



UNITED STATES COAST GUARD  
SECTOR NEW ORLEANS  
200 HENDEE STREET  
NEW ORLEANS, LA 70114  
(504) 365-2500



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U.S. COAST GUARD INTERVIEW SUMMARY

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**Subject: BARATARIA BRIDGE- ALLISION**

Interview of: 2676224

Date/Time: 0100 23NOV20

Phone: N/A

MMLD: 2589508

Interviewed by: LT [REDACTED]

Others Present:

**Interviewer Summary:**

Ordoyne Griffin had not been to this part of the MS River for 20+ years. He was unfamiliar with the current bridge nuances. Turned down the Barataria waterway. Slowed down to come through the bridge. The current was running at the back of the vessel at the time. He did not want to get sideways because of the way the current was. When he was looking at the bridge, the green lights were lined up like they were supposed to be but the red lights were not. When approaching the bridge the Bridge Tender told him to pass to the left. He came to the bridge at a curve because the current was 1.4 mph. As they were coming in he noticed the bridge was sticking out about 6 inches into the lane. The George C backed down and the deckhand standing at the stbd side of the cabin was telling the Capt how to close the vessel as they approached.

The first barge cleared the bridge and the second barge started going to the right a bit. He corrected it and then it went left which kicked the second barge right and the starboard bow made contact with the bridge. The Capt stopped the vessel and took it out of gear. The George C was still backing down and started pulling towards the starboard. So the Capt put it back in gear to finish pulling through before hitting on the left side. Only damages to the barges were paint scraps on the crane barge.

Ordoyne Griffin affirms this statement is true and accurate to the best of his knowledge.

//S// [REDACTED]  
U.S. Coast Guard  
Sector New Orleans