

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*
*
*
*
*
*

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

Accident No.: DCA20FM026

* * * * *

Interview of: RUBEN EDGAR PEREZ-GARCIA, Mate
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

■■■■ Investigating Officer
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

KEN TRIBUCH, Attorney
(On behalf of Mr. Perez-Garcia)

■■■■ Interpreter
U.S. Coast Guard

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Ruben Edgar Perez Garcia:	
By Mr. Ehlers	5
By Mr. Stancil	12
By [REDACTED]	14
By Mr. Morton	18
By Mr. Rodriguez	20
By Mr. Perez	21
By [REDACTED]	22

I N T E R V I E W

(2:18 p.m.)

1
2
3 MR. EHLERS: Good afternoon. It's approximately 2:18 p.m. on
4 August 31st, 2020. This interview is in conjunction with the
5 investigation of the fire and explosion onboard the dredge *Waymon*
6 *L Boyd*.

7 Sir, could you say your name and spell your name?

8 (Whereupon, [REDACTED] [REDACTED] [REDACTED] translated the proceedings for
9 Mr. Garcia.)

10 MR. PEREZ-GARCIA: Ruben Edgar Perez-Garcia, R-u-b-e-n,
11 E-d-g-a-r, P-e-r-e-z, G-a-r-c-i-a.

12 MR. EHLERS: All right. Thank you very much. I'm going to
13 ask everyone now to introduce themselves who is participating, and
14 I'll start with my colleague, Mr. Paul Stancil.

15 MR. STANCIL: Good afternoon. I'm Paul Stancil. I'll be the
16 pipeline group chairman for this investigation. I'm with the
17 NTSB, and my last name is spelled S-t-a-n-c-i-l. Thank you.

18 MR. EHLERS: And there in Corpus Christi starting with the
19 Coast Guard.

20 [REDACTED] [REDACTED] My name is [REDACTED] [REDACTED] I'm an investigator
21 from the U.S. Coast Guard, and last name is spelled [REDACTED].

22 [REDACTED] [REDACTED] My name is [REDACTED] [REDACTED] I'm the interpreter
23 for the U.S. Coast Guard, last name is spelled [REDACTED].

24 MR. TRIBUCH: Ken Tribuch here for Mr. Garcia, T-r-i-b-u-c-h.

25 MR. EHLERS: And now PHMSA.

1 MR. RODRIGUEZ: Hi, this is Alvaro Rodriguez, Alvaro,
2 A-l-v-a-r-o, Rodriguez, R-o-d-r-i-g-u-e-z. I'm with the Accident
3 Investigation Division of PHMSA in Oklahoma City, Oklahoma.

4 MR. EHLERS: Okay. And Mr. Perez with the Texas Railroad
5 Commission.

6 MR. PEREZ: Good afternoon. My name is Ron Perez with Region
7 7 of the RRC. I'm the inspector on this investigation. My name
8 is spelled R-o-n, P-e-r-e-z.

9 MR. EHLERS: And, finally, the Enterprise Products Group.

10 MR. MORTON: This is Jeff Morton. I'm the senior director of
11 transportation compliance with Enterprise Products.

12 MR. TRUONG: This is Nhan Truong, the manager of compliance
13 for Enterprise Product, and my name is spelled N-h-a-n, last name
14 is T-r-u-o-n-g.

15 MS. VELA: DiAnna Vela, damage prevention specialist,
16 Enterprise Products.

17 MR. EHLERS: Okay. And, sir, this interview is being
18 recorded. Do you understand that, and are you okay with that?

19 MR. PEREZ-GARCIA: Yes, it's okay.

20 MR. EHLERS: Okay.

21 INTERVIEW OF RUBEN EDGAR PEREZ-GARCIA

22 BY MR. EHLERS:

23 Q. So I'm going to start off by asking you some questions. If
24 you don't know the answer to any of these questions, please just
25 say, I don't know. We don't want -- we don't need for you to

1 guess or -- we're not looking for anything you don't know.

2 A. Okay.

3 Q. What is your position, sir?

4 A. Mate.

5 Q. Okay. And can you describe your duties as the mate?

6 A. To teach new people. Just teach new people or to teach the
7 new people on how to do things and what needs to be done.

8 Q. Okay. Do you supervise people in your job?

9 A. Yes. He supervises a crew on his ship.

10 Q. Okay. And in what way? Does he assign them work?

11 A. Yes, assigning work.

12 Q. Okay. And who does he report to?

13 A. To the captain.

14 Q. Okay. Does the leverman give you any direction as well or
15 just the captain?

16 A. Yes.

17 Q. Okay. We'll get back more to work onboard, but can you tell
18 us a little bit about your background, how long have you worked
19 for Orion, what other jobs have you had?

20 A. Going on 10 years. He used to paint before.

21 Q. As he's worked at Orion -- what positions has he held at
22 Orion?

23 A. Deck and mate.

24 Q. Deck and mate, all right. And how long has he been a mate?

25 A. About 8 years.

1 Q. Okay. All right. Has that been on the *Waymon L Boyd* all
2 that time or other dredges?

3 A. On different ones.

4 Q. Okay. Now what are his normal working hours?

5 A. 5:30 a.m. to 5:30 p.m.

6 Q. Okay. And is that every day?

7 A. Fourteen days on and then 7 days off.

8 Q. Okay. And that's alternating nights and days?

9 A. Yes.

10 Q. Okay. On the day of the accident, what day was it along the
11 14 days?

12 A. It was his last day.

13 Q. Okay. What training did he have to become a mate?

14 A. Just to know everything of what's going on was his response.

15 Q. Okay. Did he have any training classes or was it all
16 on-the-job training?

17 A. On-the-job training.

18 Q. Okay. Was there any safety training?

19 A. Yes. Every day, they receive safety training.

20 Q. Okay. And is that part of the morning safety briefing?

21 A. Yes, every morning.

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

23 A. He doesn't recall that morning -- the information passed that
24 morning, but it's -- they have a safety meeting every morning.

25 Q. Okay. What kind of things are normally discussed during that

1 meeting?

2 A. They talk about safety and then of what the job is going to
3 be, the worklist and then what they're doing.

4 Q. Okay. When they talk about safety, what kind of things are
5 they talking about specifically with safety?

6 A. Just to be careful, be safe, to be cautious with slip, falls,
7 and just the objects.

8 Q. Okay. And then the work list, does he remember what was on
9 the work list for the accident day?

10 A. He was going to take some stuff to another place.

11 Q. Okay. That was his assignment?

12 A. Yes.

13 Q. I see. And who provides the worklist? Who gives out the
14 worklist?

15 A. The captain.

16 Q. Okay. So what I'd like to do now is ask him to recount the
17 day of the accident from when he began his workday, when he
18 reported to the barge, until the accident happened. And provide
19 as much detail as possible, and he can go slowly to allow
20 translation along the way.

21 A. We were in the safety meeting for about 20, 30 minutes.
22 After that we got -- we went down and ate breakfast, and then we
23 all went to the jobs that we're -- to the assignments that we
24 needed to do. We're on the dredge, and I left to go do what I was
25 going to do. When we were leaving the dredge, after leaving the

1 dredge, that's when -- on the small boat, that's when it all
2 happened.

3 Q. What does he remember from when it happened?

4 A. They were already departing from the dredge; they were about
5 200 feet when the explosion happened.

6 Q. Did he hear anything or see anything before the explosion
7 happened?

8 A. He saw that a bunch of water came out and gas.

9 Q. Okay. He didn't hear anything, any sounds?

10 A. He heard a noise, and that's when he turned around.

11 Q. Okay. So he was faced away when, at least initially, it
12 started?

13 A. Yes.

14 Q. Okay. Was he in Mr. Guajardo's boat?

15 A. Yes.

16 Q. Okay. All right. What happened after the -- what did they
17 do after the explosion happened?

18 A. They went a little bit more because of the fire, and then we
19 turned around and saw a person running. We told him to jump in
20 the water, but he kept walking through the tube, and that's when
21 we went and picked him up.

22 Q. When he says the tube, this is the dredge discharge pipe?

23 A. Yes.

24 Q. Okay. And after he picked him up, then what did you do?

25 A. We departed from that area, because it started feeling hot.

- 1 Q. Okay. And where did you go then?
- 2 A. We went to the landing. We took him to the landing.
- 3 Q. Okay. All right. And then what -- the injured person, what
4 happened with the injured person?
- 5 A. We called the ambulance, and they came for him.
- 6 Q. Okay. I believe you said it was 200 feet -- the boat was 200
7 feet from the dredge when the explosion happened; is that correct?
- 8 A. Yes.
- 9 Q. Okay. And do you remember -- does he remember where the boat
10 was -- his boat was in the channel? Was it close to the shore, in
11 the middle of the channel?
- 12 A. Right, on the right of the channel.
- 13 Q. On the right of the channel, okay. In his experience,
14 previous experience, has he worked -- have they done dredging work
15 near pipelines before?
- 16 A. Yes.
- 17 Q. Was there any special precautions they took when they're
18 working near a pipeline?
- 19 A. Yes. On the dredges, when you're passing through a pipeline
20 like that, we have precautions.
- 21 Q. What kind of precautions are there?
- 22 A. To not get on the edge and tie the cutter.
- 23 Q. Okay. And, when they are working near a pipeline, is it
24 usually discussed at the safety meeting?
- 25 A. Yes, and they tell us to shut off -- to shut the cutters off.

1 Q. Okay. And was there any discussion about a pipeline on the
2 morning of the accident?

3 A. No.

4 Q. Okay. And was -- to his knowledge, was the cutter operating
5 that morning?

6 A. Yes. They were digging; it was working.

7 Q. Okay. And, when he's worked near pipelines in the past, was
8 the pipeline marked so they could see where it was at?

9 A. He says that he believes that the captain and the leverman
10 are the ones that are in charge of that.

11 Q. I see. So he's not familiar with any specific markings that
12 happened himself?

13 [REDACTED] I'm sorry, sir, can you repeat that question?

14 BY MR. EHLERS:

15 Q. I just -- he said -- I believe he said the captain and
16 leverman are responsible for any kind of marking. He's not
17 familiar with any markings?

18 A. It's labeled on the computer. He said, yes, it's labeled on
19 the computer, and then they show it. And they will shut it off
20 and go from there.

21 Q. I see, I see. Did he see the computer during the morning
22 meeting?

23 A. No, not.

24 Q. Okay. All right. Did he remember seeing anything in the
25 water on the shoreside of the dredge, between the dredge and the

1 land, before the accident happened?

2 A. No.

3 Q. All right. How much sleep did he have the night before the
4 accident?

5 A. He said enough, he slept good.

6 MR. EHLERS: Okay. All right. That's good. Okay. I will
7 probably have a question or two more but what I'm going to do now
8 is turn it over to my colleague for his questions.

9 Paul?

10 MR. STANCIL: Okay. Thank you, Andrew.

11 BY MR. STANCIL:

12 Q. Who leads the morning safety briefing?

13 A. The captain.

14 Q. And, again, that day, there was no discussion about a
15 pipeline?

16 A. No, I don't recall them having that conversation.

17 Q. And any other day in connection with this project, was there
18 ever any discussion about pipelines?

19 A. No.

20 Q. All right. When you were on the boat, you were facing away
21 from -- you said you were facing away from the collision when it
22 happened. Did you hear the dredge make any strange mechanical
23 sounds prior to the explosion?

24 A. He said how?

25 ██████████ ██████████ Can you specify that question, sir?

1 BY MR. STANCIL:

2 Q. Did you hear any unusual sounds coming from the dredge prior
3 to the explosion?

4 A. No.

5 Q. So try to describe as best you can what you saw when you
6 turned around. What did the explosion look like, and how long did
7 it take before the flame appeared?

8 A. He said that it was -- it all happened fast, that they had
9 just departed, and that's when the water started shooting out and
10 the gas. And that's when he saw back -- or looked back and the
11 explosion happened, and he just told -- he told the person driving
12 to go faster. And right away, everything just exploded.

13 Q. Okay. You said the cutter was working prior to this
14 explosion, and sometimes, when you're working around pipelines,
15 you tie the cutter to prevent it from moving. How do you do that?

16 A. They shut it off, and we put a cable.

17 Q. You wrap a cable around the cutter head to prevent it from
18 turning; is that right?

19 A. Yes. Yes. If, for whatever reason, it starts to shift, that
20 hold it in place.

21 Q. It's sort of a protective device to prevent it from turning
22 around the pipelines?

23 A. Yes.

24 Q. When was the last time you did that?

25 A. I don't recall.

1 Q. Not on this project?

2 A. I don't recall, but we always do that.

3 Q. But you never had to do it on this project; is that correct?

4 A. No, because we weren't aware of the pipeline being there.

5 MR. STANCIL: Very good. Okay, that's all the questions I
6 have for now. Thank you.

7 MR. EHLERS: Okay, thank you very much. I will turn it over
8 to the Coast Guard.

9 BY [REDACTED]

10 Q. Good afternoon, sir. Who was the leverman that day?

11 A. Lucio Silva.

12 Q. How long had you worked with Lucio?

13 A. About 3 years.

14 Q. Did you trust him as a leverman?

15 A. Yes, he's good.

16 Q. Was he safe?

17 A. Yes.

18 Q. Was there any other instances where he maybe was operating
19 unsafe?

20 A. No, he was always aware.

21 Q. Did he seem tired that morning?

22 A. No, he was normal.

23 Q. And the captain, who was the -- I guess the dredge captain
24 that morning?

25 A. Mario Maravillas (ph.).

- 1 Q. And how long had he worked with Mario?
- 2 A. Also about 4 years.
- 3 Q. And was Mario a safe captain?
- 4 A. Yes.
- 5 Q. All right. So what time did the dredging start
- 6 approximately?
- 7 A. It was all night. We switched turns.
- 8 Q. What about that morning?
- 9 A. When we got there, it was already working.
- 10 Q. During the safety meeting, is the cutter secured?
- 11 [REDACTED] [REDACTED] I'm sorry, can you repeat the question again?
- 12 BY [REDACTED] [REDACTED]
- 13 Q. Is the cutter secured during the safety meeting?
- 14 A. No, the lever was working.
- 15 Q. So the leverman is operating the dredge during the safety
- 16 meeting?
- 17 A. Yes.
- 18 Q. Does the leverman, does he have a part in the safety
- 19 briefing?
- 20 A. Yes, he's also there.
- 21 Q. He said, during that morning, he didn't get a chance to view
- 22 the computer that the leverman was using?
- 23 A. No, I didn't see.
- 24 Q. So, during that morning, was there anything different or odd
- 25 from previous dredging operations?

1 A. No. Everything was normal.

2 Q. Okay. I'm going to ask him to -- if you could draw kind of
3 the shoreline and then where the dredge and the other assets were
4 in relation to the shoreline?

5 (Drawing sketch.)

6 [REDACTED] So he's saying the --

7 MR. PEREZ-GARCIA: -- yes. There's two small boats.

8 [REDACTED] Okay.

9 MR. PEREZ-GARCIA: The first boat, that's them. This is the
10 middle of the channel. This is the shore.

11 [REDACTED] Okay.

12 MR. PEREZ-GARCIA: This is just the line.

13 [REDACTED] For everyone on Teams, so he just drew the
14 dredge, the two vessels, two anchor barges, the shoreline, and
15 then where his vessel went, I guess, when leaving the dredge.

16 MR. EHLERS: Okay, thank you.

17 BY [REDACTED]

18 Q. How close to shore was the dredge?

19 A. It was a little far apart. I don't recall how far. Just
20 enough to change direction, because he couldn't get too close to
21 the edge.

22 Q. Did he feel like he was -- they were too close to shore?

23 A. No. No, because you couldn't be too close to it, because you
24 couldn't shift.

25 Q. Okay. Does he recall anyone on the shoreline or on land?

- 1 A. No.
- 2 Q. Okay. I'm showing a picture that we previously showed. Do
3 you recognize this photo?
- 4 A. Yes.
- 5 Q. Okay. I'm going to zoom in. Does he recognize any of these
6 markers?
- 7 A. No. No, I didn't see them.
- 8 Q. Okay. Does he remember seeing any sort of poles on the
9 shoreline?
- 10 A. No, not to that side. It's hard to see.
- 11 Q. Does he remember seeing any orange or pink ties on any poles?
- 12 A. No.
- 13 Q. And how many times have you worked near pipelines prior to
14 this incident?
- 15 A. A couple times.
- 16 Q. And the previous times that he worked near pipelines, was
17 there any sort of poles marking the pipeline?
- 18 A. Yes, there were announced by -- on each side of the channel.
- 19 Q. What do those poles look like?
- 20 A. It's a big sign and it says.
- 21 Q. Big sign, okay. Does he know who posted that sign?
- 22 A. No.
- 23 Q. Did Orion ever post that sign?
- 24 A. No, I don't know.
- 25 Q. Does he recall Orion ever marking any pipelines?

1 A. No.

2 Q. Does he recall hearing like a rattling noise prior to the
3 explosion?

4 A. No. No, everything was normal.

5 ■■■■■ As of right now, that's all I've got.

6 That's all I've got, Drew.

7 MR. EHLERS: Okay. Thank you very much. We'll pass it now
8 to Enterprise Products.

9 BY MR. MORTON:

10 Q. Okay. This is Jeff Morton with Enterprise Products. And a
11 lot of these questions may be similar to what you've already
12 answered, but I just want a little more clarification. So you
13 indicated this was day 14 of your current shift. In any of those
14 14 days, in your safety meetings, were the Orion dredge plan
15 drawings ever reviewed?

16 A. What do you mean, what -- what do you mean the drawings?

17 Q. The dredge plan. I'm assuming, for a dredge operation, there
18 must be a dredge plan so that the crew knows the location of the
19 dredge, how deep is the dredge, the scope of the dredge project?

20 A. No, that's the captain and the leverman are the only -- are
21 the ones in charge of that. We're in charge of the line that we
22 have.

23 Q. When he says, we are in charge of the line we have, can he
24 clarify?

25 A. The crew that I'm with to put the pipe on so it can walk.

1 Q. Is he referring to the dredge line itself to remove the
2 soils?

3 A. No, the pipe that the water runs in, move anchors. And
4 upstairs, they're the ones in charge of everything else.

5 Q. Okay. So I assume he's referring to the anchor lines and
6 anchor barges?

7 A. Yes, yes.

8 Q. Okay. And just a couple of questions. You talk about the
9 morning safety meeting takes approximately 30 minutes?

10 A. Yes.

11 Q. And that's performed in the leverman's office?

12 [REDACTED] I'm sorry, can you repeat that?

13 MR. MORTON: It's conducted in the leverman's office?

14 [REDACTED] Can you repeat it one more time? You're
15 cutting off.

16 BY MR. MORTON:

17 Q. That meeting is conducted in the leverman's office?

18 A. Yes.

19 Q. And, during this safety meeting, the dredging tool continues
20 to operate?

21 A. Sometimes he'll stop it to -- sometimes he'll stop it so that
22 we can exercise.

23 Q. So, for the morning in question, was the dredging tool in
24 operation during the safety meeting?

25 [REDACTED] Can you repeat your question? You were cutting

1 off, sir.

2 BY MR. MORTON:

3 Q. The morning of the accident, was the dredging tool in
4 operation during the safety meeting?

5 A. Yes, it was normal.

6 Q. Okay. And who is responsible for conducting the safety
7 meeting, the captain or the leverman?

8 A. The captain.

9 Q. So does the leverman participate, in any manner, during the
10 safety meeting?

11 A. Yes, he was there, but the captain was the one that gave it
12 to us.

13 Q. Does the leverman ever, or on the day of the accident,
14 provide any detailed information for the activity that day?

15 A. The captain's really the only one that's always there.

16 MR. MORTON: Okay. I don't think I have any further
17 questions. Thank you.

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

19 Mr. Rodriguez, PHMSA?

20 BY MR. RODRIGUEZ:

21 Q. Thank you. Well, thank you very much for your time. What
22 kind of information do you see in the leverman room?

23 A. Can you explain?

24 Q. Yeah. When you enter the room, what do you see? What is in
25 the room that you see? Any posters, any paperwork, any computers?

1 A. He has his computer and his controllers.

2 Q. And is he controlling the dredging when they are conducting
3 the meetings?

4 A. Yes, he's controlling. He's just listening.

5 Q. Okay. Thank you. And, when you heard the explosion and you
6 saw the explosion, what was your position? Can you tell me if it
7 was like the explosion happened on your right or on your left?

8 A. I was on the right on the small boat.

9 MR. RODRIGUEZ: Okay. And I don't think I have any other
10 questions for now.

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

12 Mr. Perez, Texas Railroad Commission?

13 (No response.)

14 MR. EHLERS: Ron, are you there, Texas Railroad Commission?

15 MR. PEREZ: Yes, sir. I'm sorry; I was on mute.

16 MR. EHLERS: That's all right.

17 BY MR. PEREZ:

18 Q. Good afternoon. In the morning safety briefing, prior to the
19 incident, was anyone in the room warned of a potential pipeline in
20 the area and to be cautious of your work area the morning of the
21 accident?

22 A. No, I don't recall that.

23 Q. And, just to verify, you did not see anybody on shore, people
24 along the shoreline witnessing or watching the excavation while
25 you guys were working?

1 A. No, I don't recall seeing anyone on land.

2 Q. And the markings, you were not aware of any cane poles or
3 markings between yourself and the vessel the morning of the
4 accident, is that correct, (indiscernible) markers?

5 A. No.

6 MR. RODRIGUEZ: Okay. And that's all I have. Thank you for
7 your time.

8 MR. EHLERS: Okay, thank you. I'll have one more question.
9 Before I do that, I'm going to allow the rest of the folks to ask
10 any other follow-up questions they have.

11 Paul?

12 MR. STANCIL: Nothing further, thank you.

13 MR. EHLERS: [REDACTED]

14 [REDACTED] Yes. If you could just have him please print his
15 name, sign, and date.

16 BY [REDACTED]

17 Q. Just a couple questions. Does he remember the dredge losing
18 suction that morning? Does he recall the dredge losing suction
19 that morning?

20 A. No, was normal.

21 Q. Okay. What happens when they do lose suction?

22 A. Stop the dredging. Check the pump and the cutter from the
23 front.

24 Q. Are any valves closed during this -- during the fixing of the
25 suction?

1 A. Yes. Yes, they stop everything and put the safety cables and
2 check it off.

3 Q. Are there valves that close?

4 A. I think it's electrical pumps. He's not sure. The engineer
5 and the leverman are in charge of that.

6 Q. Okay.

7 A. They take care of the safety cables and the rest.

8 [REDACTED] I have no further questions. Thank you.

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

10 Jeff?

11 MR. MORTON: I've got no further questions. Thank you.

12 MR. EHLERS: Okay. Alvaro?

13 MR. RODRIGUEZ: I don't have anything else. Thank you.

14 MR. EHLERS: All right. And, Ron?

15 MR. PEREZ: I do not have any other questions. Thank you.

16 MR. EHLERS: Okay. Thanks very much. Sir, I have one last
17 question for you and that question is, is there anything that we
18 haven't asked you which you think would be important to the
19 investigation?

20 MR. PEREZ-GARCIA: No, that's all I know.

21 MR. EHLERS: Okay, fine. Well, then this concludes this
22 interview, and I thank you very much for your time and for talking
23 with us today.

24 [REDACTED] you can stop the recording.

25 (Whereupon, the interview was concluded.)

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 Ruben Edgar Perez-Garcia

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.



Wade Donovan
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. Ruben Edgar Perez-Garcia, Mate

Dear Mr. Perez-Garcia,

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,

Draw 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: RUBEN EDGAR PEREZ-GARCIA
RECORDED ON AUGUST 31, 2020**

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
14	25	Maravillas	Maravilla

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

Ruben Edgar Perez-Garcia

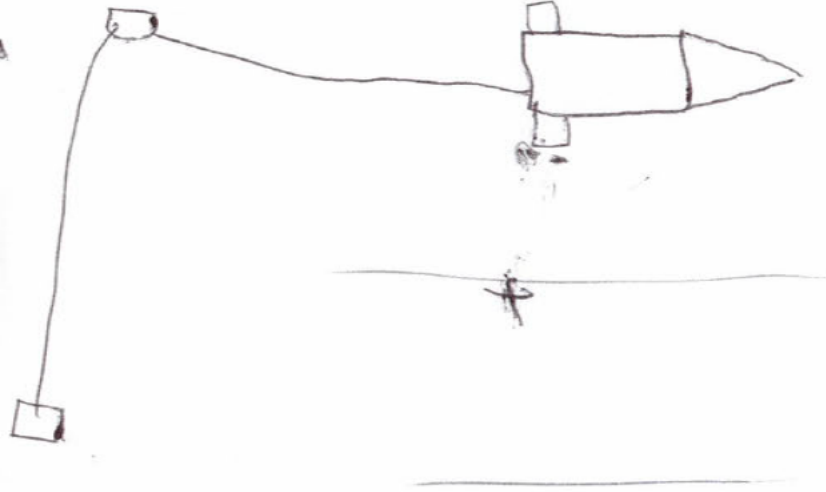
Printed Name of Person providing the above information



Signature of Person providing the above information

11-20-2020

Date



Edgar Perez

231

