

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 * Accident No.: DCA20FM026

CHRISTI, TEXAS, AUGUST 21, 2020 *

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Interview of: ISMAEL GRACIA, Deckhand
Orion Marine Group

Via Microsoft Teams

Monday,
August 31, 2020

APPEARANCES:

ANDREW EHLERS, Marine Accident Investigator
National Transportation Safety Board

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

■■■■ Investigator
U.S. Coast Guard

JEFF MORTON, Senior Director of Transportation
Compliance
Enterprise Products

NHAN TRUONG, Compliance Manager
Enterprise Products

DIANNA VELA, Damage Prevention Specialist
Enterprise Products

ALVARO RODRIGUEZ, Accident Investigator
Pipeline and Hazardous Materials Safety Administration

RON PEREZ, Inspector
Railroad Commission of Texas

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

■■■■ Interpreter
U.S. Coast Guard

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I N T E R V I E W

(1:05 p.m.)

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2
3 MR. EHLERS: Good afternoon. It's approximately 1:05 on
4 August 31, 2020. This is an interview in conjunction with the
5 investigation into the fire and explosion aboard the dredge,
6 *Waymon L Boyd*.

7 (Whereupon, [REDACTED] [REDACTED] [REDACTED] translated the proceedings for
8 Mr. Gracia as needed.)

9 MR. EHLERS: Mr. Gracia, can you say your name and spell your
10 name?

11 MR. GRACIA: Ismael Gracia, I-s-m-a-e-l, G-r-a-c-i-a.

12 MR. EHLERS: Okay. Thank you very much. This conversation
13 will be recorded. Are you okay with this conversation being
14 recorded?

15 MR. GRACIA: Okay.

16 MR. EHLERS: I will now let my colleagues introduce
17 themselves starting with Mr. Stancil.

18 MR. GRACIA: Yes. Okay.

19 MR. STANCIL: Good afternoon. I'm Paul Stancil,
20 S-t-a-n-c-i-l. I am the pipeline group chairman for this
21 investigation, NTSB.

22 MR. EHLERS: And Coast Guard.

23 [REDACTED] [REDACTED] My name is [REDACTED] [REDACTED] and I'm an investigator
24 with the U.S. Coast Guard.

25 [REDACTED] [REDACTED] My name is [REDACTED] [REDACTED] I'm an interpreter

1 for the U.S. Coast Guard.

2 MR. EHLERS: Enterprise.

3 MR. MORTON: This is Jeff Morton, senior director of
4 transportation compliance with Enterprise Products.

5 MR. TRUONG: This is Nhan Truong with Enterprise Products.
6 I'm the manager of compliance. My name is spelled N-h-a-n, last
7 name is T-r-u-o-n-g.

8 MS. VELA: DiAnna Vela, damage prevention specialist,
9 Enterprise Products.

10 MR. EHLERS: Thank you. PHMSA.

11 MR. RODRIGUEZ: Hi. This is Alvaro Rodriguez. Alvaro,
12 A-l-v-a-r-o, Rodriguez, R-o-d-r-i-g-u-e-z. I am with the Accident
13 Investigation Division of PHMSA in Oklahoma City, Oklahoma.

14 MR. EHLERS: And finally, the Texas Railroad Commission.

15 MR. PEREZ: This is Ron Perez with the Railroad Commission of
16 Texas, Region 7. I am the inspector on this case. R-o-n,
17 P-e-r-e-z.

18 MR. EHLERS: Okay. Thank you, everybody. And, Mr. Gracia,
19 we'll begin.

20 INTERVIEW OF ISMAEL GRACIA

21 BY MR. EHLERS:

22 Q. Can you tell us what your position is?

23 A. Deckhand.

24 Q. Okay. And can you tell us a little bit about what
25 responsibilities you have as a deckhand?

1 A. Connecting pipelines, whatever's needed, check the pumps.

2 Q. Okay. So can you tell us a little bit about your background?

3 How long have you worked for Orion? What other jobs have you had?

4 A. Yes, 13 years with Orion. He's been out in the field as well
5 before that.

6 Q. In the oil fields?

7 A. No, as like in agriculture.

8 Q. Okay. All right. Thank you very much. And for the 13 years
9 that you have worked for Orion, has it been as a deckhand?

10 A. Yes. And then he also worked for a company, Maseca (ph.),
11 yes, doing labor deckhand as well.

12 Q. I see. And was that prior to coming to Orion?

13 A. Yes, and that was for 4 years.

14 Q. I see. Okay. So he had 13 years at Orion as a deckhand and
15 also at the previous company. Any other experience on the water,
16 in waterways?

17 A. No.

18 Q. Okay. What are your normal working hours on the dredge?

19 A. Twelve hour shifts, from 6 to 6.

20 Q. Okay. And does he work days and nights?

21 A. So 14 days working days and then 14 days working nights.

22 Q. Okay. And how long is the break in between?

23 A. A week.

24 Q. Okay. So when he was on board on the accident day, how many
25 days out of the 14 had he been working?

1 A. He was on his last day before having his break.

2 Q. Okay. And does everyone on the crew change on the same day?

3 A. Yes.

4 Q. Okay. When you joined Orion, did you receive any training?

5 A. Yes, he said he received hands-on training.

6 Q. I see. And he's been at Orion for 13 years. Does he train
7 new deckhands when they come aboard?

8 A. Yes, he helps. He helps out in that.

9 Q. Okay. And how long does it take to train somebody new to be
10 a proficient deckhand?

11 A. He said that there's not necessarily like a specific time,
12 but it's up to the person. It just depends on the person, how
13 long it takes for them to become accustomed.

14 Q. Okay. Do they start off by shadowing somebody or working
15 alongside an experienced worker?

16 A. Yes, so always shadowing.

17 Q. Okay. Is there any safety training, regular safety training
18 on board the dredge or with the company?

19 A. Yes.

20 Q. Okay. What kind of training is that?

21 A. So they have safety meetings and they give them a pass down
22 of any discrepancies.

23 Q. When are those safety meetings conducted?

24 A. In the morning.

25 Q. Every day, every work day?

1 A. Yes, every work day.

2 Q. Okay. And was the safety briefing conducted on the day of
3 the accident?

4 A. Yes.

5 Q. Okay. And we'll talk about that in a minute. But what I
6 would like for Mr. Gracia to do is tell us what happened on the
7 accident day from the time he started work until the fire, and he
8 can go slowly so that we can hear the translation as it goes.

9 A. So he got to work at 6 in the morning. So he went to his
10 safety meeting as soon as he got there. After the meeting, they
11 went down to like the worksite to see what needed to be done. So
12 it was right before 8 o'clock that they told him to take a
13 mechanic to landing to go get something. And that's when they
14 were on the small boat.

15 They were already driving on the small boat when he heard
16 something, when he heard it. So yes, that's when -- they were on
17 the small boat, and that's when they heard the explosion. He
18 asked the mechanic that was with him what it was, and when they
19 looked back, that's when everything was already on fire.

20 Q. Before he goes on, can he describe the noise he heard?

21 A. He just heard a pop, like a loud explosion.

22 Q. Okay. And was he in the boat driven by Mr. Guajardo?

23 A. No. It was a different one.

24 Q. I see. Okay. Who was the boatman in his boat?

25 A. He was, sir.

1 Q. Okay. How far away from the dredge were they when they heard
2 the explosion?

3 A. He was about 4- to 5,000 feet approximately.

4 Q. 4- to 5,000?

5 A. About 4- or 5,000.

6 Q. Okay. Were they near the landing?

7 A. They were already about to get there.

8 Q. I see. And was the boat facing away from and was he facing
9 away from the dredge at the time of the explosion?

10 A. Yes, he was looking away, sir.

11 Q. Okay. After the explosion, what did the boat do?

12 A. So the mechanic that was on board with him, on the small
13 boat, was already on the phone. So he stopped, and that's when a
14 couple of tugboats were already on their way back. And he went
15 back on scene, but he said he couldn't get too close because of
16 the fire.

17 Q. Okay. He went back on scene in the small boat?

18 A. So he tried. He didn't get exactly back on the scene, but he
19 was on his way back, en route.

20 Q. Okay. And then did they turn around or what next happened?

21 A. He said that, when the boats were already on their way back,
22 he just went back to the landing at that point.

23 Q. Okay. All right. Thank you. I'd like to back up to the
24 safety briefing that morning. Who was at the safety briefing?

25 A. He was saying that everyone working was there in the meeting.

1 Q. Okay. And what was discussed during that meeting?

2 A. He does not remember.

3 Q. Okay. Well, what is normally discussed during that meeting?

4 A. The information passed in those meetings is the work list.

5 They go over the PPE. They also go over any, like I said,
6 discrepancies or changes are being made.

7 Q. Okay. And was there any discussion that you remember about a
8 gas pipeline in the area?

9 A. No.

10 Q. When he's worked on different jobs, have they ever talked
11 about gas pipelines or pipelines in the area?

12 A. When they're aware of a pipeline, they do pass that
13 information, yes.

14 Q. Okay. And what information do they pass?

15 A. So, when they get there, they -- so they shut it off, and
16 then they're just working off suction at that point.

17 Q. I see.

18 A. And once that pipeline's made, they move on from there.

19 Q. I see. So did they -- have they -- at any time on this job,
20 did they ever shut down the cutter and just do suction?

21 A. No, because they didn't know --

22 Q. Okay.

23 A. -- that the pipeline was there.

24 Q. In previous jobs, when they've had a pipeline nearby, has the
25 pipeline been marked in any way?

1 A. Yes.

2 Q. How so? With what kind of markers?

3 A. The pipeline usually has signs.

4 Q. I see. Were there any signs or any other markers that you
5 saw around where they were dredging this time?

6 A. No.

7 Q. Okay. Was there anything unusual or different about this job
8 than previous jobs he's aware?

9 A. No.

10 Q. Okay. This is a general question, not referring to the
11 accident, but if he had seen something unsafe, what would he do if
12 he saw something unsafe?

13 [REDACTED] I'm sorry, sir. You were cutting out. Can you
14 repeat that?

15 MR. EHLERS: I'm sorry.

16 BY MR. EHLERS:

17 Q. This is a general question, not relating directly to the
18 accident. If he saw something that was unsafe on the job, what
19 action would he take?

20 A. You stop the job, you stop the work and advise the captain.

21 Q. Okay. Has he ever had to do that in his years working at
22 Orion?

23 A. Yes.

24 Q. Okay. And how many times has that happened?

25 A. He does not remember how many times.

1 Q. Okay. And does he feel comfortable raising safety concerns
2 when they happen?

3 A. It's not about being comfortable, but he still says it. He
4 still brings it up.

5 Q. Okay. And does he feel that the captains listen to him when
6 he brings up a safety concern?

7 A. Yes.

8 Q. Okay. How much sleep did you have the night before?

9 A. Normal, 8 hours.

10 Q. Okay. You felt well rested?

11 A. Yes.

12 Q. Okay. Have you worked with this leverman and captain for a
13 long time?

14 A. He's been working with them for about 3 years.

15 Q. Okay. And do you believe that they were capable of doing
16 their job?

17 A. Yes.

18 Q. Do you ever have any safety concerns related to the captain
19 or leverman or mate?

20 [REDACTED] [REDACTED] You said any safety concerns, sir?

21 MR. EHLERS: Yes.

22 MR. GRACIA: No.

23 MR. EHLERS: Okay. I probably will have a couple more
24 questions, but for now, I'm going to turn it over to my colleague,
25 Mr. Stancil.

1 Paul?

2 MR. STANCIL: Yes. I just have a couple myself.

3 BY MR. STANCIL:

4 Q. So, compared to other employees that were working on the
5 project, you've been there for 13 years. Would you say that you
6 have the greatest amount of experience?

7 A. He says more than likely, yes, because of the time, the time
8 that he's been in.

9 Q. Okay. And --

10 A. But he says that there are others with less time that are
11 more -- not necessarily ready, but they are more -- just as good.

12 Q. So, over your 13 years of experience, have you ever been
13 given any formal training, formal safety training relating to
14 working near gas pipelines?

15 [REDACTED] You said formal training? Can you repeat that
16 again?

17 BY MR. STANCIL:

18 Q. Formal training to working near gas pipelines?

19 A. No.

20 Q. No. So everything that you know about the job is learned
21 hands-on, on-the-job training?

22 A. Yes. It's hands-on training.

23 Q. Okay. Going onto something else you said, part of your
24 responsibilities include tending the pump. Is that correct?

25 A. Yes, check the pump, check the lines.

1 Q. Okay. How often would the pump lose prime?

2 A. They're just not necessarily for the prime. They're just
3 checking that there's nothing affecting the pump. There's no
4 trash or nothing like that.

5 Q. How often do they have problems with the pump either
6 malfunctioning, becoming clogged, or losing its suction?

7 A. There's between like one or two times a day where -- it just
8 depends on the trash out there.

9 Q. And what causes that to happen? You said trash.

10 A. Yes.

11 Q. Can you specify like what kind of trash causes problems? Is
12 he talking about rocks, pieces of wood, debris? What kind of
13 items would cause problems for the pump?

14 A. Just debris, rocks.

15 MR. STANCIL: Okay. All right. I'll go ahead and pass it on
16 to the next questioner at this time.

17 MR. EHLERS: Okay. Coast Guard, [REDACTED] you want to ask
18 questions?

19 [REDACTED] Great. Thanks, Drew.

20 BY [REDACTED]

21 Q. Good afternoon, sir.

22 A. Good afternoon.

23 Q. Could you start by just kind of drawing where the dredge was,
24 the shoreline, and where he was in relation to the dredge?

25 A. (Drawing sketch.) This is the shoreline. This is the

1 dredge. That's the line from the dredge. Yes, so this is the
2 shoreline across. That's the landing. This is where he was at,
3 approximately his position, and all that's the line from the
4 dredge.

5 Q. Prior to leaving the dredge to pick up the mechanic, were
6 there dredging operations being conducted?

7 A. Dredging was working.

8 Q. Was the cutter running?

9 A. He believes that the cutter was running.

10 Q. Any point that morning, did they lose suction?

11 A. No, he can't. He doesn't know.

12 Q. So that morning, at the safety meeting, did the leverman
13 appear tired or not ready to start the job?

14 A. He looked good.

15 Q. At any time, was the pipeline discussed?

16 A. No.

17 Q. Does he remember seeing any markers with any sort pink or
18 orange tape on them near where they were dredging?

19 A. No.

20 Q. I'm going to show him a picture and see if he recognizes it.

21 Do you recognize any of those markers?

22 A. He does not. He didn't see those.

23 Q. Has he conducted dredging near pipelines before?

24 A. Just when he's working in the channel, and they have signs.

25 Q. Okay. Do they usually mark the pipe with any sort of

1 markers?

2 A. They've never marked anything. It's already usually marked.

3 Q. Does he know how close to shore they were?

4 A. He can't really tell you. Maybe 100 feet, but he's not sure.

5 Q. Okay. Any time that morning, did he feel like he was coming
6 too close to shore?

7 A. No.

8 Q. I want to go back. When he's worked around pipelines before,
9 who usually puts the signs out for the pipeline?

10 A. I'm not sure.

11 Q. Okay. Did any of the anchor barges come close to shore that
12 morning?

13 A. They were not tied up there or moored up there.

14 [REDACTED] Okay. I'm just making sure -- I don't have any
15 more questions at this time. Thank you.

16 MR. EHLERS: Okay. Thank you very much.

17 Enterprise group?

18 BY MR. MORTON:

19 Q. Good afternoon. This is Jeff Morton with Enterprise
20 Products. You indicated that you were on your last day of your
21 shift, day 14. The previous 13 days, work was in the same general
22 area for this project, correct?

23 A. Yes, in the same area, just going back and forth in the same
24 area.

25 Q. Okay. In all the safety meetings, was the Orion dredge plan

1 ever reviewed with the staff?

2 [REDACTED] I'm sorry. Can you repeat that, sir?

3 MR. MORTON: Sure.

4 BY MR. MORTON:

5 Q. During the 14 days of shift work, in the morning safety
6 meetings, was the Orion dredge plan reviewed during these safety
7 meetings?

8 A. Can you specify that question, sir?

9 Q. So in the 14 days, in the daily morning safety meetings, was
10 a dredge plan ever reviewed with the staff?

11 A. Yes, they break down the daily work list that day. They just
12 work off the work list for that day specifically. If they say
13 that they're going to work on something specific, they go over the
14 information for that job.

15 Q. Okay. So were there any changes -- well, it's early morning.
16 So I can't imagine there was any changes in what was reviewed
17 during the work list versus where they were actually performing
18 the dredge activity?

19 A. No.

20 MR. MORTON: Okay. I don't think I have anything else.

21 MR. EHLERS: Okay. Thank you.

22 Mr. Rodriguez, PHMSA?

23 MR. RODRIGUEZ: Thank you.

24 BY MR. RODRIGUEZ:

25 Q. One of the questions that I have is what kind of information

1 is passed before work?

2 A. The main is -- they pass the information to them of what's
3 being done, and then it gets passed down to them.

4 Q. And who's in charge of having information available for the
5 work?

6 [REDACTED] I'm sorry?

7 BY MR. RODRIGUEZ:

8 Q. So who's in charge and what kind of information is available
9 for the day of work?

10 A. The captain is the one that has that information.

11 Q. And what kind of information?

12 A. He just tells the men that we're doing this or that.

13 Q. And what happens when you finish your work for the day?

14 A. Once you finish that, you're tasked with something else by
15 the main.

16 Q. Did you communicate to the crew that is coming after you?

17 A. That information is passed from main to main, not from the
18 crews.

19 Q. And based on the position that you were in when you saw the
20 explosion, where was the explosion? Can you tell me was it on the
21 right or the left?

22 A. No. We just saw the explosion.

23 Q. But when you -- like the explosion was on which side? Do you
24 remember?

25 A. He just turned around, and he just saw the explosion. He

1 doesn't know like, you know, the side. It was at his back.

2 Q. Okay. And did you notice any debris or anything that flew
3 away from the explosion?

4 A. It was -- no, he didn't see no debris. It was just the
5 flames and the smoke.

6 Q. All right. Thank you.

7 MR. RODRIGUEZ: Those are all the questions I have for now.

8 MR. EHLERS: Okay. Thank you.

9 Mr. Perez, Texas Railroad Commission?

10 BY MR. PEREZ:

11 Q. Good afternoon, sir. Thank you for your time today. I only
12 have two questions. My first question is, on the day of the
13 accident, were you told that you would be working near any active
14 pipelines on that morning?

15 A. No.

16 Q. Okay. And my second question, who is the name, not the
17 person, but the title of the individual who's in charge of the
18 drilling or digging on the dredging unit? I'm trying to
19 familiarize myself with marine terms, but the individual who is
20 responsible for operating the driller and excavator? Who is that
21 person?

22 A. He's a leverman.

23 Q. Leverman, is that basically what it is?

24 MS. VON STERNBERG: Yes.

25 MR. PEREZ: Okay. Thank you, ma'am. That's all.

1 MR. EHLERS: Okay. I have one last question, but before I do
2 that, I'm going to allow each person to -- if they have any
3 follow-up questions. Mr. Stancil?

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

5 MR. EHLERS: Enterprise?

6 MR. MORTON: Yes, I have one follow-up question.

7 BY MR. MORTON:

8 Q. So the work list that was referenced, is that a documented
9 work list, like a job plan, or just verbalized?

10 [REDACTED] Can you repeat the question, sir? You're
11 cutting out.

12 MR. MORTON: Sure.

13 BY MR. MORTON:

14 Q. So the work list that was referenced --

15 [REDACTED] You're still cutting out.

16 MR. MORTON: Can somebody mute their phone?

17 BY MR. MORTON:

18 Q. Okay. So the daily work list that we've discussed, is that a
19 documented work list, like a job plan, or is that just verbalized
20 during the safety meeting?

21 A. No, it's not documented or nothing like that. When you
22 receive that information from the main, it's all verbal.

23 Q. Okay. And one last thing. I just wanted to confirm, you
24 said at the time of the explosion, he was approximately 4- to
25 5,000 feet away. Is that correct?

1 [REDACTED] I'm sorry?

2 BY MR. MORTON:

3 Q. I just wanted to confirm the notes I took earlier that, at
4 the time of the explosion, he was approximately 4- to 5,000 feet
5 away?

6 A. Yes, approximately.

7 MR. MORTON: All right. Thank you. That's all I have.

8 MR. EHLERS: Okay. Thank you.

9 My apologizes, I skipped the Coast Guard. [REDACTED] did you have
10 some follow-up questions?

11 [REDACTED] No questions. If he could print his name and
12 sign it please.

13 (Pause.)

14 [REDACTED] Okay. Nothing further from the Coast Guard.

15 MR. EHLERS: Okay. Thank you.

16 And PHMSA?

17 MR. RODRIGUEZ: I don't have any other questions.

18 MR. EHLERS: Okay. And Texas Railroad Commission?

19 MR. PEREZ: No other questions. Thank you.

20 MR. EHLERS: All right. Thank you very much.

21 Mr. Gracia, I have one last question for you, and that is, is
22 there anything that we haven't asked you that you think would be
23 important to this investigation or something that we haven't
24 talked about that you think is important?

25 MR. GRACIA: No.

1 MR. EHLERS: Okay. All right. Well, thank you, sir, for
2 your time. And I know this has been a very difficult time, so we
3 appreciate you taking the time and assist with this investigation.
4 Thank you.

5 At this time, I'll ask the Coast Guard to stop the recording.

6 (Whereupon, the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

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

ACCIDENT NO.: DCA20FM026

PLACE: Via Microsoft Teams

DATE: August 31, 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.

A black rectangular redaction box covers the signature of the transcriber.

Transcriber



National Transportation Safety Board
Washington, D.C. 20594

Transcript Errata

Subj: Transcript Review Request for: Explosion and sinking of dredge *Waymon L Boyd* in the Corpus Christi Ship Channel on August 21, 2020, at approximately 0805 local time

Accident No.: DCA20FM026

To: Mr. Ismael Gracia, Deckhand

Dear Mr. Gracia,

The enclosed transcript of your interview on August 31, 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 Explosion and sinking of dredge *Waymon L Boyd* in the Corpus Christi Ship Channel on August 21, 2020, at approximately 0805 local time (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 **October 16, 2020**. Please return or destroy the transcript after providing your comments.

Comments must be returned no later than **October 16, 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,

Drew Ehlers

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



National Transportation Safety Board

Washington, D.C. 20594

Transcript Errata

TABLE OF CORRECTIONS FOR TRANSCRIPT INTERVIEW WITH: ISMAEL GRACIA
RECORDED ON AUGUST 31, 2020

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING

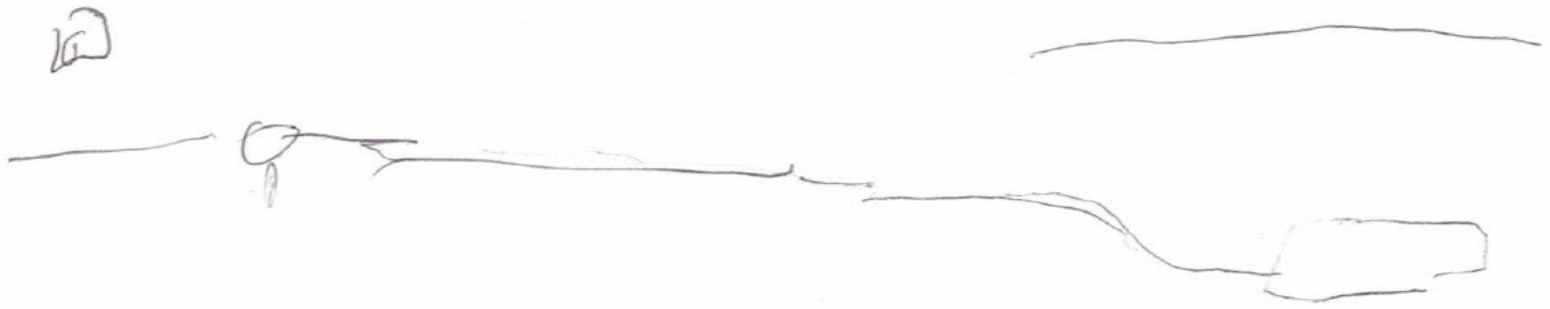
If, to the best of your knowledge, no corrections are needed kindly circle the statement "no corrections needed" and initial in the space provided.

NO CORRECTIONS NEEDED. IG Initials

Ismael Gracia
Printed Name of Person providing the above information

[Redacted Signature]
Signature of Person providing the above information

11/20/2020
Date



Ismael Bravo

3/18/2020

