

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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CINDY B TOW CONTACT WITH PORT *

OF COLUMBIA BEAVER DOCK, MILE *

Accident No.: DCA24FM010

53 ON THE COLUMBIA RIVER IN *

OREGON ON NOVEMBER 23, 2023 *

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Interview of: BRYCEN MACE, Deckhand

Cindy B

On board the *Cindy B*

Sunday,

November 12, 2023

APPEARANCES:

CWO4 [REDACTED], Investigating Officer
United States Coast Guard

I N D E X

ITEM

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By CWO4 [REDACTED]

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I N T E R V I E W

INTERVIEW OF BRYCEN MACE

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2
3 BY CWO4 [REDACTED]:

4 Q. I'm [REDACTED], I'm recording our conversation. I know you
5 weren't on watch this morning; I believe you were in the rack?

6 A. Yes.

7 Q. I just want to get, you know, from your perspective what
8 happened this morning? What do you remember, Brycen?

9 A. I was in bed. I heard the main shift out of gear, which was
10 pretty weird. I don't know (indiscernible) underway.

11 Q. Yeah.

12 A. So, I woke up to that and about that time, Nico was coming
13 down. I was just a little out of it, I was just waking up, but I
14 kind of listen to what was going on. He knocked on my door and
15 said that we hit a dock. So, I threw on some clothes, ran out to
16 the barge where he was and was talking to Joe, at that time, over
17 radio just so we can get out and land at the barge.

18 Q. Yeah.

19 A. Kind of assessed everything once we got secured to the
20 outside of the dock there.

21 Q. Was the barge free from the dock?

22 A. When I got out there, yes. We were -- Joe was working on
23 sliding back out of that little hole.

24 Q. Okay.

25 A. Yeah.

1 Q. Did -- was there any effort to do that or was it -- it wasn't
2 hung up or wedged?

3 A. No, it wasn't hung up, it was just more of a tight spot
4 making it out without hitting any -- there was -- there's, like, a
5 dolphin line that was kind of behind us.

6 Q. Yeah, got you.

7 A. I guess it would've been on the starboard side if it was a
8 beach. So, I was just helping him get out of there and making
9 sure the barge didn't go into that pier that was on the outboard
10 side.

11 Q. How long have you been with Wilsonville Concrete?

12 A. I don't know, three-and-a-half years?

13 Q. Okay, same type position?

14 A. Yeah, deck -- I started as a deck engineer and then I just
15 recently got -- go and get my license.

16 Q. That's what I hear. So, you're looking -- you're towing
17 endorsement now, right?

18 A. Yes, sir.

19 Q. How far -- what do you need to do to do that?

20 A. I just got -- I need to get my sea time letter from Joe,
21 actually, and send that off for -- upgrade to the 200 ton and I
22 believe after that, it's -- there's a waiting period.

23 Q. Yeah.

24 A. More days and then you can -- I'm a little confused on all of
25 this. There's a lot.

- 1 Q. Yeah, are you doing the TOAR?
- 2 A. I believe so, yes.
- 3 Q. Yeah.
- 4 (Telephone ringing)
- 5 A. Sorry about that.
- 6 Q. So, you felt the main was disengaged?
- 7 A. Yeah.
- 8 Q. Did you feel the impact?
- 9 A. I felt, like, a little bump; nothing like -- I've felt way
10 worse.
- 11 Q. Yeah.
- 12 A. I just -- it was main -- the air throttle so -- hearing the
13 air come out and there's no underway that's --
- 14 Q. Yeah, so it sounds like you have the -- you just came off of
15 watch at midnight, right?
- 16 A. Yes, sir.
- 17 Q. And you're about to come back on at 6:00?
- 18 A. Yeah, at 6:00.
- 19 Q. And then you had it from 1800 to midnight. It looks like you
20 guys were making your way up from Sundial up to Westport during
21 that time?
- 22 A. This morning or last night?
- 23 Q. Last night.
- 24 A. Yeah, for (indiscernible).
- 25 Q. So, most of your -- it looks like most of your watch was

1 underway?

2 A. Yeah.

3 Q. And right at the end, you were more into --

4 A. Helping tie up there, yeah.

5 Q. How was that transit, like, from Sundial to Westport?

6 A. It was smooth.

7 Q. What's your typical duties when you're a deckhand for an
8 underway trip? So, you do, like, rounds at the barges -- the
9 barge or engine room -- engineering rooms?

10 A. Engine room checks, I'll work on stuff underway. I try to
11 keep pretty busy.

12 Q. Yeah.

13 A. It's a big boat, lots of cleaning.

14 Q. Yeah.

15 A. Of course, I check the engine room, you know, every hour. If
16 I'm not in -- sometimes I'll spend quite a bit of time down there.

17 Q. Do you ever go out on the barge?

18 A. Yeah, we'll do -- I mean, not, like -- if there's nothing
19 dramatic going on right then.

20 Q. Yeah.

21 A. Definitely, I always -- myself, I make sure, like, we're
22 underway and it's getting dark, I always go do a walkaround, make
23 sure the barge lights are on and things like that.

24 Q. Are they automatic, or you guys have to --

25 A. Yeah, they're automatic with a battery, so sometimes they

1 die.

2 Q. Yeah, do you ever stand -- I know you've been, like, breaking
3 in for wheel watch and -- like, and getting hours of time behind
4 the helm?

5 A. Yeah.

6 Q. Are you ever -- do you ever relieve Joe?

7 A. No, I mean, he's pretty much always up here with me training.

8 Q. Yeah, so side-by-side training?

9 A. Yeah.

10 Q. Like, he does on occasion need to do a bathroom break?

11 A. Like, really quick.

12 Q. Yeah.

13 A. I mean, I could probably count on my hand.

14 Q. So, it's rare?

15 A. Yeah, our transits are fairly -- this was a new one, but all
16 the other ones are, like, way shorter than this.

17 Q. Yeah, okay. But he -- I guess you do on occasion find
18 yourself just an emergency relief?

19 A. Yeah, I mean, I haven't really worked with -- I've worked
20 with Joe a decent amount, but the other guys do sometimes take,
21 like, a bathroom break or something. But most of the time, I'm
22 usually with someone. I've never held, like, a watch by myself
23 and then something happen up here.

24 Q. Yeah, is it -- is master, two deck hands, is that typical
25 personnel setup for you guys?

1 A. For what we do. So, I've worked at, like, Brewsco (ph.)
2 before, so I was used to the captain being there.

3 Q. Yeah.

4 A. I think now there's, like, a second mate. So, when I first
5 came here, I was like -- maybe there was, like, one, two, three
6 guys, but there's sets -- everything is way under 12 hours most of
7 the time.

8 Q. Yeah.

9 A. I've never seen it go over 12 hours for the most part.

10 Q. Okay.

11 A. It's like -- I think our furthest one that I've personally
12 done, most of the time, is, like, from St. Helens to Blue Lake,
13 which is six to seven hours. Got off the barge, sleep for five to
14 six hours, and then (indiscernible).

15 Q. Yeah, how are your off times? Are you able to rest? Are
16 they -- are you encouraged to rest?

17 A. Oh, yeah.

18 Q. Are they pressuring you to do maintenance?

19 A. Oh, no, they're good about it.

20 Q. So, workplace culture is good?

21 A. Yeah, they are -- no one's walking around bothering you on
22 your off time (indiscernible).

23 Q. Okay.

24 A. Throughout the -- except maybe a bite to eat, then I will
25 sleep.

1 Q. Yeah.

2 A. (Indiscernible).

3 Q. Okay, I know when you're off, you're not monitoring everybody
4 else, but anything out of the norm or anything peculiar? Do you
5 suspect that Nikko was able to get the rest he --

6 A. I do.

7 Q. Yeah?

8 A. We were pretty steady on the six on, six off. Actually, the
9 new one I'm on now for (indiscernible) River -- or rather -- well,
10 I'd been on it for a while, we all run six on, six off.

11 Q. Yeah.

12 A. So, there's -- well, they have a couple different runs, but
13 the one I've been on recently for the most time, it's all on six
14 and -- the same thing with the (indiscernible).

15 Q. When was the last time you stood at helm watch with Joe? Was
16 it -- during this trip, were you, like --

17 A. Yeah, I've -- I mean, I drove with him yesterday.

18 Q. Okay, from Sundial?

19 A. Yeah, he was -- yeah, I didn't do the whole thing, just --

20 Q. Just bits here and there?

21 A. Yeah.

22 Q. Everything seems to be working well?

23 A. Yeah.

24 Q. I know there's a bridge navigation watch alarm system with
25 the sensors, is that functioning?

- 1 A. Yeah, I've -- sometimes people get annoyed with it.
- 2 Q. Is there any way to shut it down? Do you think it might've
3 been shut off?
- 4 A. No, I've -- I couldn't even tell you how to turn this thing
5 off.
- 6 Q. Yeah, Nikko said if the steering pumps are on that --
- 7 A. Oh, yeah, if the -- sorry, yeah, when the steering pumps turn
8 off, but obviously, then you have no control of the boat --
- 9 Q. Yeah, so if those are on, then the watch is?
- 10 A. Yeah, as soon as one of those four switches it on, it's on.
- 11 Q. Okay, is there any alarm if you are outside of a track line,
12 maybe, if you're --
- 13 A. Yeah, like a Rose Point?
- 14 Q. Yeah.
- 15 A. Yeah, it will -- it's a very quiet beep and it pops up, so a
16 visible alarm and a subtle beep, if you will.
- 17 Q. Anything else besides that?
- 18 A. That's it, just the -- this alarm that beeped on that. It'll
19 pop up, like, a little square on the screen -- a blue square.
- 20 Q. Yeah, not enough to wake somebody up apparently?
- 21 A. Yeah.
- 22 Q. Is it pretty immediate after you get off track?
- 23 A. Yeah, it's pretty immediate.
- 24 Q. Is there a time delay?
- 25 A. Yeah, off the top of my head, I don't know if there's a time

1 delay.

2 Q. Yeah.

3 A. But it's -- there's, like, I mean, a lot of times that we're
4 cutting in and out of the channel, going up or switching out of --
5 in and out of the current and so you get off the track line and
6 it's, like, you know, clicking off.

7 Q. Yeah, okay. So, no autopilot on here?

8 A. No.

9 Q. It's just --

10 A. None of the boats do, they're fully manual. Everything's --

11 Q. Okay, and then everything seemed to be working as it should?

12 A. Yeah, I haven't -- I have been on this boat since we bought
13 it from Tide Water last, like -- probably almost a year ago, now.
14 I've never had -- since we've had it and I've been on it a lot,
15 I've never had or heard of any issues like that.

16 Q. Okay.

17 A. Or failures.

18 Q. Any memory or recollection of drugs or alcohol on board or
19 anything that discouraged, I guess?

20 A. I've always been strict about that myself, but no, there's
21 nothing that -- the company is super strict.

22 Q. Okay.

23 A. Definitely not that.

24 Q. Well, like I said, I know you weren't on watch, I know you
25 were in the racks, I know you can appreciate it, I just wanted to

1 get an idea of the culture and, you know, the condition of the
2 boat, and just where the toe is. Is there anything that's
3 sticking out in your mind that you might think is relevant or
4 anything that we haven't discussed?

5 A. Not that -- not off the top of my head.

6 Q. Okay, so Nikko's been on board with the company with a year
7 or so?

8 A. I'd say he's -- yeah, just, like, a year, maybe a little
9 under or right around.

10 Q. Trusted?

11 A. Yes.

12 Q. Good deckhand?

13 A. Yes.

14 Q. Okay.

15 A. He is very well for the time he's been here. Actually, I
16 have trained -- he's pretty much been, like, leading most of his
17 time very well. For his age, today is just -- there's not many of
18 him that we get.

19 Q. Well, that's good.

20 A. Yeah.

21 CWO4 [REDACTED]: Okay, all right, well, I'm going to stop
22 this.

23 (Whereupon, the interview was concluded.)

24

25

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

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 NOVEMBER 23, 2023
 Interview of Brycen Mace

ACCIDENT NO.: DCA22FM010

PLACE: On board the *Cindy B*

DATE: November 12, 2023

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.




Carolyn Hanna
Transcriber