

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: \*

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CONTACT OF TOWING VESSEL \*

*OLYMPIC SCOUT* WITH THE HYLEBOS \*

Accident No.: DCA24FM003

WATERWAY BRIDGE IN TACOMA, \*

WASHINGTON ON OCTOBER 12, 2023 \*

\*

\* \* \* \* \*

Interview of: LUKE BECK, Mate

*Olympic Scout*

Aboard the *Olympic Scout*  
Tacoma, Washington

Friday,  
October 13, 2023

APPEARANCES:

CWO [REDACTED], Investigating Officer  
United States Coast Guard

ANDREW EHLERS, Marine Accident Investigator  
National Transportation Safety Board

MICHAEL VORHOLT,  
Director of Health, Safety, & Environmental  
Centerline Logistics Corporation

I N D E X

ITEM

PAGE

Interview of Luke Beck:

By CWO [REDACTED]

4

By Mr. Ehlers

7

I N T E R V I E W

(11:00 a.m.)

1 CWO [REDACTED]: This is Chief Warrant Officer [REDACTED].  
2  
3 Today is Friday the 13th of October 2023. The time is 11 o'clock.  
4 I'm aboard the *Olympic Scout*, moored Tacoma, Washington. We are  
5 conducting interviews into the allision with the Hylebos Bridge  
6 dolphins on the 12th of October. I'm going to go ahead and go  
7 around the room for interview.  
8

9 NTSB, if you could introduce yourself?

10 MR. EHLERS: Yes. This is Andrew Ehlers, marine accident  
11 investigator with the National Transportation Safety Board.

12 CWO [REDACTED]: Okay. And safety officer from the company?

13 MR. VORHOLT: Michael Vorholt, director of health, safety,  
14 and environmental, with Centerline Logistics.

15 CWO [REDACTED]: And the mate?

16 MR. BECK: Luke Beck, mate/tankerman, Centerline Logistics.

17 CWO [REDACTED]: And if we could get you to spell your last name  
18 there, sir?

19 MR. BECK: B-e-c-k.

20 CWO [REDACTED]: Okay.

## INTERVIEW OF LUKE BECK

21 BY CWO [REDACTED]:

22 Q. Okay. Mr. Beck, what we're going to start off with is just  
23 if you could kind of run through your recollection, what you saw,  
24 starting from getting underway through when you guys made contact  
25

1 with the dolphins and when you guys detached from the ATB once you  
2 were in the harbor?

3 A. Okay. We were made up to the bow of the *Sodo* and -- barge  
4 *Sodo*, tug *Montlake*, port side to. I was sitting in the galley  
5 during the departure talking with the deckhand on board and it was  
6 a little after 2300 or so. We were underway for approximately 20  
7 minutes or so, maybe, and then -- I had a radio on me. I was  
8 sitting right at the galley table and I heard captain say that we  
9 need to come a little to the right, that he looked like we were  
10 too close.

11 Then I stepped outside. We still had a good 100-plus feet  
12 before we were approaching the bridge. I noticed -- agreed with  
13 what the captain was saying. I just kind of stood there watching.  
14 And then at some point something was said on the radio, he was  
15 going to start working away to open it up. And as we were  
16 approaching closer and closer, I then got on the radio and said  
17 you're going to need to work harder than that, that we're still to  
18 the bad. And at that time you could feel the boat -- he started  
19 working it darn near as hard as it could be worked. And as we got  
20 closer and closer to it, I just -- I knew that it wasn't going to  
21 open, and at that time I went back inside the boat to get out of  
22 the way of any harm or any dangerous time.

23 And as we went through there and kind of as we were going  
24 away from the bridge after the dust settled, that's when we went  
25 outside and checked to see what kind of damage was done, noticed

1 one of the lines had parted, the spring line, and at that time  
2 captain had us take our lines back. And we kind of just shadowed  
3 them out of the waterway and escorted them the rest of the way  
4 out.

5 Q. Okay. A couple basic questions here. What was the on-scene  
6 weather, so visibility, winds, waves, tide, current?

7 A. As far as I know it was just a -- it was a calm night and it  
8 was just clear. Tide-wise, I don't think that had any factor on  
9 anything. I think it was pretty calm, slack or wherever it was  
10 at, middle of the tide. I don't think weather had any factor to  
11 any of it.

12 Q. How long have you been in this position?

13 A. Approximately about a month now.

14 Q. A month now? And what did you do before that?

15 A. I was an AB tankerman before that. I've been here 12 years  
16 come February.

17 Q. Okay. Have you been involved with moving an ATB such as the  
18 *Montlake* through this waterway before as an assist tug?

19 A. Maybe one other time -- not this waterway, no.

20 Q. Okay. Okay. Was there anything out of the usual that you  
21 could see that would lead you to kind of say this is what may have  
22 caused us to get pushed into the dolphin?

23 A. Yeah, I have no idea what that other boat was doing at the  
24 time. Maybe he -- whatever was happening and us going full, it  
25 just -- it seemed like nothing was changing, that something was

1 stopping it. And I would believe that with him going full like  
2 that, that it should have just shoved that bow over with no  
3 problems at all. It didn't look like the barge was fully loaded,  
4 you know, and it didn't -- I have no idea what could've happened.

5 Q. So when you were, when you were back aft when he was coming  
6 full, I mean, this is pretty obvious, but there was increased wash  
7 coming out from the screws?

8 A. Oh, yes.

9 Q. Okay. All right. So we don't have to worry about thinking  
10 neutral --

11 A. The whole boat, you could --

12 Q. -- or anything like that.

13 A. -- you could feel the boat working as hard as it could.

14 CWO [REDACTED]: Okay. NTSB, do you have any questions?

15 MR. EHLERS: Yeah, just a couple quick questions.

16 BY MR. EHLERS:

17 Q. You mentioned you were on the radio. Were you on a bridge  
18 radio or was this a separate radio with the captain?

19 A. It was a VHF that everybody that was on their crew, on our  
20 crew, all the radios were on the same channel. They're all --  
21 every --

22 Q. Okay. And what channel was that?

23 A. Channel 7-2.

24 Q. Okay. So that was the working channel between the captain  
25 and the *Montlake*?

1 A. Yes. And the crew out on the barge that were handling the  
2 lines.

3 Q. And everybody. Okay. So when you're doing a bridge approach  
4 like this, who's -- this is going to be a dumb question because  
5 I'm not a tug guy. So who's working the bow to line up the bow  
6 with the bridge? Is that the ATB's tug or is it the assist tug  
7 working with the ATB? How's that normally done?

8 A. It is always, 100 percent, the ATB that's pushing. And  
9 usually every -- and I've been through this bridge a lot with  
10 other barges and stuff. Usually the assist tug is in a neutral  
11 position, zeroed-out radar, all stop, and usually they never have  
12 to touch a thing going through that bridge ever. There's been  
13 maybe, maybe a handful of times that I've ever seen the assist tug  
14 have to help out.

15 Q. Yeah, yeah. What's the assist tug doing there? I mean, when  
16 does the assist tug help out?

17 A. Usually when ATB asks. Usually they're the ones that tell  
18 you work away or whatnot. And usually assist tug just kind of  
19 feeds them information of what we see, like whether we're open or  
20 not.

21 Q. Okay. So when you were listening to the radio last night and  
22 you heard what was going on, who initiated the communication about  
23 needing to maneuver? Was it Captain Gladjo or was it the  
24 *Montlake*?

25 A. It was Captain Gladjo. He told him -- and there was plenty



1 time, and told him you need to come more right, that we were  
2 pretty tight on our side.

3 Q. Okay. When you first walked out of the galley, how far --  
4 how close were you to the -- how close was the *Olympic Scout* to  
5 the dolphins at that point?

6 A. I would say 100-plus feet.

7 Q. Okay. All right. And I think you talked about this, but I  
8 just want to confirm it. Did you see any reaction from the barge  
9 to the -- to maneuvering that Captain Gladjo was doing?

10 A. No. I could tell that the propwash was kind of pushing at an  
11 angle away from it all and doing what it was supposed to do. It  
12 just didn't -- it seemed like nothing changed, nothing was  
13 changing. I mean, it may have changed like maybe from -- I don't  
14 know. It just -- it wasn't -- didn't change enough.

15 Q. Yeah, yeah. Okay. So in your time on board the *Olympic*  
16 *Scout*, have you ever had any issues with the engines, with the  
17 rudders, any kind of mechanical or electrical systems on board?

18 A. No.

19 Q. Okay. And in the, you know, the last -- since you started  
20 this hitch, any -- have you had any issues, again, with  
21 maneuvering the vessel, keeping the *Olympic Scout* going where you  
22 wanted to go?

23 A. Not at all.

24 Q. Okay. All right. The captain mentioned you were at 6 and  
25 6's. You have the back watch; is that correct?

1 A. Yes.

2 Q. Okay. When you -- you guys were tied up when you turned over  
3 the watch; is that correct?

4 A. Yes, sir.

5 Q. Okay. And when you're not maneuvering and you're -- are you  
6 just in a standby status or are you -- is the person on watch  
7 always up in the wheelhouse?

8 A. We're just standby status.

9 Q. Okay. All right. So you can rest even if you're on watch as  
10 long as you don't have an operation going on?

11 A. Yeah.

12 Q. Okay. All right. Did you and the captain have a turnover  
13 when he took the watch from you?

14 A. No. We were -- we had been doing assists yesterday and  
15 periodically all through the day, and at dinner we just kind of  
16 all rested because we didn't know what time the next assist was.

17 Q. Okay. At any time when you were operating with Captain  
18 Gladjo did you sense that he was fatigued or had any issues with  
19 being overly tired or anything like that?

20 A. No.

21 Q. Okay. All right. How about yourself? How much sleep do you  
22 get during a normal 24-hour period?

23 A. Approximately 7 to 8 hours, usually I sleep.

24 Q. Okay. Split between the two, with your two watch off  
25 periods?

1 A. Yeah.

2 Q. Okay. How well do you sleep? Do you sleep pretty well? Is  
3 it tough to get to sleep on board?

4 A. Day to day. This boat's good, it's pretty quiet. I usually  
5 sleep good.

6 Q. Okay. All right. And last night I know you were off watch,  
7 but any issues with yourself with fatigue or anything like that?

8 A. No, not at all.

9 Q. Okay. All right. Let me just look at my notes real quick  
10 here.

11 MR. EHLERS: All right. I don't have anything else, Warrant  
12 Officer [REDACTED]. Thank you.

13 CWO [REDACTED]: Okay.

14 MR. EHLERS: Thank you, mate. Thank you.

15 CWO [REDACTED]: I'd like to open it up to Mr. -- is it --

16 MR. VORHOLT: Vorholt.

17 CWO [REDACTED]: Vorholt, if you have any questions.

18 MR. VORHOLT: I don't have any additional questions. Thank  
19 you.

20 CWO [REDACTED]: Okay. All right. Well, then I'm going to go  
21 ahead and stop the recording at this time.

22 (Whereupon, the interview was concluded.)

23

24

25

CERTIFICATE

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



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OLYMPIC SCOUT WITH THE HYLEBOS  
WATERWAY BRIDGE IN TACOMA,  
WASHINGTON ON OCTOBER 12, 2023  
Interview of Luke Beck

ACCIDENT NO.: DCA24FM003

PLACE: Tacoma, Washington

DATE: October 13, 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.

  
  
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Kay Maurer  
Transcriber