

## THIS IS A DRILL

On the night of August 7, 2006, the bulk freight cargo vessel M/V *Blue Harp* is inbound to San Francisco from Long Beach with a 9,500-ton break-bulk cargo of steel coil and pipe. The weather and sea conditions at the time are NW winds at 15-20kts with 3-5ft swells and light wind chop. Low clouds and patchy fog are present with visibilities to less than 1 mile. Her destination is the Port of San Francisco's Pier 80 Omni-terminal. The *Blue Harp* has the following specifications:

DWT: 14,282	
Loa: 522 ft	
Beam: 69 ft	
Gross: 12,582 t	
Net: 5,258 t	
Draft: 23.8 ft	
Speed: 16 kts	
No. of holds: 3	

The *Blue Harp* is carrying 220,000 gallons of IFO 380 oil in 6 tanks; 29,700 gallons of marine diesel in 3 tanks; and 2,000 of lube oil in one tank. En route from Long Beach, the crew notices lube oil in the bilges.

The tug *Ernest Campbell* is out-bound from San Francisco to Los Angeles with the tank barge *Dottie* in tow. At approximately 22:25 she begins to lengthen her tow wire. The barge *Dottie* has a 286 ft LOA and a 78 ft beam. At the time of the incident she is carrying 1,860,000 gallons of IFO180 oil in 12 tanks.

At 22:45 on August 7, while traveling at 10 knots on a heading of 345° true, the M/V *Blue Harp*'s helmsman reports an unresponsive rudder as the vessel begins to maneuver for taking on a pilot. At 22:55 she and the barge *Dottie* collide near 37° 43.00' N, 122° 41.50' W. The *Dottie* sustains damage to her port side tanks.

At 23:05 on August 7, the tug *Ernest Campbell* reports to the USCG that she has a problem with her tow and is proceeding southeast, shortening her tow to determine the *Dottie*'s condition. At 23:55, the tug *Ernest Campbell* reports to USCG she is holding position at 37° 39.00' N, 122° 38.00' W to begin inspecting the barge, oil is reported leaking from the barge.

At 23:10 on August 7, the M/V *Blue Harp*'s Captain reports to the USCG that they have collided with an object in the fog and that they are proceeding north to anchor and assess damages. They are at anchor at 37° 49.50' N, 122° 41.50' W, traveling for about 40 minutes after the collision. At 23:40, they report damage to a forward ballast tank

and are investigating other possible damage. The M/V *Blue Harp* reports that there are no serious injuries to any crew.

