

FF 18,068
FO 17,293
MARSEC Level: ① 2 3
If security plan carried circle one

FORT BRAGG

Date: TUESDAY JUNE 7, 2022
Day of Week Month Day, Year (Example: Monday June 23, 2021)

Watch Change				Crew		
Name: Last	Time: on	Time: off	Reviewed Nav Assistant Initial here	On board: Last, First Initial	On Coming: Last, First Initial	Time of Crew Change
CASSIDY	0700	1200	BPC	Captain CASSIDY, B		
CASSIDY	1225	1430	BPC	Mate CRANDELL, J		
				Eng./GVA MENA AKILA, I		
				Deckhand		

Have all crewmembers signed the standing orders acknowledgement in the front of the TVR and do they all have a valid credential/medical certificate onboard? ☒ Yes ☐ No

Pre-Sail Assessment / Tests			
Pre-sail Tests SMS-310	A & B - Change of Command	Captain's Signature	Time
Pre-sail Tests SMS-310	B - Daily ("Environmental" Includes EPA-VGP)	Captain or Mate Signature	Time 0645
Daily Navigation Assessment SMS-312	Completed by: <input type="radio"/> CAPTAIN or <input checked="" type="radio"/> MATE If other than Routine Harbor Work, Describe*	*Describe Other	Time 0620
Radio Test AT CFR 80.409	ECG License Holders Signature	Comment	Time 0635

Did Any of These Occur Today?	
Ballast taken or discharged? -> Record in front of TVR	Incident/Alcomat Test? -> Record in Appendix & Notify OUM/Designee
Crew or Visitor Orientated? -> Record in VSL/Visitor Appendix	Insp./Tests: GA, EPRIB, VIR, Sanitary? -> Record in Inspection Appendix
Drills held? -> Record in Drill/Safety Meeting Appendix	Steering/Rope Locker Entry? -> Record in Steering Entry Appendix

Running Log	
Time	Information / Description
0630	CREW O/A SECURITY SWEEP CONDUCTED
0700	TRANSIT NOB TO L/CREEK
0815	DELMONTE 15-5 TO SEA BATEMAN, SPANITZ KAREN, MARCELLA G. GORDAN
0945	DELMONTE ESCORT TO CBAT BATEMAN, SPANITZ KAREN, MARCELLA G. GORDAN
1045	TRANSIT CBAT TO NOB
1200	STBY SCB
1225	UNDERWAY BY ORDER OF BATTALION CHIEF LAHART TO ASSIST SPIRIT OF NOB. FREE
1235	SPAR LYRA CALLED FOR ASSIST (LOSS OF ENGINES) LINE ON STARBOARD QUARTER
	TO STOP FROM HITTING PIERS AN NAVY BASE - TAKE TO G-4, ANCHORAGE
	WARREN - 1-ONE, KAREN
1430	STBY SCB

Continued on Next Page

Information / Description
<p> Information / Description The following information is provided for the purpose of the assessment. It is not intended to be a comprehensive list of all information available. The information is provided for the purpose of the assessment and is not intended to be a comprehensive list of all information available. </p>

Richard P. Cuneo
Captain's Signature

1815 06/07/2022
Time & Date (mm/dd/yyyy)

As the Captain of this vessel, I have verified this daily log page is complete and accurate and that manning & work/Hrs. were maintained in accordance with USCG/Moran rules.

CASSIDY (Kt. BRAGG)

- 1220 WAS TOLD BY JENNIFER TO STANDBY IN CASE WE WERE NEEDED TO ASSIST THE SPIRIT OF NORFOLK THAT WAS ON FIRE OFF PIERS 4 & 5 NOB
- 1225 RECEIVED ORDER FROM BATTALION CHIEF LAHART TO GET UNDERWAY
- 1230 ON STATION STANDING BY AS NEEDED, Z-ONE WAS GOING TO DROP CAPTAIN WARREN.
- 1233 GOT EMERGENCY REQUEST FROM PILOT ON THE SHIP SPAR LYRA. SAID THEY LOST ENGINES AND WANTED Z-ONE ON STARBOARD BOW TO PUSH
- 1235 PUT A LINE ON QUARTER (STARBOARD) OF SHIP AND STARTED BACKING FULL CLOUSE TO ALONGSIDE TO SLOW SHIP DOWN, AS IT WAS HEADING TOWARDS PIER 6 OR 7 AT A SPEED OF ABOUT 4.5 KTS ON A TIDE SHIP (ABOUT 50')
- ABOUT 1243 BOUY 9 WAS SLIDING DOWN THE STARBOARD SIDE OF SHIP, SO STOPPED PUSHING, STRETCHED SOME LINE OUT, BACK AWAY SO BOUY COULD GO FAST. CAME BACK AND ~~PULLED~~ GOT ALONG SIDE SHIP & SHORTENED HEAD LINE UP TO BE READY TO PUSH INTO LINE TO TAKE SHIP TO ANCHORAGE (PILOT FIRST WANTED ME TO PUSH ON TRANSOM, BUT BOUY 9 GOT HUNG UP THERE AND DIDNT KNOW IF ANYTHING WAS DRAGGING BELOW.
- 1250 - KAREN WAS COMING TO ASSIST & CAPTAIN WARREN SAID FOR THEM TO PUT LINE UP IN BULL NOSE. I RECOMMENDED WE DO THAT INSTEAD SINCE WE HAD A WINCH TO BE MORE RAPIDLY VERSATILE. HE AGREED. TOOK IN LINE & WENT TO BOW, PUT UP LINE HEAD TO TAILS & TOWED HIM TO ANCHORAGE. KAREN MORAN TOOK OVER THE QUARTER

Continued on Next Page

1403
WHEN IN G-4 ANCHORAGE, SHORTENED UP AND MANEUVERED
TO STARBOARD BOW TO RETRIEVE LINE AS THEY WERE DROPPING
PORT ANCHOR. WENT AND STOOD BY PORT SIDE IF
WE WERE NEEDED.

1415 RELEASED BY ROGER WARREN AND HEADED
BACK TO BASE AS TOWER SAID WE DID NOT
HAVE AN NEXT.

SPECTION / TEST

INCIDENT /
ALCOHOLATE

STOODRING ENTRY

1

Friday

KAREN MORON

MARSEC Level: ① 2 3

If security plan carried title one

Date: TUESDAY, JUNE 07TH, 2022

Day of Week Month Day, Year (Example: Monday, June 23, 2021)

Watch Change

Crew

Name: Last	Time: on	Time: off	Reviewed Nav Assessment: Initial here	On board: Last, First Initial	On Coming: Last, First Initial	Time of Crew Change
ANDERSON	0700	0815	MA	Captain MILLIGAN, JD		
MILLIGAN	0815	1045	MA	Mate ANDERSON, NL		
ANDERSON	1045	1245	MA	Eng/QVA MCCABE, C		
MILLIGAN	1245	1430	MA	Deckhand		

Have all crewmembers signed the standing orders acknowledgement in the front of the TVR, and do they all have a valid credential/medical certificate onboard? If no, explain in the running log section.

Yes No

Pre-Sail Assessment / Tests

Pre-sail Tests SMS-310	A & B - Change of Command	Captain's Signature	Time
Pre-sail Tests SMS-310	B - Daily ("Environmental" includes EPA-VGR)	Captain or Mate Signature	Time 0600
Daily Navigation Assessment SMS-312	Completed by: CAPTAIN or MATE	*Describe Other	Time 0610
Radio Test 47 CFR 20.409	RCC License Holders Signature	Comment	Time 0620

Did Any of These Occur Today?

Ballast taken or discharged? -> Record in front of TVR	Incident/Alcomat Test? -> Record in Appendix 8. Notify OUM/Designee
Crew or Visitor Orientated? -> Record in VSL/Visitor Appendix	Insp./Tests: GA, EPRIB, VIR, Sanitary? -> Record in Inspection Appendix
Drills held? -> Record in Drill/Safety Meeting Appendix	Steering/Rope Locker Entry? -> Record in Steering Entry Appendix

Running Log

Time	Information / Description
0600	CREW ON BOARD (REG II) SECURITY SWEEP CONDUCTED
0700	UNDAY, NOB TRANSIT TO LITTLE CREEK
0815	CALL-AWAY DEL-MONTE LITTLE CREEK 15-SOUTH TO SEA (PILOTS) BATEMAN, SPANITZ (ASSIST) FL BRAGG MARCELLA GORDAN
0945	ESCORT DEL MONTE LITTLE CREEK TO CBRT
1045	THEMBLE SHOLE BLS & L TRANSIT TO LITTLE CREEK, PILOT TRANSFER (BATEMAN & SPANITZ)
1130	UNDER-WAY LITTLE CREEK TRANSIT TO NOB
1250	EMERGENCY DISPATCH TO SPAR LYRA NORFOLK HARBOR REACH (PILOT) WARREN (ASSIST) FL BRAGG, Z-ONE
1445	STBY NOB/SCB
1815	EMERGENCY STBY

Continued on Next Page

- 1215 MONITORED 13 & 16 VHF WHILE TRANSITING
FROM LITTLE CREEK. WE HEARD A DISTRESS CALL
FROM THE SQUAD OF NORFOLK, ON FIRE WITH TUGS RESPONDING.
- 1230 THE SPAR LYRA SENT OUT A DISTRESS CALL
ABOUT LOSING MAIN ENGINES AND CALLED FOR
ANY TUGS IN THE AREA OF NOB PIER 7 FOR
ASSISTANCE. THEY WERE OUT BOUND IN
NORFOLK HARBOR REACH OFF OF THE NAVY
BASE.
- 1250 UPON RETURNING WE CONTACTED CAPTAIN
ROGER WARREN ON BOARD THE SPAR LYRA HE
DIRECTED THE KAREN TO CATCH A LINE ON
THE STBD QTR TO ASSIST IN TOWING THE
SPAR LYRA TO G-4 ANCHORAGE IN HAMPTON
ROADS HARBOR. (ASSIST TUGS WERE, 2-ONE,
FORT BRAGG AND KAREN
- 1430
~~1445~~ SPAR LYRA ANCHORED AT G-4 ANCHORAGE
- 1445 KAREN STBY AT NOB/SCB

MILLIGAN (KAREN) S

06/07/2022

KAREN MORAN
CAPTAIN *[Signature]*

JUNE 7 TUESDAY

L/T NIT³ TO STEAM
 m/v Colorado Express STEAM TO NIT South
 L/T NIT South TO NIT³
 L/T NIT³ TO NIT SB
 L/T NIT SB TO NIT³
 L/T NIT³ TO NIT SB
 Sisters/Col. Freedom NIT SB TO STEAM
 Sisters/Col. Freedom STEAM TO NIT NB
 L/T NIT NB TO NIT³
 Assist Sprink of Norfolk on Fire
 L/T STEAM TO NIT³
 L/T NIT³ TO NIT North
 Sisters/Col Freedom NIT North TO STEAM
 Sisters/Col Freedom STEAM TO PIR 9
 L/T PIR 9 TO NIT³

0001-0020
 0020-0140
 0140-0145
 0530-0540
 0630-0645
 0905-0915
 1010-1020
 1040-1055
 1055-1110
 1200-1300
 1300-1315
 1415-1420
 1420-1430 L
 1535-1550 L
 1550-1650

RADIO WATCH

22129 F/O 0000-0600--10//13//16--vhf
 369 L/O 0600-1200--10//13//16--vhf
 1200-1800--10//13//16--vhf
 1800--2400--10//13//16--vhf

NOK/REN

Capt - R. Riggs
 Mate - W. Harrington
 Deck - M. Serz
 Engr - S. Widgeon

Inspections were performed in
 Accordance with USCG regulations
 Cited in 33 CFR 164.80 and found
 Satisfactory. Unsatisfactory items
 shall be listed below.

Signed:

[Signature]

ST/BU
 L/T
 m/v Atlant
 L/T
 m/v Chil
 L/T
 L/T
 Colored
 L/T S

2172
 36
 Capt.
 Mate.
 Deck.
 Engr.

3

JUNE

7

TUESDAY

DEF. S. 0156308.

P. WTR 95%

ST/BR @ Pier # C North

LIT NAC^{PH} Pier # C to NIT # 3 (Pier # C) PH

(M/V) CMA CGM Lyra, NIT # SB-2 to Stream

LIT STREAM TO NIT # 3 WEST (ST/BR)

EMERGENCY U/W NIT # 3 WEST TO STREAM (NOB)

+ M/S SPIRIT OF NORFOLK MAID SPACE FIRE OFF BRIDGE #9

NOB. GENERAL ALARM SOUNDED. RFA MERT.

NOT FIGHTING FIRE. TOOK SPIRIT OF NORFOLK TO

PIER # 4 SOUTH WITH ASSIST OF THE LHM AND NOB

PUSH BOAT 5-2. NOB FIRE EN-SIDE COMMANDER

TOOK BOAT. LIT TO NIT # 3 WEST (ST/BR)

LIT NAC^{PH} NIT # 3 to Stream

(M/V) Maersk Varna, Stream to NIT # NB-2

LIT NIT # NB-2 to NIT # 3 (ST/BR)

0001 0325

0325 0420

0535 0605

0605 0620

1205

1330

1630 1645

1645 1750

1750 1755

2400

LT 2:30

L. Sullivan

P. Hanna

C. Flippin

T. Harris

R. Naredo

Inspections were performed in accordance with USCG regulations cited in 33 CFR 164 and found satisfactory. Unsatisfactory items shall be listed below.

Signed:

0600-1400 1400-1800
1600-2200 2200-0600

VHF Watch 10-13-16

4

JUNE

7

TUESDAY

P.WTR 75%

5

No part of a report of a marine casualty investigation shall be admissible as evidence in any civil or administrative proceeding, other than an administrative proceeding initiated by the United States, 46 U.S.C. § 6308.

4/r	P-3 n/r TO STR	CONF	0020	
		0020	0140	1,20
(M/V) COLORADO EXPRESS	STRM TO n/r S	0150	0200	
	4/r n/r S TO n/r #3	0445	0500	
	4/r n/r #3 TO n/r S	0500	0535	0605 30
(M/V) CMA CGM CYRA	n/r S TO STRM	0605	0615	
	4/r stream to NIT#3 (ST/BY)	1205	1235	
*	4/r NAC ^{nc} NIT#3 to stream (Faxon Spirit of Nor.)	1235	1240	Ø
* (M/V) Sparlyra,	stream to stream (Lost Engines assisted full)	1240	1255	
	4/r stream to NIT#3 (ST/BY)	1345	1435	
	4/r n/r #3 TO STREAM	1435	1525	50
(M/V) AM TUBARAO	STRM TO P-9	1525	1540	
	4/r P-9 TO P-C	1540	2900	
	S/B P-C			

LT 2:40

- Ran Fire Monitor Test SAT!

* Fire Emergency / Lost Engines Emergency Assist.

n. Coffey

m. Farrow

J. WELSH

M. Foley

B. HEWES

Inspections were performed in
Accordance with USCG regulations
Cited in 33 CFR 164.80 and found
Satisfactory. Unsatisfactory items
shall be listed below.

Signed:

NC

0600-1400

1800-2200

VHF 10-13

NAC

9400-1800

2200-0600

MARCI MORAN

F/I: 23, 627

F/O: 23, 402 me 187
MARSEC Level: ① 2 3

If security plan carried circle one

Date: TUESDAY JUNE 7, 2022

Day of Week Month Day, Year (Example: Monday June 23, 2021)

Watch Change

Name: Last	Time: on	Time: off	Reviewed Nav Assessment Initial here
Olsen	0800	1000	CMO
GILBERT	1000	1100	ME
GILBERT	1200	1400	ME
GILBERT	1815	2300	ME
MILLIGAN	2300	2359	ME

Crew

On board: Last, First Initial	On Coming: Last, First Initial	Time of Crew Change
Captain GILBERT, MAK	MILLIGAN, D	1815
Mate OLSEN, C		
Eng/GVA JOHNSON, X	NA	
Deckhand	NA	

Have all crewmembers signed the standing orders acknowledgement in the front of the TVR, and do they all have a valid credential/medical certificate onboard? If no, explain in the running log section.

Yes No

Pre-Sail Assessment / Tests

Pre-sail Tests SMS-310	A & B - Change of Command	Captain's Signature	N/A	Time N/A
Pre-sail Tests SMS-310	B - Daily ("Environmental" includes EPA/VGP)	Captain or Mate Signature	ME	Time 0700
Daily Navigation Assessment SMS-312	Completed by: CAPTAIN or MATE Other than Routine Harbor Work, describe:	*Describe when	FIRE FIGHTING N/A	Time 0600
Radio Test 47 CFR 80.409	Fl. License Holders Signature	Commitment	ALL IN GOOD ORDER	Time 0605

Did Any of These Occur Today?

Ballast taken or discharge? -> Record in front of TVR	Incident / Accurate Test? -> Record in Appendix & Notify OUM/Designee
Crew or Visitor Orientated? -> Record in VSL/Visitor Appendix	Inspection Tests: IA, EPRIB, VIB, Sanitary? -> Record in Inspection Appendix
Drills held? -> Record in Drill/Safety Meeting Appendix	Steering/Rose Locker Entry? -> Record in Steering Entry Appendix

Running Log

Time	Information / Description
0001	SCB CREW ABOARD
0515	CONDUCTED SECURITY SWEEP.
0545	CREW O/B
0700	CREW LINE TIME. STBY SCB.
0800	C/A JERRY GRIMMAN, SEA TO 1-6. HARBOR, WENDY. 7-ONE
1000	F/T. S/T TRANSIT TO MSY.
1100	F/T. STBY MSY.
1300	W/W TRANSIT TO NOB.
1400	F/T. STBY SCB.
1815	W/W TRANSIT TO PIER 4 FOR FIRE FIGHTING SUPPORT.

Continued on Next Page

Day of Week Month Day, Year: (Example: Monday June 23, 2021)

Crew

☒ Yes ☐ No

Continued on Next Page

GILBERT (marci)

Tug Marci Moran

Spirit of Norfolk Fire

07JUN2022

1815: Called away by Port Control Tower to aid in Firefighting efforts onboard Spirit of Norfolk

1830: On Station. Reported to On-Scene Commander (OSC) and Capt Billy Moore

1835: Replaced Surrie Moran in firefighting efforts and began spraying cooling water from forward fire monitor on to the port side of Spirit of Norfolk. Smoke coming from 3 separate vents on port side

1856: Reported draft readings to OSC. 7'6" fwd / 9'9" aft

1915: Intermittent flames coming from vents on port side

Continued reporting draft reading approximately every 20 – 30 minutes

2012: Steady flames coming from vents on port side of Spirit

2115: Fire has spread to forward portion of main deck. Boarding area engulfed in flames

2116: Forward 2 windows on main deck blown out by flames

2118: Explosion on 01 level. 01 level engulfed in flames

2123: Remaining windows on Main deck blown out

2147: Remaining windows on 01 level blown out

2213: Explosion from pilot house. 02 level engulfed in flames, all windows blown out

2232: Stern draft reached 10' aft

08JUN2022

0001: Remained on station. Continued to spray cooling water on the port side of Spirit of Norfolk

0500: Stern draft reached 10'6" aft

0630: Told by Capt Moore to stand by and hang a line at pier 4

0745: Underway. Started spraying cooling water on port side hull of Spirit of Norfolk

0800: No longer able to see aft draft mark

0800 – 1800: Remained on station spraying cooling water on port side of Spirit

1800: Relieved by Tug Z-One

PATRICIA MORAN

MARSEC Level: 2 3

If security plan carried circle one

Date: TUESDAY JUNE 7, 2022

Day of Week Month Day, Year (Example: Monday June 23, 2021)

Watch Change

Name: Last	Time: on	Time: off	Reviewed Nav Assessment Initial here
Fant	0700	0945	CF
Fant	1130	2030	CF
Hanna	2030	2359	AH

Crew

	On board: Last, First Initial	On Coming: Last, First Initial	Time of Crew Change
Captain	FANT, C.		
Mate	GUY, C.B.		
Eng./GVA	DEVEZA, P.		
Deckhand	N/A		
GVA Tanner	NEGRON, N.		
		HANNA, A	1845

Have all crewmembers signed the standing orders acknowledgement in the front of the TVR, and do they all have a valid credential/medical certificate onboard? If no, explain in the running log section.

☒ Yes ☐ No

Pre-Sail Assessment / Tests

Pre-sail Tests SMS-310	A & B - Change of Command Captain's Signature	NA	Time NA
Pre-sail Tests SMS-310	B - Daily ("Environmental" Includes EPA-VGP) Captain or Mate Signature	Chd B. H.	Time 0600
Daily Navigation Assessment SMS-312	Completed by: <input type="radio"/> CAPTAIN or <input checked="" type="radio"/> MATE If other than Routine Harbor Work, Describe*	(1315) Fire Watch	Time 0610
Radio Test 47 CFR 98.403	FGC License Holders Signature	ALL IN GOOD ORDER	Time 0615

Did Any of These Occur Today?

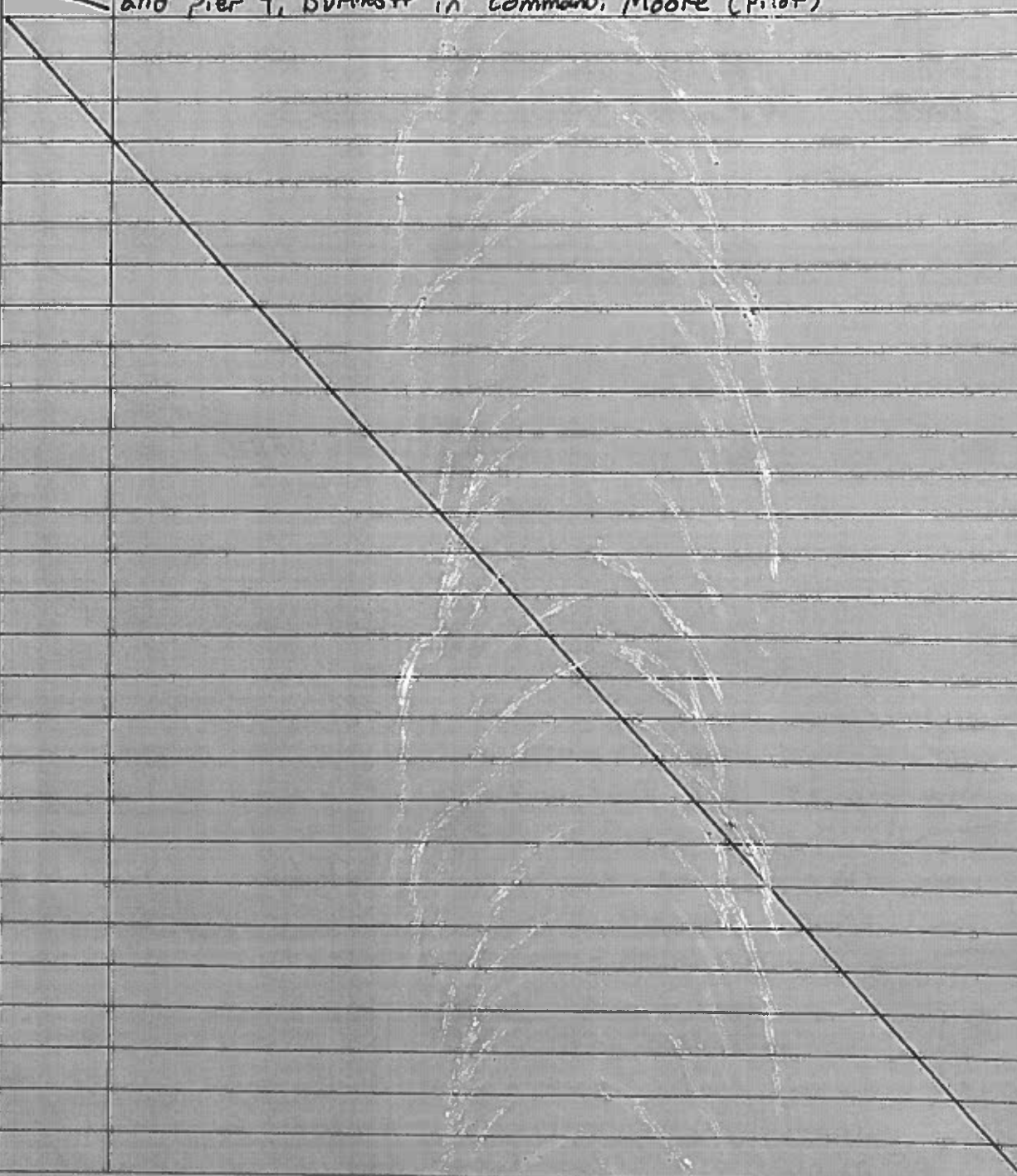
Ballast taken or discharged? -> Record in front of TVR	Incident/Alcomat Test? -> Record in Appendix & Notify OUM/Designee
Crew or Visitor Orientated? -> Record in VSL/Visitor Appendix	Insp./Tests: GA, EPRIB, VIR, Sanitary? -> Record in Inspection Appendix
Drills field? -> Record in Drill/Safety Meeting Appendix	Steering/Rope Locker Entry? -> Record in Steering Entry Appendix

Running Log

Time	Information / Description
0530	CREW ON BOARD - SECURITY SWEEP CONDUCTED SAT
0700	Transit NOB to NNSY
0830	YD-257 NNSY B-42 to Elizabeth River Recycling L. McCabe, J. Pritchett, Sunnie.
0945	Stay Elizabeth River Recycling L. McCabe, J. Pritchett onboard
1130	YD-257 Elizabeth River Recycling to NNSY B-18 L. McCabe J. Pritchett on YD-257, Sunnie assist tug.
1230	TRANSIT NNSY TO NOB
1313	STAY TO ASSIST WITH FIRE ONBOARD SPILLER OF NORFOLK @ 4-6
1500	Boundary cooling port quarter. Burkett in command / Moore
1700	Boundary cooling port quarter. Burkett in command / Moore
1900	Boundary cooling port quarter. Burkett in command / Moore
2100	Boundary cooling port quarter. Burkett in command / Moore
2200	Shift from port quarter to transom

Continued on Next Page

Running Log (Continued)

Time	Information / Description
2359	Boundary closing starboard transom and between the vessel and pier 4, Burkhett in command, Moore (pilot)
	



Captain's Signature

0005 06/08/2022

Time & Date (mm/dd/yyyy)

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As the Captain of this vessel, I have verified this daily log page is complete and accurate and that manning & work hrs. were maintained in accordance with USCG/Moran rules.

FANT (PATRICIA)

Joe Locke

From: Tug Fort Bragg
Sent: Monday, June 13, 2022 11:11 AM
To: Joe Locke
Subject: Spirit of Norfolk Fire

To whom this may concern,

On June 7th, 2022 the Patricia Moran heard broken transmissions of distress calls of a fire on a vessel in the vicinity of NOB around 1230 while transiting from the southern branch back to NOB. I contacted Jennifer Brokaw to find out what was happening and what we can do to assist. We were instructed to head that way and render assistance. We arrived on scene, NOB pier 4-6 at 1315 and established a joint operations working channel VHF 14 with no on scene commander yet. At 1330 Burkett was the name given as the on scene commander by one of the fire boats and communications with the head pilot Billy Moore were established on the Navy radio channel 2. At 1345 we were instructed to put water directly where smoke exits the vents on the port side of the vessel. We reported draft marks to the Captain Moore every 5 to 10 minutes until the vessel began to list drastically to port. At 1500 we were ordered to stop spraying water directly in the vents and to only spray the hull of the vessel for boundary cooling. At 2200 we shifted from the port quarter to the starboard transom to boundary cool between the starboard quarter and the pier. At 0100 pilot Larry McCabe ordered us to stop boundary cooling. At 0130 we were ordered to boundary cool again between the starboard quarter and the pier. At 0200 we were ordered to stop boundary cooling and stand by. At 0700 the fire reflashed and the tug Z-One was ordered to boundary cool the port side on the hull by McCabe. At 0730 we were ordered to begin boundary cooling again Starboard transom / between the starboard quarter and the pier by Larry McCabe and Shane Spanitz (pilot). At 1030 we were ordered to shift from the starboard transom to the port transom by Captain Spanitz. At 1130 we were ordered to shift back to the starboard transom for boundary cooling. At 1400 the Patricia Moran was relieved by the Surrie Moran.

V/r
Captain Christopher Fant

Spirit of Norfolk Incident June 7, 2022

Captain Paul Brandon Peter of the M/V Victory Rover

At approximately 1205-1210 on June 7, 2022, the Victory Rover was cruising off of Naval Station Norfolk in the vicinity of piers 8 and 9 when I heard on VHF channel 16 the Spirit of Norfolk call the United States Coast Guard reporting a fire onboard. I looked behind us to see the Spirit in the vicinity of naval station pier 4 and was able to see smoke coming from the vessel. At that time, I called my deckhand Corey Roy into the pilot house to tell him of the situation and advise that we would be turning around to provide assistance to the Spirit of Norfolk. I called the Spirit of Norfolk on Channel 13 to tell their Captain we were on the way to help. I also called the USCG on channel 16 to inform them the Victory Rover would be providing assistance. At this point I informed my passengers of the situation aboard the Spirit of Norfolk and that the Victory Rover would be assisting in any way we could.

As we approached the Spirit of Norfolk their Captain informed me that their passengers need to be taken off the vessel and that he had 106 persons (passengers, staff and crew) that needed to come off the Spirit. I told the Captain over channel 13 that I could take all 106 onto the Victory Rover. I informed the Captain of the Spirit of Norfolk that I would maneuver my vessel to the port side of the Spirit as that is where their primary door for embarking and disembarking is located. This decision was also relayed to Corey and the rest of the crew of the Victory Rover. Fenders and lines were immediately prepared as such. The passengers of the Victory Rover were informed at this time and asked to please make room for the people coming off the Spirit onto the Victory.

The tug Rosemary McCallister had responded to the Spirit of Norfolk and was using their fire cannons by the time the Victory Rover arrived on scene. As the Victory Rover approached the Rosemary moved up to the bow of the Spirit to make room for us to tie up alongside, the starboard side of the Victory to the port side of the Spirit. The Rosemary continued to spray the stern area of the Spirit over the Victory and got a tow line attached to the bow of the Spirit at this point.

As soon as the Victory pulled alongside the Spirit the crew was able to tie a line off using cleats on the sides of each vessel and prepared to start taking passengers off Spirit. The crew of the Spirit had the passengers and themselves wearing lifejackets and waiting in a very organized manner at the port side door on the first deck of the Spirit. Victory Rover crew members Corey Roy and Alex Dubik were outside on the starboard side of the Victory Rover in order to help make the transfer of passengers from the Spirit. The two crews worked together to get the passengers onto the Victory Rover, the passengers of the Spirit climbed over our handrails with the assistance of both crews and the small children were handed over the handrails. As soon as a passenger from the Spirit got onto the Victory, they made their way inside the cabin. Victory Rover Crew members Lawson and Jim were inside the Victory Rover cabin helping keep the way into the cabin clear. All the Spirit passengers were calm and well organized during this entire process.

As the transfer of passengers was going on, the tug Condor arrived on scene. I asked the tug Condor to lightly push the Victory Rover in order to keep us tight against the Spirit. The Condor pushed for a short time then was relieved by the launch boat Ohio River, who pushed us up against the Spirit until we had all 106 passengers (staff and crew from the Spirit of Norfolk).

Once we had all 106 persons from the Spirit of Norfolk aboard the Victory Rover, I checked with the Captain of the Spirit to make sure there were no others coming aboard. The Captain of the Spirit and one other crew member stayed on board. We let the tugs Rosemary McCallister and Condor along with the Ohio River that we had all persons we were taking aboard and were ready to move away from the Spirit. The boats then cleared away from the Victory and we cast off our line and moved away from the Spirit. At this point we informed the USCG that we had 106 persons from the Spirit and were headed inbound to our dock at town point park in downtown Norfolk. As we made our way inbound, we checked the passengers and crew of the Spirit for injuries and passed out waters. No injuries were reported.

The Victory Rover made it back safely to our dock at approximately 1325. Norfolk police, fire and paramedics were there to meet the boat. Investigators from the USCG arrived shortly after the Victory docked.

The Captain and Crew of the Victory Rover during this incident was

Captain

Paul Brandon Peter



Crew

Corey Roy



Alex Dubik



Jim Cheek



Lawson Taliaferro



Statement of Capt. Nicholas Coffiey
TUG CONDOR
McAllister Towing of Virginia, Inc.
Re: Response to Fire on Board the SPIRIT OF NORFOLK

On June 7, 2022, CONDOR was standing by at NIT Pier 3 along with the ROSEMARY MCALLISTER and the GM MCALLISTER. At about 1205, SPIRIT OF NORFOLK put out a broadcast on channel 13 for any tugs in the area to provide help. Looking into the River, I could see smoke coming from the SPIRIT.

I immediately told the engineer to start the engines and to turn on the fire monitor on the bow. The ROSEMARY was already underway to render assistance, and CONDOR arrived at the SPIRIT at about 1208, just after the ROSEMARY, and the GM arrived at about the same time. ROSEMARY's captain, Larry Sullivan, took control of all three McAllister tugs as the on scene commander for McAllister.

ROSEMARY put a line from her bow to the bow of the SPIRIT and maneuvered the SPIRIT so the smoke was blowing downwind, over the stern. This kept the smoke away from the passengers and crew of the SPIRIT while they disembarked from the SPIRIT onto the VICTORY ROVER, which arrived alongside SPIRIT.

I ordered the deckhand to use the fire monitor on the CONDOR to provide boundary cooling water to the SPIRIT to help cool the vessel. Capt. Sullivan had CONDOR on the port side of the SPIRIT and I saw heavy smoke coming from what appeared to be a vent near the stern. I could not see whether smoke was also coming from the starboard side.

The AMERICAN ROVER came alongside and offered to take passengers and crew from the SPIRIT. At the request of the captain on the ROVER, we then moved to help pin the ROVER to the SPIRIT to make it safe for the passengers to cross from the SPIRIT to the ROVER.

In addition to the McAllister Tugs, and the AMERICAN ROVER, there were two MORAN Tugs who work for the Navy that appeared, a tug owned by Intracoastal Marine, some small fire boats provided by the Marine Incident Response Team, and also some crew boats.

At about 1235 the fully laden coal ship SPAR LIRA sent out a distress call for tug assistance because she had lost propulsion and it appeared to me she was headed for the Navy piers. Capt. Sullivan released CONDOR from SPIRIT to provide emergency assistance to the SPAR LIRA. The two Moran tugs also left the vicinity and responded to the SPAR LIRA. This left the ROSEMARY, the GM MCALLISTER, the AMERICAN ROVER, the ICM tug, and the M.I.R.T. boats to assist the SPIRIT.

Nicholas K. Coffiey

Statement of Capt. Larry Sullivan
TUG ROSEMARY McALLISTER
McAllister Towing of Virginia, Inc.
Response to Fire on the SPIRIT OF NORFOLK

I am captain of the McAllister Tug ROSEMARY McALLISTER. On June 7, 2022, at about 1200, the ROSEMARY, the GM McALLISTER, and the CONDOR were standing by at NIT pier 3. My chief engineer reported that he saw heavy smoke coming from the SPIRIT OF NORFOLK, which was located in the middle of the river, at about buoy 9, on the green side, just off the naval base.

I immediately radio'd McAllister's dispatcher to report we were responding to an emergency, and we were underway by 1205 from NIT. At about the same time, the SPIRIT broadcast that it was in need of assistance from any tugs in the area to respond to a fire on board. I arrived within about 2 minutes and the GM and the CONDOR arrived shortly thereafter.

The fire monitors were activated on the ROSEMARY and I had a line made up from the ROSEMARY's bow to the bow of the SPIRIT. ROSEMARY then held the bow of the SPIRIT to the south so the wind would blow the smoke away from the vessel and the passengers. ROSEMARY also used her fire monitors to spray a water curtain over the SPIRIT to help with cooling. Flames were coming from the engine room and smoke was coming from vents on both port and starboard sides towards the stern.

I placed CONDOR on the port quarter of the SPIRIT, using its fire monitor to provide boundary cooling for the SPIRIT and began to look for a way to evacuate passengers from the SPIRIT. The VICTORY ROVER arrived almost immediately with an offer to help and came alongside SPIRIT ahead of the CONDOR to help recover passengers and crew. However, at about the same time, the SPAR LIRA, a coal ship outbound in the channel, made a distress call for any available tugs because she had lost propulsion. ROSEMARY then moved the SPIRIT towards pier 4 to get her out of the way of the SPAR LIRA, because I could see her headed directly toward the Navy piers. I released the CONDOR to go to the aid of the SPAR LIRA. The Navy also released its two MORAN tugs, the Z1 and the FORT BRAGG, to assist the SPAR LIRA.

Two crew boats, the OHIO RIVER and another one also arrived. OHIO RIVER pinned the ROVER against the SPIRIT, which made it safe for the passengers to cross from the SPIRIT to the ROVER. The GM McALLISTER was on the starboard quarter of the SPIRIT with fire hoses at the ready. A tug from Intracoastal Marine was also present, spraying water into the vents on the SPIRIT from where the smoke was coming.

Two fireboats operated by the Marine Incident Response Team also responded and attempted to put water on the SPIRIT. They had to withdraw, however, because they were not equipped for respirators to allow their crews to get close to the SPIRIT.

The Navy opened the security booms for its piers and allowed us to move inside towards pier 4. I moved the SPIRIT alongside the end of the pier, starboard side to the pier, because that's where all the firefighters were standing and had placed their gear. I ordered the GM to move to the port side to help pivot and push the SPIRIT to the dock. After we got her to the dock, I sent my mate and a deckhand to

the SPIRIT and they made up bow and breast lines to the pier. A Navy push boat helped pin the SPIRIT to the pier.

At 1320, the Naval Base Fire Chief, who was designated as the incident commander, released the McAllister tugs and replaced them with the Moran tugs that had originally responded to the SPIRA.

Larry Sullivan

MARSEC Level: ① 2 3

If security plan carried circle one

Date: TUESDAY, JUNE 07, 2022

Day of Week Month Day, Year (Example: Monday June 23, 2021)

Watch Change

Name: Last	Time: on	Time: off	Reviewed Nav Assessment Initial here
EMMONS	0700	0945	CLP
CAISSIE	1130	1400	BC
HANNA	1400	1500	GC
EMMONS	1500	1600	ABE
HANNA	1600	1730	GM
CAISSIE	1730	1900	BC

Crew

	On board: Last, First Initial	On Coming: Last, First Initial	Time of Crew Change
Captain	EMMONS, T.	/	
Mate	CAISSIE, B.		
Eng./GVA	DUFFANY, M.		
Deckhand			
	HANNA, ALEX		

Have all crewmembers signed the standing orders acknowledgement in the front of the TVR, and do they all have a valid credential/medical certificate onboard? If no, explain in the running log section.

☒ Yes ☐ No

Pre-Sail Assessment / Tests

Pre-sail Tests SMAS-310	A & B - Change of Command Captain's Signature	N/A	Time N/A
Pre-sail Tests SMAS-310	B - Daily ("Environmental" includes EPA-VGP) Captain or Mate Signature	<i>[Signature]</i>	Time 0620
Daily Navigation Assessment SMAS-312	Completed by: <input type="radio"/> CAPTAIN or <input checked="" type="radio"/> MATE If other than Routine Harbor Work, Describe*	*Describe Other ASSIST WITH VESSEL FIRE AT NOB PIER 4-6	Time 0620
Radio Test 47 CFR 80.409	FECH License Holders Signature	Comment: RADIOS IN GOOD ORDER	Time 0625

Did Any of These Occur Today?

Ballast taken or discharged? -> Record in front of TVR	Incident/Alcomat Test? -> Record in Appendix & Notify OUM/Designee
Crew or Visitor Orientated? -> Record in VSL/Visitor Appendix	Insp./Tests: GA, EPRIB, VIR, Sanitary? -> Record in Inspection Appendix
Drills held? -> Record in Drill/Safety Meeting Appendix	Steering/Rope Locker Entry? -> Record in Steering Entry Appendix

Running Log

Time	Information / Description
0615	CREW ON BOARD. SECURITY SWEEP CONDUCTED. STANDBY SCB
0700	TRANSIT TO NNS4
0815	YD-257 NNS4 899 TO ELIZABETH RIVER RECYCLING
0945	STBY ELIZABETH RIVER RECYCLING. WITH YD-257
1130	YD-257 ELIZABETH RIVER RECYCLING TO NNS4 317
1230	TRANSIT TO NOB.
1245	DISPATCHED TO VESSEL FIRE ON SPIRIT OF NORFOLK AT NOB
1315	ARRIVED ON SCENE AT NOB PIER 4-6 TO STANDING BY TO PROVIDE ASSISTANCE FOR VESSEL FIRE
1300	PROVIDING COOLING TO PORT QUARTER OF SPIRIT OF NORFOLK WITH FORWARD FIRE MONITOR. INITIATED FOUR HOUR WATCHES FOR VESSEL OPERATORS
1335	RELIEVED BY MARCI MORAN FOR VESSEL COOLING. A. HANNA DISEMBARKED TO PATRICIA MORAN.
1348	RELEASED FROM ON SCENE FIRE ASSISTANCE.

Continued on Next Page

THE UNIVERSITY OF CHICAGO

0630 06/08/2022
Time & Date (mm/dd/yyyy)

As the Captain of this vessel, I have verified this daily log page is complete and accurate and that manning & work Hrs. were maintained in accordance with USCG/Moran rules.

EMMONS (SURRIE)

Surrie Moran assistance with Spirit of Norfolk vessel fire at NOB pier 4-6

06/07/2022

While transiting from NNSY to NOB, Surrie Moran received phone call from Moran NOB to proceed to Spirit of Norfolk to provide on scene assistance with a vessel fire (1245). Arrived on scene at NOB pier 4-6 (1315). Monitoring VHF 13, 14, and 16 and Port Ops channel 2 to communicate with on scene vessels and officials. Informed that the on scene commander was monitoring VHF channel 14. Attempted to communicate with on scene commander but no response (1317). Notified VHF channel 14 that Surrie Moran was standing by to provide assistance. At this time, Wendy Moran and Patricia Moran were instructed to provide cooling from vessel monitors to the Spirit of Norfolk while S-2 held it to the pier to be moored. Captain Moore arrived on scene via pier and began coordination with Moran Navy tugs on Port Ops channel 2 (1325). Surrie Moran notified Capt. Moore of on scene status and ability to provide assistance. Capt. Moore instructed Surrie Moran to plan to relieve S-2 and hold Spirit of Norfolk to the pier for mooring. Spirit of Norfolk was moored at pier 4-6 and S-2 was relieved (1335). Surrie Moran instructed to standby for holding Spirit of Norfolk to pier and/or provide cooling from monitors. Surrie Moran instructed to hold ship to pier due to severe list so firefighters could get off Spirit of Norfolk (1500). Firefighters off Spirit of Norfolk and Surrie Moran not needed to hold Spirit of Norfolk to pier (1515). Surrie Moran instructed to standby for holding Spirit of Norfolk to pier and/or provide cooling from monitors. Relieved Wendy Moran; providing hull cooling to the port quarter with the forward fire monitor (1800). Initiated four hour watches for vessel operators. Surrie Moran relieved by Marci Moran for vessel cooling (1835). Released from on scene fire assistance (1848).

WENDY MORAN

MARSEC Level: 2.3

Date: Tuesday, June 27, 2012

If changing plans, record date and time.

Day of Week Month/Year, Hour (Example: Monday June 23, 2012)

Watch Change

Name: Last	Time: on	Time: off	Assigned Task
O'Brien	0430	1045	DO
Colley	1045	1130	MC
Colley	1230	1715	MC
O'Brien	1715	1730	DO
Colley	1730	1815	MC

On board:

Last, First Initial
Captain Colley, M
Mate Hearn, A
ENG/BOA Harkins, Z
Deckhand

On Coming:

Last, First Initial
O'Brien, J

Time of Crew Change

Time of Crew Change
0500

Have all crewmembers signed the standing orders acknowledgment in the front of the log, and do they all have a valid credential/medical certificate onboard? If not, explain in the running log section.

Yes No

Pre-Sail Assessment / Tests

Pre-sail Tests	A & B - Change of Command	Captain's Signature	Time
Pre-sail Tests	B - Daily ("Environmental" includes EPA-VGP)	Captain's Signature	Time 0600
Daily Navigation Assessment	Completed by: CAPTAIN or MATE	"Describe Other"	Time 0600
Radio Test	ICC License	Holder's Signature	Time 0605

Did Any of These Occur Today?

Ballast taken or discharged? -> Record in front of log	Incident/Alternate Tides? -> Record in Appendix & Notify DUM/Designer
Crew or Visitor Orientated? -> Record in VSLN/Log Appendix	Inspection: GA, EPRB, VIL, Sanitary? -> Record in Inspection Appendix
Drills held? -> Record in Drill/Safety Meeting Appendix	Steering/Hoppe Locker Entry? -> Record in Steering Entry Appendix

Running Log

Time	Information / Description
0001	CREW ONBOARD FOR DUTY, STBY SCB
0500	CONDUCTED SEARCH SWEEP
0630	YC 1683 2-2 TO 2-6
0805	LEROY GRIMMAN SEA TO 7-6, HAZZELL ZONE MARK
0915	STBY SCB
0930	BULKHEAD 1-5 TO SEA SWAMP ZONE
1030	TRANSIT, INOB TO MSY
1130	STBY-MSY
1230	CAPTAIN OF THE PORT REQUESTED ALL TUGS ABLE TO ASSIST & RESPOND TO SHIP FIRE LOCATED IN VICINITY OF NOB PIERS 3 & 4; TRANSIT MSY TO NOB.
1315	ARRIVED ON SCENE NOB PIER 4, FWD FIRE MONITOR ON START OF NORFOLK.
1330	RADIO C-105 WITH NEWPORT NEWS FIRE BOAT REVAL PIC BURKETT

Continued on Next Page


FI. 27, 234

FD. 26, 686

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Running Log (Continued)

Time	Information / Description
1330	VIA VHF CH. 14 -
1335	COM3 ESTABLISHED WITH CHIEF PILOT ON NAVY PORT OPS 2
1345	COM3 ESTABLISHED WITH INCIDENT COMMANDER VIA NAVY PORT OPS CH. 02, ORDERS TO SHOOT WATER AT SMOKE ORIGINS.
1500	REPORTED SHARP DECREASE IN DRAFT TO INCIDENT COMMANDER, ORDERED TO SECURE WATER
1515	ORDERED TO COMMENCE WATER COOLING
1615	ORDERED TO SECURE WATER & BACK AWAY FOR NAVY FIREFIGHTERS TO SCAN HULL FOR TEMPERATURE READINGS
1622	RE-FLASH, SMOKE BEGINS TO BLOW FROM VENTS, ORDERED TO COMMENCE HULL COOLING BELOW & AT MAIN DECK.
1751	ORDERED TO SECURE WATER & BACK AWAY FOR FIRE BOAT TO OBTAIN HULL TEMP. READINGS.
1755	RELEASED BY ZONE, RELEASED BY CHIEF PILOT.
1800	SECURED MAIN FIRE PUMP.
1815	STBY SCB.



 As the Captain of this vessel, I have verified this daily log page is complete and accurate and that manning & work hrs. were maintained in accordance with USCG/Moran rules.

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1815

06/07/2022

Time & Date (mm/dd/yyyy)

COLEY (WENNY)

Spirit of Norfolk Incident

June 7, 2022

T/v Wendy Moran

WDA2273

Moran Towing of Virginia

Norfolk Navy Fleet

1230- Underway from Moran Shipyard after call from Captain of the Port reporting fire onboard a vessel in vicinity of the Naval Station Norfolk.

1315- Wendy Moran arrived on scene (Pier 4 NOB) Rosemary McAllister, crew onboard handling mooring lines, and Navy pusher boat S-2 pushing Spirit of Norfolk to naval station pier 4 berth 6, I.C.M. T/v Challenger exiting slip. Established joint operations communications on VHF ch.14 with no incident or scene commander yet established.

1330- VHF Radio communication between Master of T/v Wendy Moran and Newport News Fireboat regarding who the on scene commander is and how to contact them for orders. Fireboat responded with the name "Burkett".

1335- Radio communications established with chief pilot via Navy Radio Pot Ops Ch.2.

1340- Commenced recording draft marks of Spirit of Norfolk; 7'0"

1345- Radio communications established with Incident Commander via Navy Port ops 2. Orders to shoot water at smoke exit location from vents.

1350- Began recording drafts 7'5" Port, Aft Draft

1400- 7'10" Port, Aft Draft

1410- 8'01" Port, Aft Draft

1415- 8'03" Port, Aft Draft

1420- 8'06" Port, Aft Draft

1430- 8'10" Port, Aft Draft

1435- 9' 01" Port, Aft Draft

1440- 9' 03" Port, Aft Draft

1445- 9' 04" Port, Aft Draft

1450- 9'07" Port, Aft Draft

1500- 10' 03" Port, Aft Draft, Reported to incident commander of drastic decrease in draft on port side aft. Spirit of Norfolk began to list to port; Tugs directed to secure water and back away, so that fire fighters may board the vessel.

1505- 9'06" Port, Aft Draft

1510- 9'03" Port, Aft Draft

1650- 9'04" Port, Aft Draft

1615- Ordered to secure water and back away for Navy firefighters to scan hull temperatures

1622- Re-flash, Ordered to put water back on Spirit of Norfolk.

1700- 9' 06' Port, Aft Draft

1751- Ordered to secure water for fireboat to obtain hull temp readings.

1755- Relieved by Z-One, & released by Chief Pilot Moore.

Watch Officers:

Captain Michael Coley

Daniel O'Brien

Master T/v Wendy Moran

Mate T/v Wendy Moran

Will Kennedy's Statement for June 7, 2022 Spirit Of Norfolk fire

On the afternoon of June 7, 2022. Myself and Justin Moak were onboard the Ohio River. We had been providing assistance for the Bullgang which that day we were working with some subline rafts and preparing pipeline to be installed at a later date. The area we were working in that day was in the upper bay by Craney Island. While assisting the bullgang I noticed a trail of smoke in the sky leading down to the vessel Spirit Of Norfolk. As soon as I realized it was a serious fire we immediately started making our way to where the Spirit was. Enroute there i started hailing the Spirit and the Victory Rover. Once on scene we provided assistance to the Victory Rover by sterning up the Ohio to the port side of Victory Rover as they were laying side-to the Spirit so they could offload as many people that they could. I stayed in contact with the Capt. of both vessels by vhf radio. Once the Victory was full i stopped pushing on them so they could break away from the Spirit. When the victory was clear of the vessels they departed the area and headed to the dock with the passengers they had onboard. As soon as the Victory came off the Spirit I took her place and sterned up to the boarding station on the Spirit. The Capt. and First Mate had stayed onboard to do the final checks and verified that there was no one else onboard the Spirit. I then took them onboard the Ohio and slowly made way away from the Spirit. Shortly after them coming onboard the Capt asked if i could drop the two of them off on another vessel nearby. I met up with Tow Boat US and dropped the Capt. and Mate off as requested. Once they were off the Ohio I checked with the other vessels that had been helping that they didn't need us or the Ohio Rivers assistance anymore. We departed the scene and headed back over to the GLDD staging area to continue back working with the bullgang.

Will Kennedy



No part of a report of a marine casualty investigation shall be admissible as evidence in any civil or administrative proceeding, other than an administrative proceeding initiated by the United States. 46 U.S.C. §6308.

MARSEC Level: 2 3
if security plan carried aboard see

Date: Tuesday, June 10, 2003
Call or Work Hours: Log Year: _____
Location: Monday was 14, 2003

2-ONE

Watch Change

Name: Last	Time: on	Time: off	Assigned Task Assignment: Initial here	On board: Last, First Initial	On Diving: Last, First Initial	Time of Change
Vosburgh	0800	1000	AW	Captain: Thomas, Ben		
Thomas	1000	1045	SBT	Master: Vosburgh, Mark		
Thomas	1200	1430	SBT	Eng./OVA: Borden, Andrew		
Thomas	1745	1840	SBT	Ditchhead		
Vosburgh	1840	2300	AW	Admiral: John SBT		
Thomas	2300	2359	SBT	Barman, Eric	Marin, John	1730

Have all crewmembers signed the standing orders acknowledgement in the front of the TVR, and do they all have a valid credential/medical certificate onboard? If no, explain in the running log section.

Yes ☒ No ☐

Pre-Sail Assessment / Tests

Pre-sail Tests with 1st	A & B - Change of Command Captain's Signature	Time
Pre-sail Tests with 2nd	B - Daily ("Environmental") Includes EPA-VGP Captain or Mate Signature	Time 0750
Daily Navigation Assessment only	Completed by: <input checked="" type="radio"/> CAPTAIN or <input type="radio"/> MATE If other than Routine Harbor Work, Describe:	Time 0750
Radio Test 2-120 at 0800	POC License Holder's Signature	Time 0750

Did Any of These Occur Today?

Ballast taken or discharged? → Record in front of TVR	Incident/Alcomet Test? → Record in Appendix & Notify OUM/Designer
Crew or Visitor Orientated? → Record in YSL/Visitor Appendix	Insul/Tests: GA, CPRS, VIB, Sanitary? → Record in Inspection Appendix
Drills held? → Record in Drill/Safety Meeting Appendix	Steering/Rope Locker Entry? → Record in Steering Entry Appendix

Running Log

Time	Information / Description
0001	STBY SCB
0730	Crew #13. Security Sweep Conducted
0800	Lenny Grumman Sea to 7-6. Howell - Mari
1000	Bullseye 1-5 to Sea. Search Worthy
1045	STBY SCB
1230	UW to help spirit of Norfolk; Capt. Warren #13
1230	Turned into rescue of Spar Liza to G-4 anchorage
1230	Warren off
1430	STBY SCB
1745	STBY Fire Watch - Spirit of Norfolk 74
2359	Continue STBY Fire Watch - Spirit of Norfolk 74

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18, 2003
18, 866
18, 742

THOMAS (Z-ONE)

Z-One / Spar Lyra Report:

- 1220 - U/w to help Spirit of Norfolk w/ fire and disembarking passengers. Dispatched by phone by tower. Pick up Capt. Warren
- 1230 – Get to Spirit of Norfolk & hear Spar Lyra call on 13. 'Push ahead on the stbd bow'
Immediately went to assist Spar Lyra stbd bow. Put line up on main deck as far forward as possible. Could not get pilot off right away due to pushing on ship. Communications were held on 13 with ship and navy radio ch.1 with pilot. Pilot was on tug.
- 1235 – Ship dropped anchor. Was heading straight for buoy 9. We had to stop pushing for a second to back away and clear the buoy then immediately pushed full again. We were taking orders from navy pilot and ship began to go to port / back to center of channel.
- 1240 – Capt. Warren was disembarked to ship, while backing along side. Docking pilot had things under control and ship regained engines. We proceeded to G-4 anchorage under command of docking pilot. 1415 – Took line in heading to base.
- 1430 – Stby SCB