

Marine Incident Report

Additional Notes / Statements

(Print a copy of this report if needed for additional notes)

When I was in the galley the general alarm went off and I stood up alert then it went off I didn't think anything was wrong until I felt the bump then Dustin ran in the galley Coley came out of his room and asked what's going on we both said we don't know I grabbed a life vest and went to the wheel house garvin gave me orders to go take the starboard face wires off and from there we continued to catch whatever barges we could.

Name of Person Providing Statement:

Leisha Mangrove

Employee ID:

██████████

Signature:

██████████

Date:

01/29/2023

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Around 2 A.M or so I heard Engine's rev and General Alarm sound AS I was getting up Throwing my vest on ~~out~~ I came out into the Galley and seen Isaiah, and Dustin looking out the Galley door I told them to get their vest on and we made sure everybody was up and we proceeded to getting face wire's out of water and started replacing one side. then we all started working together catching barges nobody seemed hurt. After we caught the barges we had a meeting making sure everyone was OK. Nobody complained and the two guy's that were on watch at the time went to bed. I was told that Dustin was looking for me at the time about his head by Jaylin, but I never saw him.

Also I have no injuries.

Name of Person Providing Statement: Cate Melvin Employee ID: [REDACTED]

Signature: [REDACTED] Date: 1-9-23

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My name is Dustin Harris
Per rec'd statement

Name of Person Providing Statement: Dustin Harris Employee ID: [REDACTED]

Signature: [REDACTED] Date: 01/09/2023

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I WOKE UP TO THE GENERAL ALARM BEING SOUNDED.
RAN DOWN STAIRS THEN WAS TOLD THERE WAS A COLLISION.
I THEN STARTED HELPING CATCHING BORGES THAT HAD BROKE OFF.
I WAS NEVER INJURED AND DO NOT NEED MEDICAL ATTENTION.

Name of Person Providing Statement: CONNOR MCKIGHT Employee ID: [REDACTED]

Signature: [REDACTED] Date: 01/09/2023

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When the head on collision occurred I was off watch in bed and that's when I was woken up to the General alarm going that's when I immediately got out of bed to go to my station during times like this and I was not injured during the collision so no medical attention is needed for me.

Name of Person Providing Statement: Jaylin Johnson Employee ID: [REDACTED]

Signature: [REDACTED] Date: 1-9-2023

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Woke up to General Alarm @ 0143ish. Had time to run up stairs say "WTF". Collision happen started breaking out of tow w/ port wires snapping. Jackie tried to pop the STBD. Was unsuccessful crew had to take them off, started gathering Buys 3 loads tied them off to MV Carrot McManus. Then went grab Buys 621 + Buys 1012. Checked Damage on Buys 1012. Secured them to MV Bruce Hahn. Then went down to Buys 1052 + IN 065432 to get them couldn't get to them because of Draft of Boat. The MV Tray Howard came to Assist. They got them to deeper water. We got on IN 065432 while the Tray was on Buys 1052. Tried to separate was unsuccessful. Tray Howard Brought them up to Western River Fleet while we shadowed. Had meeting w/ crew about no social media or pictures advised by Jimmy Callous. Lt Perry on board came by Tray Howard Buys 1052 + IN 065432. I noticed the Buys 1052 leaking product. Told Perry it was leaking got boat secured started Deploying spill Booms to secure pollution. Buys arrived to secure leak and stop product.

Name of Person Providing Statement Crewer O'Brien

Employee ID: [REDACTED]

Signature: [REDACTED]

Date: 1/9/23

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I was S/B with 19 loads coming down on the Red River Control area. Somewhere around mile board 315 and about 0130 I contacted the m/c Carol McManus for a passing agreement. I slowed my headway from around 11 MPH down to about 9.5 to allow for the other vessel to get further up and make the passing ~~some~~ more spacious. I asked the Capt. on the other vessel how he wanted to work it and he told me that he had 42 Barges. I made the decision and informed him to widen out when we were closer take the bendway and I would hold the point for the one whistle. He agreed and I continued my course. At around 0150 I noticed his barge lights were appearing to be at an angle that he was closing in towards the head of my tow. I confirmed the Rosepoint and the Radar and contacted him and said "your cutting me pretty hard," He said I thought we agreed on the two. I told him no, I was going to hold the point. He responded with "Shit, I'm sorry and asked if I could pull it out, which I couldn't at that point. I started Backing Full and sounded the General alarm. The collision occurred and after we were able to safely maneuver Light Boat, we started policing barges and assessing damages.

Name of Person Providing Statement:

Jackie L Burns

Employee ID

Signature

Date: 1-9-23