

September 6, 2024

National Transportation Safety Board
Attn: Andrew C. "Drew" Ehlers
490 L'Enfant Plaza, SW
Washington, DC 20594

Re: Party Submission – Contact of *Cindy B* Tow with Port Westward Beaver Dock

Dear Mr. Ehlers,

Thank you for the opportunity to provide the following party submission concerning the "Contact of *Cindy B* Tow with Port Westward Beaver Dock."

Conclusions

- **Findings:**
 - On November 12, 2023, the *Cindy B* was pushing ahead the barge *St. John*. The *Cindy B* and *St. John* veered off course, left the channel of the Columbia River, and struck the Beaver Dock's western causeway at approximately 0552.
 - The contact of the *Cindy B* tow with the Beaver Dock was not caused by intoxication of the *Cindy B*'s crew.
 - The contact of the *Cindy B* tow with the Beaver Dock was not caused by mechanical failure.
 - The contact of the *Cindy B* tow with the Beaver Dock was not caused by environmental conditions, audits to navigations, or crew rest.
 - During the casualty voyage, the *Cindy B*'s pilothouse alerter system did not activate, but was tested and found to be operational after the casualty.
 - The casualty caused damage to the *St. John* and its contents as well as the Beaver Dock and associated gear and equipment.
- **Probable Cause:** Navigational error by Deckhand #1 related to unexpectedly falling asleep.

Please feel free to contact me with any questions regarding this submission

Sincerely,

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Michael Bernert

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