

GM/

1730

2000

2153

Fuel P / S

Galley
Engine

VOL: 9A

POT WTR

37, 26

Sew Fwd

Inn 7

Sew Aft

Degrease Cond

Lr	477.11	- 11.25	0.0	14.52
Pod Fuel	9.8	- 8.51	0	12.31
Stores	10	- 12	0	12
POT	11026 WTR	40.9	42	0 7.12
Sew. Bwp		7.34	22	0 1.05
Sew Aft		3.26	11	0 1.0

TU

X

1730 Hendrix

4' ~~HR~~ ER / Back draft

Temp =

Foam SIG/VENT

Door to Galley PROX

Port List →

1100 DUEL

1200 TURN

Neutral

Port Side Control ^{units} of ELECTEDA lost Control
Eng OFF but All OOL

SMOKE P/SIDE - Black

Hold Shut

X₆ CO₂ or other Supp

[REDACTED]

-GM

City Lewis Noefout

[2]

NAV Force Check Plan TO
Form 167.

- * Escape Trunk +
- x Cellar Noz +
- + Showed Location on
FH + @ vessel side
- + Tips good to go PILOTS E
- + CND - Boat + 2x Swimmers ATKIN
- + SON Not Lulling + Freed
- + Contact Flow From Pier
- + 2-FH Teams.
- + Prof Account in 15-min.

- No jump, his fire - Kneel down Fire
- 4" [REDACTED] CND

- Min WATER - MAX Expansion
Control Fire Pier

- Monitor DEPARTS / Period. 6:57.0

$R = T \cdot V_{\text{eq}} \approx 1.35B$	$T \cdot V_{\text{eq}} \approx 14.7\%$
$\frac{1.08}{\approx .35(46)} \approx 13.3$	$L. \text{GM} \approx 4.9$

[13]

~~D~~ Cell

Frost - Accy.

G - Open Cell

G-Man



- COP/ACOP - show Fire Chief Plan
A NO GO!!

- ~~Person~~ ~~Writing~~ → No Toilet
Start ~~Person~~ ~~Writing~~ → who's stall?
- ~~Shrink~~ → Loss No Lulling!!
Freeboard

- Per COP/ACOP ⇒ SON to CTL!!
MUST REP P+I! ~~now~~ ~~MIT~~ ~~the~~ ~~CO~~

~~COP~~
- ~~Order~~ to let Buoy + maybe
Sink The Fight Fire!

1/4
10
CALL
CELL

14

MTG @ CIP 1855

Cap Sam Stevas
Stewartwell

Bill Port Authority

- Support

-
7' Even drain

9000

5100

151

26 → -14

158 → 26 Deduct \$

CP MTG 2424 / ^{Next} 0800 → 2000

- Pass off
- Fuel 5300 GAL
- Door G/ER
- φ WTR on USSS

- Do
- TEST - Fluid
- Tim. - ~~See~~ Clearance
- SUPSALV ✓
- Cop order

Planning Chief

Weather

2155
see con with
GET 20

161

~~2270~~ ~~2125~~ ~~2055~~ ~~234~~ 7
 PR 7'6
 PA 9'9" 9.25 PA 10
 SF 7'-0 8.5 2° Heel
 SA 8'-5' 8.417 9'

MASTER Ryan

6" 11" 9.166
 16" 16" 6.54
 36-6 18.25 6.54
 6.54

2.25 1.458
 9.4167

7'-3" 7.25
 9.0835

1.8 33
 2.425
 8.879

27 9.122

7

DE Q55P

P _H	7-6	7.5
PA	10'-5	10.417
SP	6-10	6.833
SA	9-2	9.167

$\bar{F} = 7.1665$

$\bar{A} = 9.792$

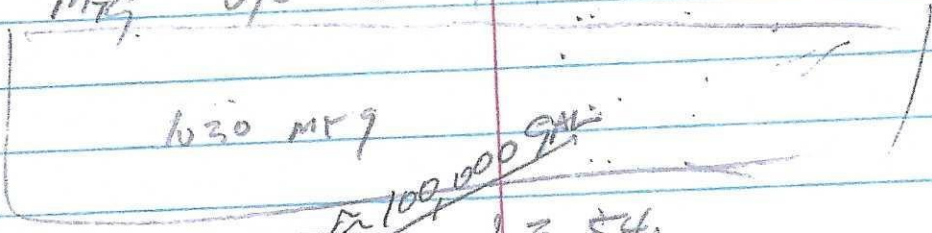
$F^0 = .667$

$A = 1.25$

$H = 296^{\circ}P$

296°

Mtg U/c @ 0800 MTG



TOTAL	100,000 GAL	L = 54A
\$ 382,120		\$ 12
		✓ 12.55

HEEL $\angle 4.9^{\circ}$

TRIM $\angle 3'$ aft

75°/0 KE - Gally

DRAHT 11.9

ARC

14

SA 9-7

SF

1045

PA

PF 7-2

Add Money Line 1 1/2" ^{ORB} + brought

SKed - Clothing - Jan + Trex

1300

SF 7-3

7.25

SA ~~7-10~~ 10-0

10.5

PA + ~~7-11~~ 11-5

11.417

PF + ~~7-11~~ 7-11

7.917

F = 7.835

9.17

A 10.959

2.44

531.08

341.35

~~532.08~~

79.3

91

Candlewood Suites
Some Laundry
Narrow

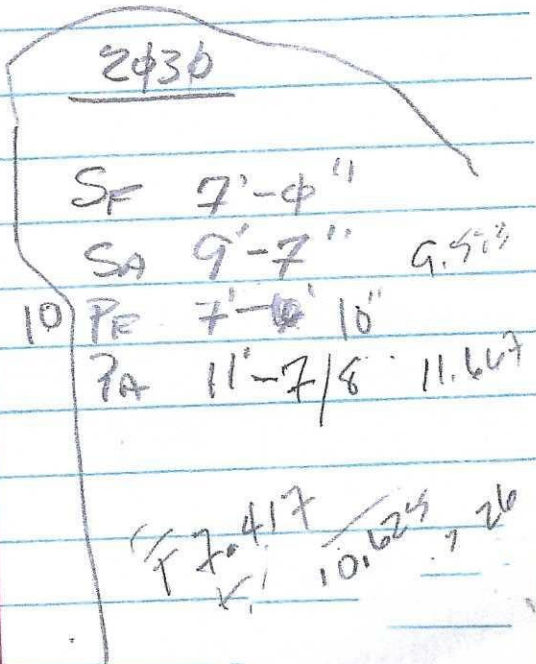
MAY 1900

- Pump Rates
- DRAFTS
- Boom that bump / wreck
- TOGS - moving
- Dive. Surt
- Tow. Plan

3" ≈ 350 / 2φφ
 4" ≈ 750 / 5φφ

8 @ to 9.5 to 10

- 1' - 2' galley



[1φ]

Pumps

CPD	14 4"		24,000
	14 3" STBY		300' 3"
DJ	2 x 3"	7 x 2"	200' 4"
	3 x 3"		200' 3"
	2 x 4"		180' 4"
	124, 124		

139,260

15,000

→ 43.2

Φ 900

95,000

when
cap on
Barge

BARGE 600,000

PA 8-6

PA = 3"

11.87
25
11.62

III

4940

PA 10-7' 10.583

~~SA~~ 8-3 8.25

SP 6'-9" 6.75

PR 7-3" 3.65⁰ H

7-0
4

A = 9.417

~~42.12~~

338.39

15.64

88,591

21.6T
1043

6.76
6.76

12

1345

9/

SF	6'-5"	6.417
SA	7'-0"	7.0
PA	8'-0" 9-0	9.0
PF		6.75

157K O/BARGE

3.17

185.19 LT
48,400 GAL

A 8.4

F 6.59

1345	151
0900	95

7 SUK = 4.75 Hrs
 196/49

1330

158K

2.07

40,000

113

9/

84,886 GA

$$\bar{D} = 8' - 4''$$

$$\frac{324}{16} \text{ LT}$$

GMT 5.19

2.75°

14

SZ	6-4 th	6.333
SA	8-9	6-5 6.417
P ₁₂		6.709
PA	8-7	8.583

$\frac{1}{4} = 6.52$ $H = \frac{3.39}{3.4\phi}$

$A = 7.15$

$GMP = 5.81$

136.67 LT

35,800 GAL

151

- Hoist
- 10 K Hz
- E 200-250
- SLAK

10

ER/stac. Almost dry
Fuel S/G " by 40/Amp

~~0445~~

7:30
7:45
7:50

- PE 6-10
- PA 8-3
- SE 6-4
- SA - 6-5

Port Sea Chest open 7 1" link

L.A. deal - FEAC

East base
Soc. pilot

NOBAM



1161

10

Sea Chief
Rudder
Prop

Naval SS

SA - 6-5
SF 6-4/10

- own Hip
- 2nd Outside
- 5-7 Ks
- EAST Side P3

CREATS

- Aft House BULK
- FWD ER BULK
- MID
- WTR TK

- COMMS
Davitless

WTR UNCS H2O

100 @ 1000

292
~~1000~~

1200
SA 6-6
SF 6-3
PR 8-3
PR 6-4
A = 7.375
1000/10000
274

117

Pod ops



1420 \Rightarrow 230K in bridge
#1 Feat almost MIT

1450 -

18

SAT. / TOUR

Fire out - Temp's on 3x HOT

1200 Vent. Galley O-Co. - 20.9oz

570P 1 Hour

530 O/CO 20.9 oz

Door open

POT WTR (8')

24 19

6324 GAL

Pump Heat fails - 1000 60"
Never came back 16KSA

- Pump low Pr Galley

- Found Hatch

- Pump in Tank Dumb water

- Plugged 1" line in ER
Work was coming in

119

3" Pump in sup OR
Generator

DL

PA 7'-3"

SF -5-9"

SA 6'-6"

2 Elevator Sides to HOREC
Jobby " " "

2' x 1" WIZ BAGS
200' HoZ

~~1526
100500~~

~~20 Plug.
Enough S~~

~~10 Pool fuel~~

20

SF 5-9 5.75
 SA 6-4 6.333
 PA 7-2 7.167 1.31 P
 SIC 5.88

$\bar{A} = 6.75$ ^{6.75}
 $\bar{A} = 5.815$ ^{7.167}
 $\bar{A} = 5.10$ ^{1.225}
 1.04

1515

SF 5'-9"
 SA 6'-5"
 PA 7'-3"
 PIC

(Swell)

1000 mtg

1730

Shirts - Chem about

Rubber - Jock BR

- Any Else.

- ~~Rubber~~

- ZCA Substitutes H₂O

- STEP SPACES

7 - BR -

- Chem REAC

1 - Galle - London

- Chem P.E.R

- ~~Blank Overhead(s)~~

• Fuses etc

- Chupp day / P.d.g

SCBA 6

121

16pp MTS

- T/P Brief

- PPO → PS for .15 MIU

M/chem

- 8 spaces

- All readings with Range

- PO

- 2/12 OK

N95 MASK

- SCBA

3/4 lbs Gasport

TZZ

Night Shift Orders

9 June 9, 2022

1. Work Safe,
2. Continue to pump water from the Engine Room,
 - a. Move pump as required, keep clear of debris,
 - b. Wear SCBA whilst within the Engine Room,
3. Monitor and boundary cool the area of the Galley Vents,
4. Entry into the Galley is not to be made unless an absolutely necessary, Call Billy or Tim prior to entry.
5. Overhaul the ship from the Pilot House down to Main Deck; document by Deck and by grid the areas as areas are overhauled & cleared.
6. Pump the fluid from the two FRAC Tanks to the Tank Barge thru the Barge's Cargo Block.
7. Read & record drafts at all four quarters, record readings every 45-to-60-minutes. If vessel starts take on water, notify Ken.
8. Monitoring ship's mooring.

Approved (Project Man

Approved (RP):

Approved (UC):

Night Shift Orders

10 June 8, 2022

1. Work Safe,
2. Continue to pump draining water from the Engine Room & Galley as it accumulates,
 - a. Run pumps 5-minutes every 30-minutes.
 - b. Move pump as required, keep clear of debris,
 - c. Wear SCBA whilst within the Engine Room & SCBA & Turnout Gear in Galley,
3. Sound the Potable Water Tank,
4. Monitor and boundary cool the area of the Galley,
5. Continue to overhaul Galley in conjunction with Emergency Fire Services, Mario to lead.
If fire outbreak, call Tim.
6. Tristan overhaul the ship from the Pilot House down to Main Deck; document by Deck and by grid the areas as areas are overhauled & cleared. Write report, refer to Mario's report for format.
7. Divers are to:
 - a. Install 2nd coat of Splash Zone on Shafts & Rudder Posts,
 - b. Install Thruster Sea Suction Patch,
 - c. Video Survey Hull, starting aft, Keel Coolers, Shafts, Props & Rudders are videoed & complete.
8. Read & record drafts at all four quarters, record readings every 2-hours. If vessel starts take on water, notify Ken.
9. Monitoring ship's mooring.

Approved (Project M)


Approved (RP):


Approved (UC):


Night Shift Orders

June 11, 2022

1. Work Safe.
2. Wear N95 masks in all interior spaces, SCBAs are to be worn in Engine Room, Galley, and Head area.
3. Strip remaining spaces with diaphragm pump to Tank Barge.
4. Load 2-each HPUs onboard & connect to the two-pumps that have been preinstalled. Test run.
5. Ensure all SCBA bottles are charged.
6. Load 2nd cooler & water onboard, Jeff to deliver about 2100.
7. Commence 'rolling-up' all unused equipment.
8. Flush FRAC Tanks, pump to Tank Barge with diaphragm pump.
9. Clean Pier of trash and organize materials for demobilization.
10. Read & record drafts at all four quarters, record readings every 4-hours. If vessel starts take on water, notify Ken.
11. Monitor interior spaces for any signs or indications of fire.
12. Monitor ship's mooring.
13. 0400 the Riding Crew will return, there will be a 0500 Toolbox Talk lead by Docking Pilot, Tug Masters, and Salvage Master.
14. No portion of the SPIRIT OF NORFOLK are to be taken off the ship.

Approved (Donjon-SMIT) 

Approved (RP): 

Approved (UC): 

Dewatering/Vessel Stability:

- Personnel safety is primary.
- Global dewatering will continue until the draft aft (port) is less than 9'-6"; at which time water can be applied to hot spots if needed.
- Pumping will continue until the water level is approximately one-foot above the deck plates in the Galley.
- At that point, it is the Salvage Master's operational decision to make entry through the Galley to secure the WTD to the Engine Room.
- A 3" pump through the Engine Room Escape Trunk will remain pumping whilst other operations are undertaken.
- The Galley, specifically the Galley overhead, will be overhauled and any hot spots secured by water and mechanical knock-down as needed.
- Once the Galley is overhauled, the accesses to the space below the Galley Deck can be opened, and any found water pumped off the ship.
- With the Galley dewatered, the water level within the Engine Room should now be below the level of the WTD, and the WTD can be utilized for entry into the space.
- The Engine Room will be entered, any hot spots will be dealt with using water or mechanical knock-down.
- The pump will be moved to the low spot(s) in the bilges until the Engine Room is essentially dewatered.
- Survey of the Port and Starboard Fuel Tanks, Lube Oil Tanks, Engine Sumps and Hydraulic Reservoir will be conducted. Dependent upon the results, a plan will be made to remove any contents thru piping or the tank accesses.
- Removed POLs will be pumped to the Tank Barge.
- Entry will be made to the Head Space (multiple stalls), and found water will be removed.
- The non-tight deck will be accessed, and any water found in the bilges will be pumped to the Tank Barge.
- Water will continue to drain over time, periodic pumping will occur.
- The other hull compartments will be inspected. There is no indication that any flooding or water ingress has occurred forward. However, if water is found it will be pumped to the Tank Barge, with the exception of the Potable Water Tank and Sewage Tanks, they will remain at the current levels.

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.

- A proposed Sailing Condition has been developed in GHS, this includes a 1.5% entrained water volume (other than in the Potable & Sewage Tanks). A printout of the Sailing Condition depicting loads, drafts and good stability is attached.