

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CRUISE BARGE COLLIDES WITH DOCK AT

*

CHALMETTE REFINERY ON THE LOWER

*

Accident No.: DCA23FM031

MISSISSIPPI RIVER NEAR CHALMETTE,

*

LOUISIANA ON APRIL 25, 2023

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Interview of: ANTOINE KELLY, Dock Operator
PBF Chalmette

United States Coast Guard
Sector New Orleans

Friday,
May 26, 2023

APPEARANCES:

████████████████████
United States Coast Guard

LUKE WISNIEWSKI
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

(9:17 a.m.)

1
2
3 [REDACTED] [REDACTED] We're going to go ahead and start the
4 interview. So it is 0917. We're at Coast Guard Sector New
5 Orleans.

6 I am [REDACTED] [REDACTED] [REDACTED] with the Coast Guard.
7 We'll just around and say your name and your position.

8 MR. KELLY: I am Antoine Kelly, the dock operator, at PBF
9 Chalmette.

10 MR. WISNIEWSKI: And can you spell your last name for the
11 recording?

12 MR. KELLY: It's K-e-l-l-y.

13 MR. MEDRANO: This is Mario Medrano, M-e-d-r-a-n-o, dock
14 supervisor, PSC.

15 MR. TODD: Scott Todd, T-o-d-d, Chalmette Refinery, process
16 supervisor.

17 MR. WISNIEWSKI: And on the phone, my name is Luke
18 Wisniewski, W-i-s-n-i-e-w-s-k-i, with the National Transportation
19 Safety Board.

20 [REDACTED] [REDACTED] All right. And does anybody have any
21 objections with the interview being recorded?

22 MR. KELLY: No.

23 MR. MEDRANO: No.

24 MR. TODD: No.

25 [REDACTED] [REDACTED] Okay. No objections.

1 INTERVIEW OF ANTOINE KELLY

2 BY [REDACTED]

3 Q. Okay. So if we could just get started kind of on your
4 background, experience, position with the company, how long you've
5 been working for them, what are your roles and responsibilities.

6 A. Okay. Well, again I'm a dock operator at PBF Chalmette.
7 I've been there for 6 or 7 months. I've been training on all four
8 docks for quite some time. I'm qualified at the crude dock and 6
9 dock, and where I work often. And, what else?

10 Q. Can you just kind of describe what your -- what do you do on
11 your shifts? What are your responsibilities?

12 A. To basically transfer product, petroleum products from the
13 plant -- to and from the plant. So, we're in charge of the whole
14 order of operations from getting the product from the plant to
15 ships and barges and off from ships and barges.

16 Q. And, what is your schedule?

17 A. Rotating shift, 2-2-3 mostly, but --

18 Q. What does that mean?

19 A. Two days on, two days off, and three days. That's a rotating
20 shift. So I work days, nights, so on and so forth.

21 Q. And how long are your shifts?

22 A. Twelve hour shifts.

23 Q. Okay. Twelve hours. And when do you start those shifts?

24 A. Either 4 in the morning or 4 in the afternoon.

25 Q. Okay. And you said 7 or 8 months?

1 A. Yes, ma'am.

2 Q. Okay. So, let me see here. So can you kind of describe who
3 -- like who do you work with during your shifts?

4 A. It would be myself, other dock operators and then my
5 immediate supervisor is the wharfman. He's basically who I get
6 all my orders from. If anything goes wrong, he's the first person
7 I call. And then above them, it's Mario and then the plant
8 supervisor and so on.

9 Q. Okay.

10 A. On an average day, it's the wharfman and the dock operator.

11 Q. Wharfman and dock operator meaning?

12 A. Dock operators. Other people like me.

13 Q. Oh, other dock operators.

14 A. Yeah.

15 Q. Gotcha, gotcha. Okay. So kind of going onto that day of the
16 incident, can you kind of just describe kind of from start to
17 finish, in as much detail as you can, kind of what happened from
18 your perspective what you saw and what you did?

19 A. From the incident or the entire workday?

20 Q. I mean you can start from when you got on your shift and kind
21 of talk through the incident.

22 A. Oh, okay. Basically I got there at 4 -- 1600. It was
23 regular shift stuff. I'm pretty sure I did the rounds. That's
24 where you have to go from dock to dock and other various offsite
25 things, you know, and note if everything's okay. Check various --

1 the structure of the docks and stuff like that. I went to crude
2 dock probably -- that's one of the first ones we go to when we
3 start our shift because it's on the other side of the plant. So I
4 know I did probably crude dock, then 6 dock, and did the rest of
5 my rounds as usual, and then I went back at the wharf shack. We
6 were just -- it was probably just nothing but training, but then
7 we got busy. We started doing a lot of other work. And he had
8 told me before that I was going to have, I was going to have to
9 report to crude dock. We just didn't get -- I'm not sure. We
10 were at 2 dock for most of the day though, 2 dock and the wharf
11 shack. That's where he primarily works out of.

12 Anyway, I'm pretty sure I was over the water at 2 dock,
13 probably just doing training, and he called me and told me I had
14 to report to crude dock because the barges were pulling up. And
15 so he had one of the other dock operators escort me over there.
16 So I reported directly to the crude dock. I saw a light on the
17 pier, I mean on the dock itself. So the light from the tug. So
18 they were pretty close. I'm not sure if they were actually
19 connected, but I did see them pulling in.

20 So as I reported to crude dock, I went inside like I always
21 do and talked to the crew terminal operator. That's the guy who's
22 in charge of that dock specifically. So I talked to him so I
23 could get all the information about our proceedings and stuff,
24 what tank I was going to, et cetera, et cetera. And then before I
25 got out of the shack to go spot the barges, he got a call from his

1 supervisors and they told us -- well, they asked us to go see if
2 the dock had fell in the river, and it did. Because the first
3 thing I did was I walked down the dock, saw like the very end of
4 it where the crane and the hose connections and stuff. All of
5 that was under the river. They had one of the deckhands, he was
6 on the barge, closest to the dock, well, on the inside. And he
7 was kind of panicky, but he said that they barely touched it.
8 They were just pulling in and it just collapsed.

9 So the first thing I did was once crew terminal -- I had to
10 tell him first because it was in the water, and then I called the
11 wharfman immediately after. Probably like 5 minutes later, he
12 showed up. We began to pull a boom, and that ended it. Pretty
13 much that was everything. And it happened fast. Everything, even
14 from pulling -- from the time we got the phone call about it
15 collapsing, all the way up until pulling boom, it was about 40
16 minutes.

17 Q. Okay. Just to clarify one piece real quick. So the terminal
18 operator --

19 A. Crew terminal operator, yeah.

20 Q. Crew terminal operator.

21 A. That's essentially like the -- like a wharfman for PBF.

22 MR. TODD: This is Scott Todd. He's responsible for the tank
23 farm that the barges that the crude dock offload to.

24 [REDACTED] Okay.

25 MR. TODD: He has no responsibility over the dock itself.

1 [REDACTED] Gotcha.

2 BY [REDACTED]

3 Q. He sits in that -- where is he located?

4 A. In the shack, the shack right outside the --

5 Q. Right outside, okay. And you said when you got there, you
6 went to that shack and talked with him?

7 A. Yes.

8 Q. Okay. I just wanted to clarify that. Okay. So kind of
9 rewinding a bit, talk to me -- so you start at 1600. You said
10 that you do inspections of the docks?

11 A. Yeah.

12 Q. Can you tell me --

13 A. It's kind of a check round. So we go through the rounds, and
14 then there's certain things you check at certain docks. So we go
15 to the crude dock and 6 dock first. You've got to scan out of the
16 plant and then scan back because you've got to cross over to the
17 other side of the plant. So at crude dock, there's generators.
18 There's diesels you've got to check. There's sumps you have to
19 check. The sump levels that you have to check. And, I did that
20 first. And then after that, I'm pretty sure I just went to 6
21 dock, and 6 dock, just making sure all of your valves are closed,
22 that the sumps are at a good level, that they work. Basically
23 just routine stuff.

24 Q. Do you -- as a part of that, checking like the condition of
25 the dock itself?

1 A. Yes.

2 Q. Okay. Did you notice anything at that time?

3 A. Nothing out of the ordinary.

4 Q. Nothing.

5 A. The crane was fine. The -- we checked the crane for, what is
6 it? The lube or what is it? The functionality, yes, stuff like
7 that. Everything was fine.

8 Q. Okay. And then after that, you go back into the --

9 A. After I do the rounds -- yeah, you have to -- I went back to
10 the wharf shack.

11 Q. Okay. And then do you remember about what time it was that
12 the vessel was being called down and when you left?

13 A. I left at about 11:30, 11:45, because I got there at exactly
14 like midnight basically.

15 Q. Okay. And when you got to the dock, what was the vessel
16 doing?

17 A. Yeah, I saw a spotlight. And again, it was midnight. So
18 there was no -- it wasn't too much light out there to see, but I
19 saw the tug's light hitting the dock itself.

20 Q. Okay.

21 A. Like the middle part, and that was all I could see. By the
22 time I walked in, that's when he had got the call like 5 minutes
23 later.

24 Q. So when you showed up, was the dock already in the water?
25 Had it already --

1 A. I couldn't tell.

2 Q. You don't know. Okay. Now, are you -- is that normally --
3 so just speaking kind of in general terms, you've been working
4 there 6 or 7 months. Is that a normal -- when do you normally
5 show up in relation to how the vessel is coming in?

6 A. Preferably before 30 minutes, 45 minutes, an hour before.

7 Q. Before the vessel arrives at the dock.

8 A. Yes, I believe it was early or, I don't know. Time just
9 probably got away from us, but -- yeah, he said that they were
10 going to come in, but I'm sure he said not until right before
11 shift change. So midnight was early for me. I'm not entirely
12 sure, but he's in charge. So I was waiting for the call so I
13 could go.

14 Q. So what you're saying is you just -- if and when he tells you
15 to go, you go?

16 A. Yeah, because I need a ride to crude dock.

17 Q. Okay. So when the vessels come in, are you supposed to --
18 where are normally you supposed to be positioned?

19 A. Spotting them in. So basically we have to line up their
20 headers to where we need, depending on which line we're using.
21 There's only one line that we could use at that time. So I just
22 had to make sure that they were sport on to where I needed to
23 maneuver the holes over with the crane.

24 Q. And, so how do you, how do you -- do you communicate with the
25 vessel or how does that --

1 A. Yeah. There's usually a deckhand out there.

2 Q. Okay.

3 A. And he's guiding the ship. He has a radio with the captain.
4 So he's usually outside. I'm talking to the deckhand, possibly
5 (indiscernible) but, yeah, usually it's just me pointing exactly
6 where he needs to have his header.

7 Q. Okay. So in terms of -- how many vessels come in and out
8 like each week? Or how many times do you act as a spotter each
9 week within your work rotation?

10 A. That's a pretty big piece, and we have barges every day. So
11 like a rough estimate?

12 Q. Just like how many times you think.

13 A. Thirty or forty. A lot. I can't --

14 Q. For each week or --

15 A. Each week?

16 Q. Yeah.

17 A. Yes. Because on a regular shift, depending on what dock
18 you're in, you could do it probably four or five times.

19 Q. Okay. But you're saying for all the docks, right? All the
20 docks, not just the crude dock?

21 A. Yeah.

22 Q. Okay.

23 A. As far as crude dock is concerned, it's not as hectic. It's
24 not as busy as the other docks, but --

25 Q. Okay.

1 A. -- but if we're just talking crude dock, in a good week, I
2 guess four or five.

3 Q. Okay. And, so four or five coming into crude dock each week.
4 How many times are you on the dock spotting them?

5 A. Almost always.

6 Q. So, on this incident, on the 24th or 25th, you weren't on the
7 dock. Why? Why did that happen? Was that abnormal or what was
8 different about that night?

9 A. I think we were just busy, and then by the time we got the
10 call and got over there, he was just already pulling up. So.

11 Q. Okay. And then as far as you -- tell me about like the --
12 you keep a time log of things? You keep records of things, times
13 of --

14 A. Yeah.

15 Q. So can you talk to me about that? What do you keep track of?
16 How do you that?

17 A. Okay. So the times that we should have on the time log is
18 the NOR tender time, and the --

19 Q. What is that?

20 A. NOR tender time. It's the time the vessel was tendered.

21 Q. When they get to the dock?

22 A. Essentially, but it's usually that, the first line, the first
23 line that they attach to the dock, and then their all fast time
24 which is usually a little while after, once they get all their
25 lines secured. After that -- well, around the time the all fast,

1 then we call for the inspector depending on who that is, let them
2 know that they're ready to be gauged open. After that, it'll be
3 -- I was talking to the tankerman awaiting for tankerman dependent
4 on if the boat ordered them or we ordered them. The -- once the
5 tankerman get there, we'll decide on how we're going to -- if we
6 need to connect the hose. That's a time. Connecting the hose is
7 a time. The pre-transfer conference that we conduct with the
8 tankerman, that's also another time. The time the inspector
9 arrives. The time that the tankerman arrived, there's times for
10 everything. So.

11 Q. Okay. And where does that go? Where does that information
12 go?

13 A. In the Marine Movements One (ph.). It's in the home base of
14 the plant.

15 Q. Okay. And then do you see, do you see kind of the same
16 vessels come in and out of there? Is it the same people or is it
17 all different all the time?

18 A. I don't know. There's certain people that come a lot more.
19 And the barges, there's certain barges that we do a lot more,
20 regularly, but the tugs change --

21 Q. The tugs change.

22 A. -- a lot.

23 Q. So the deckhands that are out there on the tugs, do they --
24 are those people that you see fairly often?

25 A. Pretty much. It's just like the tankerman but the captains

1 are the ones who -- I usually -- I don't know. They move around a
2 lot. So.

3 Q. So for the *Ovide J* that deckhand and tankerman that were on
4 the vessel, do you see them fairly frequently?

5 A. I don't know who that deckhand was.

6 Q. You don't know who the deckhand was?

7 A. Yeah, and I think the inspector showed up after all this.

8 So. Yeah, it was just the deckhand. I don't even think I saw the
9 captain anyway. So.

10 Q. Okay. Do you know if there have been any reports made or any
11 notifications that were made concerning the condition of the dock
12 prior to that day?

13 A. No, not necessarily. They had an incident probably a little
14 bit before that where the barges came in too hot, and I was
15 spotting them. Again, it was the nightshift, but it was this
16 middle egress point that the tankerman and the inspector used to
17 get on and off the dock. Yeah, he broke a couple of timbers but
18 that was about it, and that I was aware of.

19 Q. Do you know about how long ago or what date or --

20 A. Not off the top of my head.

21 Q. Do you remember the vessel name?

22 A. No.

23 Q. But you said you were spotting them at that time?

24 A. Yeah.

25 Q. So you were on the dock?

1 A. Yeah.

2 Q. Okay. Do you know what timbers they broke? And I have a
3 couple pictures here, like this is a picture of the dock, but can
4 you kind of describe to me how that happened?

5 A. So about right here, you see that little egress point.

6 Q. Yeah.

7 A. Yeah, he broke the 5, and then that captain, he's never been
8 there, and that's what the tankerman were telling me. They had
9 the shore tankerman and the boat tankerman. Those are the ones.
10 The boat tankerman comes with the vessel.

11 Q. Yeah.

12 A. And then the shore tankerman, they have to get ordered by the
13 captain, but that captain has never been in crude dock so they
14 say, but he came in really, really hot, like it was the fastest
15 I've ever seen. But he clipped right here in the middle.

16 Q. Okay. And I have -- so this is just a couple pictures that
17 we had taken when we were out there, but is, is that what you're
18 referring --

19 A. That's exactly along the beach right here.

20 Q. Okay. So -- okay.

21 A. Five or six.

22 Q. So this you're saying was the result of that incident --

23 A. Yes.

24 Q. -- that time. Okay. Can you kind of describe, and maybe you
25 can use this as a reference, like how that vessel was coming in at

1 that point? Like where did they touch up on first or --

2 A. For that?

3 Q. For this. Yeah, that incident that you're talking about.

4 A. About right here, right where it starts to turn in.

5 Q. So --

6 A. He made contact right there, and then his tug is essentially
7 right here. He was trying to get lined up.

8 Q. Okay.

9 A. He made contact so hard that it snapped in while he was
10 still. The tug didn't even touch the crane.

11 Q. Okay.

12 A. He just snapped. He hit it so hard right there, that it
13 basically stopped.

14 Q. Okay. And where were you standing at that point?

15 A. Right here between the crane -- between that crane and the
16 other crane.

17 Q. So you were standing on the end?

18 A. Yeah.

19 Q. Okay. And --

20 A. Because the tankerman was all the way at the pile basically.

21 Q. So this also happened during one of the nightshifts?

22 A. Yeah.

23 Q. Okay.

24 A. A different crew.

25 Q. Different crew.

1 A. Different wharfman. I called him immediately. So.

2 Q. Different wharfman.

3 A. Um-hum.

4 Q. Who was the wharfman? Do you remember his name?

5 A. Yeah. Ray, Ray Lezinn.

6 Q. Ray?

7 MR. TODD: This is Scott Todd. That event happened on 4/6 at
8 1:45 in the morning. And the tug was *Cynthia II*.

9 [REDACTED] *Cynthia II*?

10 MR. TODD: Yes.

11 [REDACTED] Okay. Do you know who owns or operates that
12 tug or -- yeah, the tug?

13 MR. TODD: It was contracted through FMT Harboring.

14 [REDACTED] FMT. Okay.

15 BY [REDACTED]

16 Q. So you reported it to your lead wharfman, Ray -- what's his
17 last name? Do you know?

18 A. L-e-z-i-n-n.

19 Q. Okay. And does -- for that incident, was there a report that
20 was made or you had to provide statements or what --

21 A. Yeah, I had to make a statement.

22 Q. Okay.

23 A. Then he showed up about 5, 5 minutes later, and the PPS
24 supervisor as well. So.

25 Q. Okay. Do you know following that, if there was any repairs

1 made to the dock, any sort of inspections, anything that you know
2 of that happened following that?

3 A. No, that was above me. So I'm not sure what happened after
4 that.

5 [REDACTED] Okay. And then I think that's it. Luke, do
6 you have questions?

7 MR. WISNIEWSKI: Yes. This is Luke, NTSB.

8 BY MR. WISNIEWSKI:

9 Q. I want to just go through a little bit there again and go
10 back a little bit to your 7 months and training. So the crude
11 dock, right, when you did the training, are you involved with --
12 that's primarily a discharge dock?

13 A. That's correct, sir.

14 Q. And so how many commences, starts, stops have you -- in your
15 7 month timeframe, like during the training part before you do it
16 on your own? How many were you involved with or how many would
17 you say you performed?

18 A. Approximately 20 or 30 under supervision.

19 Q. Under supervision. And then how long was that a timeframe
20 for? What? Two, three months, and then you're on your own?

21 A. Basically, yeah.

22 Q. Okay. I'm trying to get ballpark figures. So, okay. So you
23 did 20 supervised and then you're on your own. So you've
24 participated -- what I'm just trying to show, you participated in
25 a lot of discharges there at that dock, crude dock --

1 A. Yes, sir.

2 Q. -- correct?

3 A. Yes, sir.

4 Q. All right. You indicated that night that you guys were very
5 busy. Can you elaborate? What were you doing? What was --

6 A. There were a lot of transfers.

7 Q. Prior to your arriving to the crude dock --

8 A. Right.

9 Q. -- you indicated you were busy. Can you elaborate on that?
10 What were you doing?

11 A. I'm pretty sure that they had stuff going at 2 dock which I'm
12 also training on and not qualified yet. So I'm pretty sure I was
13 just getting my training up on there, but we were doing a lot of
14 other stuff as well. So before that, we were at 6 dock cleaning
15 and prepping for a job that they had the next day. So, it was --

16 Q. What's cleaning and prepping? What does that mean?

17 A. Well, we were getting 6 dock -- basically it was a little
18 more than housekeeping but essentially housekeeping.

19 Q. Okay. Housekeeping.

20 A. We had to get the dock in order for -- it was a visitor or
21 something. We have a new, we have a new transfer set up over
22 there for that biodiesel. So I'm pretty sure they were coming to
23 do something with that. So we were doing a lot of work at 6 dock
24 prior to going back to the 2 dock and the wharf shack. So in
25 between me training and basically doing everything on 6 dock, that

1 was basically what took up most of my shift up until that point.
2 Because again, I was under the impression that it was coming at
3 probably right before shift change, not at midnight. So when he
4 told me that we were going to head over there, I just jumped in
5 the truck and we just went straight crude dock.

6 Q. Okay. And who was with you? What's the name of the
7 individual that escorted you over to crude dock?

8 A. Yeah, it was another dock operator.

9 Q. Was it an operator?

10 A. Yeah, his name is Ben -- Benjamin V. I don't know his last
11 name.

12 Q. Okay. Benjamin. Now, does Benjamin stay with you or did he
13 just drop you off? He just drops you off?

14 A. No, he would just transport.

15 Q. He was just a transport. So --

16 A. Correct.

17 Q. -- he drives the truck, drops you off and then takes off?

18 A. Yes, sir.

19 Q. Okay. And then the -- you said you went into basically that
20 wharfman's shack that's there, that crew terminal operator,
21 right --

22 A. Yes, sir.

23 Q. -- for the tank farm? Do you remember his name?

24 A. Yeah, it was Roy.

25 Q. Okay. So you were in the shack with Roy at the time when you

1 believe that you saw what? You indicated what? You saw the
2 spotlight?

3 A. I was walking to the crew terminal. That was the only thing
4 I saw from between getting dropped off from the truck and walking
5 into speak with Roy, that was the only thing I saw, was a
6 spotlight on the middle section of the dock.

7 Q. Okay. And I think this was already asked, but I just want to
8 clarify. So you have a walkie-talkie? How do you communicate
9 with the tug, with the bargeman, the AB?

10 A. Before we do the pre-transfer conference, I'll have to call
11 the tug because there's like a phone number that they have for the
12 tug, but the only person at that point who had any contact was
13 probably just the lead wharfman.

14 Q. Okay. Just the lead wharfman, but you don't carry a walkie-
15 talkie that they can -- that the tugs can contact you on?

16 A. Not until we do the pre-transfer conference.

17 Q. So that's all is performed at the pre-transfer conference.
18 Got it.

19 A. Yeah.

20 Q. All right. And so we talked about the time log. Do you know
21 if you made any entries in that terminal operator that --

22 A. No, sir, I wasn't there long enough to even open up to log
23 in.

24 Q. Okay. So you didn't log in. Do you keep running notes? Do
25 you keep like a little wheel book or some type of note pad where

1 you would write down first line, all fast.

2 A. Yes, sir. I keep it on me.

3 Q. Okay. And do you remember recording any of those that night?
4 Was there a first line recorded yet or --

5 A. I didn't even make it to the dock until -- well, until we got
6 the call that it collapsed.

7 Q. Okay. Got it. And then you indicated you normally get there
8 about 30 minutes before, right --

9 A. Correct.

10 Q. -- it would be arriving, and that's just to have all this
11 beforehand. So you would go to the terminal like you normally
12 would do, talked to the crew terminal operator but then be on the
13 dock when the vessel's arriving to see if it's coming in too fast
14 like you said, but it's typically a 30 minute timeframe before you
15 indicated?

16 A. Thirty minutes to an hour, yes, sir.

17 Q. Okay. And so you're just saying basically like you were
18 notified late that you were going to go to this dock, correct?

19 A. Not late because again I wasn't entirely sure what time they
20 were supposed to be coming in.

21 Q. Okay.

22 A. But they were within their window obviously I mean.

23 Otherwise, they wouldn't be there. So I'm not sure what they
24 agreed on before but, yeah. I got there --

25 Q. And do you track at all when the vessels or do you use Port

1 Vision to see when the ships are coming in? Do you look at their
2 AIS?

3 A. Yeah, sometimes we use --

4 Q. -- to get a timeframe or --

5 A. -- Vessel Finder and stuff like that.

6 Q. Yeah, Vessel Finder. Did you use it that night? Were you
7 aware of where it was?

8 A. No, I did not use it.

9 Q. I'm just looking through my notes here. Bear with me a
10 second. And I think you answered this already. The incident on
11 4/6, April 6, you said you filled out a statement for that
12 incident where you indicated -- what was it? The *Cynthia II* came
13 in hot.

14 A. Yes, sir.

15 Q. And broke those timbers?

16 A. That's correct.

17 Q. Did you report anything else? Did you do a work log to have
18 those timbers fixed? Were you involved with that?

19 A. No, sir. As soon as the wharfman came, I just made my
20 statement.

21 Q. Who would do that?

22 A. The wharfman.

23 Q. The wharfman. Do you know if he did it for that incident?

24 A. No, I'm not sure.

25 Q. Okay. Do you normally put work orders in?

1 A. No, not as a dock operator. I mean there are dock operators
2 that can.

3 Q. Have you ever put in any work orders for the crude dock?

4 A. No, sir.

5 Q. Okay. So you -- from your understanding, the wharfman
6 handles those?

7 A. Yes, sir.

8 Q. The lead wharfman --

9 A. Yes.

10 Q. -- would handle all work orders?

11 A. Yeah, that's correct.

12 Q. Okay. And then I think you touched on it but, you know, once
13 you did your inspection, you started off with the crude dock going
14 there, and then over to 6 dock for your nightly inspections. And
15 can you elaborate a little more on what you did? You walked the
16 line, you walked the dock. Do you actually walk all the way down
17 to the end of the dock?

18 A. Yes, sir. We have to inspect the entire dock and look for
19 sheen in the river, so on and so forth. But basically, yeah. The
20 first thing we do is we're looking for the like structural
21 integrity. We're looking for outside of the equipment that they
22 have on the dock, we're looking for structural integrity. We're
23 looking for sheen in the water, if we need to report anything,
24 leaking or spills, so on and so forth. But other than that, it's
25 just equipment checks, ensuring that the crane is functional and,

1 yeah, that's about it.

2 Q. Okay. So the crane fired up, no issues there? Do you extend
3 the boom? How do -- when you check the crane, what do you do?

4 A. You're just checking to see if it can do what it needs to,
5 because that crude dock doesn't have any boom. It's just --

6 MR. MEDRANO: Wait a minute.

7 MR. KELLY: Yeah, the crude dock doesn't have a boom. It's
8 just up, down, left, right.

9 BY MR. WISNIEWSKI:

10 Q. Okay. And so you do the function check, up, down, left,
11 right, and then the --

12 A. I'm sorry. I'm sorry. It does have --

13 Q. -- pay in?

14 A. It has boom. I'm thinking of telescope. Sorry.

15 Q. Okay. Telescope.

16 A. Yeah, no telescope.

17 Q. I appreciate that clarification. So that all checked out.
18 It was fine --

19 A. Yes, sir.

20 Q. -- and nothing was leaking that night, right?

21 A. No.

22 Q. The dock steps felt sturdy you were on and everything. No
23 issues there?

24 A. It was about --

25 Q. Nothing structurally you said, right?

1 A. Say again.

2 Q. No structural issue --

3 A. No.

4 Q. -- that you reported that night or up to your lead wharfman?

5 A. No, not that I was aware of. I went and did the rounds just
6 like I did any other day before. Besides the stuff that they were
7 fixing on check valve, they were repairing, that was pretty much
8 the only thing that was different for the past couple of months.

9 Q. All right. And I think I asked this of your supervisor, but
10 as far as when you get the notification from the crew terminal
11 operator, as far as what tank you're going to go through, you
12 didn't line any valves up or anything yet. Did you walk the line
13 to see if there was any leaks? Is that part of your inspection
14 prior to pre-transfer?

15 A. Yeah, it's pretty much the sheen. I'm just in charge of the
16 dock side. So -- when I'm walking, and I'm checking for sheen.
17 That's basically ensuring that there's no leaks or anything of
18 that nature.

19 Q. Okay. Got it. Now, do you do the valve line up?

20 A. Yeah, we do.

21 Q. To the tank farm.

22 A. Oh, no, no, no. We just do the -- basically the connections
23 from the dock to the barges.

24 Q. All right. So just the dock hose over to the manifold on the
25 barge?

1 A. Correct.

2 Q. That's the only portion that you're responsible for. How
3 about to the tank farm? The valves that are on shore?

4 A. No, sir.

5 Q. You don't line those up?

6 A. No, that's the tank farm operator.

7 Q. All right. Thanks for clarifying. I appreciate it. Right.

8 So you didn't have any notes like I said, of the first line or
9 anything. Did you call out already the inspector to come for the
10 gauging?

11 A. Yes, I'm pretty sure I did -- or well, wait. I think the
12 wharfman said that he had already called. So.

13 Q. Okay. So the -- who typically does that? Is it you or the
14 lead wharfman?

15 A. Typically me, but I'm pretty -- I think he just got on top of
16 it because they were early or something.

17 Q. Got it.

18 [REDACTED] Can you clarify, what does the inspector do?

19 MR. WISNIEWSKI: Gauging.

20 MR. KELLY: Yeah, they're gauging the tanks in the barges --

21 [REDACTED] Okay.

22 MR. KELLY: -- to make sure nobody's jipping anybody.

23 [REDACTED] Gotcha. Thank you.

24 BY MR. WISNIEWSKI:

25 Q. And that inspector, will they pull samples as well once you

1 start flow or are you pulling samples?

2 A. I'm pretty sure it's -- well, if we ask for them, they'll
3 pull samples, but typically the crude dock, we don't necessarily
4 get samples.

5 MR. WISNIEWSKI: Okay. [REDACTED] thank you. That's all I have
6 right now. I appreciate it.

7 [REDACTED] Okay. Thanks. This is [REDACTED]
8 again.

9 BY [REDACTED]

10 Q. Just a couple of questions. I heard you say that you thought
11 that they were -- that that vessel was going to come in right
12 before shift change?

13 A. No, no, that's --

14 Q. Can you clarify?

15 A. Well, that's all that I was aware of. So, what I mean is
16 he'll give me like a ballpark time, but all the other stuff we
17 were doing and me training on the other dock, I was assuming it
18 would have just came in at 2 o'clock.

19 Q. At 2.

20 A. Right before shift change or something around that time. Not
21 midnight but again, I wasn't tracking it. I wasn't --

22 Q. When you say -- so what do you mean by shift change? Can you
23 clarify?

24 A. A shift change happens at 4. So I'm assuming it was going to
25 happen a little bit closer to 4 a.m.

1 Q. Okay. Gotcha.

2 A. Sorry about that.

3 Q. Okay. Understood. And then when you go in and out -- so you

4 said that when you're at that wharfman shack across the road, you

5 have to check in and out of gates, guard checks or what?

6 A. In order to cross to the other side. So 6 dock and crude

7 dock are on the west side.

8 Q. I have the picture here. It's maybe not captured everything,

9 but --

10 A. Is this 6 and crude dock?

11 Q. I believe that's the crude dock.

12 A. Crude dock, 6 left. So the wharf shack's on this side.

13 Q. Uh-huh.

14 A. So that's where 2 dock and everything else is but you have to

15 cross Paris Road to get to 6 and crude dock. So you have scan in

16 and scan out. So you're scanning out of this side in order to get

17 to the east side of the plant.

18 Q. So scan in and scan out, what do you mean?

19 A. You have a badge. Just badge.

20 Q. Your badge.

21 A. You badge out of this side of the plant, cross Paris Road,

22 and badge into this one.

23 Q. Okay. Are there -- is there like a -- are there records,

24 like an electronic log that says when you scan in and scan out?

25 A. Yes.

1 [REDACTED] Okay. And those records go back. We would
2 be able to pull --

3 MR. TODD: Through security, yeah.

4 [REDACTED] Okay. To security. So does everybody has
5 access to those logs?

6 MR. TODD: Yes.

7 [REDACTED] Everybody does. Okay.

8 MR. TODD: Security probably does, yeah.

9 [REDACTED] Okay. I think that's all the questions that
10 I had. Luke, if you're good to wrap up.

11 BY [REDACTED]

12 Q. I think kind of the last question, is there anything else
13 that we kind of touched upon -- or that we didn't discuss or that
14 you think would be helpful for us to know for the investigation?

15 A. No. Outside of the (indiscernible) thing. That's about it.

16 Q. Yeah, thanks for providing that.

17 [REDACTED] Okay. Luke, are you good to wrap up?

18 MR. WISNIEWSKI: Yeah, I just one other follow up.

19 BY MR. WISNIEWSKI:

20 Q. So, what typically -- how are you contacted from the vessel,
21 notified, like hey, go down to the dock and grab the line for them
22 or they need assistance? How does that typically go? How does
23 that workflow go? Through your lead wharfman to you?

24 A. Do you mean when they're pulling up? I'm confused.

25 Q. Yeah, when they're pulling up, when they're getting ready to

1 attach the first line to your dock.

2 A. Right. Okay. Well --

3 Q. Are you normally on the docks or you're there to assist or --

4 A. Yeah, we're on the docks.

5 Q. -- if you're not there, how do you get that call?

6 A. Well, again they have deckhands that usually come in on the
7 tugs. Well, every tug has the deckhands, right. So --

8 Q. Yes.

9 A. -- basically they're the ones dealing with the lines and
10 securing the vessel to the dock. So if I'm outside spotting the
11 barges those are the ones who I'm in communications with. So the
12 deckhand is the one who I'm telling where I need it spotted, and
13 he's on his radio talking to the captain. And basically, and then
14 there's time when the captain, he'll like open his door, and I
15 could just tell him directly where I need it to be.

16 Q. Where you need him to line up with your hose, your line.
17 Okay. And so that night, there was no one -- no one contacted you
18 and said, hey, get down to the dock, they're looking for a line,
19 right? They're looking for help to line up?

20 A. Oh, no, no. I didn't make it down there for them to ask for
21 help to do the line.

22 Q. Okay.

23 A. You mean securing it, right? Like first line and everything.

24 Q. Yes, first line.

25 A. Yeah, I didn't make it out there before the dock collapsed,

1 so.

2 Q. Right. Okay. And so no one called you beforehand saying,
3 hey, get down to the dock or anything? Or you didn't report back
4 saying, hey, I haven't been down to the dock yet? You don't go
5 back to your lead wharfman and tell him, you know, you made it to
6 -- did you call in and tell your lead wharfman, hey, I made it to
7 the terminal operator --

8 A. No, I just --

9 Q. -- to the crew terminal operator?

10 A. No, no. And then the guy who dropped me off, I'm pretty sure
11 he was in contact with the wharfman because he had to do something
12 after dropping me off. So he was aware I was out there, but
13 between the time it collapsed and the time I got there, no contact
14 with the wharfman.

15 Q. Okay. You guys don't send like either text messages or
16 anything back letting him know where you are? Is there any
17 communication like that?

18 A. There is, but this was just so routine, that he just dropped
19 me off, and then it was basically just me and crew terminal at
20 that point, so we could just get things started as normal.

21 Q. Okay. And you said that the crew terminal operator was
22 Benjamin, did you say his first name was? Or, is that Roy?

23 A. Roy is the -- was a crew terminal. Benjamin was the dock
24 operator who dropped me off.

25 MR. WISNIEWSKI: Okay. All right. I believe that's all I

1 have. Thank you so much. [REDACTED] O'Donnell, thank you for
2 your time as well.

3 MR. KELLY: Thank you, too

4 MR. WISNIEWSKI: Appreciate it.

5 BY [REDACTED]

6 Q. I just had a couple other questions that made me think of.
7 That crew terminal operator, are they there in that shack all the
8 time?

9 A. Yeah, but he's doing the tank farms. So he's lining up stuff
10 for crews coming from everywhere. He's doing them. Oh, man, I
11 can't remember the name of it. Lloyd Master Transfers (ph.).

12 Q. Okay.

13 A. Yeah, he's in charge of lot of them.

14 Q. Is it manned all of the time though? Did they ever -- they
15 stay there?

16 A. (Indiscernible).

17 Q. Okay. And then as far as the dock and -- how do you normally
18 see the vessels approaching that dock? Where's their first point
19 of contact?

20 A. It's usually about here but the tug's always this way
21 obviously because they've got to have more secure -- they have to
22 be more steady on that side because this is where the hose are.

23 Q. Gotcha.

24 A. So if it's connected on this side, usually the tug's here.
25 Or if they're on the inside, they're here. It's the same thing.

1 So they usually make contact anywhere around here.

2 Q. Okay.

3 A. I'm pretty sure the timber guy, he was kind of -- he was a
4 little further out. So --

5 Q. Okay.

6 A. -- they usually pull up as much as they can, get as flush
7 with the dock as they can, and then they just gradually pull
8 back --

9 Q. Okay.

10 A. -- into the in spot.

11 Q. Do you ever see where they touch like the stern of the barges
12 on this end first?

13 A. Probably. I mean --

14 Q. Do you -- I mean like they'll come in like that.

15 A. Yeah.

16 Q. Do you ever normally see that?

17 A. I'm not for sure. I mean it's probably -- I probably have,
18 but typically it's the other way around.

19 Q. Okay. And that's the same for all -- like the other three
20 docks that are there? Are there --

21 A. It's different.

22 Q. It's different.

23 A. Especially for 2 dock, 6 dock. 6 dock, they can do it either
24 way, but I've seen it -- yeah, typically the same way. So tug on
25 this side, barge is flush with the dock that way.

1 Q. Okay.

2 A. It's always the part that doesn't have the tug, comes in and
3 touches the dock first and then they just get flush and pull back.

4 Q. Gotcha. Okay. Thanks for that. I think that's all I had.

5 [REDACTED] Okay. We'll go ahead and wrap up or conclude
6 the interview. It's 10:04.

7 (Whereupon, at 10:04 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

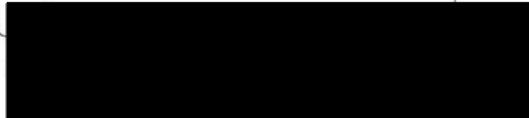
IN THE MATTER OF: CRUISE BARGE COLLIDES WITH DOCK AT
CHALMETTE REFINERY ON THE LOWER
MISSISSIPPI RIVER NEAR CHALMETTE,
LOUISIANA ON APRIL 25, 2023
Interview of Antoine Kelly

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