

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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COLLISION OF THE BARGES PUSHED BY
THE TOWING VESSELS *RC Creppel* AND
THE *COOPERATIVE SPIRIT* ON THE
MISSISSIPPI RIVER NEAR LULING,
LOUISIANA, ON JANUARY 26, 2020

Accident No.: DCA20FM012

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Interview of: JAMES "TODD" JACKSON
Pilot, *Cooperative Spirit*

New Orleans, Louisiana

Tuesday,
January 28, 2020

APPEARANCES:

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National Transportation Safety Board

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United States Coast Guard

LTJG [REDACTED]
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I N T E R V I E W

1
2 MSSD2 [REDACTED] And we're all trying to prevent this from
3 happening in the future, and nobody wants to be a part of this or
4 -- if we can do what we can to try and prevent this, we'll do what
5 we can. But first we need to figure out what's going on.

6 So just to start off, are you okay if we record this
7 interview?

8 MR. JACKSON: Yeah. Yeah.

9 MSSD2 [REDACTED] Okay. All right.

10 So, you guys want to start recording or have you already
11 started?

12 MR. KARR: Go ahead.

13 MSSD2 [REDACTED] Are you good?

14 MR. KARR: Yeah.

15 MSSD2 [REDACTED] All right.

INTERVIEW OF JAMES "TODD" JACKSON

16
17 BY MSSD2 [REDACTED]

18 Q. So, for our recording device, can you just go ahead and state
19 your full name and spell it out for the recording device?

20 A. James Todd Jackson, James, J-A-M-E-S, Todd, T-O-D-D, Jackson,
21 J-A-C-K-S-O-N.

22 Q. All right. And what is your position, title on the
23 *Cooperative Spirit*?

24 A. I'm the pilot.

25 Q. Pilot. Okay. And how long have you been a pilot on the

1 *Cooperative Spirit*, either hitch or how many hitches or how long
2 you've --

3 A. Eleven days on this one, and I then I worked 44 the last one.

4 Q. Okay.

5 A. I believe that was 44.

6 Q. Okay. So this is your second hitch?

7 A. For this boat.

8 Q. Oh, on this boat?

9 A. I rode a similar one like it before.

10 Q. Okay. And how long have you been a pilot?

11 A. Since 1995.

12 Q. Okay. And what's on your -- what is your endorsement on your
13 license?

14 A. That originally was an OUTV. And that's -- you know, was
15 upgraded, but --

16 Q. Um-hum.

17 A. Just master of towing.

18 Q. Okay. No, that's fine. I was just checking, so -- okay.

19 So what I'd like to do here is just kind have you describe to
20 us, you know, what you seen, what you communicated, what your
21 actions were, all the things that happened leading up, during and
22 post the incident, just from your perspective. And so, once --
23 I'll let you just kind of tell us what you know, and then we may
24 have some questions to follow up with after that. So, just
25 whenever you are ready, go ahead and start and just let us know.

1 A. Northbound above the bridge, heard the *RC Creppel* call
2 traffic and made radio contact on 67. And we both agreed on a
3 one-whistle passing around 26 Mile Point. And he was coming down
4 and ran on past him on the one whistle, and then we didn't -- I
5 mean, we were giving him as much room as possible.

6 Q. I know this is hard to recount.

7 A. Yeah.

8 Q. So, please just let me -- I understand. If you need to
9 take --

10 A. No, I'm fine.

11 Q. -- some time or whatever, just -- you know, at any point,
12 please don't hesitate. Okay? So --

13 A. I mean, with his two barges, his maneuverability, I thought
14 we'd cleared, you know. And we could clear easily, you know, he
15 had the maneuverability.

16 MR. KARR: Todd, I'm going to ask you, if you could, speak
17 up. We've got the AC and recording.

18 MR. JACKSON: Yes, sir.

19 MR. KARR: We want to make sure we get the -- get your words
20 record.

21 MR. JACKSON: Okay.

22 MR. KARR: So, thanks.

23 UNIDENTIFIED SPEAKER: Do you want him to scoot up a little
24 closer? It might help a little bit, but speak up, too.

25 MR. JACKSON: Yeah. That's pretty much the gist of it. You

1 know, the port string came loose and we were backing down, and we
2 had already made arrangements with the *Spirit* first, afterwards --
3 after we got up above where it showed us meeting him due to the
4 Rose Point --

5 UNIDENTIFIED SPEAKER: The (indiscernible)?

6 MR. JACKSON: Yeah. Yes.

7 UNIDENTIFIED SPEAKER: Okay.

8 MR. JACKSON: And we were going to be on the top side and
9 cross over after meeting the *RC Creppel* and have him on the one
10 whistle side. But with the incident with the *Creppel*, we were
11 coming in reverse, which caused us to be struck by the safety
12 board.

13 UNIDENTIFIED SPEAKER: *Glory First* (ph.)?

14 MR. JACKSON: *Glory First*. I'm sorry. I'm thinking of a
15 boat.

16 UNIDENTIFIED SPEAKER: No, no, that's fine. That's fine.

17 BY MSSD2 [REDACTED]

18 Q. Okay. So, after the initial allision, what -- can you maybe
19 break down a little bit what happens after the initial allision,
20 kind of what some of your actions were? Any communications or
21 anything you had with --

22 A. I tried to raise the *Creppel* and no answer.

23 Q. Okay. So what time did you -- how long had you been on
24 watch? When did you come up to watch?

25 A. 11:30.

1 Q. 11:30. Okay. And I understand it was close to watch change
2 at that point?

3 A. Yes.

4 Q. About how long was it, or at what point, how long was it that
5 you made arrangements with the *Creppel*, passing arrangements?
6 What is typical and maybe what happened, or --

7 A. Yeah. It was more than typical. He was a ways up the river
8 because he was making pretty good time. We were already coming
9 around, starting up in the point. And maybe 10 minutes, I don't
10 know.

11 Q. And from your experience is that a typical time length of
12 when arrangements are starting to be made at that point?

13 A. Yeah. Yeah.

14 Q. And from your experience, how many -- so are you a line haul,
15 done multiple hitches --

16 A. Yes, sir.

17 Q. -- on a line haul vessel? So is this a typical size tow for
18 you?

19 A. Yes.

20 Q. In other situations similar to this, in your experience, how
21 would a southbound vessel know the size of the tow that you're
22 actually pushing, or would they?

23 A. Well, they would.

24 Q. Okay.

25 A. I mean in our AIS contacts it's large tow, it states, and

1 then the history of this boat it's in this area would figure a
2 couple times a month, and we never come down here, out of here
3 with nothing very small. We've always got a fairly large tow.

4 Q. As far as you know, was the AIS updated with the amount of
5 barges in the tow?

6 A. Yes. Should have been.

7 Q. Had you acquired those on your watch, the full tow, or was
8 it --

9 A. They were ready for us, yes.

10 Q. So the tow was made up while you were at the helm, right?
11 Prior to.

12 A. Right.

13 Q. So they would have to look at AIS to maybe see the size of
14 your tow or the amount of barges?

15 A. Right.

16 Q. What about configuration? You know, I mean, what -- does the
17 AIS describe configuration of the tow --

18 A. I'm not for sure.

19 Q. -- that you're aware of? Just the amount?

20 A. Yeah.

21 Q. So is that a typical configuration for a 40-barge tow?

22 A. Yes, sir.

23 Q. Okay. Is there any other way that they might know the size
24 of your tow besides the AIS or experience, previous knowledge?

25 A. Yeah.

1 Q. Other than those two?

2 A. Size on radar, you know, the picture on a radar screen, when
3 he's approaching.

4 Q. Is that something that might be typically communicated
5 through via radio during that time?

6 A. Not always, no.

7 Q. Okay. Do you recall if you were -- you initiated passing
8 arrangements or is it the *Creppel*?

9 A. Well he put his position on the air southbound and I replied.

10 Q. And forgive me if I don't know this, but so if a vessel is
11 southbound, let's just say the *Creppel*, is that typical as they're
12 coming around a particular area, let's just say not a straightaway
13 but maybe like 26 Mile Point or something, is that typical for
14 them to announce that they're southbound heading --

15 A. It can be, yes.

16 Q. Is that -- okay. For them to initiate arrangements, passing
17 arrangements?

18 A. Yes.

19 Q. Okay. Have you experienced any type of allisions, collisions
20 in your past and over the years?

21 A. Yeah, just a minor, maybe in the previous.

22 Q. And is this a pretty common route for you?

23 A. Yes, sir.

24 Q. Are you familiar with this portion of the river or --

25 A. Been doing this for the last 8, 9 years, maybe, pretty

1 steady.

2 Q. Similar type boat, similar tows and all of that?

3 A. Yes, sir.

4 Q. Given high water, low waters --

5 A. Yes.

6 Q. -- all types of scenarios?

7 MSSD2 [REDACTED] Okay. Do you guys have any questions?

8 MR. [REDACTED] [REDACTED] U. S. Coast Guard. Thank you for your
9 time today, captain.

10 MR. JACKSON: You're welcome.

11 MR. [REDACTED] Certainly, appreciate it.

12 BY MR. [REDACTED]

13 Q. I'm going to go back to some questions that -- from

14 Mr. [REDACTED] But when you said you had some priors before on your
15 license --

16 A. Oh, nothing on my license. No.

17 Q. Okay. So you've never had anything --

18 A. No.

19 Q. -- placed on your license?

20 A. No, sir.

21 Q. No letters of warning --

22 A. No, sir.

23 Q. -- nothing like that? Okay. How about any type of medical
24 waivers?

25 A. No, sir.

1 Q. Nothing. Do you take any prescription medications?

2 A. I've got [REDACTED].

3 Q. [REDACTED]. That it?

4 A. Yes, sir.

5 Q. And is that something that's prescribed?

6 A. [REDACTED] sir.

7 Q. [REDACTED]?

8 A. [REDACTED]

9 Q. Okay. What about any OTCs?

10 A. What's that?

11 Q. Over the counter?

12 A. No. [REDACTED]

13 Q. [REDACTED]

14 A. Yeah.

15 Q. Okay. And what is it that you take?

16 A. [REDACTED]

17 [REDACTED]

18 Q. [REDACTED]

19 [REDACTED]

20 [REDACTED]

21 A. [REDACTED]

22 Q. [REDACTED]

23 A. [REDACTED]

24 Q. Got you. Okay. All right. Let's talk about a little bit

25 when you and Captain Thorpe --

1 A. Yes, sir.

2 Q. Typically, when you all exchange watches, do you all do like
3 a pass-down with each other?

4 A. Yes, sir.

5 Q. What does that -- what's that like? What's it consist of?

6 A. Depending on what we're doing, we tell them everything that
7 we've got going on. Maybe even something that's happened during
8 the watch so they can be aware of, it could be a problem on their
9 watch. Just anything that -- pertinent information that they
10 would need to know, gets passed on.

11 Q. Okay. All right. What about any type of special
12 circumstances like a high river condition? Do you guys talk about
13 any of that --

14 A. Yes, sir.

15 Q. And how, what's some of the topics that you talk about? What
16 do you all kind of discuss?

17 A. You know, just depending on what we're doing or where we're
18 doing, you know, what we may see in that watch to look out for,
19 you know, like bridges or bars that may be building, you know,
20 shallow water. It just depends really. It's different at
21 different moments.

22 Q. Ever any discussions about meeting people at certain points
23 in the river? Do you guys talk about anything like that?

24 A. It's came about. Yes, sir.

25 Q. It does? And when those discussions are had, are there ever

1 any standing orders from the captain to you, like, you know, I'd
2 prefer if you didn't meet somebody at this place or point?

3 A. Yes. I mean, it's been advised.

4 Q. It is?

5 A. Yeah.

6 Q. There's been advice from the captain?

7 A. Yes.

8 Q. Okay.

9 A. Like if it's a narrow channel or something, normally above
10 here, like where the bars tend to fluctuate more with the water
11 high and low.

12 Q. Right.

13 A. And safety zones.

14 Q. Okay. Is there any safety zone in place in this area?

15 A. There is now here.

16 Q. Good point.

17 A. It wasn't at the time.

18 Q. How about prior to this, do you know of any safety zones in
19 this area?

20 A. Not until Sunshine Bridge.

21 Q. Okay. Got you. Do you recall who made the initial contact
22 between you and the *RC Creppel* as far as passing arrangements?

23 A. I may have been the one to call him on the radio when I heard
24 him southbound.

25 Q. Okay. You believe you made the --

1 A. I believe so.

2 Q. -- first call?

3 A. Yes, sir.

4 Q. And you heard him on the radio southbound?

5 A. Yes, sir.

6 Q. Did you happen to see him on the radar?

7 A. Not yet I hadn't.

8 Q. AIS?

9 A. Yes.

10 Q. You did?

11 A. Yeah.

12 Q. Does AIS, is that an ECDIS overlay that can also show you his
13 position?

14 A. Yes, sir.

15 Q. So it's a reflection of a chart?

16 A. Yes, sir.

17 Q. Right? Okay. Could you see his -- did you look to see or
18 check his position once you made passing arrangements?

19 A. Yes, sir.

20 Q. Well prior to that?

21 A. Yes, I did. And then shows you a prediction of where you'll
22 meet as well.

23 Q. Got you. Okay. Did -- was there any consideration or
24 concern as to where his position was at the time that you made
25 your arrangements?

1 A. No, sir.

2 Q. So you -- he looked like he was in a presumably normal, I'd
3 guess you'd say --

4 A. Yes.

5 Q. -- location southbound where you would expect to see someone
6 southbound?

7 A. Yes, sir.

8 Q. Is that right? Okay. And from what the information was
9 telling you as far as where you were going to meet, where did that
10 tell you that you were going to meet at? Or do you remember that?

11 A. Not exactly, but pretty close to where we did.

12 Q. Pretty close to where you did meet? It was in that --

13 A. Yeah. We were --

14 Q. -- very close proximity?

15 A. -- very close.

16 Q. Without putting words out there, is that about right?

17 A. Yes, sir.

18 Q. Okay. And did you feel comfortable with that?

19 A. I did.

20 Q. Okay. There was a ship that was northbound behind you.

21 A. Yes, sir.

22 Q. Do you recall what the identification of that ship was or who
23 was making communications with traffic on that ship?

24 A. Yeah. Number 49.

25 Q. Number 49?

1 A. Um-hum. Yeah, *Glory First*.

2 Q. Okay. And when was the first time that you recall hearing
3 Number 49 announce his position or his intentions of northbound,
4 southbound?

5 A. I'd heard him probably down below St. Rose coming up. They
6 make pretty good speed usually. And, you know, we know they're
7 coming lots of times and we track them as well.

8 Q. Now do you recall where you were when you heard him around
9 St. Rose point?

10 A. Not very far from where we are now and where it happened
11 because we weren't making a lot of speed.

12 Q. What were you making?

13 A. Tops, in the 4 mile an hour range?

14 Q. Okay. Were you above the bridge?

15 A. I was probably at the bridge when I --

16 Q. When you heard him?

17 A. Yes.

18 Q. Okay. And at that distance, which is, I'm guessing, 4 miles,
19 5 miles?

20 A. Maybe yes.

21 Q. About that? Is that right? Could you or did you verify that
22 he was -- in your ECDIS or your AIS, did you verify him behind you
23 already? Did you identify him by that?

24 A. Yes, I could.

25 Q. Okay. And did you begin to form any type of a tracking, in

1 other words --

2 A. I would just watch the prediction where we would meet would
3 be well above 26 Mile Point, and I'd made arrangements with him to
4 give way on my starboard side and above 26 Mile after I met the
5 *Creppel*.

6 Q. Okay. So, that was the intention?

7 A. Yes, sir.

8 Q. For you, for the southbound tow to come around the point. So
9 you were on the one, right?

10 A. Yeah. Meet him at the point.

11 Q. Yep. You were going to stay on the point?

12 A. Yes, sir.

13 Q. Is that correct?

14 A. Yes, sir.

15 Q. And then you were going to cross the river over to the right
16 descending bank.

17 A. Yes.

18 Q. And let the ship come up by you on the two? I'm sorry, on
19 one?

20 A. On one whistle, right.

21 Q. Right? Okay. At what point did you begin to get -- or did
22 you begin to get any concern that this scheme and plan wasn't
23 going to work out?

24 A. Probably not until we allided or were struck by the *Creppel*.
25 I mean, I really thought he, with his small tow he would be --

1 have a better visual to be able to come around, steer around on
2 the one whistle, because there was plenty of room available for
3 it.

4 Q. Okay. So as he's coming southbound coming down around the
5 point, you're tracking him still --

6 A. Yes, sir.

7 Q. -- on your ECDIS, your AIS, right, watching him. And he
8 still looks like he's in shape to make --

9 A. With the size of tow, he had, yes, I had no doubt.

10 Q. Okay. Okay. Was there ever any discussion between the two
11 of you prior to that, that this doesn't look good?

12 A. No, sir.

13 Q. How do you guys in ARTCO, what's the procedure for promotion
14 from pilot to relief captain? How does that work?

15 A. Depends. I mean, I was hired on at ARTCO as a pilot already
16 working in the industry. And I've been here 15 years and just --
17 that's transformed from working on smaller boats and upper rivers
18 to coming down here and become a lower river pilot.

19 Q. Um-hum. Okay. What about any type of rewards or awards
20 program? Is there anything in the ARTCO scheme that you guys get
21 awarded or rewarded for good jobs, safety?

22 A. Safety, yes, we do. They have a committee of phase-based
23 safety where, you know, we submit all of our paperwork to and they
24 go over that. But yeah, for our safety program, yes.

25 Q. And is that based on like the safety of your crew --

1 A. Yes.

2 Q. -- that you're running at the time when you were operating?

3 A. Yes, sir.

4 Q. Okay. What about any type of personal evaluations? Does
5 ARTCO do anything like that?

6 A. Yes, sir. We -- yearly, we have a personal evaluation.

7 Q. And who performs that?

8 A. The captain will do one on me. I'll do one on the mate and
9 assistant engineer that I work with.

10 Q. Okay. And what can you tell me about your evaluations? Have
11 you always had favorable?

12 A. Never had a bad one.

13 Q. Never had a bad one. Got you. So, in this case, you were
14 northbound and you got a tow of 40?

15 A. Yes, sir.

16 Q. Combinations, empties and loads?

17 A. Yes, sir.

18 Q. Making about 4, in the 4s, northbound, right? Running under
19 the point.

20 A. Yes, sir.

21 Q. Southbound tow coming that you're going to meet on one.
22 Northbound ship coming that's going to overtake you on one. If
23 everybody meets together, which that's not projected, that puts
24 you in the middle of everyone, right?

25 A. Yes, sir.

1 Q. Was there ever any consideration that you might've had to
2 deviate from that scheme, change that scheme by something, like
3 slowing down and letting things pass or changing any passing
4 arrangements? Did anything cross your mind with that?

5 A. No.

6 Q. Not at anything? Okay. So, everybody just stayed on track?

7 A. Yes, sir.

8 MR. [REDACTED] Got you. I don't have any further questions
9 right now. Thank you.

10 BY MR. KARR:

11 Q. Todd, after you made the passing -- this is Mike Karr. After
12 you made the passing agreement, tell me -- describe to me your
13 intent on how you were going to steer the *Spirit* and its 40 barges
14 on up the river?

15 A. I was going to proceed on the one whistle side of the river,
16 meet him on the one whistle.

17 Q. So where were you when you made that arrangement? Were you
18 more in the middle?

19 A. I was, I believe, already on the one whistle coming into 26
20 Mile Point, if I recall that.

21 Q. All right. And so, how -- so describe your intent. You
22 said, oh, I've just -- you know, I've made a one-whistle
23 agreement, I'm here, I will keep --

24 A. Yes, sir.

25 Q. -- steering, how? Describe what you were trying to do.

1 A. I was just going to continue around the point on the one
2 whistle and above there I would be crossing over.

3 Q. For me, who doesn't navigate the river, what were you using
4 to judge that you were going to keep to your one whistle
5 agreement?

6 A. I was using my radar with the distance I was off the fleets.
7 There're several fleets there, Magnolia. I was staying very close
8 to them with my visual, eyesight.

9 Q. Okay. So the key thing was the distance off the shore?

10 A. Yes, sir.

11 Q. All right. Did you receive any VHF calls from any other
12 vessels?

13 A. Not during this time, no.

14 Q. Not during this time. And no calls from the *RC Creppel*?

15 A. No. And not after initial contact where we talked about --

16 Q. Right. And then in the minute -- I mean with the *Creppel* in
17 front of you, no calls from --

18 A. No, sir.

19 Q. -- the captain? And that's a -- that was a no, no calls from
20 the captain?

21 A. Yes.

22 Q. All right. And from the -- going back to the, from after you
23 made the arrangements with the *Creppel*, where were you in the
24 pilothouse?

25 A. Sitting right in front of my station driving.

1 Q. So, were you in the pilot's chair driving the whole time?

2 Any other -- what activities were you, were you doing --

3 A. Nothing.

4 Q. -- between the time you made arrangements and the collision?

5 A. Nothing. Driving.

6 Q. Driving.

7 A. And maintain the lookout.

8 Q. And anyone else up on the bridge with you?

9 A. No.

10 MR. KARR: No? Okay. All right. I have no more questions.

11 UNIDENTIFIED SPEAKER: I just have one. What were your
12 radars, the ranges on your radar set to?

13 MR. JACKSON: I believe 1½ mile boats. Yeah, I believe so.

14 MR. KARR: I've got another question, too. Rose Point or any
15 other electronic aid, what were they telling you was going to be
16 the closest point of approach to the *RC Creppel*?

17 MR. JACKSON: They do not show the width of your approach.
18 They show you the exact meeting, and then it's not a true meeting.
19 It's boat to boat, the way they're set up where your transponders
20 will meet.

21 MR. KARR: And what is that? How do you use that or if you
22 can explain to me how that helps you?

23 MR. JACKSON: Well, you know the actual spot in the river,
24 the mile marker, you know, not necessarily the latitude and
25 longitude, but the actual mile of that, all the way across the

1 river, that's where you'll meet.

2 MR. KARR: All right.

3 MR. [REDACTED] [REDACTED] [REDACTED] I have one -- a couple of follow-ups.

4 BY MR. [REDACTED]

5 Q. So what was the length of the tow?

6 A. Seven lengths.

7 Q. Okay. So they're 200-foot barges?

8 A. Yes, sir.

9 Q. So --

10 A. Give or take. Some are 195.

11 Q. So, what Captain Karr was asking was, so for the AIS points,
12 did they show -- is that like the center of the boats? Not in --
13 so you'd have to offset for, say, 1400 feet? Like if you're
14 approaching, it shows you the point of approach, does it give you
15 an offset to say, okay, these two points are going to meet, but
16 now you have to account to say, yeah, I'm 1400 feet south of this
17 dock, whatever. Did you do that?

18 A. We don't do that.

19 Q. Okay. So you just use it as a point-to-point meeting and
20 don't give it an offset to say, hey, it's -- I need to account for
21 the string of barges I've got in front of me?

22 A. I do account for it.

23 MR. [REDACTED] Okay.

24 MSSD2 [REDACTED] [REDACTED] [REDACTED]

25 BY MSSD2 [REDACTED]

1 Q. So, Todd, I'm trying to understand a little bit -- I mean
2 you're giving a lot of great information, really shedding details
3 on this, but at what point was -- was there ever a general alarm
4 sounded?

5 A. Yes, sir.

6 Q. Okay. At what point was that sounded at?

7 A. After the collision.

8 Q. After the collision. Okay.

9 A. Right after. I had barely thought he had passed, would pass,
10 you know.

11 Q. So I don't want to put words in your mouth, but did you
12 assume maybe it was just a near miss at that point? Or when you
13 saw them, when you guys were approaching, you didn't sound a
14 general alarm because you didn't feel you were going to hit?

15 A. Correct.

16 Q. Is that correct? Did you feel it was closer than normal, the
17 passing? Like as you were -- is that a distance that you felt in
18 your judgment, was that -- did it seem like you were a little
19 closer than normal at that point?

20 A. I'm not for sure.

21 Q. So the seconds, 10, 15, 30 seconds leading up prior to the
22 collision, was there no -- in your mind, were you using radar,
23 visual, whatever, it didn't appear like you were going to hit?

24 A. No.

25 Q. At what point did you realize that you had just collided?

1 A. I felt the impact and could see some wires breaking. When
2 they break you can see sparks.

3 Q. Okay. So, you knew -- you felt, you actually felt the
4 impact?

5 A. Yes, sir.

6 Q. Was the tug or his tow from the *Creppel*, was it still front
7 of your tow at that point?

8 A. It was visible on my port side. I could see his running
9 lights on my port side.

10 Q. So it was obviously dark?

11 A. Yes, sir.

12 Q. Were you able to see his mast lights, his tow lights?

13 A. Not his mast lights because they face the rear.

14 Q. Forgive my lack of navigation experience here. I apologize.
15 The tow running lights --

16 A. Yes, sir.

17 Q. -- and his amber light?

18 A. His color -- yes, his boat running light.

19 Q. So he was visible to the naked eye to you?

20 A. Yes, sir.

21 MSSD2 [REDACTED] Okay. I think I'm okay with questions at this
22 point, so does anybody have anything else?

23 UNIDENTIFIED SPEAKER: I do.

24 MSSD2 [REDACTED] Okay.

25 UNIDENTIFIED SPEAKER: Cap, prior to, just prior to the

1 collision, how far off the right descending bank -- I'm sorry,
2 left descending bank Magnolia fleet would you say you were?

3 MR. JACKSON: I'm not sure. Less than 200 feet. I'm not
4 positive.

5 UNIDENTIFIED SPEAKER: Less than 200 feet?

6 MR. JACKSON: Yes, sir. I would say, yes.

7 UNIDENTIFIED SPEAKER: Okay.

8 MSSD2 [REDACTED] Okay. This is [REDACTED]

9 BY MSSD2 [REDACTED]

10 Q. I know we can see this on the recording, but about how far
11 away from the bank are we, if we had to just judge this distance?
12 And this is just for my personal -- is that give or take 200 feet?

13 A. I would say close to where the trees you see --

14 Q. Okay.

15 A. -- like maybe where we're standing here.

16 Q. So you're talking more 200 feet from the fleet, rather than
17 the shore?

18 A. Not sure.

19 MSSD2 [REDACTED] Okay.

20 UNIDENTIFIED SPEAKER: He's asking -- repeat that? Listen to
21 his question.

22 MSSD2 [REDACTED] So, I'm -- is it 200 feet from a fleet or from
23 the shore?

24 MR. JACKSON: I would think -- well, I can't recall.

25 UNIDENTIFIED SPEAKER: What do you think it is right now?

1 UNIDENTIFIED SPEAKER: No, don't talk about
2 (indiscernible) --

3 MR. [REDACTED] Excuse me. [REDACTED] [REDACTED] U.S. Coast Guard.

4 BY MR. [REDACTED]

5 Q. What do you think the distance is right now between us and
6 that barge? Or -- and us and those trees?

7 A. Probably roughly 200 from where I'm standing here --

8 Q. Yeah.

9 A. -- to the barge, and then probably another 100 over to the
10 trees that you can see.

11 Q. And let me ask you this then. If that's the distance, would
12 you feel, would you feel comfortable with a ship coming up your
13 starboard side to overtake you right now? If he were to overtake
14 us, would you feel like this would be a comfortable distance from
15 the shore for him to overtake you?

16 A. No, sir. Not here.

17 MR. [REDACTED] Okay. All right. Fair enough. Thank you.

18 MSSD2 [REDACTED] Okay. Let's go ahead and stop, time at 4:20,
19 stop the recording.

20 (Whereupon, at 4:20 p.m., the interview was concluded.)
21
22
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF: COLLISION OF THE BARGES PUSHED BY
THE TOWING VESSELS *RC Creppel* AND
THE *COOPERATIVE SPIRIT* ON THE
MISSISSIPPI RIVER NEAR LULING,
LOUISIANA, ON JANUARY 26, 2020
Interview of James "Todd" Jackson

ACCIDENT NO.: DCA20FM012

PLACE: New Orleans, Louisiana

DATE: January 28, 2020

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.


Romona Phillips
Transcriber