DEPARTMENT OF HOMELAND SECURITY OMB No. 1625-0001 U.S. Coast Guard Expires: 01/31/2016 REPORT OF MARINE CASUALTY SECTION I. GENERAL INFORMATION 1. Name of Vessel or Facility USCG Certificate of Inspection issued at: 2. Official No. 3. Nationality 4. Call Sign MANIZALES MAR1409 COKL Portugal 6. Type (Towing, Freight, Fish, Drill, etc.) 7. Length 8. Gross Tons 9. Year Built 10. Propulsion (Steam, diesel, gas, turbine...) freight 387 ft 4951 2011 diesel 11. Hull Material (Steel, Wood...) 15. TIME (Local) 12. Draft (Ft. - in.) 13. If Vessel Classed, By Whom: (ABS, LLOYDS, 14. Date (of occurrence) DNV, BV, etc.) **FWD** AFT. 25'10" 20'11 steel Bureau Veritas 01/17/2016 1631 16. Location (See Instruction No. 10A) 17. Estimated Loss of Damage TO: Belmont Anchorage, Mississippi River Mile 152, LA 18. Name, Address & Telephone No. of Operating Co. \$2,000,000.00 VESSEL Navesco S.A. N/A CARGO Av. Calle 116 No. 7-15 \$200,000.00 OTHER Bogata, D.C. - Columbia 19. Name of Master or Person in Charge USCG License 20. Name of Pilot USCG License State License Felix DiMarco Silva X YES X YES Robert Billiot X NO YES NO NO 19a. Home or Work Street Address (City, State, Zip Code) 19b. Home or Work Telephone No. 20a. Home or Work Street Address (City, State, Zip Code) 20b. Home or Work Telephone No. 21. Casualty Elements (Check as many as needed and explain in Block 44.) NO. OF PERSONS ON BOARD 13 FIREFIGHTING OR EMERGENCY EQUIPMENT FAILED OR INADEQUATE FLOODING; SWAMPING WITHOUT SINKING DEATH - HOW MANY? CAPSIZING (with or without sinking) (Describe in Block 44.) LIFESAVING EQUIPMENT FAILED OR MISSING - HOW MANY? FOUNDERING OR SINKING INADEQUATE (Describe in Block 44.) INJURED - HOW MANY? HEAVY WEATHER DAMAGE BLOW OUT (Petroleum exporation/production) HAZARDOUS MATERIAL RELEASED OR INVOLVED **EXPLOSION** (Identify Substance and amount in Block 44.) ALCOHOL INVOLVEMENT (Describe in Block 44.) COMMERCIAL DIVING CASUALTY DRUG INVOLVEMENT (Describe in Block 44.) ☐ OIL SPILL - ESTIMATE AMOUNT: ICE DAMAGE DAMAGE TO AIDS TO NAVIGATION OTHER (Specify) CARGO CONTAINER LOST/DAMAGED STEERING FAILURE COLLISION MACHINERY OR EQUIPMENT FAILURE high river & strong cur-(Identify other vessel or object in Block 44.) **ELECTRICAL FAILURE** rent=dragging anchors GROUNDING WAKE DAMAGE STRUCTURAL FAILURE 22. Conditions 5 E. DISTANCE (miles B. WEATHER C. TIME D. VISIBILITY of visibility) CLEAR DAYLIGHT X GOOD A. Sea or River Conditions F. AIR TEMPERATURE 50 (wave height, river stage, RAIN TWILIGHT FAIR SNOW NIGHT POOR G. WIND SPEED & light FOG DIRECTION OTHER (Specify) H. CURRENT SPEED int. 6-7kts downriv & DIRECTION 23. Navigation Information 24a. Time and 24. Last SPEED N/A Port Cooper Darrow Date of Departure MOORED, DOCKED OR FIXED AND COURSE 1136 Where 1/17/16 X ANCHORED UNDERWAY OR DRIFTING Bound 25. 25b. 25d. (Describe in Block 44.) Loaded Total Empty Length Width NUMBER TOTAL MAXIMUM **PUSHING AHEAD** FOR SIZE OF TOW TOWING ASTERN H.P. OF OF **TOWING TOWING ALONGSIDE** VESSELS TOWING WITH TOW-ONLY MORE THAN ONE TOW-BOAT ON TOW TOWED BOAT(S) UNITS SECTION II. BARGE INFORMATION 26e. USCG Certificate of 26. Name 26a. Official Number 26b. Type 26c, Length 26d. Gross Tons Inspection Issued at: 26f. Year Built 26h, Draft 26i. Operating Company SINGLE SKIN AFT DOUBLE 26j. Damage Amount 26k. Describe Damage to Barge BARGE CARGO OTHER

SECTION III. PERSONNEL ACCIDENT INFORMATION									
27. Person Involved 27a. Name (Last, First, Middle Name)								7c. Status	
☐ MALE ☐ OR I								Crew	
☐ DEAD ☐ INJU	☐ DEAD ☐ INJURED 27b. Address (City, State, Zip Code)							Passenger	
MISSING								Other	
28. Birth Date	29. Telephone No.			30. Job Position			3	31. (Check here if off duty)	
32. Employer - (if different from Block 18., fill in Name, Address, Telephone No.)									
33. Person's Time 34. Industry of Employer (Towing, Fishing, Shipping,									
A. IN THIS INDUSTRY -					MONTH(S)	Crew Supply, Drilling, etc.)			
B. WITH THIS COMPANY -						35. Was the Injured Person Incapacitated 72 Hours or			
C. IN PRESENT JOB OR POSITION -						More?	More?		
D. ON PRESENT		36. Date of I	36. Date of Death						
E. HOURS ON DUTY WHEN ACCIDENT OCCURRED -									
37. Activity of Person at Time of Accident									
38. Specific Location of Accident on Vessel/Facility									
39. Type of Accident (Fall, Caught between, etc.) 40. Resulting Injury (Cut, Bruise, Fracture, Burn, etc.)									
41. Part of Body Injured 42. Equipment Involved in Accident									
43. Specific Object, Part of the Equipment in block 42., or Substance (Chemical, Solvent, etc.) that directly produced the Injury.									
SECTION IV. DESCRIPTION OF CASUALTY									
44. Describe how accident occured, damage, information on alcohol/drug involvement and recommendations for corrective safety measures. (See instructions and attach additional sheets if necessary).									
Please see attached Master's statement and the VDR copy provided to the USCG I.O. on 21									
January 2016.									
45. Witness to Casualty (Name, Address, Telephone No.)									
46. Witness to Casualty (Name, Address, Telephone No.)									
SECTION V. PERSON MAKING THIS REPORT 47c. Title							47c. Title		
47. Name (PRINT) (Last, First, Middle) 47b. Address (City, State, Zip Code) At							Attor	ney	
Butterworth, Michael M. 365 Canal Street, Suite 2000 47d. Teleph								∍ No.	
47a. Signature New Orleans, LA 70130 47e. Date									
, +	/ Fó	R COAST GUARD USE	ONLY		RI	PORTING OFFI			
MISLE Incident Investiga				MISLE I	ncident Investigatio			e)	
NONE ☐ PRELIMINARY ☐ DATA COLLECTION ☐ INFORMAL ☐ FORMAL									
Sorious Marina Instituted	lvas \square	No INVESTIGATOR (Name)		DATE	APPROVED BY	(Name)	DATE	
Serious Marine Incident Major Marine Casualty		No .	1700000 171 ATM		A.C. POODSTATE	nests resette es a l'attitue		MC3492497	
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M/V MANIZALES Date: 19 January 2016

STATEMENT OF MASTER

My name is FELIX MANCO.

I am the Master of M/V MANIZALES. I have the proper licenses, certificates and experience for my position. I have been a Master for approximately three (3) years. I have been Master of this vessel for three (3) months and previously was Master of her sistership for three (3) months. I have more than thirty (30) years of experience working aboard vessels. I have navigated on the Mississippi River on at least five (5) prior voyages and I have never seen the river like this – so high and with such a strong current.

The M/V MANIZALES was built in 2011 and there have been no problems with the vessel's engines, steering gear, or bow thrusters since I have been aboard this vessel. I also completed a handover meeting with the prior Master and confirmed there were no problems with the vessel's engine, steering gear, and bow thrusters. Vessel's engine, steering gear, and bow thrusters were checked and tested before vessel departure from Cooper Darrow mile 175 and all were in good operational condition. My officers and crew are good, experienced mariners. I was well rested, and it is our practice to make sure all crew are well rested before they come on watch.

While outbound from Cooper Darrow, Pilot Robert Billiot gave orders to drop anchors at Belmont Anchorage mile 152 because of daylight movement restrictions due to the strong current. Once at Belmont Anchorage, the vessel started approach to anchor towards left descending bank, upriver between a barge fleet and M/V ZEN-NOH GRAIN PEGASUS downriver. Pilot Billiot gave orders to drop port anchor first then starboard anchor with three (3) shackles out on each at final anchoring position. The vessel's final position after the vessel's anchors were set is with the bow against the current. M/V ZEN-NOH GRAIN PEGASUS was in a similar position anchored downriver.

Pilot Billiot then left the bridge to board the pilot boat, and soon after Pilot Billiot left the bridge I noticed the vessel was rapidly swinging (yawing) to port. I gave orders to correct the port swing, including steering full to starboard. I called down to Pilot Billiot before he disembarked and he quickly returned and gave several engine and steering orders to avoid a contact astern with the M/V ZEN-NOH GRAIN PEGASUS. The current of the Mississippi River, around six (6) knots at the time of the incident, was too strong and overpowered our vessel into the port anchor chain of M/V ZEN-NOH GRAIN PEGASUS. The vessel then made contact port-to-port with the M/V ZEN-NOH GRAIN PEGASUS.

Please refer to the attached vessel voyage data recorder extraction. I defer to the vessel's voyage data recorder in all respects.

We did everything we could to avoid contact with PEGASUS, but the current was too strong. I have never seen river currents as strong the conditions present at the time of the allision. After the incident, we were tested for drugs/alcohol. None of my crew were intoxicated at the time of the incident. Now we are alongside Henry Clay Wharf to make repairs. This statement is true and correct to the best of my knowledge.

Date: 19.01-2016



