


Statement of James T Jackson

I was working as Pilot on Cooperative Spirit pushing 40 barges upbound above Luling bridge. There was a collision between my tow and the tow of the RC Creppel at about 0530 on the morning of January 26, 2020. ^{RC Creppel} The called for traffic. He was south bound above 26 mile pt. We agreed on a 1 whistle passing agreement. We were to meet Port to Port. Northbound behind me was the ship Glory First which was agreed he would overtake me on my Starboard side above 26 mile pt. after meeting RC Creppel.

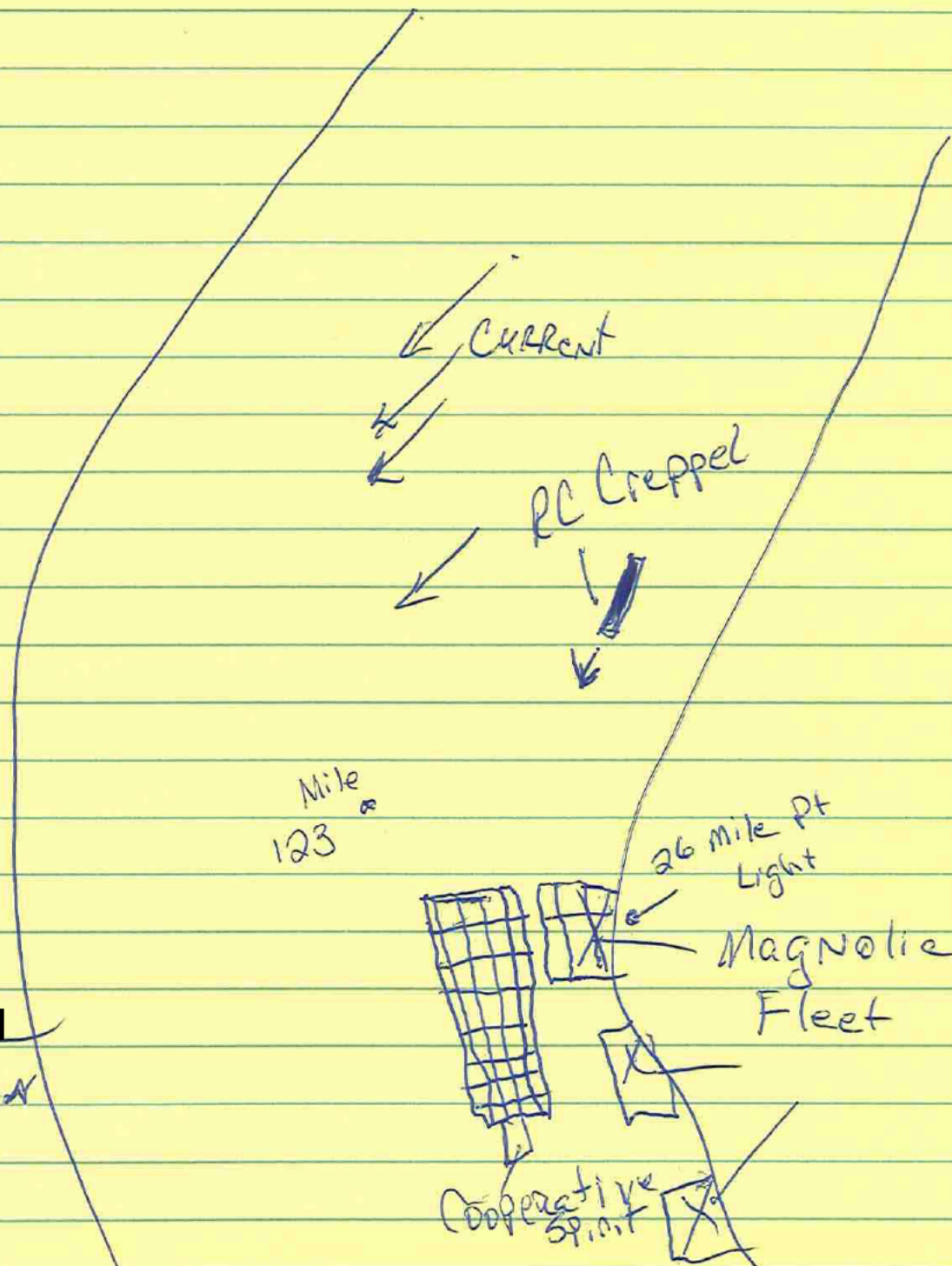
After clearing the channel span of Luling bridge, I came up the East bank of the river close to Magnolia fleet. I was set up for a one whistle meeting but the RC Creppel was not. The RC Creppel had plenty of room to go toward the west bank.

Attached you will see a fleet picture of the barges we had in tow. The RC Creppel hit the head of my tow on the port side causing my port outside string to break free.

1-26-2020 
James T Jackson

After being struck by m/v
RC Creppel went a stern and was
hit by the Ship Glory First.

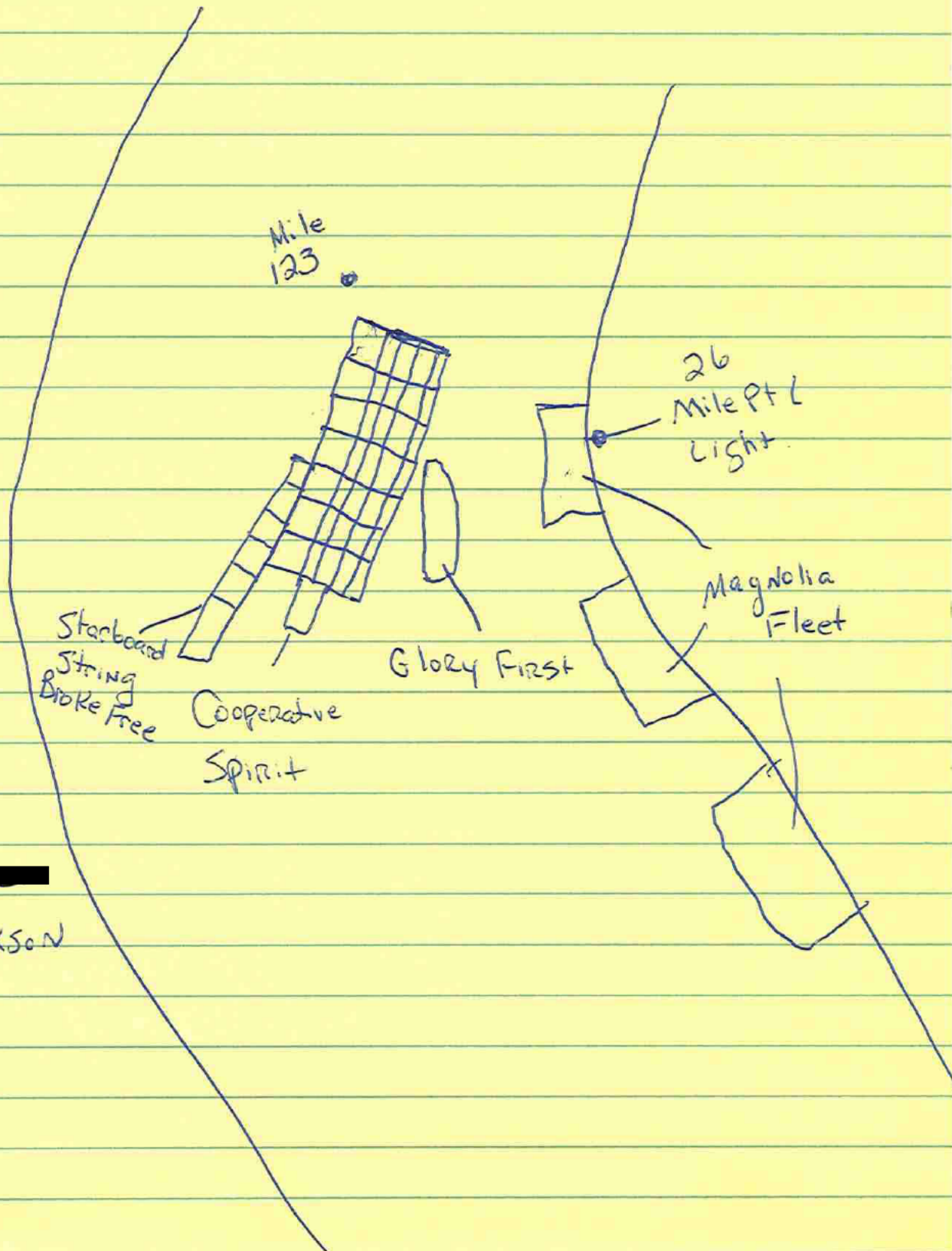
I have made a draft of how I
came around 26 mile pt.



~~James Jackson~~
James T Jackson

1-26-2020

Here is a drawing of how we were before
the Glory First made Contact with our
Starboard Side



~~James T Jackson~~
James T Jackson

1-26-2020

96-Hour Work/Rest History Worksheet

Name: James T Jackson

Rank/Position: Pilot Cooperative Spirit

Instructions:

1. For the date of the accident and the previous four days, enter the date in boxes a through e.
2. Mark the time the casualty occurred with an "X" on the column below the Casualty Date :
2. From the time of the accident, back through the previous four days (96 hours), identify the type of activity done and when it was done by filling in the appropriate segment of the column representing that activity for the times during which it was done. See the legend below for the definitions of the activity types.

Legend - Activity Types:

F = Meal M = Maintenance work C = Cargo Watch/Operations A = Alcoholic drink
 W = Watch/Duty S = Sleep R = Recreation, including time ashore

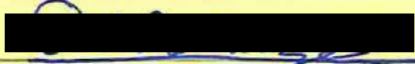
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		1-22-2020		1-23-2020		1-24-2020		1-25-2020		1-26-2020																											
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Accident

STATEMENT OF CAPTAIN DAVID G THORPE

I AM CAPTAIN ON BOARD COOPERATIVE SPIRIT. I WORK A 6 HR SHIFT OPPOSITE PILOT TODD JACKSON. I COME ON WATCH AROUND 05:30 AM + 17:30 PM. AS I WAS HEADING TO RELIEF PILOT TODD JACKSON THIS MORNING, I HEARD THE GENERAL ALARM SOUND. I CONTINUE TO WHEELHOUSE, I SAW OUR PORT STRINGS ^{FLOATED} FLOATED FREE OFF OUR PORT SIDE. I CALLED U.S.C.G. N. D. TO REPORT, WE HAD A COLLISION WITH A VESSEL AFTER WE SWITCHED TO CH 22A. SAW A SHIP OFF MY STDB STERN. I ASK PILOT JACKSON WAS HE AWARE, HE SAID YES. PILOT TODD JACKSON WAS STILL AT HELM WHEN SHIP HIT OUR STBD SIDE OF TOW. WHEN SHIP HIT I SAW REST OF OUR TOW BREAK FREE WITH OUR IMPACT WITH SHIP. IT WAS STILL DARK AT TIME OF THE COLLISION, NO ONE WAS IN WHEELHOUSE, BUT PILOT AT TIME. I CALLED FOR ASSISTANCE ON CH 16. SEVERAL TUGS CAUGHT OUR BARGES, PUSHING THEM TO EAST BANK ABOVE CANIZARO FLEET AND BELOW MAGNOLIA FLEET, ALL OF OUR BARGES 18 LD'S + 22 MTW WERE ALL FOUND. SOME OF OUR BARGES WERE DAMAGED, NO INJURIES TO OUR CREW, NO POLLUTION FROM OUR VESSEL OR TOW. COOPERATIVE SPIRIT WAS IN GOOD WORKING ORDER. COOPERATIVE SPIRIT WAS NOT DAMAGED IN THE ACCIDENT, EXCEPT FOR PORT STERN ABOVE THE DECK.

01.26.2020,


DAVID G THORPE

96-Hour Work/Rest History Worksheet

Name: DAVID G THORPE

Rank/Position: CAPTAIN MASTER

Instructions:

- For the date of the accident and the previous four days, enter the date in boxes a through e.
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Accident