

Proposed Causal Factors received from ARTCO (*Cooperative Spirit*).

DCA20FM012

NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF MARINE SAFETY
WASHINGTON, D.C. 20594



ERRATA

DCA20FM012 Marine Accident Brief

CR Creppel, Cooperative Spirit and Glory First collisions
DCA18MM028

Page	Original	Correction
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		<p>Proposed Causal Factors / Probable Cause</p>
		<p>-M/v RC Creppel was traveling downriver at an exceptionally high rate of speed and failed to give the Cooperative Spirit room to make the one whistle meeting situation.</p>
		<p>-The M/v RC Creppel's unsafe speed did not allow for proper and effective action to avoid collision. (See RULE 6 and report of Doug Faust, Page 9)</p>
		<p>-Distractions at the change of watch could have led to a loss of situational awareness on the M/v RC Creppel.</p>
		<p>-Main Deck watertight doors not being secured on the M/v Creppel was a violation of USCG regulation (Sub M), and was the primary reason for the down flooding resulting in the vessel sinking in a short amount of time. (See report of Jack Leary, naval architect, Pages 2-4)</p>
		<p>-During the 2 minutes leading up to the collision the M/v RC Creppel crossed the sailing line (as seen in Rosepoint data replay). The M/v RC Creppel and its tow were entirely on the East bank side of the sailing line at the time of the collision.</p>
		<p>-Vessel speed, heading and size should be observed visually and with radar images and not solely ECS information. The TSMS that the RC Creppel was operating under (TSMS section 2.1.7) on the day of the accident instructed the mariner to use the radar on the shortest possible range</p>

