



## U.S. COAST GUARD INTERVIEW SUMMARY

Matter Under Investigation: Allision - ITV KITTY vs Algiers Lock on 04JUL23

Interview Of: Darrel Dickinson

Date/Time: 1000 on 21JUL23

Location: Telephonic

Interviewed By: LT [REDACTED], Sec Nola IO & Mr. [REDACTED] INV-NCOE

Others Present: Hank Webster (Federal Pilot Assoc. President) & Kent Ryan (Federal Pilot Assoc. Attorney)

Darrel Dickinson was the Federal Pilot aboard the deep draft vessel GARDEN STATE (ON 1260988/IMO 9698006), which was a fully loaded southbound vessel transiting the Lower Mississippi River on 04JUL23. The GARDEN STATE passed by the Algiers Lock forebay (MM88) at approximately 1755 on 04JUL23. Mr. Dickinson has operated as a Federal Pilot for 15 years and has operated as a Master of Towing Vessels for 30 years. He stated that he has ran the Algiers Locks several times and has in-depth experience operating on the Lower Mississippi River in both low and high-water conditions.

On 04JUL23, the GARDEN STATE was drafting approximately 37' 7". He stated the river was extremely low that day. He did not recall the exact speed of the vessel at the time that it passed by the Algiers Lock but stated that typical speeds are likely between 11 to 14 kts (12.65 to 16.11 mph) for southbound vessels and 8 to 13 kts (9.2 to 14.96 mph) for northbound vessels. He specified that there are no speed restrictions in the area and the vessels are typically traveling at "full-ahead" speed. The exact speed of each vessel will depend on multiple variables, including draft, vessel design, cargo load, and engineering equipment. He further stated that the GARDEN STATE seemed to be in optimal condition. Mr. Dickinson stated that there was nothing abnormal that occurred on 04JUL23, other than the low river condition. He further said he felt that it was a perfect day on the river and had no idea that the incident even occurred until we called him to request the interview on 20JUL23. Mr. Dickinson provided his interpretations of the terms: "bow cushion" and "stern suction". He stated that, on the day of the incident, he transited southbound going full ahead, which is standard operating procedures for pilots, as there are no speed restrictions in that area. He stated that the vessel was in the middle of the river when it passed by the Algiers Lock. He recalled that there was another southbound deep draft (44 or 45' draft) approximately 1-2 miles behind the GARDEN STATE. He also recalled a northbound vessel but did not recall many details/specifics of that vessel. Drawing from his previous towing vessel experience as a Master, he stated that it was unusual to encounter an excessive amount of water movement/effects while in the locks. However, he stated that there is likely more movement of water in the locks during low water condition.

[REDACTED], LT (signed)  
21JUL23