

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 [REDACTED]

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 [REDACTED] 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 [REDACTED] 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. [REDACTED]

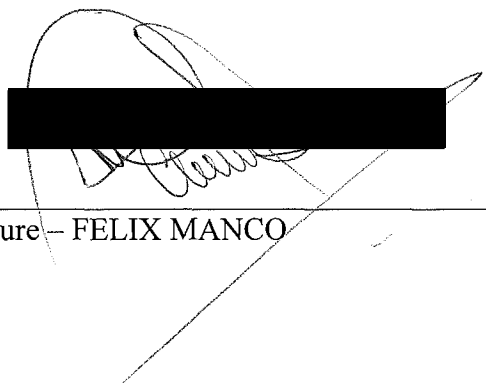
[REDACTED] The vessel's final position after the vessel's anchors were set is with the bow against the current. M/V ZEN-NOH GRAIN PEGASUS was in a similar position anchored downriver.

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. [REDACTED] 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



M/V MANIZALES
Date: 19 January 2016

STATEMENT OF CHIEF MATE

My name is JUAN CARLOS VICENTE.

I am the Chief Mate of M/V MANIZALES. I have proper licenses, certificates and experience for my position. I have a total of eleven (11) years of experience working aboard vessels in various positions. I have been a Chief Mate for approximately three and a half (3.5) and for one and a half (1.5) months aboard this vessel. I have navigated on the Mississippi River ten (10) times before. [REDACTED]

The M/V MANIZALES was built in 2011 and when I came on board as Chief Mate, I completed a turnover meeting with the prior Chief Mate who confirmed there have been no problems with the vessel's engine, steering gear, or bow thrusters. Since I have been aboard this vessel, there have been no problems with the vessel's engine, steering gear, or bow thrusters. The vessel's engines, steering gear, and bow thrusters were checked and tested before vessel departure from Cooper Darrow mile 175 and all were in good operational condition.

I came on watch at 1600 hours after the vessel's anchors were set at Belmont Anchorage and was well rested. [REDACTED] I was available to assist the Master and also took action to ensure the safety of all crewmen. I ordered all crewmen to stay clear of the port and aft of the vessel.

I followed all orders of the Pilot and the Master, but the current was too strong and MANIZALES contacted the port anchor chain of M/V ZEN-NOH GRAIN PEGASUS and soon after contacted the PEGASUS port to port. [REDACTED] I defer to the vessel's voyage data recorder in all respects.

This statement is true and correct to the best of my knowledge.

Date: January 19th 2016

[REDACTED SIGNATURE]
Signature – JUAN CARLOS VINCENTE



M/V MANIZALES
Date: 19 January 2016

STATEMENT OF A.B.

My name is RODOLFO FONSECA.

I was M/V MANIZALES A.B. at the time of the incident. I have proper licenses, certificates and experience for my position. I have been navigating and steering on the Mississippi River before. In fact I steered our vessel on the way up the river from sea. MANIZALES is a good handling ship, easy to steer. She responds quickly. I had plenty of sleep the days before this incident. I was not tired when I went on watch.

We have not had any problems with the vessel's engines, steering gear, or bow thrusters since I joined the vessel.

I was on the bridge at the time of the incident. [REDACTED], but the current was too strong. There were no problems with the vessel's engine, steering gear, or bow thrusters before or at the time of the incident. After the incident, the main engine did not work anymore. I defer to the vessel's voyage data recorder in all respects.

This statement is true and correct to the best of my knowledge.

Date: 19 JANUARY 2016.

[REDACTED]
Signature - RODOLFO FONSECA



M/V MANIZALES
Date: 19 January 2016

STATEMENT OF CHIEF ENGINEER

My name is NORGE NIUBO MARINO.

I am Chief Engineer. I have proper licenses, certificates and experience for my position. I have been a Chief Engineer for six (6) years in total and aboard this vessel for eight (8) months. The night before the incident I had eight (8) hours sleep. I was alert. My engineering officers and ratings likewise are properly licensed, certified and experienced.

According to our vessel records and what the prior chief engineer told me at change over when I relieved him, there have been no problems with the vessel's engine, generator, steering gear, or bow thrusters since she was built. There were no problems with the vessel's engine, generator, steering gear, or bow thrusters upon entering the Mississippi River to load at Cooper Darrow mile 175 all the way until the incident.

I followed all orders of the Pilot and the Master. I defer to the vessel's voyage data recorder in all respects, it will show my engine room team properly and promptly acting in accordance with the orders from the bridge.

[REDACTED], our [REDACTED]
and [REDACTED] At present we are disabled, with no propulsion possible, and require substantial repairs.

This statement is true and correct to the best of my knowledge.

Date: 19/01/2016

[REDACTED]
[REDACTED]
Signature - NORGE NIUBO MARINO



M/V MANIZALES
Date: 19 January 2016

STATEMENT OF FIRST ENGINEER

My name is JULIO PATRICIO.

I was M/V MANIZALES First Engineer at the time of the incident. I have proper licenses, certificates and experience for my position.

There have been no problems with the vessel's engine, steering gear, or bow thrusters since I joined the vessel.

I followed all orders of the Pilot and the Master. I was well rested at the time of the incident I defer to the vessel's voyage data recorder in all respects.

This statement is true and correct to the best of my knowledge.

Date:

19/01/16


Signature - JULIO PATRICIO



M/V MANIZALES
Date: 19 January 2016

STATEMENT OF ELECTRICIAN

My name is JAIME MOGROVEJO.

I was M/V MANIZALES Electrician at the time of the incident. I have proper licenses, certificates and experience for my position.

There have been no problems with the vessel's engines, steering gear, or bow thrusters since I joined the vessel.

I followed all orders of the Pilot and the Master. I was well rested at the time of the incident. I refer to the vessel's voyage data recorder in all respects.

This statement is true and correct to the best of my knowledge.

Date: 19/01/16


Signature - JAIME MOGROVEJO

