



U.S COAST GUARD
MARINE CASUALTY
WITNESS STATEMENT FORM

Witness Name: Al Cence
Street Address: [REDACTED]
City, State, Zip: [REDACTED]
Phone Number: [REDACTED]
Position: Sales / Operations

Employers Name: Carillon Island Towing
Employer Address: Bill Bayou LaCrosse
City, State, Zip: Houma LA 70363
Phone Number: [REDACTED]
License/Doc#: _____

I, the undersigned, make the following statement voluntarily without threat, duress, or promise of reward:

2013 ~~0000~~ 3/5/22 - Renee Ritchie called Al Cence for the Robert Cence to pick up Mr. Doy (Crane barge) and HN26 (Deck Barge) at Eagle Dry Dock Houma, LA to transit through ICW to LOOP Facility onto Edison Choest Houseboat Location.

2115 3/5/22 - Arrived Eagle Dry Dock to build tow with barges Mr. Doy and HN26 Al Cence called Renee Ritchie and asked if crane was in cradle for transit. Was told crane was not in a cradle, but crane boom was lowered below spud height and was ready for transit. Was told Sea Levels Crew lowered crane boom for transit on Friday 3/4/22.

2315 3/5/22
After building tow and making up to barge Captain Travis Tate on the Robert Cence was looking over tow noticing that

I have read my statement as documented above (and if applicable, on continuation pages) and to the best of my knowledge is true and correct.

Signature

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Date



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Witness Name: Al Cence

that the crane boom looked to be even or higher than
Spuds on barge.

2327 3/5/22


Al Cence text messaged Renee Ritchie stating "Hey
could you find out height of the boom on that crane
barge? They just want to confirm it. Its a little taller than
spuds." I received no answer back on text message.

2417 3/4/22

Captain Travis Tate called Al Cence at 2417 reporting an
allision with the Huma twin Span Bridge.

3/4/22 Am

Al Cence spoke with Renee, Renee said he spoke with Travis
at sea level and was told crane boom was lowered by
sea levels crew Friday 3/4/22.


Signature

3/9/22
Date

PRIVACY ACT STATEMENT

The investigator of this pollution incident wishes to collect your name, address, telephone number, and place of employment. In order for the investigator to collect this private information, The Privacy Act [5 U.S.C. 522a(C)(3)] requires that you be informed concerning the authority of the investigator to collect this information, any purposes for collecting this information, and whether your disclosure of this information is voluntary or required by Federal Law.

1. **Authority:** The investigator, as a federal law enforcement officer (14 U.S.C. 93(e) and Executive Order 11735 of August 3, 1973), is requesting this information pursuant to the authority contained in the Clean Water Act (33 U.S.C. 1321 et seq.) and regulations written to enforce this law.
2. **Purpose for collecting this information:** The statement that you provide to the investigator will be used to determine the cause of this pollution incident and establish the identity of the polluter. Your name, address, telephone number, and place of employment are needed to enable the investigator to contact you if more information is needed or to clarify aspects of your statement. Your identity and contact information is needed in order to use your statement at civil or criminal proceedings which may result from this investigation.
3. **Other purposes for collecting this information:** No other uses for this information are intended.
4. The disclosure of your personal information is voluntary.

I have read and understand the information presented above.

M. Cence
Print Name

3/9/22
Date

[REDACTED]
Signature



U.S COAST GUARD
MARINE CASUALTY
WITNESS STATEMENT FORM

Witness Name: Michael Arceneux Employers Name: Cadillac Island Towing
Street Address: [REDACTED] Employer Address: P.O. Box 2568
City, State, Zip: [REDACTED] City, State, Zip: Houma LA 70361
Phone Number: [REDACTED] Phone Number: [REDACTED]
Position: QITSE Manager License/Doc#: N/A

I, the undersigned, make the following statement voluntarily without threat, duress, or promise of reward:

On Saturday March 5th, 2022, I, Michael Arceneux was on call for Atlantic Towing & Cadillac Island Towing. During that day, I had conversation with the M/V Robert Curran at approximately 0800 in the morning because they were shifting a Barge for a customer in Amclide, LA. and I needed a morning report for our customer. For the rest of the day, I did not speak with the vessel. At approximately 1900 on that evening, Mr Curran called me and notified me that he received a call for a job to bring two barges to a location back of LOOP (Guliano). He told me he spoke with the boat and passed the orders for the job to the Capt. (Travis Tate). SEE next page.

I have read my statement as documented above (and if applicable, on continuation pages) and to the best of my knowledge is true and correct.

[REDACTED SIGNATURE]
Signature

3-9-22

Date



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Witness Name: Michael Arceneux

From that point on, on 3-5-22, I did not hear from either Travis Tate (Robert Curac) or Al Curac. At approximately 0850 on 3-6-22, I received a phone call from the m/s Robert Curac from Capt Travis Tate. Stating that they made contact with the Twin Spar Bridge with the tip of the boom on the corner. I made sure with them that everyone cuts away and that the Boat & Barges were still in good condition. I then asked about the bridge and they told me there was a small dent next to the light. At that point, I gave Travis the order to start making notifications to all proper authorities. From there, I spoke with him several times throughout the night for updates from conversations he had with the USCG, DOT & Terrebonne Police Department.

Signature

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I have read and understand the information presented above.

Michael Arment

Print Name

3-9-22

Date


Signature



U.S COAST GUARD
MARINE CASUALTY
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Witness Name: Rene Ritchie Employers Name: Sea Level Construction
Street Address: [REDACTED] Employer Address: 1069 West Bypass Road
City, State, Zip: [REDACTED] City, State, Zip: Thibodaux, LA 70301
Phone Number: [REDACTED] Phone Number: [REDACTED]
Position: Logistics Coordinator License/Doc#: [REDACTED]

X

[REDACTED] *Social Removed - next 0 3/12/22*
I, the undersigned, make the following statement voluntarily without threat, duress, or promise of reward:

On 3/6/22 @ 0030 the M/V Robert Cenac was traveling East on the Intracoastal Waterway approaching MM62 with a crane barge and a loaded material barge, when the top of the crane boom struck the west side of the Houma Twin Span Bridge. I listed the timeline of events below:

3/5/22 @ 1800: I received a phone call from a Mr. Justin Lane instructing me to find a boat to mobilize a crane barge (Mr. Dawg) and a loaded material barge (HMT 26) to a jobsite located in Galliano, LA. He provided me with a location via pin drop on his phone. I asked for the size of each barge, which he confirmed the Mr. Dawg is a 150'x60'x8' power spud barge and the HMT 26 is a loaded 120'x30'x7' deck barge.

3/5/22 @ 2000: I called Al Cenac with Caillou Island Towing and requested the M/V Robert Cenac. We discussed the details of the job and I provided him with the same information I received from Justin. Al asked for the height of the crane. I told him let me confirm that information.

3/5/22 @ 2010: I called Justin to confirm the height, and he told me the crane is lower than the spuds on the barge.

3/5/22 @ 2019: I called Al and relayed the same information I received and gave him the current location of the two barges, which were located at Eagle Dry Dock in Houma, LA. I also sent him a text with the location of the jobsite.

3/5/22 @ 2200: M/V Robert Cenac arrived at Eagle Dry Dock and began to build the tow.

3/5/22 @ 2327: Al sent me a text asking me to find out the height of the boom on the crane.

I have read my statement as documented above (and if applicable, on continuation pages) and to the best of my knowledge is true and correct.

[REDACTED]
Signature

3/17/22
Date



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Witness Name: _____

_____ He said they (boat crew) want to confirm it, because the boom looked taller than the spuds.

_____ 3/5/22 @ 2328: I sent a text to Justin asking if he knew the height of the boom. I did not receive a response.

_____ 3/6/22 @ 0032: I received a phone call from Mike Arcement with Caillou Island and he informed of the incident. He asked if we could send a crane operator to lower the crane boom later that morning.

_____ 3/6/22 @ 0630: I arrived at the M/V Robert Cenacs current location, which was just below the Houma Twin Span Bridge, to view any damages.

_____ 3/6/22 @ 0630: I sent Justin a text asking for him to give me a call. I informed him of the incident and if he could send a crane operator to lower the boom.

_____ 3/6/22 @ 0700: I spoke to the captain and let him know that the crane operator was on the way. He informed that he was finishing up his incident report, and he would break off from the tow once the crane operator arrived.

_____ 3/6/22 @ 0900: Crane Operator (Jeremy Specks) arrived.

_____ 3/6/22 @ 0930: Jeremy and I got on the boat, and once the tug was secured to the "Mr. Dawg", we proceeded to lower the crane boom. Once the captain approved of the adjusted height, I secured the lifting block and proceeded back to the boat to have a conversation with the captain. Captain Travis and I discussed the timeline of events leading up to the incident. We discussed the orders that he received, the location of the job, and details regarding the crane height. He explained that when he noticed the height of the crane boom looked higher than the spuds, he called his office to re-confirm the overall height of crane boom. He then explained when he did not hear back from his office, he proceeded to base the height of the crane boom to a 40' spud length. He determined that the end of the boom was 15' higher than the top of the spuds, which put the end of the crane boom at 65', and at that height he would be able to clear the bridge.

Signature _____

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Date 3/17/22



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Witness Name: _____

Captain Travis asked me to provide documentation for the "Mr. Dawg" (requested by USCG), and that he needed it before
he could get back underway. I proceeded to my office and I emailed him a drawing of the barge.

Multiple horizontal lines for writing the witness statement.

Signature

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I have read and understand the information presented above.

Rene Ritchie
Print Name

3/17/22
Date

[REDACTED]
Signature



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Witness Name: Joel Vince
Street Address: [REDACTED]
City, State, Zip: [REDACTED]
Phone Number: [REDACTED]
Position: Mate

Employers Name: Caillou Island Towing
Employer Address: 1211 Bayou Lacorpe Rd
City, State, Zip: Home La 70360
Phone Number: [REDACTED]
License/Doc#: [REDACTED]

I, the undersigned, make the following statement voluntarily without threat, duress, or promise of reward:

My hitch started @ 2400. I was up for 2315. Came to the wheelhouse @ 2330, assumed watch @ 2345. After getting with the Captain discussing our voyage and our tow I was under the impression that our tow meet proper acquirements to continue our voyage. At idle speed made contact with bridge @ 0038. After contact I backed off of the bridge while also making contact with the safety of my crew members. After talking to every crew member. Then made a game plan to secure the tow. While also calling all surrounding traffic to have them hold up, and to have them aware of what was happening. Then contacted local sherriff's office and USCG.

I have read my statement as documented above (and if applicable, on continuation pages) and to the best of my knowledge is true and correct.

[REDACTED]
Signature

3-6-22
Date

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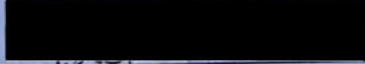
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I have read and understand the information presented above.

Joel Vinco
Print Name

3-6-22
Date


Signature