

DEPARTMENT OF HOMELAND SECURITY  
U.S. Coast Guard

OMB No: 1625-0001  
Exp. Date: 07/31/2022

**REPORT of MARINE CASUALTY, COMMERCIAL DIVING CASUALTY, or OCS-RELATED CASUALTY**

**Section I - Reporting Vessel/Facility Information**

|  |   |  |                                       |   |   |
|--|---|--|---------------------------------------|---|---|
| 1. Vessel or Facility Name<br>SPAR LYRA  |   | 2. Vessel Official Number or IMO Number<br>9289013                 |                                       | 3. Vessel Flag<br>NORWAY                          |   |
| 4. Vessel Length<br>190 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Meters |   | 5. Vessel Gross Tons<br>32474                                      |                                       | 6. Vessel Propulsion Type<br>MARINE DIESEL ENGINE |   |
| 7. Vessel or Facility Type<br>BULK CARRIER   |   | 8. Vessel or Facility Service or Occupation<br>INTERNATIONAL TRADE |                                       |   |   |
| 9. FOR TOWING ONLY   | 9a. Arrangement:  | 9b. Number of Vessels Towed:                                       |                                       | 9c. Maximum Size of Tow/Tow-Boat(s):              |   |
|  | <input type="checkbox"/> Pushing Ahead<br><input type="checkbox"/> Towing Astern<br><input type="checkbox"/> Towing Alongside | Empty _____<br>Loaded _____<br>Total _____                         | Length _____ feet<br>Width _____ feet |   | 9d. Did one or more of the barges in the tow cause or sustain damage in the marine casualty?<br><input type="checkbox"/> Yes <input type="checkbox"/> No<br><i>(If Yes complete and attach one or more CG-2692A forms to this report)</i> |

**Section II - Reason for Submitting this Report (Check all that apply)**

10. The above vessel was involved in a Marine Casualty consisting in (46 CFR 4.05-1 and 4.05-10):
- 1. Unintended grounding or an unintended strike of (allision with) a bridge
  - 2. Intended grounding or intended strike of a bridge that created a hazard to navigation, the environment or the safety of the vessel, or that meets any of the criteria in 3 through 8 below
  - 3. Loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel
  - 4. Occurrence materially and adversely affected the vessel's seaworthiness or fitness for service or route
  - 5. Loss of life
  - 6. Injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties
  - 7. Occurrence causing property damage in excess of \$75,000
  - 8. Occurrence involving significant harm to the environment
11. The above facility or vessel was involved in a Commercial Diving Casualty involving (46 CFR 197.484):
- 1. Loss of life
  - 2. Diving-related injury to any person causing incapacitation for more than 72 hours
  - 3. Diving-related injury to any person requiring hospitalization for more than 24 hours
12. The above facility or vessel was involved in an OCS Facility Casualty Resulting in (33 CFR 146.30 and 146.35):
- 1. Death
  - 2. Injury to 5 or more persons in a single incident
  - 3. Injury causing any person to be incapacitated for more than 72 hours
  - 4. OCS Facility only - Damage affecting the usefulness of primary lifesaving or firefighting equipment
  - 5. OCS Facility only - Damage to the facility exceeding \$25,000 resulting from a collision by a vessel with the facility
  - 6. OCS Facility only - Damage to a floating OCS facility exceeding \$25,000

**Section III - Associated Parties Information (Fill all fields that apply)**

|  |  |                             |  |  |                             |
|--|--|-----------------------------|--|--|-----------------------------|
| 13. Name of Owner<br>SPAR SHIPPING AS                                      |  | Telephone<br>[REDACTED]     | 14. Name of Operator or Manager<br>FLEET MANAGEMENT LIMITED                                  |  | Telephone<br>[REDACTED]     |
| Address<br>KOKSTADFLATEN 30, 5257 KOKSTAD, NORWAY.                         |  | Email address<br>[REDACTED] | Address<br>FLEET MANAGEMENT LIMITED, 27TH FLOOR, SOUTH ISLAND PLACE, 8 WONG CHUK HANG ROAD H |  | Email address<br>[REDACTED] |
| 15. Name of Master or Person-In-Charge (Last, First, Middle)<br>[REDACTED] |  | Telephone<br>[REDACTED]     | 16. Name of Agent (Last, First, Middle)<br>[REDACTED]  |  | Telephone<br>[REDACTED]     |
| Address<br>[REDACTED]  |  | Email address<br>[REDACTED] | Address<br>201 E City Hall Ave. Norfolk, VA 23510  |  | Email address<br>[REDACTED] |
| 17. Name of Dive Supervisor (Last, First, Middle)<br>[REDACTED]            |  | Telephone<br>[REDACTED]     | 18. Name of Pilot (Last, First, Middle)<br>[REDACTED]  |  | Telephone<br>UNKNOWN        |
| Address<br>[REDACTED]  |  | Email address<br>[REDACTED] | Address<br>VIRGINIA STATE PILOT  |  | Email address<br>UNKNOWN    |

**Section IV - Casualty Information**

|  |  |   |  |                          |
|--|--|---|--|--------------------------|
| 19. Date/Time (local) of Occurrence<br>07-JUN-2022, 1240   |  | 20. Location-Name of Body of Water or Waterway: Latitude: 36 56.6 N<br>ELIZABETH RIVER CHANNEL Longitude: 076 20.1 W        |  | River Mile Marker:<br>OR |
| 21. Property Damage Estimated Damage Cost(s) to:<br>Vessel: \$0 Cargo: \$0<br>Facility: \$0 Other: \$0   |  | Describe the Extent of Property Damage<br>MINIMAL DAMAGE TO THE BUOY; LIGHT, CHAIN AND ANCHOR INTACT, AS INFORMED BY PILOT. |  |                          |
| 22. Status of Involved Persons (If there are 1 or more injured, dead or missing persons complete and attach one or more CG-2692C forms to this Report)<br>Total Number of Persons: On Board the Vessel: 23+1 Injured: 0 Dead: 0 Missing: 0 |  |   |  |                          |

**Section IV - Casualty Information (continued)**

23. Was This Casualty a Serious Marine Incident (SMI) as Defined in 46 CFR 4 03-2?

Yes  No  Not at this Time, But is Likely to Become an SMI (If Yes or Is Likely to Become an SMI complete/attach one or more CG-2692B forms to this report)

24a. Is there any evidence of alcohol or drug use by or intoxication of individuals directly involved in the casualty?

Yes  No (If Yes, identify those individuals for whom evidence has been obtained and specify the method to obtain such evidence in block 24c)

24b. Did any individual directly involved in a casualty refuse to submit to, or cooperate in, the administration of a timely chemical test, when directed by a law enforcement officer or by the marine employer?

Yes  No (If Yes, note the individual(s) who refused in block 24c)

24c. Individuals with evidence of drug or alcohol use, evidence of intoxication, or who refused to submit/cooperate in a timely chemical test (if more space is needed, continue in block 25c)

NONE

24d. Is there evidence that alcohol use contributed to this casualty?

Yes  No (If Yes, discuss in block 25b)

25. Nature and Circumstance of the Casualty:

25a. Activity or Operation Being Conducted at the Time of the Casualty:

VESSEL SAILING OUT FROM NS PIER 6 UNDER PILOTAGE

25b. Description of the Casualty (casualty events and the conditions and actions that were believed to be causal factors as well as any hazards created as a result of the casualty. Attach additional sheets if necessary.):

1224 - Vessel heading 359 to pass clear Spirit of Norfolk which was to the East of the Channel. Vessel was to the West of the Channel.  
 1233 - M/E stopped as per Pilot's order as vessel passed the Spirit of Norfolk on her West. Same time helm of 20 deg starboard was given to bring vessel back to center of the channel.  
 1234 - Vessel encountered black out. The ME was still stopped and couldn't start. Rudder power also was lost and rudder was still at 20 deg starboard. Counter helm was given but didn't respond until 30 secs when steering gear regained power from emergency generator.  
 1235 - Pilot requested assistance from tugs operating in the vicinity.  
 1238 - Tugs arrived for assistance.  
 1239 - Pilot ordered release of anchors. Starboard anchor was released.  
 1240 - ME started at Dead Slow Ahead. Pilot asked to stop anchor. ME on slow ahead, rudder hard to port. As vessel's bow continued swinging to port, stern of vessel made contact with "Elizabeth River Channel Lighted Buoy No:9" on starboard side from abreast cargo hold No:5 to (CONTINUED ON ADDITIONAL SHEET)

25c. Any other comments, including with respect to use of or need for emergency response equipment:

NONE

**Section V - Personnel**

|  |                              |                        |
|--|------------------------------|------------------------|
| 24. Name (PRINT) (Last, First, Middle)<br>[REDACTED] | 25. Signature:<br>[REDACTED] | 26. Date<br>06/07/2022 |
| 27. Title<br>MASTER, M V SPAR LYRA                   | 28. Address<br>[REDACTED]    |                        |
| 29. Telephone No.<br>[REDACTED]                      | 30. Email<br>[REDACTED]      |                        |



abreast aft end of vessel. ME was stopped as the buoy reached abreast wheel house.

1250 - Docking pilot boarded vessel to assist on-board pilot. Aft tug reported that the buoy is stuck to the stern of the vessel.

1324 - Vessel arrived anchorage G4 Sewell's point, with assistance of 3 tugs - Fort Bragg (Port Bow), Z One (Stbd Bow) and Karen Moran (Stbd quarter).

1412 - Vessel anchored at G4 anchorage.

1416 - All tugs cast off

1445 - "Elizabeth River Channel Lighted Buoy No:9" cleared off from vessel on it's own. It was then drifting about 500 ft off own vessel. Same informed and shown to Pilot.

1500 - Noted that the buoy is drifting close to vessel.

1518 - Commenced heaving anchor to re-anchor away from the buoy.

1530 - USCG vessel arrived to retrieve the drifting buoy.

1554 - Anchor aweigh

1612 - Vessel re-anchored away from the buoy.

1645 - Pilot reported that there was no damage apparent on the buoy. Light / chain in tact. Will be placed back in position after checking for any leak.

1700 - Pilot informed that he was cleared by USCG to disembark

1715- Pilot away

**U.S. Department of  
Homeland Security**

**United States  
Coast Guard**



Commander  
United States Coast Guard  
Sector Virginia

4000 Coast Guard Boulevard  
Portsmouth, VA 23703  
Staff Symbol: (s)  
Phone: (757) 638-6641  
Fax: (757) 483-8641

16671  
June 7, 2022

Master, M/V SPAR LYRA  
c/o Cita Shipping Agency  
3 Commercial Place, Suite 150  
Norfolk, VA 23510

**Subj: CAPTAIN OF THE PORT ORDER, 22-030, M/V SPAR LYRA, IMO 9289013**

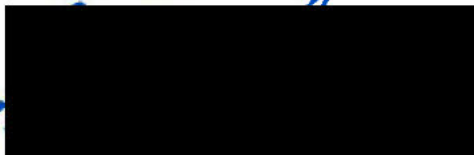
Dear Captain:

I am in receipt of information indicating your vessel experienced a propulsion malfunction while getting underway from Norfolk Southern Pier 6 that resulted in an allision with Elizabeth River Channel Lighted Buoy #9. Therefore, as Captain of the Port (COTP), under authority of the Ports and Waterways Safety Act [Title 46, United States Code (U.S.C), Section 70002] and Title 33, Code of Federal Regulations (CFR), Part 160.111(c), I hereby direct the following:

- 1) Prior to any further vessel movement from the G4 Anchorage, provide a satisfactory report from your Classification Society that addresses the cause of the propulsion malfunction and the corrective action taken to prevent its recurrence.
- 2) Prior to any further vessel movement from the G4 Anchorage, submit a report from your classification society attesting to the dive survey report of any damage to the hull or appurtenances due to the buoy allusion and proper operation of the vessel's steering and propulsion systems.

Failure to comply with this Captain of the Port Order is punishable by a civil penalty of up to \$25,000 for each day the vessel is in violation. Willful and knowing violation of this order is a class D felony, punishable by up to six years in prison (18 U.S.C. § 3581) or fines of up to \$250,000 for an individual or \$500,000 for an organization (18 U.S.C. § 3571). This Captain of the Port Order is issued without prejudice as to the initiation of civil penalty proceedings for any violations that may have previously occurred. Any person directly affected by this order may request reconsideration orally or in writing. You also have the right to appeal this order to the Commander, Fifth Coast Guard District. Appeals must be submitted to the Captain of the Port in writing. Additional information on the appeals process is contained in 33 CFR 160.7

If you have any questions or would like additional information, please contact the Command Duty Officer at our 24 hour number (757) 668-5555 or during office hours at (757) 668-5525.



Captain, U. S. Coast Guard  
Captain of the Port Virginia

**ACKNOWLEDGMENT OF DELIVERY**

Signature: \_\_\_\_\_ Title: \_\_\_\_\_  
Date: \_\_\_\_\_ Time: \_\_\_\_\_