

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CRUISE BARGE COLLIDES WITH DOCK AT

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CHALMETTE REFINERY ON THE LOWER

*

Accident No.: DCA23FM031

MISSISSIPPI RIVER NEAR CHALMETTE,

*

LOUISIANA ON APRIL 25, 2023

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Interview of: TREVOR HUME, Lead Wharfman
 Petroleum Service Corporation
 (PSC Group)

United States Coast Guard
 Sector New Orleans

Friday,
 May 26, 2023

APPEARANCES:

██████████
United States Coast Guard

LUKE WISNIEWSKI (Online)
National Transportation Safety Board

MARIO MEDRANO, Dock Supervisor
Petroleum Service Corporation (PSC)

SCOTT TODD, Process Supervisor
Chalmette Refinery

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I N T E R V I E W

(8:07 a.m.)

██████████: Okay. Yeah. I'm also going to record on my side, too, just to have that.

MR. WISNIEWSKI: Okay. Fantastic.

██████████: So we'll get started. So it is, it is 8:07 on Friday, May 26th, 2023. We're conducting a joint -- the Coast Guard is conducting a joint investigation with the NTSB for the *Ovide J's* allision with Chalmette Refinery dock on April 25th, 2023. We're conducting interviews for that.

So, if we could just go around and say our names. ██████████

██████████ with the Coast Guard.

MR. HUME: Trevor Hume, H-u-m-e, and I'm the lead wharfman.

██████████ Okay.

MR. MEDRANO: My name is Mario Medrano, M-e-d-r-a-n-o. I'm the dock supervisor, PSC.

██████████: Okay.

MR. TODD: Scott Todd, T-o-d-d, Chalmette Refinery. I'm the process supervisor.

██████████: Okay. And does anybody have any objections with this interview being recorded?

MR. HUME: No.

MR. MEDRANO: No.

MR. TODD: No.

██████████: Okay. Great.

INTERVIEW OF TREVOR HUME

BY [REDACTED]:

Q. So just to start off, could you just start by explaining your role with the company, how long you've worked there, what are your responsibilities?

A. Yeah. So I've been with the company about 2 years now, and I'm now the lead wharfman about a month. About a month now, I've been the lead wharfman. Most -- some of my responsibilities as far as lead wharfman, you know, is trying kind of communicating back and forth with the refinery and different tugs and getting, you know, transfers going with like -- with the refinery as far as some of the discharges or loads that we have come in. And, you know, just kind of keeping an eye on some of the guys on my shift, kind of coordinating the things that go on throughout the shift. I mean there's a little more as far as different things that we do inside the refinery like work that's going on, but for the most part, that's pretty much it as far as that.

Q. And what's your work schedule?

A. So it's a rotating schedule, a 2-2-3 schedule. Rotate between days and nights, 12 hour shifts.

Q. 12 hour shifts, day and night. Do you do that -- I mean do you get a period of time off or are you just constantly on that?

A. Yeah. Well, just -- you work 2 days and then you're off for 2 days and then you come in for 3 nights.

Q. Okay. And said you've been the lead wharfman for about a

1 month. What did you do prior to that?

2 A. I'm sorry. Say that again.

3 Q. You said you were with the company for 2 years, but you've
4 been the lead wharfman for about a month. What were you doing
5 prior to that?

6 A. I was just a dock operator before that.

7 Q. Dock operator. Okay. And do you -- are you responsible for
8 that specific dock or kind of what's your stand?

9 A. Yeah, as far as a dock operator, you know, if we have
10 transfers going on, on that dock, you're responsible for that
11 dock. As a lead wharfman, you know, you're responsible for
12 everything that goes on at all the docks --

13 Q. On all the docks?

14 A. -- or site (indiscernible) what's going on.

15 Q. On all the docks?

16 A. Yeah.

17 Q. Okay. So how many docks are at the refinery that you'd be in
18 charge of?

19 A. So there's four, and -- but as far as the crew that we have,
20 now we only work three.

21 Q. Okay. Understood. Okay. And do you know when you started?
22 You said about a month. Do you have a date?

23 A. Yeah, my first day qualified was that night.

24 Q. Okay.

25 A. I guess -- I don't remember the exact date. That was --

1 well, that was the first day that I was actually on shift by
2 myself. I qualified a couple days before that.

3 Q. Okay. Gotcha. So I know this happened kind of like right in
4 the middle of the night. So the Tuesday was the 25th. So when
5 would you have gotten on? Like do you start --

6 MR. MEDRANO: He got on at Monday night at 4.

7 MR. HUME: Yeah.

8 BY [REDACTED]:

9 Q. Monday night.

10 A. At 4 in the afternoon. 1600, yeah.

11 Q. 1600, okay, on Monday and then you worked the 12 hours. So
12 you would have worked until 4 in the morning and then switched.

13 A. Yeah.

14 Q. Okay. Gotcha. Okay. So, can you kind of just describe in
15 as much detail what you remember about that specific night and
16 that incident? And I'm just going to let you talk and then we'll
17 just kind of ask specific questions after that. So from start to
18 finish in as much detail.

19 A. Yeah. So that night probably around -- I think it was
20 around 2200, you know, I had -- we had orders to discharge the
21 barges that the tug was on. And my supervisors told me that, you
22 know, we had the barges come in. So, around 2200, I called the
23 barge or the tug, the *Ovide J* and, you know, I gave them docking
24 instructions, you know. We confirmed orders that he was coming in
25 to discharge some crude oil. He said he was going to be there

1 around midnight. I said, that's fine. We'll have a guy down
2 there. And I told him exactly where to go, you know, to have a
3 tankerman on arrival. And so as far as that, you know, I got off
4 the phone with him, and I let the dock operator know shortly after
5 that, that the barges were going to be there around 12 o'clock.

6 After that, I think it was around 11:30, maybe a little bit
7 after 11:30, I was tracking the barge or the tug to see exactly
8 where they was at. I said I noticed it was coming -- it was
9 getting pretty close. So I made sure that the guy headed down
10 there, the dock operator to spot the barges in because any time a
11 barge is brought in, somebody needs to be out there to spot the
12 barges. So he headed down there to spot the barges, and I don't
13 know exactly what time he made it there, but as far as from my
14 perspective, he -- I told him to go down there.

15 Well, around 12 -- I do remember the time, 12:07 is when the
16 tug, the *Ovide J* called me saying that the barge -- they had
17 pushed up to the dock. He said he lightly tapped it, and he said
18 the dock fell in the river. So, I said, all right. Let me --
19 give me a minute. I'm going to call you right back. So I needed
20 to make my notifications. So I called my supervisors, let them
21 know, and I got in touch with the dock operator. He actually
22 called me right when it happened. So I kind of knew what was
23 going on. He wasn't exactly where the dock fell in the river.

24 So as soon as I made my notifications, after I got off the
25 phone with him, we headed down there to the dock to go, you know,

1 see exactly what they -- how much damage was actually done.

2 So when we did get down there, my supervisors actually said
3 go ahead and get the boom boat ready. And they wanted us to
4 deploy a boom. So that was I think around midnight 25 that
5 morning. We had the boom. We started pulling boom. Then around
6 I think it was midnight 45, we had the boom, you know, pull it up
7 to the shores. We had the boom pulled around the barge and around
8 the whole dock and was pulling it up to the shore. And then we
9 kind of -- we was kind of fighting with it to get it to stay on,
10 you know, to actually contain the spill wasn't -- the boom wasn't
11 in the air or it was stuck on some branches along the bank. So we
12 was trying to adjust it to fix it, you know. We was having
13 trouble. So it took us another, I think like another hour, but
14 I'm not exactly sure what time that was that we finally got the
15 boom resecured.

16 But, as far as the incident, that's kind of basically what --
17 like what I -- I'm trying to think of the word to use. From my
18 experience, that's what I seen in my eyes as far as that morning
19 and how it went about.

20 Q. Okay. Just going back so I have a clear understanding of
21 everybody that's involved. So you are the lead wharfman. You and
22 the supervisor.

23 A. Yeah.

24 Q. Who's your supervisor?

25 A. So he's the region. Basically, they're in control of

1 different movements that we have like in the tank farm. And so if
2 the tank's getting low or high, they'll let us know if we need to
3 bring in a barge, whether to fill a tank or load the barge.

4 Q. Okay. Do you know who the supervisor was that night?

5 A. Don Fadalli (ph.).

6 MR. MEDRANO: There's a lot of structural work here.

7 [REDACTED]: Yeah.

8 MR. MEDRANO: He's a lead foreman for that one shift, and
9 then there's operations supervision for the refinery that
10 communicate with him back and forth trying to order barges or
11 trying to line up stuff.

12 [REDACTED]: Okay.

13 MR. MEDRANO: And that's -- we call them PTO.

14 [REDACTED]: Okay.

15 MR. MEDRANO: And I'm his supervisor over, over everything.

16 [REDACTED]: Gotcha.

17 MR. MEDRANO: So he communicates mostly with him whenever
18 these situations happen.

19 [REDACTED]: Gotcha. So does he work for your company or
20 work for the refinery?

21 MR. MEDRANO: The refinery.

22 [REDACTED]: Okay. Chalmette. And then you have a dock
23 operator.

24 MR. MEDRANO: Correct.

25 MR. WISNIEWSKI: [REDACTED] could we clarify who was just talking

1 there for the transcript?

2 MR. MEDRANO: This is Mario.

3 MR. WISNIEWSKI: Okay. Mario Hughes.

4 MR. MEDRANO: Mario Medrano.

5 MR. WISNIEWSKI: Medrano. Okay. Thank you.

6 BY [REDACTED]:

7 Q. Okay. So then you have -- so the dock operator. And who was
8 that?

9 A. Antoine Kelly (ph.).

10 Q. Okay. And then tankerman is somebody different?

11 A. Yeah, that -- so it was really the deckhand. I would assume
12 it's with the -- well, not assume. I know it's with the company
13 that -- the tug company.

14 Q. Okay. On the vessel. Okay. Okay. So, when -- so can you
15 explain the role of the dock operator again?

16 A. Yeah. So the dock operator, you know, when he's got a barge
17 coming in, he's responsible for that dock. And if we have a barge
18 coming in, he has to be out there to spot the barge in.

19 Q. Okay. So how did that work that night? Was there somebody
20 out there?

21 A. Yeah. So he was, he was told to go out there when the barge
22 arrived or be out there when the barge arrived, and I know he was,
23 he was with me at the time, and that's when I told him, hey, we
24 need to -- you need to go over there and spot these barges in.

25 Q. So where are you physically located when you're, when you're

1 on your shift?

2 A. Yeah. So we have four docks. I'm on another side. There's
3 a highway in between. So in order to get to the crude dock from
4 -- we call it the wharfman shack, you had to drive to the refinery
5 and go through -- across the highway and then drive through the
6 tank farms in order to get to the --

7 Q. Okay.

8 A. -- to the crude dock.

9 Q. So I do have a couple photos. So this is -- I think this is
10 the one that's the most far out. So where about like is it? Can
11 you kind of point?

12 A. Yeah. So this is the road, the highway he has to pass
13 through. So we're a little further --

14 Q. Paris Road. Okay.

15 A. -- a little further this way. You go through the little
16 gate, come in and then you would drive in here, take this levy,
17 and then you make this little loop to the crude dock.

18 Q. Gotcha. So both you and your dock operator are at that
19 location?

20 A. At the time. Well, not at the time of the incident, but
21 before hand, yes.

22 Q. Okay.

23 A. Throughout the shift, we was.

24 Q. Okay. And then at the time of the incident, where were you
25 guys at?

1 A. So at the time of the incident, I was still in the wharfman
2 shack. And as far as where he was at, I'm not -- I know he was at
3 the dock.

4 Q. Okay.

5 A. I think he said he was either walking here or by the shack.

6 Q. Okay. So I know you said -- are there procedures that you
7 get or any sort of company policy that tells you exactly kind of
8 how to do those evolutions?

9 A. Yeah. So as far as the, you know, spotting, spotting barges
10 up. We do have a, you know, a procedure for when a barge arrives,
11 but there's not -- nothing's -- I mean I believe we have a JLA for
12 it -- for, you know, barges coming in which is a job loss
13 analysis.

14 Q. Job loss --

15 A. Correct.

16 Q. -- analysis.

17 A. And it just, you know, it kind of walks you through --

18 MR. MEDRANO: It doesn't tell you step-by-step. It just
19 tells you -- describes hazards that you come upon and how to
20 mitigate those issues if those arise. So it's not, it's not like
21 a procedure that tells you step-by-step. We do have a procedure
22 that tells you, you know, things should be done before a barge is
23 arriving and those procedures are in our, you know, system.

24 MR. HUME: But as far as, you know, like a barge pulling in
25 to dock, I mean our main job is, you know, be out there and assist

1 them if needed and just making sure that nothing's, you know,
2 nothing's happening to the dock as they pull up for instances like
3 this. And, you know, in the, you know, put them where they need
4 to be spotted at.

5 BY [REDACTED]:

6 Q. Okay. So, when you say, when you say putting them where they
7 need to be spotted, can you kind of describe what that means?

8 A. Yeah. So, you know, the barge header to the pipeline where
9 we connect the hose.

10 Q. Yeah.

11 A. We usually put it in a specific spot in order for the hose to
12 reach so we can connect it.

13 Q. So for this specific dock, can you kind of describe what that
14 would look like?

15 A. Yeah. So, at the lower end of the dock, you know, we have a
16 crane right there. And normally -- I can't remember exactly how I
17 told the barges to come. I guess I told them to come in -- we
18 call it pipeline down, which is your pipeline facing down river.
19 So, the barge, what have been, you know, pushed up against the
20 whole dock going this way. And that pipeline would have been down
21 here. So the dock operator would be, you know, walking this way,
22 making sure that the pipeline is kind of matched up with where we
23 would normally like have it lined up to. And usually like we'll
24 have the, you know, when they pull up, we'll have the pipeline
25 like lined up with the crane so it's, you know, within the area

1 that it needs to be in.

2 Q. So, as a vessel's coming up and trying to get into position,
3 where's the dock operator normally at?

4 A. So, a lot of times like if -- just say, you know, the river's
5 coming down. So a lot of times the barge will kind of swing in
6 like this.

7 Q. Yeah.

8 A. And the nose would touch first. So at that point in time,
9 the dock operator should be there where they're touching because
10 like I said, they're throwing lines and they need somebody to, you
11 know, catch a line, put it on a bit or something like that. They
12 can, they can help them and, you know, keep eye and make sure that
13 they're not coming in too fast, pushing up against or not getting
14 caught up on anything. And then as they slowly kind of push in up
15 against the dock, they kind of walking it out with them.

16 Q. Okay. And you said that that's normally what happens?

17 A. Yeah.

18 Q. Okay. How many barges -- how many vessels in and out of that
19 dock would you say?

20 A. On like -- what do you mean? Like a regular -- like a daily
21 basis?

22 Q. Yeah, like per week, how many times are barges coming in and
23 out of there?

24 A. I would probably say, probably like three, four, maybe --
25 probably sometimes more than that, five barges a week. It's kind

1 of, you know, sometimes we have a few barges there. Sometimes
2 it's not.

3 Q. Okay. And then you said -- so, on that, on that night, was
4 your dock operator walking that dock when the vessel came in? Do
5 you know?

6 A. I'm not, I'm not sure. I don't, I don't think he had made it
7 to -- I don't think he made it out there yet --

8 Q. Okay.

9 A. -- before the barge got there.

10 Q. And is that, is that normally how it's supposed to be?

11 A. No.

12 Q. It's not. Okay.

13 A. No.

14 Q. And that's normally how it happens?

15 A. No. Normally somebody would be out there already.

16 Q. Okay. Now, does the dock operator communicate -- or what's
17 the communication between you and the dock operator as the vessels
18 are coming in? Do you kind of --

19 A. So, yeah. Normally like when I -- so when I called the barge
20 in, after I got off the phone with them, I communicated with the
21 dock operator, let them know everything that's supposed to be
22 going on with the transfer, how I told them to come in, what time
23 to take them and should get here. So I mean as far as that,
24 that's the majority of the thing is normally, you know, dock
25 operator knows, all right, we need to put, we need to put the

1 barge header in this location. So then that's when he'll go over
2 there and most of the time he's communicating with -- between him
3 and the deckhand.

4 Q. Him and the deckhand.

5 A. Yeah.

6 Q. Okay. So he's really not reporting back to you in real time
7 what's happening or --

8 A. Not at the, not at the moment. If there's something that he
9 needs to report to me, then usually he will, but we have time logs
10 that should be inputted in the computer, and I can go back and
11 look at the time log.

12 Q. Okay. And he inputs the time log?

13 A. Yes.

14 Q. Okay. So going back to five or so barges a week you said,
15 are they the same vessels that come in?

16 A. It's usually different ones. I mean sometimes like we'll
17 have a lot of the same crew barges come in, and then sometimes,
18 you know, we might have barges we kind of stage there if it's kind
19 of slow at the time. And by staging, I mean like if we have a
20 barge that's going to be loading at another dock, but we're not
21 ready for it. We might have them go sit at that dock until we're
22 ready for them.

23 Q. Okay. So as far as the vessel crews that you're working
24 with, do you see kind of the same -- are you interacting with the
25 same crews on the vessel or are they all just like different?

1 Like is there any --

2 A. Sometimes I mean you might see the same people sometimes.
3 Sometimes it's different people. It's kind of, you know, back and
4 forth. I mean you might see people that you see a lot, and then
5 sometimes you don't -- the majority of the time it's different
6 people.

7 Q. Okay. And just to clarify, we're talking like the vessel
8 crews, right? Like the --

9 A. Yes.

10 Q. That's what I'm talking about.

11 A. Yeah.

12 Q. Okay. And then before you get on your shift, are you
13 required to do any sort of walking the docks or any sort of visual
14 inspections or anything like that? Can you kind of talk about
15 that?

16 A. Yeah. So as far -- like as soon as you come on shift, you
17 should -- that should be the first thing you do is making rounds.
18 Walk out all the docks. You should be doing a dock inspection,
19 checking more than just the dock, you know. We've got just
20 different things we have on the dock, and then making sure
21 nothing's like abnormal I guess you would say.

22 Q. So you do this. Does the dock operator also do that prior to
23 the shift?

24 A. Yes.

25 Q. Okay. So, kind of just describe again what are you looking

1 for?

2 A. Yeah, as far as -- yeah, so as far as like specific docks,
3 you know, inspections that we do, a lot of times when somebody
4 does dock inspections -- when I say a lot of times, any time
5 they're doing a dock inspection, they should always be checking,
6 you know, different ladders, the timbers that we have on the dock.
7 Sometimes like, you know, people come do actually dock inspections
8 to make sure that, like the structural-wise is good.

9 Q. When you say people come and do, who would that be?

10 A. I remember -- I don't know who it was with. I know we did
11 one but I don't remember exactly who did -- what company it was.

12 Q. Okay.

13 A. I don't know if it was with (indiscernible) or not. But,
14 yeah, as far as like on our, on our end, because we don't -- like
15 I said, we don't really go under there and do dock structural, you
16 know.

17 Q. Yeah.

18 A. If something's like, I don't know abnormal, we'll go, you
19 know, check on it, just driving in the boom boat. But, just
20 different things, like if there's hooks that need -- that are
21 broken, timbers, like I said, and that's a wooden dock as well.
22 So it's -- we're checking the timbers on the walkway, the
23 handrails, just different things that might stick out that might
24 be -- that ain't -- might need to be fixed.

25 Q. Gotcha. So, talking specifically about the crude dock, was

1 there anything that seemed to you that during the inspection that
2 came up as far as the condition of it?

3 A. I mean it's an older dock, but I mean it wasn't -- like as
4 far as structural-wise, I mean it didn't seem like it was like
5 that out of shape for it to just fall in the water, you know what
6 I mean.

7 Q. Yeah.

8 A. But, as far as like some of the little things like during
9 dock inspections, everything for the most part was like up to par
10 where it would needed to be during the inspections.

11 Q. Okay. And had you ever received any reports from any of the
12 vessels or the dock -- that there was concerns with the dock?

13 A. I can't, I can't say that -- I know we did have an incident
14 prior to that where some timbers were broken, but I'm -- and that
15 was just, you know, I think there were three timbers up top that
16 were broken.

17 Q. And how long ago was that?

18 A. That was maybe 2 weeks before that, a barge had tapped
19 against it and broke the timbers.

20 Q. And when you say timbers, what specifically do you mean?

21 A. So when the barge -- like we have -- it's basically -- I
22 don't even know how big it is. It's probably 18x18, like a wooden
23 post that's pushed up perpendicular with the, with the river. So
24 barges will push up against it, and they'll, you know, that's what
25 they set up against.

1 Q. Okay. I think I have a picture of -- do you remember where
2 it was -- like what the location of that was --

3 A. What's that?

4 Q. -- on the dock?

5 A. The timbers.

6 Q. Yeah, where the timbers were broker?

7 A. That's --

8 Q. Do you remember? Right here. I mean if we're looking at
9 this --

10 A. Yeah, it was around in this -- around --

11 Q. That one?

12 A. Yeah.

13 Q. Okay. I think I have a picture. So this is a picture that
14 we had taken when we had gone out there the following day. Is
15 that --

16 A. Yeah, I --

17 Q. -- what you're referring to?

18 A. It's been a little while since I seen it, but I believe so.
19 Yeah.

20 Q. Okay. Just like down here. Is that what you're referring
21 to?

22 A. Yeah.

23 Q. Okay. And you said that that had happened about 2 weeks
24 prior that incident or that report?

25 A. Yeah, I don't remember exactly when it had happened, but I

1 know it wasn't too long before that.

2 Q. Do you remember maybe the vessel name or anything, any more
3 details?

4 A. Not off hand, no.

5 Q. Okay. Other than that, any other reports or any other things
6 that stick out in your mind as far as like the condition of the
7 dock?

8 A. Not really, no.

9 [REDACTED]: Okay. Luke, do you have questions?

10 MR. WISNIEWSKI: Sure. Yes, Luke Wisniewski, NTSB.

11 BY MR. WISNIEWSKI:

12 Q. I just wanted to follow up on a few of these here. You
13 indicate the time logs. What -- what's that system called that
14 you input in when items go on? What's that system called? Do you
15 know?

16 A. We put it in Excel. I don't know if that's you're asking.

17 MR. MEDRANO: Marine Transfer --

18 BY MR. WISNIEWSKI:

19 Q. It's an Excel file. Is it just an Excel file on that wharf
20 computer?

21 A. No, so it's on, you know, Share Point for the company, and
22 it's like in our marine movements. So anybody can go and look at
23 it like within the refinery.

24 Q. Okay. So marine movements. And who -- what outfit or who's
25 that going to? Is it part of the terminal?

1 A. Yeah. Yeah, anybody within the refinery can go on our page,
2 as far as the docks page, and go look at that time log.

3 Q. Okay. And, now with those time logs, is that also where you
4 would report let's say, you were talking about the timbers that
5 were damaged? How do you report those? Do they go in the time
6 log or is that some other reporting mechanism that you put them
7 in?

8 A. Yeah, that would, you know, that would go into your turnover,
9 and you would report that to your lead wharfman and then whoever
10 you need it to report it to after that. The lead wharfman would
11 find out about it, and then, you know, if we had to put work order
12 in and let our supervisors know.

13 Q. Okay. So that's -- that all goes into like your turnover
14 notes. Is there any other reporting system that you would enter
15 in, let's say for the dock damage?

16 A. Not as far as -- not really. I mean we would put a work
17 order in to, you know, to come get it fixed.

18 Q. Okay. So for the dock damage, had you put the work order in
19 or were you on watch at the time when those timbers were damaged?

20 A. I don't believe so.

21 Q. Okay.

22 A. So there's a --

23 Q. Okay. So take me through the process. So it's a work order
24 that goes in. And then how do you get notified it's repaired? Do
25 you just see it onsite or does the work order get closed out and

1 send you a response or how's that work?

2 A. Yeah. So, basically they have to -- they would come to us in
3 order to get permitted to do the job. So as far as the lead
4 wharfman, we would know about it, and we would know, you know, if
5 they were scheduled to come out and do the job that day.

6 Q. Okay. And then with your turnover that evening, you came on
7 watch Monday evening at 16 -- was it 1600?

8 A. Yes.

9 Q. The turnover notes, was there anything that was left in
10 there, anything that would indicate to you that there was any
11 problem with that dock?

12 A. I couldn't really tell you offhand. I don't believe so.

13 Q. Okay. You just don't recall, but we could request those
14 turnover notes or have access to that?

15 A. Yeah, but I --

16 Q. You could -- generally could access it, right?

17 A. Yeah. I don't believe that it was in there but, yeah.

18 Q. Okay. And then when you, when you -- you indicated like you
19 make your shift round, you go down and look at the dock. Are you
20 responsible for like pipeline op, pipeline op, valves, making sure
21 it's double blocked? Who does that?

22 A. Yeah, so whoever, whoever the dock operator. It depends.
23 Anybody can go, you know, anybody qualified, any qualified
24 operator on the docks can go make rounds to, you know, and do the
25 inspections. Once you're qualified, you're qualified to do all

1 the dock inspections. But as far as your question, I'm not really
2 sure what you was asking.

3 Q. Yeah. Who makes sure -- that evening prior to let's say, you
4 know, they were going to arrive at midnight, 12:30. Who makes
5 sure that the valves are locked up correctly to go to the tank
6 farm to fill that tank? Is that you or is that the --

7 A. That's the -- me and the dock operator as well.

8 Q. Okay. So it's a double check kind of system, right, where
9 one lines it up and the other one verifies it?

10 A. Yep.

11 Q. Okay. And that -- was that done prior to them arriving?

12 A. Ask that question one more time? I'm sorry.

13 Q. Sure. So is the line up done prior to their arrival or do
14 you wait until you're all hooked up and then open the lines?

15 A. Yeah. No, we don't, we don't line anything up until, until
16 the barge is here.

17 Q. Okay. And then so like did -- do you know if someone -- I
18 think it was already asked, but do you know if someone needed to
19 walk that dock that evening on your shift?

20 A. Yes. Yeah, I mean we're supposed to go out. I would assume
21 they went out. I couldn't tell you offhand, but they should,
22 yeah, somebody had to have been out there to do the dock
23 inspection.

24 Q. Now, do they, do they record that in that call log or
25 anywhere that they did that round?

- 1 A. I'm not sure. I don't believe so.
- 2 Q. Okay.
- 3 A. But I could be wrong.
- 4 Q. Okay. You indicated at 12:07, you received a call. Who was
5 that that you received the call from? Was it the captain, the
6 mate, the ship?
- 7 A. Yeah, that was the captain of the tug, the *Ovide J*.
- 8 Q. Okay. And he called you indicating he was arriving when?
- 9 A. At 12:07, that's when he, that's when he called saying that
10 he had just touched at the dock and he said he lightly tapped it
11 and the dock fell in the river.
- 12 Q. Okay. So he called you right when it happened. All right.
13 Got it. So you indicated, before you were saying that you were
14 tracking them. How do you track them? Through AIS? Do you have
15 like Port Vision or --
- 16 A. Yeah, Port Vision.
- 17 Q. You use Port Vision to track them.
- 18 A. Yep.
- 19 Q. Do you use any of the logs in Port Vision to record anything
20 like when their arrival was, when they're hooked up. Where does
21 that stuff go?
- 22 A. No, as far as Port Vision, I just use it, you know, just to
23 keep like an update and just to see where the tug's at.
- 24 Q. Okay.
- 25 A. I don't really fool with it, but I just kind of do it just to

1 get an idea about how far out they are or what time they might get
2 here.

3 Q. Got it. And do you record when first line is?

4 A. Yep.

5 Q. When the manifold's hooked up, and where's that reported?

6 A. Yeah, that's all -- all of that, anything to do with the
7 transfer is recorded in our time log like I was saying before.

8 Q. Okay.

9 A. Where it's in our -- on our computer where everybody can see
10 it on the dock page.

11 Q. Okay. Got it. So what would be the first, you know,
12 obviously what would be the first entry that would be put in when
13 a tug and barge show up? Is it first line? Is it hooked up to
14 the manifold? What's the first entry typically?

15 A. Typically I mean anything we put into the time log is going
16 to be, you know, the tender time, what time that it's called in.
17 We keep track of all that. But as far as the barge getting here,
18 the first line, and then when all the lines are tied down. We
19 have all fast time that we keep track. And then we go about, you
20 know, the tankerman arrived and we have -- we keep track of
21 everything.

22 Q. Okay. And do you remember from that night, the arrival times
23 and what was placed in there? And if you don't know off the top
24 of your head, we're just going to request the record, but I'm just
25 curious what was in there from that evening?

1 A. Yeah. I honestly couldn't tell you.

2 Q. Okay.

3 A. But I mean I would think it was at 12 o'clock or 12:05. I'm
4 not 100 percent sure.

5 Q. Okay. That's fine. I appreciate that. And go a little bit
6 -- I think it was explain about this job loss analysis. Is that
7 just filled out after the -- like this incident on the dock was
8 hit, and then your stringing out boom (indiscernible) --

9 A. No. So that's --

10 Q. What's -- can you get into that a little bit more, a job loss
11 analysis?

12 A. The job loss analysis is basically, you know, it gives us
13 little like things that could possibly go wrong, and it'll go into
14 little subtitles, more of what it could possibly be. And then
15 it'll have another step that will say, you know, how to mitigate
16 that, whatever it is that could be wrong.

17 Q. Okay. So they're mitigation measures that are put in based
18 on whatever the incident is or whatever the action. Okay. So
19 now, is that a computer or is that on an app? Where is that
20 available to you guys? How's that available to you? In a book, a
21 folder.

22 MR. MEDRANO: So, this is Mario. I've got to -- the job site
23 analysis, it's just a tool that we use whenever we're doing any
24 type of new -- if the operators doesn't really know how to do a
25 job, it kind of identifies certain things that he should be

1 looking for, and we --

2 MR. WISNIEWSKI: Okay.

3 MR. MEDRANO: -- use it to -- just like a tool. So we don't
4 use it as an incident kind of to report anything situation. It's
5 just a tool that operators use just to give more in depth and
6 what's the worst thing that can happen, and it just helps them to,
7 you know, mitigate those issues and, you know, be a safer
8 operator.

9 MR. WISNIEWSKI: Okay. Thanks, Mario, for that
10 clarification.

11 BY MR. WISNIEWSKI:

12 Q. All right. I'd like to go back to -- you indicated this was
13 the first day or the first job that you were qualified off shift
14 to do this by yourself. How long was your training?

15 A. I trained for about, about 5 or 6 months. Probably closer to
16 6 months.

17 Q. And so you shadow a senior wharfman. Take me through that
18 process. How is it? Will you go through sites --

19 A. Yes.

20 Q. -- verification, like a checklist? Do they have to verify
21 you on the job function?

22 A. Yeah.

23 Q. Just walk us through that a little bit.

24 A. Yeah. So somewhere around the end of last year, you know, we
25 have a package that, you know, we sign off on, all the things

1 we're qualified on as far as a lead wharfman roles and
2 responsibilities and things that need to be -- things that the
3 lead wharfman need to know. So then the past 6 months, I just
4 been basically shadowing another lead wharfman and taking on the
5 roles as well with somebody standing on -- standing, another lead
6 wharfman right there with me. So, you can say pretty much I've
7 been doing it, but I had another lead wharfman sitting there
8 watching everything that I did.

9 Q. All right. Good. And then they go through and they do a
10 sign off sheet. They verify you that you've done the performed
11 tasks?

12 A. Yep.

13 Q. And that -- does that typically take 5 to 6 months? What is
14 the timeframe?

15 A. The timeframe, I mean it don't usually take but -- so I --

16 MR. MEDRANO: This is Mario again. So the timeframe, it
17 mostly depends on the operator. Until we feel confident that he
18 can do the job, and we do have a job checklist that we kind of go
19 through and all the things that he needs to learn for the job
20 task. And then we do a roundtable, and that's, you know, with him
21 and other supervisors and asking him questions, scenarios about
22 the job that he needs to know and able to answer questions. And
23 if he does all that correct, then we'll qualify him to do the job.

24 MR. TODD: This is Scott Todd. I think it's important to
25 note here that prior to becoming a lead wharfman, each one of

1 those guys in that position have already qualified as a dockman
2 first. They have worked an extended amount of time on the dock at
3 each one of those posts prior to becoming a leader of the entire
4 shift.

5 MR. WISNIEWSKI: Yeah, that's good. Thank you, Scott, for
6 adding that.

7 BY MR. WISNIEWSKI:

8 Q. Yeah, that's what I was going to get at was the next is how
9 much time did he spend -- how much time did you spend in like a
10 dock operator position on that crude oil dock?

11 A. I mean I didn't work on it every day, but I've been, you
12 know, qualified on that dock for a year and a half now.

13 Q. Okay. A year and a half.

14 A. Yeah. Well, now, it's been two years, but yeah. I worked on
15 it for about a year and a half.

16 Q. And what -- is there anything between dock operator and lead
17 wharfman? Is that the progression or what --

18 A. Yeah.

19 Q. -- other --

20 A. That's it.

21 Q. -- roles are in between there?

22 A. No, that's it right there. Just a dock operator and then
23 lead wharfman.

24 Q. Okay. And then is this also overseen by the refinery itself?
25 What's it? PBF Chalmette Refinery personnel?

1 A. Yeah. Yep.

2 Q. And who would like oversee that? Who's the person that would
3 oversee the signoff or making sure that that was done correctly or
4 to the satisfaction of the refinery?

5 A. Making sure that what's done correctly?

6 MR. MEDRANO: Your training.

7 MR. HUME: My training?

8 BY MR. WISNIEWSKI:

9 Q. Yes, yes. Is there someone from the refinery on that site?

10 A. Yeah, so as far as my company supervisor signs on and then
11 the -- whoever's over the dock which would be -- who would decide?

12 MR. MEDRANO: Me.

13 MR. HUME: Okay. I didn't know if -- I couldn't remember if
14 what's his name had to sign on it. And then, yeah, so day
15 supervisor which is -- he's over the offsites or the docks
16 supervisor.

17 MR. MEDRANO: What's his name?

18 MR. HUME: Scott Todd.

19 MR. WISNIEWSKI: Okay. So Scott Todd.

20 Okay. [REDACTED] that's all the questions right now that I
21 have.

22 [REDACTED]: Okay.

23 MR. WISNIEWSKI: Thank you.

24 [REDACTED] I had a couple. So --

25 MR. MEDRANO: So --

1 [REDACTED] [REDACTED]: Go ahead.

2 MR. MEDRANO: So this is Mario. I want to clear up a couple
3 of things. So, how the shift works is, operators come in and each
4 operator, if he's qualified. Most all of them are qualified on
5 all four docks, and they do rotations on what dock they work on.
6 So if you're an extra person, then usually you do the rounds on
7 all of the docks that are not being run, and they do the
8 inspections. They check pumps. They check line dumps. They
9 check anything that's on that entire track because the entire
10 track that we update, and then we send it off to I guess the PTO,
11 and then they will just check off and make sure we did our rounds.

12 And then the lead wharfman is communicating -- he's
13 controlling all this situation. He's running the whole shift day
14 or night.

15 [REDACTED] [REDACTED]: Okay. This is [REDACTED] O'Donnell.

16 Going -- when you say extra person, what does that mean? I'm
17 trying to --

18 MR. MEDRANO: So the extra person, say if you've got -- say
19 you've got two docks running. Usually we typically have three
20 docks operators on a shift and then a lead wharfman. So that
21 third person is not -- doesn't have a dock running. He's going to
22 be assisting the lead wharfman in any other tasks that's needed to
23 be done, like doing rounds or doing -- bringing up samples, any
24 other tasks until his dock is ready to be operated.

25 [REDACTED] [REDACTED]: Okay. So, as far as before -- and do they

1 all -- they all rotate on those same -- they're all on that same
2 shift?

3 MR. MEDRANO: Yes.

4 [REDACTED]: Okay.

5 MR. MEDRANO: Yep, they're all on the same shift and if they
6 are qualified on certain docks, then they can rotate.

7 [REDACTED]: Okay. And do each of them -- so you said
8 that the one person, whoever is the third or the extra person --

9 MR. MEDRANO: Extra person, um-hum.

10 [REDACTED]: -- might do the inspections. Do they -- do
11 the three dock operators and the lead wharfman, do they do an
12 inspection prior to their shift or is it just that person?

13 MR. MEDRANO: So each operator has their dock rounds on each
14 dock. So if you're working that dock, you are responsible for
15 that round.

16 [REDACTED]: Okay. So it's separate.

17 MR. MEDRANO: You know, so if the crude dock was empty, then
18 that extra person would go out there and go through those rounds
19 that's not being used.

20 [REDACTED]: Okay. Understood.

21 MR. MEDRANO: And that lead wharfman is responsible to make
22 sure that that's being done or if he doesn't have that extra
23 person, then he has to go do the rounds.

24 [REDACTED]: Okay. Understood. Okay. And so is there a
25 different -- when you say qualified on each specific dock, can you

1 kind of speak to that?

2 MR. MEDRANO: So, yeah. So, if there's some operators that
3 only are qualified on one crude dock, you know, depending on, you
4 know, the training, and some operators are trained on all four
5 docks --

6 [REDACTED]: Okay.

7 MR. MEDRANO: -- and more. So depending, you know, what
8 you're trained on, that's what you're going to be working on.

9 [REDACTED]: Gotcha. And to be the lead wharfman, you
10 have to have training on all of those docks?

11 MR. MEDRANO: Yes.

12 [REDACTED]: Okay. All right.

13 BY [REDACTED]:

14 Q. Okay. So going back to you, Trevor, so as far as you
15 starting out as a dock operator, do you start out on a specific --
16 do you start out on a crude dock and then move over? Kind of what
17 was your training?

18 A. So it just depends, you know, it just depends on what's
19 really going on. You kind of -- with the training, you kind of
20 jump around to -- it's the majority the same. The only thing that
21 really changes is like the line ups. So -- but as far as like
22 hotter transfer runs, it's generally the same, you know. It's the
23 same, you know, you've got to wait for the tankerman to get here.
24 You've got to hook up the hose. You do the meeting, you know.

25 The only thing that -- for the most part, the only thing that

1 really changes is the line ups. So a lot of times like when
2 people come in to train, you know, we try to go over like
3 different procedures, different things, and then we'll focus on
4 getting their drawings, like they draw the whole unit or each
5 dock. They draw the safety and then they draw the process lines.
6 So we try to knock that out so people can get an understanding of
7 how it actually is. And then we'll focus on, you know, like
8 getting transfers done, you know, learning the process of how it
9 all works.

10 Q. Gotcha. And so for the crude dock specifically, as far as
11 when -- how the vessels approach, so if they're approaching -- or
12 when you say like pipe down, how would the vessels approach the
13 dock normally what you've seen? How would they do that?

14 A. Yeah. So normally --

15 Q. And you can use these drawings if you need them.

16 A. I believe, I believe the barge was coming from up river. It
17 was coming from up river, and a lot of times they'll kind of come
18 around and put their nose close to here. Well, they'll come out a
19 little bit, put their nose, and then they'll swing. And they'll
20 slowly touch in with the stern or the bow of the boat, and they'll
21 push up, and after they get that line tied, they'll come in
22 slowly --

23 Q. Okay.

24 A. -- kind of swing in.

25 Q. So you're saying their first point of contact is normally

1 that -- you call them dolphins. Is that right?

2 A. Yes.

3 Q. Okay. The dolphin that's kind of closest to the walkway --

4 A. Correct.

5 Q. -- the initial walkway. Okay.

6 A. Yep.

7 Q. So how often do you see that they -- do you know how that
8 vessel was coming in that night?

9 A. I don't know.

10 Q. You don't know. Okay. How often do they do something
11 different than that, what you just described?

12 A. Not really often to be honest. I mean I know they was coming
13 from this way. So they -- the tug was on this side of the barge.

14 Q. Yeah.

15 A. So they had to have come in that way. You know, that's the
16 only thing I can -- that I can say how they came in.

17 Q. Okay. So when you were working this dock as a dock operator,
18 you -- where do you stand when the vessels come in?

19 A. Yeah. So when I see the barge coming in, I pretty much do
20 the same thing every time. I'll come in -- after I see them
21 coming in, I'll come stand right at this dolphin, and then they'll
22 slowly walk it down and get their lines, and then I'll go make
23 sure that the header is lined up with -- where it needs to be or
24 the pipeline that we connect the nose to --

25 Q. Okay.

1 A. -- the manifold.

2 Q. And then so who handles the lines once they get -- who
3 handles the lines for the barges?

4 A. That they tie off on the barge?

5 Q. Yeah.

6 A. The tankerman usually do.

7 Q. So you as the dock operator are not handling the lines?

8 A. Yeah, if they need -- if they've got to catch a line higher
9 up and we will assist them but that's pretty much it. Usually
10 they'll have it tied off to where they can adjust the lines
11 themselves.

12 Q. Okay.

13 A. That's not really -- I guess -- I mean our job to do is to
14 tighten their lines. I mean I don't know what they're supposed to
15 do.

16 Q. Gotcha. Okay. And --

17 MR. MEDRANO: Can I add on?

18 [REDACTED]: Yeah, proceed.

19 MR. MEDRANO: This is Mario. So, yes, you know, most of the
20 time you do get a line from there but depending on the tug coming
21 in, it might just settle itself on the dock, and then move up to
22 throw that line and then, you know. So sometimes the tug might
23 touch up first just to get settled in, and then move and adjust
24 when it needs to put the lines out.

25 [REDACTED]: Okay. And you say when the tug touches up

1 first. What do you mean?

2 MR. MEDRANO: Meaning to the dolphin. So depending how he's
3 turning and how the river, if there's a high river, low river,
4 depending the current, he might miss, you know, his objective. He
5 might just land on the dock first, adjust and then move where to
6 where he's to move to.

7 MR. HUME: Yeah, what he's saying is basically like normally
8 like I said, they normally might touch up right here but sometimes
9 they might touch up a little further back and once they figure
10 that, they might slide up or down.

11 [REDACTED]: Okay.

12 MR. MEDRANO: Yeah, if they need to adjust.

13 BY [REDACTED]:

14 Q. But you've always seen them touch the front, the bow of their
15 barge, the front of the barges first when they're approaching that
16 way?

17 A. Yeah.

18 Q. Okay. Have you ever seen them touch the stern in first and
19 then work like the opposite way?

20 A. I mean I can say I've seen do it I guess just depending on
21 how the, you know, the current -- what the current's doing, you
22 know.

23 Q. Gotcha.

24 A. And how the -- if it's crammed up, like the dock space or
25 something like that, but I mean it's not like that 100 percent of

1 the time, you know. But that's typically what they would do.

2 Q. And then just to clarify, so this time log, how -- when did
3 the -- like are -- so you described that on time log they have the
4 lines over the day, like these points and times capturing when
5 the, you know, the vessel comes in. Does the dock operator
6 communicate that to you and then you input the times or does --
7 can you clarify?

8 A. Yeah, he'll keep track of the times and then put it all in
9 his computer.

10 Q. He keeps track of the times and puts it in his computer.

11 A. Yes.

12 Q. Okay. And is that Excel sheet -- that's a -- those are
13 records that are kept. Do we have to go -- like is it for the --
14 like who owns that?

15 MR. TODD: We do. It's ours, yeah. We can definitely get
16 you a copy of it.

17 [REDACTED]: Okay.

18 MR. MEDRANO: This is Mario. So typically that dock
19 operator's in charge of that. So the barge comes in. He verifies
20 his paperwork, what he's going to be doing. The barge comes in.
21 First line, he writes it down, you know, if he has his notebook,
22 writes it down. Fast line, writes it down. Then he goes in his
23 office when he's available and puts it -- opens up the Share
24 Point, types in his information and he can open it and check on
25 how, make sure he's doing -- what he's supposed to be doing but

1 the timesheet is sharable between the dock operators and the PPO.

2 BY [REDACTED]:

3 Q. And when we were out there on the dock, there's that shack
4 there. Is that -- like right there. That there. Okay. So who
5 is in there?

6 A. So that's normally --

7 MR. MEDRANO: The crew (indiscernible).

8 MR. HUME: Yeah, that's the crew (indiscernible) but he is
9 responsible for the tank farm.

10 BY [REDACTED]:

11 Q. The tank farm.

12 A. But some, you know, the dock operator will be in there as
13 well if he's not, you know, on the dock itself.

14 Q. Okay. So the dock operator would normally be in there, and
15 just to clarify, did you say that the dock operator that night was
16 with you initially?

17 A. When the barge got there, no, he was here on the crude dock.

18 Q. And where was he coming from?

19 A. He was coming from my shelter.

20 Q. Okay. And do you know about what time he left?

21 A. It was maybe 11:40, 11:45. I'm not sure exactly what time.

22 Q. Is that before or after --

23 A. I know it was a few -- it was definitely a few minutes --
24 about 15 minutes before the barge got there which should be time
25 enough to get down there before the barge arrives.

1 [REDACTED] [REDACTED]: Okay. Luke, did you have anything
2 additional?

3 MR. WISNIEWSKI: Yes.

4 BY MR. WISNIEWSKI:

5 Q. So, I just want to go right back into the docks again. So
6 you indicated there were four docks that the three dock operators
7 and one lead wharfman oversee. So on that Monday night, before
8 this vessel came in at midnight, so April 24th, what other docks
9 would be utilized or was your other dock operators, you know, at
10 their station? Can you remember back to that night? Did you have
11 two other vessels at the other docks or something?

12 A. So I know as far as -- as far as that, we had two other
13 operators on the shift, and actually we didn't have any transfers
14 going on that night at the time. So when we responded to the
15 incident, I actually had both of them with me when we responded.

16 Q. Okay. And they were at the wharfman shack. And how far of a
17 drive is that to the crude dock? How long does it take to get
18 there?

19 A. It shouldn't take no more than 10 minutes.

20 Q. Okay. A 10-minute car ride. All right.

21 A. Yep.

22 Q. And then my other questions, a little bit more broader, and I
23 think some of it might have been answered, but as far as, how is
24 your company contracted by the refinery? Do you on like a 5 year
25 contract? Do you understand my question? Like how long is this

1 set up? You're a sub to the terminal, correct?

2 A. Yeah, as far as -- correct. Yeah, I mean as far as like how
3 we're contracted to them, I respond to my supervisors as well as
4 PBF supervisors. As far as the contract, I can't go into detail
5 about that. I don't know enough about that.

6 Q. Okay. So you have both your supervisor from your company.
7 Your company's name again is?

8 A. PSC Group.

9 Q. Okay. So PSC Group, and so you've identified your
10 supervisor. And then you also -- who was the supervisor for the
11 terminal, the refinery that night?

12 A. That night which was -- we call him the OFS which is offsite
13 field supervisor. His name was Andre Benjamin.

14 Q. Okay. And Andre Benjamin, did he that evening provide
15 anything like as far as turnover, you know, any concerns with that
16 dock, if anything was going on with that dock prior to this
17 incident, this contact?

18 A. No.

19 Q. Okay. And do you have a formal turnover with him as well or
20 is it just you talk to him during the night? How's that work when
21 you come on shift?

22 A. Yeah. I mean he receives, you know, our emails but as far as
23 -- I don't receive his email, his turnover. So I going to
24 rephrase what I just said. He receives our turnovers but I do not
25 receive his turnovers, but --

1 Q. Yeah, got it.

2 A. -- as far as --

3 Q. Is that via -- you send an email out every night?

4 A. Yeah, at the end of every shift, yeah.

5 Q. At the end of every shift you put one together. Okay.

6 [REDACTED] [REDACTED]: Can I -- this is [REDACTED] O'Donnell. I
7 just want to ask a clarification question. So I think initially
8 when I had asked supervisor, Don Fadell --

9 MR. HUME: Fadalli.

10 [REDACTED] O [REDACTED]: -- Fadalli.

11 MR. HUME: Yeah.

12 [REDACTED] [REDACTED]: So who is he?

13 MR. HUME: So he's -- basically he's just a board operator
14 really is what he is. But he'll tell us, you know, what
15 movements, like transfers we need to get done according to the
16 schedule.

17 [REDACTED] [REDACTED]: Okay. Thank you. Luke, did you have
18 anything additional?

19 BY MR. WISNIEWSKI:

20 Q. No, not at this time. I think we're going to be wrapping
21 this up here soon, but is there, to me, is there anything else
22 that, you know, we've touched on today that you'd like to share
23 with us that maybe we haven't talked about yet or brought into the
24 discussion or something that you maybe, you know, your take away
25 on this or did they go through like a lessons learned with you on

1 this or how did this information get shared amongst your fellow
2 wharfman and dock operators as far as, you know, lessons learned,
3 things to improve?

4 A. Yeah, I mean as far as lessons learned, maybe better
5 communication with the captain when pulling to the dock, making
6 sure that, you know, to not come in too fast, and just be mindful
7 with the current because it was high river, you know. So the
8 current's going to be a lot stronger. So, that's just something,
9 you know, to keep in mind when we're calling in barges to come to
10 the dock, that they should keep in mind as well. Which I mean
11 they should but, you know, just a reminder as far as lessons
12 learned. And then just communicating that way, you know, with the
13 other dock guys, only wharfman. But as far as that, that's pretty
14 much it for me.

15 [REDACTED]: All right.

16 BY MR. WISNIEWSKI:

17 Q. My last question to you is did anyone else like interview
18 you? Did they take statements or anything or have you written
19 anything out?

20 A. Yeah, I mean I wrote a statement for my company, yes.

21 Q. Okay. And that went -- okay. That's just to your company,
22 right?

23 A. To PBF.

24 Q. All right. So that's just like part of the accident/incident
25 report, like --

1 A. Yep.

2 Q. -- the statement? Okay.

3 MR. WISNIEWSKI: [REDACTED] that's all I have. Thank you so
4 much. I appreciate it.

5 [REDACTED]: Okay. That's all the questions I had also.
6 So we'll go ahead and conclude the interview. It is 0910.

7 (Whereupon, at 9:10 a.m., 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: CRUISE BARGE COLLIDES WITH DOCK AT
CHALMETTE REFINERY ON THE LOWER
MISSISSIPPI RIVER NEAR CHALMETTE,
LOUISIANA ON APRIL 25, 2023
Interview of Trevor Hume

ACCIDENT NO.: DCA23FM031

PLACE: United States Coast Guard
Sector New Orleans

DATE: May 26, 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.



Kathryn A. Mirfin
Transcriber