

Ehlers Andrew

From: Ricky Torres [REDACTED]@flmarine.com>
Sent: Tuesday, August 8, 2023 11:32 AM
To: Ehlers Andrew
Subject: RE: Big D/Carol McManus Tow Collision Investigation
Attachments: big D pic.jpg

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Good Afternoon Drew,

I hope this reply finds you well. Included in this document **in red font** are the answers to your specific questions. Should you have any additional questions please feel free to give me a call.

- Request a side-view photo of the Big D. This photo will appear at the beginning of the report. It does not need to be a photo taken at the time of the accident – we'd rather have a photo that presents an overall view of the vessel. **Picture requested is attached.**
- The Coast Guard reported approximately 1,380 gallons of ethanol were released from barge FMT 1052 as a result of the accident. Is this estimate still accurate, as far as known by FMT? **As far as I can determine the estimate is correct.**
- Regarding the ethanol that was released, was this due to a breach in the hull/tank, was it ethanol in the piping systems on the barge that were damaged, or was it from another source? **From the information I was given, the release came from a breach in the expansion tank as well as the piping system.**
- Request a monetary (dollar) estimate of the damages to the barges and the Big D as a result of the accident. **The FMT 1012 damages – 226,000, FMT 1060 – 39,000, FMT 1052 -567,000 and FMTA 1543 – 45,000 No known damages on the M/V Big D**

Respectfully,

Captain Ricky Torres
Director of Compliance, Safety, and Environmental
Office # [REDACTED]



From: Ehlers Andrew [REDACTED]@ntsb.gov>
Sent: Friday, 4 August, 2023 09:15

To: Ricky Torres [REDACTED]@flmarine.com>
Subject: Big D/Carol McManus Tow Collision Investigation

Good morning Ricky,

I am the investigator-in-charge of the NTSB's investigation into the January collision between the *Big D* and *Carol McManus* tows. After clearing a backlog of investigations into other accidents, I am turning my attention back to the *Big D/Carol McManus* investigation, and I want to give you an update as the party representative for FMT.

- Currently, the parties to the NTSB investigation include the US Coast Guard and FMT. We have also invited Ingram Barge Co. to be a party, but as of yet we have not received a response.
- Through the Coast Guard, we have collected most of the documentation and evidence we need to complete the investigation, with the exception of a few items noted below.
- Within the next 30-60 days, I expect to complete a draft report on the facts of the accident. When this draft is complete, I will forward a copy to you, requesting FMT's review to ensure accuracy and completeness.
- I expect the final NTSB report to be published sometime in the fall (Oct-Nov).

As noted, I have a few items of information that I need to complete the report. I request your assistance in gathering items and responding to questions:

- Request a side-view photo of the *Big D*. This photo will appear at the beginning of the report. It does not need to be a photo taken at the time of the accident – we'd rather have a photo that presents an overall view of the vessel.
- The Coast Guard reported approximately 1,380 gallons of ethanol were released from barge *FMT 1052* as a result of the accident. Is this estimate still accurate, as far as known by FMT?
- Regarding the ethanol that was released, was this due to a breach in the hull/tank, was it ethanol in the piping systems on the barge that were damaged, or was it from another source?
- Request a monetary (dollar) estimate of the damages to the barges and the *Big D* as a result of the accident.

Please let me know if you have any questions regarding the investigation or the requested information.

Thanks and best regards,
Drew

Andrew C. "Drew" Ehlers
Marine Accident Investigator
National Transportation Safety Board (NTSB)

[REDACTED]

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