

Company Witness Statement

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Created by Tristan Kuebler - 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:

Tristan Kuebler

Witness Address:

[REDACTED]

Witness Phone Number:

N/A

Witness Email Address:

[REDACTED]

Witness Statement:

We left for an inbound container ship docking going into Barboours Cut. The Mate (Ryan Landers) beeped me onto deck to put up a line on the stem of the ship. The tug and the ship were bow to bow and matching speeds like any routine stem job. the Heaving line was tossed down and I attached the messenger. Ryan seemed to have the situation under control as we began to put our line up. There was some swaying in the bow, but again it felt like any other stem job to me as he corrected each time he would get out of line. The ship began to gain a little on the tug and from what I felt and saw, Ryan powered up to bring the tug forward of the ship once more. The line was almost to the chock as the Bow of the tug started to get uneasy and swing toward the bow of the ship. I could tell by the angle of the stern of the tug that Ryan was correcting to the starboard meaning the bow would have a delay and also swing to the starboard. I could see that the bow of the ship was in the trackline of the tug now and braced for impact on the starboard bow. Once we made contact the first time I knew there would probably be some correction/overcorrection. Now that the tug was on the port side of the ship I watched from the main deck as Ryan tried to bail out of the situation, to the port of the ship. It was too late as the bow of the ship hit midship on the tug squaring it up. From main deck I was unsure where to go as the hawser towline was still leading to the stem on my side (port side) of the tug and I quite frankly had nowhere to go but up the stairs towards the wheelhouse. At the first stair landing we hit once more on the wheelhouse and I fell and received some surface scratches on my hands. After this last hit which seemed to be on the stern of the tug by the bulbous bow of the ship, we were wedged in front of the ship in front of the anchor. By the time I got to the wheelhouse, all crewmembers were upstairs and we were still being pushed backwards/sideways by the ship. The Master(Fernando Pecheco) took over the wheel. I freed the line from the ship and we bailed across the bow to the starboard side of the ship. We notified the pilot we were clear and dispatch that we had been in an incident. We headed back to the dock on one engine and moored while we waited for personnel.

Witness Signature: