



United States Coast Guard

MISLE Incident Investigation Report For IYANOUGH - Allision & Grounding

On 16Jun2017 21:35:00 EDT



MISLE Activity Number: 6187583
MISLE Case Number: 1083961

I. INCIDENT INVESTIGATION – GENERAL INFORMATION

On 16 June, 2017 at approximately 2135 local time, the high speed catamaran passenger ferry IYANOUGH (subchapter K), travelling from Nantucket, MA to Hyannis, MA on its last run of the day at a cruising speed of approximately 32 knots, allided with the west breakwater jetty near Hyannis Harbor and ran hard aground. The vessel was carrying 48 passengers, six crew, and three concessionaires. The allision and grounding caused severe damage to the ship's hulls with two penetrations below the water line on the starboard side and an approximately one foot inset/penetration in the port side above the water line. The center hull was also holed and damaged. All three hulls had multiple additional scrapes and indents for approximately 30 feet starting from the bow. Fifteen people were transported to Cape Cod Hospital for evaluation and triage; seven of the fifteen had injuries beyond first aid and were treated and released by the next day. Drug and alcohol testing was completed on the crew directly involved.

As a result of its investigation, the Coast Guard has determined that the initiating event for this casualty was the allision with the Hyannis Harbor breakwater. The causal factors that contributed to this casualty include: (1) a loss of situational awareness by the bridge crew, (2) the 1st officer's lack of familiarity and training with the vessel, (3) the master's distraction due to helping the 1st officer energize the spotlight at a critical time during transit, (4) perceptual confusions by the master relating to the radar images, (5) reduced visibility due to the weather conditions and time of day (winds in excess of 30 knots, 6-8 foot seas, patchy fog, rain/drizzle, sunset at 2018, and last light at 2052), (6) the speed of the vessel (32 knots), and (7) the IYANOUGH's operations manual was not in compliance with Navigation and Vessel Inspection Circular (NVIC) NO. 5-01.

Personnel Casualty Summary

Total Missing = 0

Total Dead = 0

Total Injured = 7

Total At Risk, Not Injured = 0

Total People At Risk = 57

Vessel(s) Status Summary

Actual Total Loss = 0

Total Constructive Loss Salvaged = 0

Total Constructive Loss Unsalvaged = 0

Damaged = 1

Undamaged = 0

Property Damage Summary

Vessel(s) = \$ 350000

Cargo = \$ 0

Facility(s) = \$ 0

Other = \$ 100000

* Includes estimates

II. LOCATIONS

<u>Description</u>	<u>Latitude</u>	<u>Longitude</u>
Hyannis Harbor West Jetty	41°37.5 N	070°17.6 W

III. INVOLVED PERSONNEL

Name: [REDACTED]

Team Lead: No

MISLE Incident Investigation Report

Point Of Contact: No
Role: Investigation Support
Status: Assigned
Department Id: 008368
Type/Rank: Civilian - GS-13
Agency Type/Agency: Federal - DHS/Federal - DHS
Source Id/Source: [REDACTED]/Direct Access Personnel
Comments:

Name: [REDACTED]
Team Lead: No
Point Of Contact: No
Role: Investigation Administration/Review
Status: Assigned
Department Id: 008370
Type/Rank: Officer - Military Officer (O4)
Agency Type/Agency: Federal - DHS/Federal - DHS
Source Id/Source: [REDACTED]/Direct Access Personnel
Comments:

Name: [REDACTED]
Team Lead: Yes
Point Of Contact: Yes
Role: Investigating Officer - Field Investigation
Status: Assigned
Department Id: 008370
Type/Rank: Warrant - Warrant Officer (W4)
Agency Type/Agency: Federal - DHS/Federal - DHS
Source Id/Source: [REDACTED]/Direct Access Personnel
Comments:

Name: [REDACTED]
Team Lead: No
Point Of Contact: No
Role: Investigation Administration/Review
Status: Assigned
Department Id: 008370
Type/Rank: Civilian - GS-12
Agency Type/Agency: Federal - DHS/Federal - DHS
Source Id/Source: [REDACTED]/Direct Access Personnel
Comments:

Name: [REDACTED]
Team Lead: No
Point Of Contact: No
Role: Investigating Officer - Field Investigation

MISLE Incident Investigation Report

Status: Assigned
Department Id: 008374
Type/Rank: Officer - Military Officer (O3)
Agency Type/Agency: Federal - DHS/Federal - DHS
Source Id/Source [REDACTED]/Direct Access Personnel
Comments:

IV. INVOLVED TEAM

V. INVOLVED SUBJECTS

Involved Vessels

Name: MV IYANOUGH
Flag: UNITED STATES
Primary VIN: 1185366
Call Sign: WDD4527
Damage Status: Damaged
Role: Involved in a Marine Casualty
Classification, Type, Subtype: Passenger Ship, Ferry, General (More Than 6, Gross Tonnage < 100)

Gross Tonnage:
Net Tonnage:
Dead Wt. Tonnage:
Length: 144.5
Home/Hailing Port: WOODS HOLE
Keel Laid Date: 01Nov2005
Delivery Date: 15Dec2006
Place of Construction: SOMERSET, Massachusetts, UNITED STATES
Builder Name:
Propulsion Type: Diesel Reduction
Ahead HP: 9400
Master: [REDACTED]
Classification Society:
Owner:
Operator: MASSACHUSETTS COMMONWEALTH OF K
Inspection Subchapter:
Most Recent Vessel Inspection Activity: 6127670, 14Apr2017 14:58:35 EDT
Current Certificate of Inspection: Issued On: 07Apr2016 by Marine Safety Detachment Cape Cod

Involved Persons

[REDACTED]
Status: Not at Risk
Role: Witness
Gender: Male
Age: [REDACTED]
SSN: [REDACTED]
Birth Date: [REDACTED]
Email Address:
Phone Number (Mobile): [REDACTED]
Address (Home/Primary Residence): [REDACTED]
UNITED STATES

Comments:
[REDACTED]
Status: Injured

MISLE Incident Investigation Report

Role:
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number (Mobile):
Address (Primary):

Subject of Investigation
Male
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
UNITED STATES

Comments:
[REDACTED]

Status:
Role:
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number (Mobile):
Address (Primary):

Injured
Subject of Investigation
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
UNITED STATES

Comments:
[REDACTED]

Status:
Role:
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number (Phone Number):
Address (Primary):

Injured
Subject of Investigation
Male
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
UNITED STATES

Comments:
[REDACTED]

Status:
Role:
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number (Mobile):
Address (Home/Primary Residence):

Injured
Subject of Investigation
Female
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
UNITED STATES

Comments:
[REDACTED]

Status:
Role:
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number (Primary):

Injured
Subject of Investigation
[REDACTED]
[REDACTED]
[REDACTED]

MISLE Incident Investigation Report

Address (Primary):

[REDACTED]
UNITED STATES

Comments:

[REDACTED]

Status:
Role:
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number (Primary):
Address (Primary):

Not at Risk
Medical Review Officer
Male

800-350-4511
AllOne Resources
600 West Cummings Park
Woburn, Massachusetts 01801
UNITED STATES

Comments:

[REDACTED]

Status:
Role:
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number (Mobile):
Address (Primary):

Not at Risk
Subject of Investigation
Male

[REDACTED]
[REDACTED]@comcast.net
[REDACTED]
UNITED STATES

Comments:

[REDACTED]

Status:
Role:
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number:
Address (Home/Primary Residence):

Injured
Subject of Investigation
Male

[REDACTED]
[REDACTED]
[REDACTED]
UNITED STATES

Comments:

[REDACTED] KARL

Status:
Role:
Gender:
Age:
SSN:
Birth Date:
Email Address:
Phone Number (Mobile):
Address (Home/Primary Residence):

Not at Risk
Subject of Investigation
Male

[REDACTED]
[REDACTED]
[REDACTED]
UNITED STATES

Comments:

[REDACTED]

Status: Injured

MISLE Incident Investigation Report

Role: Subject of Investigation
Gender: Male
Age: [REDACTED]
SSN: [REDACTED]
Birth Date: [REDACTED]
Email Address: [REDACTED]
Phone Number: [REDACTED]
Address (Primary): [REDACTED]
UNITED STATES

Comments: [REDACTED]

Status: Not at Risk
Role: Witness
Gender: Male
Age: [REDACTED]
SSN: [REDACTED]
Birth Date: [REDACTED]
Email Address: [REDACTED]
Phone Number: [REDACTED]
Address (Home/Primary Residence): [REDACTED]
UNITED STATES

Comments:
Drug and Alcohol Testing. The following people have been determined by the Coast Guard, Law Enforcement Personnel, and/or the Marine Employer to have been directly involved in a Serious Marine Incident as defined in 46 CFR 4.03-2:

[REDACTED] Subject of Investigation
[REDACTED] Subject of Investigation

Involved Organizations

MASSACHUSETTS COMMONWEALTH OF
Role: Other
Email Address:
Phone Number (NVDC Phone Number): 508-548-5011
Address (Primary Place of Business): WOODS HOLE, MARTHA'S VINEYARD AND
NANTUCKET STEAMSHIP AUTHORITY
FOOT OF RAILROAD AVENUE
PO BOX 284
WOODS HOLE, Massachusetts 02543
UNITED STATES

Comments:

Involved Facilities

Facility Name: Hyannis Harbor Waterfront
Type: Waterfront Facility
Status: Damaged and Not Repaired - Operational
Role: Site of Incident
Contact Phone:
Location: Latitude:
Longitude:

Involved Waterways

Nantucket Sound
Role: Location
Description: Hyannis Harbor West Jetty

Involved Other Subjects: None

VI. EVIDENCE

Control Number: 6187583 - MISLE - 0

Description: MISLE Notification #799553 for a report of an incident received by Telephone call to Coast Guard

Evidence Type: Misle Notification

Collection Information

Date/Time: 26Jun2017 14:28:53 EDT
Location: Sector Southeastern New England
Collected By: [REDACTED] U. S. Coast Guard

Attachments

Control Number: 6187583-[REDACTED]001

Description: CG-2692

Evidence Type: Standard

Collection Information

Date/Time: 20Jun2017 16:28:00 EDT
Location: Sector SENE
Collected By: [REDACTED] U. S. Coast Guard

Attachments

CG-2692; CG-2692-Rpt of Marine, Comm Dive, or OCS Casualty;
CG-2692; 26Jun2017 15:14:00 EDT; No

Control Number: 6187583-[REDACTED]002

Description: CG-2692B

Evidence Type: Standard

Collection Information

Date/Time: 20Jun2017 16:28:00 EDT
Location: Sector SENE
Collected By: [REDACTED] U. S. Coast Guard

Attachments

CG-2692B; CG-2692B-Rpt of Mandatory Chem Test Following SMI;
26Jun2017 15:15:01 EDT; No

MISLE Incident Investigation Report

Control Number: 6187583-█003

Description: CG-2692C

Evidence Type: Standard

Collection Information

Date/Time: 20Jun2017 16:28:00 EDT

Location: Sector SENE

Collected By: █ U. S. Coast Guard

Attachments

CG-2692C; Other;
CG-2692C; 26Jun2017 15:17:28 EDT; No

Control Number: 6187583-█004

Description: CG-2692D

Evidence Type: Standard

Collection Information

Date/Time: 20Jun2017 16:28:00 EDT

Location: Sector SENE

Collected By: █ U. S. Coast Guard

Attachments

CG-2692D; Other;
CG-2692D; 26Jun2017 15:20:13 EDT; No

Control Number: 6187583-█005

Description: IO Witness Summary Statement █

Evidence Type: Standard

Collection Information

Date/Time: 17Jun2017 16:00:00 EDT

Location: Sector SENE

Collected By: █ U. S. Coast Guard

Attachments

Investigating Officer Summary of Interview with █; Witness
Statement/Interview Record;
29Sep2017 10:41:26 EDT; No

MISLE Incident Investigation Report

Control Number: 6187583-████006
Description: IO Witness Summary █████
Evidence Type: Standard

Collection Information

Date/Time: 18Jun2017 17:00:00 EDT
Location: Sector SENE
Collected By: █████ U. S. Coast Guard

Attachments

Investigating Officer Summary of Interview with █████; Witness
Statement/Interview Record;
29Sep2017 10:41:52 EDT; No

Control Number: 6187583-████007
Description: Witness Statement █████
Evidence Type: Standard

Collection Information

Date/Time: 20Jun2017 16:28:00 EDT
Location: Sector SENE
Collected By: █████ U. S. Coast Guard

Attachments

Statement from █████ Witness Statement/Interview Record;
26Jun2017 15:23:09 EDT; No

Control Number: 6187583-████008
Description: Witness Statement █████
Evidence Type: Standard

Collection Information

Date/Time: 18Jun2017 07:27:00 EDT
Location: Sector SENE
Collected By: █████ U. S. Coast Guard

Attachments

Statement from █████ Witness Statement/Interview Record;
26Jun2017 15:23:34 EDT; No

Control Number: 6187583-████009
Description: █████ 96 hour work/rest
Evidence Type: Standard

Collection Information

Date/Time: 17Jun2017 15:00:00 EDT
Location: MSD New Bedford
Collected By: █████ U. S. Coast Guard

Attachments

████ 96 hr Work-Rest; Other;
26Jun2017 15:31:57 EDT; No

MISLE Incident Investigation Report

Control Number: 6187583-██████010
Description: ██████ 96 hour work/rest
Evidence Type: Standard

Collection Information

Date/Time: 18Jun2017 15:00:00 EDT
Location: MSD New Bedford
Collected By: ████████████████████ U. S. Coast Guard

Attachments

██████████ 96 HR work-Rest; Other;
26Jun2017 15:32:28 EDT; No

Control Number: 6187583-██████011
Description: ██████ ██████ Drug test Results
Evidence Type: Standard

Collection Information

Date/Time: 28Jun2017 09:51:13 EDT
Location: Sector SENE
Collected By: ████████████████████ U. S. Coast Guard

Attachments

██████████ ██████ Drug Test Results; Other;
29Jun2017 10:16:47 EDT; No

Control Number: 6187583-██████012
Description: ██████ ██████ Drug test Results
Evidence Type: Standard

Collection Information

Date/Time: 28Jun2017 09:52:02 EDT
Location: Sector SENE
Collected By: ████████████████████ U. S. Coast Guard

Attachments

██████████ ██████ Drug Test Results; Other;
29Jun2017 10:17:10 EDT; No

Control Number: 6187583-██████013
Description: USCG Light List Volume 1, Atlantic Coast, 2017 - PG 129 Hyannis Harbor & Lewis Bay. Relevant entries highlighted.

Evidence Type: Standard

Collection Information

Date/Time: 26Jun2017 12:12:00 EDT
Location: Sector SENE
Collected By: ████████████████████ U. S. Coast Guard

Attachments

LightList V1; Other;
Light List, Volume I, Atlantic Coast, COMDTPUB P16502.1, 2017. Relevant buoy entries highlighted on page 129.; 29Sep2017 10:48:34 EDT; No

MISLE Incident Investigation Report

Control Number: 6187583-████014
Description: NOAA Surface Forecast
Evidence Type: Standard

Collection Information

Date/Time: 27Jun2017 10:19:30 EDT
Location: Sector SENE
Collected By: ████████████████████ U. S. Coast Guard

Attachments

NOAA Surface Forecast; Other;
29Jun2017 10:18:10 EDT; No

Control Number: 6187583-████015
Description: NOAA Wave Analysis
Evidence Type: Standard

Collection Information

Date/Time: 27Jun2017 14:20:38 EDT
Location: Sector SENE
Collected By: ████████████████████ U. S. Coast Guard

Attachments

NOAA Wave Analysis; Other;
29Jun2017 10:18:26 EDT; No

Control Number: 6187583-████016
Description: NOAA Nantucket WX Buoy data for 16JUN17
Evidence Type: Standard

Collection Information

Date/Time: 27Jun2017 14:22:20 EDT
Location: Sector SENE
Collected By: ████████████████████ U. S. Coast Guard

Attachments

Realtime Nantucket Bouy WX Data; Other;
29Jun2017 10:19:07 EDT; No

Control Number: 6187583-████017
Description: IYANOUGH AIS Tracks from Coastwatch (FOUO)
Evidence Type: Standard

Collection Information

Date/Time: 18Jun2017 14:23:27 EDT
Location: Sector SENE
Collected By: ████████████████████ U. S. Coast Guard

Attachments

VESSEL IYANOUGH AIS TRACKS (FOUO); Other;
29Jun2017 10:19:32 EDT; No

MISLE Incident Investigation Report

Control Number: 6187583-██████018

Description: IYANOUGH Track Date from Sector SENE ComCen
Evidence Type: Standard

Collection Information

Date/Time: 28Jun2017 14:24:11 EDT
Location: Sector SENE
Collected By: ████████████████████ U. S. Coast Guard

Attachments

M V IYANOUGH Track History; Other;
29Jun2017 10:20:07 EDT; No

Control Number: 6187583-██████019

Description: IYANOUGH Bridge Log
Evidence Type: Standard

Collection Information

Date/Time: 17Jun2017 14:25:54 EDT
Location: On Board IYANOUGH
Collected By: ████████████████████ U. S. Coast Guard

Attachments

Bridge Log; Other;
29Jun2017 10:20:26 EDT; No

Control Number: 6187583-██████020

Description: Photograph of IYANOUGH bow view aground on west Jetty Hyannis, MA
Evidence Type: Standard

Collection Information

Date/Time: 17Jun2017 00:00:00 EDT
Location: Hyannis, MA
Collected By: ████████████████████ U. S. Coast Guard

Attachments

Photo of IYANOUGH bow view on jetties; Photograph;
29Jun2017 10:21:16 EDT; No

Control Number: 6187583-██████021

Description: Photograph of IYANOUGH aground on west jetty.
Evidence Type: Standard

Collection Information

Date/Time: 17Jun2017 00:00:00 EDT
Location: Hyannis, MA
Collected By: ████████████████████ U. S. Coast Guard

Attachments

Photo of IYANOUGH Grounded; Photograph;
29Jun2017 10:22:18 EDT; No

MISLE Incident Investigation Report

Control Number: 6187583-██████022

Description: Photograph of damage to jetties after IYANOUGH removed
Evidence Type: Standard

Collection Information

Date/Time: 18Jun2017 14:31:59 EDT
Location: Hyannis, MA
Collected By: ████████████████████ U. S. Coast Guard

Attachments

Photo of the Jetties After IYANOUGH Removed; Photograph;
29Jun2017 10:22:52 EDT; No

Control Number: 6187583-██████023

Description: Photograph of 3/4 view of IYANOUGH STBD side bow
Evidence Type: Standard

Collection Information

Date/Time: 18Jun2017 14:32:55 EDT
Location: Fairhaven, MA
Collected By: ████████████████████ U. S. Coast Guard

Attachments

Photo of 3 Quarter view of STBD side; Photograph;
29Jun2017 10:23:32 EDT; No

Control Number: 6187583-██████024

Description: Photograph of IYANOUGH both fins from bow
Evidence Type: Standard

Collection Information

Date/Time: 18Jun2017 14:34:06 EDT
Location: Fairhaven, MA
Collected By: ████████████████████ U. S. Coast Guard

Attachments

Photo of both fins from bow; Photograph;
29Jun2017 10:24:04 EDT; No

Control Number: 6187583-██████025

Description: Photograph of IYANOUGH bridge from STBD side
Evidence Type: Standard

Collection Information

Date/Time: 18Jun2017 14:34:52 EDT
Location: Fairhaven, MA
Collected By: ████████████████████ U. S. Coast Guard

Attachments

Photo of bridge from STBD side; Photograph;
29Jun2017 10:24:38 EDT; No

MISLE Incident Investigation Report

Control Number: 6187583-██████026

Description: Photograph of IYANOUGH bridge from port side

Evidence Type: Standard

Collection Information

Date/Time: 18Jun2017 14:35:31 EDT

Location: Fairhaven, MA

Collected By: ████████████████████ U. S. Coast Guard

Attachments

Photo of bridge port view; Photograph;

29Jun2017 10:25:19 EDT; No

Control Number: 6187583-██████027

Description: Photograph of bridge (port view) of Master's chair and controls

Evidence Type: Standard

Collection Information

Date/Time: 18Jun2017 14:36:33 EDT

Location: Fairhaven, MA

Collected By: ████████████████████ U. S. Coast Guard

Attachments

Photo of bridge port side seat; Photograph;

29Jun2017 10:26:09 EDT; No

Control Number: 6187583-██████028

Description: Photograph of close up of radio equipment on bridge of IYANOUGH

Evidence Type: Standard

Collection Information

Date/Time: 18Jun2017 14:37:40 EDT

Location: Fairhaven, MA

Collected By: ████████████████████ U. S. Coast Guard

Attachments

Photo of close up of radio communications; Photograph;

29Jun2017 10:27:00 EDT; No

Control Number: 6187583-██████029

Description: Photograph of close up of searchlight controls

Evidence Type: Standard

Collection Information

Date/Time: 18Jun2017 14:38:29 EDT

Location: Fairhaven, MA

Collected By: ████████████████████ U. S. Coast Guard

Attachments

Photo of close up of searchlight controls; Photograph;

29Jun2017 10:27:33 EDT; No

MISLE Incident Investigation Report

Control Number: 6187583-████030

Description: Photograph of temporary damage repair to STBD side hull
Evidence Type: Standard

Collection Information

Date/Time: 18Jun2017 14:39:16 EDT
Location: Fairhaven, MA
Collected By: ██████████ U. S. Coast Guard

Attachments

Photo of damage repair STBD side rear view; Photograph;
29Jun2017 10:29:04 EDT; No

Control Number: 6187583-████031

Description: Photographs of IYANOUGH taken from CG6042 infrared camera
Evidence Type: Standard

Collection Information

Date/Time: 28Jun2017 14:54:47 EDT
Location: Hyannis, MA
Collected By: ██████████ U. S. Coast Guard

Attachments

Screen shot from infrared video from CG6042; Other;
29Jun2017 10:29:48 EDT; No

Control Number: 6187583-████032

Description: Infrared video taken from CG6042 on scene above IYANOUGH 16JUN17
Evidence Type: Standard

Collection Information

Date/Time: 28Jun2017 14:55:42 EDT
Location: Hyannis, MA
Collected By: ██████████ U. S. Coast Guard

Attachments

EOIR CloseUp OnScene; Video;
29Jun2017 10:35:22 EDT; No

Control Number: 6187583-████033

Description: Photo of IYANOUGH aground
Evidence Type: Standard

Collection Information

Date/Time: 16Jun2017 23:00:00 EDT
Location: Hyannis, MA
Collected By: ██████████ U. S. Coast Guard

Attachments

IYANOUGH Aground at night; Photograph;
29Jun2017 10:30:28 EDT; No

MISLE Incident Investigation Report

Control Number: 6187583-████034

Description: Photograph of TRANSAS display on bridge
Evidence Type: Standard

Collection Information

Date/Time: 16Jun2017 23:30:00 EDT
Location: Hyannis, MA
Collected By: ██████████ U. S. Coast Guard

Attachments

Photo of TRANSAS Display on bridge 16 June 2017; Photograph;
29Jun2017 10:31:17 EDT; No

Control Number: 6187583-████035

Description: Photograph of close up view of TRANSAS display on bridge
Evidence Type: Standard

Collection Information

Date/Time: 16Jun2017 23:30:00 EDT
Location: Hyannis, MA
Collected By: ██████████ U. S. Coast Guard

Attachments

Photo of close up of TRANSAS display; Photograph;
29Jun2017 10:31:49 EDT; No

Control Number: 6187583-████036

Description: Photograph of STBD side damage #2 and #3 Water Tight Bulkhead
Evidence Type: Standard

Collection Information

Date/Time: 16Jun2017 23:45:00 EDT
Location: Hyannis, MA
Collected By: ██████████ U. S. Coast Guard

Attachments

Photo of STBD side damage #2 and #3 WTB; Photograph;
29Jun2017 10:33:17 EDT; No

Control Number: 6187583-████037

Description: Photo of STBD side damage #2 void
Evidence Type: Standard

Collection Information

Date/Time: 16Jun2017 23:45:00 EDT
Location: Hyannis, MA
Collected By: ██████████ U. S. Coast Guard

Attachments

Photo of STBD side damage #2 void; Photograph;
29Jun2017 10:34:11 EDT; No

MISLE Incident Investigation Report

Control Number: 6187583-████038

Description: Photograph of port side damage # 2 void.
Evidence Type: Standard

Collection Information

Date/Time: 16Jun2017 23:45:00 EDT
Location: Hyannis, MA
Collected By: ██████████ U. S. Coast Guard

Attachments

Photo of port side damage #2 Void; Photograph;
29Jun2017 10:34:37 EDT; No

Control Number: 6187583-████039

Description: IYANOUGH Operations Manual dd 29 June 2007
Evidence Type: Standard

Collection Information

Date/Time: 29Jun2017 11:06:26 EDT
Location: Sector SENE
Collected By: ██████████ U. S. Coast Guard

Attachments

IYANOUGH Operations Manual; Other;
29Jun2017 11:08:04 EDT; No

Control Number: 6187583-████040

Description: Steamship Authority Pilot Training Manual
Evidence Type: Standard

Collection Information

Date/Time: 07Jul2017 08:47:00 EDT
Location: Sector SENE
Collected By: ██████████ U. S. Coast Guard

Attachments

Pilot_trng_mnl; Other;
11Jul2017 09:14:49 EDT; No

Control Number: 6187583-████041

Description: NVIC 5-01 High Speed Vessels
Evidence Type: Standard

Collection Information

Date/Time: 10Jul2017 08:47:00 EDT
Location: Sector SENE
Collected By: ██████████ U. S. Coast Guard

Attachments

NVIC 5-01 High-Speed Vessels; Other;
11Jul2017 09:15:34 EDT; No

MISLE Incident Investigation Report

Control Number: 6187583-██████042
Description: USCG Navigation Center GPS Data: No anomalies
Evidence Type: Standard

Collection Information

Date/Time: 30Jun2017 09:10:00 EDT
Location: Sector SENE
Collected By: ██████████ U. S. Coast Guard

Attachments

RAA2017-040 2017-517 - Inquiry Regarding GPS; Other;
11Jul2017 09:16:44 EDT; No

Control Number: 6187583-██████043
Description: Aton Verification Hyannis Harbor - All Sat.
Evidence Type: Standard

Collection Information

Date/Time: 19Jun2017 09:13:00 EDT
Location: Sector SENE
Collected By: ██████████ U. S. Coast Guard

Attachments

ATON VERIFICATION HYANNIS HARBOR; Other;
11Jul2017 09:17:06 EDT; No

Control Number: 6187583-██████044
Description: ██████████ Medical Records
Evidence Type: Standard

Collection Information

Date/Time: 13Jul2017 14:47:18 EDT
Location: Sector SENE
Collected By: ██████████ U. S. Coast Guard

Attachments

██████████ - Medical Records; Other;
13Jul2017 14:56:08 EDT; No

Control Number: 6187583-██████045
Description: ██████████ Medical Records
Evidence Type: Standard

Collection Information

Date/Time: 13Jul2017 14:48:59 EDT
Location: Sector SENE
Collected By: ██████████ U. S. Coast Guard

Attachments

██████████ - Medical Records; Other;
13Jul2017 14:56:43 EDT; No

MISLE Incident Investigation Report

Control Number: 6187583- [REDACTED] 046

Description [REDACTED] Medical Records
Evidence Type: Standard

Collection Information

Date/Time: 13Jul2017 14:49:37 EDT
Location: Sector SENE
Collected By: [REDACTED] U. S. Coast Guard

Attachments

[REDACTED] - Medical records; Other;
13Jul2017 14:57:23 EDT; No

Control Number: 6187583- [REDACTED] 047

Description [REDACTED] Medical Records
Evidence Type: Standard

Collection Information

Date/Time: 13Jul2017 14:50:23 EDT
Location: Sector SENE
Collected By: [REDACTED] U. S. Coast Guard

Attachments

[REDACTED] - Medical records; Other;
13Jul2017 14:58:19 EDT; No

Control Number: 6187583- [REDACTED] 048

Description: [REDACTED] Medical records
Evidence Type: Standard

Collection Information

Date/Time: 13Jul2017 14:50:58 EDT
Location: Sector SENE
Collected By: [REDACTED] U. S. Coast Guard

Attachments

[REDACTED] - Medical Records; Other;
13Jul2017 14:58:52 EDT; No

Control Number: 6187583- [REDACTED] 049

Description: [REDACTED] Medical Records
Evidence Type: Standard

Collection Information

Date/Time: 13Jul2017 14:51:39 EDT
Location: Sector SENE
Collected By: [REDACTED] U. S. Coast Guard

Attachments

[REDACTED] - Medical Records; Other;
13Jul2017 14:59:29 EDT; No

MISLE Incident Investigation Report

Control Number: 6187583-██████050

Description: ██████████ Medical Records
Evidence Type: Standard

Collection Information

Date/Time: 13Jul2017 14:52:18 EDT
Location: Sector SENE
Collected By: ██████████ U. S. Coast Guard

Attachments

██████████ - Medical Records; Other;
13Jul2017 15:00:13 EDT; No

Control Number: 6187583-██████051

Description: ██████████ Phone Records
Evidence Type: Standard

Collection Information

Date/Time: 13Jul2017 14:54:00 EDT
Location: Sector SENE
Collected By: ██████████ U. S. Coast Guard

Attachments

Non-DoD Source Sprint case 2017-139742 ; Other;
13Jul2017 15:02:43 EDT; No

Control Number: 6187583-██████052

Description ██████████ Phone Records
Evidence Type: Standard

Collection Information

Date/Time: 13Jul2017 14:54:35 EDT
Location: Sector SENE
Collected By: ██████████ U. S. Coast Guard

Attachments

Non-DoD Source Sprint case 2017-139750 ; Other;
13Jul2017 15:03:03 EDT; No

Control Number: 6187583-██████053

Description: Sunset & Moonrise Times
Evidence Type: Standard

Collection Information

Date/Time: 25Jul2017 10:32:01 EDT
Location: Sector SENE
Collected By: ██████████ U. S. Coast Guard

Attachments

Sunset & Moon Times; Other;
Sunset & Moonrise Times 16 June, 2017; 25Jul2017 10:35:02 EDT; No

MISLE Incident Investigation Report

Control Number: 6187583-████054
Description: NOAA Chart of Area
Evidence Type: Standard

Collection Information

Date/Time: 29Sep2017 11:12:07 EDT
Location: Sector SENE
Collected By: ████████████████████ U. S. Coast Guard

Attachments

NOAA Chart 13229 Entrance to Hyannis Harbor; Other;
29Sep2017 11:14:11 EDT; No

Control Number: 6187583-████055
Description: Chart of area with marked positions of buoys (HH, 4, 5, 6) breakwater light "H," and approximate position of two moored sailboats in the lee of breakwater.
Evidence Type: Standard

Collection Information

Date/Time: 29Sep2017 11:28:34 EDT
Location: Sector SENE
Collected By: ████████████████████ U. S. Coast Guard

Attachments

Chart of area with marked positions.; Other;
Chart of area with marked positions of buoys (HH, 4, 5, 6), lighted breakwater buoy, and approximate location of moored sailboats in lee of breakwater; 29Sep2017 11:40:34 EDT; No

Control Number: 6187583-████056
Description: Chart of area with hand-drawn approximate location of two moored sailboats and approximate usual route of the IYANOUGH (drawn by counsel to ██████████)
Evidence Type: Standard

Collection Information

Date/Time: 18Jun2017 15:30:00 EDT
Location: Sector SENE
Collected By: ████████████████████ U. S. Coast Guard

Attachments

Chart of approximate usual route and marked sailboats; Other;
29Sep2017 11:44:00 EDT; No

VII. TIMELINE

15Jun2017 08:00:00 EDT to 15Jun2017 08:00:00 EDT (Estimated): Steamship Authority, the operator of the IYANOUGH, has a pilot training manual for all of their vessels and an operations manual for the IYANOUGH written with guidance from NVIC 5-01. However, the operations manual does not fully capture the suggested detail of the NVIC, nor does the pilot training manual reference the IYANOUGH operations manual.

Timeline Type: Condition
Timeline Subtype: Organization - Organization Condition
Location: Unknown

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
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MISLE Incident Investigation Report

MASSACHUSETT Organization Other
S n
COMMONWEALTH
OF

16Jun2017 12:00:00 EDT to 16Jun2017 12:00:00 EDT (Estimated): Within the Steamship Authority construct, the role of "pilot" closely mirrors the more colloquially used term "first officer." Responsibilities include navigating and landing the vessel under the direction and supervision of the Captain.

Timeline Type: Condition
Timeline Subtype: Organization - Organization Condition
Location: Unknown

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
MASSACHUSETT S COMMONWEALTH OF	Organization n		Other


16Jun2017 13:30:00 EDT to 16Jun2017 13:30:00 EDT (Estimated): Prior to reporting for duty aboard the IYANOUGH for his shift on June 16, 2017, the pilot had not worked aboard for ten months.

Timeline Type: Condition
Timeline Subtype: Person - Person Condition
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
	Person	Not at Risk	Subject of Investigation

System: Personnel
Subsystem: Training
Component: Navigation/Position Determination
Cite:
Involves CG Approved Equipment: No
Security Violation: No
Deficiency: No

16Jun2017 20:18:00 EDT to 16Jun2017 20:18:00 EDT (Known): Sunset at 2018, end of civil twilight at 2058.

Timeline Type: Condition
Timeline Subtype: Environment - Working Environment
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

MISLE Incident Investigation Report

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
Hyannis Harbor West Jetty	Waterway		Location

16Jun2017 20:45:00 EDT to 16Jun2017 20:45:00 EDT (Known): IYANOUGH underway from Nantucket, MA en route to Hyannis, MA with 48 passengers, six crew and three concessionaires on board. The master was at the helm and the pilot was aiding in navigational duties. The IYANOUGH was equipped with two radars, an ECDIS TRANSAS 4000 electronic chart system, AIS, GPS, spotlight, and infrared camera. The IYANOUGH was traveling at cruising speed of approximately 32 knots.

Timeline Type: Condition
 Timeline Subtype: Vessel - Material/Equipment Condition
 Location: Known

Primary Location: Yes
 Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
MV IYANOUGH	Vessel	Damaged	Involved in a Marine Casualty

System: Operations/Management
 Subsystem: Vessel Activity
 Component: Underway
 Cite:
Involves CG Approved Equipment: No
 Security Violation: No
 Deficiency: No

16Jun2017 21:00:00 EDT to 16Jun2017 21:00:00 EDT (Known): Weather was a causative factor. 30+ knot winds, gusting to 40+ from the SSE, 6-8' seas, patchy fog and heavy rain at times.

Timeline Type: Condition
 Timeline Subtype: Environment - Weather Conditions
 Location: Known

Primary Location: Yes
 Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
Hyannis Harbor West Jetty	Waterway		Location

Weather Condition
 Sky Condition: Overcast
 Weather And Precipitation: Rain showers
 Visibility And Precipitation: Fog
 24-Hour Precipitation Amount (inches):
 Wind Speed (knots): 30 Ceiling (feet):

MISLE Incident Investigation Report

Wind Direction From (degrees): 60 Visibility (nautical miles):
Wind Gusts (knots): 40 Air Temp (F): 61
Atmospheric Pressure (millibars): 1015.00

Water Condition

Character Of Ice:
Tide:
Warnings In Effect: Small craft
Water Depth/River Stage (feet above MLLW):
Tidal Current Speed (knots): Water Temperature (F): 62
Tidal Current Direction To (degrees): Ice Coverage (percent):
River Current Speed (knots):
River Current Direction To (degrees):
Wave Height (feet): 6.0 Swell Height (feet):
Wave Direction To (degrees): 110 Swell Direction To (degrees):
Wave Period (seconds): 4 Swell Period (seconds):

16Jun2017 21:32:00 EDT to 16Jun2017 21:32:00 EDT (Estimated): The IYANOUGH runs a seasonal regular route from Hyannis, MA to Nantucket Island, MA and back, multiple times a day. On the trip from Nantucket to Hyannis, the vessel's normal route is Bishops number 4 buoy (Nantucket) to the "HH" buoy (Hyannis) on a course of 340 degrees. After the vessel reaches buoy number "4" (Hyannis Harbor), the vessel changes course to 057 degrees to line up with the entrance channel to Lewis Bay and the port of Hyannis.

Timeline Type: Action
Timeline Subtype: Bridge Operations - Shiphandling
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Subject of Investigation

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Subject of Investigation

16Jun2017 21:33:00 EDT to 16Jun2017 21:33:00 EDT (Known): The pilot logged at 2133 that the IYANOUGH passed the "HH" buoy in Hyannis, MA. The IYANOUGH continued on approximate course 340 degrees at 32 knots.

Timeline Type: Condition
Timeline Subtype: Vessel - Material/Equipment Condition
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

MISLE Incident Investigation Report

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
MV IYANOUGH	Vessel	Damaged	Involved in a Marine Casualty

System: Operations/Management
Subsystem: Vessel Activity
Component: Underway
Cite:
Involves CG Approved Equipment: No
Security Violation: No
Deficiency: No

16Jun2017 21:33:30 EDT to 16Jun2017 21:33:30 EDT (Estimated): The master told the pilot to turn the spotlight on and search for buoy number "4" at the entrance to Hyannis Harbor. The pilot could not turn on the spotlight, so the master leaned over and turned on the spotlight for him (estimated to take 15 seconds).

Timeline Type: Action
Timeline Subtype: Bridge Operations - Visual Monitoring and Lookout
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Not at Risk	Subject of Investigation

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Not at Risk	Subject of Investigation

16Jun2017 21:34:00 EDT to 16Jun2017 21:34:00 EDT (Estimated): The master made a slight course correction, turning the IYANOUGH to starboard, continuing at 32 knots.

Timeline Type: Action
Timeline Subtype: Bridge Operations - Shiphandling
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Not at Risk	Subject of Investigation

16Jun2017 21:34:00 EDT to 16Jun2017 21:34:00 EDT (Estimated): The pilot could not properly operate the spotlight to visually acquire buoys "4," "5," or "6."

MISLE Incident Investigation Report

Timeline Type: Condition
Timeline Subtype: Environment - Working Environment
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Not at Risk	Subject of Investigation

16Jun2017 21:34:40 EDT to 16Jun2017 21:34:40 EDT (Estimated): The master saw the jetty breakwater dead ahead and attempted to make a crash stop - an emergency stop - by pulling the Morse controls all the way back, which drops the buckets on the jet drives and reverses the thrust. The IYANOUGH has the capability to stop within one and a half vessel lengths.

Timeline Type: Action
Timeline Subtype: Bridge Operations - Collision/Allision Avoidance
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Not at Risk	Subject of Investigation

16Jun2017 21:35:00 EDT to 16Jun2017 21:35:00 EDT (Known): IYANOUGH allided with the west jetty near the Hyannis, MA Harbor entrance. The allision injured 15 passengers/crew, and damaged all three hulls.

Timeline Type: Event
Timeline Subtype: Allision
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
Hyannis Harbor Waterfront	Facility	Damaged and Not Repaired - Operational	Site of Incident

Location of Impact:

Above/Below the Waterline: Below

Vessel Course: Bearing:

Vessel Speed: Units:

MISLE Incident Investigation Report

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
MV IYANOUGH	Vessel	Damaged	Involved in a Marine Casualty

Location of Impact: Centerline Bow
Above/Below the Waterline: Below
Vessel Course: 340 Bearing: True
Vessel Speed: 32.0 Units: Knots

16Jun2017 21:35:01 EDT to 16Jun2017 21:35:01 EDT (Known): IYANOUGH grounded on the west jetty entrance to Hyannis, MA Harbor entrance.

Timeline Type: Event
Timeline Subtype: Grounding
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
MV IYANOUGH	Vessel	Damaged	Involved in a Marine Casualty

Type Of Grounding: Hard

Type Of Bottom: Stone

Charted Depth Of Water (feet): 0

Actual Depth Of Water (feet): 0

Recorded Depth Of Water (feet): 0

Part Of Vessel Aground: Centerline Bow

Additional Information: The IYANOUGH is a catamaran design hi-speed passenger ferry. The allision and subsequent grounding damaged the IYANOUGH's port and starboard hulls and centerline. The hull was punctured on both the port and starboard sides below the waterline and required temporary repairs before being towed off.

16Jun2017 21:35:02 EDT to 16Jun2017 21:35:02 EDT (Known): As a result of the allision and grounding, 15 people were triaged on board, medevaced by CG helo to awaiting EMS personnel, and transported to Cape Cod Hospital for evaluation and treatment. Of the original 15 people, seven total people on board had injuries requiring treatment beyond first aid - two crew, one concessionaire, and four passengers.

Timeline Type: Event
Timeline Subtype: Personnel Casualty - Injury
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Injured	Subject of Investigation

MISLE Incident Investigation Report

Nature Of Event Causing Injuries: Contact Injury- Fall onto surface

Severity: Moderate

<u>Injury Type</u>	<u>Body Region</u>
Laceration	Face
Sprain	Knee
Sprain	Shoulder

Casualty Involved Diving: No

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Injured	Subject of Investigation

Nature Of Event Causing Injuries: Contact Injury- Fall onto surface

Severity: Moderate

<u>Injury Type</u>	<u>Body Region</u>
Abrasion	Forearm
Abrasion	Knee
Strain	Shoulder

Casualty Involved Diving: No

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Injured	Subject of Investigation

Nature Of Event Causing Injuries: Contact Injury- Fall onto surface

Severity: Moderate

<u>Injury Type</u>	<u>Body Region</u>
Laceration	Elbow
Laceration	Head
Concussion	Head

Casualty Involved Diving: No

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Injured	Subject of Investigation

Nature Of Event Causing Injuries: Contact Injury- Fall onto surface

Severity: Moderate

<u>Injury Type</u>	<u>Body Region</u>
Strain	Back
Strain	Pelvis (hip)

Casualty Involved Diving: No

MISLE Incident Investigation Report

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Injured	Subject of Investigation

Nature Of Event Causing Injuries: Contact Injury- Fall onto surface

Severity: Moderate

<u>Injury Type</u>	<u>Body Region</u>
Contusion	Lower Leg
Strain	Pelvis (hip)

Casualty Involved Diving: No

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Injured	Subject of Investigation

Nature Of Event Causing Injuries: Contact Injury- Fall onto surface

Severity: Moderate

<u>Injury Type</u>	<u>Body Region</u>
Concussion	Head
Unknown	Head

Casualty Involved Diving: No

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Injured	Subject of Investigation

Nature Of Event Causing Injuries: Contact Injury- Fall onto surface

Severity: Moderate

<u>Injury Type</u>	<u>Body Region</u>
Abrasion	Knee
Fracture	Wrist/Hand

Casualty Involved Diving: No

16Jun2017 21:35:20 EDT to 16Jun2017 21:35:20 EDT (Known): The master made a distress call on VHF CH 16 and CH 13, which was picked up by a Hyannis Fire Department boat in the vicinity. The initial mayday on CH 16 was not received by the Sector SENE Command Center, which was later attributed to the VHF antenna on the bridge roof coming loose during the allision.

Timeline Type: Action
Timeline Subtype: Communications
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Not at Risk	Subject of Investigation

MISLE Incident Investigation Report

16Jun2017 21:36:00 EDT to 16Jun2017 21:36:00 EDT (Known): The IYANOUGH had one subdivision. The damage caused by the allision and grounding penetrated seven compartments on the starboard hull and five compartments on the port hull.

Timeline Type: Condition
Timeline Subtype: Vessel - Material/Equipment Condition
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
MV IYANOUGH	Vessel	Damaged	Involved in a Marine Casualty

System: Construction/Loadline

Subsystem: Hull

Component: Hull Plating

Cite:

Involves CG Approved Equipment: No

Security Violation: No

Deficiency: No

16Jun2017 22:00:00 EDT to 17Jun2017 03:30:00 EDT (Estimated): Passengers and crew abandoned the IYANOUGH. 15 passengers/crew were air lifted by AIRSTA Cape Cod and transported to Cape Cod Hospital for evaluation. The remaining personnel on board disembarked over the side of the IYANOUGH and onto the jetties, where they were transported to shore by local assets. The master and pilot remained on board along with two CG inspectors.

Timeline Type: Action
Timeline Subtype: Safety and Emergency Operations - Abandon Vessel Operations
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Subject of Investigation

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Subject of Investigation

17Jun2017 06:28:00 EDT to 17Jun2017 06:28:00 EDT (Known): The IYANOUGH was pulled off the breakwater and motored to the Steamship Authority dock under its own power without further incident.

Timeline Type: Action
Timeline Subtype: Bridge Operations - Shiphandling
Location: Known

MISLE Incident Investigation Report

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Subject of Investigation

17Jun2017 09:00:00 EDT to 17Jun2017 09:00:00 EDT (Known): Stable temporary repairs were made to the IYANOUGH to ensure it would remain afloat during transit to the shipyard at Fairhaven, MA for permanent repairs.

Timeline Type: Action
Timeline Subtype: Shore Activities - Naval Architecture/Technical Services
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Subject of Investigation

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Subject of Investigation

17Jun2017 09:25:00 EDT to 17Jun2017 09:25:00 EDT (Known): Alcohol testing was performed on the entire crew (within two hours) with ██████████ results. Drug testing was performed on the ██████████ (within 32 hours) with ██████████ results.

Timeline Type: Action
Timeline Subtype: Drug/Alcohol Testing - DOT Drug Testing
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Subject of Investigation

Reason Directed To Provide Sample(s): Post-casualty

Direction To Provide Sample(s)

Date/Time Directed: 16Jun2017 22:00 EDT

Means Of Direction: Verbal

Organization Directing Chemical Test Sample: Marine Employer

Description: Steamship Authority

MISLE Incident Investigation Report

Mariner Directed To Get A DOT Drug Test: Yes

Chemical Test Sample Provided: Yes

Reason Chemical Test Sample Not Provided:

Sample

Drug Test Sample Taken Using DOT Protocols: Yes

Sample Type: Urine

Date/Time Sample Was Taken: 17Jun2017 09:25 EDT

Sampling Location: Franey Medical Lab, Mashpee, MA

Collection Agent: [REDACTED]

Collection Agent's Organization: Franey Medical Lab

Donor Certify Sample: Yes

Irregularities Noted: No

Drug Analysis

Analyzing Laboratory: MedTox Laboratories, Inc., ST. Paul, MN, 55112

Specimen Analyzed Using DOT Protocols: Yes

Specimen Transferred And Chain Of Custody Complete: Yes

Primary Specimen Test Result

Result: [REDACTED]

Positive For:

Specimen Dilute: No

Reason(s) Rejected For
Testing:

Remarks:

Review Conducted By

Medical Review Officer [REDACTED]

Coroner:

Determination/Verification: [REDACTED]

Specimen Dilute (MRO): No

Split Specimen Analyzed: No

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Subject of Investigation

Reason Directed To Provide Sample(s): Post-casualty

Direction To Provide Sample(s)

Date/Time Directed: 16Jun2017 22:00 EDT

Means Of Direction: Verbal

Organization Directing Chemical Test Sample: Marine Employer

Description: Steamship Authority

Mariner Directed To Get A DOT Drug Test: Yes

Chemical Test Sample Provided: Yes

Reason Chemical Test Sample Not Provided:

Sample

Drug Test Sample Taken Using DOT Protocols: Yes

Sample Type: Urine

Date/Time Sample Was Taken: 17Jun2017 09:35 EDT

Sampling Location: Franey Medical Lab, Mashpee, MA

Collection Agent: ██████████

Collection Agent's Organization: Franey Medical LAb

Donor Certify Sample: Yes

Irregularities Noted: No

Drug Analysis

Analyzing Laboratory: MedTox Laboratories, Inc., ST. Paul, MN, 55112

Specimen Analyzed Using DOT Protocols: Yes

Specimen Transferred And Chain Of Custody Complete: Yes

MISLE Incident Investigation Report

Primary Specimen Test Result

Result [REDACTED]

Positive For:

Specimen Dilute: No

Reason(s) Rejected For Testing:

Remarks:

Review Conducted By

Medical Review Officer [REDACTED]

Coroner:

Determination/Verification: [REDACTED]

Specimen Dilute (MRO): No

Split Specimen Analyzed: No

17Jun2017 14:00:00 EDT to 17Jun2017 14:00:00 EDT (Known): USCG ANT Woods Hole verified all buoys and aids were on station, properly lighted with correct color, flash, and intensity.

Timeline Type: Condition
Timeline Subtype: Environment - Waterway Conditions
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
Hyannis Harbor West Jetty	Waterway		Location

System: Waterways

Subsystem: ATON

Component: ATON Condition

Cite:

Involves CG Approved Equipment: No

Security Violation: No

Deficiency: No

18Jun2017 06:00:00 EDT to 18Jun2017 06:00:00 EDT (Known): IYANOUGH underway enroute to Fairhaven shipyard for permanent repairs.

Timeline Type: Condition
Timeline Subtype: Vessel - Material/Equipment Condition
Location: Known

MISLE Incident Investigation Report

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
MV IYANOUGH	Vessel	Damaged	Involved in a Marine Casualty

System: Operations/Management
Subsystem: Vessel Activity
Component: Underway
Cite:
Involves CG Approved Equipment: No
Security Violation: No
Deficiency: No

18Jun2017 08:00:00 EDT to 18Jun2017 08:00:00 EDT (Known): CG-2692, CG-2692B, CG-2692C, and CG-2692D received.

Timeline Type: Action
Timeline Subtype: Incident/Casualty Reporting/Notification - CG-2692
Location: Unknown

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Subject of Investigation

18Jun2017 09:00:00 EDT to 18Jun2017 09:00:00 EDT (Known): IYANOUGH moored at Fairhaven shipyard to conduct permanent repairs. Vessel lifted and placed on blocks.

Timeline Type: Condition
Timeline Subtype: Vessel - Mooring Arrangement
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
MV IYANOUGH	Vessel	Damaged	Involved in a Marine Casualty

30Jun2017 13:39:00 EDT to 30Jun2017 13:39:00 EDT (Known): USCG Navigation Center reported that there were no anomalies that might affect GPS signal integrity at time of the allision.

Timeline Type: Condition
Timeline Subtype: Environment - Waterway Conditions
Location: Known

Primary Location: Yes
Description: Hyannis Harbor West Jetty

MISLE Incident Investigation Report

Latitude: 41°37.5 N

Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
Hyannis Harbor West Jetty	Waterway		Location

System: Waterways

Subsystem: ATON

Component: ATON Condition

Cite:

Involves CG Approved Equipment: No

Security Violation: No

Deficiency: No

17Jul2017 06:00:00 EDT to 17Jul2017 15:00:00 EDT (Known): IYANOUGH repairs and sea trials completed on July 17, 2017 and vessel placed back in service. See inspection activity # 6180448 for details.

Timeline Type: Action

Timeline Subtype: Shore Activities - Naval Architecture/Technical Services

Location: Known

Primary Location: Yes

Description: Hyannis Harbor West Jetty

Latitude: 41°37.5 N

Longitude: 070°17.6 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Not at Risk	Subject of Investigation

VIII. CORRESPONDENCE

Subpoenas to Cape Cod Hospital for 17 potentially injured crew/passengers.

Source: USCG

Date: 6/27/2017 12:00:00 PM

Attachments:

- [REDACTED] IO Subpoena; [REDACTED] 05Jul2017 15:10:56 EDT; No
- [REDACTED] IO Subpoena; [REDACTED] 05Jul2017 15:11:16 EDT; No
- [REDACTED] IO Subpoena; [REDACTED] 05Jul2017 15:11:28 EDT; No
- [REDACTED]; IO Subpoena; [REDACTED] 05Jul2017 15:11:39 EDT; No
- [REDACTED] JOAN; IO Subpoena; [REDACTED] 05Jul2017 15:11:58 EDT; No
- [REDACTED] IO Subpoena; [REDACTED] 05Jul2017 15:12:10 EDT; No

MISLE Incident Investigation Report

[REDACTED], D; IO Subpoena;
[REDACTED] 05Jul2017 15:12:22 EDT; No

[REDACTED] IO Subpoena;
[REDACTED] 05Jul2017 15:12:33 EDT; No

[REDACTED] IO Subpoena;
[REDACTED] 05Jul2017 15:12:44 EDT; No

[REDACTED] IO Subpoena;
[REDACTED] 05Jul2017 15:12:55 EDT; No

[REDACTED]; IO Subpoena;
[REDACTED] 05Jul2017 15:13:05 EDT; No

[REDACTED] IO Subpoena;
[REDACTED] 05Jul2017 15:13:17 EDT; No

[REDACTED]; IO Subpoena;
[REDACTED] 05Jul2017 15:13:32 EDT; No

[REDACTED]; IO Subpoena;
[REDACTED] 05Jul2017 15:13:44 EDT; No

[REDACTED]; IO Subpoena;
[REDACTED] 05Jul2017 15:13:55 EDT; No

[REDACTED]; IO Subpoena;
[REDACTED] 05Jul2017 15:14:10 EDT; No

[REDACTED]; IO Subpoena;
[REDACTED] 05Jul2017 15:14:22 EDT; No

Subpoena to Sprint Communication for phone records of the master and pilot during time of last ferry run.

Source: USCG

Date: 6/30/2017 3:00:00 PM

Attachments:

Subpoena to Sprint [REDACTED] IO Subpoena;
[REDACTED] 05Jul2017 15:14:42 EDT; No

Subpoena to Sprint [REDACTED] IO Subpoena;
[REDACTED] 05Jul2017 15:14:55 EDT; No

Letter sent via e-mail dd 20 Jun, 2017 from FARRELL, McALEER & SMITH attorneys at law, requesting USCG keep records pertaining to the allision.

Source: 3rd Party

Date: 6/20/2017 7:00:00 PM

Attachments:

USCG Shipperley letter; Other;
[REDACTED] 05Jul2017 15:16:58 EDT; No

Requested subpoena data received from Sprint Communications.

Source: 3rd Party

Date: 7/10/2017 1:19:00 PM

Attachments:

Non-DoD Source Sprint case 2017-139742 ; Other;
[REDACTED] 11Jul2017 09:21:15 EDT; No

MISLE Incident Investigation Report

Non-DoD Source Sprint case 2017-139750 ; Other;
[REDACTED] 11Jul2017 09:21:34 EDT; No

6187583

Source: USCG
Date: 10/2/2017 7:12:02 PM
Attachments:

6187583; Other;
[REDACTED] 02Oct2017 15:14:17 EDT; No

D1 Safety Recommendation Endorsement and Forwarding memo.

Source: USCG
Date: 11/20/2017 4:27:08 PM
Attachments:

17-255_PS IYANOUGH Safety Recommendations ; Other;
[REDACTED] ; 20Nov2017 11:29:20 EST; No

Redacted Case with FAM

Source: USCG
Date: 5/24/2019 4:28:31 PM
Attachments:

IYANOUGH Report Redacted; Investigative Officer Report;
[REDACTED] ; 03Jun2019 09:29:57 EDT; No

IX. CONCLUSIONS – PART 1. CAUSE

Initiating Event:

Allision (16Jun2017 21:35:00 EDT)

Precondition

Environment – Condition - On Scene Weather - Speed.

Although the IYANOUGH was capable of travelling at a high rate of speed during bad weather, the inclement weather - 30-40 knot winds, patchy fog, heavy to light rain, and 6-8 foot seas - was at the high end of the IYANOUGH's safe limit. The weather, coupled with a pilot who was not familiar with the bridge controls (specifically the operation of the spotlight), the fact that the number "4" entrance buoy into Hyannis Harbor was never visually acquired by either the master nor the pilot, and that this was the IYANOUGH's last run of the day, should have given the master sufficient reason to operate at a slower speed.

Condition/Environment - Weather Conditions (16Jun2017 21:00:00 EDT); Hyannis Harbor West Jetty; Weather was a causative factor. 30+ knot winds, gusting to 40+ from the SSE, 6-8' seas, patchy fog and heavy rain at times.; Hyannis Harbor West Jetty

Mismatch - Between Person and Hardware - Pilot Familiarization

Although the pilot is a fully qualified pilot and 1600 GT master, he had not worked on the IYANOUGH in ten months, and was not familiar with how to turn on the spot light, nor use it efficiently. This unfamiliarity with the bridge controls caused the master to become distracted from navigation of the IYANOUGH, as he had to aid the pilot in turning on the spotlight at a critical moment in the transit.

Condition/Environment - Working Environment (16Jun2017 21:34:00 EDT); Hyannis Harbor West Jetty; The pilot could not properly operate the spotlight to visually acquire buoys "4," "5," or "6.";
[REDACTED]

Organization

Procedures - Training & Refresher Training

The pilot had not worked aboard the IYANOUGH in ten months. There are no procedures in place in

the IYANOUGH operations manual for refresher training as per NVIC 5-01.

Condition/Environment - Working Environment (16Jun2017 21:34:00 EDT); Hyannis Harbor West Jetty; The pilot could not properly operate the spotlight to visually acquire buoys "4," "5," or "6.";

Condition/Person - Person Condition (16Jun2017 13:30:00 EDT); Hyannis Harbor West Jetty; Prior to reporting for duty aboard the IYANOUGH for his shift on June 16, 2017, the pilot had not worked aboard for ten months.

Production

Other - Perceptual Confusion

The master was distracted at a critical time in the IYANOUGH's approach into Hyannis Harbor by helping the pilot energize the spotlight to illuminate buoy number "4," the first of three buoys at the entrance into Hyannis Harbor channel. When the master reacquired the radar image, he saw a familiar pattern of three contacts on the radar that he was expecting to see based on the previous hundreds of successful transits he had made. This image matched the pattern of the three buoys marking the entrance into Hyannis Harbor. However, at this point, the master had already passed the actual buoys and the radar image contacts were the Hyannis Harbor breakwater jetty light and two sailboats, moored in the lee of the breakwater. The sea condition (6-8 foot seas) obscured the breakwater wall from showing up on the radar. These three contacts appeared similar enough to the expected pattern of buoys that the master mistook them and consequently never turned into the channel as he should have.

Action/Bridge Operations - Visual Monitoring and Lookout (16Jun2017 21:33:30 EDT); Hyannis Harbor West Jetty; The master told the pilot to turn the spotlight on and search for buoy number "4" at the entrance to Hyannis Harbor. The pilot could not turn on the spotlight, so the master leaned over and turned on the spotlight for him (estimated to take 15 seconds);

Action/Bridge Operations - Shiphandling (16Jun2017 21:34:00 EDT); Hyannis Harbor West Jetty; The master made a slight course correction, turning the IYANOUGH to starboard, continuing at 32 knots;

Action/Bridge Operations - Collision/Allision Avoidance (16Jun2017 21:34:40 EDT); Hyannis Harbor West Jetty; The master saw the jetty breakwater dead ahead and attempted to make a crash stop - an emergency stop - by pulling the Morse controls all the way back, which drops the buckets on the jet drives and reverses the thrust. The IYANOUGH has the capability to stop within one and a half vessel lengths;

Failures of Defense Against Subsequent Events in the Incident

Subsequent Event # 1:

Personnel Casualty - Injury (16Jun2017 21:35:02 EDT)

Defense Factors

Does Not Exist - Injuries due to Allision and Grounding

Given that the IYANOUGH allided and grounded with a rock jetty at 32 knots, there is no defense against impact injuries. Normal operations and navigation would have prevented these injuries.

Condition/Organization - Organization Condition(15Jun2017 12:00:00Z); Location Unknown; Steamship Authority, the operator of the IYANOUGH, has a pilot training manual for all of their vessels and an operations manual for the IYANOUGH written with guidance from NVIC 5-01. However, the operations manual does not fully capture the suggested detail of the NVIC, nor does the pilot training manual reference the IYANOUGH operations manual.; MASSACHUSETTS COMMONWEALTH OF

Condition/Person - Person Condition(16Jun2017 17:30:00Z); Hyannis Harbor West Jetty; Prior to reporting for duty aboard the IYANOUGH for his shift on June 16, 2017, the pilot had not worked aboard for ten months.;

██████████
Condition/Environment - Working Environment(17Jun2017 00:18:00Z); Hyannis Harbor West Jetty; Sunset at 2018, end of civil twilight at 2058.; Hyannis Harbor West Jetty

Condition/Vessel - Material/Equipment Condition(17Jun2017 00:45:00Z); Hyannis Harbor West Jetty; IYANOUGH underway from Nantucket, MA en route to Hyannis, MA with 48 passengers, six crew and three concessionaires on board. The master was at the helm and the pilot was aiding in navigational duties. The IYANOUGH was equipped with two radars, an ECDIS TRANSAS 4000 electronic chart system, AIS, GPS, spotlight, and infrared camera. The IYANOUGH was traveling at cruising speed of approximately 32 knots.; MV IYANOUGH

Condition/Environment - Weather Conditions(17Jun2017 01:00:00Z); Hyannis Harbor West Jetty; Weather was a causative factor. 30+ knot winds, gusting to 40+ from the SSE, 6-8' seas, patchy fog and heavy rain at times.; Hyannis Harbor West Jetty

Condition/Environment - Working Environment(17Jun2017 01:34:00Z); Hyannis Harbor West Jetty; The pilot could not properly operate the spotlight to visually acquire buoys "4," "5," or "6." ██████████

Subsequent Event # 2:

Grounding (16Jun2017 21:35:01 EDT)

Defense Factors

Inadequate - Training

One of the contributory causal factors in the allision was the master's distraction at a critical time, caused by the pilot's lack of familiarity with the bridge controls, specifically the operation of the vessel's spotlight. The pilot's unfamiliarity with the spotlight controls may have been exacerbated by a ten month hiatus from the bridge of the vessel. If the vessel's operations manual had been written IAW with NVIC 5-01 (training and refresher training), the pilot may have been afforded the opportunity to familiarize and operate all bridge equipment prior to getting underway in the position of pilot.

Condition/Organization - Organization Condition(15Jun2017 12:00:00Z); Location Unknown; Steamship Authority, the operator of the IYANOUGH, has a pilot training manual for all of their vessels and an operations manual for the IYANOUGH written with guidance from NVIC 5-01. However, the operations manual does not fully capture the suggested detail of the NVIC, nor does the pilot training manual reference the IYANOUGH operations manual.; MASSACHUSETTS COMMONWEALTH OF

Condition/Person - Person Condition(16Jun2017 17:30:00Z); Hyannis Harbor West Jetty; Prior to reporting for duty aboard the IYANOUGH for his shift on June 16, 2017, the pilot had not worked aboard for ten months.; ██████████
██████████

Condition/Environment - Working Environment(17Jun2017 01:34:00Z); Hyannis Harbor West Jetty; The pilot could not properly operate the spotlight to visually acquire buoys "4," "5," or "6."; ██████████

X. CONCLUSIONS – PART 2. ENFORCEMENT REFERRALS

MISLE Incident Investigation Report

The following referrals for enforcement action have been made as a result of this investigation and represent those instances where the Coast Guard has gathered evidence that indicates one or more alleged violations or offenses may have occurred. Any determinations as to whether or not one or more actual violations or offenses have occurred are documented in the appropriate Coast Guard enforcement activities.

Referral #1:

U. S. Coast Guard Vs [REDACTED]
Party: [REDACTED] [REDACTED]
Enforcement Type: Suspension and Revocation
Status: Open - In Progress

Alleged Violations

Cite: 46 CFR 5.29
Date/Time: 16Jun2017 21:35 EDT
Event/Action/Condition: Allision
Location: Hyannis Harbor West Jetty
Subject(s): MV IYANOUGH

Evidence

6187583 - MISLE - 0; MISLE Notification #799553 for a report of an incident received by Telephone call to Coast Guard; 26Jun2017 14:28:53 EDT

6187583-[REDACTED]001; CG-2692; 20Jun2017 16:28:00 EDT

6187583-[REDACTED]002; CG-2692B; 20Jun2017 16:28:00 EDT

6187583-[REDACTED]003; CG-2692C; 20Jun2017 16:28:00 EDT

6187583-[REDACTED]004; CG-2692D; 20Jun2017 16:28:00 EDT

6187583-[REDACTED]005; IO Witness Summary Statemen [REDACTED]; 17Jun2017 16:00:00 EDT

6187583-[REDACTED]006; IO Witness Summary [REDACTED] 18Jun2017 17:00:00 EDT

6187583-[REDACTED]007; Witness Statement [REDACTED] 20Jun2017 16:28:00 EDT

6187583-[REDACTED]008; Witness Statement [REDACTED]; 18Jun2017 07:27:00 EDT

6187583-[REDACTED]009; [REDACTED] 96 hour work/rest; 17Jun2017 15:00:00 EDT

6187583-[REDACTED]010; [REDACTED] 96 hour work/rest; 18Jun2017 15:00:00 EDT

6187583-[REDACTED]013; USCG Light List Volume 1, Atlantic Coast, 2017 - PG 129 Hyannis Harbor & Lewis Bay. Relevant entries highlighted.; 26Jun2017 12:12:00 EDT

6187583-[REDACTED]014; NOAA Surface Forecast; 27Jun2017 10:19:30 EDT

6187583-[REDACTED]015; NOAA Wave Analysis; 27Jun2017 14:20:38 EDT

6187583-[REDACTED]016; NOAA Nantucket WX Buoy data for 16JUN17; 27Jun2017 14:22:20 EDT

MISLE Incident Investigation Report

- 6187583-████017; IYANOUGH AIS Tracks from Coastwatch (FOUO); 18Jun2017 14:23:27 EDT
- 6187583-████018; IYANOUGH Track Date from Sector SENE ComCen; 28Jun2017 14:24:11 EDT
- 6187583-████019; IYANOUGH Bridge Log; 17Jun2017 14:25:54 EDT
- 6187583-████020; Photograph of IYANOUGH bow view aground on west Jetty Hyannis, MA; 17Jun2017 00:00:00 EDT
- 6187583-████021; Photograph of IYANOUGH aground on west jetty.; 17Jun2017 00:00:00 EDT
- 6187583-████022; Photograph of damage to jetties after IYANOUGH removed; 18Jun2017 14:31:59 EDT
- 6187583-████023; Photograph of 3/4 view of IYANOUGH STBD side bow; 18Jun2017 14:32:55 EDT
- 6187583-████024; Photograph of IYANOUGH both fins from bow; 18Jun2017 14:34:06 EDT
- 6187583-████025; Photograph of IYANOUGH bridge from STBD side; 18Jun2017 14:34:52 EDT
- 6187583-████026; Photograph of IYANOUGH bridge from port side; 18Jun2017 14:35:31 EDT
- 6187583-████027; Photograph of bridge (port view) of Master's chair and controls; 18Jun2017 14:36:33 EDT
- 6187583-████028; Photograph of close up of radio equipment on bridge of IYANOUGH; 18Jun2017 14:37:40 EDT
- 6187583-████029; Photograph of close up of searchlight controls; 18Jun2017 14:38:29 EDT
- 6187583-████030; Photograph of temporary damage repair to STBD side hull; 18Jun2017 14:39:16 EDT
- 6187583-████031; Photographs of IYANOUGH taken from CG6042 infrared camera; 28Jun2017 14:54:47 EDT
- 6187583-████032; Infrared video taken from CG6042 on scene above IYANOUGH 16JUN17; 28Jun2017 14:55:42 EDT
- 6187583-████033; Photo of IYANOUGH aground; 16Jun2017 23:00:00 EDT
- 6187583-████034; Photograph of TRANSAS display on bridge; 16Jun2017 23:30:00 EDT
- 6187583-████035; Photograph of close up view of TRANSAS display on bridge; 16Jun2017 23:30:00 EDT
- 6187583-████036; Photograph of STBD side damage #2 and #3 Water Tight Bulkhead; 16Jun2017 23:45:00 EDT
- 6187583-████037; Photo of STBD side damage #2 void; 16Jun2017 23:45:00 EDT
- 6187583-████038; Photograph of port side damage # 2 void.; 16Jun2017 23:45:00 EDT
- 6187583-████039; IYANOUGH Operations Manual dd 29 June 2007; 29Jun2017 11:06:26 EDT

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- 6187583-████040; Steamship Authority Pilot Training Manual; 07Jul2017 08:47:00 EDT
- 6187583-████041; NVIC 5-01 High Speed Vessels; 10Jul2017 08:47:00 EDT
- 6187583-████042; USCG Navigation Center GPS Data: No anomalies; 30Jun2017 09:10:00 EDT
- 6187583-████043; Aton Verification Hyannis Harbor - All Sat.; 19Jun2017 09:13:00 EDT
- 6187583-████044; ██████████ Medical Records; 13Jul2017 14:47:18 EDT
- 6187583-████045; ██████████ Medical Records; 13Jul2017 14:48:59 EDT
- 6187583-████046; ██████████ Medical Records; 13Jul2017 14:49:37 EDT
- 6187583-████047; ██████████ Medical Records; 13Jul2017 14:50:23 EDT
- 6187583-████048; ██████████ Medical records; 13Jul2017 14:50:58 EDT
- 6187583-████049; ██████████ Medical Records; 13Jul2017 14:51:39 EDT
- 6187583-████050; ██████████ Medical Records; 13Jul2017 14:52:18 EDT
- 6187583-████053; Sunset & Moonrise Times; 25Jul2017 10:32:01 EDT

Referral #2:

U.S. Coast Guard Vs ██████████
Party: ██████████
Enforcement Type: Suspension and Revocation
Status: Open - In Progress

Alleged Violations

Cite: 46 CFR 5.35 (Use)
Date/Time: 16Jun2017 21:35 EDT
Event/Action/Condition: Personnel Casualty - Injury
Location: Hyannis Harbor West Jetty
Subject(s): ██████████ ██████████

Evidence

6187583-████048; ██████████ Medical records; 13Jul2017 14:50:58 EDT

XI. SAFETY RECOMMENDATIONS

Safety Recommendation # 001 : Changes to NVIC 5-01 - High Speed Ferry Operations

Recommend Commandant of the Coast Guard develop a policy letter and amend the Navigational and Vessel Inspection Circular (NVIC) 5-01, dd 23 April, 2001 to address "Industry recommended content for a Vessel Operations Manual." The amendment should include an annual company and Coast Guard verification of the vessel operations manual. Additionally, require the company to resubmit the operations manual for approval by the Coast Guard every five years, in alignment with other five yearly plans such as the vessel security plan.

Currently, there are no requirements or guidance to operators to review or resubmit a vessel operations manual, and once written, the manual is good for the life of the vessel. This does not address, nor take into account changes on board the vessel with systems or procedures, nor provide procedures for the Coast Guard to verify the content of the manual is current and applicable.

Currently, the Coast Guard OCMI only "examines" the vessel operations manual; if the Coast Guard OCMI "approved" high speed vessel operations manuals, it may correct any deficiencies on submitted manuals.

In 2005, a safety recommendation (MISLE ID 5935) to incorporate NVIC 5-01 into regulation was approved by Commandant, with the caveat that "we believe that the initiation of a regulatory project to accomplish this should be delayed until the results of the study being conducted by the United Kingdom's Maritime and Coast Guard Agency (MCA) and the results of any studies undertaken by the Passenger Vessel Association/Coast Guard Partnership Action Team following the MCA report are available for consideration." It is unclear which report by the MCA is being referred to, but it was 12 years ago, so recommend that NVIC 5-01 be incorporated into regulation to include the changes from this recommendation.

A recent allision and subsequent grounding of a high speed ferry in Sector Southeastern New England's AOR led to the discovery that the vessel's operations manual had not been updated in ten years and was still referenced on the vessel's Certificate of Inspection. The operations manual was missing suggested content IAW NVIC 5-01, in particular, crew training and refresher training. During causal analysis, a contributory cause of the allision was discovered to be the unfamiliarity of the vessel by the 1st Officer, in that he had not been aboard the vessel in ten months and could not operate vital shipboard systems. Annual verification and five year plan approval could have caught this gap between the NVIC and the operations manual and could have provided guidance for the operator on suggested crew training and refresher training.

Date Created: 25Jul2017 EDT
Current Owner Unit: COMDT INV
Date Last Modified: 03Jun2019 09:38:08 EDT
Priority: Normal

MISLE Incident Investigation Report

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of this recommendation; specifically, the intent that operations manuals should be continually reviewed and updated.

Owners and operators should continually identify and assess operational hazards, mitigate these hazards, and document this mitigation in operations manuals. Enclosure (2) of NVIC 5-01, CHI, provides valuable guidance for enhancing the operational safety of domestic high-speed vessels, including how owners/operators should incorporate appropriate safety measures commensurate with their operations into their operations manuals. Coast Guard "approval" of operations manuals is not deemed necessary since hazard identification, risk management and mitigation captured in them is accepted by the OCMI and required as a condition of operation on the vessel's Certificate of Inspection (COI). Because a vessel's operations manual is referenced specifically on its COI, all changes and updates should be discussed with the OCMI and, when appropriate, the COI must be updated to reflect the revised operations manual.

In this particular case, IYANOUGH's operations manual did not contain all of the suggested content described in NVIC 5-01 CHI Encl (2); specifically, it did not discuss when refresher training should be required of the pilot/mate. The Coast Guard will issue a Finding of Concern to vessel owners/operators and marine inspectors. This Finding of Concern will reference NVIC 5-01 CHI and recommend periodic review of operations manuals to ensure actual conditions of operations are reflected.

Safety Recommendation # 002 : Safety Management System Implementation

Recommend Commandant require the full implementation of a safety management system (SMS) for ferry vessels subject to 46 Code of Federal Regulations Subchapters H and K, that are appropriate for the characteristics, methods of operation, and nature of service for size and operation of the companies' vessels.

Date Created: 19Nov2017 EST

Current Owner Unit: COMDT INV

Date Last Modified: 03Jun2019 09:49:44 EDT

Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of this recommendation. The Coast Guard is continuing to evaluate the risk posed by small passenger vessels, and the costs and benefits associated with implementing SMS that takes into account the characteristics, methods of operation, and nature of service of each vessel, as required by the 2010 CG Authorization Act.

Safety Alerts: