



Kenner Bend Anchorage, 08.05.2021

MASTER'S STATEMENT

On 08 May 2020 at 1530 LT Vsl has anchored as per pilot advice at AMA Anchorage between two other ships. Vessel m/v Atlantic Venus was abt 1,5 - 1,4 cables behind our ship. Both anchors were used - STB anchor 4 shackles in the water and PORT anchor 3 shackles in the water. River current was strong, abt 4 kts. Pilot confirmed that engine can be stopped but must be kept on short notice standby. We followed this advice. I left the bridge around 1600 LT and C/OFF was on duty. I was monitoring situation on ECDIS monitor in my cabin and vessel was swinging slowly at this same anchoring position. Distance to the vessel behind was remaining stable. At 1630 LT C/O called me to the bridge and informed we are swinging much stronger and distance to m/v Atlantic Venus decreased and situation becoming dangerous. Vessel was not moving astern but only swinging. I called New Orleans Traffic and informed abt situation. I requested pilot ASAP in order to change anchor position. I was informed by Traffic control that I am not allowed to heave up anchor without pilot on board and pilot can arrive in 3 hours. I called C/E to start ME immediately. Engine was started in 5 minutes and just after was ready for manoeuvre. I was using engine up to full ahead, bowthruster and rudder to reduce swinging and move vessel ahead. Both anchors were in the water and were keeping bow from STB and PORT side so using bowthruster was not effective. At 1653 LT vessel has got current almost from side and we noticed strong dragging towards m/v Atlantic Venus. Our vessel was being pushed by current and was swinging back coming quickly closer to other ship. Engine was running full ahead but ship was moving to port and at 1655 was collided with m/v Atlantic Venus. Her bow bulb touched portside.

NM 000051

around frame 75 above water level.

I informed Traffic Control, USCG, Owner, Agent and P&I representative.

Nobody was injured. We found dent in side plate abt 15 cm. Ballast tanks were sounded, no water ingress. Engine was running slow astern in order to keep our ship stable and not moving on strong current.

In about 15-20 min first tugboat arrived for assistance. They was trying to push our vessel out of other ship but it was not possible due to strong current.

At 1753L Pilot arrived onboard. Just later additional tugboats arrived. It was decided that tugs will pull out our ship and shift her to safe position. I informed C/E and crew abt planned operation and that strong manoeuvres will be used.

At 1855L Pilot ordered half astern and just after full astern

I put half astern but alarm overload of ME was blinking.

I reduced pitch up to slow astern. I put again half astern

but at this moment I noticed VSL moving ahead. Pilot ordered

full astern and I followed this order but pitch indicator

was showing half ahead. I put pitch to zero and again

astern but propeler was blocked in position half ahead.

Vessel was increasing her speed running exactly towards shore

Our ship collided second time with other vessel and accommodation

on our vessel was damaged. I was trying to unblock pitch

by quick manoeuvres astern, zero, ahead but no success. I pressed

Emergency Stop Button to stop M.E. because ship was very

close to shore and speed was increasing. At 1858L our

ship was collided with pier and was grounding.

After M/E shutdown, C/E started engine again but I called him

to inform about accident and ordered to stop engine.

Nobody was injured and no water ingress found. All tanks and

bilges were sounded and found w/out leakages.

Pilot informed USCG and New Orleans Traffic Control.

I informed Owners and Q1.

Some damages were found on the touched jetty.

Around 2000 LT pilot was relieved by other pilot who was staying onboard.

Master of Nomadic Milde

Tomasz Markowski.

