

Grounding at Gros Cap Reef

- M/V ROGER BLOUGH
- Flag: US
- Length: 833'
- Cargo: Taconite
- LPOC: Two Harbors, MN
- NPOC: Conneaut, OH



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27 May 2016 Conditions

- Sky Conditions: Clear
- Wind Speed: 6 Kts ESE
- Visibility: 10 NM
- Air Temp: 62 F
- Water Temp: 42 F
- Wave Height 2 Ft



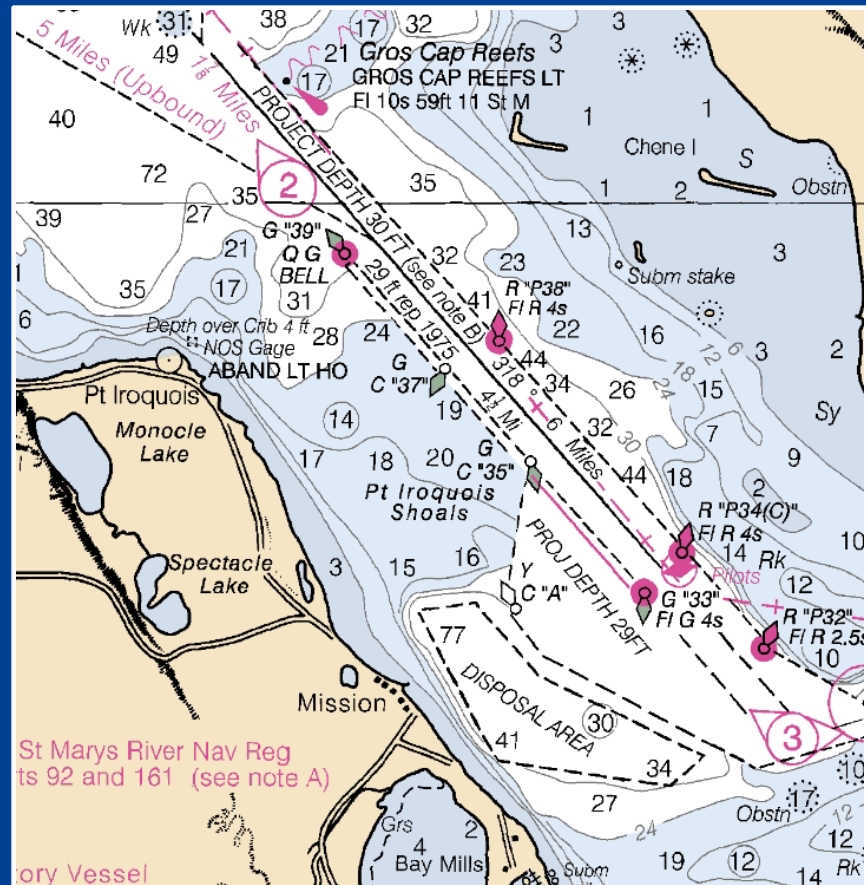
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Circumstances of Grounding

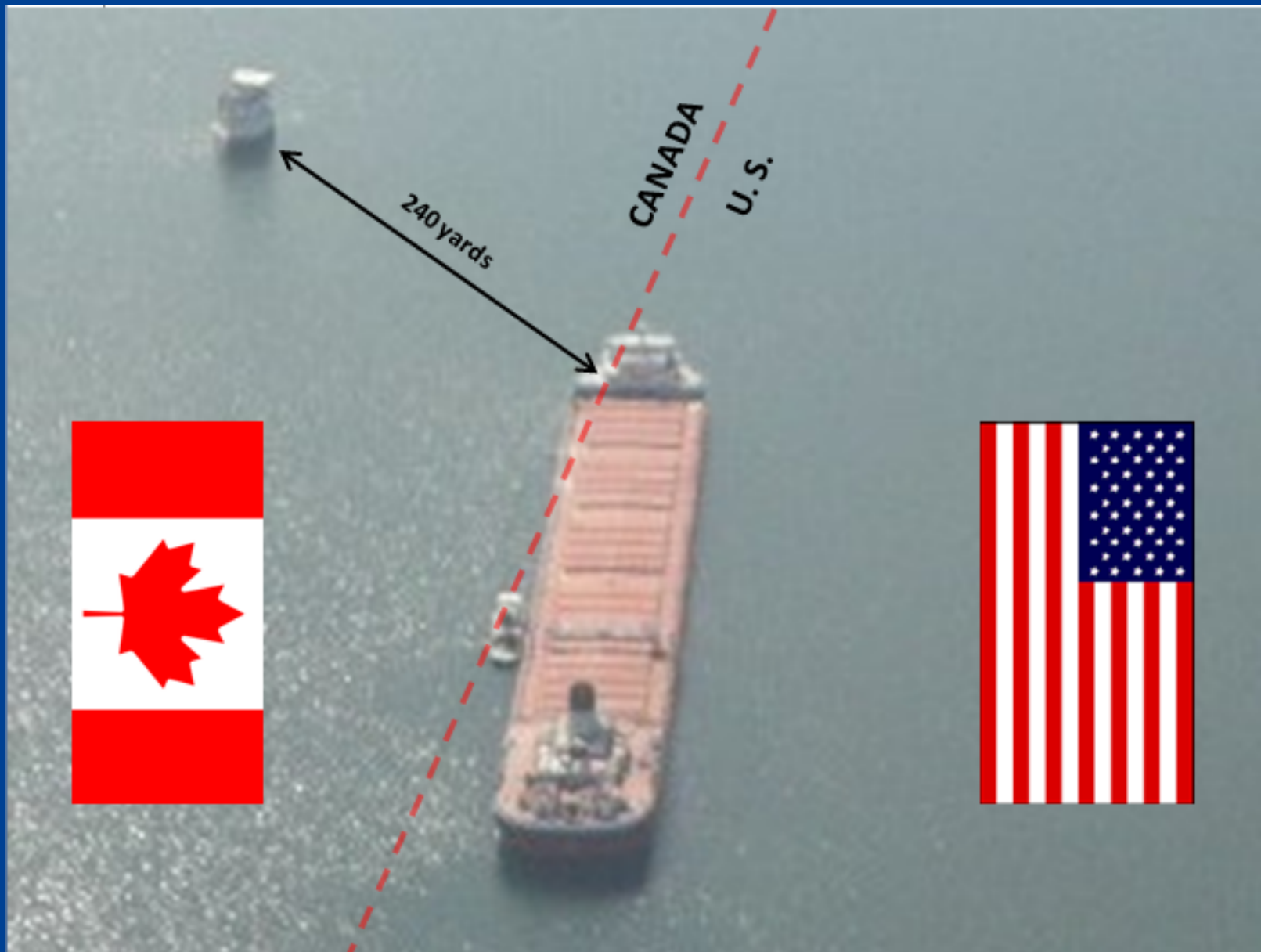
- Left of track down bound
- Overtaking vessel in tow
- Was not using depth sounder nor chart plotter
- Using seaman's eye



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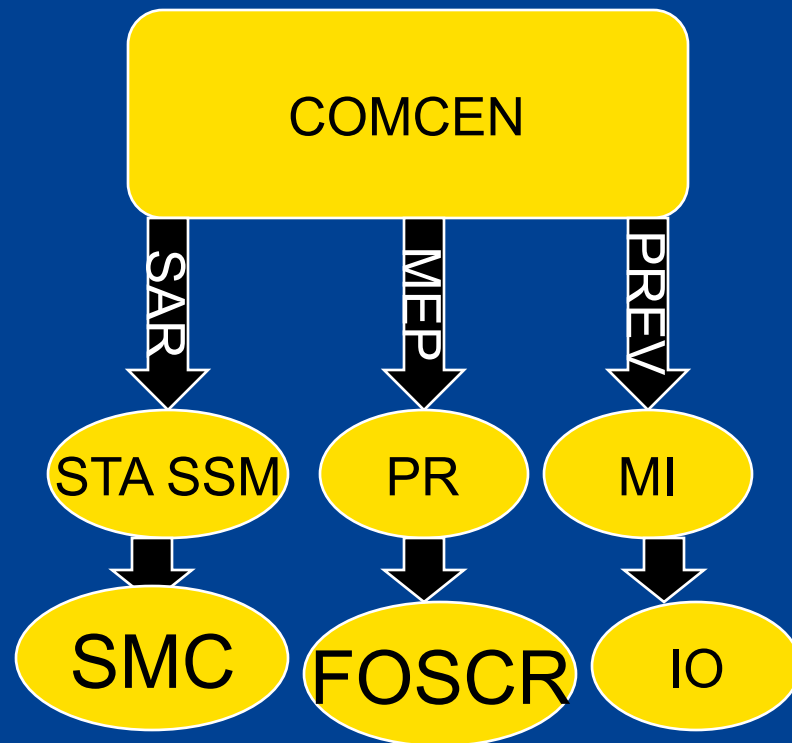
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Initial Response

- SAR: SMIB issued
- Mass Rescue
- Launched 25' RB-S and MH-65
- Deployed team of FOSCR, PR, IO, and MI
- CANUSLAK



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CANUSLAK

- Activated 29 May at 1021
- Potential threat to the environment



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NT-VRP

- **Applicability:**

Self-propelled;

Uses oil as fuel for main propulsion;

400 GT (ITC) or greater;

Operates on the Navigable Waters of the U.S.



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Plan Facilitation

QI: Qualified Individual

- Designated in writing
- Be available 24/7
- English
- US (or Canada)

Activate OSROs

Liaise w/FOSC

Obligate funds



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Plan Components

- (1) General information and introduction.
- (2) Notification procedures.
- (3) Shipboard spill mitigation procedures.
- (4) Shore-based response activities.
- (5) List of contacts.
- (6) Training procedures.
- (7) Exercise procedures.
- (8) Plan review and update procedures.
- (9) Geographic-specific appendix for each COTP zone in which the vessel or vessels operate.
- (10) An appendix for vessel-specific information for the vessel or vessels covered by the plan.



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Booming Ops

- 30 May booming operations commenced
- OSRO staged 6,000' of containment boom O/S
- Stern of BLOUGH boomed off- 500'

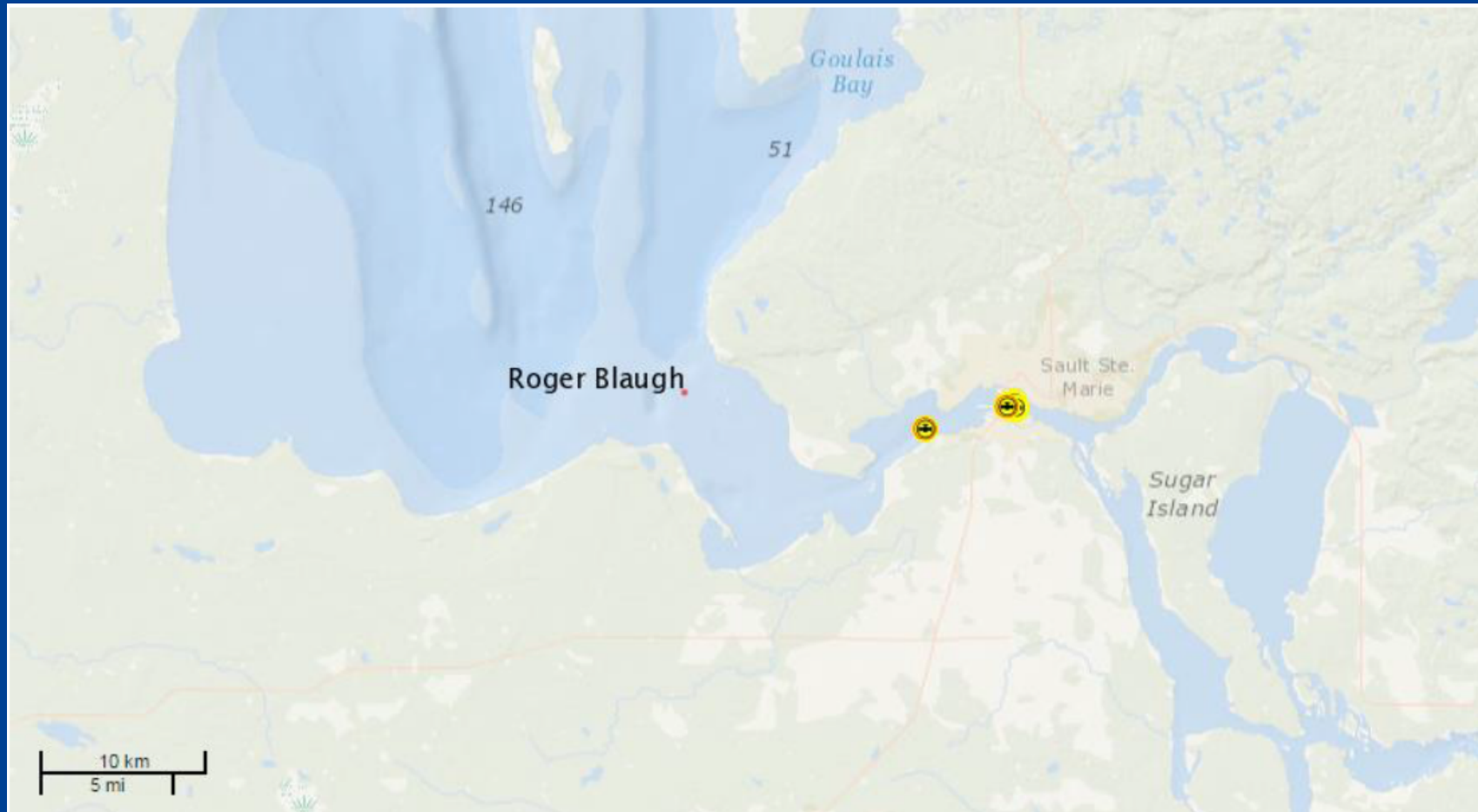


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Freshwater Intake Locations



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Environmental Sensitivity Atlas

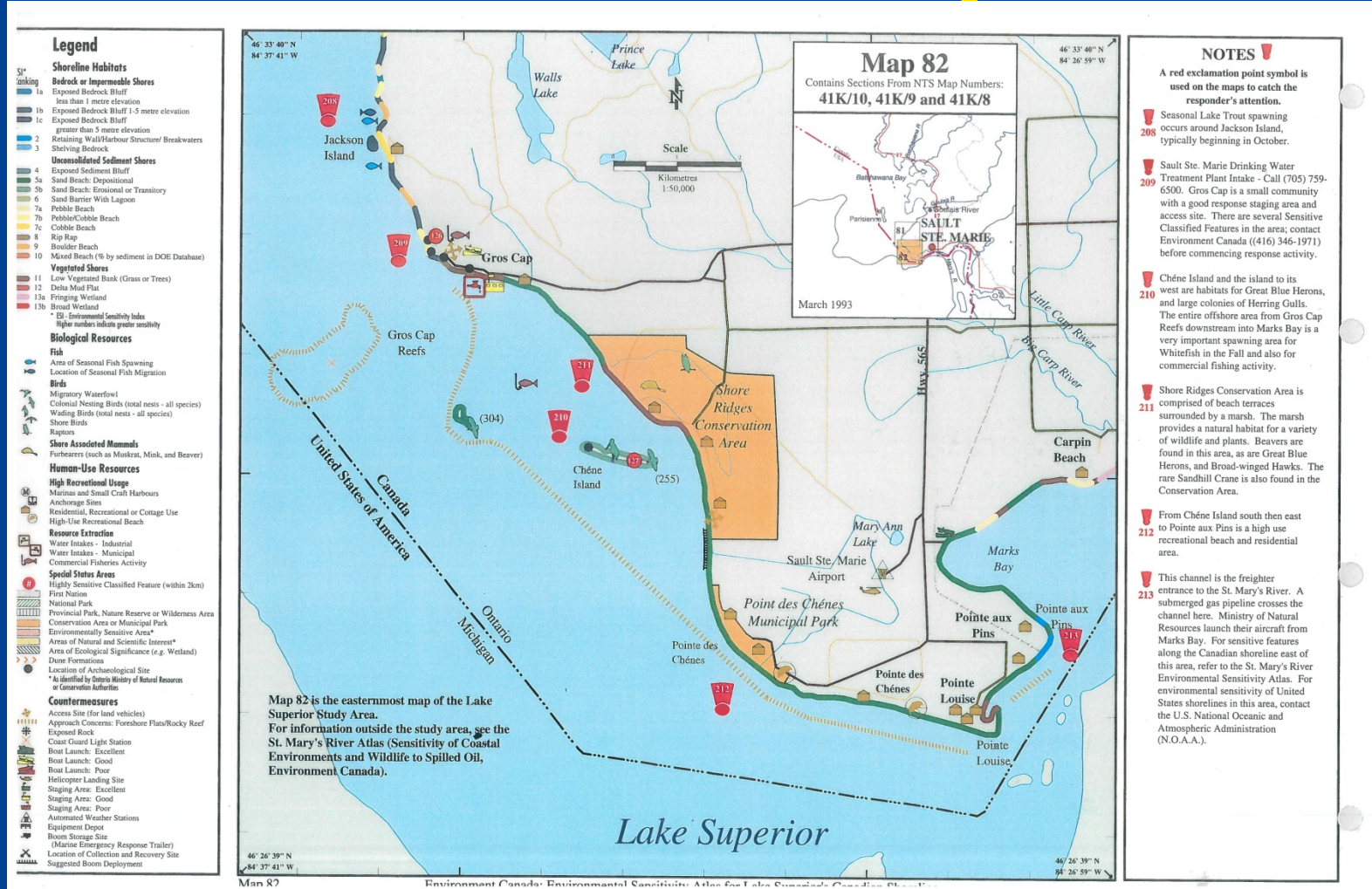


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Environmental Sensitivity Atlas

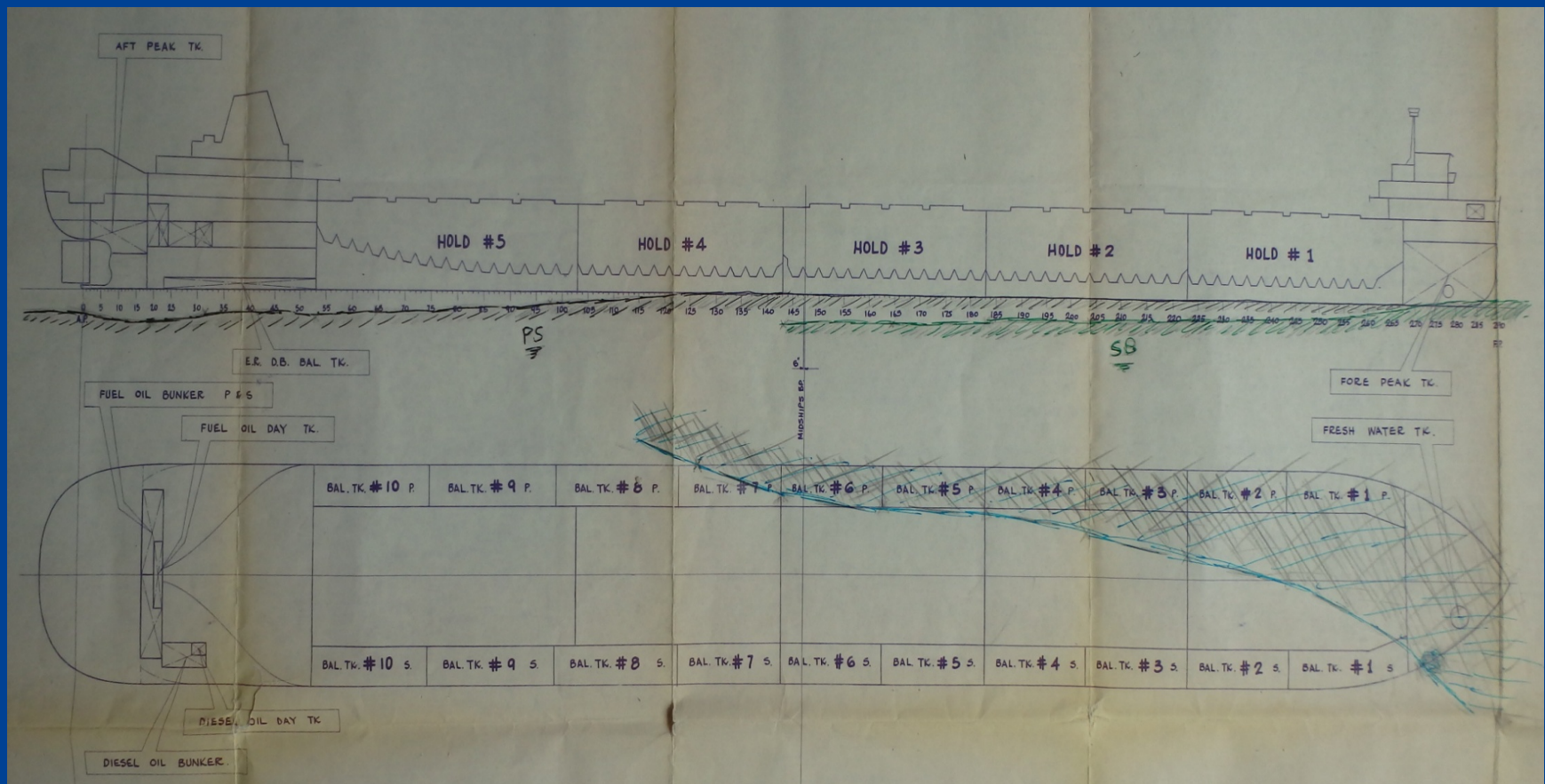


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Vessel Schematics



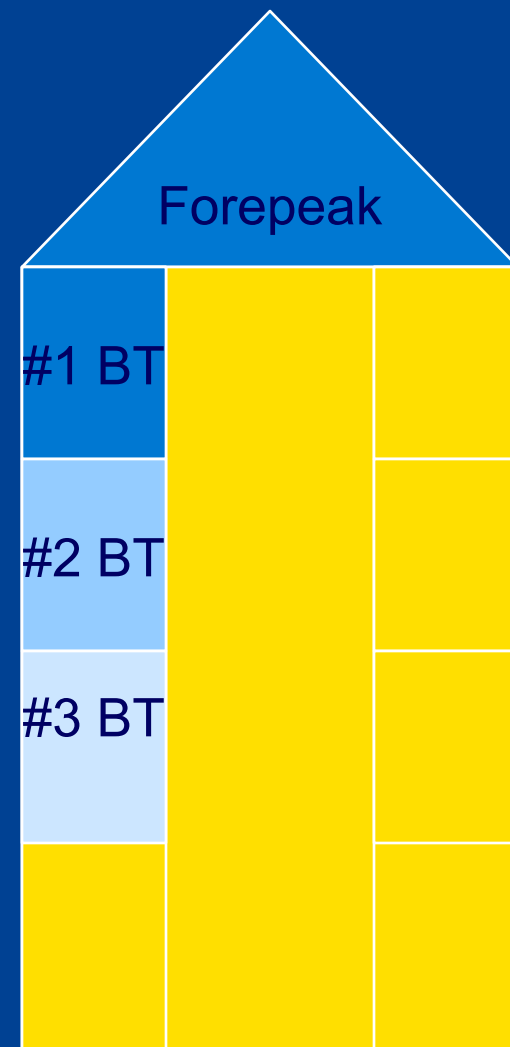
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Initial flooding:

- Port forepeak - fully flooded
- #1 void tunnel - fully flooded
- #1 port ballast tank flooded to 26'
- #2 port ballast tank flooded to 12'
- #3 port ballast tank flooded to 7"



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USCG Salvage Engineering Response Team

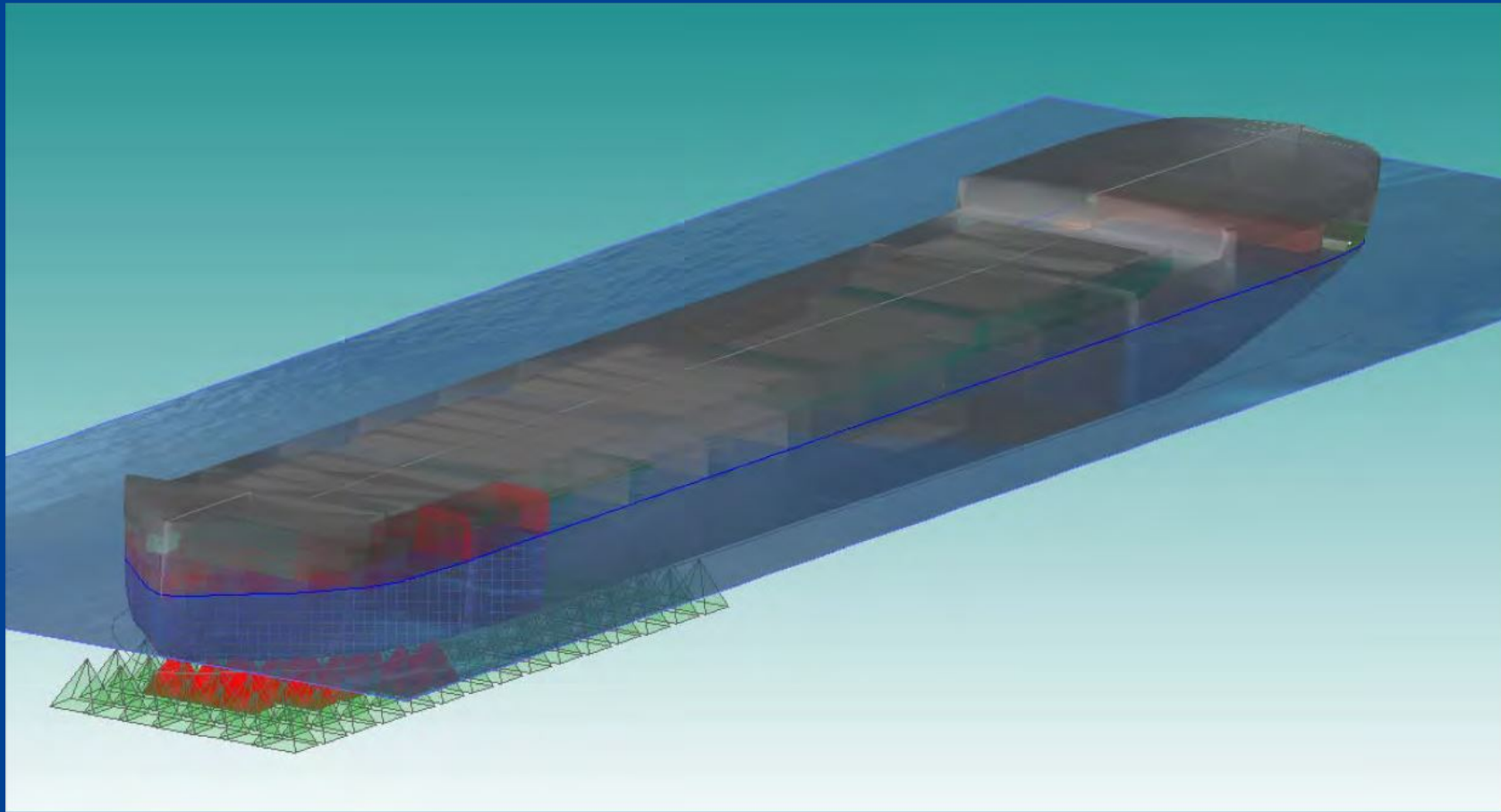


Figure 6 – 3D View of present condition (with ground modelled under the bow)



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Lightering Sequence @ Anchor

ROGER BLOUGH - Lightering Sequence - Waiski Bay, rev A

Lightering Sequence
ROGER BLOUGH

04-06-16

Cargo Holds												
Condition		Arrival	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10
		Waiski Bay	#4 Hold	#2 Hold	#5 Hold	#1 Hold	#4 Hold	#3 Hold	#5 Hold	#2 Hold	#4 Hold	Final
No.1 Cargohold	[LT]	4300	4300	4300	4300	0	0	0	0	0	0	0
No.2 Cargohold	[LT]	5800	5800	2800	2800	2800	2800	2800	2800	0	0	0
No.3 Cargohold	[LT]	4200	4200	4200	4200	4200	4200	0	0	0	0	0
No.4 Cargohold	[LT]	9800	6800	6800	6800	6800	2800	2800	2800	0	0	0
No.5 Cargohold	[LT]	8900	8900	8900	5900	5900	5900	5900	0	0	0	0
This conditions:		33000	30000	27000	24000	19700	15700	11500	5600	2800	0	0
Water Ballast Tanks												
Fore Peak Tank	[LT]	breached	breached	breached	breached	breached	breached	breached	breached	breached	breached	breached
Side Tank # 1 P	[LT]	breached	breached	breached	breached	breached	breached	breached	breached	breached	breached	breached
Side Tank # 1 S	[LT]	80	80	80	80	80	80	80	80	80	80	800
Side Tank # 2 P	[LT]	breached	breached	breached	breached	breached	breached	breached	breached	breached	breached	breached
Side Tank # 2 S	[LT]	1300	1300	1300	1300	1300	1100	1100	1100	700	700	400
Side Tank # 3 P	[LT]	70	70	70	70	700	700	700	700	700	700	1300
Side Tank # 3 S	[LT]	350	350	350	350	700	700	700	700	700	700	1300
Side Tank # 4 P	[LT]	10	10	700	700	700	700	700	700	700	700	1300
Side Tank # 4 S	[LT]	10	10	700	700	700	700	700	700	700	700	1300
Side Tank # 5 P	[LT]	10	700	700	700	700	700	700	700	700	700	1300
Side Tank # 5 S	[LT]	10	700	700	700	700	700	700	700	700	700	1300
Side Tank # 6 P	[LT]	10	10	10	10	10	10	1000	1000	1000	1000	1000
Side Tank # 6 S	[LT]	10	10	10	10	10	10	1000	1000	1000	1000	1000
Side Tank # 7 P	[LT]	10	10	10	10	10	10	10	700	700	1300	1300
Side Tank # 7 S	[LT]	10	10	10	10	10	10	10	700	700	1300	1300
Side Tank # 8 P	[LT]	10	10	10	10	10	800	800	800	800	1600	1600
Side Tank # 8 S	[LT]	10	10	10	10	10	800	800	800	800	1600	1600
Side Tank # 9 P	[LT]	10	10	10	10	10	10	10	1300	1300	1300	1300
Side Tank # 9 S	[LT]	10	10	10	10	10	10	10	1300	1300	1300	1300
Side Tank # 10 P	[LT]	10	10	10	1200	1200	1200	1200	1200	1200	1200	1200
Side Tank # 10 S	[LT]	10	10	10	1200	1200	1200	1200	1200	1200	1200	1200
Aft Peak Tank	[LT]	40	40	40	40	40	40	40	40	40	40	40
Ballast Trunk	[LT]	985	985	985	985	985	985	985	985	985	985	50
This conditions:		2965	4345	5725	8105	9085	10465	12445	16405	16005	18805	21890
Hydrostatic and Strength summary												
Draught Fwd Marks	[ft]	30.5	26.0	23.5	23.2	16.6	15.3	13.2	14.7	10.1	10.1	15.3
Draught MS Marks	[ft]	27.1	24.7	23.9	23.6	21.7	20.5	19.5	18.7	17.0	17.0	18.9
Draught Aft Marks	[ft]	26.6	23.5	24.2	24.0	26.8	25.8	25.7	22.8	23.9	24.0	22.4
GMt	[ft]	10.3	11.4	12.2	13.9	18.4	20.1	25.0	30.1	37.8	41.0	35.4
Heel	[degr]	0.1 P	0.9 P	0.1 P	0.0	0.3 S	0.1 P	0.2	0.1 S	0.3 P	0.2 P	0.1 S
BM, % of Sea Allowable	[-]	72.0	70	67	80	71	44	66	74	67	67	77



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Lightering Operations



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PHILIP R. CLARKE



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ARTHUR M. ANDERSON



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VTs

- 500 yd Safety Zone
- No meeting nor overtaking in the vicinity of the safety zone
- Transit the area at minimum safe speed
- Expanded to 750 yds during lightering OPS

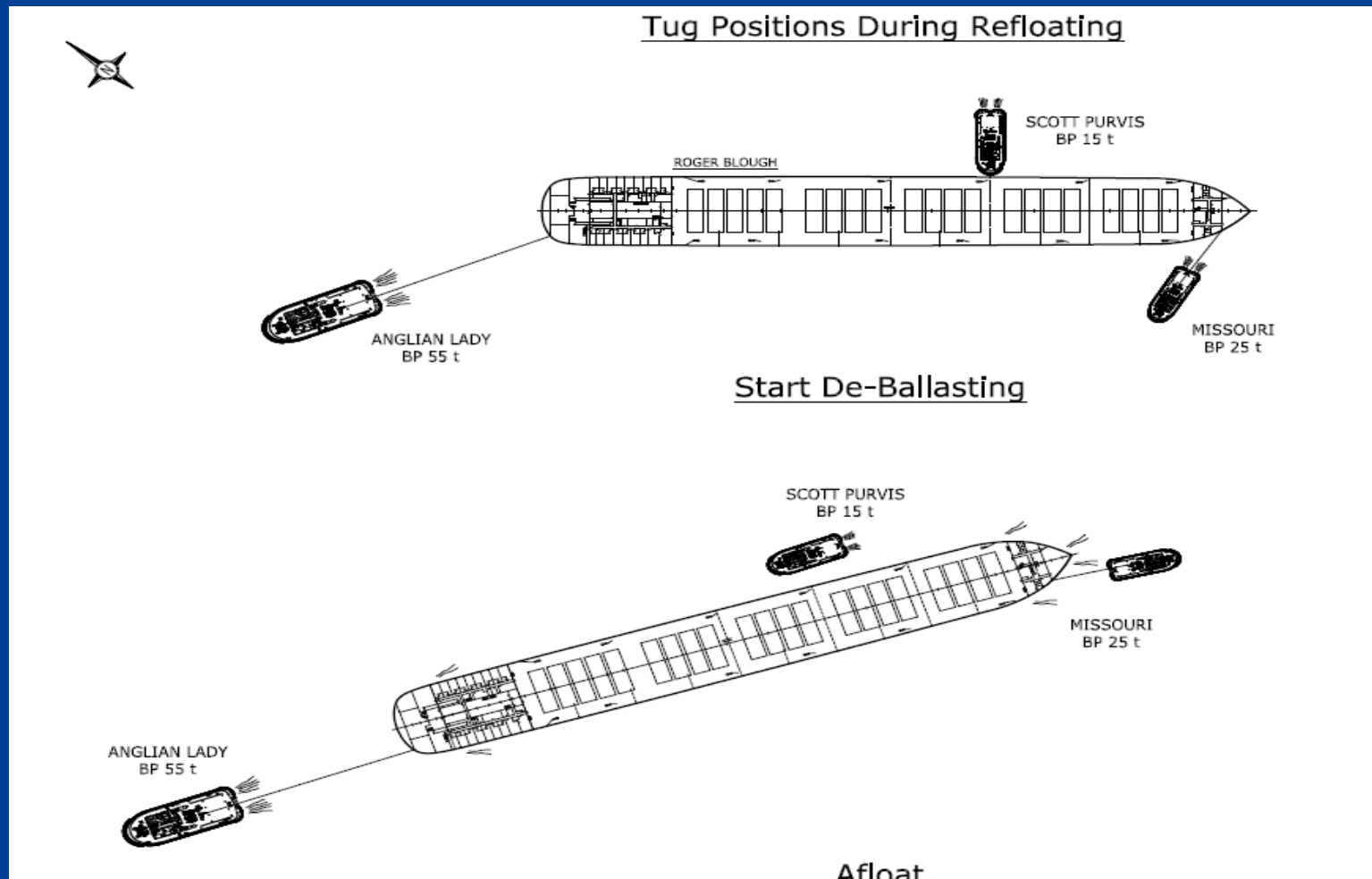


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Refloating Tug Positions



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Tug escort



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Safe Transit

- Transited to designated anchorage area in Waiska Bay
- Authorized transit to Potagannissing Bay anchorage
- Transit to Sturgeon Bay, WI



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Dive Ops

- Assess hull damage
- Contacted Divers Alert Network
- Two diver integrity
- Surface Air Supplied dive equipment



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CG Involved

- SEC SSM
- AIRSTA TC
- STA SSM
- ANT SSM
- CGC MOBILE BAY
- CGC BUCKTHORN
- D9 DRAT
- IMAT
- SERT
- MSU Duluth



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Other Involved Parties

- NTSB
- ACOE
- Canadian CG
- Transport Canada
- NOAA
- NRC
- DonJon Salvage
- Canadian National Railroad - Key Lakes Shipping
- M/V PHILIP R. CLARKE
- M/V ARTHUR M. ANDERSEN
- T/V SCOTT PURVIS
- T/V ANGLIAN LADY
- T/V MISSOURI



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ICS

- Case Load
- Int'l Incident
- COMCEN conducted 42 cases (29 SAR)

1. Incident Name Gros Cap Grounding		2. Operational Period (Date/Time) From: 05/31/16 08:00 To: 06/03/16 08:00		INCIDENT ORGANIZATION CHART ICS 207-CG	
3.					
Federal OSC Teschendorf, Steve State OSC DEQ Incident Commander Teschendorf, Steve Deputy Incident Commander Broz, Marko		Public Information Officer Yaw Chris Safety Officer DO DRAT			
Operations Section Chief Chase, Christopher (Chris) Deputy Operations Section Chief Caputo, Ronald J		Planning Section Chief Wellman, Rachel E Deputy Planning Section Chief Coonan, Samantha A		Logistics Section Chief Gallagher, Jeffery L Communications Unit Leader CU	
Staging Area Manager OOD		Recovery & Protection Branch Director Borg, Aaron J		Salvage Group Supervisor Gartiser, Gordon S Don Jon Salvage Fredericks, Richard Key Lakes Gerasimos, Ken	
Investigative Operations Group Supervisor Every, Daniel		SAR Group Supervisor SMC		Air Operations Branch Director Wilson, Charlie	
		Situation Unit Leader SU		Resource Unit Leader Hogan, Ryan	
		Technical Specialist Gill, Mark			
4. Prepared by: (Resources Unit Leader) Rachel Wellman				5. Date/Time Prepared: 05/31/2016 18:28	
INCIDENT ORGANIZATION CHART					
ICS 207-CG (Rev. 01/07)					



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Questions?



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