

U.S. COAST GUARD
INVESTIGATOR STATEMENT FORM

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| Name: [REDACTED] | Employer Name: U.S. Coast Guard |
| Employer Address: [REDACTED] [REDACTED] | City/State/Zip: Louisville, KY, 40202 |
| Phone No: [REDACTED] | Position: Field Investigator |

I received a call from the Command Center at 1647 passing the information about the AMBER BRITTANY Allision and barge breakaway.

On or about 1651 I conducted a preliminary interview via phone with the pilot on the AMBER BRITTANY, Patrick Springer. During this phone conversation Patrick told me that he was pushing 15 loaded coal barges in a 5 long x 3 wide configuration. Patrick told me as he was pushing out of the Canal the head of his tow was set over hard to the port. He attempted to back down to correct the swing but his attempts failed. Once he realized his tow was going to make contact with right descending back (Van dike) Patrick attempted to land as perpendicular as possible. Upon landing 10 of the 15 barges broke away from the tow. 1 Assist vessel was on scene. Patrick also stated that this was his first trip onboard the AMBER BRITTANY, this was his first trip on the Ohio River and this was his first trip through the Portland Channel.

On or about 2000 I conducted an in person interview on the AMBER BRITTANY with the pilot, Patrick Springer. Patrick came onboard the AMBER BRITTANY on the 22nd of February. Which puts him onboard for 16 days. Patrick was on the 12-6 watch. Patrick took over this watch while waiting for lockage at McAlpine L&D. Patrick told me on multiple occasions that he did not anticipate for the head of the tow to be pushed to port as much as it did. Patrick stated that the vessel has been and did handle as it should. Patrick mentioned that there were no mechanical failures on the vessel either. Patrick mentioned that the weather and/or visibility were not a factor in this incident. Patrick stated that he is not taking any prescription medications. Patrick stated that his routine has been normal since he has been onboard. I asked Patrick what his plan was for transmitting the canal and he stated that his plan was to steer on the sailing line and keep the head over towards the KY shore.

While onboard I also spoke with the captain of the vessel, Greg Whittington. I asked Greg how many times he has transited through this area. He stated that he has made this trip countless times. I then asked him how he would have setup and transited through the area. His response was that he would setup as close to the KY shore as possible and put his jack staff on the green Leigh on the bridge ahead. He would continue to follow the KY shoreline as close as he could without getting his stern to close while making sure his jackstaff lined up with the bridge ahead.

[REDACTED]

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