



National Transportation Safety Board

Washington, D.C. 20594
Office of Marine Safety

Interview Summary – DCA18FM019

Interview of: Jacob Larson, Deck Hand aboard Clyde S Van Enkenvort

Date/Time: April 9, 2018 - 1440 to 1510

Location: Crew lounge on board Clyde S Van Enkenvort

Interviewed by: Adam Tucker – NTSB, LCDR [REDACTED] – USCG, CWO3 [REDACTED]

Case: Anchor contact with submarine cables in straits of Mackinac

- Mr. Larson was aware of the issue with the starboard anchor last season.
- He was on board and participated in the post repair test of the starboard anchor windlass and brake in Frasier shipyard in Duluth with ABS.
- Mr. Larson stated he was the one who opened the brake for the test. It took a bit to crank the wheel but he thought this was just because the brake pads were new.
- When asked if he was aware of any issues with the starboard anchor windlass or brake since the vessel left the shipyard, he stated no he did not.
- When conducting the test of the starboard anchor brake with ABS, Mr. Larson stated he told the ABS surveyor he “had to crank the hell out of it” [the hand wheel].
- They also conducted a test of the port side anchor brake and windlass and it worked well.
- When asked what his opinion was regarding why the starboard anchor would release, Mr. Larson stated his opinion was that someone forgot to secure it. Maybe the brake didn’t hold well and weather and ice had an effect on it.
- The last thing he remembered of using the starboard anchor was for the survey in Duluth at which time he noted the wheel was hard to turn. When they were done with the anchor, they secured it and put the devils claw on the chain.
- Mr. Larson was asked to explain the test on the starboard anchor that was carried out with the ABS surveyor present. He stated:
 - They put the windlass in gear and lowered the anchor clear of the hawse pipe in gear.
 - They then took the anchor out of gear to when it just held on the brake.
 - They waited to see if the brake held which it did. Maybe 30 seconds to a minute.
 - After that they put the starboard windlass back in gear, heaved it up and secured it.
- Along with the ABS surveyor, the port engineer Sam was also there.
- Mr. Larson stated the anchor would typically be cleared when entering the river and secured when leaving the river.
- When asked if there was any type of checklist item that was an aid to help remember to secure the anchors, he said he didn’t think so.

End of summary