



National Transportation Safety Board

Washington, D.C. 20594
Office of Marine Safety

Interview Summary – DCA18FM019

Interview of: Jeffery Idalski, 1st mate aboard Clyde S Van Enkenvort

Date/Time: April 9, 2018

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. Idalski started watch past Gross Cap. He was not on watch under the Mackinac bridge. He relieved the second mate about 30 minutes west of the bridge.
- Mr. Idalski works the 0600 to 1200 and 1800 to 2400 watch. He has an AB that works the same watch.
- The Clyde S Van Enkenvort was on a passage from Duluth, MN to Indiana Harbor, IL.
- When the vessel got to Indiana Harbor, Mr. Idalski stated he was told by the 2nd mate (Rick Deering) they lost the flukes of the starboard anchor.
- The vessel had some issues with the controllable pitch propeller (CPP), so they weren't making full speed. The speed was slower than usual, and Mr. Idalski thought it was related to the CPP issue.
- The also had some rough weather on the transit and it was cold. They were taking spray up forward.
- Mr. Idalski stated the barge pitches a lot – the loss of speed was not suspicions.
- There are no indicators in the wheelhouse regarding the status of the anchor.
- Although not on watch at the time, the Mr. Idalski noted there was ice near Detour.
- From their position in the wheelhouse, no one could hear anything related to an anchor letting go or dragging. He noted the wheelhouse is just forward of the main stacks so all they could hear was the engine.
- When asked if in the past if they could hear when the anchor was being dropped up forward, he stated no and that they can't hear anything.
- Mr. Idalski was not on board the vessel during its winter layup in Duluth.
- Mr. Idalski stated the anchor was discovered when the AB (Tom Prevo) went forward for bow watch and to clear the anchors for arrival in Indiana Harbor. The AB heard the chain hitting the hull and reported it to the 2nd mate on watch who in turn slowed the vessel.
- The AB's said multiple times that he hadn't cleared the anchor at that point.
- Mr. Idalski has no idea why the starboard anchor let go.
- Mr. Idalski stated he was not aware of any issues with the starboard anchor.
- Last year they lost the brake pad for the starboard anchor.
- Mr. Idalski has a 2nd mate near coastal, 1600 master credential. He has been with the company since the boat was purchased. As 1st mate, he is in charge of loading and unloading.
- When asked about maintenance of the anchor gear, Mr. Idalski stated the chief engineer oversees the maintenance on the anchor windlass and the tunnel. The 1st mate runs the deck.

- Regular safety meetings are carried out on board. When there is something wrong with equipment the company is informed, and ABS is informed when it is an item they need to know of.
- With respect to the anchors, they cannot see anything forward from the wheelhouse.
- They do not log when the anchors are cleared or secured in the logbook.
- Since he as been on board, Mr. Idalski has not seen the starboard anchor used.
- Mr. Idalski stated the anchor was cleared at Gross Cap just before his watch on the morning of April 1st.
- When asked if there were any issues with the vessels steering, Mr. Idalski stated he did not notice anything. The boat didn't steer weird. He did not notice any abnormalities or issues during his time on any watch (pre or postaccident).
- On April 1, 2018 during the 0600 to 1200 watch, the AB was forward for bow watch.
- On April 1, 2018, from 1800 to 2400, the Clyde S Van Enkenvort was past the Mackinac bridge in the Mackinac straits.
- When asked, in his opinion, what could happen for the starboard anchor to be let go, Mr. Idalski stated is opinion was that maybe the anchor was not secured at Detour (end of the St. Mary's River).

End of summary