

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FATAL FIRE AND SINKING OF THE
DREDGE *WAYMON L BOYD* IN CORPUS
CHRISTI, TEXAS, ON AUGUST 21, 2020

Accident No.: DCA20FM026

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Interview of: JORGE CORDOVA, Dredge Superintendent
Orion Marine Group

Via videoconference

Wednesday,
September 30, 2020

APPEARANCES:

LUKE WISNIEWSKI, Investigator in Charge
National Transportation Safety Board

ANDREW EHLERS, Marine Accident Investigator
National Transportation Safety Board

PAUL STANCIL, Rail and Pipeline Accident Investigator
National Transportation Safety Board

ROGER EVANS, Pipeline Investigator
National Transportation Safety Board

██████████ ██████████ ██████████ Senior Investigating Officer
U.S. Coast Guard

JEFF MORTON, Senior Director of Transportation
Compliance
Enterprise Products

NHAN TRUONG, Compliance Manager
Enterprise Products

JOEL KOHLER, Senior Manager of Contracts Safety Group
Enterprise Products

GRAHAM KENYON, Vice President of Risk Management
Orion Marine Group

HEATHER VON STERNBERG, Attorney
(On behalf of Mr. Cordova)

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I N T E R V I E W

(12:12 p.m. CDT)

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3 MR. WISNIEWSKI: Good afternoon, everyone. My name is Luke
4 Wisniewski with the National Transportation Safety Board. This
5 interview being conducted -- and Mr. Cordova, could you say and
6 spell your first and last name for the transcript?

7 MR. CORDOVA: Jorge Cordova, J-o-r-g-e, C-o-r-d-o-v-a.

8 MR. WISNIEWSKI: Great, thank you, sir. Today is September
9 30th, 2020; the time is approximately 12:12 p.m. Central Daylight
10 Time.

11 This interview is in regards to the *Waymon L Boyd* accident
12 that occurred on the 21st of August at approximately 8:05 a.m.

13 At this time I'd like to have everyone identify themselves
14 and spell their last name for the transcription and I will start.
15 My name is Luke Wisniewski, W-i-s-n-i-e-w-s-k-i, NTSB. People on
16 the line.

17 MR. STANCIL: Paul Stancil, P-a-u-l, S-t-a-n-c-i-l. I'm the
18 pipeline group chairman with the NTSB.

19 MR. EHLERS: Andrew Ehlers, E-h-l-e-r-s. I'm the operations
20 group chairman with the NTSB.

21 MS. VON STERNBERG: I'm in the room with Mr. Cordova, Heather
22 von Sternberg -- last name is spelled v-o-n S-t-e-r-n-b-e-r-g --
23 with Chaffe McCall, and I am counsel for Mr. Cordova and Orion.

24 MR. WISNIEWSKI: Go ahead, Roger. You're on mute.

25 MR. EVANS: Roger Evans, E-v-a-n-s, pipeline investigator

1 with the pipeline group, NTSB.

2 MR. WISNIEWSKI: U.S. Coast Guard.

3 [REDACTED] Hi, this is [REDACTED] [REDACTED] [REDACTED]
4 [REDACTED], and I'm a lead investigator for the Coast Guard.

5 MR. WISNIEWSKI: Okay, thank you.

6 Texas Railroad Commission.

7 MR. PEREZ: Good afternoon, this is Ron Perez, P-e-r-e-z.
8 I'm an inspector out of Region 7.

9 MR. WISNIEWSKI: Okay, thank you.

10 Enterprise.

11 MR. MORTON: This is Jeff Morton, M-o-r-t-o-n. I'm the
12 senior director of transportation compliance for Enterprise.

13 MR. TRUONG: And this is Nhan Truong, N-h-n -- N-h-a-n,
14 sorry, last name is T-r-u-o-n-g, and I'm the manager of compliance
15 with Enterprise.

16 MR. WISNIEWSKI: And Orion.

17 MR. KENYON: This is Graham Kenyon, last name K-e-n-y-o-n,
18 and I'm the VP of risk management.

19 MR. WISNIEWSKI: Okay, thank you. Is there anyone else that
20 hasn't identified themselves?

21 MR. KOHLER: This is Joel Kohler with Enterprise Products.

22 MR. WISNIEWSKI: Okay, Joel, can you spell your last name?

23 MR. KOHLER: K-o-h-l-e-r.

24 MR. WISNIEWSKI: Okay. And, Mr. Cordova, do you understand
25 that the representative that's in the room with you --

1 MR. CORDOVA: Yes.

2 MR. WISNIEWSKI: And that individual is?

3 MR. CORDOVA: Heather von Stanforder [sic].

4 MR. WISNIEWSKI: Okay, great. Thank you. And is it okay to
5 record this interview?

6 MR. CORDOVA: Yes, it is. Yes, it is.

7 MR. WISNIEWSKI: Okay. Thank you, Mr. Cordova. The purpose
8 -- like I indicated, the purpose of the investigation is to
9 increase safety. It's not to assign fault, blame or liability.
10 However, NTSB cannot offer or guarantee any confidentiality or
11 immunity from legal actions or issues that arise.

12 A transcript, a summary of this interview will be -- will go
13 into the public docket. So that being said, I really thank you
14 for coming in and participating in this, and we'd like to start
15 off with your background and experience with dredging.

16 INTERVIEW OF JORGE CORDOVA

17 BY MR. WISNIEWSKI:

18 Q. So first to start off, can I have a little bit of your
19 education? Do you have a high school --

20 A. No, sir. I drop out of school.

21 Q. Do you have a GED?

22 A. No, sir.

23 Q. What is the highest level of education that you've received,
24 sir?

25 A. I dropped out when I was in eighth grade.

1 Q. Okay, eighth grade. And let's go into --

2 A. Yes, sir.

3 Q. -- now a little bit of your working experience. How many
4 years have you participated in dredging?

5 A. March the 1st, 1982, 38 some years.

6 Q. Okay. Now how long of that time have you been working with
7 dredging? Has all 38 years been in dredging?

8 A. That is correct, yes, sir.

9 Q. And what type of dredging capacities? What type of positions
10 were you in with dredging?

11 A. I started off as a deckhand back in 1982.

12 Q. Okay. And continue, so tell us a little bit more. Like you
13 started off with deckhand. Tell us how you worked your way up,
14 tell us how you -- what highest levels you achieved.

15 A. Okay. After a couple of years -- I don't know exactly the
16 date or the years, but I was a deckhand for a couple of years, and
17 then they moved me up to an oiler (indiscernible) engineer in the
18 engine room and -- for another year or so, and then I've also been
19 a mate.

20 And from a mate, I went to the leverman. I started as a
21 leverman back in 1989 and 19 -- I mean from '99 [sic] to '94,
22 1994. In 1994 they promoted me to a deck captain on one of the
23 dredges, and I was a deck captain from 1994 to 1998.

24 '98 they promoted me to a dredge captain, and from 1998 -- I
25 don't remember. It was either 2001 or 2002. Well, no, I'm sorry.

1 From 1998 to 2010, I was captain, and then from 2010, they
2 promoted me to dredge superintendent. And that's it, the title
3 that I have right now.

4 Q. Now, I want to scope in a little bit closer or a little more
5 fine-tuned. So how long have you worked for the current company,
6 Orion Marine Group?

7 A. Oh, for Orion Marine Group, it's -- Orion bought out King
8 Fisher in 1998.

9 Q. Okay. So '98 when you were the deck captain promoted into a
10 superintendent?

11 A. No, to a captain.

12 Q. To a captain.

13 A. Yes, deck captain.

14 Q. To a deck captain?

15 A. Yes, sir. Yes, sir.

16 Q. And let me clarify, deck captain or dredge captain?

17 A. From 1994 to 1998, I was a deck captain, and from 1998 to
18 2010, a dredge captain.

19 Q. Okay. And so please share a little bit more about Orion. So
20 you've been with Orion since '98 and in the capacity of a
21 superintendent?

22 A. Since 2010, yes, sir.

23 Q. Oh, from 2010 you are the superintendent?

24 A. Yes, sir.

25 Q. Can you go through your responsibilities and duties as the

1 superintendent?

2 A. What I do, I set up the jobs with the captains, with the
3 dredge captains, the deck captains and provide the results they
4 need to get the work done, like I'm talking like with personnel,
5 equipment and plans and drawings and specs and all that.

6 Q. And how long have you been working with the *Waymon L Boyd*?

7 A. Well, the *Waymon Boyd* I've been -- I became superintendent,
8 I've been working with them, too, like on a daily basis.

9 Q. Right.

10 A. Not, not, I'm not on the -- sorry.

11 Q. Go ahead.

12 A. Yeah, but I'm not on the dredge every day. I mean, the
13 captain, the captain is the one on the dredge, so I just talk to
14 them on a basis -- daily basis.

15 Q. How long have you been overseeing the *Waymon L Boyd* as far as
16 dredging operations? I understand you're not onboard. How long
17 have you been in that capacity?

18 A. Since 2010.

19 Q. Okay. So continue a little bit more with your daily
20 interactions. Is it -- do you go there first thing in the morning
21 and conduct during their toolbox safety meeting or what's your
22 correspondence with the barge captain?

23 A. The captains or deck captains, whoever's working, they're the
24 ones that conduct the safety meetings every 12 hours with the
25 crew.

1 Q. But your correspondence with them, is it a daily? Do you
2 check in with them daily?

3 A. No, not necessarily, not daily. But I do know because it's
4 on the leverman load and the other report that we get every day
5 and it's there on the report, daily report about the safety
6 meeting and the topic.

7 Q. And who is that individual that you talk with?

8 A. Either the captain or the deck captain on the dredge.

9 MR. WISNIEWSKI: Okay. And before I move on anymore into the
10 actual accident, I want to just take a go around real quick on and
11 just have people -- any questions they have right now on his
12 background, responsibilities, duties, anything that you can see
13 right now and then we'll go further into the accident and events.
14 But I want to give everyone the opportunity. So we'll start off
15 with NTSB, Mr. Stancil.

16 MR. STANCIL: Yes, sir.

17 BY MR. STANCIL:

18 Q. Mr. Cordova, who do you supervise on a day-to-day basis? Do
19 you have -- beyond the captain and the deck captain, do you have
20 supervisory responsibility for other crew members on the dredge?

21 A. Yeah, I think that the levermen and the mate or chief mate
22 and the mate.

23 Q. And do you oversee their work day-to-day or how does that
24 work?

25 A. Not every day I don't come out to the dredges. I mean every

1 day because I do have an office in Port Lavaca, but I do come out
2 to the dredges. I mean, I've been to the dredges beside the
3 *Waymon Boyd*, so I go to a lot of dredges too, not only the *Waymon*
4 *Boyd*. So sometimes it can be twice a week, sometimes one time a
5 week and sometimes, I mean, it all depends.

6 Q. Okay. How many dredges -- I'm sorry, go ahead.

7 A. No, go ahead, I'm sorry.

8 Q. So how many dredges are you overseeing or responsible for?

9 A. Five.

10 Q. And does that -- do you -- are these active operations that
11 you have to touch base with every day or is it some where you're
12 talking to them occasionally, some where you have to deal with it
13 every day?

14 A. Depends on the situation, but there's times that I deal with
15 like one dredge like I talk to them like every day, so it all
16 depends on the situation. But I usually talk to all the captains
17 like at least once a day, sometimes it will be three, four, five
18 times a day --

19 Q. Okay.

20 A. -- (indiscernible) even.

21 Q. So for the captain are you considered their first line
22 supervisor?

23 A. That is correct, yes, sir.

24 MR. STANCIL: Okay. That's all I have on the background.

25 BY MR. EVANS:

1 Q. Yeah, this is Roger Evans. Just one question, do you have a
2 role in hiring?

3 A. I'm sorry?

4 Q. Do you have a role in hiring?

5 A. Yes.

6 Q. And can you describe that for us?

7 A. On hiring employees, right?

8 Q. Yes, in the hiring role. Could you describe that for us,
9 please?

10 A. Well, I mean, when people apply and I look at -- I go over
11 the application and then when these people and I hire people, yes,
12 only in the dredging department. And yeah, there's people that
13 worked for us before and quit and then, yeah. Like today I'm
14 hiring two guys -- I mean, two people today. But yeah, I just go
15 over their applications, and a lot of times there's people that
16 one of the captains and one of the workers refer to them and just
17 got to hire people.

18 Q. Okay, thank you. And do you have a role in training?

19 A. No, sir. I mean, like when you say training, like safety
20 training? I mean, I don't know -- which kind of training?

21 Q. The job descriptions that you have for people that are under
22 your supervision, do you train them in their daily tasks?

23 A. No, yes, if you're under the captain or deck captains that
24 work on the dredges, they're the ones that do the training. But I
25 have before in the past when I had a different position, but no,

1 right now, no.

2 MR. EVANS: Okay, that's all I have. Thank you very much.

3 MR. CORDOVA: Okay.

4 BY MR. WISNIEWSKI:

5 Q. This is Luke with NTSB again; just have a couple before we
6 pass it over to the Coast Guard for the training and the
7 background. So when you hire people, how do you know, sir, their
8 level of expertise? If you, let's say, hire them into a deck
9 captain or leverman position, is that something that you go
10 through and review?

11 A. Yeah, like on a position like that, those people have already
12 been working for us. That's how we pull people up here, like if
13 they start off as a deckhand and then we look at them when there's
14 an opening like for a boatman, and then there's already, there's
15 already people that's working for us already. That's how we move
16 people up usually. Usually that's how we usually do it like that.

17 Q. Okay. So you start them out, let's say, as a deckhand and
18 then they move up into the positions. Are you involved with that,
19 overseeing that level of progression with them and seeing that
20 they are promoted into higher positions?

21 A. I have before, not all the time. But a lot of times it's
22 like the captain, he's already got an employee that has potential
23 to be a leverman, and the captain is the one that talks to me.
24 And then we talk to the employee and then we can, yeah, promote
25 him to a leverman.

1 Q. Okay. So with that, did the training that occurred, are you
2 watching them? Do you have to sign off or verify that they're
3 trained or are you taking the word of that captain?

4 A. No, I'm taking the word of the captain.

5 Q. Do you know if there's any sign offs or forms that need to be
6 filled out prior to them advancing?

7 A. The only, the only form that I fill out is when -- on the pay
8 the rate, and that's the only form that I sign to send up to the
9 main office in Houston.

10 Q. And, Mr. Cordova, what's your, what's your daily normally
11 working hours?

12 A. Like from 7 to 5.

13 Q. Okay. And you're a salary employee or an hourly employee?

14 A. Salary employee.

15 Q. Okay. And do you have -- are you working Monday through
16 Friday or are you always on call or have to be available?

17 A. I'm always on call. I'm always available 24/7.

18 Q. Okay. But you don't have any like work rotation like the
19 individuals onboard where you work 12 hours on, 12 hours off? You
20 don't flip or anything?

21 A. No, sir.

22 Q. Okay. So you are straight salary Monday through Friday and
23 then if they need to get ahold of you they can?

24 A. They can. They're spending working weekends also.

25 Q. What's your primary way of being in touch with those onboard

1 the barge, the dredge? Is that by phone, email, do you text?

2 A. Mainly by phone.

3 Q. Okay. And do you receive the dredge daily reports from the
4 levermen?

5 A. That is correct. Yes, sir, every day.

6 Q. And is that received through email?

7 A. Email, yes, sir.

8 Q. And so tell me, what do you do when you receive those? Can
9 you go through how you review those? Is there someone you have to
10 report up to?

11 A. No, I review them every day. I look at the reports, all the
12 dredges' reports every morning, and if I see something wrong, I
13 usually reply to the captain or call him on the phone if I see
14 anything wrong with the report.

15 MR. WISNIEWSKI: Okay, thank you.

16 Coast Guard.

17 BY [REDACTED] [REDACTED]

18 Q. Hey, it's [REDACTED] [REDACTED] again with the Coast Guard. Have a
19 couple questions for you. In the hiring process, do you ask prior
20 to hiring if the person has ever failed a drug test?

21 A. Yeah, before, a few times before, yes.

22 Q. Okay. And do you do pre-employment drug testing as well?

23 A. I'm sorry?

24 Q. Sorry, are you having a hard time hearing me?

25 A. Just a little bit of static.

1 Q. Okay, is that any better?

2 A. That is better, yes, ma'am.

3 Q. Do you, do you direct them to take a pre-employment drug
4 test?

5 A. Yes. The HR, yes.

6 Q. Okay. Do you have any role in reporting accidents to the
7 Coast Guard?

8 A. Yes, I have before, yes.

9 Q. How does that get reported to the Coast Guard? Does somebody
10 tell you and then you tell somebody else, or how do the accidents
11 get reported to the Coast Guard?

12 A. Well, there's times that the captain, the deck captain,
13 whoever's working that day, they can also -- they have before
14 reported incidents to the Coast Guard and I have before. Not many
15 times, but I have before. When the captain or deck captain call
16 me about an incident, give like an example, if they knock a beacon
17 down while the markers, channel markers, and then I have to call
18 the Coast Guard before to report that we knock one of the channel
19 markers down.

20 Q. Okay. But it's not necessarily explicitly your
21 responsibility? It kind of falls to the deck captain and
22 sometimes you do it?

23 A. Yeah, that's correct, yes.

24 Q. Okay. And who typically fills out the Coast Guard 2692
25 forms?

1 A. 2692?

2 Q. The accident reporting forms. Maybe it's not you if you're
3 not --

4 A. No, because it's the safety department.

5 Q. Okay. And then I understand that the leverman works for you
6 as well. How often do you talk to the leverman versus the deck
7 captains?

8 A. I just talk a lot more to the deck captain than the leverman.
9 The leverman, when I go to the dredges, I go up to the lever room,
10 the lever house and talk to the leverman. And there's times that
11 I have to talk to the leverman, it depends on the situation, that
12 I call straight to the dredge to talk to the leverman. But
13 mainly, mainly I talk to the captain or deck captain.

14 Q. What would be the circumstances that you would either go to
15 the dredge and talk to the leverman or when would you call the
16 leverman? What would be those -- why would you do that instead of
17 just talking to the deck captain or one of the captains?

18 A. Because from my office from my desk I can see the digging
19 computer, and sometimes they're over swinging to tow the channel
20 or they're over digging, and I can see it here on my desk. So
21 that's why a lot of times I call, I call the leverman to either
22 don't swing, over swing that far, or don't over dredge. And
23 that's when, that's when I call the leverman to talk to him.

24 Q. Okay. Do you have like a repeater of some sort at your desk
25 that you can see what the leverman's seeing on his like DREDGEPACK

1 software?

2 A. Yes, I can see. Exactly what the leverman is seeing in the
3 lever room, I can see it on my desk, yes, ma'am.

4 Q. Okay. Okay. Is there ever a situation where you've had to
5 call the leverman and say, you know, you're way in the wrong spot,
6 you need to stop right now?

7 A. Yes, but I'm not looking at their screen all day long. I
8 mean, like in the morning, especially in the morning when I get,
9 when I get to the office, it's the first thing I do early in the
10 morning. I look at all the dredges or the digging computer.

11 If one dredge is not working, I'll call and then see why
12 they're down and why they're not working, but I don't look at the
13 screen all day long, I mean. But sometimes during the day I look
14 at their screen every now and then.

15 It depends, like I say, it depends on the situation for the
16 dredges. There's more, there's jobs different than others that
17 requires more attention so that's why. It all depends on the
18 situation.

19 Q. Do you have the ability from your computer to look at like
20 the past history of what's been dredged? Like you're out of the
21 office for lunch, you come back, you want to kind of see what they
22 accomplished or is it a real time picture?

23 A. It's a real time picture.

24 [REDACTED] Okay. Those are all the questions I have right
25 now. Thank you.

1 MR. CORDOVA: Thank you.

2 MR. WISNIEWSKI: Okay, thank you. We'll go on to Texas
3 Railroad Commission.

4 Mr. Perez, are you there?

5 (No response.)

6 MR. WISNIEWSKI: Okay. I don't hear anything from Mr. Perez.
7 We'll move on and come back to him.

8 Enterprise.

9 MR. MORTON: Yes, good afternoon, this is Jeff Morton with
10 Enterprise. Final question to [REDACTED] regarding drug testing, do you
11 perform random drug testing ongoing or is it just pre-employment?

12 MR. CORDOVA: Yes.

13 MR. PEREZ: I have no questions.

14 [REDACTED] [REDACTED] That was the Railroad Commission coming in, "I
15 have no questions."

16 MR. MORTON: I think I heard you say you perform random drug
17 testing as well?

18 MR. CORDOVA: That is correct, yes, sir.

19 MR. MORTON: And, Luke, to make sure I understand, we're just
20 doing high level questions now. We're not getting into detailed
21 questions; is that correct?

22 MR. WISNIEWSKI: So right now I just wanted to go through
23 opportunity for background on him, his training, anything that you
24 have, and then we'll go into the accident. I know some of that
25 spilled over, but that's okay. I just want to let everyone have

1 the opportunity to go through and ask about what we talk about. I
2 break it up a little bit different so that way we -- you know,
3 there's not a big pause and you're waiting for all these
4 questions.

5 Ron, I see you have your hand up, and I think I heard you say
6 that you had no questions at this time. Go ahead, Jeff.

7 MR. PEREZ: (Indiscernible).

8 MR. WISNIEWSKI: I'm sorry, I'm not sure if that's just on my
9 end or --

10 [REDACTED] [REDACTED] No, it's not.

11 MR. WISNIEWSKI: -- Mr. Perez. But yeah, Ron, you're
12 breaking up pretty good. I know you tried to have your camera on;
13 maybe if you turn your camera off it will increase the audio
14 quality. Okay. Hearing no more comments from Ron, we'll move on.

15 Jeff, I think I answered your question, but --

16 MR. MORTON: You did. I have no further questions at this
17 point.

18 MR. WISNIEWSKI: Okay.

19 And, Orion?

20 MR. KENYON: Yeah, no questions from Orion.

21 MR. WISNIEWSKI: Okay, thank you. So we'll go right into now
22 a little bit more into the accident and we'll continue right on.

23 BY MR. WISNIEWSKI:

24 Q. For me with this DREDGEPACK software, Mr. Cordova, when you
25 can view it in real time, so is this on your own stand-alone

1 computer that you have or is this a computer that you have in your
2 office? Can you go through and elaborate a little bit more on how
3 you can view the real time dredging?

4 A. It's on my computer on my desk. It's my computer, yes.

5 Q. And how often is that updated?

6 A. We have like -- it's real time.

7 Q. Do you know the replication -- from the dredge itself being
8 replicated back to you, do you know how often that occurs? Is it
9 every 6 minutes, 8 minutes?

10 A. Oh, I don't have that answer, no, I don't. But what I see on
11 my computer, it's the same, exactly the same, same that the
12 leverman is seeing in the lever room, the same numbers.

13 Q. Okay. And is that a username and password that you enter or
14 is it a site you go to, to the company?

15 A. No, it's through the company. I've got to use a password.

16 Q. And what's the site called, what's the -- do you know the
17 name of the site? Not the http address, but as far as what
18 that -- is it part of DREDGEPACK?

19 A. I don't, I don't have that answer because I don't know if
20 it's called -- it's HYPACK.

21 Q. Okay. So it's a HYPACK?

22 A. Yeah, the software.

23 MS. VON STERNBERG: It's not a website.

24 MR. CORDOVA: No, it's not a website.

25 BY MR. WISNIEWSKI:

1 Q. Okay. Can you -- what else can you tell us about this that
2 you're seeing in real time? So it's not a website, it's an
3 application that you have -- that the company has on their
4 computers?

5 A. The company has, yeah, on the computer. I mean, the IT
6 department is the one that installs that so I don't know like --
7 all I know is that I've got to click on and put a password and I
8 can see the dredges.

9 Q. Okay. Do you put note --

10 A. I mean, (indiscernible). Sir?

11 Q. Do you put notes into the HYPACK or any other -- you don't
12 note or annotate anything in there, you just, you just view it?

13 A. No. I don't do nothing. I just click on the certain dredge
14 I want to see, because they've got different codes, and I click on
15 the dredge, and I put the password in, and then I can see the
16 dredge. I can see the whole (indiscernible), the whole dredge.

17 Q. Okay. So now I'd like to go into the day of the accident.
18 We're going back a month now, it's August 21st, that morning.
19 Talk to me about your -- were you on, on that day? Were you
20 working that day on Friday?

21 A. I was here in Port Lavaca in my office.

22 Q. And tell us -- can you go through and tell us how --
23 interaction, what you did that morning with the dredge? Did you
24 have any correspondence with them?

25 A. The morning, I usually get through to the office like around

1 6:10, 6:15 in the morning. So the first thing I do once I get on
2 my computer, I look at the dredges and I check on the *Waymon Boyd*
3 around, it was like around 6:30, 6:35 in the morning. And I noted
4 that they were working, they were pumping because I also look at
5 the deputy meter, the numbers, meters per minute and all that, so
6 they were working.

7 And then I come to the next one and then I started doing -- I
8 looked at the reports and there's all that in the morning, and we
9 usually have a morning meeting at 8 o'clock in the morning. So
10 right before 8 o'clock, we were in the kitchen area in the office,
11 and our safety manager walked in there and asked me, hey, did
12 something happen to the *Waymon Boyd*? I say, no, what happened?
13 And it was like around 8 o'clock or 8:05 maybe. Around 8:05, I
14 think, 8:10, something like that and he was -- somebody called one
15 of my safety reps and told him that it was big like explosion
16 close to the *Waymon*.

17 So the first thing that I did, tried to call the captain. He
18 didn't answer. Like the phone was like ringing and he didn't
19 answer. And then I called the dredge, and the dredge had on like
20 a beeper signal. And I called the chief engineer, he didn't
21 answer. And then I called the second engineer, and he didn't
22 answer. So then I went back again, tried to call the captain and
23 this time -- and then -- so nobody would answer. I said, well,
24 something must have happened. And I had an operator working in
25 the (indiscernible) area, so I called him, and he answered right

1 away.

2 I said, anything happen by the *Waymon*? He goes, man, there's
3 a lot of smoke and flames, I think. Looks like (indiscernible).
4 And I said, can you please go over -- so I asked him, is there
5 anything coming out of the pipe? And he was -- he told me it was
6 coming out and it had stopped like 5 minutes ago. All of a sudden
7 it stopped and it was a big boom and -- because he told me he felt
8 it there on the -- he was running an excavator, and he goes, I
9 felt it here, and I looked out away to the bridge, and I could see
10 a lot of black smoke and flames. So I was like, can you please go
11 ride down there and then call me when you get there if it's the
12 dredge or not, because I'm on my way down there. He goes, okay.

13 So it was a little bit, maybe like 15, 20 minutes, and then
14 he called me and he told me, yes, it looks like it's from the
15 dredge, I mean, but I couldn't, I couldn't get any closer.
16 Because he was -- you know, by looking at it from the road. And
17 he goes, yeah, looks like it's the other dredge, (indiscernible)
18 dredge in front of the dredge. So I talked to my boss and I told
19 my boss what this operator told me. I said, yeah, I think
20 something happened to the *Waymon Boyd*.

21 So I went down there and got there like around -- maybe like
22 around 9, between 9:30, 10 o'clock in the morning. And I got on
23 the crew boat and went towards the dredges on the harbor tugs that
24 were spraying water to the dredge. And, of course, we couldn't,
25 you know, get close to the dredge. We had to stay in the crew

1 boat for a little while.

2 So we got the booster pump, the first booster pump, and then
3 we stopped there and just stayed there for a little bit, and then
4 I told the boat captain to take me back to the landing. And I got
5 in my truck and went to the -- I head to the med center right
6 there by EPIC, set up right there inside the EPIC property, and
7 that's what happened.

8 Q. Okay. So I'd just like to like go back a little bit again.
9 So that morning at 8 o'clock, which vessel were you on at the
10 time?

11 A. I was in the office in Port Lavaca.

12 Q. Oh, you were in Port Lavaca in the office at the time, okay.
13 So you didn't participate in the safety meeting or anything that
14 morning?

15 A. No, sir.

16 Q. Okay. So no toolbox meeting. And did you have any contact
17 with the deck captain or the barge captain that morning from 6:30
18 to 8?

19 A. No, sir. No, sir, not till -- I did talk to the deck
20 captain, but it was after lunch, so he was on his days off. So he
21 comes back -- he asked me if I needed him to come back, and I say,
22 yeah, you can. And he come back but -- it was the deck captain,
23 but he was on his days off, so he was at home when this, this
24 happened, when this incident happened.

25 Q. Okay. So that was the deck captain that was off, so he was

1 on the nightshift?

2 A. No, he was only -- the captain, deck captain, they work 10
3 days on and four off.

4 Q. Four days off, okay.

5 A. So --

6 Q. Okay. So he was on his off rotation?

7 A. Yeah. Yeah, he was on his off rotation. They usually go
8 home on a Thursday, so he went home the day before, Thursday.

9 Q. And this individual's name that you spoke to that went off on
10 Thursday?

11 A. Yes. His name?

12 Q. Yes, what's his name?

13 A. Ernesto Garza.

14 Q. And can you spell that last name for us?

15 A. G-a-r-z-a.

16 Q. Okay. So he just rotated off the vessel the night before?

17 A. Yes, sir, the day before.

18 Q. All right, thank you. And so the -- let's go back to -- you
19 said you were looking at the updated information in HYPACK, and
20 was there anything that you noted and saw that morning as far as
21 the dredging operations from the day before?

22 A. No, the dredge was working, it was swinging. I usually look
23 at the dredge, and if I don't see nothing wrong, I mean, sometimes
24 5 or 10 minutes and -- but they were swinging and then he made --
25 they made a (indiscernible) and then kept swinging and not -- turn

1 it off and then turn the (indiscernible) on. But I didn't see
2 nothing wrong in the leverman direction.

3 Q. Now, we've also heard there was some downtime the 2 days
4 before, so I want to back up a little bit more. Were you involved
5 at all with any discussion with the deck captain, dredge captain
6 or the leverman regarding any of the downtime or dredging work?

7 A. Downtime like, you're saying like 2 days before?

8 Q. Yeah. We've heard from some other items that have come up
9 that talks about 2 days prior to the accident, and I'm just
10 curious if you know any information about any of the downtime, the
11 reason for the downtime, or if there really was any downtime? I
12 just want you to kind of elaborate on for us if there was anything
13 that really occurred over the last 2 days prior to the accident,
14 so that would be the 19th and 20th.

15 A. I don't -- right now, I don't remember. I know that they had
16 some downtime before because we had -- they had to replace a piece
17 of pipe on the discharge pipe, the dredge line. And then at the
18 same time we also worked on -- I don't -- I'm sorry, but let me
19 see. I don't remember if it was 2 days before because I know, I
20 know like 2 days before the dredge, they were dredging outbound,
21 and Thursday morning, that's when they turned the dredge back
22 around. That's why I don't remember if there were any downtime
23 like the majority of the day. I don't know, maybe was just normal
24 downtime, like shifting anchors or working pipe or something like
25 that, but I don't remember being like downtime like for half a day

1 or 8, 10 hours. I don't remember that.

2 Q. Okay. And where would you, where would you look for that
3 information? Is that in the leverman notes, would that be also
4 listed in DREDGEPACK if they had downtime, or is that primarily
5 just a leverman's daily report?

6 A. The leverman's daily report, and they reported an email every
7 morning. We call it -- it's an internal report for us, we call
8 it, we call it lost time report.

9 Q. Okay. So the internal report that you viewed, did you have a
10 chance to view that the morning of the accident? So that would be
11 the internal report --

12 A. For the --

13 Q. -- would have reflected the day before, did you look at that?
14 Was there anything that stood out to you?

15 A. No, I mean, I think -- I look at the reports every day, but
16 no. The only downtime that they had the day before when they
17 moved the dredge, because to trace the inbound, that's the only
18 downtime that I recall on the day before. I mean, besides like
19 shifting anchors and then working pipe and stuff like that, but --

20 Q. So I know we touched on this, but I want to go back a little
21 bit more on that daily activity. So you talked about on Thursday
22 morning they rotated the dredge, they were dredging outbound and
23 they turned it, swung it all the way around, and they were going
24 inbound or toward the west dredging operations. Who determines
25 that? Is that your responsibility to determine when to turn and

1 dig, or do you leave that up to the leverman?

2 A. No. When I was onboard the dredge the Tuesday before Friday,
3 and I had talked to the harbor master about the vessel -- I'm
4 sorry, not the harbor master. It was EPIC, because there was a
5 vessel, interstate (indiscernible) dock, right. And they told me
6 that the vessel was going to leave Wednesday, but they didn't give
7 me the time. So when I was on the dredge Tuesday morning, I told
8 the captain and deck captain, I say, the vessel behind you is
9 going to leave tomorrow, which is Wednesday, the next day,
10 Wednesday, I said, but they didn't give me the time.

11 But if the vessel leaves in the middle of the night, don't
12 move the dredging until in the morning. You have like 9 days to
13 clear the inbound end on the dock, the EPIC dock, right. And I
14 say, you don't have to move the dredge at nighttime when it's
15 dark, less people. Just wait for Thursday morning and then you
16 can move the dredge, turn the dredge around and start dredging the
17 other direction. They said, okay. And that's what they did. And
18 as of right now, I don't know what time the vessel left, left the
19 dock, but they did turn around the next -- I mean, Thursday
20 morning.

21 Q. And let me just confirm, so the last time you were onboard
22 was the 18th, Tuesday the 18th?

23 A. Yes, Tuesday, Tuesday morning.

24 Q. Okay. And all this correspondence that you had with the deck
25 captain -- and I just wanted to clarify, who is the barge

1 captain -- or I mean the dredge captain for the *Waymon L Boyd*?

2 A. Mario Maravillas (ph.).

3 Q. I'm sorry, I cut you off. Say that again.

4 A. Mario Maravillas.

5 Q. And who was the deck captain that you were talking with?

6 A. Ernesto Garza.

7 Q. Okay. And with that discussion, did you talk with the
8 leverman as well?

9 A. I talked to the leverman a little bit because, yeah, I was --
10 I went up there in the lever room. I went straight up there to
11 the lever room; I did talk to the leverman.

12 Q. And that was on Tuesday, the 18th, correct?

13 A. Yes, Tuesday.

14 Q. All right. And so to take me through a little bit more, so
15 you talked about the barge turning around on the -- the vessel
16 leaving interstate so you could get in there, and you wait until
17 Thursday morning the 20th to swing the vessel around. What other
18 correspondence did you have with the *Waymon L Boyd*'s crew, whether
19 that's the captain -- can you please discuss that for us?

20 A. I just told them that, when they turn back around, to be real
21 careful with the pipeline, the Enterprise pipeline outside the
22 template on the dredge swing anchors, to make sure they
23 don't -- to stay away from the pipeline with their swing anchors.

24 Q. Okay. So share a little bit more about that. So when you're
25 talking about the pipeline you're identifying -- which pipeline?

1 Is it the Texas pipeline, Texas 218? Or 219, I'm sorry.

2 A. I don't know. All I know is --

3 Q. It's Texas 219. Is that the Enterprise pipeline that you're
4 speaking of?

5 A. Yes, I'm talking about the Enterprise pipeline.

6 Q. Okay. So share with us again what your direction was and
7 this was when you were turning it around on Thursday morning?

8 A. Yeah, when I talked to them that morning, Tuesday morning,
9 yeah, I told them to keep an (indiscernible) -- I mean stay away
10 from the pipeline. The pipeline was marked with cane poles just
11 to make sure the anchors -- keep the anchors away from the
12 pipeline, not to -- because I know it was shallow water, but
13 still, it was -- my biggest concern was the anchor on the dredge.
14 They can -- we get a high tide with a (indiscernible) anchor,
15 barge is going to get closer to the pipeline. I told them just to
16 make sure to stay away from the pipe.

17 Q. And so you were aware that there were pipelines running along
18 where the dredging area was, and how did you, how did you know
19 where the pipeline was? Take us through how you like researched,
20 understood where that pipeline was. Did you review drawings, did
21 you just see the cane poles that were out in the water? Take me
22 through that, can you?

23 A. No. When we had -- last year they restructured -- I mean,
24 construction meeting, reconstruction meeting with EPIC, we were
25 told that there was a pipeline that run along the shoreline that

1 it was, that it was visible, right. And so after the
2 reconstruction meeting at EPIC property, we had to get at their
3 building, so we went down there. Me and two other guys went down
4 there, too, because I was more curious about the pipeline being
5 exposed. And, you know, we can see it, but we were told that it
6 was outside the template and we shouldn't worry about the
7 pipeline. I mean, being under the belief it was not going to be
8 in our cut.

9 Q. So take me through that preconstruction meeting. When did
10 that occur and who was with you?

11 A. The project manager from Orion that surveyed for the chief.

12 Q. And can you give us those names?

13 A. The project manager is Jacob Bures.

14 Q. And who was the other individual with you?

15 A. The survey (indiscernible) chief, Nick Gregg.

16 Q. Okay. And when did that occur? When did that
17 preconstruction meeting occur?

18 A. And there was other people from EPIC but, I mean, I'm just
19 talking about Orion, and there was also other dredging
20 superintendent, which is Keith Hunter.

21 Q. Okay. Can you remember anyone else other than Keith Hunter?

22 A. I know that there was one reconstruction meeting, it was like
23 sometime -- I think it was May the 3rd of last year, 2019. I
24 don't remember if it was somebody else with us. I think that was
25 it, just the four of us. And after the meeting -- so we went down

1 there, Keith, Nick and I, to look at the pipeline, and yeah, we
2 can see it, that -- it was below, below the waterline, but we
3 could still see it.

4 Q. All right. So you could see the pipeline and take me through
5 the next meeting or discussion you had about that pipeline. But
6 you're saying this goes back to May 3rd of 2019, the year before?

7 A. Yes, sir. And then -- well, there was a different dredge, it
8 was the (indiscernible) *Fletcher*, the one that we used on phase
9 one.

10 Q. Okay.

11 A. And the captain, deck captain, at the time last year, they
12 also marked the pipe with cane poles.

13 Q. All right. So that marking occurred in 2019 with the
14 *Fletcher*. Let's move forward to the marking of the cane poles
15 again for the *Waymon L Boyd*. Did you participate in that?

16 A. Well, the project manager told me that he was going to ask
17 one of our project engineers to meet with Enterprise and our
18 surveyor to go mark the pipe, and yeah, I knew because the project
19 manager told me that that's what they were going to do. I said,
20 okay, and so they did. But I was not there and I was not asked to
21 go or nothing. But I knew that they marked the pipeline because I
22 talked to Ashley before and after.

23 Q. So tell me, tell me the conversation you had with Ashley
24 before and after.

25 A. Well, before because she wanted to know where the land was,

1 right, where to go, because she was not familiar with the area.
2 So I told her where to go, I sent her a (indiscernible), and then,
3 okay, well, that's all I need, right. I said, we're going to,
4 we're going to -- I'm going to meet with Enterprise and we're
5 going to mark the pipeline. Okay. And after she marked -- they
6 marked the pipeline, she called me, she said, we put, we put cane
7 poles on the pipe to mark the pipeline. That was pretty much it.

8 Q. After they were marked, did you go down and look at the cane
9 poles where they were marked?

10 A. Not that day, no, because we was not reaching there yet for
11 EPIC. We were still dredging for the corps engineers, the
12 (indiscernible) channel.

13 Q. Okay. So you were preparing. So I want to know then what
14 point did you notify and if it is your responsibility to notify
15 the people on the dredge of the marked cane poles and how is that
16 coordinated? Is that something that you're involved with?

17 A. I went down there after to look at the pipeline rods (ph.)
18 for EPIC, right, for the dredge, and yeah, and that's all the cane
19 poles that there were, the markers on the pipeline.

20 Q. Okay. How do you relay that information to the *Waymon L*
21 *Boyd*?

22 A. To the captain, the pipe, it's been marked with cane poles is
23 to stay off, stay off the cane poles.

24 Q. Did you give --

25 A. (Indiscernible) feet.

1 Q. Did you give the dredge captain specific instructions as far
2 as the distance from the cane poles?

3 A. No, because I -- well, the thing is, I was told that the
4 pipeline, it was like 10 feet off the top of the slope. So I say,
5 well, you're never going to get to the pipeline, just be aware of
6 the anchor. I mean, don't, don't get close to the pipe with the
7 anchor. Just stay, stay away from the pipe because the dredge was
8 never -- it was not inside our cut template, so --

9 Q. And who told you that? Who told you that it's outside the
10 template? Who said that to you?

11 A. I'm sorry?

12 Q. Who told you that it was going to be outside of the template,
13 outside of the dredge area?

14 A. When we had the preconstruction meeting. It was mentioned
15 and it was part of the preconstruction meeting that it was --
16 there was a pipeline, Enterprise pipeline, that it was outside the
17 dredge cuts along the shoreline.

18 Q. Do you know if these markings, these pipeline markings or the
19 pipeline itself, was identified or put into DREDGEPACK?

20 A. No, it was not. No, it was not on the, on the -- see, we
21 were not on the template, so no, it was not on there. Like for
22 the leverman, it was not on the digging computer, because it was
23 outside the template.

24 Q. Okay. So, if the pipeline was inside the template, who would
25 be the one responsible to notify them -- notify the crew that it's

1 there? Would they see that in DREDGEPACK?

2 A. Yes, the surveyor.

3 Q. Okay, so the surveyor would be the one that would be putting
4 it into DREDGEPACK if it's inside the template?

5 A. That is correct, yes, sir.

6 Q. And who would that individual be?

7 A. Nick Gregg.

8 Q. Okay. And I just have a couple more and I'll pass this on to
9 my colleagues. But as far as the dredge itself, the crewing of
10 it, was the dredge fully crewed on the morning of the accident,
11 August 21st, was there anybody missing, was there any open
12 positions?

13 A. No, it was fully crewed that morning.

14 Q. It's typical to have 18 people for that job?

15 A. Well, I'm sorry. Well, the thing is because we had two
16 booster pumps, booster pumps too also working.

17 Q. But is that a typical like 18 crew for two booster pumps and
18 all the associated equipment?

19 A. Yes.

20 Q. Okay. Because we spoke to one individual, I believe it was
21 on a booster pump that he was all by himself or it was just one
22 person. I don't have that note in front of me, but maybe some of
23 the other people that will follow me will ask that follow-on, but
24 -- so you're saying it was fully manned on the day of the
25 accident, August 21st?

1 A. The dredge was. I mean, you say like, you say like the
2 booster, the other worker was probably on the dredge. I think
3 that could have had two on each booster.

4 Q. So they should have two individuals on each booster?

5 A. That is correct.

6 MR. WISNIEWSKI: Okay. All right. Thank you. At this time
7 I'll turn it over to Mr. Stancil.

8 BY MR. STANCIL:

9 Q. Okay, Mr. Cordova, are you able to hear me very well?

10 A. Yes.

11 Q. Okay, great, great. I apologize if I may have missed your
12 answer on this. When you said during your May 2019
13 preconstruction meeting someone told you that the pipeline was
14 outside of the template, say again who told you that?

15 A. Well, it was mentioned in the meeting, I just don't remember
16 who. Not from Orion. I just don't remember. I just -- had to be
17 somebody from the meeting. But, I mean, I don't remember, but it
18 was mentioned in the preconstruction meeting.

19 Q. Is that the only time that you heard about that?

20 A. Yeah, in the meeting, yes, sir.

21 Q. And so during the follow-up cane pole placement just in July,
22 just prior to the accident, did anyone reiterate that the
23 construction or the dredging was going to be outside of -- the
24 pipeline was outside of the dredge template? Did anyone ever
25 reiterate that to you?

1 A. Yes. Can you phrase the question please again?

2 Q. Did anyone ever say at a later time that the pipeline was
3 outside of the dredge template?

4 A. Yes, because that's what we were told, that it was outside
5 the template. Yes. And also the (indiscernible) captain and deck
6 captain.

7 Q. But were you saying that it was just the one time that you
8 heard that at the May 2019 meeting or that you heard it again?

9 A. No, it was just in the meeting, and then later -- but I knew
10 there was a pipeline there and it was outside the template. I
11 mean, yeah, we knew that. And then when they went back and -- it
12 was this year when they went and marked it again, I mean, with
13 Enterprise, I just don't remember when it was because I don't.
14 But I know it was 3 or 4 months ago, and yeah, we knew the pipe
15 was there.

16 Q. Okay. Well, okay, I'm going to follow-up on that in a few
17 minutes but I want to hit a couple of other things first.

18 A. Okay.

19 Q. So on the day of the accident, you said you were watching on
20 your computer screen what the leverman's station was seeing. Did
21 you note where he was working at the time?

22 A. You mean like a station number or --

23 Q. Yeah, what station number he was at.

24 A. I don't remember the station number, but they were working
25 and the dredge was swinging. He was -- because I don't want to

1 make up the numbers. Like around 1385. I just -- I don't, I
2 don't remember the station number.

3 Q. Okay. Was there -- when you go into your computer and look
4 at the leverman's station, are you able to go back in time and see
5 what they were doing at a previous time or is it only a live feed?

6 A. No, it's in real time. No, I can't go back and see
7 something.

8 Q. Okay. What does a daily report contain? You said you got
9 those by email?

10 A. Yeah, a daily report is like -- the top part says the project
11 number, the date, and then like the station number, the depths and
12 then the length of the top line, the placement area name or
13 number, the character of the material, also about the weather
14 conditions, and then the name of the leverman working day and
15 night leverman's name, and the captain's name.

16 And then all the like the lost -- or like the downtime, if
17 it's stop line, mechanical breakdowns, shifting anchors, boosters,
18 wenches, (indiscernible) area, safety meeting, surveyors. That's
19 pretty much it.

20 And then on the bottom there's a space where under notes that
21 you can add any if you have any other comments or something, you
22 know, they can add it up on the bottom.

23 Q. And when was the last one you received for the *Waymon Boyd*?

24 A. The last one, it was like the day before Thursday, which
25 should have been like the one for Wednesday.

1 Q. So was the day before the accident?

2 A. Yeah, I received the one Thursday morning, but it was for the
3 day before, the report.

4 Q. Okay, I understand. All right. So once you learned that
5 there was a problem, there was a fire -- or you were in your
6 office and you first heard there was a problem with the dredge,
7 did you go look and see what the leverman's screen looked like at
8 that time?

9 A. Yeah, I didn't go to my office, but I went to a different
10 office here, and we couldn't, we couldn't see nothing. That's the
11 first thing after the -- after I tried to call the captain and the
12 leverman on the dredge and the chief engineer and them and I
13 didn't get no answer, so I say something -- literally something
14 must have happened.

15 And so one of the dredging managers, he goes -- I say, can we
16 look right quick on your computer so we can see the dredge? And
17 but we couldn't see nothing. And that's when I told my boss, I
18 say, I think literally something bad must have -- something bad
19 happened to the dredge, so I'm driving down there. So I went, I
20 went down there.

21 Q. When you said you couldn't see anything, was the screen blank
22 or was there some data showing, what do you mean by nothing?

23 A. Like nothing, it was like nothing, it was blank.

24 Q. Okay. Tell us about the leverman. You said you're his
25 direct supervisor?

- 1 A. No, the captain and deck captain.
- 2 Q. But do you also supervise the leverman?
- 3 A. It depends, yeah. I talk to the leverman sometimes, not all
4 the time, but mainly I talk to the captain and deck captain.
- 5 Q. Okay.
- 6 A. There was --
- 7 Q. Can you tell us what sort of employee he is?
- 8 A. He was -- I mean, he was a good worker because he's been
9 pulling levers for us since, I think, if I remember right, 1994.
- 10 Q. Is he an employee that tends to follow company policy?
- 11 A. Yes, sir.
- 12 Q. Have you ever known of him to be disciplined before?
- 13 A. No, I'd answer no.
- 14 Q. Okay. And what about the captain, how is he as an employee?
- 15 A. He's all right, sir, a strong captain.
- 16 Q. Would you say that he understands his job well or not?
- 17 A. Yes, he does understand his job very well.
- 18 Q. Okay. And has he ever been disciplined before?
- 19 A. Not since I've been a dredge superintendent, no.
- 20 Q. Okay. In your position, do you have occasion to review the
21 construction plans and the dredging plans? Is that part of your
22 job?
- 23 A. Yes, sir.
- 24 Q. Okay. If I would like to -- what I'd like to do at this
25 point is share my screen with you and show you a couple of plans

1 and see if you can help us understand what we're looking at, okay?

2 A. Yes.

3 Q. So give me one second and I'll see if you can see what we're
4 looking at here. Okay. What I'm showing you now, this first
5 plan, are you able to see that Mr. Cordova?

6 A. Yes.

7 Q. Okay, great. This first plan that is up on the screen right
8 now is identified as the Orion Marine Group multibeam survey, and
9 it's dated August 17th, 2020. Are you familiar with this document
10 at all?

11 A. Yes.

12 Q. Okay. What are we -- if you could explain it to us, what are
13 we looking at here of these different colors, what do they
14 signify?

15 A. The different colors is at different depths.

16 Q. And can you tell us a little bit more about that? If you
17 were looking at this picture, what would it tell you about what
18 needed to be done on the project?

19 A. Well, like an example, color blue on -- I guess they call it
20 the west end where it's blue, well, they don't need to be dredged
21 because it's already, I mean, down to grade, right. And like on
22 the right, all this, right, that means that we've still got to go
23 deeper, we're not down to grade on the red. Because right here it
24 was -- down to grade was 45 plus 1-1/2 over, yeah, over the --
25 over depth.

1 Q. Okay.

2 A. So the red, most of the red, it requires for a second pass to
3 be able to go down to grade.

4 Q. Okay. And I don't know if you can see my cursor moving on
5 the screen now.

6 A. Yes.

7 Q. Can you tell us where on this plan is the dredge template?
8 Where is the area that was supposed to be dredged?

9 A. Are you talking about the morning, August the 21st?

10 Q. Well, we'll get to that, but how much of this area are we
11 talking about that needed to be dredged, everything that's shown
12 here part of the dredge template, or is it some spot in between
13 the colors there?

14 A. Everything like, I guess, purple looking, the red and --
15 because the line right there is like the template, right, the blue
16 line. Like right there, yeah, there's a flare.

17 Q. Okay. This blue line that I'm running my cursor on now, is
18 that the dredge template?

19 A. Okay.

20 Q. I'm sorry, I could not hear you.

21 A. Let me see, the blue line, the blue -- let me see, one
22 second. No, not the blue line, that is not top of the slope, no.
23 I don't know what is that -- the blue line.

24 Q. Is all of this area to be dredged or is it just -- is it this
25 line or is it this line? Did it include this purple area here for

1 instance that I'm circling with my cursor, this is at the south
2 end of the image here, and that would be in the area, Station
3 Number 1384, 1385, in that area?

4 A. Do you see the red line?

5 Q. Yes. This red line here that I'm --

6 A. That red line is the top of the slope.

7 Q. Okay. So is that, is that the limit of the dredging where
8 I'm running my cursor now, can you see that?

9 A. One second, please.

10 Q. Okay.

11 A. You see that blue line on the outside, the outside blue line.

12 Q. Okay.

13 A. That one should be -- it should be the top of the slope.

14 Q. Okay. Can you see my cursor moving right now?

15 A. Yes.

16 Q. Okay. Am I moving it on the blue line that's the top of the
17 slope?

18 A. I'm a little confused on the blue line looking at the --

19 Q. Okay. If you're not sure, we can go to a different image.

20 A. Okay.

21 Q. Okay. Are you telling us you're not sure on this particular
22 image where the limit of the dredge template is?

23 A. I'm not, I'm not sure, but the blue line, it should be the
24 top of the slope.

25 Q. Okay, but you're not sure, correct?

1 A. One second, please. Because right here is 11 foot of water,
2 no.

3 Q. Okay. Perhaps if you're not sure looking at this image, let
4 me, let me bring up a different image and see if that helps a
5 little bit, okay?

6 A. Okay.

7 Q. So I'm going to switch to a different image if you'll bear
8 with me one second. Okay. That's no problem. I don't want you
9 to speculate if you don't know, that's fine. Let's see, we'll
10 bring up, we'll bring up a different image here.

11 Now I'm having trouble, bear with me one second, please.

12 A. Okay.

13 Q. Okay. What you should be looking at now is an email attached
14 to Ashley Stephens and Christopher Beshorse, Enterprise Products;
15 he's an Enterprise official. It's marked with a document number,
16 which I believe is -- bear with me, I'm trying. There we go, I
17 can control it now. So it's Document ENT-NTSB-PR-0025300031, and
18 attached this to email is a dredge -- EPIC Marine Terminal
19 dredging construction plan. So are you more familiar with this
20 plan?

21 A. Yeah, I can see it, yes.

22 Q. Okay. Have you worked with this plan before? I'm going to
23 zoom in to make it a little easier to see. Okay. Can you tell us
24 -- all right, so we're looking at Docket Number 00027, which is --
25 let's see, that's a Snyder Engineering plan of the scene -- of the

1 site. Where on this plan do you -- would you say the pipelines
2 are indicated, the one that you said that you could see from
3 shore?

4 A. Yes, the blue line is right there, you look at the pipe right
5 there.

6 Q. These blue lines right here?

7 A. Yeah, those lines that are like right there.

8 Q. Okay.

9 A. The blue line.

10 Q. Okay. And I'm going to scroll down a little further to the
11 next document. Oh, first of all, does this, does this plan show
12 you the limits of the dredge activity? Does this plan here show
13 you the dredge template?

14 A. It's not, it's not showing the slope.

15 Q. It's not showing the slope but it shows the channel; is that
16 correct?

17 A. Yeah, it shows the channel and the template or the EPIC, only
18 the deepest part.

19 Q. It's only showing the deepest part, correct?

20 A. (No audible response.)

21 Q. Okay. I'm going to -- I'm scrolling down to the next page,
22 which is Document Number 28. There's a shaded area; does that
23 show the complete dredging template?

24 A. Yes.

25 Q. Okay. What activity was supposed to occur, if you can see my

1 cursor, on the south end of the grey shaded area? There's a
2 notation of a 2.5 to 1 slope, a slope I assume leading up from the
3 channel, is that area within the dredge template?

4 A. Yeah, because it's a slope.

5 Q. Okay. So is everything shown here within the dredge
6 template, within this area --

7 A. Yeah.

8 Q. -- that's indicated as slope?

9 A. Yes.

10 Q. Okay.

11 A. Right there where it says top of the, top of the slope.

12 Q. Okay. I see it.

13 A. Yeah.

14 Q. That line is the limit of the dredging activity? Is that
15 correct, is that line the limit of the dredging activity?

16 A. (No audible response.)

17 Q. Okay. And I'm going to scroll down two more pages and this
18 is Document Number 30. Looking at -- we'll pick Station 1384 and
19 1385, are you able to see those, all sections shown there?

20 A. Yes.

21 Q. Is this where the dredge was operating on the day of the
22 accident?

23 A. It's around, yeah, 1384. Between 1384 and 1385.

24 Q. So that's the area where the dredge was operating on the day
25 of the accident?

1 A. Yes, sir.

2 Q. Okay. And where on this view -- on this cross sectional view
3 would the pipelines be located?

4 A. I'm sorry?

5 Q. So where on this view, on these cross sectional views here,
6 where would the pipelines be located? Would they be located
7 within this shaded area or outside of the shaded area?

8 A. Outside of the shaded area.

9 Q. Outside. Do you know how far?

10 A. I was told like it was like around, around 10, 10 feet from
11 the top of the slope. Between five and 10 feet from the top of
12 the slope.

13 Q. Okay. All right. I think there might be one other that I
14 want to show you, bear with me one second. Let me clear this view
15 up some. Are you familiar with this document, this is -- let's
16 see what it is. So this is a cross sectional view and I've
17 scrolled down to page 24 of -- it's identified as an EPIC cross
18 section, EPIC I-A-D-S, and it's 8/20. I assume that the date is
19 August 17th, 2020. Would that have been the most recent cross
20 sectional view that was taken prior to the accident?

21 A. Yes.

22 Q. Okay. Tell us what we're looking at here. What is the red
23 color and the green and what do the colors signify?

24 A. The red color is not, is not down to grade yet, and the green
25 is the overdeck (ph.).

1 Q. Okay.

2 A. All the red is required to be removed.

3 Q. This is area that would have been required to be removed as
4 of August the 17th; is that -- am I reading that correctly?

5 A. Yes, sir.

6 Q. Okay. And this area that is outlined but has no color in it,
7 what does that signify?

8 A. It's already been dredged. The outline is at where the
9 material was before, and so now we already, already removed the
10 material from there.

11 MR. STANCIL: Okay. All right. I think, I think I have no
12 further questions on it at this time. I'm going to pass it on to
13 my colleague. Let me, let me unshare my screen first. Okay.

14 BY MR. EVANS:

15 Q. Yeah, this is Roger Evans. Mr. Cordova, as far as -- you
16 told us earlier that you worked from 7 to 5, salary employee. Is
17 there someone with your position that monitors the other part of
18 the day or are you monitoring both shifts of the dredging
19 operation?

20 A. Both shifts.

21 Q. Okay. And then when you come in, in your morning start of
22 the day, are you always looking at the previous night's reports
23 and to see where the dredge operation has traveled?

24 A. Yes, that is correct.

25 Q. And then do you communicate that information to the person

1 that's going to be on the next shift?

2 A. No, no, not me. I just write the reports in the mornings.
3 If I see anything wrong or discrepancies, then I call the captain
4 or deck captain, whoever's working that morning.

5 Q. But on occasion do you actually direct the deck captain to
6 maybe take a different route as far as the movement of the
7 dredges?

8 A. Yes.

9 Q. And describe for us what occasions that would be?

10 A. Like which locations?

11 Q. No, no. What -- on what occasion would you direct the deck
12 captain or the captain to -- you know, to make a move or maybe
13 move in a different direction as far as the position of the
14 dredge?

15 A. Oh, it all depends. I mean, a lot of times like if there's
16 something in the way or somebody else is on -- like this
17 particular job, we was trying to clear -- like phase one, it was
18 for where the dock was going to be built, so there was priority to
19 work the dock area, and then from there, work in a different
20 direction.

21 But that's why the day before, that's why they turned the
22 dredge around, because there was a vessel at Interstate Grain, and
23 we couldn't dig inbound. And that's why I told the captain, deck
24 captain, as soon as the vessel leaves, you'll need to turn back
25 around and try to finish the west end.

1 So like the next vessel comes in at Interstate Grain, and it
2 will be already done, the operating already be done, and we don't
3 have to worry about vessels coming in or coming out. And then
4 we're going to turn back around and dig outbound the other way,
5 and at the inbound end, we'll be done already.

6 Q. Okay.

7 A. And then I just went and talked to the -- that's when I
8 talked to the captain because a lot of times I call, I call either
9 cargo masters or call EPIC, call Interstate, the (indiscernible),
10 or whoever's in the operations, see what kind of -- the schedule
11 on their vessels.

12 Q. Okay, thank you for that. The next question, when you do
13 talk to these gentlemen on the, on the crafts, are you or have you
14 in the past or -- let's say a couple weeks up to the day of the
15 accident, were there ever discussions that centered on the
16 pipeline?

17 A. Well, yeah, because like let's say Tuesday, I was there
18 Tuesday, the Tuesday before August the 21st and we talked about
19 the pipeline.

20 Q. And did you talk to both shifts?

21 A. No, talked to the captain and deck captain.

22 Q. But the deck captain and the captain, they would only be for
23 one shift or be the same positions at a different shift, correct?

24 A. They both work, they stay onboard the dredge. So they're
25 there 24 hours a day.

1 Q. No, I understand that. But they don't work 24 hours a day,
2 they work 12 of the 24, correct, and they're off the other time?

3 A. Well, they're not really off, because like I say, they stay
4 onboard the dredge. So sometimes at 8 o'clock at night, I mean,
5 they go out there and talk to the leverman, and if they have any
6 questions, they're there and they're there on the dredge. I mean,
7 they can go up to the lever room 9, 10 o'clock at night and just
8 to talk to the leverman or talk to the mate or -- depends on
9 what's going on. But yeah, not because they only work days 6
10 o'clock or 6 p.m. comes around and they just going to quit
11 working. I mean, they're there, they're salary personnel, so
12 they're like -- they can work like that. They're like on call 24
13 hours a day.

14 Q. Okay, thank you. Now as far as the communication though
15 between those two gentlemen and the leverman, when you had the
16 discussion about the pipeline, did you direct them to actually
17 speak with the leverman about that issue or was that not part of
18 the discussion?

19 A. No, no, I didn't, I didn't tell them to talk to the leverman.
20 I mean, that's part of their job to talk to the leverman about the
21 pipeline, I mean.

22 Q. Do you have any, any information that the -- that those two
23 gentlemen talked to the leverman about the pipeline?

24 A. When I talked to the -- because when I talked to the captain,
25 deck captain, I said, make sure you all talk to the leverman and

1 the mate about the swing anchors on the dredge. And the boatman
2 talked to the whole crew about this pipeline, I mean. But yeah,
3 I'm sure -- I'm confident that they did talk to the leverman about
4 this pipeline, the whole crew.

5 Q. And when you say you talked about the pipeline, what was the
6 context of the conversation?

7 A. On the pipeline, I told when I talked to the captain, the
8 captain just to make sure to stay away from the pipe with the
9 swing anchors as much as they can, I mean, because we can -- from
10 the dredge, I mean, you can see the pipeline. Even though they
11 were below the waterline, you can still see them from the --
12 especially from the lever room. It's up higher, so you can, you
13 can see those pipes real, real clear.

14 MR. EVANS: Okay. Well, thank you very much. No more
15 questions for me. Thank you.

16 MR. WISNIEWSKI: So this is Luke, NTSB. We've been going now
17 for almost 2 hours. Before I turn this over to the Coast Guard,
18 Mr. Cordova, do you need a break or do you need a drink of water
19 or pause?

20 MR. CORDOVA: No, I'm good.

21 MS. VON STERNBERG: I'd like a bathroom break if you all
22 don't mind, like 5 minutes.

23 MR. WISNIEWSKI: Sure. Let's take a bathroom break and
24 reconvene at -- yeah, let's say right at -- well, it's 52, so
25 yeah, let's just go right at 2 o'clock. Does that sound good with

1 everyone?

2 MS. VON STERNBERG: Okay, yeah. Thanks.

3 MR. WISNIEWSKI: Thank you.

4 (Off the record at 1:52 p.m. CDT)

5 (On the record at 2:04 p.m. CDT)

6 MR. WISNIEWSKI: The time is 2:04 Central Daylight Time and
7 continuation of the interview with Mr. Cordova. [REDACTED]

8 [REDACTED] [REDACTED] with the Coast Guard, you're up.

9 [REDACTED] [REDACTED] Okay, thanks.

10 BY [REDACTED] [REDACTED]

11 Q. This is [REDACTED] [REDACTED] again with the Coast Guard. Prior to the
12 phrase two construction project, did you have another
13 preconstruction meeting or was it just the one before the phase
14 one contract or phase one construction?

15 A. If they had one, I was not in it, not in the second phase. I
16 was only in it on the first phase.

17 Q. Okay. How often if at all did you interact with EPIC?

18 A. How often? No, because I talked to just the captain and the
19 dredge (indiscernible). Usually the project manager is the one
20 who talks to EPIC.

21 Q. Okay. So you didn't have very many interactions with EPIC at
22 all?

23 A. No, ma'am.

24 Q. You had mentioned at the time -- that at the time of -- when
25 you checked on the *Waymon Boyd* the morning of the incident that

1 the dredge was swinging, was swinging -- is that back and forth or
2 is that up and down?

3 A. Back and forth from side to side.

4 Q. Okay. And what's the typical arc that it swings? Does it
5 swing 10 degrees left of center to 10 degrees, you know, right of
6 center or what's, what's that typical movement?

7 A. I don't know the degree but, I mean, sometimes like there we
8 try to swing like 150 to 180 feet wide.

9 Q. Okay. Is that like the arc is sort of that long or that's
10 sort of a straight line across?

11 A. No, it's an arc.

12 Q. The arc is 150 feet?

13 A. Yes. Like we were swinging like probably swinging like 180
14 something, 200, but it's probably like between 150 to 200 is kind
15 of the max anyway, like 180 to 200.

16 Q. And does that arc change if you're doing -- if you're like at
17 the tow versus if you're doing the slope or does that not matter?

18 A. No, it doesn't matter. I mean, it's still the same.

19 Q. Okay. Do you have any idea when you looked at it that
20 morning what the kind of arc was that it was, that it was moving
21 through?

22 A. Yeah, when I look at that, they were swinging towards the
23 shoreline.

24 Q. They were swinging towards the shoreline?

25 A. Yes, and then they made a shift, so they swing back the other

1 way towards the channel and only, I only had them on like maybe
2 like probably less than 10 minutes, maybe between 5 and 10
3 minutes.

4 Q. And do you know how close to the shoreline they were getting?

5 A. They were just following the template of the dredge
6 because -- no, I don't know how close to the shoreline. They were
7 just following the template.

8 Q. Does something come up -- and I'm sorry, I don't know a lot
9 about dredging, so if I'm asking stupid questions, I apologize.

10 A. Okay.

11 Q. When you're looking at, when you're looking at the template I
12 assume it's overlaid on the DREDGEPACK so that's how they know if
13 they're like inside or outside the template?

14 A. Yes. It was inside the template.

15 Q. Okay. Does the software give you a warning if you are
16 outside the template? Does it say, you know, you've moved outside
17 the area or do you get some sort of alarm or warning or anything?

18 A. No, just the numbers is going to change, you know, when you
19 get to like the top of the slope it's going to show zero. You
20 move away from the tow, I mean, the top of the slope or top of
21 channel, it's going to like increase the numbers.

22 Q. Okay. But there's no, there's no like alert system or
23 something doesn't -- the line doesn't become darker to let you
24 know you're close to the edge or there's nothing, there's nothing
25 that -- the software doesn't alert you to that sort of thing?

1 A. Well, like on the bottom of the template, when we dredge the
2 slope, if you over dredge, it shows like red saying like, okay,
3 you're over already, you went past that line, shows red. And
4 inside the template is green. You can see the color; the color's
5 going to change. When you -- when the cutter head gets outside
6 the template, it's going to -- the color's going to change, it's
7 going to turn to red.

8 Q. Okay. And that's a real time change, like if the cutter head
9 is outside the template, it changes immediately to red?

10 A. Yes, ma'am.

11 Q. Okay. And did you notice any of that, that morning that you
12 were -- when you were looking at the dredge template?

13 A. No, no, it wasn't.

14 Q. Okay.

15 A. No, it wasn't red. It was green.

16 Q. It was green. Did you notice any areas that have been, that
17 have been over dredged? Is that something that it would still
18 show up on there as red, like this area had been over dredged or
19 does that go away once the cutter head moves?

20 A. It goes away when the cutter head moves.

21 Q. Okay. Sorry, I'm just making sure I've got it all. So for
22 when the evolution of turning the dredge around, do you know what
23 time they started that and what time they finished the turning of
24 the dredge on the day before?

25 A. No, I don't, because I didn't get the report Friday

1 morning -- for Thursday, the Thursday report, I didn't get the
2 report Friday morning. So I don't know when they started moving
3 or nothing. All I told, I told the captain just to start moving
4 after the safety meeting and everybody is ready to work is to go
5 ahead and start moving.

6 Q. Okay. So they probably would have started somewhere around
7 8 o'clock then after -- or what time did they --

8 A. Maybe a little, maybe a little before, because they changed
9 like around 5:30 and then usually, of course, they've got to eat
10 breakfast and they have a safety meeting and then, yeah. I'm
11 going to say like around 7 o'clock in the morning is probably when
12 they started moving.

13 Q. Okay. And how long does that usually take to turn the whole
14 thing around?

15 A. Well, right there, not very long. Less than, probably like
16 hour and a half.

17 Q. Okay. So they would have been finished around 8:30 or so and
18 then they would have continued on with regular dredge operations?

19 A. Yes, ma'am.

20 Q. Okay. When they were turning it around, where would they
21 have had to place the dredge anchors? How does that kind of pull
22 evolution work? Do you move a dredge anchor, turn it a little
23 bit, move the dredge anchor again? Can you just walk me through
24 that because I'm not familiar with that process?

25 A. They take like, what did I say, like maybe like hour and a

1 half to move the dredge and -- I don't know, maybe less. It all
2 depends, because a lot of times, there's times when you get ready
3 to move, there's traffic in or out, right, so they have to -- like
4 we've got to wait for traffic to clear.

5 And then sometimes we already shut the dredge down, getting
6 ready, then all of a sudden, here comes a vessel, so we've got to
7 stop. So that's why, maybe, I'm just trying to -- probably like
8 between an hour to 2 hours to make the move.

9 And then they throw the swing anchors out with using our
10 anchor barges and they just put them (indiscernible). Yeah, and
11 then once you set the anchors, and then you start swinging back
12 and forth.

13 Q. Do you know how, do you know how close the anchors would have
14 gotten to the shoreline during this process?

15 A. No, no, I don't know. Maybe, I don't know, maybe 20, 30 feet
16 from the shoreline. I don't know.

17 Q. Okay.

18 A. I'm just guessing because it all depends on the depth of the
19 water.

20 Q. Okay. Do you know of anything else during that process that
21 could have possibly hit or come in contact with the pipeline? I
22 know you said you were concerned about the anchors in the area.
23 Is there any -- was there anything else in the area while you were
24 doing that, that possibly could have come in contact with the
25 pipeline?

1 A. No. I don't know, I don't know. I don't know, I just -- I
2 don't know, it's hard for me to believe. I don't know because I
3 don't. To me, to me, the cutter head was never going to go out
4 there and get the pipe. I don't know.

5 Q. Okay.

6 A. No, I don't. I'm sorry, I don't know.

7 Q. No, that's okay. We're just trying to make sure I cover all
8 the bases just to -- you know, so we narrow down what happens or
9 what happened.

10 Let me see. The last question I think I have is unrelated.
11 Do you do anything with overseeing drills conducted on the dredge
12 or on the booster pumps like abandon ship drills, fire drills,
13 anything along those lines?

14 A. I have before, you know, done before. I was a dredge captain
15 before, and yeah, and sometimes, sometimes we happened to not to
16 be in the dredge after we have, especially if it's a corps job, I
17 mean, we have to hold monthly drills. And there's been times that
18 I've been on the dredge with having to drill.

19 Q. Okay. Do you do them regularly or do you just do them like
20 if the job dictates that you do them? Like if the Army Corps says
21 that you have --

22 A. If the Army Corps, you've got to do them like once a month,
23 there's got to be a document, and sometimes our safety
24 department -- because we have a safety rep on the dredges, and
25 sometimes we do it to exercise the practice of the drills.

1 [REDACTED] [REDACTED] Okay. Thank you. I think that's all I have.

2 MR. CORDOVA: Thank you.

3 MR. WISNIEWSKI: Okay, we'll move on now to Texas Railroad
4 Commission.

5 MR. PEREZ: Good afternoon, hey, this is Ron. I have no
6 questions for this individual at this time. Thank you.

7 MR. WISNIEWSKI: Okay.

8 Enterprise.

9 BY MR. MORTON:

10 Q. Yes, good afternoon, this is Jeff Morton with Enterprise.
11 Again, thank you for your time, that's very informative. Like
12 [REDACTED] I don't have a lot of experience in dredging but getting
13 more education every day.

14 You've already communicated that you were involved in the
15 2019 project with EPIC. Are you aware at the time of that
16 project, were the pipelines surveyed to be located on the
17 drawings?

18 A. I'm sorry, there was a little bit of static. Could you
19 repeat that again, please, the question?

20 Q. Yes. During the 2019 project when you were on the EPIC
21 property and you mentioned you and three other individuals,
22 including a surveyor, went down to the shoreline to see the
23 pipelines. During the development of the EPIC project, were the
24 pipelines surveyed to be included in the dredge drawings?

25 A. No, sir. On our drawings, Orion?

1 Q. Correct.

2 A. No, sir. (Indiscernible) EPIC.

3 Q. So the drawing that NTSB pulled up earlier that displayed the
4 pipelines on the Orion drawings developed by Snyder Engineering,
5 do you know how they got those -- the pipeline information to put
6 on those drawings?

7 A. What did I have -- I mean, on the drawings said to fix, fix
8 the pipelines, but it say it's outside the template.

9 Q. Correct. My question is, do you know where Snyder
10 Engineering got the information about the pipelines to include on
11 the drawing?

12 A. No, I don't know, I don't.

13 Q. Okay. Regarding to those drawings, Paul, if you could share
14 your screen again and pull up Bates Number ending in 027.

15 MR. STANCIL: Okay, sir, so standby one moment, please. Bear
16 with me a second, I'm having trouble getting it to display here.
17 Close and reopen it here. Okay, finally.

18 BY MR. MORTON:

19 Q. So on this drawing, Paul with NTSB put his cursor over the
20 extents of the template of the sloping. So where the proposed
21 bulkhead is identified, all that's down there at the bottom, right
22 there. So that proposed bulkhead does not include any sloping
23 details, so my understanding is there would be no sloping in the
24 bulkhead area; is that correct?

25 A. Yes.

1 Q. Yes, I'm correct there would be no sloping in the bulkhead
2 area?

3 A. No, there was still slope there, would still have to dredge
4 the slope.

5 Q. No, would you be performing any dredge work sloping inside
6 that proposed bulkhead area?

7 A. Oh, inside, no.

8 Q. Okay.

9 A. Sorry.

10 Q. And that makes sense because part of the project, the EPIC
11 project, was to add additional cover over the pipeline, so it
12 would not make sense to remove cover?

13 A. Right.

14 Q. All right, thank you. So this dredge document, we touched on
15 it some. Other than using this document to upload the template in
16 DREDGEPACK, is it used for anything else?

17 A. No, sir.

18 Q. Okay. Does the leverman receive a copy of the DREDGEPACK or
19 the dredge drawings or does he solely rely on the information on
20 DREDGEPACK?

21 (Pause.)

22 MS. VON STERNBERG: Answer his question. Who gets a copy of
23 these?

24 MR. CORDOVA: Who gets -- yes, who gets a copy of this
25 document?

1 BY MR. MORTON:

2 Q. Yes, does the leverman receive that?

3 A. Yeah. Well, again, I give a copy to the captain, document to
4 the captain so --

5 Q. Okay.

6 A. I'm pretty sure that a lot of times we keep them in the lever
7 room --

8 Q. Okay.

9 A. -- for them to review.

10 Q. Okay. And we talked briefly, you know, [REDACTED] asked questions
11 about if there's any alarms in DREDGEPACK to alert the leverman
12 that they're outside the dredge template, and I think your
13 response was, if you're outside the dredge template, it turns red?

14 A. Yes.

15 Q. How accurate is that and can the barge dredge outside the
16 plan?

17 A. Dredge outside the plan?

18 Q. Yeah, how accurate -- what's the tolerance of the accuracy of
19 DREDGEPACK? Is it possible that the cutter head is outside the
20 templates that DREDGEPACK still indicates that it's inside the
21 template?

22 A. No.

23 Q. So is there a defined tolerance of DREDGEPACK in association
24 with the location of the cutter head?

25 A. No, I don't know.

1 Q. Okay. Who all within Orion associated with this project knew
2 that there were pipelines in the proximity of the dredging
3 activity?

4 A. Like the project manager, their survey department, the dredge
5 captain and deck captain, (indiscernible) superintendent and
6 Ashley, project engineer, and also my boss, Mark Slider and Glen
7 Kurtz. They knew about the pipeline.

8 Q. And what is the title of your bosses?

9 A. Mark Slider is the VP and Glen Kurtz is operations manager.

10 Q. Okay. Other than the conversation you had about Orion
11 placing cane poles to identify the pipelines, what other steps did
12 Orion take to avoid the potential for striking the pipelines?

13 MS. VON STERNBERG: Orion didn't place the poles though.
14 Enterprise --

15 MR. CORDOVA: Enterprise.

16 MS. VON STERNBERG: Can you rephrase that question?

17 BY MR. MORTON:

18 Q. Sure. Other than having the cane poles installed to have the
19 pipeline located, what steps did Orion take to avoid the potential
20 for striking the pipeline? I guess, let me rephrase that. When
21 working near a pipeline on shore, does Orion take additional
22 measures to ensure safety like an on shore spotter that can
23 communicate with the deck captain that you're getting too close to
24 the pipeline?

25 A. At the beginning of the work, we put in a one call, and they

1 said there's pipelines in the area, and then like on this
2 Enterprise pipeline, that's why it was marked with cane poles.

3 Q. Okay, understood. My question -- you know, there's a lot of
4 discussions about concern of the proximity of the anchors. Has
5 Orion in the past ever used spotters on shore to assist the
6 placement of those anchors or other equipment to avoid hitting the
7 pipeline?

8 A. Not the pipeline, this pipeline's very -- we put mats. We
9 going to run equipment over pipelines, we'll put mats over it.

10 Q. Okay. That's when you're working on shore?

11 A. Yeah, on shore, yes, sir.

12 Q. So in DREDGEPACK, are physical structures ever loaded into
13 that software as well to indicate like buried structures that the
14 dredge would need to avoid?

15 A. Yeah, they're in the template, yes.

16 Q. Okay. So was the proposed bulkhead included in DREDGEPACK?

17 A. The bulkhead?

18 Q. Yes, the bulkhead that was going to be constructed, was that
19 loaded in the DREDGEPACK?

20 A. Hold on one second, let me think. I just -- I don't, I don't
21 remember, because the dredging job, we just load them to the
22 DREDGEPACK. I don't remember this.

23 Q. Okay. Are you aware of Orion ever requesting GPS coordinates
24 from Enterprise for the pipelines?

25 A. No, sir, I don't know.

1 Q. In past projects where you're doing dredging operations over
2 a pipeline, has Orion requested GPS coordinates of pipelines to
3 include in DREDGEPACK?

4 A. Yes. But when -- yeah, when they're inside a template, yes,
5 we talk to the pipeline owner to give us coordinates of the
6 pipeline so we can include it in the DREDGEPACK.

7 Q. So you didn't request GPS coordinates because the pipelines
8 were out of the dredge template; is that correct?

9 MS. VON STERNBERG: That's not what he said. He said he
10 doesn't know --

11 MR. CORDOVA: I don't know.

12 MS. VON STERNBERG: -- if it was requested or not.

13 BY MR. MORTON:

14 Q. Okay, let me rephrase that. Typically, Orion would not
15 request GPS coordinates if pipelines were not included in the
16 dredge template, to your understanding?

17 A. Yes, I understand, if they're outside the template, no,
18 because there's no, there's no need to get GPS coordinates of it
19 if they're outside the template.

20 Q. Okay, thank you. We've seen pictures of the dredge cutter,
21 and just looking at the configuration, my assumption is it rotates
22 clockwise if you're from the perspective of the dredge, the
23 leverman's view; is that correct, or does it change direction
24 based on the swing?

25 A. No, it's clockwise.

1 Q. Clockwise?

2 A. Yes, sir.

3 Q. Okay, thank you. How does safety or your safety program
4 interface with dredge operations? We've heard discussion of the
5 safety meetings, but how engaged -- is the safety program engaged
6 with the dredging operation?

7 A. They connect a safety, safety meeting every 12 hours in the
8 morning when the day crew gets there and then in the evenings when
9 the night crew gets there, every day.

10 Q. Okay. When Orion is kicking off a dredge project -- and
11 you've discussed a variety of members of the project, the PM, you
12 know, the project engineer, yourself -- is there a job safety
13 analysis conducted to identify the hazards associated with the job
14 to ensure that all actions have been taken to mitigate any risk?

15 MS. VON STERNBERG: Are you saying is there one JSA for
16 dredging for a dredge job?

17 MR. MORTON: That is correct.

18 MR. CORDOVA: We do a JSA also. We also do that, a JSA every
19 day, too, on the dredges.

20 BY MR. MORTON:

21 Q. Okay. So you do a JSA for the project as well as daily when
22 they start the dredging activity?

23 A. Not before. We have, we have like an internal meeting
24 before, before a job, before we start a job, but not a JSA. I
25 mean, we talk about the safety and the risk and everything else,

1 but we don't, we don't do like a JSA here in the office. I mean,
2 they did do it on the job site on the dredge.

3 MR. MORTON: Okay. I think that's all the questions I have
4 right now. Thank you for your time.

5 MR. CORDOVA: Thank you.

6 BY MR. WISNIEWSKI:

7 Q. Okay, this is Luke again with NTSB. A couple of questions
8 I'd like to just start off with is reviewing some of the items you
9 just talked about, in particular the EPIC reports or the daily
10 reports that you receive from that. And I'm going to pull these
11 up and show them to you on the screen just so I'm clear, so we're
12 all clear on this.

13 A. Okay.

14 Q. Okay. So this one shows on Wednesday, and this is EPIC
15 report dated 8, so August, 19th, 2020, and it's an Excel file. It
16 was uploaded to Accellion, and it's for -- the date in the corner
17 is Wednesday, August 19th.

18 So here it shows that there's a total downtime for production
19 for that day was 15 hours and 50 minutes were down. Total run
20 time for that day was 8 hour and 10 minutes. Now my question
21 revolves around, so first this report, when does it come into you,
22 when does the dredge captain send that to you or take me through
23 who sends that out and how do you receive that?

24 A. When they send it out ,it's either the captain or deck
25 captain via email.

1 Q. Okay. So the last one we received was this Wednesday. We
2 don't have the 20th. So what time would that come out during the
3 day? Is that a noontime report that's due to you for the previous
4 day?

5 A. Yeah, that was a report for the day before, yeah. Like that
6 report right there I think it came like around 6:30, before
7 7 o'clock in the morning Thursday morning, the last report that we
8 received (indiscernible).

9 Q. So that's the last -- okay, sorry. So that was the last
10 report you received. So on Friday morning, the day of the
11 accident, August 21st, they have not sent you a report for the
12 previous day, the 20th, Thursday, the 20th?

13 A. No, we didn't -- I didn't -- no, we didn't get one. I didn't
14 get one.

15 Q. Okay. But they typically -- do they typically come in first
16 thing in the morning?

17 A. Well, it all depends what's going on. Sometimes if the
18 captain is busy (indiscernible) stuff, you know, mechanical
19 breakdowns and -- but usually we, we tell the captain to try to
20 send the report before 7 o'clock in the morning if he can.

21 And if they're busy trying to get the dredge going, sometimes
22 something like breaks, they're down for whatever reason, I mean,
23 sometimes they send the report at 7 and 8 sometimes, but usually
24 it's in the morning. But not like too late in the morning, but
25 usually like in the morning, sometime in the morning.

1 Q. So that was my follow-up question, so there's not -- is there
2 a procedure or a policy that they have to follow or is -- they're
3 just verbally told to get it in first thing in the morning?

4 A. It's verbal because we have our morning meetings at 8 o'clock
5 and, I mean, everybody here would like to have the report before
6 8 o'clock. If there's a deficiency or something we could talk
7 about it and then, you know, what we need to do if we see
8 something wrong or something that we need to improve on and so we
9 can talk about it in the morning meeting.

10 Q. Was there any --

11 A. We always recommend, you know.

12 Q. -- was there any discussion for the morning of Friday why it
13 wasn't in yet by, let's say, 8 o'clock or is that -- did anyone
14 ask that question?

15 A. No, because that's when they called me, that's when we was
16 just getting together for the meeting, this captain. So we didn't
17 -- really we didn't have a meeting that morning.

18 Q. Okay. And looking through the report, it talks about the
19 dredge station that they did and the depth, it talks about the
20 station that they worked on, slope out to B. I wanted to try to
21 bring up the other drawing that Paul Stancil had to try to
22 understand. But you're saying on Wednesday they were digging in
23 the opposite direction, so this wouldn't, this wouldn't be close
24 to the pipe, correct?

25 A. No, that one, it says the out B, it means outbound.

- 1 Q. Okay. And --
- 2 A. So they weren't -- go ahead.
- 3 Q. Go ahead, sir.
- 4 A. Yeah, they were working -- that's why they were working
- 5 outbound Wednesday.
- 6 Q. Okay. And --
- 7 A. That's when -- okay.
- 8 Q. And for this downtime of 15 hours and 50 minutes, they have
- 9 listed down here that they had to move the pipe, they had to
- 10 repair a pipe and ball bell.
- 11 A. Yes.
- 12 Q. And I'm just trying to help jog your memory because, you
- 13 know, you indicated there wasn't much downtime, but is this a
- 14 significant amount of downtime for dredging on that day?
- 15 A. Yes. Well, you know, (indiscernible) I don't remember,
- 16 because I didn't -- but I remember they were down on replacing a
- 17 leak -- a piece of pipe that it was leaking before (indiscernible)
- 18 barge. So I think that they were going to work on the generator
- 19 on one of the boosters. And I said, well, be the perfect time to
- 20 replace the ball and bell connections at the same time to work on
- 21 the booster pump. I think it was -- yeah, it was a generator and
- 22 to replace the bell connection, the piece of pipe.
- 23 Q. Okay.
- 24 A. To the crossing, channel crossing.
- 25 Q. Okay. They have listed here, yeah, they worked on number two

1 booster, the generator?

2 A. Yes, sir.

3 Q. And they have replaced a bell, ball and bell on the channel
4 crossing pipe. Okay. That's all I have for that one. You
5 indicated that the drawings were onboard that you provided those.
6 Who did -- and this is when Enterprise was asking you about the
7 Snyder Engineering drawings and the packet, and you stated that
8 those documents, you give those -- or they're kept in the leverman
9 room. Can you give me a little bit more specifics about what
10 documents that entailed?

11 A. The drawings, I mean, what we had, they were like maybe like
12 a seven page, seven page -- the project manager, he print out
13 three copies, and so I keep one for me and give the captain one
14 and that's what I did, I give one set to the captain.

15 Q. And what did that entail? What was in those, did you say
16 seven pages?

17 A. Yeah, it was, yeah, seven pages like a cross section and the
18 drawing of the template of the dock.

19 Q. Are they the drawings that Mr. Paul Stancil showed you
20 earlier that had the template or the layout of the tow of the
21 channel, the proposed dock by Snyder Engineering?

22 A. Yes, sir.

23 Q. What else was in that seven pages, you said a cross section?

24 A. A cross section, like I think it's -- if I remember, they're
25 like every 100 foot like showing the template and the slope.

1 Q. Do you have a copy with you of that -- of those seven pages?

2 I saw you rustling through some notes.

3 A. Yes, sir.

4 Q. Okay.

5 A. I do.

6 Q. We'd like to -- yeah, we'll request. So what addition to
7 those seven pages did you relay or provide to the vessel?

8 A. I have in my hand, this right here, six pages. That's what I
9 give to the captain and I talked to him about that it was showing
10 the top line along the shoreline and the cross section. It's all
11 we had, you know, from EPIC is this drawing. I say I didn't have
12 nothing else. Six pages.

13 Q. Six pages. All right. We'll request a copy of that. Was
14 that sent to you via email as well?

15 A. The drawings in email?

16 Q. Right. How did you receive it? You indicated you received
17 copies that the project manager printed out for you?

18 A. Yeah, he printed them out, printed out for me, yes.

19 Q. Did you get --

20 A. How he got them I --

21 Q. -- did you get an email as well or anything?

22 A. No, sir.

23 Q. No electronic copies?

24 A. No.

25 Q. You got three copies and you gave one -- kept one for

1 yourself, one for the *Waymon L Boyd* and who'd you give it to?

2 A. To the captain, Mario Maravillas.

3 Q. Okay. And then you said there was a third one?

4 A. Yeah, I just kept it for me on my desk, because a lot of
5 times I keep one in my truck and then I have another one on my
6 desk.

7 Q. Okay. You indicated the general swing of the barge, the 150
8 feet radius, striking of the arc. On that morning when you were
9 looking at DREDGEPACK, can you tell how many times they swung that
10 morning, how many times that they were, let's say -- what time did
11 they start or what time did you see them working on it?

12 A. I think it was like around 6:30 in the morning, Friday
13 morning 6:30, 6:35, around that time just for like probably like
14 less than 10 minutes.

15 Q. And then they stopped?

16 A. No, I started the computer. I mean, I clicked on the dredge
17 and I clicked on a different dredge.

18 Q. Oh, okay, so you just looked at them for 10 minutes. All
19 right, thanks for clarifying that. Okay, so you looked at them
20 for 10 minutes and you think this morning crew started at
21 approximately 6:30?

22 A. No, when I clicked on the dredge, I mean, they were -- just
23 to see if they were working or not. That's what, that's what I do
24 the first thing when I get, I get into the office in the mornings.
25 I mean, a lot of times I go out of town in the morning but, I

1 mean, when I'm here in the office, that's the first thing. I turn
2 the computer on and I click on the dredges.

3 And then see that all the dredges are working, and then if a
4 dredge is not swinging or not pumping, I don't see no
5 (indiscernible) or not (indiscernible), then I'll call the dredge
6 or I'll call the leverman and say, why are you down. And a lot of
7 times it's from debris or like getting (indiscernible), something,
8 something minor. Because when it's something big, I mean, they're
9 going to let us know. They're going to call us immediately say
10 something happened.

11 There'd going to be like -- especially if they're going to be
12 down for 6, 8 -- 3 or 4, 5 hours and then we need to know. But
13 sometimes if it's something little, like a leak in the pipe or a
14 replacement of a piece of pipe or pulling debris out of the
15 suction pipe or the cleanout box, I mean, they don't have to call
16 us because it's part of the (indiscernible) and sometimes it takes
17 10, 15 minutes, and then they go back to work.

18 And that morning when I clicked on the *Waymon Boyd*, they
19 were, they were working, they were swinging, and so I watched them
20 for a little bit. And then they made a set and they continued
21 working, swinging back and forth, and then I turned them off and I
22 clicked on a different dredge.

23 Q. Okay. So how many sets -- okay. So you probably watched
24 them for what, one set and a set is what, swinging back and forth?

25 A. Yes, one set. Have two spots in the back so you swing, one

1 spot and pick up another spot. I mean, you mean like how do they
2 make a set?

3 Q. Yeah. Well, I want to get into that a little bit more
4 discussing about that and -- but I want to make sure that first,
5 yeah, let's identify like the set. What is that? Is that a full
6 arc going back and forth, swinging from port to starboard?

7 A. No, got -- no, no, sir. It all depends. Like on this
8 particular job, there was new work, you only -- you can only
9 advance like maybe 3 or 4 foot ahead at a time because of the dirt
10 being too stiff. So yeah, but it's not the whole arc. I mean,
11 sometimes we just maybe like 6 to 7 feet swing and then you've got
12 to drop down a slot to make a set.

13 Q. Okay. So take us now through like, yeah, a little bit more
14 about this set. So you're saying that they -- what spud was down,
15 was it the starboard spud or port spud, do you remember that
16 morning, which one they were on?

17 A. The starboard, the starboard spud. We call it the digging
18 spud. It's the one that's always down when you're dredging.

19 Q. Okay. So you dredge on the starboard spud and then you walk
20 or advanced on the port?

21 A. That is correct, yes, sir.

22 Q. So take me through a little bit more -- I don't want to
23 answer it for you. Take us through and help us understand a
24 little bit more on how you go about that.

25 A. Okay. So the starboard spud is down, the digging spud.

1 You've got to make a set. It all depends if you want to keep the
2 stern centered on the center, you stop before the center and drop
3 the -- we call it the walking spud, the other one. You drop
4 that one and pick up the digging spud and it starts swinging,
5 towards your port.

6 And then you're going to swing it to like you look at the
7 numbers which you reach like four foot, advance four foot then you
8 stop and drop the digging spud, drop back down and pick the other
9 one up and then start working, start working the set up. And
10 sometimes on the new work it can take 30, 40, 50 minutes to finish
11 a set. That morning he had made a set. I was watching that.

12 Q. And you indicated -- is that pretty typical for working on a
13 new area to only advance, let's say, 4 to 5 feet? And why is
14 that, why you don't advance too far? Is it because the cutter
15 head can get too far forward of it and then you have debris and
16 sand behind it? Can you go through and just talk about that a
17 little bit for us?

18 A. Yeah, because if you make it too big and then you're going to
19 have problems because there's going to be dirt behind the cutter
20 rank that you're not going to pick up and then you're going to
21 have a hard time trying to clean the set. So that's why you make
22 it a little bit small so you can pick up all the material.

23 Q. And for this area that this dredge work is being on, you
24 talked about the density and how compacted the sand or the
25 sediment -- the soil was. Can you elaborate a little bit more on

1 that for us as far as is this typical for this area, is this --
2 can you expand that for us?

3 A. Yeah. For that area, it's typical, because we work in that
4 area before a lot. As a matter of fact, we dredge the
5 (indiscernible). Yeah, it's pretty stiff material in that area.
6 So like we've had it -- like when we're dredging, we can only drop
7 the ladder like some days like one foot at a time or one and a
8 half on every swing. You can't even drop it like -- you can
9 advance 4 foot, but I mean, to drop it down one foot, one and a
10 half at a time until you get to the bottom and then you make
11 another set.

12 Q. And was this -- for this area, was this the first time that
13 you were cutting into this? Was this considered like a virgin
14 cut, your first pass in this area?

15 A. Yeah, it was virgin, yes, sir.

16 Q. And so explain that a little bit more. So what would be
17 entailed with a virgin cut? And in particular I'm interested in,
18 you know, downtime, things it would pick up, let's say, tires,
19 railroad ties, any type of debris that's in the water, you know,
20 that would cause the downtime. Can you share a little bit what
21 you know from that morning or that area that you were cutting in?
22 Was there other debris, was there other things there?

23 A. Right there at EPIC it was in the like -- the only, the only
24 thing or main thing it was like the rocks, the concrete rocks or
25 the rock along the shoreline. But really, I mean, we didn't incur

1 -- I mean, a lot of debris, incur a lot of debris on the dock.
2 Like a lot of places we get logs and tires and -- but no, it was,
3 it wasn't bad at all. It wasn't too bad.

4 Q. Okay. So talk a little bit more about the rocks, the riprap
5 that made up the existing area. Why were you getting close? Why
6 were you hitting those? Were they out far into the waterway?
7 Were they in that template area, your proposed dredging area?

8 A. Yeah, yeah, yeah. Some of the riprap, it was in the
9 template, yes.

10 Q. How much and, you know, give us a quantity, give us a figure
11 of like were they hitting a bunch of rocks? Were they recording
12 this? Because I don't see this right now in their dredge reports
13 of talking about this and maybe I don't see it in there. But can
14 you elaborate a little bit more on that from, let's say, when
15 they -- after they turned around on Thursday and were going now
16 inboard -- inbound?

17 A. Well, we already knew about the riprap. That's why I had
18 told the captain -- I mean the deck captain, especially the one
19 day, because he had called me and asked me, said what about all
20 this, looks like it's going to -- we're going to hit a bunch of
21 rock here.

22 But it was (indiscernible) the mooring area as often as it
23 was. You don't, you don't have to go all the way in there, I
24 mean, it's behind the (indiscernible) anyway. Just, you know, we
25 can talk to the project manager and he can work it out with EPIC,

1 and then if we need to come back, we can come back. And if they
2 want us to clear the template, the whole template, we can always
3 come back and then, you know, hit it again.

4 But just to stay away from the debris. I mean, it will be
5 bad on us too. I mean, we can, we can break our dredge too trying
6 to, trying to pick up all the debris.

7 Q. Right. So you can damage the teeth of the dredge. And were
8 there any teeth damaged or anything that you know of based on
9 hitting the rocks already or the riprap?

10 A. I didn't look at the cutter that week. I don't know. I had
11 ordered some extra teeth for the cutter head, but I didn't look at
12 the cutter, not that week. I didn't see a picture of it, I don't
13 know.

14 Q. Okay. And a little bit more about the mooring. I know
15 there's a mooring arrangement that's set up there and so who
16 brought up to you that, hey, there's a lot of riprap behind this
17 mooring and you instructed not to -- you know, if we need to go
18 and make another pass later, we'll talk to the project manager?
19 Who was that individual you spoke to?

20 A. The deck captain, Ernesto Garza.

21 Q. And when was that brought up to you?

22 A. I don't remember what day but it was one of those days. I
23 don't remember. It was like probably like the week before because
24 we was already dredging inbound, and when the vessel came in and
25 the Interstate rank, so we turned around because, well, it was

1 already there.

2 The thing is that we couldn't, we couldn't slope because of
3 the vessel lines, right, on the vessel, so we couldn't get to the
4 slope. So we didn't want to leave like a little narrow cut
5 because it's not like -- but, anyway, we didn't want to leave a
6 narrow cut just (indiscernible).

7 So I said, well, let's go ahead and turn around. I told the
8 deck captain, which is Ernesto Garza, I said, turn back around --
9 I mean turn around and go the other direction, and when the vessel
10 leaves, we can come back and clear the (indiscernible).

11 Q. Understood. Let me make sure I understand it correctly that
12 you're saying, yeah, you don't want to make a small cut or a small
13 pass on it. You're dealing with mooring lines as well as a vessel
14 that's right outboard of you, so you couldn't put your swing
15 anchors down, so you made the decision to turn around and dredge
16 the outbound side?

17 A. Yes. So that's when he asked me about it. Before he got to
18 the lines, he asked me about the riprap. I say, don't worry about
19 it too much about the riprap, I mean, just do what you can and
20 then just continue moving ahead. And then sometime, if they want
21 us to come back, then we can always come back, but let -- we can
22 let the project managers know about it and he can work that out
23 with EPIC.

24 Q. And did you let the project managers know about that?

25 A. Yes.

1 Q. And do you remember what time that was? How did you notify
2 them, email, phone call?

3 A. No, I mean, we talked over that. I went to, you know, talk.
4 I don't remember if I called him on the phone or went to his
5 office, I just don't remember.

6 Q. Okay.

7 MR. WISNIEWSKI: Mr. Stancil, can you pull up that drawing
8 from EPIC that lays out the location of that mooring and so we all
9 have an idea of where he's talking about?

10 BY MR. WISNIEWSKI:

11 Q. While that's being pulled up, I do have a couple more
12 questions about the side slope in general. When you talk about
13 like the side slope, is there an allowable overage that you're
14 allowed outside of the side slope?

15 A. I mean, I mean, say it again.

16 Q. Like I'm familiar with like allowable over depth for like the
17 bottom, like let's say a channel. But as far as this side slope,
18 are you allowed an overage of, let's say, 2 feet, 3 feet outside
19 of that side slope?

20 A. No, not at the slope, no, sir.

21 Q. No, so you go right up to the slope and then that's it?

22 A. Yes, only the overage of an overage on the bottom, yes, sir.
23 On the bottom, not on the slope.

24 Q. Okay. Not on the slope, all right. And I think if we could
25 -- let me see if I can request control and pull that in. I

1 believe this would be Mooring Dolphin Number 1 and Mooring Dolphin
2 Number 2 that are out in the waterway, as well as Mooring Dolphin
3 3 and Mooring Dolphin -- is that what was proposed or was that
4 what was existing?

5 A. The Number 3 and Number 4, those were ones that were already
6 there, already still there.

7 Q. Let me move maybe to the next one. Maybe it's not this
8 drawing. Here it is here. There's a mooring dolphin there, but I
9 believe --

10 A. Yeah, there's two right there.

11 Q. This one here and this one?

12 A. Uh-huh.

13 Q. So the one that's a mooring dolphin right over where -- we're
14 looking at -- the drawing is ENT-NTSB-PR-27. So you're saying
15 when you're talking about when you were dredging, they were
16 dredging in this area here? I mean, I'll blow it up a little bit
17 more so you can see it a little better maybe.

18 A. (Indiscernible).

19 MS. VON STERNBERG: Yeah, that's a picture of it.

20 MR. CORDOVA: Yeah. They were between those two moorings.

21 BY MR. WISNIEWSKI:

22 Q. Okay. And so that's what we're trying to understand. So
23 you're indicating that the mooring that's right above the G, which
24 looks like a little bit of -- in this photograph a little bit of
25 like a hexagon, and then just forward or to the west of the I in

1 Interstate, there's another one that's represented, and it looks
2 like a square. So you're indicating this is the area that they
3 were picking up some of the riprap? Because I can see the stone
4 and concrete that's along the shore here.

5 A. Right, yes. Yes, in between those two moorings, yes.

6 Q. Okay. And so that's what we're trying to understand is based
7 on that, you know, the template that everyone's talking about and
8 I think maybe your next individual can share a little bit more on,
9 enlighten us and give us a little bit more information. But when
10 it was talked about before was talking about staying within the
11 template, we talked about this tow line you have listed here.

12 A. Yes. This is the tow, yeah.

13 Q. And that you weren't going to be dredging outside of that.

14 A. Outside, yeah. Because, from there up, it's a slope.

15 Q. From here up it's -- okay. From here up here it's a slope?

16 A. Yes, yes.

17 Q. So you would be dredging in here. And that's what we're
18 trying to figure out is determine how far up from here is the top
19 of the slope? And please tell me if there's another drawing that
20 we should be pulling up and showing you because --

21 MR. KENYON: Hey, Luke, sorry to interrupt. This is Graham.

22 MR. WISNIEWSKI: Go --

23 MR. KENYON: If you go to the first drawing that Paul
24 originally pulled up, that should help you.

25 MR. WISNIEWSKI: All right. And which number was that, if

1 you can remember?

2 MR. KENYON: That's the one with all the colors. What you're
3 looking at here is the construction drawings, so that's not going
4 to help him.

5 MR. WISNIEWSKI: All right. Thank you, Graham.

6 MR. STANCIL: Okay, just give me a second, Luke.

7 MR. WISNIEWSKI: I wrote -- requested control again, Paul.

8 MR. STANCIL: I'm struggling trying to get my cursor over to
9 it. There we go.

10 MR. WISNIEWSKI: Appreciate it. Okay, Graham, is it this
11 image or --

12 MR. KENYON: Yeah, it should be that one. If you zoom in, he
13 should be able to show you the edge of the slope.

14 MR. CORDOVA: Right there.

15 MR. WISNIEWSKI: Yeah, I cannot zoom in, Paul, so if you want
16 to take control, I'll stop.

17 MR. STANCIL: Yeah, I am unable to zoom in on this one
18 either. For some reason, it's locked.

19 MR. WISNIEWSKI: Well, I think it's because you have the
20 screen up, screen number 1. Click on the PDF instead, because I
21 can see your icons at the bottom. You've got to unshare it and
22 share again.

23 MR. STANCIL: Yeah. I apologize; I think I've lost it.

24 MR. WISNIEWSKI: Okay.

25 BY MR. WISNIEWSKI:

1 Q. I have a couple other questions here while we try to get this
2 back up on the screen. In regards from the crew to you,
3 Mr. Cordova, did anyone indicate to you from the crew that they
4 need more signage, they need more cane poles, anything to mark
5 that pipeline better? Did you hear anything from either levermen
6 or the barge captain -- I mean, I'm sorry, keep on saying barge.
7 I'm saying, correction, dredge captain or the deck captain?

8 A. No, sir.

9 Q. Okay. So from what you know that everyone felt pretty clear
10 or knew where the pipeline was as outlined by those cane poles?

11 A. Yes.

12 Q. I want to talk about, I'll shift and see if I can -- I'll
13 pull up another drawing here a while.

14 MR. STANCIL: Unfortunately it's locked on that same screen
15 for me.

16 MR. WISNIEWSKI: Okay, can you -- let me see if I can take --
17 I'll take control or share control.

18 MR. STANCIL: Do you want that one back again?

19 MR. WISNIEWSKI: Well, if you have control again, I'm able to
20 I think share. I'm looking to share a PDF of the dredge itself.

21 MR. STANCIL: Is that the one you're looking for, Luke, or do
22 you want a different one?

23 MR. WISNIEWSKI: I don't think we can zoom in now. But we
24 can leave that up right now.

25 BY MR. WISNIEWSKI:

1 Q. So the blue line is what you indicated was the cut of the
2 template now, because I don't think before you said that, so I
3 just want to make sure, Mr. Cordova?

4 A. Are you talking about the top of the slope?

5 Q. The top of the slope, correct.

6 A. It's the blue line, the outside line, the blue one. Yeah,
7 that one right there, that one.

8 MS. VON STERNBERG: I'm doing that.

9 MR. CORDOVA: Oh, you're doing that.

10 MS. VON STERNBERG: He can't see but I'm asking you.

11 MR. CORDOVA: Yeah so --

12 MS. VON STERNBERG: Because that's what he's been pointing
13 out.

14 MR. CORDOVA: Yeah, that one.

15 MS. VON STERNBERG: Okay.

16 MR. WISNIEWSKI: Let me --

17 MR. CORDOVA: The blue line outside.

18 MR. STANCIL: Request control, Luke.

19 MR. WISNIEWSKI: Yep, I'll try again.

20 BY MR. WISNIEWSKI:

21 Q. So you're indicating this is the outside of the template?

22 A. That is correct, top of the slope.

23 Q. Top of the slope, but that would be, that would be the
24 furthest most part that you would have inside the template?

25 A. That is correct.

1 Q. Okay. I'm going to show another image here.

2 MR. STANCIL: Do you want me to close this one -- okay,
3 you've got it.

4 BY MR. WISNIEWSKI:

5 Q. This one here indicates the dredge itself, and I might want
6 to go to another one here. And I just want to ask real quick here
7 from -- are you familiar with inclinometer, that would have been
8 onboard this ladder?

9 A. Yes.

10 Q. Where would the inclinometer be located?

11 A. I'm sorry, I don't understand that.

12 MS. VON STERNBERG: Where would it be located on the ladder?

13 MR. WISNIEWSKI: Yeah, the inclinometer, it usually indicates
14 the elevation of the dredge relative -- for the dredge had, but
15 it's usually mounted somewhere. I'm just trying to figure out
16 where would that be the inclinometer

17 MR. CORDOVA: Oh, you talking about the (indiscernible) pins?

18 MS. VON STERNBERG: The what?

19 MR. CORDOVA: The (indiscernible) pins, the pins.

20 MR. WISNIEWSKI: No. No, not the --

21 (Simultaneous speaking.)

22 MS. VON STERNBERG: It's like a (indiscernible).

23 MR. WISNIEWSKI: The inclinometer -- and, Graham, help me out
24 here -- usually indicates elevation and it usually has to be
25 either checked or zeroed. And so I'm just trying to understand

1 where would this have been on this ladder.

2 MR. KENYON: Yeah, George [sic], he's talking about the
3 Trimble device.

4 MR. WISNIEWSKI: Trimble device, thank you.

5 MR. CORDOVA: Oh. Trimble device.

6 MR. KENYON: So the pivot point basically.

7 MR. WISNIEWSKI: Correct.

8 MR. CORDOVA: Pivot point. Right over here.

9 BY MR. WISNIEWSKI:

10 Q. Yeah, like your pinion would be back here, I think this is a
11 pinion for what it would be.

12 A. Yeah, right there, yeah.

13 Q. All right. And do you know how that -- the Trimble, how it's
14 calibrated or how often that's done by the crew?

15 A. The calibration is one of the -- we had one of our guys
16 calibrate that, and his name is Daryl Mathatek. He's the one that
17 calibrates that.

18 Q. And how often is that calibrated? How often is that checked?

19 A. We check it every now and then because we put the tape, the
20 measuring tape on the cutter, and then we make sure that it's the
21 same number, the same number (indiscernible) up there on the lever
22 room. If he's off like a foot or two, then he comes out and
23 recalibrates the meter.

24 Q. And say that name again, the last name, can you just spell
25 that for me, who that individual would be?

- 1 A. Daryl Mathatek. One second. You want me to spell it for
2 you? It's M-a-t-h-a-t-e-k, Daryl.
- 3 Q. Gerald, did you say?
- 4 A. Daryl.
- 5 Q. Daryl. Okay, thank you for that.
- 6 A. Daryl.
- 7 Q. And as far as the -- is it the leverman or whose job is it to
8 input the anticipated tides, what was calculated or what is
9 actually observed at the water at the time, who handles that? Is
10 that a leverman job, is that a captain?
- 11 A. The leverman.
- 12 Q. The leverman. Does he enter it every shift?
- 13 A. Yes.
- 14 Q. Is that at the start of his shift?
- 15 A. The start of the shift, yes, sir.
- 16 Q. And during that 12-hour timeframe, is it checked?
- 17 A. If he feels like the numbers are off, yes. If the numbers
18 are not off, I mean, it's only when he feels that the numbers is
19 off. A lot of times, I mean, because we check the (indiscernible)
20 line to check if we even require water or not. And if he's off
21 like a foot or two, and then that's when he let's the captain know
22 so the captain can call Daryl to come and calibrate it.
- 23 Q. Okay. So when you say you drop something in the water,
24 that's just something over the side, it's measured, a measured
25 tape and where would you --

- 1 A. Yeah, like a measure.
- 2 Q. And where would you --
- 3 (Simultaneous speaking.)
- 4 A. Yeah, that would be (indiscernible).
- 5 Q. Where would you take that from?
- 6 MS. VON STERNBERG: Did you hear the question?
- 7 Would you repeat the question?
- 8 BY MR. WISNIEWSKI:
- 9 Q. Where would you, where would you drop that tape in? Is it
- 10 right next to where the inclinometer is? Where would you measure
- 11 that for the *Waymon L Boyd*?
- 12 A. Yeah, right there on the bow on the dredge, yes, sir.
- 13 Q. Okay. Can you indicate -- because I have clicked over it
- 14 again and it's showing the *Waymon L Boyd* profile, it's the model
- 15 one and it's number one of the plan that we received. So right
- 16 up, right up here essentially?
- 17 A. Yeah.
- 18 Q. Here's the guardrail.
- 19 A. Yeah, right there in that area.
- 20 Q. And so they would drop a tape, and then if the actual depth
- 21 that they record there versus what is in -- what, the lever room
- 22 in the house for the DREDGEPACK, if that's off, then they would
- 23 call out --
- 24 A. Right, yes.
- 25 Q. -- the individual to come calibrate it?

1 A. Yes, sir.

2 Q. Do you know the last time that this was calibrated?

3 A. No, sir.

4 Q. Is there a record of it? How can we find that out?

5 A. You'd have to -- I mean, Daryl would have to -- I don't know,
6 I don't know if there's a record, but I know, I know. I know I'm
7 saying I know, but -- because you'd have to talk to Daryl. I
8 mean, I don't have that answer.

9 MR. WISNIEWSKI: Okay. No, thank you, we'll direct that to
10 Daryl. Thank you. That's all I have right now at this time.
11 I'll turn that over to my colleague, Mr. Stancil.

12 MR. STANCIL: I have no further questions, thank you.

13 MR. EVANS: This is Roger. I have no further questions.

14 MR. WISNIEWSKI: Okay.

15 Coast Guard.

16 [REDACTED] [REDACTED] Nothing else from the Coast Guard.

17 MR. WISNIEWSKI: Texas Railroad Commission.

18 MR. PEREZ: Nothing for the Railroad Commission.

19 MR. WISNIEWSKI: Enterprise.

20 MR. MORTON: We have no further questions, thank you.

21 MR. WISNIEWSKI: And Orion.

22 MR. KENYON: Okay. Yeah, this is Graham. I got skipped in
23 the second round, so I've got a few questions.

24 MR. WISNIEWSKI: Oh, I apologize. You should have toned in
25 right away. I'm sorry, Graham.

1 MR. KENYON: That's fine. I always like having the last
2 word.

3 MR. WISNIEWSKI: I'm giving you that opportunity.

4 BY MR. KENYON:

5 Q. Hey, George [sic], how are you?

6 A. Doing great, thank you.

7 Q. Good. A couple of questions. I'm just going to clear up a
8 couple of issues, so I'm going to be a little bit all over the
9 place, so I apologize. The first one is, can you confirm that the
10 dredge template only shows what is to be dredged? So does the
11 dredge template itself show anything outside of the area that is
12 due to be dredged?

13 A. No. No, sir.

14 Q. Okay. So the pipelines in question are not in the -- were
15 not in the dredge template, correct, otherwise they would have
16 been shown?

17 A. That's correct.

18 Q. Okay.

19 A. (Indiscernible).

20 Q. Was it known by everybody at Orion that the pipes were
21 outside of the dredge template?

22 A. That is correct.

23 Q. Okay. With regards to a couple of questions that were asked
24 by some of the parties, we talked about the fact that there were
25 18 crew in total. Is it true that some members of the crew were

1 sometimes moved from one area to another? For example, they may
2 move from one of the booster barges to the dredge, backwards and
3 forwards collecting certain things.

4 A. Yes.

5 Q. Okay. So in your opinion, was 18 people enough to crew the
6 entire project?

7 A. Yes.

8 Q. Okay, thank you. When you have a shift change between the
9 day crew and the night crew, is it the captain's responsibility to
10 meet with the oncoming crew and update them as to exactly what has
11 happened during the day and advise them of any issues?

12 A. Yes, sir, that is correct.

13 Q. Okay. When we're talking about -- earlier we were talking
14 about objects in the water, and I think it was Enterprise talked
15 about the proposed dock. Would it be true to say that the reason
16 that, that proposed dock is not depicted in the template is the
17 fact that it wasn't in existence yet and it's not a physical
18 object?

19 A. Yes.

20 Q. Okay. When [REDACTED] from the Coast Guard asked you, on the
21 morning of the event, when you looked at your screen and you saw
22 that they were working and that they were swinging the dredge, the
23 cutter head, and she was talking about 150 to 200 foot arc, do you
24 know at the time when you looked at that whether they were on the
25 slope or whether they were on the bottom?

1 A. They were working the slope and the bottom.

2 Q. Okay. In between sets -- I think you answered this earlier
3 on; I'm going to reiterate it anyway. In between sets, how far
4 does the dredge normally advance in this kind of situation?

5 A. Like 3 to 4 foot.

6 Q. Okay. We also talked about when -- on certain occasions when
7 you may actually contact the dredge, and one of the examples that
8 you gave was traffic to tell them that, you know, they need to
9 maybe go in a different direction or to a different area. Are
10 there any other reasons that you may instruct the captain to
11 change direction or do something different, and what might they
12 be?

13 A. Well, I mean, it will be like there's too many -- too much
14 debris, an example, or there's something in the way of --
15 obstruction in the way of -- something on the bottom that we can't
16 go around, then we can move the dredge back or move it forward,
17 all of this, or don't swing that forward no more, just stop before
18 you hit the debris and then, yeah.

19 Q. Okay.

20 A. I don't know.

21 Q. In this particular case, on the *Waymon Boyd*, did you instruct
22 them to avoid any particular areas?

23 A. Yeah, like the debris, especially right there where it was to
24 the two moorings, say, yes, you don't have to go after the debris.
25 I mean, just continue working, and if we need to come back, we

1 come back and just -- I mean, the dredge manager can --

2 Q. Okay.

3 A. -- talk to EPIC and we'll make it work.

4 Q. Okay. Just a couple more questions before we're done. How
5 far would the dredge normally advance before moving the anchors,
6 so how many sets would it normally do before having to move the
7 anchors?

8 A. It depends. Like right there, I mean, it can go all day
9 without adjusting the anchors, or it all depends. But sometimes
10 it can go 30, 40 feet, I mean, on a new work like that before you
11 can shift the anchors.

12 Q. Okay. So you're not shifting anchors constantly; it's
13 relatively infrequently?

14 A. Right.

15 MR. KENYON: Okay. And then finally, Paul, if you can pull
16 up Document 02 -- ending in 027 for me?

17 MR. STANCIL: Okay.

18 MR. CORDOVA: Heather?

19 MS. VON STERNBERG: He asked them to pull a document.

20 MR. CORDOVA: Oh.

21 MR. STANCIL: Stand by one second, please.

22 MR. KENYON: Thank you. Okay. And if you can go down to the
23 cut, 1384, which we showed earlier on. So way down, keep going
24 down, I'm looking for the slice, 1384. Keep going down. It will
25 be one of the color ones.

1 MS. VON STERNBERG: That's the wrong document.

2 MR. KENYON: Is it?

3 MS. VON STERNBERG: Looking at -- you're talking about the
4 cross section?

5 MR. KENYON: Yes.

6 MR. STANCIL: Okay. Bear with me; I know which one you're
7 looking for.

8 MR. KENYON: Sorry, apologies.

9 MS. VON STERNBERG: The one with the red.

10 MR. KENYON: Yeah.

11 MS. VON STERNBERG: That's the one.

12 MR. KENYON: Okay, that's the one.

13 MR. STANCIL: Okay.

14 BY MR. KENYON:

15 Q. Okay. So, George [sic], you can see this one, right, chap?

16 A. Yes, sir.

17 Q. So we've established that the green line was basically the
18 original line, and the blank bit between the green and the red is
19 the amount that has been dredged to date, correct?

20 A. Yes, that is correct.

21 Q. And the red part is basically what's left in the template
22 that is potentially to be dredged, correct?

23 A. Yes, that's correct. Yes, sir.

24 Q. Okay. And because that's red, does that actually mean that
25 it will definitely be removed --

1 A. No.

2 Q. -- or does that just mean that's the optimal?

3 A. No, doesn't necessarily needs to be removed. It depends on
4 the area. Because like an example, I mean, I don't know if that
5 1384 is behind the mooring, the dolphin mooring, I don't know, but
6 if he's behind it, like the mooring, I mean, we're not going to
7 dredge that, because the mooring is there in the way.

8 Q. Okay, so --

9 A. And that's probably a bunch of --

10 Q. So you basically don't necessarily remove all of that?

11 A. That is correct. Yes, sir.

12 Q. Okay. And if you were going up to the top, do you ever get
13 to zero feet or do you basically -- or do you use the cutter head
14 and then the dirt drops basically?

15 A. I mean, I'm sorry, can you repeat it again, please?

16 Q. Yeah. When you're using the cutter head and you're sort of
17 doing the slope, do you actually get the cutter head ever to --
18 see on this diagram where it says 0.00? Is the cutter head ever
19 there or is it, is it below?

20 A. No, you don't need to -- you don't have to go necessarily to
21 zero. It's probably like around five -- what is it? Five foot
22 mark, around that area.

23 Q. Okay. And can you explain for everyone why that would be?

24 A. Well, because they're going to cave in, and you don't have to
25 necessarily go to zero, because if you go to zero, it's going to

1 be, I mean, already over dredging already. And you want to stay
2 away at least five foot from zero.

3 Q. Okay. So you don't go to zero basically because you go under
4 it and it will automatically drop off on its own?

5 A. Yeah. You undercut a little bit so it will drop off and it
6 will come to you.

7 Q. Okay. And one last question before I'm done: when you're
8 dredging the slope, do you go from the top to the bottom or do you
9 go from the bottom to the top?

10 A. From the top to the bottom.

11 MR. KENYON: Okay. That's it for my questions. I appreciate
12 it.

13 MR. CORDOVA: Thank you.

14 MR. WISNIEWSKI: Okay, this is Luke, NTSB. I'll open the
15 floor up first if any NTSB has any questions left to ask. I do
16 not have any.

17 MR. STANCIL: None for me. Thank you.

18 MR. EVANS: None for me -- this is Roger Evans, none.

19 MR. WISNIEWSKI: Okay.

20 Coast Guard.

21 [REDACTED] [REDACTED] None for me.

22 MR. WISNIEWSKI: Texas Railroad Commission.

23 MR. PEREZ: None for me.

24 MR. WISNIEWSKI: Enterprise.

25 MR. MORTON: None from Enterprise, and we appreciate your

1 time.

2 MR. WISNIEWSKI: Graham, anything else?

3 MR. KENYON: No, I'm good. Thank you.

4 MR. WISNIEWSKI: Well, thank you so much, Mr. Cordova, for
5 your time and effort here. This really helps us understand this a
6 lot more, and we look forward to getting the other documentation
7 that we'll request via the party rep from you. So leave those
8 copies there, that six-page document, so we understand what was
9 there, and we'll ask for that.

10 And thank you so much. Is there anything else that you want
11 to change or say at this point in time?

12 MR. CORDOVA: No, I don't have nothing. I'm good.

13 MR. WISNIEWSKI: So nothing else to add? Any other questions
14 that we should look into or something that you're thinking, you
15 know, we're missing here?

16 MR. CORDOVA: No, no. I don't have no, no questions.

17 MR. WISNIEWSKI: I really appreciate it. Thank you all. The
18 time is 3:30 p.m. Central Daylight Time. I will stop the
19 recording.

20 (Whereupon, at 3:30 p.m., the interview was concluded.)

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FATAL FIRE AND SINKING OF THE
DREDGE *WAYMON L BOYD* IN CORPUS
CHRISTI, TEXAS, ON AUGUST 21, 2020
Interview of Jorge Cordova

ACCIDENT NO.: DCA20FM026

PLACE: Via videoconference

DATE: September 30, 2020

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Cheryl ~~Farner~~ Donovan
Transcriber



National Transportation Safety Board
Washington, D.C. 20594

Transcript Errata

Subj: Transcript Review Request for: Fire and Sinking of the Dredge Waymon L. Boyd in Corpus Christi, Texas, on August 21, 2020.

Accident No.: DCA20FM026

To: Mr. Gorge Cordova, Dredge Superintendent, Orion Marine Group

Dear Mr. Cordova,

The enclosed transcript of your interview on September 30, 2020 is provided for your review and comment to ensure its accuracy. It is not for public release.

The transcript is investigative information of the National Transportation Safety Board (NTSB) created as part of the NTSB's investigation into the fire and sinking of the Dredge Waymon L. Boyd in Corpus Christi, Texas, on August 21, 2020. (NTSB Accident No. DCA20FM026).

NTSB regulations prohibit the public release of investigative information prior to release by the NTSB without the permission of the NTSB Investigator in Charge (IIC). See 49 C.F.R. § 831.13(b). The IIC has not approved public release of this information at this time. Therefore, we request that you refrain from any further dissemination of this transcript.

Kindly review this transcript for accuracy and provide corrections, if any, in the attached table. Please print, sign, and return it to me via email by **November 6, 2020**. Please destroy the transcript after providing your comments.

Comments must be returned no later than **November 6, 2020**. Requests for an extension of this deadline must be in writing and received prior to the due date. If comments are not received by the due date, we will consider the transcript to be final without comment.

Thank you in advance for your attention to this matter. If you have any question regarding the process, please feel free to contact me.

Best Regards,

Luke Wisniewski

Sr. Marine Investigator
Office of Marine Safety
National Transportation Safety Board
490 L'Enfant Plaza East, S.W.
Washington, DC 20594
Office: [REDACTED]
Cell: [REDACTED]
Fax: [REDACTED]



National Transportation Safety Board

Washington, D.C. 20594

Transcript Errata


TABLE OF CORRECTIONS FOR TRANSCRIPT INTERVIEW WITH: GORGE CORDOVA
RECORDED ON SEPTEMBER 30, 2020

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
7	17	indiscernible	assistant
10	3	"No, not necessarily, not daily."	"Yes, I speak to each dredge daily. And the safety meetings are noted on the leverman logs"
10	4	load	log
23	5	deputy	depth
24	17-18	"it's the other dredge, (indiscernible) dredge in front of"	"it's flames in front of the dredge"
25	5	med	command
25	15	"No, sir."	"No, sir. I don't take part in the dredge safety meetings. But in the office, we have an 8:00 meeting every morning that was about to start when I heard about the Waymon Boyd."
26	25	Indiscernible	set
27	1	Indiscernible	digging computer
29	5	Indiscernible	grain
31	9	Indiscernible	eye

If, to the best of your knowledge, no corrections are needed kindly circle the statement "no corrections needed" and initial in the space provided.

NO CORRECTIONS NEEDED. _____
Initials

Jorge Cordova
Printed Name of Person providing the above information


Signature of Person providing the above information

11-12-20
Date

Page Number	Line Number	Current Wording	Corrected Wording
31	14-15	"They can -- we get a high tide with a (indiscernible) anchor, barge is going to get closer to the pipeline."	"With high tide the anchor barge can get closer to the pipeline."
31	24	reconstruction	preconstruction
32	2, 22	reconstruction	preconstruction
32	11	"that surveyed for the chief"	"and survey party chief (superintendent)"
32	15	indiscernible	superintendent
33	8	Indiscernible Fletcher	Leonard Fisher
33	14	Fletcher	Leonard Fisher
34	2	indiscernible	"dropped pin location to her phone"
34	12	indiscernible	ship
34	25	indiscernible	20
38	5	indiscernible	"leverman,"
39	18	indiscernible	placement
48	25	overdeck	overdepth
51	9	indiscernible	Coast Guard
54	19	indiscernible	leverman
59	10	indiscernible	on the bottom
62	7-8	"I mean, on the drawings said to fix, fix the pipelines,"	"The drawings show the pipelines,"
64	4, 9	Snyder	Schneider
65	5	indiscernible	survey
70	8	indiscernible	that morning
70	18	indiscernible	doing other
73	7, 21	Snyder	Schneider
76	5	Indiscernible or not indiscernible	gallons per minute on the screen
76	7	indiscernible	out of the way for traffic,
76	16	indiscernible	job
77	12	slot	spud
79	5	indiscernible	material
80	22	indiscernible	behind
80	24	indiscernible	mooring area
82	6	"just (indiscernible)"	"because it's unproductive"
82	10	indiscernible	area
90	21	indiscernible	as
91	19	indiscernible	lead