

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

\*

*KRISTIN ALEXIS/BARGE MR. ERVIN* \*

ALLISION WITH THE SUNSHINE BRIDGE \* Accident No.: DCA19FM003

DONALDSONVILLE, LOUISIANA \*

OCTOBER 12, 2018 \*

\*

\* \* \* \* \*

Interview of: MARCEL GARSAUD  
Senior VP of Operations  
Marquette Transportation

Lamar Dixon Expo Center  
Gonzales, Louisiana

Saturday,  
May 11, 2019

## APPEARANCES:

CDR MATTHEW MESKUN, Lead Investigating Officer  
United States Coast Guard

CWO4 [REDACTED] [REDACTED] Investigating Officer  
United States Coast Guard

LT [REDACTED] [REDACTED] Hearing Recorder  
United States Coast Guard

MICHAEL KUCHARSKI, Investigator in Charge  
National Transportation Safety Board

DAVID REISMAN, Esq.  
Liskow & Lewis  
(On behalf of Marquette Transportation Gulf Inland  
and Mr. Garsaud)

I N D E X

<u>ITEM</u>		<u>PAGE</u>
Interview of Marcel Garsaud:		
By CDR Meskun		5
By Mr. Kucharski		7
By CDR Meskun		29
By Mr. Kucharski		30
By Mr. [REDACTED]		31
By CDR Meskun		33

P R O C E E D I N G S

(1:15 p.m.)

1  
2  
3 CDR MESKUN: Time is now 1:15 and we are back on the record.  
4 We will call our next witness, Mr. Garsaud. If you could please  
5 stand, Mr. [REDACTED] will administer the oath and ask you some  
6 preliminary questions.

7 MR. [REDACTED] Please raise your right hand.  
8 (Whereupon,

9 MARCEL GARSAUD  
10 was called as a witness and, after being first duly sworn, was  
11 examined and testified as follows:)

12 MR. [REDACTED] Please be seated. Please state your full name,  
13 and spell your last into the microphone, sir.

14 THE WITNESS: Certainly. Marcel Garsaud.

15 UNIDENTIFIED SPEAKER: There's a button.

16 THE WITNESS: Marcel Garsaud. Last name is G-a-r-s-a-u-d.

17 MR. [REDACTED] Counsel, please identify.

18 MR. REISMAN: David Reisman, on behalf of Marquette  
19 Transportation Company Gulf-Inland.

20 CDR MESKUN: Sir, could you say the correct pronunciation of  
21 your name again?

22 THE WITNESS: Garsaud.

23 CDR MESKUN: Garsaud. Thank you. We're going to ask several  
24 questions of you today. If you don't understand any of the  
25 questions that we're asking, just ask us to rephrase them, or if

1 you don't know the answer, just please state that you don't know.

2 THE WITNESS: Okay. Certainly.

3 EXAMINATION

4 BY CDR MESKUN:

5 Q. Can you please state where you work, what position you hold,  
6 what your responsibilities are with that function?

7 A. I work at Marquette Transportation as the senior vice  
8 president of operations. It is my job to make sure my team has  
9 the fleet ready for day-to-day operations, and they operate  
10 safely, effectively, and efficiently.

11 Q. And what's your background and experience and time on the  
12 river, whatever --

13 A. I started my career in the Coast Guard; spent 10 years in the  
14 Coast Guard. First 3 were on a medium endurance cutter stationed  
15 out of Astoria, Oregon. When I was on board, I was qualified  
16 coxswain, qualified boarding team member, boatswain's mate of the  
17 watch, broke in as quartermaster of the watch and deck watch  
18 officer. Additionally, I was responsible of training a number of  
19 boatswain mates or want-to-be boatswain mates on the rules of the  
20 road. I was one of the few people that passed that test on the  
21 first try.

22 From the cutter, I went to Station Coos Bay where I was  
23 stationed for almost a year. Received two Letter of Commendations  
24 while I was stationed at Station Coos Bay. From there, I became a  
25 marine science technician and was stationed at Marine Safety

1 Office New Orleans, and conducted multiple pollution  
2 investigations on the Gulf Coast and Intracoastal Waterway and  
3 Mississippi river.

4 I was also a sea marshal after September the 11th and was  
5 responsible for boarding boats and ensuring safe transit through  
6 New Orleans. After that, I went to Bisso Marine Company where I  
7 spent 18½ years. I held the position of safety director, where I  
8 was responsible for health and safety of 400 crew in a fleet of  
9 derrick barges, lay barges, tugboats, utility boats, and DOG  
10 boats.

11 After that, I held the position of heavy lift manager, which  
12 was their inland division. I was responsible for estimating  
13 crewing, vetting, logistics; I did everything for that department.  
14 We transited with derrick barges. We moved derrick barges through  
15 the inland waterways from Galveston, Texas all the way to Mobile,  
16 Alabama and performed work on the river as well.

17 In my capacity, I was -- there were times when I was actually  
18 controlling the derricks and giving commands to gentlemen on the  
19 tugboat to position the hook of the crane so that we could make a  
20 heavy lift.

21 And then I came to Marquette. I've been at Marquette for 2  
22 years. Initially, my job was as director of safety and I was  
23 tasked with getting on board our boats and riding to gauge where  
24 we were from a safety culture, and typically my trips on boats  
25 were one or two nights. And I was on deck with the crews, I was

1 in the wheelhouse with the captains, attended all of their job  
2 safety briefs, witnessed our captains accessing the safety  
3 management system, searching the safety management system. And it  
4 became clear right away that our captains and our crews were safe  
5 and really cared about safety.

6 And after spending 18½ at a company, coming into a new  
7 company, it was -- I was really excited that I had made the right  
8 choice in switching to Marquette, because obviously they had a  
9 very solid safety culture.

10 MR. MESKUN: Thank you, I appreciate that. I'm going to turn  
11 the floor over to Mr. Kucharski for some questions.

12 MR. KUCHARSKI: Good afternoon, Mr. Garsaud.

13 THE WITNESS: Good afternoon.

14 MR. KUCHARSKI: And good afternoon again, Mr. Reisman.

15 BY MR. KUCHARSKI:

16 Q. Your schooling, did you have any formal schooling before you  
17 went into the Coast Guard?

18 A. I attended college; I attended a few semesters at college,  
19 but at the time I did not have a degree.

20 Q. Did you -- have you received any industry-related training  
21 after the Coast Guard?

22 A. Certainly. Confined space entry, crane operator, forklift  
23 operator, I've been to a number of firefighting schools, I've been  
24 to EPA pollution response schools, I've been to Texas A&M  
25 University school on spill management and spill cleanup. I've

1 been to a number of different maritime-type schools and hold many  
2 qualifications.

3 Q. Do you hold a Coast Guard license?

4 A. I do not. I was a qualified coxswain for the Coast Guard,  
5 which means I was qualified to drive the small boats that I was  
6 qualified on, but I do not hold a U.S. Coast Guard license.

7 Q. Do you hold any other credentials that are related to your  
8 job, like ISO type credentials, auditor credentials?

9 A. No, I don't. I've been involved in a number of ISO audits,  
10 but I do not hold any credentials from ISO. I do hold a degree in  
11 health safety and environmental, as well.

12 Q. So ISO 14001, you're familiar with that, are you?

13 A. To some degree, yes.

14 Q. Yeah, but no credentials. That's what I'm talking --

15 A. No.

16 Q. Okay.

17 A. No.

18 Q. Why did you leave Bisso?

19 A. There was a downturn in the industry, things changed  
20 offshore.

21 Q. And in your current position -- total, you've been, I should  
22 say, at Marquette about 2 years, but in your current position how  
23 long?

24 A. I started in November of 2017. Approximately a year and a  
25 half.



1 Q. Okay. And was this a new position that was created or did  
2 you have a predecessor in that position?

3 A. I had a predecessor.

4 Q. So in your job as senior vice president of operations -- by  
5 operations, are we talking about just marine operations?

6 A. Yes, that is correct.

7 Q. Could you tell us, give us an idea of your day-to-day type  
8 duties, what you do on a day to day type basis, and then I'll ask  
9 you, you know, some that are maybe monthly or quarterly type, like  
10 to break that down.

11 A. Certainly. I make sure that I'm available to my reports, I  
12 answer any questions that they may have, and make sure that they  
13 have the tools that they need to perform their tasks.

14 Q. And how about on a weekly, monthly? Are there meetings you  
15 go to?

16 A. Certainly. We have a 10 o'clock operations meeting every  
17 day. All of our port captains are there as well as numerous  
18 department heads, and we discuss the day-to-day operations, the  
19 day-to-day issues we may be having.

20 Additionally weekly, I meet with the port captains twice a  
21 week, on Tuesdays and Fridays, and we discuss issues at that port  
22 -- at the port captain level. In that 10 o'clock meeting, we talk  
23 about boats that people are getting on, boats that we need to get  
24 on, boats that individuals have visited, any issues they may have  
25 or any of the issues that we need to address.

1           And monthly, I attend different customer meetings, like in  
2 New Orleans and in Houston.

3 Q.    So who would direct reports be?

4 A.    Mark Crutcher, the director of compliance; and Jarred Adams,  
5 the director of safety; Kendall Chauvin, our vice president of  
6 operational excellence; and our director of crewing, Ron Manassa  
7 (ph.).

8 Q.    And I believe it was Captain Mabile, said that he was a  
9 direct report to you? He reported --

10 A.    There was a time, yes, when he reported directly to me. He  
11 now reports to the senior port captain.

12 Q.    And that -- but that no longer occurs? He's not a direct  
13 report to you?

14 A.    I certainly have an open line of communication with Harvey.  
15 If he has an issue, he can come to me at any time.

16 Q.    So who is his then direct report, then?

17 A.    He reports to our senior port captain, Greg Cassini (ph.).

18 Q.    Okay.

19 A.    And I'm sorry, I failed to mention Greg Cassini, our senior  
20 port captain.

21 Q.    Okay. Clear, that's what was in the diagram but --

22 A.    Yes, I'm sorry.

23 Q.    -- during his testimony this morning, that's why I was a  
24 little bit unclear. And who do you report to then?

25 A.    I report to Damon Judd, our president.

1 Q. I think this was answered but -- some of the questions that  
2 captain -- or I should say, Mark Crutcher answered. But Marquette  
3 has a shoreside plan or document that dictates the functions and  
4 responsibilities for each shoreside employee?

5 A. Are you referring to the organizational chart?

6 Q. Yeah, but, you know, they have just titles, but is it in job  
7 descriptions that it is, that tells us what each person shore side  
8 does? Does each person have a job description?

9 A. Yes, they do.

10 Q. They do, okay. Has the organizational plan for Marquette  
11 changed at all since the accident that we're here investigating,  
12 the *Kristin Alexis*?

13 A. Yes, it has.

14 Q. Could you briefly explain that to us?

15 A. Certainly. We've added Kendall Chauvin, our vice president  
16 of operational excellence. We have promoted Greg Cassini to  
17 senior port captain, and we now have the port captains answering  
18 up through our senior port captain, to me.

19 Q. And the vice president of operational excellence, since he or  
20 she is not here now, what do they do?

21 A. They keep their eye on initiatives, they're looking --  
22 they're examining budgets daily, they're looking at our processes  
23 and procedures, and Kendall's making sure that we remain efficient  
24 and strives to become more efficient. In my day, I can lose focus  
25 on things because of the -- because of my role. So he helps us

1 keep things rolling on operational excellence.

2 Q. Is turnover within the fleet ever discussed?

3 A. It is, yes.

4 Q. And can you tell us what the experience is in turnover? Has  
5 it increased, has it decreased? Is there any trend in that?

6 A. We've seen a decrease in turnover this year, yes.

7 Q. Okay, in this year. How about last year during the accident?  
8 Is it done on an annual basis that you look at the turnover?

9 A. Yeah, turnover is something that we look at monthly now in  
10 our monthly safety meetings. So it's -- as a matter of fact, I  
11 saw something on turnovers yesterday. So it's something that we  
12 are cognizant of, and that's one of the things that our vice  
13 president of operational excellence tracks and monitors regularly.

14 Q. So can you discuss the trend before the accident and has it  
15 changed after the accident?

16 A. I don't know if it changed after the accident. We saw -- we  
17 had more turnover last year than we did -- than we're having this  
18 year.

19 Q. Okay. Great. Yeah, that's what I was looking towards. Last  
20 year there was more turnover; this year there's less turnover.

21 A. That is correct.

22 Q. Okay. And has Marquette experienced any growth spurt over  
23 the last year?

24 A. No. We have a fixed number of boats and they stay busy the  
25 majority of the time. Now, as far as our shoreside staff, we have

1 certainly experienced growth. We've added additional VQSEs, we've  
2 added an additional port captain, we've added our vice president  
3 of operational excellence, and we've also hired someone to manage  
4 our maintenance and repair.

5 Q. Do you look at wages of your personnel to see how they  
6 compare to other companies? The marine operations --

7 A. Yes, we do.

8 Q. I'm sorry, not operations. The towboat, you know, the  
9 people, the marine -- people on board the -- the crew, sorry.

10 A. Yes, yes.

11 Q. Searching for the word.

12 A. We do. We look at wheelhouse pay and we look at deck pay.  
13 And as a matter of fact, we gave raises to captains last year and  
14 deckhands this year.

15 Q. And do you feel that the wages are competitive with other  
16 operators?

17 A. Yes, I do.

18 Q. Are there different wage scales for, say, wheelsman, within  
19 the different fleets. And I have to -- you know, we have both  
20 fleet boats -- and I'm not talking about one operation like a  
21 fleeting operation, line haul, ICW, or the canal work. Are there  
22 different wage scales for those different operations?

23 A. Yes, there are.

24 Q. And could you just give -- I'm not asking for numbers, just  
25 like to know, you know, on that scale where do each one of these

1 fall?

2 A. They are in line with the market. With what other companies  
3 are doing.

4 Q. Okay. I guess that wasn't my question. So would a captain  
5 -- let me be more specific. Would a captain on a line towboat  
6 make more than a captain on a fleet towboat? That's what I'm --  
7 do we have a hierarchy there?

8 MR. REISMAN: Go ahead.

9 THE WITNESS: Based on their experience, yes. They could  
10 make more money in line haul than fleeting.

11 BY MR. KUCHARSKI:

12 Q. Okay, okay. So, it's experience -- usually the more  
13 experience -- do I read -- the more experienced people are in the  
14 line haul operation?

15 A. I wouldn't say that. All of our mariners are licensed and  
16 experienced. It's a different line of work than fleeting.

17 Q. Okay. So it's based on experience level. Is it longevity at  
18 the company that wage is changed also?

19 A. Yes, that is factored into the pay scale.

20 Q. In your HR policies, there's no one from HR here, but do you  
21 issue letters of warning to your crew members?

22 A. We do discipline, yes. And they are given written write-ups.

23 Q. So, in this process, letters of warning or -- you say they're  
24 written up, there's something that's given to them short of a  
25 letter that they're discharged for cause?

1 A. So we issue verbal warnings, which are typically documented,  
2 and we also issue physical written warnings. And that is --  
3 that's turned over to the HR department.

4 Q. And are you aware of any written or verbal warnings to either  
5 captain -- before the accident, Captain Picquet or Captain Smith?

6 A. No, I am not.

7 MR. KUCHARSKI: Stop there for a second to see if there are  
8 any follow-up questions?

9 BY MR. KUCHARSKI:

10 Q. Can you tell us if you had any involvement in the *Taylor*  
11 *Marie* allision?

12 MR. REISMAN: I'm a little concerned about the word  
13 involvement. Are you asking if he was on the boat that night?

14 MR. KUCHARSKI: I didn't hear that.

15 MR. REISMAN: I'm not sure we're clear on what you mean by  
16 involvement. Are you asking if he was on the boat?

17 MR. KUCHARSKI: Good point. No.

18 BY MR. KUCHARSKI:

19 Q. In the shore side and after the allision happened, did you  
20 have any involvement in what was -- in the investigation or any  
21 part of that, did you have any involvement?

22 A. I received a call that the customer reported damage to their  
23 crane, and we looked for damage and were not able to find any. I  
24 was present for the actual inspection of the crane. We hired a  
25 crane expert and he went out to inspect the crane and verify the

1 damage.

2 Q. So that was just a call from the customer, the owner of the  
3 crane, to say that they had damage?

4 A. We actually received a call from the Coast Guard stating that  
5 the customer was claiming damage to the crane.

6 Q. So --

7 A. I'm sorry, I said customer. The owner of the crane.

8 Q. The owner, right, right.

9 A. And our customer was moving it.

10 Q. Okay. After the *Taylor Marie*, do you know if there were any  
11 checks made fleet wide to confirm that other vessels were taking  
12 action to prevent an accident like that from happening?

13 A. I know that Harvey got on board the other boats in that fleet  
14 and verified what we knew, was that our captains knew to take only  
15 the channel span and that they had to have the height of the crane  
16 and know the vertical clearance on the bridge.

17 Q. I know I asked that of Captain -- of Harvey. But, you know,  
18 wondering if -- I think Mr. Crutcher was here at a time that  
19 wasn't -- you know, around the same time or he'd just come in. So  
20 I was just wondering if the rest of the fleet, if you were aware  
21 of any --

22 A. This -- I'm sorry. Complete your question.

23 Q. No, sorry. Go ahead.

24 A. This was an isolated incident. We -- Gulf-Inland Division  
25 had not another overhead bridge strike. This is -- and our



1 mariners are licensed, they're highly trained, they're tested and  
2 they're verified by the Coast Guard. This is something that the  
3 Coast Guard tests on. This is common knowledge for a mariner. We  
4 didn't see this as a systemic problem, didn't feel that we needed  
5 to take any other actions. We certainly had the policies and  
6 procedures in place to prevent this from occurring.

7 Q. So when you say your mariners are highly trained, where was  
8 this high level of training coming from?

9 A. The Coast Guard doesn't license these individuals unless they  
10 have spent a number of years on board boats, transiting waterways,  
11 and getting to a certain level of proficiency. So that's what I'm  
12 basing my highly trained. The Coast Guard ensures that they're  
13 highly trained and they verify that through testing.

14 Q. S, this is not -- there's no company training implied in any  
15 of this, specific company training that they send them to in  
16 addition to what's required of the licensure?

17 A. Well, we certainly do conduct training.

18 Q. And what form does that take?

19 A. Every Sunday there is -- we have a calendar, and every Sunday  
20 at noon watch change, we run drills, we review policy, and we  
21 conduct training. In addition to that, we have individuals who  
22 are boarding the boats; our vessel quality safety environmental  
23 managers, they're conducting training. We have assessors who go  
24 out and ride with captains for a number of days; they are  
25 conducting training while they're on board. And we do also now

1 have e-online training, where our individuals can access training  
2 modules from their phone and conduct training through the e-  
3 learning.

4 Q. So this training -- you know, you talk about riding and  
5 assessment and these assessors, are they all internal? Or do you  
6 have third party that come and look and see how your tugboats are  
7 operating, you know, outside of the organization? You know,  
8 actually in operation?

9 A. The individuals that get on board boats are Marquette  
10 employees. We have one individual whose only job it is to ride  
11 and perform assessments. We also require our captains to attend  
12 simulator training at the Seamen's Church. There we have outside  
13 individuals who are assessing their abilities in the simulators.  
14 There have been a number of captains, whom as a result of a  
15 corrective action, we felt we wanted an assessment on and we have  
16 sent them to the Seamen's Church to get a completely independent  
17 assessment of their abilities. We review the report and make a  
18 decision based on that report as to whether the individual can  
19 continue, needs additional training, or if we need to move on from  
20 him.

21 Q. Are you familiar at all with STCW?

22 A. Somewhat, yes.

23 Q. Somewhat. Do you know what training the trainer is?

24 A. Yes, I do.

25 Q. So it's somebody that's qualified to do training by an

1 organization, say, that is a training -- that is also then -- that  
2 facility that is assessing their training capabilities, okay, is  
3 certified, have to be certified by the Coast Guard as flag state  
4 in the United States that they can do that. So is there -- your  
5 trainers, the people assessing, is there any outside source that  
6 evaluates how they're training or assessing?

7 A. We have identified some courses that we want to get our  
8 assessors through and make sure that they have that training, but  
9 they currently do not.

10 Q. Thank you for that. Thank you for that candor, thank you.  
11 Could you now tell us your involvement with the -- not on board --  
12 the *Kristin Alexis* accident, how you were involved with the --  
13 what was going on there.

14 A. Certainly. I received a phone call from Harvey Mabile at  
15 approximately 2:05 in the morning. Harvey said that we had a  
16 crane -- that the *Kristin Alexis* was moving a crane barge and that  
17 they were stuck underneath the Sunshine Bridge, and he believed  
18 there was damage to the bridge.

19 I immediately hung up, I called 911, and made sure that they  
20 put me in touch with the proper authorities to close the bridge  
21 and get it inspected before it was reopened. That took some  
22 doing, for me to get through to three or four different operators  
23 before I was speaking to the person who I needed to speak with to  
24 close the roadway. My first concern was for public safety. We  
25 had the bridge closed pretty quickly.

1 Q. And then, as more facts became available to you, what was  
2 your interface with the people involved either in the accident or  
3 your port captain or the owners? Could you discuss that?

4 A. I just made sure that my team had the tools that they needed  
5 to answer any questions that individuals may have. We turned this  
6 over to our legal group almost immediately.

7 Q. Did you have any -- so you had no discussions with Cooper,  
8 the owners of the *Mr. Ervin*?

9 A. No, I did not.

10 Q. In our previous interview -- I say our, the Coast Guard and  
11 myself, we interviewed you in October of 2018 shortly after the  
12 incident, correct?

13 A. That is correct.

14 Q. And at that time Ms. Seitzinger was the director of  
15 compliance; is that correct?

16 A. Yes, that is correct.

17 Q. I hope I got her name correct. But I did say Garsaud, so --

18 A. You did get her name correct.

19 Q. Okay. And she was the director of compliance. Why did she  
20 leave?

21 A. I'm not sure why she left. She was in law school at the  
22 time, she is a parent. I believe she was probably moving on to  
23 the next phase of her life. I know she was scheduled to take the  
24 bar or was graduating this semester. So I would imagine that she  
25 was preparing for the next portion of her life.

1 Q. So would you look at Exhibit 59, please, on page 2. And item  
2 number 6.

3 MR. REISMAN: It's not in our binder --

4 MR. KUCHARSKI: Oh, okay. Sorry.

5 MR. REISMAN: Fifty-two? Is that what you said?

6 MR. KUCHARSKI: Fifty-nine, 5-9.

7 MR. REISMAN: Nine, I'm sorry.

8 MR. KUCHARSKI: And actually start at the top of the page.  
9 If you would, please. Okay.

10 BY MR. KUCHARSKI:

11 Q. Have you seen this document before?

12 A. Yes, I have.

13 Q. Okay.

14 A. Yes. I'm sorry, yes.

15 Q. And this document is entitled, "Corrective Actions Post-  
16 October 12th Bridge Allision"? Yes?

17 A. Yes, that is correct.

18 Q. Okay. So if we scroll down, page 2, and look at item 6,  
19 which is I believe the transitioning from River Division port  
20 captain to director of compliance. I believe that's actually  
21 Mr. Crutcher. So how do we feel that this selective personnel  
22 action is corrective action?

23 A. We feel that wheelhouse intimacy is imperative to what we do.

24 Q. I'm sorry?

25 A. We feel that wheelhouse intimacy is imperative with what

1 we --

2 UNIDENTIFIED SPEAKER: You have a disconnect between what  
3 you're looking at and what he's looking at. I think there's two  
4 versions of this document -- sorry to interrupt -- but it's going  
5 to create confusion. So --

6 MR. KUCHARSKI: There's two versions?

7 UNIDENTIFIED SPEAKER: I believe there's an updated version  
8 and you're referring to that, if you're referring to Mr. Crutcher  
9 and his role. I just wanted to point out that what's on the  
10 screen is (indiscernible) is different than what you're talking  
11 about.

12 MR. KUCHARSKI: Well, do you want to go -- I mean, I'm  
13 looking at what was presented by the Coast Guard as exhibits.

14 THE WITNESS: Number 6 is identical to what is there.

15 MR. KUCHARSKI: Oh, I'm sorry. It's down at the bottom. It  
16 says selective personnel actions, number 6. My fault. Very  
17 bottom.

18 THE WITNESS: Oh.

19 MR. KUCHARSKI: Thank you.

20 MR. REISMAN: Wait. We're not seeing what you're looking at.

21 MR. KUCHARSKI: You're not seeing that?

22 MR. REISMAN: Number 6 says, "Transitioning from River  
23 Division port captain and director of compliance."

24 MR. KUCHARSKI: Yeah, it's under the title --

25 MR. REISMAN: Okay.

1 MR. KUCHARSKI: The big title is "Selective Personnel  
2 Action," then 6 says "Transitioning," and then I have it redacted.  
3 Do we see that? From River Division port captain to director?

4 THE WITNESS: Yes.

5 MR. KUCHARSKI: Yeah.

6 THE WITNESS: I see that.

7 BY MR. KUCHARSKI:

8 Q. Okay. So let me ask that question again. I think you were  
9 interrupted, but -- and rightfully so.

10 So how, again, do you feel that this was a corrective action  
11 transitioning -- which I'm assuming that's Ms. Seitzinger's  
12 position, although the name's redacted. How do you feel that's a  
13 corrective action?

14 A. We felt that with Mark's experience, and the fact that he had  
15 a Coast Guard license, that while Tessa was very good at what she  
16 did, we felt that Mr. Crutcher had additional tools to assist us  
17 with the management of our safety management system.

18 MR. REISMAN: For the record -- I wanted him to answer the  
19 question, but just for the record, this is a list that Marquette's  
20 outside counsel prepared in consultation with Marquette. So, you  
21 know, whether he can answer that, whether he's the one that  
22 identified that, is probably something that you might ask him  
23 because that may not be -- that may not have come from him  
24 originally, although I think he answered the question accurately.

25 MR. KUCHARSKI: So who at Marquette can answer this question

1 about this? Is there someone here?

2 MR. REISMAN: Well, he just answered it for you.

3 MR. KUCHARSKI: Okay. Well, you're making a point to say  
4 that he may not be able to. Okay. So some of these --

5 MR. REISMAN: No, I just wanted you to know that he may not  
6 have been the person that actually compiled the list, but he did  
7 provide the answer, as I stated.

8 MR. KUCHARSKI: Right. Yeah. That's fine. I just asked him  
9 a question and he answered it. Okay.

10 BY MR. KUCHARSKI:

11 Q. So the other personnel actions, okay, these are all  
12 considered corrective actions? And if you'd rather have Mr. Judd  
13 answer these, that's fine. If he can't answer it, say he can't  
14 answer it.

15 A. These are all actions that we feel would prevent this from  
16 happening again.

17 Q. Okay. Have you attended any TSAC committee meetings?

18 A. No, I have not.

19 Q. Are you aware of any of the TSAC recommendations? We can  
20 pull up the document if you would like to see them. The Task  
21 1310, are you aware of those?

22 A. I believe this was discussed at our ABS bridge allision forum  
23 last week.

24 Q. I'm sorry. It was discussed at where?

25 A. At the ABS bridge allision roundtable, which was held in



1 Houston last week.

2 Q. Oh, okay. Was it discussed internally?

3 A. It was discussed as a group. There were a number of members  
4 from industry present, and we discussed this report.

5 Q. Okay. But were there any meetings internally with Marquette  
6 that these findings were discussed and recommendations?

7 A. This report was released before I was with Marquette.

8 Q. I'm sorry?

9 A. This report was released before I was with Marquette. So I'm  
10 not aware of that.

11 Q. Okay.

12 A. I can't answer that.

13 Q. Okay. Does Marquette, as a company, have a loss prevention  
14 group or person that looks at reducing or reducing losses?

15 A. We have a claims manager that works out of the New Orleans  
16 office.

17 Q. And I know you mentioned you looked at turnover, and you  
18 could talk to trends last year and this year. Is there someone  
19 that also looks at trends within Marquette, within the fleets?  
20 So, I'll be specific, to look at line haul, the line boats, to  
21 look at canal boats, to look at the fleet boats, the different  
22 divisions; is there someone that looks at that to compare and see  
23 how accidents -- what is occurring? When I say loss, let's say  
24 talk about accidents and frequency.

25 A. I can tell you that Jarred Adams, our director of safety,

1 reviews near misses, reviews incidents regularly and makes  
2 recommendations. Jarred Adams also attends our weekly port  
3 captain meetings and we discuss incidents, we discuss areas where  
4 we think we may need additional training, some kind of safety  
5 initiative. He does a really good job identifying where we need  
6 to concentrate our focus when it comes to safety.

7 Q. And do you actually see numbers or, again, you know, you  
8 mention areas where you need to look at. But do you actually see  
9 numbers when comparing -- I don't know how you work it -- miles a  
10 fleet operates, hours that they operate, to see if there are more  
11 accidents that occur within a certain fleet than another?

12 A. We are currently tracking some items that are -- we use man  
13 hours to base those numbers on. I know Mr. Mabile mentioned LTIs  
14 earlier, lost time incidents; TRIR, total recordable incident  
15 rate. We look at man overboards, we look at spills, and we now  
16 track all of those by vessel management team. So we can see on a  
17 daily basis, where those numbers are and where each of those  
18 groups are as it pertains to what we would consider incidents that  
19 we need to be aware of and track.

20 Q. So you mentioned -- so the vessel, particular vessel  
21 management team is evaluated not by particular fleet?

22 A. All of our fleet boats are located in two different vessel  
23 management teams. So they are -- those are our fleeting VMTs.

24 Q. Okay. But --

25 A. So they are broken out from our liquid trade and our ton mile

1 trade on our vessel management team sheet. If that makes sense.

2 Q. It does. It does. But then, that's the management team  
3 within the fleet. And maybe the terms, you know, fleet, as a  
4 whole, and then fleeting, we're talking about -- well, tell us the  
5 divisions at Marquette, the different divisions. You have an  
6 offshore, you have a -- could you tell us those?

7 A. So are you referring specifically inside of Gulf-Inland, how  
8 our vessel management team is broken up, or Marquette as a  
9 company? The Offshore Division --

10 Q. The marine -- yeah, as a company. The different boats, if  
11 you will, that they operate, what different areas they operate at.

12 A. We have the Offshore Division; we have the Gulf-Inland  
13 Division, for which I work; and we have the River Division.

14 Q. Okay. And the River Division is where the fleet boats are  
15 in?

16 A. No, the fleet boats fall in the Gulf-Inland Division.

17 Q. Okay. So, again, you know, is there something overall at  
18 Marquette -- you have different divisions, that's maybe a better  
19 way to say it than a fleet, where these accidents are looked at to  
20 see if any divisions have a higher incident of accidents  
21 occurring?

22 MR. REISMAN: I think there may be some confusion here. The  
23 Gulf-Inland Division is a company for which Mr. Garsaud works. I  
24 think that he's probably has limited knowledge within the Gulf-  
25 Inland company. So, Marquette Transportation Company Gulf-Inland

1 would be where his knowledge is, that's where he's employed. I'm  
2 not sure that he's going to be able to answer questions with other  
3 companies.

4 MR. KUCHARSKI: Within other Marquette companies, is what  
5 you're saying, yeah. Okay. So who would be able to tell me that  
6 if I asked -- okay. That's fine, that's fine. That's great. As  
7 long as there's somebody here we can ask those questions of.  
8 Okay. That's all I have. Thank you.

9 CDR MESKUN: Mr. [REDACTED] Oh, Mr. Kucharski, one more?

10 BY MR. KUCHARSKI:

11 Q. Yeah, so within your division, okay -- that's Gulf-Inland,  
12 yes?

13 A. Gulf-Inland, correct.

14 Q. What different operations do you have in there?

15 A. We have liquids, dry cargo, and fleeting.

16 Q. Okay. And liquid and dry cargo, what type of operations are  
17 those? Are those river or do they run canals, or where do they  
18 run?

19 A. We run primarily on the canal and in the Lower Mississippi  
20 River.

21 Q. Okay. So do you look at trends within those particular  
22 operations to see which ones have more incidents or accidents than  
23 others?

24 A. Yes, we do.

25 Q. Okay. Thank you.

1 CDR MESKUN: Mr. [REDACTED]  
2 MR. [REDACTED] (Indiscernible).

3 BY CDR MESKUN:

4 Q. You referred previously to this -- I believe you said it was  
5 a new report for you, the operational excellence. Do they work  
6 for you; is that correct?

7 A. Yes. That is correct.

8 Q. And did you also say that that was new following the Sunshine  
9 Bridge accident?

10 A. Yes. He started after the Sunshine Bridge accident.

11 Q. Okay. And how many people are in that division -- or I'm  
12 sorry -- not division but office. Is that an office or is it one  
13 person?

14 A. It's one person.

15 Q. Okay. And is that --

16 A. He's --

17 Q. I'm sorry.

18 A. I'm -- yes. The VP of operational excellence is one  
19 individual.

20 Q. Okay. Does it have any direct reports?

21 A. Yes, he does. So he -- we shifted his responsibilities  
22 recently. He maintains the same title, but now he is overseeing  
23 our engineering department and crewing.

24 Q. Can you repeat that again?

25 A. He's overseeing engineering and crewing.

1 Q. Oh, and crewing.

2 A. Yes.

3 Q. Okay. And are they -- do they base their practices on some  
4 sort of, like, quality management or Lean Six Sigma, or something  
5 to that effect? Is that a term you're familiar with?

6 A. I am and I'm -- I don't know. I can't answer that.

7 Q. Okay. Thank you. After the Sunshine Bridge accident  
8 occurred, was there any fleetwide warnings that were sent out or  
9 safety alerts or internal, like, safety stand-downs or anything  
10 like that to address this kind of situation?

11 A. We felt that we wanted to get individuals on board, port  
12 captains on board every boat in the fleet to talk about the  
13 incident, to answer questions, verify that individuals know how to  
14 calculate vertical clearance, and talk about stop work  
15 responsibility, and talk about the policies and procedures that we  
16 have in place that would have prevented this.

17 Q. And do you have confirmation that every boat was visited?

18 A. Yes, we do.

19 Q. And what about the crews that were on vacation or time off  
20 when that happened?

21 A. I believe that was discussed with them as well.

22 CDR MESKUN: Okay. I think Mr. Kucharski covered most of my  
23 other topics. Oh, you have one more follow-on?

24 MR. KUCHARSKI: Yes, sir.

25 BY MR. KUCHARSKI:

1 Q. So Gulf-Inland, that's the division you're in?

2 A. Yes, sir.

3 Q. Fleet and canal boats are in that division?

4 A. Yes. That is correct. We have both working in the fleet.

5 Q. Rivers, would that be line? Considered line work?

6 A. Some of our fleet works in the Mississippi river. The River  
7 Division has line boats that work primarily --

8 Q. Right.

9 A. -- on rivers.

10 Q. They're line boats -- yeah, but they're line boats; is that  
11 correct? In the --

12 A. That is correct.

13 Q. -- Rivers Division? And Offshore, does Marquette have assets  
14 to that or do they charter assets for Offshore?

15 A. We own our Offshore assets.

16 MR. KUCHARSKI: Okay. Thank you.

17 BY MR. [REDACTED]

18 Q. Mr. Garsaud, how involved are you with the training that  
19 captains get? Within your company, not, like, Coast Guard  
20 requirements.

21 A. I make sure that my team has the tools that they need to  
22 perform their jobs and I answer any questions that they may have  
23 when it comes to them doing their jobs.

24 Q. Okay. Who was it -- Mr. Crutcher mentioned you -- he called  
25 them, I believe, grants so people could go to further education in

1 maritime industry but he didn't really know what that was. Are  
2 you familiar with it?

3 A. Yes, I am.

4 Q. Can you please describe it?

5 A. The state of Louisiana awards money to different Louisiana-  
6 based companies if they perform training within the state that the  
7 state feels is a benefit for the state and for the industry.  
8 Marquette did qualify for money from the state last year. We used  
9 that money at institutions like Delgado, which has their own  
10 maritime training center.

11 Q. Could you describe some of the classes that you send your  
12 employees to at Delgado?

13 A. I can tell you that personally I've been to man overboard  
14 training at Delgado and I've been to a 5-day advanced maritime  
15 firefighting school. I know they offer other maritime courses, a  
16 steersman course, radar. I can't run through everything that they  
17 do, but they perform a number of different -- or they have a  
18 number of different maritime classes.

19 Q. What would one of your employees need to do to get access to  
20 that money and go to those trainings? Can anybody do it?

21 A. Just request.

22 Q. Just request?

23 A. Yes. They want to go to a steersman school, we can certainly  
24 line that up for them. Additionally, we had Delgado come into our  
25 office and they attended our 6 o'clock crew change meetings, and



1 they would deliver a consistent safety message and conduct  
2 training.

3 MR. [REDACTED] Okay. Thank you.

4 CDR MESKUN: Just one follow-on to that.

5 BY CDR MESKUN:

6 Q. Is there any limit to how many people can get the training  
7 through -- or through the grant process?

8 A. The only limit is the amount of money and what we can spend  
9 per month.

10 Q. Do you ever exceed -- does the number of requests ever exceed  
11 the amount of available money?

12 A. If it ever does, we would -- Marquette would pay for that  
13 training.

14 CDR MESKUN: Thank you.

15 Mr. Jenkins?

16 MR. JENKINS: No questions.

17 CDR MESKUN: Mr. Reisman?

18 MR. REISMAN: No questions.

19 CDR MESKUN: Mr. Kucharski, anything else?

20 MR. KUCHARSKI: No.

21 CDR MESKUN: Thank you for your testimony, Mr. Garsaud. You  
22 are now released as a witness from this formal marine casualty  
23 investigation. I thank you for your testimony and cooperation.  
24 If I later determine that this joint investigation team needs  
25 additional information from you, I will contact you through your

1 counsel. If you have any questions about this investigation, you  
2 may contact the recorder, LT [REDACTED]

3 The time is now 2:02. We will take a 15-minute recess.  
4 We're off the record.

5 THE WITNESS: Thank you, Commander.

6 (Whereupon, at 2:02 p.m., the testimony was concluded.)  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:            *KRISTIN ALEXIS/BARGE MR. ERVIN*  
   *ALLISION WITH THE SUNSHINE BRIDGE*  
   *DONALDSONVILLE, LOUISIANA*  
   *OCTOBER 12, 2018*  
   *Interview of Marcel Garsaud*

ACCIDENT NO.:                DCA19FM003

PLACE:                         Gonzales, Louisiana

DATE:                         May 11, 2019

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.



Lindsey Kahnke  
Transcriber