



National Transportation Safety Board

Washington, D.C. 20594
Office of Marine Safety

Interview Summary – DCA18FM019

Interview of: Sam Shambo, Senior Port Engineer, International Ship Management

Date/Time: May 21, 2018, 1000 to 1045 EDT

Location: Telephonic conference call – Mr. Shambo by phone

Interviewed by: Adam Tucker – NTSB, LCDR [REDACTED] – USCG, Les Ledet – USCG, Luke Reid – K&L Gates LLP, legal counsel for Van Enkenvort Tug and Barge (VTB)

Case: Anchor contact with submarine cables in straits of Mackinac

- Mr. Shambo works for International Ship Management and is based out of Florida. He is a senior port engineer with the company.
- Mr. Shambo was tasked with working on the Clyde S VanEnkenvort and Erie Trader during the 2017/2018 winter layup period in Duluth, MN.
- During the winter layup, there was an overhaul on the main engines on the Clyde S VanEnkenvort.
- Winch work was carried out on the Erie Trader during the winter layup period as well.
- Surveys, inspections, annuals, machinery tests and repairs were also carried out which were under the oversight of both the US Coast Guard and the American Bureau of Shipping (ABS).
- Mr. Shambo stated his job during that period was to oversee projects and timelines.
- There was work carried out on the starboard anchor. On March 11, 2018, the chief engineer installed a new brake band on the starboard anchor. When Mr. Shambo got back on the vessel after being away, the crew was already doing the job. He was surprised by that.
- Mr. Shambo stated he was not up to speed with the work that was going on with the starboard anchor. This was not on his work list. He recalled hearing the chief engineer talking of it.
- When asked how the chief engineer knew the starboard anchor band had to be replaced, Mr. Shambo replied he did not know. He stated the chief engineer was experienced.
- Mr. Shambo stated he has watched a change of the brake band carried out before but not on this vessel.
- During the time the work was carried out with the starboard anchor brake band, Mr. Shambo stated he was in and out while the crew were doing it.
- When asked if the manual was used for the job, or if the windlass manufacturer was consulted, Mr. Shambo replied that he did not know. He did not issue the instructions to carry out the work on the starboard anchor windlass.
- When asked if he took any pictures of the work being carried out on the starboard anchor windlass, Mr. Shambo stated he did not.
- When asked if he completed any reports or documentation related to this work, Mr. Shambo replied no and that he has not seen any final documentation related to the overall yard repair.
- When asked if there was a technician present for the change of the brake band on the starboard anchor windlass, Mr. Shambo stated he did not see any technician.

- When informed of the findings that the top of the brake band not being installed/adjusted correctly, Mr. Shambo stated he was not aware of this. He recalled that when the work with the windlass was completed in the shipyard, the annual survey was done with ABS prior to sailing and the starboard anchor was exercised and this was witnessed by the ABS surveyor. There were no issues noted at the time.
- Mr. Shambo was not aware of any issues after the survey was completed and the vessel left the shipyard. He did not sail with the vessel when it departed Duluth.
- When asked what he recalled of the starboard anchor survey with the ABS surveyor, he stated the anchor was lowered to the ice and the brake was set. The gear was disengaged, and the anchor held fine. The anchor was only let out to the top of the ice and it did not contact the ice.
- To Mr. Shambo, it all looks satisfactory, but he stated he is not an expert with anchor windlasses.
- After the test, the anchor was set back to normal condition.
- When asked if he noticed any protrusion of the starboard anchor from it's pocket compared to the port anchor, Mr. Shambo stated he was not aware of this.
- Mr. Shambo provided investigators with a picture he took of the vessel departing Duluth on March 20 at 1226. He stated the anchor looked fully seated at the time.



Photo taken of the Erie Trader departing Duluth, MN on March 20, 2018 at 1226 local time. (Photo by Mr. Shambo)

- When asked if he had knowledge of any problem with the starboard anchor prior to the replacement of the brake band, Mr. Shambo stated he did not.
- When asked if he had support from the company, VanEnkenvort Tug and Barge (VTB), during his time working on the tug and barge during the layup period, Mr. Shambo stated he did have and felt supported by the company. He noted this was his first time working on the vessel and there was lots of new stuff. He was new to the Duluth area so there were lots of new contacts he had to make.
- Mr. Shambo stated he became an employee with VTB on January 1, 2018. His company, International Ship Management merged with VTB and were to work together.
- Mr. Shambo stated he has been working with International Ship Management since 1996. He is now the president of the company (since the end of 2015) and is a part owner with VTB. He holds a tankerman credential with the US Coast Guard.
- Mr. Shambo has never seen an issue similar to this one in his career.
- Mr. Shambo stated most of the crew of the Clyde S VanEnkenvort showed up close to the date of departure.
- He recalled there being an issue with the controllable pitch propeller (CPP) and he was working with the technician to get it resolved. The tug was not getting 100% pitch. The technician was due to meet the vessel at their next port of call in Indiana Harbor, IN.

End of summary