:01	PITCH ACTUAL VALUE		89
04:00:00	MAIN ENGINE RPM		120
04:00:00	PITCH ORDER	8	
04:00:01	PITCH ACTUAL VALUE		88
05:09:11	MAIN ENGINE RPM		115
05:09:47	MAIN ENGINE RPM		120
05:09:49	MAIN ENGINE RPM		115
05:10:23	PITCH ORDER	7	
05:14:53	PITCH ACTUAL VALUE		78
05:16:35	PITCH ACTUAL VALUE		65
08:00:00	MAIN ENGINE RPM		116
08:00:00	PITCH ORDER	7	
08:00:01	PITCH ACTUAL VALUE		62
10:52:23	PITCH ORDER	6	
10:52:25	PITCH ORDER	2	
10:52:27	PITCH ACTUAL VALUE		49
10:52:29	PITCH ACTUAL VALUE		38
10:52:33	PITCH ACTUAL VALUE		18
10:52:57	PITCH ORDER	0	
10:52:59	PITCH ACTUAL VALUE		6
10:53:23	PITCH ORDER	1	
10:53:39	PITCH ORDER	0	
10:54:31	PITCH ORDER	2	
10:54:33	PITCH ORDER	5	
10:54:33	PITCH ACTUAL VALUE		9
10:54:35	PITCH ORDER	10	
10:54:35	PITCH ACTUAL VALUE		20
10:54:39	MAIN ENGINE RPM		111
10:54:39	PITCH ACTUAL VALUE		39
10:54:43	PITCH ACTUAL VALUE		54
10:54:55	MAIN ENGINE RPM		116
10:58:49	PITCH ACTUAL VALUE		64
10:59:27	PITCH ORDER	0	
10:59:29	PITCH ACTUAL VALUE		54
10:59:33	PITCH ACTUAL VALUE		34
10:59:37	PITCH ACTUAL VALUE		18
10:59:41	PITCH ACTUAL VALUE		0
11:00:05	PITCH ORDER	4	
11:00:07	PITCH ACTUAL VALUE		18
11:00:11	PITCH ACTUAL VALUE		35
11:00:15	MAIN ENGINE RPM		111
11:00:15	PITCH ACTUAL VALUE		47
11:00:35	MAIN ENGINE RPM		116

Speed remained steady from 0800 to 10:52:23.

SIDSEL KNUTSEN is upbound in the Detroit River

Pitch Order and Pitch Value (speed) reduced from 7 to 0 between 10:52:23 and 10:53:57.

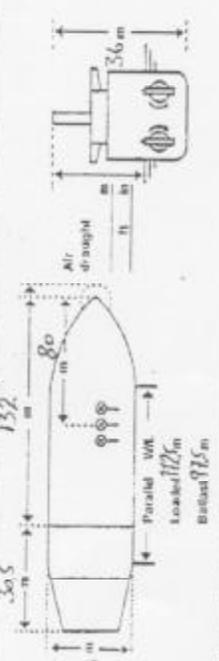
J. W. WESTCOTT II capsized.

Dramatic Pitch Order changes from 10:54:35 to 11:00:05.

SIDSEL KNUTSEN is maneuvering after J. W. WESTCOTT II capsized.

Ship's name: **MT-SIDSEL KNUTSEIT**  
 Date: **22/10/01**  
 Call sign: **LASH4**  
 Draught aft: **22** m  
 Draught fwd: **20** m  
 Gross weight: **2225** tonnes  
 Year built: **1993**  
 Displacement: **tonnes**

SHIP'S PARTICULARS  
 Length overall: **125** m  
 Beam: **23** m  
 Draught: **20** m  
 Air draught: **36** m  
 Anker chain: **10** shackles  
 Stern: **1000** m  
 (1 shackle = **27.5** m) **15** fathoms



Manoeuvring engine order	Rpm / pitch	Maximum power 7870 kW @ 10700 RPM	
		Loaded	Ballast
Full ahead	180	12.0	12.5
Half ahead	160	9.0	9.5
Slow ahead	140	7.0	7.0
Dead slow ahead	125	5.0	5.0
Dead slow astern	125		
Slow astern	140		
Half astern	160		
Full astern	175		

Time to full ahead: **90** s  
 Time to full astern: **6** s  
 Time to stop: **20** s  
 Time to stop from full ahead: **15** s

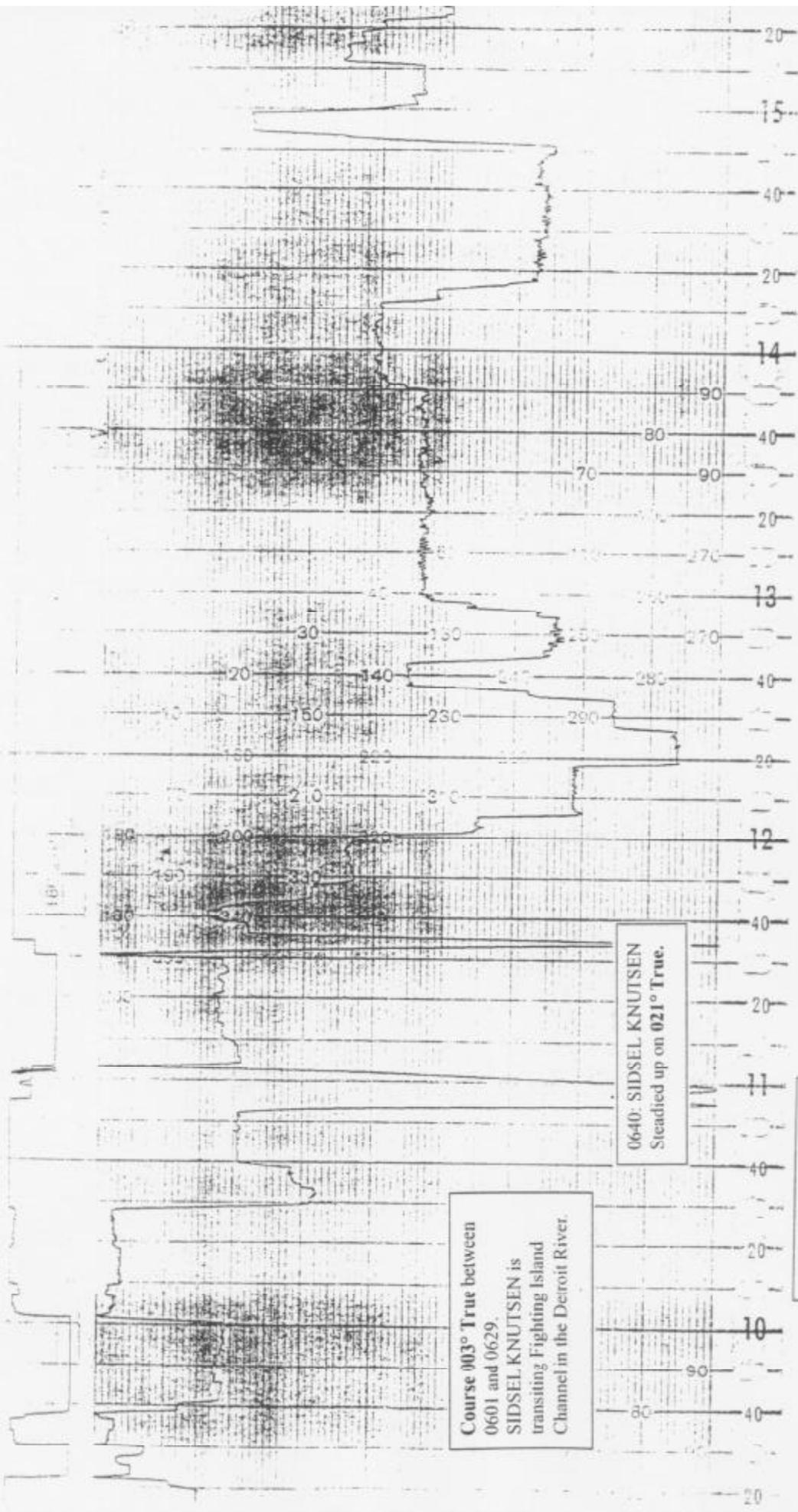
TYPE OF VESSEL: **BECKER**  
 Maximum length: **60**  
 Hand over to hand over: **21**  
 Rudder angle for rudder effect: **0**  
 Draught: **20** m  
 Step: **AW**

CHECKED IF ABOARD AND READY

Anchor	<input checked="" type="checkbox"/>	Indicator	<input checked="" type="checkbox"/>
Whistle	<input checked="" type="checkbox"/>	Flubber	<input checked="" type="checkbox"/>
Radar	<input checked="" type="checkbox"/>	Rpm / pitch	<input checked="" type="checkbox"/>
ABDA	<input checked="" type="checkbox"/>	Other alarms	<input checked="" type="checkbox"/>
Speeding	<input checked="" type="checkbox"/>	Compass system	<input checked="" type="checkbox"/>
Water speed	<input checked="" type="checkbox"/>	Constant gyro error	<input checked="" type="checkbox"/>
Ground speed	<input checked="" type="checkbox"/>	WIF	<input checked="" type="checkbox"/>
Dual axis	<input checked="" type="checkbox"/>	Elec pos. Sys. system	<input checked="" type="checkbox"/>
Engine telegraphs	<input checked="" type="checkbox"/>	Type	<b>GPS</b>
Steering gear	<input checked="" type="checkbox"/>		
Number of power units operating	<input checked="" type="checkbox"/>		

OTHER INFORMATION  
 -ENGINE: **ASPECT 8V-20.7 AS 1571 MARINE**  
 -GT: **15806 (MARINE GT 12531)**  
 -NR: **6264**  
 -FLAG: **MARSHALL ISLANDS**





Course 003° True between 0601 and 0629. SIDSEL KNUTSEN is transiting Fighting Island Channel in the Detroit River.

0640: SIDSEL KNUTSEN Steadied up on 021° True.

0630-0640, Coming right to new course of 021° True. SIDSEL KNUTSEN is just upriver from Fighting Island.

SIDSEL KNUTSEN makes dramatic course changes, maneuvering after J. W. WESTCOTT II capsized.

U.S. Department  
of Transportation  
  
United States  
Coast Guard



Commanding Officer  
United States Coast Guard  
Marine Safety Center  
<http://www.uscg.mil/hq/msc>

400 7th Street, S.W.  
Washington, DC 20590-0001  
Staff Symbol: MSC-1  
Phone: (202) 366-6481  
FAX: (202) 366-3877

16710/P008079  
Serial: H1-0200397  
March 12, 2002

From: Commanding Officer, Coast Guard Marine Safety Center  
To: Commanding Officer, Coast Guard Marine Safety Office Detroit

Subj: J. W. WESTCOTT II  
45' x 14.5' x 4.4' Uninspected Pilot Boat  
Casualty Analysis

Ref: (a) Phoncon of October 30, 2001 between LCDR Wiest and LCDR Hall of MSO Detroit

As requested in reference (a), we evaluated the stability characteristics of the J. W. WESTCOTT II, which capsized in the Detroit River on October 23, 2001 while conducting a pilot transfer with the tank ship SIDSEL KNUITSEN. We also examined the flooding rates of the port cargo door in both the opened and closed positions and the flooding rate of the hole in the port bilge vent.

### CONCLUSIONS

1. The J. W. WESTCOTT II had positive GM and sufficient freeboard prior to executing the transfer operation.
2. Subsequent water on the main deck and progressive flooding into the pilothouse and engine room reduced the vessel's GM and freeboard placing the vessel in a critical condition.
3. The cargo door's lack of a weather tight seal and the hole in the bilge vent contributed to the capsizing of the vessel.

### METHOD OF ANALYSIS

1. On November 8<sup>th</sup> and 9<sup>th</sup>, 2001 hull offsets were measured by LT Rosello, LT Ray, and LT O'Mara at Nicholson's Dock in Ecorse, Michigan. Using these offsets a computer model of the J.W. WESTCOTT II was generated with the software program General Hydrostatics (GHS). On December 10, 2001 the salvaged vessel was hoisted by a crane and determined to weigh 30,900 lbs (13.79 LT). The lightship weight determined by our computer model varied only 1.3 % from the measured weight of the vessel. This comparison indicates that the computer-generated model satisfactorily approximated the actual vessel.
2. The following four stability scenarios were evaluated cumulatively: The initial condition, six inches of water on the fore and port deck, three feet of water in the pilothouse, and 10% flooding of the engine room. Six inches of water on deck was used in the second scenario because of the height of the coaming on the cargo door. Enclosure (1) contains the tabulated results of the vessels stability in the three progressive flooding conditions.
3. Flooding rate calculations for the cargo door and bilge vent hole were based upon water velocity, hydrostatic head and approximate areas of the openings. The non-tight area at the bottom of the closed cargo door was 0.24 square feet. Although the cargo door sides were also

1 of 6

ENCLOSURE (17)

16710/P008079  
Serial: H1-0200397  
March 12, 2002

Subj: J.W. WESTCOTT II; Casualty Analysis

non-watertight, flooding through the sides was not included in the calculations. The calculations do not account for progressive flooding between the pilothouse, engine room, and aft compartment of the vessel. The area for the open cargo door was approximated to be 3.67 square feet. This assumes an opening approximately 2 feet high with the cargo door half open. Enclosure (2) contains the approximate flooding rate data.

4. A three-dimensional animation, enclosure (3), of the initial transfer scenario was developed using 3D Studio Max software. This animation provided a visual representation of the significant size difference of the vessels. It should not be used to speculate on the rollover behavior of the vessel.

### FINDINGS

1. The J. W. WESTCOTT II is an un-inspected vessel under Coast Guard regulations and was not subject to regulatory stability standards. However, in the initial condition, the J. W. WESTCOTT II had positive stability and met the intact stability criteria of 46 CFR Subchapter S for vessels operating on protected routes. In this condition, the vessel had a GM of 7.04 feet, a freeboard of approximately 2 feet, no heel, and slight aft trim.
2. Six inches of accumulated water on the fore and port decks reduced the GM to 3.0 feet. The vessel still maintained a freeboard of approximately 2.9 inches with positive righting arms.
3. The lack of weather tight integrity around the cargo door allowed progressive flooding into the pilothouse. Three feet of water in the pilothouse submerged the deck edge by approximately a foot. In addition, the hole in the bilge vent allowed flooding directly into the engine room.
4. The scope of this analysis was insufficient to determine the dynamic forces acting on the J. W. WESTCOTT II due to the interaction of the two vessels in close proximity.
5. Volumetric analysis based on the combined minimum effects of water velocity and hydrostatic head resulted in flooding a time of approximately 3 minutes to attain 3 feet of water in the pilothouse. This rate was based upon the cargo door being closed. If the cargo door was open the pilothouse would have flooded in less than 1 minute. See Table 7 of Enclosure (2).

If you have any questions or need additional assistance in this matter, please feel free to contact the project officer, Lieutenant Brad Rosello, at the above number.

  
A. L. PEEK

Encl: (1) Summary of GHS Output Stability Characteristics of the J.W. WESTCOTT II  
(2) Flooding Rate Approximations  
(3) Animation of J. W. WESTCOTT II pilot transfer with SIDSEL KNUTSEN

ENCLOSURE (17)

**J.W. WESCOTT II**  
**Stability Characteristics**

Stability Summary					
Conditions of Flooding	GMt (FS cor.) (Feet)	Least Freeboard (Feet)	Equilibrium Heel Angle (Degrees)	Freeboard Height to Cargo Door (Feet)	Water on Board (Gallons)
Initial	7.04 ft	2.09 ft	0.0°	2.95 ft	0 gal
Plus Water on Deck	3.00 ft	0.24 ft	13.88°	1.45 ft	1396 gal
Plus Water in Pilot House	1.83 ft	-0.93 ft	15.71°	0.28 ft	4664 gal
Plus Water in Engine Room	1.71 ft	-1.10 ft	16.26°	0.12 ft	4999 gal

Enclosure ( 1 )

3 of 6

ENCLOSURE (17)

**J.W. WESTCOTT II**  
**Flooding Rate Approximations**

Table 1

Space Volume by GHS Hull Model				
GHS Compartment	Weight (Long Tons)	Weight (Pounds)	Density (Pounds per Cubic Foot - lbs/ft <sup>3</sup> )	Volume (Gallons)
Fwd Collision Blkhhd	1.30 lton	2912.00 lbs	62.40 lbs/ft <sup>3</sup>	349.09 gal
Fwd Void	11.41 lton	25558.40 lbs	62.40 lbs/ft <sup>3</sup>	3063.94 gal
Aft Compartment	17.91 lton	40118.40 lbs	62.40 lbs/ft <sup>3</sup>	4809.40 gal
Fuel Tank Port	0.72 lton	1612.8 lbs	62.40 lbs/ft <sup>3</sup>	193.34 gal
Fuel Tank Stbd	0.72 lton	1612.8 lbs	62.40 lbs/ft <sup>3</sup>	193.34 gal
Engine Room	10.15 lton	22736.00 lbs	62.40 lbs/ft <sup>3</sup>	2725.59 gal
Pilot House	21.13 lton	47331.20 lbs	62.40 lbs/ft <sup>3</sup>	5674.07 gal

Table 2

Downflooding Source Cross Sectional Areas				
Source	Width (Inches)	Length (Inches)	Cross Sectional Area (Square Inches - in <sup>2</sup> )	Cross Sectional Area (Square Feet - ft <sup>2</sup> )
Closed Cargo Door	0.75 in	46 in	34.5 in <sup>2</sup>	0.24 ft <sup>2</sup>
Open Cargo Door	23 in	23 in	529 in <sup>2</sup>	3.67 ft <sup>2</sup>
Hole in Port-Side Bilge Vent	1 in	1 in	1 in <sup>2</sup>	0.007 ft <sup>2</sup>

Table 3

Open Cargo Door Flow Rates by Water Velocity					
Cross Sectional Area (Square Feet - ft <sup>2</sup> )	Water Velocity (Knots)	Water Velocity (Feet per Second)	Water Volumetric Flow Rate (Gallon per Minute - gal/min)	Time to Fill Pilot House with Water (Minutes)	Time to Accumulate 3 Feet of Water in Pilot House (Seconds)
3.67 ft <sup>2</sup>	10.00 kts	16.88 ft/sec	27804.26	0.09 min	5.18 sec
3.67 ft <sup>2</sup>	9.00 kts	15.19 ft/sec	25023.84	0.10 min	5.76 sec
3.67 ft <sup>2</sup>	8.00 kts	13.50 ft/sec	22243.41	0.11 min	6.48 sec
3.67 ft <sup>2</sup>	7.00 kts	11.81 ft/sec	19462.98	0.12 min	7.40 sec
3.67 ft <sup>2</sup>	6.00 kts	10.13 ft/sec	16682.56	0.14 min	8.64 sec
3.67 ft <sup>2</sup>	5.00 kts	8.44 ft/sec	13902.13	0.17 min	10.37 sec
3.67 ft <sup>2</sup>	4.00 kts	6.75 ft/sec	11121.70	0.22 min	12.96 sec
3.67 ft <sup>2</sup>	3.00 kts	5.06 ft/sec	8341.28	0.29 min	17.28 sec
3.67 ft <sup>2</sup>	2.00 kts	3.38 ft/sec	5560.85	0.43 min	25.92 sec

Enclosure ( 2 )

4 of 6

ENCLOSURE (17)

**J.W. WESTCOTT II**  
**Flooding Rate Approximations**

Table 4

Closed Cargo Door Flow Rates by Water Velocity				
Cross Sectional Area (Square Feet - ft <sup>2</sup> )	Water Velocity (Knots)	Water Velocity (Feet per Second)	Water Volumetric Flow Rate (Gallons per Minute - gal/min)	Time to Accumulate 3 Feet of Water in Pilot House (Minutes)
0.024 ft <sup>2</sup>	10.00 kts	16.88 ft/sec	1813.32 gal/min	1.32 min
0.024 ft <sup>2</sup>	9.00 kts	15.19 ft/sec	1631.99 gal/min	1.47 min
0.024 ft <sup>2</sup>	8.00 kts	13.50 ft/sec	1450.66 gal/min	1.66 min
0.024 ft <sup>2</sup>	7.00 kts	11.81 ft/sec	1269.32 gal/min	1.89 min
0.024 ft <sup>2</sup>	6.00 kts	10.13 ft/sec	1087.99 gal/min	2.21 min
0.024 ft <sup>2</sup>	5.00 kts	8.44 ft/sec	906.66 gal/min	2.65 min
0.024 ft <sup>2</sup>	4.00 kts	6.75 ft/sec	725.33 gal/min	3.31 min
0.024 ft <sup>2</sup>	3.00 kts	5.06 ft/sec	544.00 gal/min	4.42 min
0.024 ft <sup>2</sup>	2.00 kts	3.38 ft/sec	362.66 gal/min	6.62 min

Table 5

Closed Cargo Door Flow Rates by Hydrostatic Head		
Water (Hydrostatic Head) Height (Feet)	Water Volumetric Flow Rate (Gallons per Minute)	Time to Accumulate 3 Feet of Water in Pilot House (Minutes)
2.00 ft	1219.30 gal/min	1.97 min
1.80 ft	1156.73 gal/min	2.08 min
1.60 ft	1090.57 gal/min	2.20 min
1.40 ft	1020.14 gal/min	2.35 min
1.20 ft	944.46 gal/min	2.54 min
1.00 ft	862.17 gal/min	2.79 min
0.80 ft	771.15 gal/min	3.11 min
0.60 ft	667.84 gal/min	3.60 min
0.40 ft	545.29 gal/min	4.41 min
0.20 ft	385.58 gal/min	6.23 min

Enclosure ( 2 )

5 of 6

ENCLOSURE (17)

**J.W. WESTCOTT II**  
**Flooding Rate Approximations**

Table 6

Bilge Vent Hole Flow Rates by Hydrostatic Head						
Water (Hydrostatic Head) Height (Feet)	Cross Sectional Area (A) (Square Feet - ft <sup>2</sup> )	Water Velocity (V) (Feet per Second - ft/sec)	Water Volumetric Flow Rate (Q=(A)(V)) Cubic Feet per Second - ft <sup>3</sup> /sec)	Water Volumetric Flow Rate (Q=(A)(V) (Gallons per Minute - gal/min)	Percentage of Engine Room Full after 3.21 Minutes of Flooding (Percent - %)	Volume of Water in Engine Room after 3.21 Minutes of Flooding (Gallons)
2.00	0.083	11.35	0.95	424.10	49.95	1361.37
1.80	0.083	10.77	0.90	402.34	47.38	1291.51
1.60	0.083	10.15	0.85	379.33	44.67	1217.65
1.40	0.083	9.50	0.79	354.83	41.79	1139.00
1.20	0.083	8.79	0.73	328.51	38.69	1054.51
1.00	0.083	8.02	0.67	299.89	35.32	962.63
0.80	0.083	7.18	0.60	268.23	31.59	861.01
0.60	0.083	6.22	0.52	232.29	27.36	745.65
0.40	0.083	5.08	0.42	189.66	22.34	608.82
0.20	0.083	3.59	0.30	134.11	15.79	430.50
0.08	0.083	2.32	0.19	86.55	10.19	277.83

Table 7

Cumulative Flooding Rate - Closed Cargo Door		
Conditions	Water Volumetric Flow Rate	Time to Accumulate 3 Feet of Water in Pilot House
Water Velocity = 2 Knots and 0.2 Feet of Hydrostatic Head	748.24 gallons/minute	3.21 minutes

Enclosure ( 2 )

6 of 6

ENCLOSURE (17)

The Brave and Fearless Crew of the J.W. Westcott II  
A mid-river mail delivery to the John G. Munson.

---

1



2



3



4



5



6



The delivery is often followed by a salute, [click here](#) to listen to a salute.

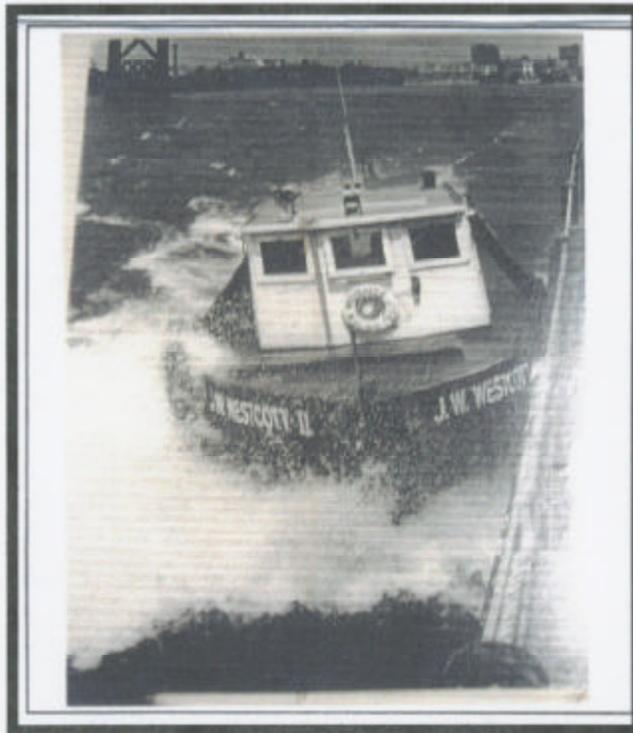
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[Return to main index](#)

[Return to Mail boat page](#)

Photos downloaded from [www.boatnerd.com](http://www.boatnerd.com)  
Dates of photos are unknown.

ENCLOSURE (18)



Undated photo of the J. W. WESTCOTT II alongside a moving deep draft vessel during a typical service call. Note that the J. W. WESTCOTT II has developed a list away from the deep draft vessel.

This photo was electronically scanned on October 26, 2001 from a photograph that is displayed at the J. W. Westcott Company in Detroit, Michigan.

# DIAMOND



(313) 843-9376

October 9, 2001

US Coast Guard  
Regional Examination Center

To Whom It May Concern:

This is to certify that Ms. Catherine M. Nasiatka, Social Security Number [REDACTED] served as a pilot house observer aboard the following vessels owned by this company:

Vessel Name	Official Number	Gross Tonnage	Days Served
Diamond Belle	276809	93	54
Diamond Queen	271811	94	28
Diamond Jack	269388	82	13

These vessels operated upon the waters of St. Clair River, Lake St. Clair, Detroit River and Lake Erie. Ms. Nasiatka worked 8-12 hours per day as a condition of employment with our company.

Since Ms. Nasiatka's employment with our company, we have found her to be a reliable and conscientious employee we highly recommend for the upgrade in license.

If you have any questions please feel free to contact me at 313-843-9376.

Sincerely,

Captain Steve Carrothers  
Operations Manager  
Diamond Jacks River Tours

vessel. The tug should then ease gently in and compensate as necessary for the effect of the vessel's wash (Fig. 9-1). If the tug is going to go alongside the quarter of a ship, the suction caused by the vessel's passage will have a tendency to pull the tug into the vessel. Usually pacing the vessel with the tug's helm turned slightly away from it will utilize this suction to pull the tug alongside the ship easily. As soon as the tug comes against the ship the helm should be put over towards the vessel with the engines kept running ahead until the lines are fast.

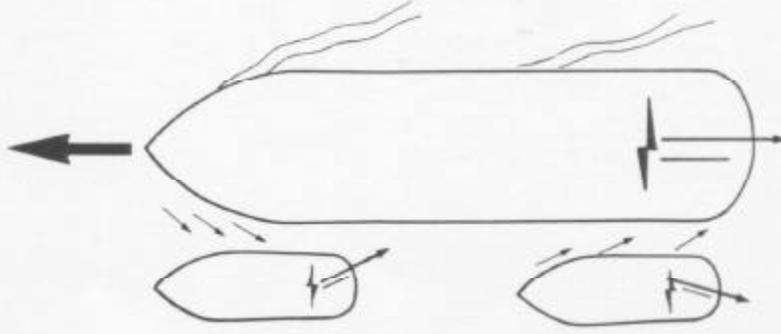


Fig. 9-1.

Ideally, the tug should land alongside the ship about its own midships or a bit aft of that. The bow is then gently swung in toward the vessel as the helm is put over. Sometimes the suction near the stern of the ship is very strong, and will pull the tug in quickly. If this is the case,

## CHAPTER NINE

# BASIC TUG HANDLING FOR SHIPWORK

Although I write this chapter primarily for the benefit of the tug handler who is a newcomer to the field of shipwork, I am sure it will also be of interest to the pilot or shiphandler who has not had experience operating tugs. There are several reasons for this. First of all, it will give the pilot or shiphandler an insight into the actual *mechanics* of a tug's operation, and a better understanding of what the tug's captain *must* know in order to assist the ship to best advantage. This kind of knowledge can be especially helpful in situations where the tug's handler is a little inexperienced at shipwork.

## THE FUNDAMENTALS OF SHIPWORK

Shipwork, like barge work, is the final test of the tug handler's ability. It is more challenging than most other handling activities since often both vessels (ship and tug) are underway. When this is the case, it is an exercise in relative motion (for the tug, of course). But that is not all. The tug's captain must also continue to control the tug in spite of the effect of the other vessel's wake and propeller wash.

*Coming Alongside.* If you are just breaking in as a mate on a harbor tug, you will probably discover that the most difficult part of shipwork is putting the tug alongside an inbound ship moving at a good rate of speed. If you are careless or try to accelerate the maneuver, the tug might land alongside the ship hard enough to do some damage. This is especially likely to occur if you fail to anticipate the hydraulic forces that will have an increasing effect on the tug the closer it gets to the vessel.

When a tug approaches a moving ship to *make up*, it should shape a course parallel to the vessel for a bit and adjust its speed to that of the

ENCLOSURE (21)

1 of 2

the tug's captain can land the tug farther forward where there will be less suction, and can then let the tug slide back into position. Many ship captains will grumble about this "messing up the paint job," but it is preferable to a dent.

It is generally less hazardous to come alongside a ship forward, but it still requires care. The tug is most often pushed away from the ship by the bow wave, especially if the vessel's entrance is hollow. The problem here usually stems from overcontrolling when coming alongside. Pacing the ship for a bit will, in most cases, give an indication of what to expect, and will probably solve this problem.

When a tug is approaching a ship to go alongside, and its speed is too fast, it can stop its engine in order to slow down if necessary. It should *not back down*, however, as it can easily lose steerage and might take a dive toward the ship. If the tug crosses a ship's wake while overtaking the vessel, its propeller might cavitate, especially if it is backing its engine. A failure to anticipate this could lead to an accident.

**Towline Work.** Working on a towline is probably the most dangerous employment that the tug will engage in. This is particularly the case if the master or pilot is excitable and relies too heavily on the use of the ship's engine. In this instance it can easily overpower the tug, causing it to become *girt* or to *trip*. Either circumstance can lead to a capsizes (Fig. 9-2).

The most hazardous part of towline work occurs when a tug is required to take a towline from the bow of a vessel that is underway. The tug must pass close aboard the bow so that the vessel's head line can be lowered to the tug's deck. If the tug's quarter lands against the ship's side, the tug may not be able to steer away from the ship, and the tug might get caught crossways ahead of the vessel and capsizes. This type of accident is called *stemming* (Fig. 9-3). In this situation, about the only thing the tug can do is come full astern with the helm midship and try to back out of danger. Tractor tugs (which are designed for towline work) have an advantage over conventional tugs in this respect since their steering will remain unaffected (Fig. 9-3).

When a tug is performing a towline job (except when working ahead of the ship), the tug's captain will normally be at the after control station where he can keep an eye on the tug's deck force, the lead of the towline, and the ship's wheel wash. The ship's wheel wash will often give a clue as to the amount of power the ship's engine is using, and the tug can be



The J. W. WESTCOTT II servicing the SIDSEL KNUTSEN in the Detroit River on September 15, 2001.