

Company Witness Statement Duplicate



Created by Fernando Pacheco - Apr 14, 2022

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REFERENCE: TOWING SAFETY MANAGEMENT SYSTEM (SECTION 7)

Instructions: This form is to be filled out by applicable G & H employees, as required.

Date:
Apr 14, 2022

Time:
0350

Vessel:
GEORGE M

Witness Name:
Fernando Pacheco

Witness Address:

[REDACTED]

Witness Phone Number:
N/A

Witness Email Address:

[REDACTED]

Witness Statement:

I, Fernando Pacheco was woken up by a collision between the George M and MSC Aquarius. Mate Ryan Landers was the OICNW at the time of the collision. The collision occur while attempting a stem job around mile mark 87-88 @03:50. When I got up to the wheelhouse the George M was alongside the port bow of the MSC Aquarius facing aft underneath the anchor. Pilot was notified and asked to reduce speed. I, Fernando Pacheco Master on the George M took command of the vessel at that time. Once the ship speed was reduce and safe to come off I steered the vessel to a safe position on the red side of the channel. After talking to OPCEN and informing them of all the details involved during the collision it was determined to take the vessel to the nearest company dock GHT Spilman. I performed a maneuverability test and noticed that the port drive was damaged. Engineer was send down below into the engine room to check for leaks and troubleshooting. Engineer confirmed that the lecon system was leaking and seal was broken therefore port drive was not operating as intended. Divers were called to check port drive unit. Engineer took soundings and drafts were checked. I steered the vessel to GHT Spilman on one drive and secured it safely. Once we were moored we noticed a sheen on the water and was determined that we had a gear oil leak. OPCEN was updated and all proper authorities were notified. Incident report, alcohol test and witness statements were submitted.

Witness Signature:


[REDACTED]