



U.S. COAST GUARD WITNESS / INVESTIGATOR STATEMENT FORM

(Please Print Clearly)

Witness Name: Thomas Lynch Employer Name: _____
 Street Address: _____ Employer Address: _____
 City/State/Zip: _____ City/State/Zip: _____
 Phone No: _____ Phone No: _____
 Position: Lead man B&C/C water License/Doc. # _____

I, the undersigned, make the following statement voluntarily, without threat, duress or promise of reward:

I was on the head of tow colliding the capst
in there the bridge when the spuds hit
the turn table then the boom on the truck
has caught

OATH/SIGNATURE: I have read my statement consisting of page(s) and hereby swear or affirm the information provided is true and correct to the best of my knowledge. _____ SIGNATURE OF PERSON MAKING STATEMENT

STATEMENT SIGNATURE OF INTERVIEWER

Subscribed and sworn to me, a person authorized by law to administer oaths, this

24 (day) of 4 (month), 2019 (year)

 SIGNATURE OF PERSON ADMINISTERING OATH



**U.S. COAST GUARD WITNESS / INVESTIGATOR
STATEMENT FORM CONTINUATION PAGE**

(Please Print Clearly)

Lined area for writing the statement.

SIGNATURE

DATE



U.S. COAST GUARD WITNESS / INVESTIGATOR STATEMENT FORM

(Please Print Clearly)

Witness

Name: Mickey Ray O'Rear

Street Address: [Redacted]

City/State/Zip: [Redacted]

Phone No: [Redacted]

Position: Pilot

Employer Name

Terral River Service

Employer

Address: 10100 HWY 65 South

City/State/Zip:

Lake Providence LA 70254

Phone No: 225 492 3451

License/Doc. #

I, the undersigned, make the following statement voluntarily, without threat, duress or promise of reward:

We, Edna T Gattle was S/B mi-42 AT. River with 1 TRS #2 Rig barge coming down on Krotz Spring R/R Bridge west span and got set down hard on the stbd side pier as we came ahead on the throttles to pick up the stern to make a steer we was set down. We rang General Alarm to alert the crew and we hit stbd pier with stbd side barge, then hit port side with other side of boat and that shifted our head of barge into the swing bridge itself hitting the spud & track hoe. We topped around and stopped on the left descending bank and addressed the situation.

OATH/SIGNATURE: I have read my statement consisting of page(s) and hereby swear or affirm the information provided is true and correct to the best of my knowledge. [Redacted Signature] SIGNATURE OF PERSON MAKING STATEMENT

SIGNATURE OF INTERVIEWER

Subscribed and sworn to me, a person authorized by law to administer oaths, this 24th (day) of April (month), 2019 (year)

[Redacted Signature] SIGNATURE OF PERSON ADMINISTERING OATH



**U.S. COAST GUARD WITNESS / INVESTIGATOR
STATEMENT FORM CONTINUATION PAGE**

(Please Print Clearly)

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SIGNATURE

DATE

I was south bound with
1 rig barge (TR 2) I stopped
above the bridge for them to
open, once they ~~ope~~^{opened} I backed
up and lined up with the west span.
I started coming ahead and everything
looked good, once my head went in
the span my stern dropped to the
starboard hard, I sterred against
it and throttled up, I couldn't
save it, AS far as I could see and
remember, the starboard stern rig hit, then
the port bow, when the port bow (of boat)
hit that threw the head of rig to the
→

Post and the spud, trackhoe, harper

all hit the opened part of the bridge

cause it wouldn't go under it.

Edna T Gattle

moving 9 to 12 mph / weather clear

Amelia Destination
0015 Allison

2 yrs master

6 yrs total

18 months Steersman

Been through bridge a lot 200 time
4th time through span 4th time
high water.

- All lights on bridge working.
- ~~28~~ 28 on 14 off
- 8th day on boat.
- 5 to 11 watch
- Port bow of tug about 10 feet back
slight bump turned boat.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. This is essential for ensuring the integrity of the financial data and for providing a clear audit trail. The records should be kept up-to-date and should be accessible to all relevant parties.

2. The second part of the document outlines the procedures for handling any discrepancies or errors that may arise. It is important to identify the source of the error as soon as possible and to take appropriate steps to correct it. This may involve reviewing the original documents and consulting with the relevant staff members.

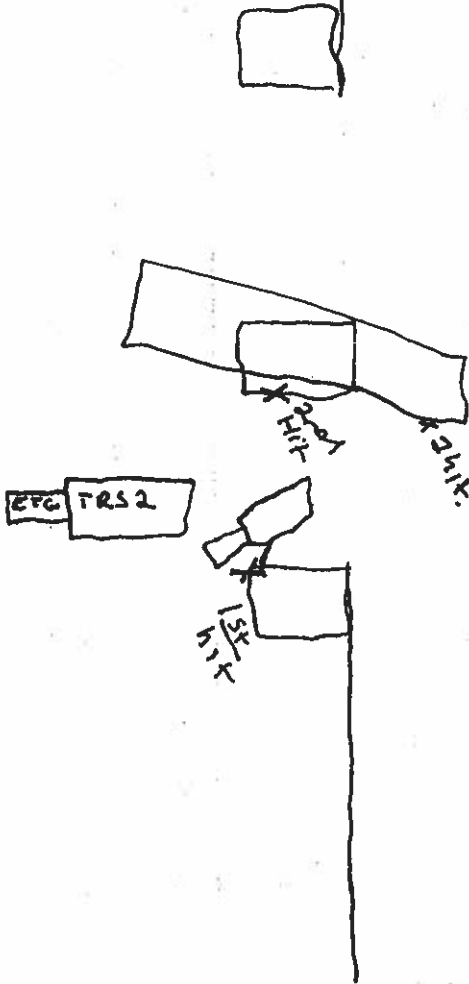
3. The third part of the document provides a detailed overview of the current financial position of the organization. This includes a summary of the income and expenses for the period, as well as a comparison with the budget. The information is presented in a clear and concise manner, making it easy to understand and interpret.

4. The final part of the document contains a number of recommendations and suggestions for improving the financial management process. These include the need to strengthen internal controls, to improve the accuracy of the data, and to ensure that all transactions are properly documented and recorded. It is hoped that these recommendations will be taken into account and that they will lead to a more efficient and effective financial management system.

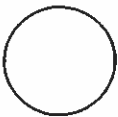
Bird's Eye Sketch Canvas - DRAWING NOT TO SCALE

3
Time:

Location:
Preparer:



Sketch Key:



Draw arrow in
circle to indicate
North

