

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CARGO LOSS OF THE CGA CGM *BIANCA*  
AT THE NAPOLEON AVENUE WHARF  
IN NEW ORLEANS, LOUISIANA,  
ON AUGUST 2, 2020

Accident No.: DCA20FM024

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Interview of: JOHN GUIDRY, Maintenance Director  
Port of New Orleans

Via telephone

Tuesday,  
September 2, 2020

APPEARANCES:

ANDREW EHLERS, Marine Accident Investigator  
National Transportation Safety Board

LT [REDACTED], Investigating Officer  
U.S. Coast Guard

FORD LOGAN, Attorney  
(On behalf of Port of New Orleans)

JEANNE AMY, Attorney  
(On behalf of Port of New Orleans)

I N D E X

ITEM

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Interview of John Guidry:

By LT [REDACTED]

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By Mr. Ehlers

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I N T E R V I E W

1  
2 LT [REDACTED]: John, I'll ask you to repeat. Do you give your  
3 consent for this interview to be recorded?

4 MR. GUIDRY: Yes, I consent.

5 LT [REDACTED]: Okay. Great.

6 Good morning. This is Lieutenant [REDACTED]. We're  
7 interviewing Mr. John Guidry with Port of New Orleans regarding  
8 the container ship, the CMA CGM *Bianca* incident that occurred on  
9 August 2nd.

10 If the parties on the line would just state their names and  
11 affiliation, then we can get started.

12 MR. LOGAN: John, go first.

13 MR. GUIDRY: Okay. I'm sorry. Say again?

14 MR. LOGAN: Just state your name and your (indiscernible) and  
15 your affiliation.

16 MR. GUIDRY: Yeah, John Guidry. I'm the maintenance director  
17 for the Port of New Orleans, which I am over the crane maintenance  
18 department.

19 MR. LOGAN: This is Ford Logan, counsel for the Port of New  
20 Orleans, Jones Walker Law Firm.

21 MS. AMY: And this is Jeanne Amy. I'm with Jones Walker,  
22 counsel for the Port of New Orleans.

23 MR. EHLERS: And this is Drew Ehlers with the NTSB.

24 LT [REDACTED]: Okay. Great.

25 INTERVIEW OF JOHN GUIDRY

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1 BY LT [REDACTED]:

2 Q. John, I'm just going to ask you some background questions,  
3 and then we'll get into the incident and talk about the cranes and  
4 some of the maintenance procedures.

5 A. Okay.

6 Q. So, firstly, as the maintenance director for the Port of New  
7 Orleans, what are your typical duties?

8 A. So, well, it's a wide range of, of duties. Just to touch on  
9 them, it's everything from bridge maintenance and bridge  
10 operations to dredging our berths out, including container berths  
11 near the cranes, grounds and facility maintenance. We have a  
12 grass cutting and roadway repairs, you know, patching the concrete  
13 wharfs, and things like that if we have problems in sections of  
14 the substructures, and fender repairs.

15 And also, then, the crane maintenance department, which  
16 specifically for the crane maintenance department, it is  
17 maintaining the operational status of the fixed ship-to-shore  
18 container cranes and the two RTG cranes. So it's maintenance and  
19 repair, and I guess set up for operations. We do not operate them  
20 or the removal, removal of cargo from the ships.

21 Q. Okay. And how long have you been in this role?

22 A. Approximately 3½ years at this point.

23 Q. And prior to that, where were you working?

24 A. The Department of Transportation and Development. I was  
25 there for a little over 16 years, half of which I was doing

1 roadway construction and bridge construction, and the second half  
2 I was in their bridge maintenance and operations department.

3 Q. And what is your, I guess, your educational background?

4 A. I'm a licensed civil engineer, and I went back a little bit  
5 later and got my master's degree in engineering management.

6 Q. Okay. And do you have any experience with the actual crane  
7 operation itself?

8 A. Limited, limited amount of experience just from the  
9 supervisor level.

10 Q. Okay. Specific to your job as the maintenance director, are  
11 there any trainings that the Port of New Orleans requires you to  
12 complete maybe on an annual basis or semiannual?

13 A. Nothing specific to the cranes, I would say, but in general,  
14 keeping up my license requirements, PDHs and so forth, and other  
15 personnel, HR-related training.

16 Q. What about are there any safety-related trainings that the  
17 Port of New Orleans staff receives?

18 A. Yes. And I guess I lumped that in with the HR. So, yeah,  
19 our safety department has a variety of different safety training  
20 classes that they give us, you know, whether it's fall protection  
21 or dealing with different hazards. Yes, we do have safety  
22 training, as well.

23 Q. And what about are the employees from -- that are contracted  
24 from Ports America, are they required to attend those trainings,  
25 as well?

1 A. No. They would have their own. I think they would have  
2 their own training requirements.

3 Q. Okay. Is that something that someone from Port NOLA manages  
4 at all to make sure that those contract employees are being  
5 trained appropriately?

6 A. Well, so training -- as training, safety training, no, we  
7 don't manage that. I think there -- there was some communication  
8 back and forth when they have a new operator that, you know, we,  
9 we obviously have to allow them time to practice and train when  
10 they're training someone new. So when vessels are in port or when  
11 they have some free time, we allow for training.

12 The training, I guess, certification if you want to call  
13 it -- I'm not sure if they actually call it a certification --  
14 would rest with either Ports America or the, the union labor -- we  
15 don't take part in actually certifying the operator.

16 Q. I see.

17 A. We provide them access to training.

18 Q. Okay. And what about the review process for the crane  
19 operators? Is there someone from Ports America that's reviewing  
20 their certificate or managing any (indiscernible) attends that,  
21 that school up in the northeast, I think Baltimore?

22 A. I'm not well-versed on that process, so --

23 Q. Okay. Now, what --

24 MR. LOGAN: [REDACTED], just could I just clarify, were you asking  
25 from the Port side or Ports America?

1 LT [REDACTED]: So I'm asking from Port NOLA.

2 MR. LOGAN: Okay.

3 LT [REDACTED]: If there's any review process that occurs when  
4 Ports America might, you know, hire a new crane operator.

5 MR. LOGAN: Got you. Okay. I'm sorry. I thought you maybe  
6 said Ports America when you asked John that question, so I just  
7 wanted to make sure he, he understood.

8 LT [REDACTED]: That's -- oh, thank you.

9 MR. GUIDRY: Yeah, I know we, we may not have a formal  
10 process. What we may do is if we notice there's a problem with an  
11 operator, like somebody is beating up our equipment or being a  
12 little rough, or whatever it may be, we may complain, but it's  
13 more of an informal process. Now, how, how they rectify that on  
14 their end, we don't, we don't get involved with.

15 BY LT [REDACTED]:

16 Q. I see. What about (indiscernible), so noticing that an  
17 operator might not be using equipment appropriately, is that just  
18 informal, just noticing excessive wear and tear on the equipment,  
19 or is there a written procedure for reporting damage during a  
20 cargo operation?

21 A. If there is also -- if it's just something we notice where  
22 the operator might be being a little rough or maybe causing damage  
23 to our equipment, usually it's, it's minor, and we, we try --  
24 we'll say something informally, maybe get that corrected.

25 If there is significant damage, then we would put Ports



1 America on notice or, you know, equipment operators, put them on  
2 notice for the damage in writing, saying that this damage was  
3 caused maybe by fault of the operator, or whatever it may be, and  
4 probably usually provide, like, an estimate and so forth. So when  
5 there is significant damage or, I guess, billable damage, it will  
6 be formally noted with, like, an e-mail.

7 Q. Okay. And I know Ports America is responsible for the cargo  
8 operation, but does the Port of New Orleans have any specific  
9 policies addressing heavy weather procedures, emergencies specific  
10 to maybe the crane ops or cargo operations or mooring arrangement  
11 required for vessels?

12 A. So for the crane operations, the cranes are set up, I  
13 believe, so when they hit wind speeds of 40 miles -- there's  
14 several criteria, but at different windspeeds, the alarm will go  
15 off. At certain windspeeds, which I believe is 40 miles an hour,  
16 it shuts down the gantry operation of the crane and locks the  
17 wheel brakes and so forth. As far as mooring and tying the vessel  
18 up, I don't believe -- that might be a question more for our  
19 berthing department, but I don't believe they do. I think that's  
20 left up to the vessel operators.

21 Q. Okay. And what about any general emergency procedures if,  
22 you know, something were to occur on the terminal?

23 A. I guess there's a wide variety of those types of incidents,  
24 so if it's a chemical or a hazard, or something like that, that  
25 type, yeah, there's -- we have notification processes in place,

1 what we call an ad hoc system, where I guess you can put out a  
2 blast notification to all -- at least our employees and then  
3 through HPD, that would also be communicated to our tenants and so  
4 forth.

5 That's usually something in the container yard that something  
6 like that may happen. Obviously, for larger events, hurricanes,  
7 we have procedures in place, but for an event that we're kind of  
8 discussing with the, the crane, the incident --

9 Q. Right.

10 A. -- there, there's really not much of a notification process  
11 in that because it's very localized, and it's happening at -- you  
12 know, I guess there's not much to, to do about it besides  
13 everybody get out the way.

14 I mean, so the way that normally works, whoever is witnessing  
15 it would notify HPD, and HPD would then notify through a blast  
16 text message to a certain group, which is usually the vice  
17 presidents, the directors, and/or key maintenance personnel, put  
18 out a notification that this event is happening, and then  
19 everybody takes whatever precautions or roles that they need to do  
20 to rectify that. It's kind of like a one-off kind of a scenario.

21 So, in this case, that's basically what had transpired. The  
22 people on the ground started, you know, notifying myself, and then  
23 I actually started sending out the e-mails, or the text messages  
24 first, before it got to the HPD. But it just happened that way in  
25 this scenario. Usually HPD knows about it first and it, it comes

1 the other way.

2 Q. Okay. And I'm sorry. What does HPD stand for?

3 A. Oh, I'm sorry. Harbor Police Department.

4 Q. Oh, sure. Okay (indiscernible). You mentioned 40 --

5 A. And I guess --

6 Q. I'm sorry?

7 A. Just, just to add to that, it's like there's -- the reason  
8 there's no set plan for, I guess, an allision or, or some kind of  
9 incident like we're talking about, because it could happen a dozen  
10 different ways that it's kind of hard to have a plan to address  
11 that. That's why there's no, like, specific plan for that.

12 Q. Understood. You mentioned the 40-knot windspeeds for  
13 shutting down the crane operation. Is that something that's  
14 widely known throughout Port NOLA, or if you even know, Ports  
15 America, that that's the limit for operations?

16 A. Yes. The terminal operators should be aware of that, and we  
17 actually give them, like, the procedures. When I say it's a  
18 procedure, it's more or less the guidelines and criteria for the  
19 crane operations of when the, you know, the alarms sound at a  
20 certain windspeed and, you know, the lights on certain rigs (ph.)  
21 start flashing, and then if it goes a little higher, then it  
22 actually locks the wheel brakes and prevents the operator from  
23 moving the crane.

24 And there's some other little criteria in there. And I guess  
25 we can provide the actual printout of it. But it depends if it's

1 a constant windspeed for a certain period of time or if it's just  
2 a gust for a certain period of time, but it's generally between a  
3 35- and 40-mile-an-hour range depending on how -- if it's a gust  
4 or sustained wind what the crane, the computer system on the  
5 crane, you know, where it shuts down at.

6 Q. Great. And we can get with Ford and Jeanne, but I think  
7 that's -- that would be really helpful to have. And just to be  
8 clear, around 35 to 40 miles per hour -- I'm sorry -- knots,  
9 that's when the crane itself would shut down?

10 A. Yes. And like I say, it's a little more criteria in there.  
11 It just depends on if it's a gust for --

12 Q. Okay.

13 A. -- seconds or if it's a sustained wind over so many seconds,  
14 then it treats it a little differently.

15 Q. I see.

16 A. So it's got like a little process that the computer system  
17 goes through and makes that decision.

18 Q. Okay. And so, theoretically, the alarm should be sounding  
19 for a couple of minutes prior to reaching the shutdown threshold?

20 A. It could, yeah. It just, it depends on how the weather is  
21 acting. You know, if it comes on all at once or it's kind of like  
22 a slow buildup, so it depends.

23 Q. Okay. Can you describe the relationship of the contract  
24 between Port NOLA and Ports America?

25 A. So they, they are tenants, so they lease the facility from

1 us. As far as the -- so the warehouse and the property behind the  
2 container yard, they lease that, that property, and they are  
3 responsible for maintaining that property that they use. And  
4 there's a lot of language in there, so it -- you know, little  
5 tidbits to that.

6 The front face of the wharf, which is our first-call area,  
7 which is usually the first 100 feet of the wharf, and that varies  
8 in different spots -- let's just say the first 100 feet, which is  
9 where the cranes are located -- that is the maintenance  
10 responsibility of the Port of New Orleans, because it could be  
11 used by multiple tenants. We maintain that flexibility. So  
12 that's for the facility.

13 And then, you know, they'll rent the cranes from us when they  
14 have a vessel that's in, in port and on an hourly rate to commence  
15 or -- cargo operations.

16 Q. Are there any Port of New Orleans personnel that are  
17 physically involved in the cargo operations?

18 A. Not -- so the crane maintenance department, they will be  
19 onsite, basically, just on standby in case the crane is having  
20 some sort of malfunction. There's a lot of little things. Like,  
21 a breaker may trip, or it may have something more, a larger  
22 mechanical or electrical part that may fail. They're on standby  
23 to basically run up there real quick, either reset that breaker or  
24 change something out, or put the crane back in service.

25 As far as assisting with the cargo operations, no, unless

1 it's just bringing in another piece of equipment for them to use,  
2 but that's usually all handled by the terminal operator.

3 Q. Okay. Are there representatives from your maintenance  
4 department always on the scene during a cargo operation using the,  
5 the crane?

6 A. Yes. We always have people on staff any time the cranes are  
7 in use. It depends on -- you know, the number of people we have  
8 on, on staff at that time will depend on how many cranes are  
9 actually in operation, how many operations we have going on. You  
10 know, if all six cranes were in use, we'd have more people versus  
11 if we just had one or two cranes in use, we'd have less. So it  
12 depends on what the -- so, yes, there would always be personnel on  
13 staff -- onsite.

14 Q. And generally, how many people would you say are assigned to  
15 one crane at a time?

16 A. So usually it phases out. That's why I wasn't being that  
17 specific.

18 Q. Okay.

19 A. So when you have one, one or two cranes, we might have four  
20 employees. As the numbers go -- as the number of cranes go up, we  
21 won't have four employees per crane -- or it might not be two  
22 employees per crane. We'll usually have a staff of at least four  
23 people when we have a couple cranes in operation. And then as the  
24 numbers increase, you know, if we pick up two more cranes, it  
25 won't be another four. It might only be another two people, you

1 know? If we go up to six cranes, we may just maintain with those  
2 six individuals out there.

3 Q. Okay. And generally, how many people are on your staff that  
4 are responsible for maintenance of the cranes?

5 A. So at the point where this incident took place, we had just  
6 recently staffed up to our new staffing levels. I believe we  
7 have -- should be 13 employees currently plus three supervisors.  
8 So I think it's 16 total at this time. The -- and so -- and then  
9 that's the new staff level, because we, we just increased the  
10 numbers recently because we're preparing and getting people  
11 trained for the new cranes that we're purchasing or are being  
12 delivered in about approximately a year.

13 Q. And what does their training consist of?

14 A. Most of it is in-house. We try to, you know, we try to hire  
15 people with some levels of experience, whether it's electrical or  
16 mechanical and so forth, and we have some criteria there. But  
17 once they come onboard, the training is mostly if not all  
18 in-house.

19 So we will -- we'll do some, some different training versus,  
20 you know, have somebody come in, have a hydraulic class or an  
21 electrical class, or little things when we can, or vendor-specific  
22 training for, like, the spreader bars and so forth, when we have  
23 time to squeeze them in for, like I said, vendor-specific  
24 training. But most of it's hands-on, almost like apprenticeship  
25 level, so they're learning from the guys who have been here longer

1 and working through different repairs and different malfunctions  
2 that way.

3 Q. And I know these container operations can happen really at  
4 any time of the day and they can be lengthy. How is their work  
5 schedule managed?

6 A. So right now, one of the reasons we staffed up is so we could  
7 have three actual crews of employees. So it's kind of a flex work  
8 schedule, which I can provide a copy of it. We just had this  
9 approved through Civil Service actually.

10 They're working -- there's two crews on any given day. The  
11 first crew -- well, both crews come in from 6 a.m. to 6 p.m. One  
12 of the crews is at a on-call for any overtime that may be required  
13 that afternoon or that night. So, like, one is on a 12-hour day.  
14 The other one is on a 12-plus day. The employees that are on a  
15 12-plus day, in order to give them enough rest before they come  
16 back to work, they will be off the following day.

17 So it's kind of a staggered schedule the way that works. And  
18 then when it comes to Friday, Saturday, and Sunday, those are what  
19 we consider flex days. So if there's no ship at berth that are  
20 requiring operations, they may be off for a three-day weekend.  
21 Usually that's unlikely. But certain crews are on the schedule  
22 basically to be on call for any operations that are on those days,  
23 as well. It's --

24 Q. (Indiscernible).

25 A. Which we, we can provide a copy of the schedule so you can



1 see how that, how that flows.

2 Q. Sure (indiscernible) that. And jumping back to the, the  
3 contract between Port of New Orleans and Ports America, how long  
4 has -- do you know how long Ports America has been a tenant of  
5 Port of New Orleans?

6 A. I don't know. That would be probably a question for our  
7 commercial division.

8 Q. Okay. Fair enough. But since you've been an employee of  
9 Port of New Orleans, Ports America has been at the terminal?

10 A. Yes.

11 Q. Okay. And so you had said earlier that you received a  
12 notification of the incident. Were you, were you present at Port  
13 of New Orleans on the day of the incident or were you home?

14 A. I was actually at home, and I received, I believe, a text  
15 message and a call from the crane manager, who was also at home at  
16 that time. I believe the supervisor who was onsite was, was  
17 calling and texting him, which he started calling and texting me,  
18 as the incident was still taking place. And then from there, you  
19 know, we, we both headed in to, to work at that point to, you  
20 know, put eyes on the, the situation.

21 Q. And who was that? Who's your crane manager?

22 A. Jason Gervais.

23 Q. Okay (indiscernible) him. And so he was -- he got notified  
24 directly from the supervisor, who is one of Ports America's  
25 contract employees, correct?

1 A. No, so our, so our maintenance supervisor who was onsite  
2 would have been Brett Escher, and so I'm speculating, I'm assuming  
3 it was him that was calling Jason. It could have been one of the  
4 employees directly that was out there or probably more than one of  
5 them contacted the crane manager, like I said, who was at home,  
6 and then he, he passed it to me.

7 Q. Okay. And do you recall what were you initially --

8 A. Where was I initially? I was at home when I got the  
9 notification.

10 Q. Sorry. What was the initial report that you received?

11 A. Oh, so the initial report that I received is that the, the  
12 vessel had broken away from the dock and had dragged the cranes up  
13 and down the wharf and was actually still dragging Crane 6 up and  
14 down the wharf, like, it was, it was still in process -- in  
15 progress.

16 Q. What were the actions of your employees? So you have your  
17 maintenance crew and the supervisor. What did they do during the  
18 incident?

19 A. The only thing anybody could do at that point, which is what  
20 they did, was pretty much get out of the way, and they may have  
21 assisted in communication with helping the operators get off the  
22 cranes. I know they were talking to them back and forth on the  
23 radio, and I'm -- I don't have the details, but I'm assuming they  
24 were communicating --

25 Q. Sure.

1 A. Helping them get off.

2 Q. Okay. So the, the supervisors has direct contact with the  
3 crane operators?

4 A. All the employees -- just all the employees should have a  
5 radio, a personal radio on them that they can communicate with the  
6 crane operators or the other employee -- other maintenance  
7 employees.

8 Q. Okay. Did any of your employees recall anything odd about  
9 the cargo operation of the vessel itself?

10 A. Not about the vessel it -- not that I've heard. Not about  
11 the operation or the vessel itself. I don't, I don't want to  
12 speculate. I don't know if it's coming from my employees or they  
13 heard word of mouth. There was some speculation about maybe they  
14 didn't think the number of ropes might have been appropriate, but  
15 I think that might have -- that might not have been from them  
16 directly. They might have been in that hearsay.

17 Q. Okay. And, and what about the weather. Did they say  
18 anything to you about how the weather developed at the terminal?

19 A. I did not have any direct communication with them. I mean, I  
20 saw, you know, they've been providing videos of when it started  
21 raining. It appears that from there, from the videos they were  
22 taking of it, it came on pretty quick, and they were kind of taken  
23 aback by it, I guess, which is why they were taking videos.  
24 Normally, they wouldn't take videos of rain coming down by the  
25 office, but obviously, it was shocking enough, I guess you could

1 say, that they actually pulled out their phones and, you know,  
2 took a quick recording of it, so --

3 Q. Okay. I didn't ask when we were talking about policy, but do  
4 you know, is there anyone on the Port of New Orleans staff that's  
5 responsible for monitoring the weather?

6 A. Not on a daily basis. I mean, we monitor for, for major  
7 events. Like, we're looking for tropical storms, hurricanes, and  
8 things of that nature. But normal, you know, thunderstorms of  
9 that nature, I mean, that happens -- you know, this time of year,  
10 when you have a thunderstorm every day, normally we wouldn't watch  
11 that.

12 If we -- if any of us got a word of, you know, there was  
13 severe weather or some of that nature like a tornado or something,  
14 obviously, if we had some kind of alert, we would take action on  
15 that. But, you know, spotty thunderstorms and small things like  
16 that happen so frequent that it's not practical.

17 Q. Okay. And then can you describe the extent of the damages  
18 specific of the crane?

19 A. Somewhat. I mean, the -- some of that is still being  
20 investigated, some of the smaller details. The -- obviously,  
21 from -- the larger damage to Crane 6, which is the larger of the  
22 two cranes that were damaged, there was an obvious bend in the  
23 boom of the crane, which is probably the, the biggest hurdle for  
24 that one that can't be overcome. That's a very expensive fix if  
25 even possible to get that corrected.

1           That and there's damage to -- obviously, that crane was  
2 pulled off of the crane rail, so there was some damage to the -- I  
3 guess we call the trucks or the gantry assembly, certain locations  
4 on the crane. That's, that was the obvious damage that you can --  
5 you know, anybody walking by could see, or if you got up on the  
6 crane, you can see the bend in the boom and so forth.

7           You know, going a little deeper, you know, I guess we'd have  
8 to get the report from our, our crane consultant/engineer. I'm  
9 sure there's more electrical and maybe some hydraulic damage to  
10 that crane, as well.

11           Going to Crane 5, that had damage to some of the electrical  
12 components, electrical junction boxes and conduits from the  
13 container actually looks like it swung back into the crane and  
14 impacted the crane in several locations. The nature of those, you  
15 know, electrical connections being cut or severed abruptly like  
16 that, once -- I'm sure there's more electrical damage that, that  
17 triggered off.

18           There's also some additional damage, I guess, from the crane  
19 being dragged back and forth to some of the gearboxes on the, on  
20 the gantry system, which we haven't pinpointed the exact problem.  
21 But with us trying to gantry it back and forth now to move it a  
22 little bit out of the way, it's, it's struggling and, like I --  
23 you say, fighting itself when there was a lot of vibrations and  
24 chatter in it. So we know there's a problem with, with some of  
25 the gearboxes, as well. It just hasn't been fully diagnosed, the,

1 the extent of that damage.

2 Q. Okay. And --

3 A. But it -- yeah, it probably would be electrical damage and  
4 some mechanical damage to the gantry system. We don't believe  
5 that we've seen so far that's evident that the boom has been  
6 damaged. We think that -- at least the earliest opinion of it is  
7 that the, the spreader and the container broke free before, I  
8 guess, any significant damage happened to the structure itself,  
9 but we're still investigating that.

10 Q. I understand. And what about the pier itself? Is there any  
11 damage?

12 A. Say that again? Somebody was trying to call in at the  
13 same --

14 Q. Regarding damage to the pier itself, was the terminal --

15 A. Very minor. It looks like the container and/or spreader,  
16 when it fell and hit the crane and rolled off into the river, it  
17 impacted two, maybe three of our finger piles. I believe it might  
18 have just been two. So, yeah, so there's some damage to piles.  
19 Those, I think when we were installing those, we figured that cost  
20 of the actual material and labor to install them may be \$1,400 a  
21 pile, or something like that. It's not terribly expensive.

22 And just with those two piles damaged, there's still enough  
23 of good piles around it, so it's not shutting down the wharf at  
24 this time. So that's something we'll come in and repair, you  
25 know, when we have other piles damaged at other times and -- to

1 make a good run of -- and be efficient to make, make several  
2 repairs at one time. So no, no concrete damage or deck damage or  
3 anything else that was noted.

4 Q. And were any of your employees injured during the incident?

5 A. No.

6 Q. Okay. Had anything similar ever happened on the terminal,  
7 maybe not this significant?

8 A. We have had some of the larger container vessels break away  
9 from the wharf in the past. I wouldn't say it's a long, ongoing  
10 issue, but I guess as the vessels are getting a little bit larger,  
11 if they -- a gust of wind from the certain direction -- since I've  
12 been here, in 3 years, I think it's happened at least, at least  
13 once more, maybe twice, that the ropes or the lines on a vessel  
14 have broken and the vessels have pulled away. Again, though, not  
15 this significant and not with the, the cranes being still, I  
16 guess, attached to the vessel.

17 Q. Okay. And back to your employees that were on scene the day  
18 of the incident, did they say to you -- recall hearing the alarm,  
19 the high wind alarm go off or even see the crane shut down because  
20 of the high winds?

21 A. I didn't ask them specifically about that. We do know that  
22 the alarms were, were functioning, and the lights -- and I guess  
23 it's word of mouth. I, I didn't specifically ask them, but the  
24 understanding is that the lights were flashing and the alarms were  
25 going off, but that'd be a question I guess you'd have to ask them

1 directly if they actually saw it themselves or heard it  
2 themselves.

3 I guess regardless -- so the way the crane operation works,  
4 when the alarm system for high windspeed starts activating, it'll  
5 still allow the crane operator to trolley, which, you know, the  
6 operator cab can go out to the tip of the boom and then come back  
7 over the wharf with the spreader and container and be able to  
8 hoist up or hoist then to get that last operation off the crane.  
9 What the -- what it does for the most part is locks the gantry  
10 brakes down and the wheel brakes, stops the crane -- or the wind  
11 from pushing the crane out of position. So that's what the wind  
12 alarms do. It shuts down the gantry operation.

13 But under normal circumstances, if the, if the operator is  
14 not gantrying, if they're just working one row of containers on  
15 the ship, those brakes are already engaged. So it's almost --  
16 it -- you know, even if the, the wind alarm wasn't going off, if  
17 the crane operator wasn't actively gantrying, all of those brakes  
18 would have been engaged anyway, and the crane would have been, I  
19 guess, in the same secured type of position if the wind alarms  
20 were going off.

21 Q. I understand. That's helpful. I don't think I realized  
22 that. So is there any other type of shutoff that would occur at a  
23 high windspeed, or just specific to the gantry brakes?

24 A. It's, it just, it prevents gantry is what it does.

25 Q. Okay.



1 A. That's what -- because you don't want the crane being blown.  
2 Or if the actual -- you know, if they're trying to gantry upriver  
3 or downriver at a certain speed, you know, carefully, but then you  
4 get a high gust of wind that starts wanting to move the crane too  
5 fast, that's what that prevents.

6 You know, so in the design of the crane, if you're having a  
7 wind alarm, you'll want to let them probably get that last  
8 whatever they're -- if they're on the ship, get off the ship, or  
9 to set that container down. You don't shut down those features.  
10 That's why -- I'm assuming that's why it's designed that way, to  
11 allow that to happen. In this case, it's -- speculation would be  
12 that I'm assuming the operators did not have time to probably  
13 get -- make that happen.

14 Q. That makes sense. There were some reports in our other  
15 interviews that the crane -- one of the cranes or both might have  
16 lost power. Did anyone relay that to you?

17 A. I don't recall them saying they lost power. The -- or not at  
18 the time of the incident. I mean, we do -- we can lose power, but  
19 I don't recall that, them saying that. Actually, I'll have to go  
20 back and check my text messages. I think we might have even had  
21 the discussion. Yeah, I don't, I don't recall them saying that  
22 they lost power.

23 Q. Okay.

24 A. They may have lost power -- I'm assuming they lost power or  
25 shut off once the electrical connections were damaged. But other

1 than that, I'm not aware of them losing power.

2 Q. Okay. Can you speak generally about what maintenance is done  
3 on the cranes?

4 A. You said what maintenance is done on the crane?

5 Q. Yeah, so maybe what your staff is responsible for, what you  
6 might contract out to third parties?

7 A. So, in general, you know, I guess you'd say general  
8 lubrication of all the hinges and moving parts. It's a lot of  
9 mechanical features of the cranes, like the motors and gearboxes  
10 and so forth. So we do a lot of greasing of (indiscernible) the  
11 hydraulics on the crane. If, you know, we -- if we're regularly  
12 inspecting it on a daily basis, doing walkthroughs, if we see  
13 something routine or something that may be near failure, we'll go  
14 ahead and we'll start changing those fittings or connection  
15 points.

16 We do daily walkthroughs before and after operations, looking  
17 at all the wire ropes and the cable systems since it's used so  
18 frequently. Anything that looks like the cables are marred or  
19 starting to become frayed, we'll change out all the wire ropes on  
20 the cranes. That's a regular occurrence. And general, like I  
21 said, electrical upkeep has certain things -- or giving us, like,  
22 hiccups, like, little issues. Like I said, a breaker may start  
23 routinely tripping because it may become weak, and we'll start  
24 changing out breakers. Or if there's a short in something, we'll  
25 change new wires.

1           So it's general upkeep as certain things and parts  
2 deteriorate and break down over time. We replace those. There's  
3 a variety of different maintenance things. So some of it is  
4 usage-dependent, time-dependent, or some -- a lot -- some of the  
5 parts are just run-to-failure, and then we -- we're all in standby  
6 to replace them with our, our spare parts that we have in stock.  
7 So that's all done in-house.

8           Usually things that are contracted out are when we have  
9 larger, heavier, structural-type repairs. If they're replacing  
10 bearing or shivs, depending on where they are on the crane, where  
11 our guys may not be as familiar with the rigging and support to  
12 move these heavy items around, we'll usually contract some of that  
13 work out. But other than that, most of the work is done in-house.

14           Larger electrical replacements -- we'll change out our, our  
15 main electrical conductors ourselves usually. But some of the  
16 work, when they have to get underneath the wharf and make the  
17 final terminations, a lot of that -- because the contractor has to  
18 build scaffolding and other things that our guys aren't  
19 necessarily familiar with. That's not their main job duties.  
20 We'll contract that work out, as well.

21           You know, or other -- sometimes, like, when we have a cut in  
22 the main electrical conductor, that's a specialized set of skills  
23 that only certain contractors in the country, there might only be  
24 a handful of them that do it, that will come and make those  
25 splices and re-vulcanize the, the conduits -- I mean, not the

1 conduits, but the conductors. That's beyond our -- beyond the  
2 scope and skillsets of our employees or equipment that we have to  
3 do that.

4 But mostly everything we'll -- we can change everything from  
5 if it's small electrical components, the hydraulic fittings.  
6 We'll pull down the large hoist motors and swap those out  
7 ourselves. Now, we will send motors and gearboxes off to --  
8 offsite to a machine shop or a motor shop to get refurbished, but  
9 we'll reinstall them.

10 I think I covered most --

11 Q. Great. Yeah, that, that was great. What about, is any of  
12 this routine maintenance scheduled by manufacturer specifications?

13 A. Some of it. That's what I was going to get to. It's  
14 different -- stuff like I was saying, some of it's time-based.  
15 Some of it's, you know, we're trying to get -- some of it's  
16 time-based, so if we know we're running ever so many months, we'll  
17 pull a motor off and we'll try to get it refurbished. Some of  
18 it's by manufacturer specifications that is -- that, that would go  
19 along with the time-based or usage-based.

20 We're trying to get a lot of our newer cranes up to speed  
21 with that. The two older cranes, Cranes 4 and 5, when those were  
22 built, the cranes actually came with a maintenance system that  
23 would count, you know, how many times this brake actuator, how  
24 many, how many hours were put on this motor and so forth, and it  
25 would actually give you an alarm or a little red light or some

1 kind of notification that it may be time to check this or maybe  
2 this part is -- it has failed and it's time to repair it.

3       The newer cranes for some reason don't easily come with that,  
4 and we're finding in the purchase of our new cranes, the industry  
5 does not provide that anymore. And we're trying to develop  
6 systems to get the cranes to talk to us and get that information  
7 off the crane to give us those counts and those numbers so that we  
8 can do more specific maintenance besides doing an inspection or  
9 just basing it on time, to actually get, like, you know, this  
10 brake has, you know, actuated 1,000 times. The manufacturer, you  
11 know, requires refurbishment at 1,200 times. So kind of redline  
12 it to know that it needs to be done.

13       So I wouldn't say we're doing that 100 percent across the  
14 board. Everything -- we, we try to do that. It's just the  
15 industry is not helping us do that. So we're trying to do that  
16 kind of on our own for the most part. A lot of what we do is in  
17 run-to-failure-type maintenance, which in the industry seems like  
18 kind of the norm.

19       And I would have to give our guys credit. We're pretty good  
20 at that, because we maintenance over, I think, \$2 million in  
21 spare, spare parts for the cranes that's just right across the  
22 street. So when something goes down, we shut down, we go across,  
23 we grab the part, we go back and reinstall it, take the old part  
24 and send it off to get repaired, and then put it back in stock.

25       So that's, that's the normal course of repairs besides just

1 the general routine maintenance like greasing, making things  
2 are -- making sure things are running normally, and inspecting  
3 them for damage and deterioration.

4 Q. And so for the -- to keep track of the schedule for the  
5 cranes that don't do it for you, is that, like, an electronic log  
6 or spreadsheet, or software that you have?

7 A. No. So, basically, most of it's done by we're doing  
8 inspections on the cranes just daily before and after operations.  
9 So even while the cranes are in operation, we have eyes on the  
10 crane, you know, maybe listening for things and so forth. So  
11 you're looking for issues on a routine basis. Or when you -- when  
12 they notice something sounds right, doesn't sound right, or it's  
13 off, or we're seeing frays in the cable and so forth, we start, we  
14 start making -- you know, we put it on the board that it needs to  
15 be changed, and it's, you know, it gets, it gets worked into the  
16 schedule.

17 That's the problem we're having is trying to get that data  
18 from the crane to put on a spreadsheet, I guess you'd say, to  
19 populate it to flag those areas of concern. So right now it's  
20 basically -- it's, it's done by inspections, and then we'll put it  
21 on the -- I guess you could say they're a to-do board or they're  
22 upcoming work, and like, there's a list that's, like, a constantly  
23 updated list of things that need to be addressed.

24 And you know, it just depends. If it's urgent, like it's  
25 going to shut down a crane, well, then we need to stop the

1 operation and go change it. If it's something that's not urgent or  
2 not critical, it may be just put on a list to when we have a free  
3 day when that crane is not being used, then we go out there, and  
4 we, we conduct that maintenance on it. All, all the work is  
5 trying -- is we attempt to schedule the maintenance if possible,  
6 if it's not critical, around operations so we don't slow down the  
7 terminal operator or, you know, cargo ops.

8 Q. How do you determine whether that type of maintenance would  
9 be critical or whether the crane could still continue operations?

10 A. That would usually be determined by the crane manager or the  
11 crane supervisors. I mean, obviously, sometimes it's critical if  
12 the crane is -- if it's broken and not operating, it's already out  
13 of service because some part has failed at some point.

14 It may be -- usually, like, if you hear -- you know, it may  
15 be anything from one of the brakes or one of the gearboxes making  
16 a little noise or to a wire rope showing a little fray in it that  
17 it's starting to deteriorate, but it still probably has some life  
18 in it, we'll just put it on the board to, like, okay, we need to  
19 get to this next time we have a free day, which may be the next  
20 week or so forth. So it's kind of a determination depending on  
21 what the, what the issue may be.

22 You know, in any of the cranes, there are multiple gantry  
23 motors, so if one motor is acting up and we have to take one motor  
24 offline, that's not a big deal. The crane can operate  
25 indefinitely like that, so we wouldn't do that. But if we had to

1 take one offline and then on a free day go remove that motor, put  
2 the new one back on, send it off to the shop, we'd, we'd schedule  
3 that around those operations.

4       So it just -- there's a thousand different parts in different  
5 scenarios that would go into that, but it would be the call of  
6 the, the crane manager, crane supervisor if it'd be critical. So  
7 I would say that the safety issue, it could be a, you know, a life  
8 safety issue, it would be addressed immediately. It's just like  
9 for the routine maintenance or deterioration of parts, it would be  
10 a judgment call depending on operations (indiscernible) and how  
11 critical if it would -- it's going to shut down a crane  
12 unexpectedly for some reason, we might jump in a little quicker  
13 and knock it out.

14 Q. Does the supervisor notify you of these types of repairs  
15 especially when they're critical?

16 A. Yes. It would depend on the significance of it.

17 Q. Okay.

18 A. So when they have to change wire ropes, they'll usually let  
19 me know, because they have to pull that crane out of service for a  
20 day. If it's, it's critical -- like, if they go up there after an  
21 operation -- wire ropes are a good example because that could be a  
22 life safety or it could shut down the crane.

23       So if they go up there and they look at the wire ropes, and  
24 they're like they looked fine, you know, the day before, and then  
25 all of the sudden they look horrible the next day because maybe



1 they got overstressed or they got damaged in, in some fashion, the  
2 crane, the crane manager or supervisor would let me know, look, we  
3 have to pull this crane out of service unexpectedly; it's going to  
4 affect operations. And then we'll swap out those ropes.

5 On the other hand, they might say, look, it's showing a  
6 little deterioration. We're good for another day or so, but we  
7 have a window on, say, Friday. We're going to, we're going to  
8 change the ropes on that day. And you know, they'll, they'll let  
9 me know about that, as well.

10 So that same kind of mentality goes through, I guess, any of  
11 the systems on the crane if it was something critical. They don't  
12 go tell me every time they're changing, you know, like, a light  
13 switch or a breaker or this or that -- doing that kind of stuff on  
14 a daily basis. But if it's affecting operations or they got to  
15 take the crane out of service for some reason, or they're going to  
16 be shutting down for a whole day, they -- yeah, yes, they will let  
17 me know.

18 Q. Um-hum. And this board that they're recording the  
19 maintenance, is that -- I'm envisioning a whiteboard in the  
20 office?

21 A. Pretty much, yes. It's an ongoing whiteboard. So as they do  
22 them, they'll erase, they'll put something else on there, and it's  
23 constantly rotating, being renewed, I guess you'd say.

24 Q. And is a history ever kept of the maintenance being conducted  
25 on a spreadsheet --

1 A. I believe so. I wouldn't say I know in how much detail, but  
2 it's probably all on paper.

3 Q. Okay. And then, so I'm clear, so 5 was one of the older  
4 cranes, and so that was keeping track of some of the maintenance  
5 or it would alarm when a part needed to be replaced, but 6 didn't  
6 have that type of technology installed; is that correct?

7 A. Well, 4 and 5 initially came with that system. Whether that  
8 -- because they're so old, and one of the reasons some of those  
9 cranes were being planned on being taken offline, because a lot of  
10 those PLC or drive systems were starting to have problems. And it  
11 may not have been -- matter of fact, I don't, I don't know if it  
12 was working for the last few years, because you can't buy spare  
13 parts for that. It won't repair them anymore, which is why Crane  
14 5 was scheduled for decommissioning.

15 Q. Okay.

16 A. But the newer cranes -- that's what I was getting at -- those  
17 cranes, back in the day, when those were built, came with those  
18 type of systems. The new cranes going forward, it's like the  
19 industry says I guess they didn't -- they don't care about it  
20 anymore. They don't, they don't use that. Because we've been  
21 fighting tooth and nail trying to get that on our new cranes to  
22 kind of improve our maintenance efficiency and capabilities, and  
23 it's, it's proving near impossible to get that done almost, or  
24 it's very difficult.

25 Q. I see. Prior to the, the incident, were there ongoing or

1 outstanding maintenance on -- for either Crane 5 or 6?

2 A. Oh, yeah, I mean, there's -- so outstanding maintenance, I'm  
3 sure -- the cranes have been, you know, were greased and inspected  
4 on a daily basis. Those kind of things, no. You know, that's  
5 just constant, routine, day-in and day-out we're doing that.

6 Had the -- I'm sure -- I don't have a list in front of me,  
7 but any, any one of the cranes at any given time has, has  
8 something on that to-do list, I guess you'd say, more than likely.  
9 What that was on that given day, I couldn't tell you. But I'm  
10 sure, I'm sure they had something that probably could have been  
11 repaired or maybe something that was -- especially, like, on Crane  
12 5 that -- because we're scheduled to decommission it within, you  
13 know, a few weeks.

14 You know, if there was lights out or some minor systems, you  
15 know, we, you know, we weren't going to go spend a bunch of money  
16 replacing something that we were going to basically throw away or  
17 decommission in a couple weeks. Everything critical to the  
18 operation, though, or life safety, should have been, you know, up  
19 to par and, you know, should have been, should have been taken  
20 care of.

21 Q. And what about the, the cables? Were there any issues, or do  
22 you recall when the last time they were replaced?

23 A. I don't know when the last time they were replaced.  
24 Actually, well, I want to say -- I don't have the date -- I want  
25 to say Crane 5 was recently replaced, and -- because I think we

1 had that conversation. We replaced them like -- I want to say a  
2 couple weeks or just before. We can get those dates.

3 Q. Sure.

4 A. But, like, the actual, the cables, when the guys do their  
5 pre-inspection and post-inspection, they'll walk the boom and  
6 they'll, you know, they'll walk through -- they're looking for any  
7 signs of deterioration on those, on those cables. So that's a  
8 daily -- or not even daily, that's every operation.

9 Q. Right.

10 A. We'll (indiscernible) the crane out. They'll, they'll do  
11 those, those quick checks.

12 Q. What about, do you recall if there's a specific age where the  
13 cables are mandated to be replaced?

14 A. I'm sure there is. I don't recall what that date, what that  
15 timeline comes to, but I believe we're changing them more  
16 frequently than that, that required timeframe, just because they  
17 start getting damage or showing wear before, I guess, the age  
18 requirement would come up.

19 Q. Do you know about how frequent?

20 A. Oh, go -- it depends on usage.

21 Q. Yeah.

22 A. I could find out for sure.

23 Q. Sure.

24 A. I want to say we're changing them twice a year, most of the  
25 cables. Not all of the cables on a crane, but the -- so, like,

1 the, the boom cables actually pull the boom up and down, those may  
2 only get changed -- I think my crane manager told me the other day  
3 maybe once every, like, 10 years, because they don't see a lot of  
4 usage. Just when a crane -- it booms up, it booms down, like, you  
5 know, a couple operations a day.

6 The actual hoisting and trolley cables and all the things  
7 that are just running back and forth constantly, you know, maybe  
8 1,000 times a day, depending on how much, how much cargo we're  
9 doing, I think those are getting changed a minimum, all those  
10 cables, twice a year. And that's just normal wear and tear on  
11 them. If something else happens, like they get overloaded or they  
12 get damaged in some other fashion, it may be more.

13 Q. And then once a new set of cables is installed, is there a  
14 type of weight, weight test that is conducted?

15 A. Not -- I don't think -- it's not a weight test for the cable.  
16 We do a loading test. I think it's part of the OSHA inspections  
17 that we do. Yeah, there is a load test that's done on the cranes.  
18 That's part of the OSHA inspection.

19 Q. Okay. Do you mind explaining to me the differences between  
20 Cranes 5 and 6? I understand that they were -- they're different  
21 models.

22 A. Yeah, so they're different manufacturers, built at different  
23 times. I think one is -- Crane 4 and 5 -- I guess they're all  
24 like sister cranes. So, yeah, 4 and 5 are a match, 6 and 7 are a  
25 match, and 8 and 9 are a match. So 4 and 5 were commissioned in

1 1997; 6 and 7 were commissioned for operation in 2001. So a few  
2 years in between. The -- and the cranes 4 and 5 were Pasico  
3 cranes, and 6 and 7 were IMPSA, I-M-P-S-A, cranes. So different  
4 manufacturers, different -- they were built in different parts of  
5 the world, I guess you'd say.

6       Cranes 4 and 5 and 6 and 7, they're all 50-foot gantry  
7 cranes. That means the rails that they ride on are 50-foot apart.  
8 Cranes 8 and 9 are 100-foot gantry cranes, so the, the feet on the  
9 crane are 100-foot, based 100 feet apart. And what that does is  
10 it allows, obviously, for a wider stance. A larger crane can  
11 handle more load and further outreach. But specifically between 4  
12 and 5 and 6 and 7, both being 50-foot cranes, 6 and 7 has a little  
13 more height to it. I mean, do you want specific numbers or do you  
14 just want it in general terms?

15 Q. If you have the numbers handy, sure.

16 A. Okay. So Cranes 4 and 5, they have a 50 long ton lift  
17 capacity, with a twin pick spreader bar for 20-foot containers or  
18 40-foot containers. They can lift up to 70 long tons with a heavy  
19 bulk cargo lifting bar. The lift height on the spreader is 100  
20 feet. Outreach from the waterside rail is 146 feet. The crane  
21 height -- I'm reading it all off a spec sheet. So crane height is  
22 300 feet when boomed up, 200 feet when boomed down. It's a little  
23 different speeds on the actual crane, how fast they can hoist and  
24 trolley and so forth.

25       Cranes 6 and 7, 65 long tons, under-spreader, with a

1 separating twin pick for 20 or 40-foot containers. So their  
2 capability is -- so 4 and 5, you're picking up a 20 or you're  
3 picking up a 40. The 6 and 7, the actual spreader bar can adjust  
4 and pick up two 20s or single 20 or single 40. It also has up to  
5 75 long tons of capacity using the heavy bulk cargo lifting beam.  
6 Outreach from the waterside rail is 155 feet. Height on the  
7 spreader is still 100 feet. And then crane height when boomed up  
8 is 315 and boomed down is 210.

9 And they got some other specs, you know, motor sizes and  
10 speeds and so forth like that. Probably not relevant. But 6 and  
11 7, being a larger -- having larger motors obviously can move the  
12 containers a little bit faster, so the speeds on the motors are  
13 little quicker than -- and can operate more, more efficiently than  
14 Cranes 4 and 5. So heavy -- little larger size, little more  
15 robust crane, and can lift heavier weights and operate a little  
16 bit more efficiently and faster, 6 and 7 can, than 4 and 5.

17 Q. Do you know, can 4 and 5 and 6 and 7, can they all work on  
18 the same type of container operations or they selected based upon  
19 their capability?

20 A. So the only thing -- so 4 and 5 can lift a little bit less  
21 weight. So you're talking 50 long tons versus 65 long tons.  
22 There's a weight difference. And then there's the outreach  
23 difference on the crane. So outreach is 146 feet for Cranes 4 and  
24 5 versus 155 feet. So that may mean the difference -- if, if it's  
25 a wider vessel and the container they need to reach is on the --

1 is the river side of the vessel, it is some possibilities that 4  
2 and 5 can't reach that container, where, where 6 and 7 may be able  
3 to reach that container.

4 So there's that limitation. So it's a lifting, it's a  
5 lifting limitation of the weight and the outreach limitation of  
6 the crane that may, may select which crane you need to use for  
7 that vessel. Other than that, about the motor and feet, that's  
8 more of an efficiency standpoint and just getting, I guess,  
9 getting the job done quicker so you can be more efficient  
10 cost-wise.

11 Q. Specific to the lift and reach limitations, who would be  
12 responsible for making the decisions to use which crane?

13 A. So the terminal operators are aware of the capabilities of  
14 the crane, outreach and so forth, and they know the vessels that  
15 they're putting at berth, whether they're going to need that  
16 longer outreach to reach that, that last stack of containers on  
17 the outside of the vessel.

18 So they do different scenarios where they may, they may  
19 actually rent Cranes 4 and 5 and 6, and then when they need to get  
20 that last container maybe on the, the front end of the ship, or  
21 something like that, they'll maybe move 4 and 5 out of the way and  
22 then go get that with 6 or 7 depending on what they're using. So  
23 they kind of work around that limitation. They know that, and  
24 then they, they put that into their operation plan.

25 Q. And with each of the sister cranes, or at least 4 and 5 and 6



1 and 7 being from different manufacturers, is the maintenance  
2 addressed differently or is it pretty much the same?

3 A. It's, it's pretty much the same. I mean, the, the sets of  
4 cranes, they all have their little quirks and different needs that  
5 the, the maintenance staff becomes familiar with. You know,  
6 certain components on one crane, they last -- I'm just making,  
7 making a generalization -- they last, you know, X amount of time,  
8 where on the other crane they may only last half as long.

9 So they get used to the feel of those cranes and how -- you  
10 know, when things need to be addressed or when they start paying  
11 attention to certain items, because they do, they do behave  
12 differently. And they see the loads and the, the wear and tear a  
13 little bit differently based on the, you know, the types of  
14 cranes.

15 Q. And are you aware with the different type of cranes if the  
16 crane operator qualifications are different or if it's universal?

17 A. I want to say it's universal.

18 Q. Okay.

19 A. I'm sure, though, they do practice -- and we can confirm that  
20 with our manager.

21 Q. Sure.

22 A. I want to say they, they -- I'm sure they practice on all  
23 three types of cranes, but I think, in general, the certification  
24 for -- that they'd come with is probably universal.

25 Q. Okay. So to your knowledge, there's no prior threshold of

1 certification based upon a greater lifting load?

2 A. Not that I'm aware of.

3 Q. Okay. And through your, your maintenance staff, are they  
4 split up based upon a specialty, maybe electrical or mechanical,  
5 or are they pretty much jack-of-all-trades responsible for  
6 everything?

7 A. Yes, it is. Their title is, you know, like you said, a  
8 jack-of-all-trades. They're responsible for repairing from  
9 hydraulics, mechanical, or electrical, just about anything.  
10 Internally, obviously some people are more skilled electrically,  
11 some people are more skilled hydraulically, mechanically, so we  
12 try to formulate our crews, the three crews that we have, to kind  
13 of balance that out. At the same time, fostering hands-on to try  
14 to get everybody up to that -- the fullest capability in all  
15 three, like, a special -- well, four, I should say. You got the  
16 electronics, electrical, mechanical, and hydraulics. But their  
17 civil service title encompasses everything.

18 Q. Okay. Earlier, you had talked about the gantry brake. Are  
19 there any other safety mechanisms on the cranes that you're aware  
20 of that a crane operator could use during an incident of this  
21 nature?

22 A. No. So there's, like I said, there's about 1,000 different  
23 parts with the cranes, with a whole series of permissives, or  
24 safety interlocks, however you want to call them, that if, you  
25 know, this doesn't happen appropriately, it's not going to let you

1 do something else. And in this case, if the anemometers, the wind  
2 gauges, are hitting a trigger point, it, it locks, like I said, it  
3 locks the wheel brakes down, the rail brakes, to prevent any kind  
4 of gantry. And, and it allows certain permissives for trolleying  
5 and hoisting and lifting and so forth.

6 It does not give -- I guess there's no override button that  
7 I'm aware of in the operator's cab that would let them override  
8 those interlocks or permissive controls, which we actually, you  
9 know, we discussed in-house after the incident, you know, would  
10 that have been helpful, would it not have been helpful. And it's  
11 like when -- if you had something of that nature installed, when  
12 would they use it? Who would authorize them to use it? Would it  
13 make the situation worse? You know, it's -- it kind of snowballs  
14 out of control of, you know, when that would be allowed.

15 So, yeah, I guess that's where I'd have to leave that at.  
16 It's the crane, the PLC, the computer drive system controls and  
17 such has those permissive criteria throughout the whole crane.  
18 Every little function of the crane is preset. And so if it gets  
19 out of, out of those criteria, those ranges, it will stop those  
20 functions. And the operator does not have control to do that.

21 Our crane maintenance personnel could go onboard and, in  
22 certain cases, override those systems, but they did have to get  
23 into the, the HMI, which is the human-machine interface, like the  
24 control system for the crane, and actually either shut things off  
25 or try to bypass them physically.

1 Q. And what does the PLC stand for?

2 A. Programmable logic controller.

3 Q. And is the anemometer part of that system?

4 A. It's tied into it, yes. It provides a signal or a reading to  
5 the PLC, so the PLC would take that data and, like I said, if it's  
6 in range or out of range, it triggers another function. And that  
7 function may be locking out -- locking the brakes.

8 Q. And do you know those limits on the anemometer that are  
9 feeding the PLC, are they the same on those Cranes 4 and 5 and 6  
10 and 7?

11 A. Yes. I believe they, they should all be set the same, which  
12 may be a little conservative. But they should all be, like I  
13 said, the 35- to 40-mile-an-hour windspeed, which we can provide  
14 you all, because it's a little more detail because it tells, like  
15 I said, it tells you about how many seconds for this and how many  
16 seconds for that.

17 Q. Right.

18 A. But I think it -- I believe it is standard for all six  
19 cranes.

20 Q. Have you heard that alarm while it's either being tested or  
21 actually being sounded due to high wind?

22 A. I have heard it in the past. It was not going off when I got  
23 out there at that point, because the, the winds had already died  
24 down.

25 Q. Right.

1 A. I have heard them going off in the past, yes.

2 Q. I mean, is it safe to say they're a very loud alarm?

3 A. Yes. It's, it's noticeable. You can, you can hear it  
4 anywheres on the front face of that wharf. If you're anywheres  
5 near the cranes, you can hear it going off.

6 Q. And what about you mentioned that there were flashing lights,  
7 as well?

8 A. Yeah. I'm not sure if all six cranes have a warning light,  
9 but I believe some of the older ones do. So if -- some of them  
10 may have a visual alarm along with the -- an audible alarm, as  
11 well.

12 Q. And if the crane has that visual alarm, where would it be  
13 located?

14 A. I don't have the exact height of it, but it's lower, near the  
15 gantry system, I guess, in visual range. It's probably above --

16 Q. I see.

17 A. It's -- I don't know how many feet off the ground it is, but  
18 it's near the gantry system brake.

19 Q. Okay. And because the anemometer is tied into this  
20 electronic system on the crane, do you have printouts from the  
21 time of the incident that might read the windspeed?

22 A. So that goes into the initial problem I said. The, the  
23 older -- with not having that maintenance system that's built into  
24 the crane, nothing is recorded on the crane.

25 Q. Okay.

1 A. So at, at that time, if you were standing there in front of  
2 the HMI, the control system, there should be a reading on it, but  
3 it's not recorded. There's, there's no, no data historian --  
4 that's the word I was looking for -- tied to the cranes.

5 Q. I see. So there'd be no way of seeing what the windspeeds  
6 were from that interlock or from the time of the incident?

7 A. That's correct.

8 Q. Okay.

9 LT [REDACTED]: All right, John, I think that's all the questions  
10 I have. Thank you very much for answering them. It was really  
11 helpful. I'm going to pass it over to Drew from the NTSB.

12 MR. EHLERS: All right. Thanks, [REDACTED].

13 BY MR. EHLERS:

14 Q. And thanks, John. I really appreciate your time here. I  
15 just have a couple follow-up questions, and I'm going to jump  
16 around a little bit because you covered much of what I was looking  
17 at.

18 I just have some real basic questions, kind of background  
19 questions again. How many, how many container facilities are  
20 there in, in the Port of New Orleans?

21 A. There's -- so there's two tenants. You have New Orleans  
22 Terminal, and then you have Ports America. And they're basically  
23 side-by-side. So it's at our, our Nashville-Napoleon wharfs. So  
24 there's, there's three actual berths. You have Nashville B,  
25 Nashville C, and Napoleon A, which are used for container/cargo

1 operations.

2 Q. Okay. So there's not another container terminal other than  
3 the Nashville-Napoleon terminal?

4 A. Not at this time, no.

5 Q. Okay. And there's a total --

6 A. We're looking to build another one, but that's, you know, not  
7 at this time.

8 Q. Oh, okay. All right. And there's a total of eight gantry  
9 cranes? Did I -- is that correct?

10 A. Six.

11 Q. Six? I'm sorry. I'm sorry. All right. And so --

12 A. Six, six gantry cranes, and we have two RTGs, which are in  
13 our modal yard, which build the rail cars.

14 Q. Oh, okay.

15 A. Containers -- put them on the trains.

16 Q. Okay. How are your maintainers trained? Do they get any  
17 training from the crane manufacturers or are they trained in-house  
18 by your team? How do they get trained?

19 A. So it's a variety. So with the new cranes coming in, like,  
20 next year, we probably -- we will have some vendor-specific  
21 training to get -- try to get them up to speed on some of the  
22 items. Spreader bars and things where we can get vendors to come  
23 in and give like a day-long class, we do. That's usually when  
24 we're getting new equipment. So employees that get pulled in  
25 midstream, I guess you'd say, may not, may not see all of that

1 training. So most of that is hands-on with upper-level employees  
2 or supervisors providing hands-on training.

3 Q. Okay.

4 A. And there's kind of like -- so there's -- you know, as of  
5 today, there's four levels of container crane techs that we have.  
6 There used to be a container crane tech one or two, and then it  
7 become a container crane tech master. We actually just got that  
8 changed today through Civil Service, where we're going to a one  
9 through a four, and then after you get past the master, or the  
10 four, then there's a supervisor level, then a crane manager level.

11 So there's kind of a building process, or you would call it  
12 an apprenticeship process. As they learn and become more  
13 familiar, they get promoted up to the next level, and then their  
14 duties and responsibilities increase as that happens.

15 Q. Sure. And what's the total size of the crane maintenance  
16 staff?

17 A. I want to say we're staffed at -- I want to say it's 13 right  
18 now, so we should have -- I'll tell you what. Let me pull that  
19 up. We just hired a bunch of new, of new people on.

20 Q. Oh, okay.

21 A. I'll give you that real quick. So, so we might be up to  
22 actually 15 employees right now, and then adding in the, the two  
23 supervisors and the manager.

24 Q. Okay. All right. Thanks. That's helpful. Where does --

25 A. Crews of five.



1 Q. Go ahead.

2 A. And then, and then we actually have some other positions  
3 right now -- there's -- that are on the books to be filled, but  
4 not to be filled until the actual -- the new cranes show up.  
5 Because what we did, we were down to 13 with just the supervisors  
6 -- plus the supervisors, but we staffed up just recently within  
7 the last 6 months all during the COVID business that was going on  
8 to start training these guys up before the four new cranes came  
9 online to kind of get their feet wet a little bit. So even though  
10 we're at that level right now, a couple of them are new.

11 Q. Okay. All right. I appreciate that. And where does the  
12 maintenance staff work out of at the facility? They have an  
13 office, and is that office down on the wharf?

14 A. It's, it's on -- in the yard, but it's not on the, the front  
15 face of the wharf, obviously. So if, if you're looking at the  
16 terminal, you have the, you know, the wharf with the cranes on it  
17 right there, the front face of the wharf. Then you have the, the  
18 operate -- the, the sheds, the Nashville C shed and Nashville B  
19 shed. Then behind that, you have the container yard. Our  
20 maintenance office is kind of snuggled in the back end of the  
21 container yard.

22 Q. Okay. I am looking at a picture right now, so I can picture  
23 what you're saying. So that's, that's helpful. When there's  
24 crane operations going on, are there maintainers down on the pier?

25 A. Yes, they are. So they're usually out by the front -- right

1 sitting in the truck almost underneath the cranes the whole time.  
2 The only time they're running back to the office, maybe to grab  
3 their lunch or to go grab some paperwork or go grab a part or a  
4 tool or something like that. But for a good portion of the time,  
5 there's somebody sitting in a truck near the cranes.

6 Q. Oh, okay. All right. Let's see here. [REDACTED] asked about  
7 historical records for maintenance. What I'd ask is if there are  
8 -- if you do have the maintenance histories of these two cranes,  
9 I'd like to get and look at those maintenance histories if they're  
10 not too onerous back about 3 months, going back from the accident  
11 3 months. But you tell me what you have available if you can do  
12 that.

13 A. Yeah. And it's, it's -- that's -- the biggest thing there,  
14 it just might be like a binder full of daily worklogs or something  
15 of that nature. But yeah, we, we have -- I'm confident we have --  
16 put it that way.

17 Q. Yup. And, and the reason for that again is we just want to  
18 look, you know, when was the last time the brakes were rebuilt or  
19 replaced, that kind of thing, see if there's anything that might  
20 raise a flag there. And, you know, if your staff looks at it and  
21 sees something that, you know, we should look at, I'd appreciate  
22 that, as well.

23 Speaking of the gantry brakes, you mentioned there was a  
24 couple times, and during, for instance, a high-wind situation,  
25 that they, they lock. Is that tested in any way, that, that wind

1 brake or the -- when the wind, high-wind settings trip, is that  
2 tested in any way during normal maintenance?

3 A. I'd have to, I'd have to ask my crane manager if they test  
4 that specifically.

5 Q. Okay.

6 A. I know it would -- so that being the case, that's just the  
7 anemometer triggering the PLC to brake them. I know they're  
8 testing and ensuring the brakes are engaging every time they're  
9 not gantrying. So, basically, it's the same thing. The same  
10 brakes that engage between gantrying are the same brakes that  
11 would engage during a wind event, as well. So are they  
12 specifically trying to trigger the wind event, however, to make  
13 sure that that function is working? I'd have to check with them  
14 to see if they're specifically doing that or if it's possible for  
15 them at all.

16 Q. Sure. And that's, that's a great follow-up. I'd appreciate  
17 knowing whether they test it or whether they can test it. That  
18 would be good information to know and, and how, if there is a  
19 test, how that test is conducted, you know? Is it a simulated  
20 wind, or something like that? So I'd appreciate that.

21 Also, as [REDACTED] said, the crane operators reported a loss of  
22 power. Do you know, do the gantry brakes failsafe closed or open?  
23 Do you know?

24 A. So they recorded -- so if it was -- well, so if they recorded  
25 a loss of power and they were in the middle of gantrying, are you

1 asking if the brakes would engage?

2 Q. Well, or would they -- in other words, if there was a loss of  
3 power, and the -- let's say the gantry brakes were engaged, would  
4 they open, would they unengage without power? Do they need power  
5 to -- where -- what's the failsafe position of those brakes? Do  
6 you know?

7 A. I would -- okay, I would default to say that they, they  
8 remain engaged.

9 Q. Okay.

10 A. But I, I will confirm that with the, the crane manager.

11 Q. Okay.

12 A. And just from looking at the, the rail -- I don't know if you  
13 all, you all did you all's investigation, Coast Guard went out  
14 there, but you can see where the -- it was -- the, the rail brakes  
15 were engaged, and they were being dragged on the rail. I mean,  
16 you can see scuffing in the rail like (indiscernible). It wasn't  
17 free-rolling, put it that way.

18 Q. Yeah.

19 A. The -- but I will check on that.

20 Q. Well, let me ask you a little bit about that, then, to give  
21 me, give me a better understanding. So are there brakes on the,  
22 the drive train and also brakes that engage the rail itself?

23 A. So there's actually three sets of brakes. You actually have  
24 a motor brake, like, in the actual gantry motor.

25 Q. Sure.

1 A. And you have actual wheel brakes. And then -- for the crane  
2 wheels. And then you actually have a rail brake that's actually  
3 like a block of steel -- with a panel that's actually pushing down  
4 onto the rail like pushing up against the crane onto the rail.

5 Q. Yeah.

6 A. I'm not sure -- I don't know if the motor brakes engage at a  
7 windspeed or between gantrying. They may. But I know the wheel  
8 brakes and the, the rail brake does. So --

9 Q. Okay. Do you or, or Lieutenant [REDACTED] at the Coast Guard have  
10 a picture that shows that rail brake and the, the marks?

11 A. We may. I'd have to go back and check through the pictures  
12 and see, make sure it was captured.

13 Q. Okay.

14 A. And then just saying -- I don't want to get too much into,  
15 like, an investigation of the, of the damage and so forth. But,  
16 you know, during the windspeed or a crane event of that sort that,  
17 that --

18 Q. Yeah.

19 A. -- brakes engaged, if the brakes probably were not engaged,  
20 which would be probably hazardous in a wind event like that, but  
21 by the nature of the, the vessel pulling it back and forth, if it  
22 would have been able to free -- freely, you know, go up and down  
23 the wharf, that, that may have prevented some of the damage to the  
24 crane, but that would have -- you know, that's a whole nother, you  
25 know, hazard that could, could be taking place.

1 Q. Sure.

2 A. So that's kind of what we were discussing in-house, like,  
3 what if -- you know, if that was happening, could you have a  
4 bypass on the crane to release the brakes so that the vessel, you  
5 know, could have moved the crane --

6 Q. Doesn't topple the crane, or whatever.

7 A. Which would be highly irregular, but it -- you know, by the  
8 crane locking down and then the vessel pulling against it, now you  
9 have two opposing forces. If you could release the stress on one  
10 of them and allowed it to move a little bit -- but yeah, that,  
11 that creates a whole nother ball of wax and dangerous  
12 possibilities. But that was some of the things we were, we were  
13 brainstorming like how we -- how this could have prevented or what  
14 could have been done better or this and that.

15 Q. Sure.

16 A. That was one of the ideas. But so that's why we kind of  
17 think the boom on Crane 5 may not have been damaged because it  
18 broke free earlier. But Crane 6 seemed like it was dragged back  
19 and forth a little bit more. That was the, the brakes, you know,  
20 being pulled back and forth and actually being pulled off the  
21 crane rail was exhibiting more, more load to the crane by the  
22 nature of that. So that's just kind of our, our take on it a  
23 little bit.

24 Q. Okay.

25 A. We don't know of anything that could have been -- it'd

1 probably create more hazards by trying to have some kind of bypass  
2 like that.

3 Q. Yeah, yeah. All right. The -- I think you mentioned that  
4 your maintainers took some videos of the, of the weather. Do we  
5 have copies of those videos?

6 A. We have it on our system, and I'm sure Ford, they, they could  
7 provide it to you all.

8 Q. Okay.

9 MR. LOGAN: Yeah, Drew, we'll be, we'll be glad to send you  
10 the videos we have.

11 MR. EHLERS: Perfect. And you can send it through Lieutenant  
12 [REDACTED]. That's fine. She, she can share it with me, then. So --

13 MR. LOGAN: Perfect. Sounds good.

14 MR. EHLERS: All right. I think that's all I had. Again,  
15 this is really good information. So that's all I have.

16 Back to you, [REDACTED].

17 LT [REDACTED]: Okay. Thanks, Drew.

18 Ford or Jeanne, do you have anything to add on the recording?

19 MR. LOGAN: No. Thank you.

20 LT [REDACTED]: Okay. And, and John, do you have anything else  
21 that you'd like to add?

22 MR. GUIDRY: No. Just the information that we said we'll  
23 provide, I'll get with my crane manager and try to get a few more  
24 details for you all, and then I'll pass that along through,  
25 through legal, through Ford, and they can provide that to you all.

1           LT [REDACTED]: Great. Thank you. Then I think we can, we can  
2 stop the recording.

3           MR. EHLERS: Okay. I'm stopping the recording.

4           (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: CARGO LOSS OF THE CGA CGM *BIANCA*  
AT THE NAPOLEON AVENUE WHARF  
IN NEW ORLEANS, LOUISIANA,  
ON AUGUST 2, 2020  
Interview of John Guidry

ACCIDENT NO.: DCA20FM024

PLACE: Via telephone

DATE: September 2, 2020

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.



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Danielle S. VanRiper  
Transcriber