



National Transportation Safety Board

Washington, D.C. 20594
Office of Marine Safety

Interview Summary – DCA23FM024

Interview of: Rainer David Dos Remedios – Second Officer of *Sirocco*
Date/Time: March 29, 2023
Location: On board the *Sirocco* – ships meeting room – 1339 to 1430 central daylight time
Interviewed by: CWO [REDACTED] – USCG, Adam Tucker – NTSB
Attendees: John Musser – Murphy, Rogers, Sloss, Gambel and Tompkins (representing *Sirocco* owners), Gareth Fernandes – Newship, Inc. (representing *Sirocco* interests), Jorge Leon – V. Ships (representing *Sirocco* operator interests)
Accident: March 27, 2023, Breakaway of the bulk carrier *Sirocco* and subsequent contact with barge MEM 5087 moored at the Mosaic Uncle Sam dock in Covert, Louisiana (NTSB No. DCA23FM024).

This interview summary has been compiled based on NTSB and Coast Guard investigator notes taken during the interview of Mr. Rainer David Dos Remedios, Second officer of the *Sirocco*.

- Mr. Dos Remedios said while in port during cargo operations he works from noon to 1800 and from midnight to 0600 on watch. The AB's do rounds about every 20 minutes to check the mooring ropes. If there is any slack, they call him to come and assist with tightening the ropes. There is an OS that also works the gangway and does the ullages.
- When they tighten the lines, they tighten the forward spring line first and then the breast lines. They were told not to touch the forward headlines or the aft spring lines by the port captain at the gangway and that those lines should always be tight and to never slacken them.
- When the port captain was on board, he told them the lines were slack and he was upset, so they went to tighten them. When they went to check, the headlines were really tight, and the stern was only slightly out which they corrected. The two tugs were still pushing on the *Sirocco*, and they were also loading cargo at that time.
- Mr. Dos Remedios said that they were loading cargo in an after hold so of course the stern lines would slacken as the draft aft increased. By the time the made a round, they had to go back and tighten the lines again.
- During his afternoon watch, they let go the two tugs that were pushing them in. Before the tugs were let go, Mr. Dos Remedios told the port captain that the current was 4 knots. When asked how he knew the current was 4 knots, Mr. Dos Remedios said when he went to the bridge, he saw this on the display.
- Mr. Dos Remedios said he started his watch around midnight on March 27th. There were three people on his watch including him. There were four people on the other watch. The bosun would have been the fourth person on his watch but he was not on board.

- The offgoing watch officer told Mr. Dos Remedios they were pulling the lines a lot during their watch.
- When they started loading no. 2 cargo hold, the draft increased quickly. The loading of no. 2 hold went without any problems. Mr. Dos Remedios said he went forward where they saw the bow was out. They tried to pull on the lines, but they were not able to bring the bow back in.
- Around 0150, they were pulling the ropes. They were pulling on the forward breast lines, but the bow would not move in. The lines were so tight, and they couldn't pull it anymore.
- Mr. Dos Remedios said he then walked aft to call the master and told him they were pulling on the ropes but could not pull the bow back to the dock. Mr. Dos Remedios said he also called the chief officer to inform him there was 40 minutes to the intermediate draft survey.
- After about 5 to 10 minutes, the captain told Mr. Dos Remedios to go back forward to pull the lines again estimating that was around 0210 to 0215. On the way to the bow, he could see the ropes reeling out and he reported this to the captain by radio. The brakes were smoking on the winches. For their safety, they couldn't go onto the mooring deck because of the danger from the lines letting go.
- The master ordered the starboard anchor let go, and once safe to do so, they let go the starboard anchor. The starboard anchor chain was up and down, and the anchor was not paying out. They put the brake on at 1 to 1.5 shackles.
- Asked to recall what he remembered of the events of his watch that morning, Mr. Dos Remedios said he had his wake-up call at 2340. He went to the bridge and had some tea there before going to the ship's office. There was no one in the ship's office at that time. He then went out to the gangway where he saw the chief officer near the ladder. The chief officer told him to keep pulling the lines during his watch and that he needed to be careful in pulling the lines. The AB also just got on watch, and he went for a round. There was an OS at the gangway. The AB went forward first, and Mr. Dos Remedios went aft. The lines aft were all ok and tight. After checking the lines forward, Mr. Dos Remedios sent the AB to close hatches no. 3 and 4. After that, they did rounds again.
- Mr. Dos Remedios and the AB checked the lines forward where between 0145 and 0150, they found the lines to be very tight. Mr. Dos Remedios told the AB that he was going aft to call the master to inform him the vessel was coming out from the dock and to call the chief officer for the intermediate draft survey.
- The master went to the bridge after being awakened. Mr. Dos Remedios said they went on to complete closing the hatch covers since there was one hatch remaining open.
- Once they closed the hatch, they started walking aft and when they were near the gangway, the master called Mr. Dos Remedios and told him to go to the forward mooring deck. Mr. Dos Remedios and the AB started walking forward and when they got closer, they could hear noises. They went up the port side stairs to the forward mooring deck and saw the drums reeling away. They saw sparks and smoke. Mr. Dos Remedios noted the ropes were paying out very quick and there was no time for them to do anything to prevent this.

- The master ordered the starboard anchor let go so they went to the starboard side and went up on the mooring deck from there. They opened the brake for the starboard anchor, and it paid out. They put the brake on at some point since they couldn't see how many shackles were out. Mr. Dos Remedios said he was able to see the anchor chain was up and down. The chief officer arrived forward at some point and the master told the chief officer to let go the port anchor. They saw one tug coming.
- When the tug got to the ship, it pushed on the port side near the no. 1 cargo hold. The chief officer was at that point in communication with the master. Mr. Dos Remedios remained on the forward mooring deck to assist. The OS also came forward and told them the gangway had fallen.
- When asked of the handover between him and the third officer at midnight, Mr. Dos Remedios said the third officer told him to keep pulling the lines. The third officer told him they could not pull the lines anymore and at that time they were loading no. 4 hold and the ship was going bodily down.
- When asked if he felt they should have had a tug with them, Mr. Dos Remedios said he thought the tug was going to be with them all the time.
- When asked if he saw any traffic in the river when before the ship came off the dock, Mr. Dos Remedios said he did not see the port side at that time, so he would not have noticed any traffic. When he was on the bow during the incident, he saw one vessel with navigation lights but noted the distance looked to be ok. When the vessel was drifting down the river, Mr. Dos Remedios said he heard a horn continuously blowing which he thought was from the two tugs.
- When asked where they were when the mooring lines were reeling out forward, Mr. Dos Remedios said they stayed near the port side anchor windlass. When the ropes were almost out, they moved forward near the centerline near frame 225. At 3 to 4 turns remaining on the drum, they moved away and went to the starboard anchor.
- When asked when approaching the forward mooring deck what sounds and noises there were, Mr. Dos Remedios said at that time cargo loading was still going on, so the only noise was from that. They saw the lines reeling out. From the port side winch, they saw sparks and smoke. They did not hear any lines snapping and noted he thought the aft lines snapped, not the forward ones.
- When asked of the weather the morning of his watch, Mr. Dos Remedios said the winds were light and it was overcast.
- Mr. Dos Remedios said the starboard breast lines on the bow were "really tight". There was one line on the capstan, and they couldn't engage the second one. That was when he left to go and call the Master. He told the ABs to go and close the remaining hatches with the OS. There was no problem with the winches.
- Mr. Dos Remedios explained the starboard side breast lines had one on the winch drum at the starboard aft winch and the other end on the capstan. They were unable to pull the breast lines because they were so tight. Because the hatch covers for no. 2 were open, they couldn't see down the starboard side of the ship from the mooring deck.
- When asked if the mooring deck lights were on, Mr. Dos Remedios said they were.

- Mr. Dos Remedios said he has been at sea for 28 years and has been a deck officer since 2000. He has never loaded in a port with so much current. He questioned why the hold in tugs were taken away.

End of summary