



National Transportation Safety Board

Washington, D.C. 20594
Office of Marine Safety

Interview Summary – DCA18FM019

Interview of: Tom Prevo, 12-18 AB aboard Clyde S Van Enkenvort

Date/Time: April 9, 2018 – 1530 to 1615

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. Prevo works the midnight to 0600 and 1200 to 1800 watch on board the Clyde S Van Enkenvort as an able seaman.
- Mr. Prevo stated he saw the starboard anchor sticking out [from the anchor pocket] a bit this season and noted that he was not going to touch it. He stated he spoke to Mr. Larson (deckhand) about this. He thought he told the mate in the pilot house about this as well but was not sure if he did.
- When he spoke to Mr. Larson about the starboard anchor sticking out, he said the chain was on the hook [devils claw] and he said had thought the brake had slipped.
- Mr. Prevo stated he noticed this when they were on deck after securing the anchors from the first river transit of the season. He couldn't recall, an exact time noting that working 6 hours on and 6 hours off, the time all blends in together.
- At the time he noticed this, the starboard anchor was on the hook [devils claw]. He and Mr. Larson spoke of it. It was not hanging out of the pocket very much.
- On the day he discovered the starboard anchor was down, on approach to Indiana Harbor, he stated when he was near the bow on the starboard side, he looked over and saw the starboard anchor was down. It was icy on deck then. Upon noticing this, he opened the door to the starboard anchor compartment and noticed the anchor was cleared. The devils claw was secured on the rope pulley and the chain stopper was up.
- He started heaving the starboard anchor in. He noticed when the anchor was out of the water, there was no flukes.
- He said the anchor should have been secured after the vessel left Detour.
- When asked if he received any disciplinary action or warning regarding this accident, Mr. Prevo stated he was written up for assuming the starboard anchor was secured at Detour.
- For the first two river transits of the season, he checked the starboard anchor and was sure it was secured. He said he may have taken it for granted that the starboard anchor was secured when leaving Detour the last time. He didn't look at it.
- When asked what he thought happened, Mr. Prevo stated his opinion was the claw was not down – the claw was up and the anchor was cleared.
- He was not aware of repairs to the starboard anchor gear at the time.
- Danny the barge engineer didn't mess with the starboard anchor.
- When asked what his relationship with Mr. Larson was, Mr. Prevo stated they get along well and they even go on vacation together. He has worked with him for the past three years.

- When asked what he recalled about telling the mate about the problem he discovered with the starboard anchor sticking out, he could not recall. He was sure he told Mr. Larson because his response was about the test that was carried out in the shipyard in Duluth with ABS.
- Mr. Prevo stated he didn't think Mr. Larson was trying to fix anything with the starboard anchor gear because it is not a one-man job.
- Mr. Prevo stated both he and the other watch AB, Mr. Bourdage, knew of the problem with the starboard anchor and discussed not doing anything with it unless at the dock.
- Mr. Prevo stated he did not look at the starboard anchor after leaving Detour. He thought it was secured.
- Mr. Prevo was told to clear the anchors at the beginning of the river and secure them at the end. He stated that he only cleared the port anchor at the beginning of the river and not the starboard hence, when he was told to secure them later that day, he only secured the port one because he thought the starboard one was already secured since it had not been cleared by him.
- When they were going through the ice, and he was on the bow it sounded like a "freight train". It was loud.
- When asked if they wear any hearing protection when on bow watch in the ice, Mr. Prevo stated they do not.
- Mr. Prevo has worked on deck since 2007 and has moved from ordinary seaman to able seaman during that time.
- Mr. Prevo stated when he discovered the starboard anchor was out, he was on his way up forward on the barge walking up the starboard side. He heard a noise when he got closer to the bow. He looked over the side expecting to see ice rubbing the hull but saw none. It was dark then.
- At the curve of the bow, Mr. Prevo stated he looked down and noticed the starboard anchor chain was down and rubbing the hull. He then ran to the door for the starboard side anchor and opened it and saw that it was cleared and the anchor chain was out. He called the mate in the pilothouse and said that they have an issue with the starboard anchor. The starboard anchor was not in gear at that time.
- Mr. Prevo stated he was up on the bow the day earlier deicing and didn't hear a thing when he was there.
- When asked if he knew of any ongoing repairs, Mr. Prevo stated that he was not aware of any to repair the starboard anchor.
- When asked if he has any additional taskings with respect to the anchors, Mr. Prevo stated no. He is only tasked to clear and secure the anchors.
- Mr. Prevo stated Mr. Bourdage and Mr. Larson, were informed of the problem with the starboard anchor. He said he thinks he told the 2nd mate as well.
- When asked what could have been done to bring the starboard anchor back into the pocket, Mr. Prevo stated they would have had to put it in gear, take the hook off [devils claw] and then heave the anchor back.
- When asked what could be done to prevent recurrence, Mr. Prevo stated that perhaps having only specific people allowed to clear and secure the anchors and some kind of tag out system. There should be a policy and this be included on a checklist.

End of summary