UNITED STATES OF AMERIKA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *
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KRISTIN ALEXIS/BARGE *MR. ERVIN* *
ALLISION WITH THE SUNSHINE BRIDGE * Accident No.: DCA19FM003
DONALDSONVILLE, LOUISIANA *
OCTOBER 12, 2018 *
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Interview of: CRAIG WINN
Executive Director, NOAA

Lamar Dixon Expo Center
Gonzales, Louisiana

Saturday,
May 11, 2019

APPEARANCES:

CDR MATTHEW MESKUN, Lead Investigating Officer
United States Coast Guard

CWO4 [redacted] Investigating Officer
United States Coast Guard

LT [redacted] Hearing Recorder
United States Coast Guard

MICHAEL KUCHARSKI, Investigator in Charge
National Transportation Safety Board

SCOTT JENKINS, Esq.
HANSFORD WOGAN, Esq.
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(On behalf of Cooper Consolidated)

BOBBY MILLER, Esq.
(On behalf of Marquette Transportation)

RICHARD MANNIX, Esq.
NOAA
(On behalf of Mr. Winn)

LEVI JONES, Esq.
Department of Commerce
(On behalf of Mr. Winn)

I N D E X

P R O C E E D I N G S

(9:03 a.m.)

CDR MESKUN: The time is now 9:03 and we are back on the record. We will now hear testimony from Mr. Winn. Please stand where you are, and Lieutenant [redacted] will administer your oath and ask you some preliminary questions.

LT [redacted] Mr. Winn, please stand and raise your right hand.

(Witness sworn.)

LT [redacted] Are you able to hear us okay, sir?

THE WITNESS: Yes, I am. Did you hear my response?

LT [redacted] Yes, sir, we did. Please, for the record, state your name and spell your last.

THE WITNESS: My name is Craig Winn, last name W-I-N-N.

LT [redacted] And, Counsel, please identify yourselves and confirm representation.

MR. MANNIX: I'm Richard Mannix at NOAA General Counsel.

MR. JONES: I'm Levi Jones, Office of the General Counsel for the Department of Commerce.

CDR MESKUN: Good morning, gentlemen. Good morning, Mr. Winn. Thank you for joining us today. Can you hear me okay?

THE WITNESS: I can. Thank you.

CDR MESKUN: Thank you so much. If we ask any questions of you that you don't understand, please feel free to ask us to reword the questions, or, if you don't know the answer to the

question, please state that you just don't know.

(Whereupon,

CRAIG WINN

was called as a witness and, having been first duly sworn, was examined and testified as follows:)

EXAMINATION

BY CDR MESKUN:

Q. Mr. Winn, can you please describe to us where you work, what the office responsibilities are, what's your background information, and that kind of preliminary information?

A. I work for the Marine Chart Division, the Division of the Office Coast Survey, which is also part of NOAA. We are responsible for creating and maintaining nautical chart products for U.S. coastal waters. This includes electronic charts, as well as our conventional product, the raster chart, and other publications, as well. I've been doing this work since 1992, government contractor in '92, continuing until late 1998.

Q. Thank you. I would like to spend a few minutes talking about some of the NOAA charts and the products. And this may sound like an elementary question, but NOAA obviously produces the nautical charts, and this chart that we're specifically referring to, we may have provided a copy of it to you -- I believe it was marked as IO Exhibit 7, which is NOAA Chart 11370. That area covers the Mississippi River, and specifically in question is the area surrounding the Sunshine Bridge.

Can you tell us, are there any differences between a paper chart and an electronic navigation chart?

A. That's a broad question. There are a lot of differences as far as the technology goes, but the content is derived from the same source. So, aside from how you attribute the data versus on our conventional paper chart where it's just raster, which is a -- it's technical jargon, but basically it has no attributions, just -- the example would be coloring on the screen versus entering data. That's the difference between the traditional product and the electronic navigational chart.

Q. Okay, thank you for that. And, correct me if I'm wrong, but maybe a few years ago NOAA stopped producing paper charts; is that correct, and now they're all print on demand?

A. We stopped. The structure was FAA printed our charts, our paper charts for us, and it was an agreement that was made before my time. FAA stopped printed products, so we had to find a different alternative to getting our charts out there. So we entered into a -- we basically grew our print on demand program to allow third-party printers to print those products. But they go through a screening process, there's an actual agreement that governs that relationship with each vendor, and I forget the exact number of vendors now.

Q. Okay. And so, just to be clear, when one of those third-party companies print the charts, then they're basically using your chart, your data; is that correct?

A. Yeah.
Q. Okay.
A. That is correct.
Q. And again, I may have a -- this may be a larger vague question to ask, but can you describe -- like let's say an example, there's a new bridge that gets built. How would that new bridge make it onto the navigation chart?
A. So, the source -- we have a charting policy. It's our nautical chart manual that governs all of our charting policies that we adhere to. Basically, the primary source for bridges would be the US Coast Guard. And once that bridge -- we get notified at some point that the bridge is in the process of being built. At that point, we would probably identify that area on the chart as a bridge under construction. That goes for either a new bridge or a bridge that's being modified. We would then get a completion report that would allow us to revert that bridge to permanent, no longer under construction, with official clearances.
Q. Okay, thank you. And then, so let's say there's an existing bridge that undergoes some sort of modification or work that changes the structure of the bridge, would that be like a similar process how information would be updated in the nautical chart?
A. Yes. Generally, when a bridge is put under construction, we identify that in a very dramatic way. We usually chart a cautionary on the site of the bridge. I think it's -- I want to say 500 feet, but I'm not sure. I'd have to revert back to the

nautical chart manual. But we put basically a buffer zone on the site of that bridge to let mariners know that this bridge is under construction and they might need to be cautious transiting that area.

Q. Okay, thank you. So you're referring to what we -- the nautical, the NOAA's nautical chart manual. We've previously had an opportunity to see that and share it with the parties. We've marked that as IO Exhibit 10. Is that the same manual you're referring to?

A. Yes.

Q. Okay, perfect. Can you turn to page 9 on that exhibit, I think is where it is? Can you describe what that chart manual indicates as it pertains to guidelines for charting bridges, and specifically, vertical clearances for fixed bridges?

A. Is that directed to me?

Q. Yes, please.

A. Yeah, I don't -- I was not told to have anything in front of me at this point and time, so I don't have that publication in front of me at this point.

Q. Okay, thank you for that. We have it up on our board here so folks can take a moment to read that if we can. Do you know, is this the same nautical chart manual that was in effect when the Sunshine Bridge was built?

A. No. I mean, the nautical chart manual is always in a state of revision as we refine our procedures and policies. So, I

believe -- I don't remember the exact date, but I believe the Sunshine Bridge was constructed in the sixties. So, therefore, there might have been some subtle differences between what we do now and what we did then. But I know, as we were discussing this in previous meetings, the fundamentals of bridge clearances should be the same.

Q. Okay. And then, so you also previously provided us with what we've marked as IO Exhibit 9, which is the 1963 version of NOAA's nautical chart manual.

A. Okay.

Q. Do you happen to have a copy of that handy, or no?

A. No.

Q. And you may not be able to speak of any authority if you don't have them in front of you, but do you know if there's any significant differences between those two versions of the manual as it pertains to vertical clearance?

A. There shouldn't be. There should not be. We essentially chart the bridge clearances erring on the side of safety. So we generally will chart those at the highest water level. So that should be consistent through both policy documents.

Q. Okay. I was going to ask a grandfathering clause. I wasn't sure if, because the bridge was built and regulated under this previous manual, if the old manual still was like the guiding policy or if, with time and with revisions, the new -- the bridge falls under, I guess, the guidance of the new manual.

A. No, if there was a significant policy change to our current procedures, we would go and correct items on the chart to adhere to that policy.

Q. Okay, thank you for that. Referring to the NOAA Chart 11370, we have marked as Exhibit 7, can you describe for us what it says for vertical clearance and where that information -- what the source information for that is, and what that number is based on?

A. Well, without having it in front of me, I do know that we chart vertical clearances to whatever the highest state of the datum for that particular chart. For most of our charts, that should be what's known as mean high water.

For that chart, because it's the Mississippi River, I believe that that is a different datum. I don't remember it off the top of my head, but I believe it's a river stage datum. Past that, I don't want to get into what that datum means without having it in front of me. But that clearance should be based on the highest stage so that it errs on the side of safety.

Q. Okay, thank you. I'm going to ask LT [redacted] to -- we have the exhibit up. I'm going to ask him to move his -- he's zoomed in on the Sunshine Bridge. If he could move to the upper right-hand corner of the chart where it actually says what the overhead clearances are. I was just going to read it for you. If you can just wait one moment.

Okay, so we've got the notes up in the top right-hand corner of the chart. It indicates overhead clearances. It says 'Bridge

and overhead cable clearances are" -- can you zoom in a little bit more, [redacted] Thank you.

"Bridge and overhead cable clearances are in feet and refer to the Mississippi River 1927 high water plane." Does that sound accurate from your recollection?

A. Yes.

Q. And are you able to speak at all about what that plane is?

A. Not in detail. Essentially, you know, as cartographers, we build our charts based on data provided by -- datums are based on source information provided by other agencies or entities. And so when that chart was constructed, originally they used that as the datum for that product.

Q. Okay. So the bridge owner or the designer had all the calculations, and then that was basically provided to you guys, and then you charted what was provided?

A. No, the charts, like the overall chart, when it was built, that datum applied for the whole chart unless specified otherwise. So when NOAA constructed that chart, and that chart was originally -- and I mean the original construction of the chart, meaning the first edition of that chart, they basically had to build it to the datums that were provided by other agencies, other government agencies, and that goes for the horizontal and vertical datums. So that shouldn't change over time unless there's a major revision to those datums.

Q. Okay, thank you for that. I'm just looking through my notes

here. Bear with me for a second.
A. Sure.
Q. Have you ever heard of the term -- and I don't think this is an official term. We interviewed some of the Coast Guard bridge administrator peoples, and they described their permitting process to us. And when they were speaking of what they permit, they were referring to like a navigational box from what they permit that covered the horizontal distance and the vertical distance that they permit. Have you heard about this concept before?
A. A navigational box, I'm not clear what they're referring to, whether that's a real world or something -- I'm not -- I don't understand the question, I guess I should say.
Q. Okay, that's fine. Thank you. Do you know the vertical clearance of the bridge, where on the bridge does that vertical clearance comes from?
A. I would have to refer to the source document, which I believe has been provided. But generally, as a matter of practice, we would select the lowest clearance, whatever's the lowest clearance in the span of the bridge.
CDR MESKUN: Perfect, thank you for that, I appreciate it. That's all the questions I have for you.
I'm looking over at NTSB right now to see if NTSB has any additional questions to ask of you, and I see one question coming from -- there's one more investigation officer for the Coast Guard, Mr. [redacted] He's going to come next. And then

after he does, then I'll turn it over to NTSB, who has a few questions, and then I'll come back on and offer up opportunities to -- we have two parties in interest here, and their attorneys may ask a few follow-on questions. Stand by for Mr. [redacted]

[redacted]

THE WITNESS: Okay.

BY MR. [redacted]

Q. Good morning. This is [redacted] [redacted] On the chart where the Sunshine Bridge says 133 and you said that's the -- off that 1927 flood plane, how would somebody figure out the height of that bridge if the river level was at 18 feet?

A. That's a question that would be directed more to the navigator. We chart at a base condition for the navigator to make corrections from that base condition. As cartographers, we're not really -- at least I'm not well versed on the water navigation to be able to make that correction. We just chart at a base condition.

MR. [redacted] Thank you.

BY MR. KUCHARSKI:

Q. Good morning, Mr. Winn. This is Mike Kucharski from the National Transportation Safety Board. How are you?

A. I'm doing well, thank you.

Q. Great, thank you. Thank you for participating in this investigation. Just one quick question, the preliminary question is, you were shown, I think, a manual from the Coast and Geodetic

Survey, okay.
A. Yes.
Q. Was the -- were the charting functions of the Coast and Geodetic Survey, were they taken over essentially when NOAA was formed and the OCS -- and you're part of OCS, is that correct, Office of Coast Survey; is that correct?
A. Yes.
Q. Okay. Can you just lay that out for us, is that correct, the old Coast and Geodetic Survey was then the charting functions, charts were just -- yeah, talking about navigational stuff --
A. If I understand -- I'm sorry. Did you want me to answer now or --
Q. Please.
A. Okay. If I understand the history correctly, it's my understanding that in the seventies, basically NOAA was created, and as part of that, what was the US Coast and Geodetic Survey was enveloped into now NOAA. And over time, the responsibilities of the US Coast and Geodetic Survey were somewhat split between various components. We continue to be the hydrographic survey and charting arm for U.S. waters. I believe the water levels and some other responsibilities that were under the US Coast and Geodetic Survey are now under other proponents of NOAA, but we all live under the same NOAA umbrella.
Q. Okay, great. Thank you for that. And, I think you answered -- I don't want to put words in your mouth, but when you were

asked about how a mariner looks at Chart 11370 -- and do you have that before you?

A. I don't have anything before me, but I am familiar with the chart --

Q. So, there are -- on that chart, can you tell me if there were different notes and information that routes the mariner, tells them where to look in other places for different pieces of information, maybe like coast pilots and things like that? Is that on that chart?

A. Yes. Yes, we have notes to that effect on every chart. Not only notes that direct different agencies to go for different information, we also have a note that sort of stipulates that a prudent mariner will do certain things. And that's what we want -- that's what we know in the office as the prudent mariner notes. There is the need that there are notes that are on the chart that let the mariner know that they would need to go and get supplementary information as part of their voyage planning.

Q. Okay, great, great. And do you know if they're on that -- looking at that chart, if there's anywhere -- any way, shape or form to direct the mariner to look at the US Army Corps of Engineer map books or title gauges or anything like -- sorry -- the river gauges?

A. I do not believe there is anything that specific. But I'd have to see the chart to be able to say that with 100% certainty. But I don't believe we -- it's more we reference the agency. We

don't reference specific products of the agency.
Q. Is there any reference to the Army Corps of Engineers on this chart?
A. There should be. I know that we have an authority note where we stipulate who the authority is for the information on the chart. And I believe the US Army Corps of Engineers is one of those authorities, but I would have to see it to say definitively with 100% confidence.
Q. Okay, and if it's not on there, is it difficult to put it on the chart?
A. Well, no, I mean, it's a routine matter for us to chart those notes. But, as I say, every chart should have an authority's note.
Q. Okay, great. And you said you were a cartographer; is that correct?
A. Yes.
Q. Could you tell us if he database, the database to build an ENC is the same database that is used to build a raster, if you will, or -- I believe the paper chart can be made, you don't produce them anymore, but charting agents can go ahead and download the information and make a paper chart. Is it the same database that they're using?
A. We use the same source data. I think that's the more correct answer. As far as database, we use databases to track sources that come in. But as far as a single database for every product,

that's -- I don't know that I would convey it that way.
Q. Okay, I'm not asking for every product. I'm just asking about charts.
A. Well, we distinguished the ENC as a product and the raster chart, which is what's used to make a paper chart, as a separate product. So when I'm referring to products, I'm referring to charts, you either have electronic navigational charts or raster charts, and they are made from the same source data.
Q. Thank you. Thank you for that answer. Can you tell me if you've had the chance to look at Chart 78 Supplemental A from the US Army Corps of Engineers map book for the Sunshine Bridge?
A. I have not looked at that chart.
Q. Okay. Are you aware of any of the bridges from Baton Rouge down to New Orleans that have both -- have two spans to them? Are you aware of any bridges, in other words -- we're looking at this Exhibit, and I'm assuming that you didn't get a copy of any of the exhibits that we have here at the hearing?
A. To be honest with you, I'd been following my email and I did not see any attachments. If I missed them, that's on me. But, no, I don't have any of the exhibits in front of me, no.
MR. KUCHARSKI: Okay.
MR. JONES: This is Levi Jones, counsel for Department of Commerce. I forwarded the emails over maybe 15 minutes ago. I don't know if you're in a position to look at them now, if you have a computer there where you're at, but I just forwarded them.

MR. KUCHARSKI: Who are you talking to, Levi? Are you talking to Mr. Winn, is that who you're talking to, or me?

MR. JONES: Mr. Winn, yeah.

MR. KUCHARSKI: Okay. Maybe we want to take -- could we take a quick break so he could look at these exhibits? 15 minutes, he just got them 15 minutes before the hearing?

CDR MESKUN: So, we'll take -- the time is now 9:28. We'll take a 15-minute recess. We're off the record.

(Off the record at 9:28 p.m.)

(On the record at 9:52 p.m.)

CDR MESKUN: The time is now 9:52 and we will go back on the record.

BY MR. KUCHARSKI:

Q. All right, Mr. Winn? Mr. Winn?

A. Yes.

Q. Okay, thank you. Have you been able now to look at the Army Corps Chart number 78 Supplemental A with the picture of the --

A. Yes.

Q. -- of the bridge?

A. Yes.

Q. LA State Highway 70, Sunshine Bridge?

A. Yes.

Q. Mr. Winn?

A. Yes. Can you hear me?

Q. I'm sorry. Were you able to look at that?

A. Yes, I was able to. I answered. I guess it didn't come through.
Q. Oh, okay, maybe I just didn't hear it. And are you able now to look at the -- also at the NOAA Chart 11370; do you have that opened up, too?
A. Yes, I do.
Q. Okay. And are you also able to look at the ENC for that area around the Sunshine Bridge?
A. Is the ENC part of the exhibits?
Q. No.
A. No, I didn't pull the ENC up. I was just looking at the exhibits that were forwarded to me.
Q. Oh, okay, okay. So you don't have the capability of opening up the ENC and actually looking at it?
A. I do. I just -- well, actually, it would take some time simply because I would have to load it up into our production software. The ENC is not -- it's meant for use in the net, it's an electronic chart display information system, and so it's not visually -- it's visually -- you have to be able to click on things to gain the attribution, and so I'd have to have it in my production software. It's not really a visual product.
Q. Okay, okay. But, so looking first at the Chart No. 78 Supplemental A, the --
A. Okay.
Q. -- the Army Corps' picture of the -- or drawing of the

bridge. Can we start with that?
A. Yes.
Q. And you see that there's a west span and a channel span.
A. Yes.
Q. Okay. So the question is, now looking at 11370, the vertical clearance is listed at 132 foot 9 inches -- 132.9 feet -- I'm sorry, 133 feet, is that on the vertical clearance?
A. Yeah, it should be 133, I believe.
Q. Okay. So how do we look at this map book and try to make sense, then, out of what we're seeing as a vertical clearance on the -- listed on the NOAA chart, and then looking at a datum for vertical clearances? I think that's listed on Chart 11370, it's a mean height water mark; is that correct?
A. Well, this is the mean height river because this is non-tidal, so it's on a river datum.
Q. Okay. And that's on your NOAA chart, it says mean height river datum?
A. Yes. Yes, I believe it's -- well, in those words -- I can pull it up, but we read it earlier in the session. I'd have to find the note, but it's in the height's note, or overhead cable clearance -- the overhead and bridge cable clearances note.
Let me jump to -- I'm looking for it right now. Overhead clearances, bridge and overhead cable clearances are in feet and refer to the Mississippi River 1927 high water plane. So, whereas, our other charts are coastal, are mean high water.

Q. Okay. So then, how does the mariner, looking at this chart, then -- and you said there's something in here that directs them to the Army Corps of Engineers to get additional information. Did you have a chance to look at that --

A. Yeah. So I'm looking at our authority's note, and it's just one of the notes. I would have to look at all the notes, but I can read that out: "Hydrography and topography by the National Ocean Survey Coast Survey with additional data from the Corps of Engineers Geological Survey and US Coast Guard."

Q. Okay. I mean, that's just authorities. You see the one below that, it says, "Supplemental information, consult US Coast Chart Pilot 5 for important supplemental information." Do you see that?

A. Yes.

Q. Would that be more -- it's directing mariners to go there and look for the information. So are you telling me the authority, then, the mariner is supposed to look at that and realize by looking at that they're supposed to go to the Ocean Service Coast Survey, Corps of Engineers, and the Geological Survey to get information to operate this chart, to get the vertical clearances? Is that what you're telling me?

A. No, I'm not telling you that. Our expectation is, is that a professional mariner should be able to use this chart and their expertise, as well as any other information they may need to be able to navigate safely.

Q. Okay. Fair enough. Can you tell me how information is shared between agencies? What's the pipeline, the connection here between, say, NOAA, Coast Guard, and Army Corps of Engineers? Can you tell me how information is shared for building a chart?
A. It's my understanding that those relationships are governed by the CFR. So when it comes to bridges, specifically, we receive that information from the US Coast Guard through that form -- I forget the actual form name, but it's the official report that the bridge is completed or that the bridge is in some state of construction. We receive that from Coast Guard and we make our corrections to the bridge. That information is shared through our Nautical Data branch, and it's my understanding that it's done still through an email contact, and that information is sent to us. And I believe we get sent the hard copies through the mail.

As far as our other relationships with the chart, we deal with the US Army Corps of Engineers for federally regulated channels. We deal with other government agencies for topography. So the relationships that we use to make the chart are very depending on the information we're exchanging.
Q. Okay. So when you talk about the bridges and the Coast Guard, this is in the building of the bridge? You mentioned when they're building the bridge?
A. Yeah, the Coast Guard -- and this is the current state of affairs, is that the US Coast Guard is the authority for bridge clearance information, and that is what we chart. There are times

that we may chart an authorized clearance when it's -- when we receive information from the Coast Guard that has yet not been published in their report but there's the feeling that that information needs to be on the chart because it's lowering the clearances, but those are authorized clearances. Final clearances are always derived from the Coast Guard.

Q. Okay. So before the Coast Guard, are you aware that this bridge was built back in the sixties somewhere?

A. Yes.

Q. Okay. Do you know when the Coast Guard took the bridge function from the Army Corps of Engineers?

A. That was before my time.

Q. Okay. Well, I think it was testified that it was 1972 or thereabouts. So what happens in a bridge like this? How is that information shared prior to the Coast Guard taking that function?

A. It's my understanding that if you look at the source document, it came from the US Army Corps of Engineers, but I would have to refer to the source document to be precise.

Q. Okay. But currently, outside of building a bridge or permitting or when something changes on the bridge, the source that you rely on is the United States Coast Guard to get that information? You don't get any information -- and I'm not talking about channels; we're talking about, you know, waterways where they're Army Corps of Engineer maintained, or even information, you know, on depths or whatever it may be, in controlled channels.

I'm just talking about -- let's concentrate on vertical clearances. There's no direct pipeline between -- for you as cartographers and the Army Corps of Engineers?
A. If we receive information from a different source other than Coast Guard, we would vet that information with the US Coast Guard. We have a bridge contact in each district. I can't speak personally to receiving information from the US Army Corps of Engineers relating to a bridge. We certainly wouldn't take that directly to chart. We would vet that with the U.S. Coast Guard.
Q. Okay, great, great. Understood, understood. And you said you're not able to look at the ENC and how that projects, correct?
A. Not unless you gave me some time to load it up in my production software and go to the area. I do know that in prep for this, when this investigation was going on, we did look at both the ENC and the raster chart and they were in agreement.
Q. Oh, okay, okay. Well, I'm sort of looking at here a pop-up that says Nautical Publication Information. This is off the ENC, which says, profile of low water reference plane, LWRP, Chalmette gauge to bayou -- I guess it's Sara gauge. So we have a different water plane on there, for one. And then the heights are in feet, and then overhead clearances -- I'm sorry -- overhead clearances bridge and overhead cable clearances are in feet, and refer to the Mississippi 1927 high water plane, and then there's a graph on there. Have you seen that graph, Donaldsonville and all that?
A. No, not unless it's on the raster chart here. Are we talking

about the profile of the low water reference plane?
Q. Yep. Yeah, this is like a chartlet that comes off of the --
MR. KUCHARSKI: Is that an exhibit? I'm sorry.
UNIDENTIFIED SPEAKER: It's on 11370.
BY MR. KUCHARSKI:
Q. It's also on 11370.
A. Yes, I'm looking at the graph. It's titled "Profile of Low Water Reference Plane," if that's what you're referring to.
Q. Yep. There's a graph there. So the mariner looks at this and then he sees Donaldsonville, and he sees Reserve -- I'm calling out the points -- Plaquemine, Baton Rouge. Are these all the gauges there?
A. This is sourced to the US Army Corps of Engineers. We chart this to provide that information because the low water reference plane is what we use for the shoreline for the Mississippi River, and that's a US Army Corps of Engineer derived product. So we basically, if there's any updates from US Army Corps of Engineers, we would update this graph. But we just placed this graph to help the user interpret the low-water reference plane.
Q. Okay. So what you're saying is -- again, I don't know if you realize, but there is a Donaldsonville gauge, and that's what the reference is, if you look at that Army Corps of Engineer supplemental, it references the Donaldsonville gauge. So, as I'm looking at this profile of low water reference plane, is that Donaldsonville 1.4, does that refer to -- it says -- do you see

that, it says 1.4? Is that referring to the Donaldsonville gauge, and is that used for the average mariner to look at this and make some sense out of this how he -- how they use this for -- for what?

A. I'm not familiar enough with on-the-water navigation or the gauges, for that matter, to answer that question.

Q. Okay. Well, can you answer the question, what -- when you look at this, just tell us what, as we're looking at this here, what practical significance or application does this gauge have for the mariner? You say you rely on the mariner to be able to draw from these and get information out of different sources, a prudent mariner. So what do they look at this here and what do they get out of this thing?

A. You would have to direct that to an expert on the low-water reference plane.

MR. KUCHARSKI: Okay. I have no further questions. Thank you.

CDR MESKUN: Cooper, Mr. Jenkins? Mr. Wogan? No? Okay, no questions?

Marquette? Mr. Miller? No questions.

Thank you very much. Mr. Winn -- can you hear me, Mr. Winn, or would you like me to come over to the phone?

MR. KUCHARSKI: Mr. Winn, can you hear Commander Meskun?

THE WITNESS: Yes, I can. He's real low, but I can hear him.

CDR MESKUN: Thank you. You are now released as a witness

from this formal Marine Casualty Investigation. Thank you for your testimony and cooperation. If I later determine that this joint investigation team needs additional information from you --

THE WITNESS: I am having difficulty. I mean, I can hear the sound, but I'm hearing -- I'm having a hard time hearing what he's actually saying.

MR. KUCHARSKI: Okay, Commander Meskun is heading this way.

THE WITNESS: Okay, thank you.

LT [redacted] I'm going to shut his mic off.

CDR MESKUN: Sir, can you hear me now?

THE WITNESS: I can, thank you.

CDR MESKUN: Okay, good. You are now released as a witness from this formal Marine Casualty Investigation. Thank you for your testimony and cooperation. If I later determine that this joint investigation team needs additional information from you, I will contact you through your counsel. If you have any questions about this investigation, you may contact the recorder, LT [redacted]

(Witness excused.)

CDR MESKUN: We will hope to call our next witness, Mr. Michalski; however, we will take a 15-minute recess before we do that. The time is now 10:07 Central Time and we will take a 15-minute recess. We're off the record.

(Whereupon, at 10:07 a.m., the testimony was concluded.)

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 Craig Winn
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.

[redacted]

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Elizabeth Davis
Transcriber