

**DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard
REPORT OF MARINE CASUALTY**

OMB No. 1625-0001
Expires: 01/31/2016

SECTION I. GENERAL INFORMATION

1. Name of Vessel or Facility MANIZALES		2. Official No. MAR1409		3. Nationality Portugal		4. Call Sign CQKL		5. USCG Certificate of Inspection issued at:	
6. Type (Towing, Freight, Fish, Drill, etc.) freight		7. Length 387 ft		8. Gross Tons 4951		9. Year Built 2011		10. Propulsion (Steam, diesel, gas, turbine...) diesel	
11. Hull Material (Steel, Wood...) steel		12. Draft (Ft. - in.) FWD 20'11 AFT. 25'10"		13. If Vessel Classed, By Whom: (ABS, LLOYDS, DNV, BV, etc.) Bureau Veritas		14. Date (of occurrence) 01/17/2016		15. TIME (Local) 1631	
16. Location (See Instruction No. 10A) Belmont Anchorage, Mississippi River Mile 152, LA						17. Estimated Loss of Damage TO: VESSEL <u>\$2,000,000.00</u> CARGO <u>N/A</u> OTHER <u>\$200,000.00</u>			
18. Name, Address & Telephone No. of Operating Co. Navesco S.A. Av. Calle 116 No. 7-15 Piso 17 Bogata, D.C. - Columbia									
19. Name of Master or Person in Charge Felix DiMarco Silva		USCG License <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		20. Name of Pilot Robert Billiot		USCG License <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		State License <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
19a. Home or Work Street Address (City, State, Zip Code)		19b. Home or Work Telephone No. [REDACTED]		20a. Home or Work Street Address (City, State, Zip Code) N/A		20b. Home or Work Telephone No.			

21. Casualty Elements (Check as many as needed and explain in Block 44.)

<input type="checkbox"/> NO. OF PERSONS ON BOARD <u>13</u> <input type="checkbox"/> DEATH - HOW MANY? _____ <input type="checkbox"/> MISSING - HOW MANY? _____ <input type="checkbox"/> INJURED - HOW MANY? _____ <input type="checkbox"/> HAZARDOUS MATERIAL RELEASED OR INVOLVED _____ <i>(Identify Substance and amount in Block 44.)</i> <input type="checkbox"/> OIL SPILL - ESTIMATE AMOUNT: _____ <input type="checkbox"/> CARGO CONTAINER LOST/DAMAGED _____ <input type="checkbox"/> COLLISION <i>(Identify other vessel or object in Block 44.)</i> <input type="checkbox"/> GROUNDING <input type="checkbox"/> WAKE DAMAGE	<input type="checkbox"/> FLOODING; SWAMPING WITHOUT SINKING <input type="checkbox"/> CAPSIZING (with or without sinking) <input type="checkbox"/> FOUNDERING OR SINKING <input type="checkbox"/> HEAVY WEATHER DAMAGE <input type="checkbox"/> FIRE <input type="checkbox"/> EXPLOSION <input type="checkbox"/> COMMERCIAL DIVING CASUALTY <input type="checkbox"/> ICE DAMAGE <input type="checkbox"/> DAMAGE TO AIDS TO NAVIGATION <input type="checkbox"/> STEERING FAILURE <input type="checkbox"/> MACHINERY OR EQUIPMENT FAILURE <input type="checkbox"/> ELECTRICAL FAILURE <input type="checkbox"/> STRUCTURAL FAILURE	<input type="checkbox"/> FIREFIGHTING OR EMERGENCY EQUIPMENT FAILED OR INADEQUATE <i>(Describe in Block 44.)</i> <input type="checkbox"/> LIFESAVING EQUIPMENT FAILED OR INADEQUATE <i>(Describe in Block 44.)</i> <input type="checkbox"/> BLOW OUT (Petroleum exorption/production) <input type="checkbox"/> ALCOHOL INVOLVEMENT <i>(Describe in Block 44.)</i> <input type="checkbox"/> DRUG INVOLVEMENT (Describe in Block 44.) <input checked="" type="checkbox"/> OTHER (Specify) <u>high river & strong current=dragging anchors</u>
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22. Conditions

A. Sea or River Conditions <i>(wave height, river stage, etc.)</i> <input checked="" type="checkbox"/> CLEAR <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> FOG <input type="checkbox"/> OTHER (Specify) <u>int.</u>	B. WEATHER <input checked="" type="checkbox"/> CLEAR <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> FOG <input type="checkbox"/> OTHER (Specify) <u>int.</u>	C. TIME <input checked="" type="checkbox"/> DAYLIGHT <input type="checkbox"/> TWILIGHT <input type="checkbox"/> NIGHT	D. VISIBILITY <input checked="" type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> POOR	E. DISTANCE (miles of visibility) <u>5</u> F. AIR TEMPERATURE (F) <u>50</u> G. WIND SPEED & DIRECTION <u>light</u> H. CURRENT SPEED & DIRECTION <u>6-7kts downriv</u>
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23. Navigation Information

<input type="checkbox"/> MOORED, DOCKED OR FIXED <input checked="" type="checkbox"/> ANCHORED <input type="checkbox"/> UNDERWAY OR DRIFTING	SPEED AND COURSE <u>N/A</u>	24. Last Port Where Bound <u>Cooper Darrow</u>	24a. Time and Date of Departure <u>1136 1/17/16</u>
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25. FOR TOWING ONLY	25a. NUMBER OF VESSELS TOWED			25b. TOTAL H.P. OF TOWING UNITS	25c. MAXIMUM SIZE OF TOW WITH TOW-BOAT(S)			25d. (Describe in Block 44.) <input type="checkbox"/> PUSHING AHEAD <input type="checkbox"/> TOWING ASTERN <input type="checkbox"/> TOWING ALONGSIDE <input type="checkbox"/> MORE THAN ONE TOW-BOAT ON TOW
	Empty	Loaded	Total		Length	Width		

SECTION II. BARGE INFORMATION

26. Name		26a. Official Number		26b. Type	26c. Length	26d. Gross Tons	26e. USCG Certificate of Inspection Issued at:
26f. Year Built	26g. <input type="checkbox"/> SINGLE SKIN <input type="checkbox"/> DOUBLE	26h. Draft FWD _____ AFT _____	26i. Operating Company				
26j. Damage Amount BARGE _____ CARGO _____ OTHER _____				26k. Describe Damage to Barge			

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


Signature — FELIX MANCO

