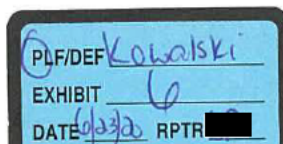


## STATEMENT

At 1600 I took over the watch from 2nd mate. Few minutes later vsl "Atlantic Venus" called us and requested to maintain the proper lookout, because our anchor positions are in close vicinity. He received confirmation, that we will maintain proper lookout. Just before 1630, I noticed, vessel started to swing the cable. In the same time second call from Atlantic Venus received, they noticed the same situation. I called Master immediately, just few seconds later he showed on the bridge. At 1640 a call to New Orleans Traffic was made with request for Pilot to relocate vessel in safer position. We were advised not to heave up anchor, only use ME to maintain position. At the same time I called ER to start ME. Five minutes later ME was ready, and Master started manoeuvring. At 1655 despite making strong efforts to avoid collision, we contacted with vessel "Atlantic Venus". Frame no. 75 area on our port side. Immediately New Orleans Traffic and US Coast Guard were informed. Sounding of ballast tanks were ordered. At 1753 Pilot was on board. At 1854 Pilot advised to increase 10% power on ME to work astern, because vsl started to move very slowly ahead. It didn't give any result, so he ordered "Full astern on ME". Just seconds later ME started to work ahead instead of astern. At 1858 vsl hit the berth and went aground. Full sounding of all tanks, bilges was ordered.

C/O Piotr Kowalski



Kowalski P. 6.

NM 000054