



UNITED STATES COAST GUARD  
SECTOR NEW ORLEANS  
200 HENDEE STREET  
NEW ORLEANS, LA 70114  
(504) 365-2500



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## ***WITNESS SUMMARY***

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Matter Under Investigation: Allision of the MV MANIZALES and the MV ZEN-NOH GRAIN PEGASUS at Belmont Anchorage on January 17, 2016.

Review of the MV MANIZALES Voyage Data Recorder

Date/Time: August 18, 2016, 12:30 P.M.

Location: On board Phelps Dunbar New Orleans.

Interviewed By: [REDACTED] and [REDACTED]

Coast Guard Investigators conducted review of the Voyage Data Recorder (VDR) playback for the bulk cargo ship MANIZALES (IMO 9567257). The review was conducted at the Phelps Dunbar Law Firm in New Orleans, Louisiana. The MV MANIZALES VDR data package was corrupted during extraction by a certified technician. An independent technical firm rebuilt the playback program on a laptop owned by Phelps Dunbar. The only data available was audio and radar. The playback did not include information regarding engine orders or engine status. The timeline below is a summary of events based on the available information from the VDR audio and radar playback. This is not an exhaustive or verbatim transcription. All times are approximate and based on the date time stamp on the MANIZALES Voyage Data Recorder from January 21, 2016. All times are based on Greenwich Mean Time / Zulu.

### Abbreviations:

COG = Course Over Ground                      SOG = Speed Over Ground  
HDG = Vessel Heading                          SPD = Vessel Speed

2150-2155:        The Pilot gives general maneuvering commands. The vessel approaches Burnside Anchorage.  
21:55:55:        Pilot orders let go port anchor.  
21:58:05:        Pilot orders 4 on deck and hold.  
21:58:50:        Pilot orders stand by starboard anchor.  
21:59:15:        Pilot orders "Let go starboard anchor."  
22:13:20:        Captain provides anchor report. "Starboard side short stay. Port side long stay." The starboard chain at the 11 o'clock position and the port at the 12 o'clock position. Starboard anchor chain touching the bollard.  
22:17:40:        Pilot states "Holding tight Captain: we are dead in the water not moving."  
22:18:01:        Captain gives anchor strain report, starboard side over the bollard.  
22:18:03:        Pilot "Not worried about it Cap."  
22:24:00:        Looks like she's holding good. Pilot gives the Captain a high water brief. He explained that vessels have been dragging or losing anchors due to the river conditions. Pilot stated, "That's why I stayed with you a little bit. She hasn't moved. Pay attention, it's going to wiggle a bit. Keep your engines on notice so they can get ready quickly. If anything happens come ahead on your engines and stem the current."  
22:26:17:        Pilot lies below.  
22:27:27:        MANIZALES radar data: COG: 197.6 / SOG 0.3 / HDG 221.8 / SPD .3  
22:27:57:        MANIZALES radar data: COG: 171 / SOG 0.3 / HDG 215.6 / SPD .2  
22:28:12:        MANIZALES radar data: COG: 153.7 / SOG 0.3 / HDG 212.6 / SPD .3  
22:28:42:        MANIZALES radar data: COG: 120.1 / SOG 0.5 / HDG 205.0 / SPD .0



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22:29:07: Audible crew member whistle. Pilot called back to the bridge.  
22:29:12: MANIZALES radar data: COG: 108.1 / SOG 0.8 / HDG 194.8 / SPD .0  
22:29:42: MANIZALES radar data: COG: 104.6 / SOG 1.1 / HDG 180.8 / SPD .3  
22:29:50: Pilot back on bridge. Pilot orders, "She's coming out. Half ahead and starboard." Inaudible communications. "I told you not to. I told you not to stop it."  
22:30:00: Pilot, "Captain we are going to hit the ship, we can't fix it."  
22:30:03: Pilot, "Where's the whistle"  
22:30:12: MANIZALES radar data: COG: 099.5 / SOG 1.6 / HDG 164.6 / SPD .7  
22:30:42: MANIZALES radar data: COG: 091.6 / SOG 2.8 / HDG 149.7 / SPD 1.5  
22:31:12: MANIZALES radar data: COG: 091.8 / SOG 4.7 / HDG 151.0 / SPD 2.4  
22:31:20: First contact with the MV ZEN NOH GRAIN PEGASUS.  
22:31:20: Loud scraping noises can be heard  
22:31:20: Radar input is lost  
22:35:20: Pilot calls for every tugboat in the area  
22:35:22: Pilot clears the back deck of the vessel  
22:35:50: Pilot asks for someone to contact the Coast Guard and close the immediate area of the river.  
22:35:55: The Coast Guard was notified of the incident  
22:36:35: Pilot reports that the MANIZALES is resting on the anchor chain of the other vessel.  
22:38:40: Pilot requests that the Captain has all holds and engine room be checked for damage.  
22:39:00: Pilot begins a telephone conversation with an unidentified party.  
22:39:19: Pilot reports that it looks like the vessel is holding on the other vessel's anchor chain.  
22:39:54: Pilot reports he stayed on the vessel 30 minutes without the vessel moving a lick.  
22:40:50: Pilot reports no power to pick up anchor  
22:41:30: Loud scraping noises can be heard  
22:42:30: Pilot notifies U.S. Coast Guard Sector New Orleans of his intentions to abandon ship.  
22:44:40: Pilot reports that the crew is out on deck.  
22:44:40: Pilot reports that the anchor chain is "threatening to take the house off"  
22:47:30: Pilot calls the ZEN NOH GRAIN PEGASUS on VHF Channel 67. No response  
22:48:15: Pilot orders ZEN NOH GRAIN PEGASUS not to drive out of the anchorage.  
22:49:00: Pilot orders ZEN NOH GRAIN PEGASUS to "Keep up river and in the current. Don't let it turn"  
22:50:30: Pilot gives ZEN NOH GRAIN PEGASUS order to "stem the current up river"  
22:51:10: Pilot reports that the crew is getting off the Manizales  
22:53:31: U.S. Coast Guard Vessel Traffic Service closes river between Mile Marker 152 and 154  
22:56:43: Pilot reports that he is back on the bridge  
22:59:20: Pilot states that the vessel has no power  
23:00:00: Pilot coordinates operations to have the MANIZALES towed to the south end of Burnside Anchorage.

//Signed//

Investigating Officer  
Sector New Orleans