

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 MORENO, Welder
Orion Marine Group

Via Microsoft Teams

Tuesday,
September 1, 2020

APPEARANCES:

ANDREW EHLERS, Marine Accident Investigator
National Transportation Safety Board

PAUL STANCIL, Rail and Pipeline Accident 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

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. Moreno)

■■■■ Interpreter
U.S. Coast Guard

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Jorge Moreno:	
By Mr. Ehlers	5
By Mr. Stancil	14
By [REDACTED] [REDACTED]	15
By Mr. Truong	18
By [REDACTED] [REDACTED]	21

I N T E R V I E W

(1:20 p.m.)

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2
3 MR. EHLERS: It is about 1:20 p.m. on September 1st, 2020,
4 and this is an interview in conjunction with the accident on the
5 *Waymon L Boyd*.

6 Sir, can you say your name and spell your name?

7 (Whereupon, [REDACTED] [REDACTED] [REDACTED] translated the proceedings for
8 Mr. Moreno.)

9 MR. MORENO: Jorge Alejandro Moreno. J-o-r-g-e,
10 A-l-e-j-a-n-d-r-o, M-o-r-e-n-o.

11 MR. EHLERS: All right. Thank you, sir. And again, my name
12 is Drew Ehlers. My last name is spelled E-h-l-e-r-s.

13 And I'll turn it over to Paul to introduce yourself.

14 MR. STANCIL: Yes. Paul Stancil, National Transportation
15 Safety Board accident investigator. I'm the pipeline group
16 chairman for this accident. And my last name is spelled
17 S-t-a-n-c-i-l.

18 MR. EHLERS: And Coast Guard?

19 [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] I'm the lead investigator
20 for the Coast Guard. And my last name is spelled [REDACTED].

21 [REDACTED] [REDACTED] I'm the interpreter, [REDACTED] [REDACTED] U.S. Coast
22 Guard. Last name is spelled [REDACTED].

23 MS. VON STERNBERG: Also present in the room, I'm Heather von
24 Sternberg with Chaffe McCall, attorney for Orion. My last name is
25 spelled v-o-n space S-t-e-r-n-b-e-r-g.

1 MR. EHLERS: Thank you.

2 And, Enterprise Products?

3 MR. TRUONG: This is Nhan Truong, manager of compliance. My
4 name is spelled N-h-a-n, last name is T-r-u-o-n-g.

5 MS. VELA: DiAnna Vela, damage prevention specialist,
6 Enterprise Products.

7 MR. TRUONG: Jeff Morton will also join us when his meeting
8 ends.

9 MR. EHLERS: Okay. And PHMSA, please?

10 MR. RODRIGUEZ: Good afternoon. I'm Alvaro Rodriguez,
11 A-l-v-a-r-o, Rodriguez, R-o-d-r-i-g-u-e-z, accident investigator
12 with the Accident Investigation Division of PHMSA in Oklahoma
13 City, Oklahoma.

14 MR. EHLERS: And Texas Railroad Commission?

15 MR. PEREZ: Good afternoon. This is Inspector Ron Perez with
16 the Railroad Commission of Texas, Region 7. My last name is
17 spelled P-e-r-e-z.

18 MR. EHLERS: Okay. And is there anyone I have missed?

19 (No response.)

20 MR. EHLERS: All right, hearing nothing, we will commence.

21 Sir, do you -- this interview is being recorded. Are you
22 okay with this interview being recorded?

23 MR. MORENO: Yes.

24 INTERVIEW OF JORGE MORENO

25 BY MR. EHLERS:

1 Q. Okay. So I'm going to start by asking you some questions.
2 And if you don't know the answer to any questions, just say so.
3 You don't need to try and guess if you don't know.

4 A. Okay.

5 Q. Okay. What is your position with Orion?

6 A. Welder.

7 Q. And can you describe what your duties are or your
8 responsibilities as a welder?

9 A. To fix everything that's been destroyed -- that's destroyed.

10 Q. Okay. Tell us a little bit about your background. How long
11 have you worked for Orion, and where else have you worked?

12 A. Five months with this company. And then previous to Orion, I
13 worked at Randy (ph.) for 9 months.

14 Q. Any other jobs he's had?

15 A. No, those are the two only jobs I've had.

16 Q. Okay. Where did you learn to weld?

17 A. (Indiscernible).

18 Q. Okay. How long have you been welding?

19 A. Five years.

20 Q. Okay. What's your normal working hours?

21 A. From 5:30 to 5:30, 12 hours.

22 Q. And how long is that? Is that for a week? For how long?

23 A. Fourteen days, and then 7 days off.

24 Q. Okay. And does he rotate between days and nights?

25 A. Just days.

1 Q. Just days. So 14 days on daytime, 7 days off, and then 14
2 days on again, daytime, and continuing like that?

3 A. Yes.

4 Q. And is there welding work all of the time onboard, or does
5 it -- is there downtime, time when there's not welding going on?

6 A. So there's times where I don't have -- where I won't have any
7 work to do, and then those times I work the deckhands -- I help
8 the deckhands.

9 Q. Okay, I see. And where were you on your rotation, your
10 14-day rotation, what day when the accident happened?

11 A. That was the last day. He was coming off at 6.

12 Q. Okay. And did you receive any training from Orion or from
13 the crew when you started work?

14 A. Yes.

15 Q. And what kind of training was that?

16 A. The basic of when it comes down to the fires and stuff like
17 that.

18 Q. Okay. So is that like fighting fires?

19 A. Everything was verbal, nothing was (indiscernible).

20 Q. Okay. And was that onboard the dredge, or was that at the
21 company?

22 A. In the dredge.

23 Q. Okay. Who provided that training?

24 A. Captain Maravillas (ph.).

25 Q. Okay. And did you only work on the *Waymon L Boyd*, or did you

1 work on other dredges?

2 A. Just *Waymon*.

3 Q. Okay. And who was your supervisor? Who did you report to?

4 A. Captain Maravillas.

5 Q. Okay. Did you receive any safety training?

6 A. Yes.

7 Q. And what kind of training was that?

8 A. It was primarily first aid.

9 Q. Okay. And was that also provided onboard?

10 A. Yes.

11 Q. Okay. All right. What I'd like to do now is have you
12 explain what happened on the accident day, starting with when you
13 reported to work that morning and going all the way up until the
14 accident happened. And provide as much detail, and you can go as
15 slow as you want.

16 A. That Friday, I got to work at 5:30 in the morning.

17 Everything seemed normal that day. That same morning, Captain
18 Maravillas told me that I had to go to the site where I had to do
19 welding on some pipes. He just told me that as soon as sunrise,
20 to go over there at sunrise. I had already had my stuff prepared
21 and had loaded it to the boat. And I was sitting on the boat when
22 the water shot up about 50 to 60 feet.

23 And at that point, there was gas -- what seemed to be gas
24 started coming out. And since we didn't see no one behind the
25 dredge where we're at, we decided to -- so we untied and we went

1 about 2-, 300 feet when the explosion happened. That's when we
2 saw the person burned running. And we just couldn't get close
3 because of the heat index; it didn't allow us to. And so, what --
4 the person that was burned, what he ended up doing since we
5 couldn't get close to him, he just started running on top of
6 our -- above the pipes so that we could get close to him again.

7 So when we picked up the -- we got the person that was burned
8 that was running towards us. After picking him up, there was
9 another boat coming our way, and that's when we went to the
10 landing.

11 Q. Okay. Thank you for that. I have a couple questions based
12 on what you said. First of all, you mentioned the captain told
13 you to go to the site to conduct welding. When did the captain
14 tell you that?

15 A. I don't remember exactly the hour that he told me, but all I
16 remember is him saying for the sun to come out so that I can go
17 and work over there. Because I can't weld -- they don't let me
18 weld in the dark, at night.

19 Q. Okay. And did he -- was that part of a work meeting, or was
20 that the captain talking to you individually?

21 A. That was individual.

22 Q. Okay. Now, I understand that each morning is a safety
23 meeting. Does he attend that meeting? Do you attend that
24 meeting?

25 A. Yes.

1 Q. And that meeting occurred on the morning of the accident?

2 A. Yes, that's right.

3 Q. Okay. And do you remember what was discussed during that
4 meeting?

5 A. No, I don't remember.

6 Q. Okay. What normally is discussed in those meetings each
7 morning?

8 A. I don't remember what the meeting was about. I just remember
9 that that's where we do our warmups, and then -- and talk and
10 (indiscernible).

11 Q. Okay. Is there any discussion of safety during that meeting?

12 A. Yes.

13 Q. What kind of safety issues are discussed?

14 A. To be aware, have your PPE on, be cautious, and take care of
15 others -- take care of each other.

16 Q. Okay. You mentioned that you only are allowed to weld during
17 daylight hours. Is there other restrictions on when you can or
18 can't weld?

19 A. Yes. When I'm welding, there's got to be at least one or two
20 people next to me with fire extinguishers.

21 Q. Okay. Is there any discussion at the safety meeting about
22 when the dredge is working near a pipeline?

23 A. No, not to us.

24 Q. Okay. And is there any other precautions that he hasn't
25 spoken of yet -- that you haven't spoken of yet regarding welding?

- 1 A. No, I don't understand your question.
- 2 Q. Okay, that's okay. We'll move on. Where was the site that
3 you were supposed to go to, to weld?
- 4 A. In reality, I don't remember exactly how far it was.
- 5 Q. Okay.
- 6 A. But it was on the edge of the landing, near where we were at.
- 7 Q. Okay. All right. You mentioned seeing the plume of water,
8 and did you hear any noise or sound prior to seeing that plume of
9 water, anything unusual?
- 10 A. So, we're tied up to the dredge. I only saw the water shoot
11 up because the -- with the engines and the motors and all the
12 noise, it's hard to differentiate.
- 13 Q. Okay. So, just to confirm, the boat was still tied up to the
14 dredge when you first saw the water shoot up?
- 15 A. Yes.
- 16 Q. Okay. And was the dredge doing anything unusual at the time?
17 Like, did you notice the dredge shaking or anything?
- 18 A. No. It was all normal, nothing out of the ordinary. When
19 the dredge is working, there's vibration going on, but it was
20 nothing out of the ordinary.
- 21 Q. Okay. Was he facing the water spray when it started?
- 22 A. It wasn't straight; it was to my right.
- 23 Q. Okay. Well, what prompted him to look at the plume? Was it
24 within his view?
- 25 A. There was a reflection that caught my attention, and that's

1 when I turned.

2 Q. Okay. And at that time, was there any flames, or was it just
3 the water spraying?

4 A. At that time, it was just the water.

5 Q. Okay. And you said you untied the boat and started moving
6 away. Was that because of what you saw, or was that -- had you
7 already been getting ready to go, get underway already?

8 A. We left because we saw the gas in the air. We saw that there
9 was no one behind the dredge, so that's what made us go. That's
10 when we went.

11 Q. Yeah. You say you saw gas in the air. What do you mean by
12 that? Could you see -- what could you see?

13 A. Just like when -- it looked crystallized but vapor, like
14 something vaporizing, like when you turn on a lighter.

15 Q. I see. Okay, that makes sense. How long after you first saw
16 the water spray up before it ignited and the fire started?

17 A. I can't tell you exactly.

18 Q. Was it very quickly or did it take a few minutes?

19 A. It was in an instant.

20 Q. Okay. How far away was the boat from the dredge when the gas
21 ignited?

22 A. Maybe 250 feet, 300 feet max.

23 Q. Okay. And he could feel the heat of the fire?

24 A. Yes.

25 Q. Okay. Was anyone on the boat injured?

1 A. In that moment, in our boat, no. Not in that moment when we
2 drove away.

3 Q. Okay. The person who was burned, when they first saw him --
4 when he first saw him, was he on the dredge?

5 A. He was coming out of the dredge. He was coming out of the
6 dredge yelling, yelling for us to return. And that's when we
7 started returning, but we couldn't get too close because of the
8 heat.

9 Q. Okay. So he had been inside the ship -- inside the dredge?

10 A. Yes.

11 Q. And was he around the midship, around the middle of the
12 vessel, or towards the front or towards the back when he came out?

13 A. I don't know.

14 Q. Okay. And then he moved to the back of the vessel?

15 A. He got to the (indiscernible), and then he went from the
16 dredge to the pipeline and just started running.

17 Q. Okay.

18 A. Running towards us.

19 Q. And where did they pick him up?

20 A. About eight pipes away from the dredge is where we picked him
21 up.

22 Q. Okay. All right. Before the accident, did you notice
23 anything unusual or different, or was there any problems you
24 noticed?

25 A. No. Everything indicated that everything was well.

1 Q. Okay. And before the accident, if you had seen something
2 unsafe or that concerned you, what would you do?

3 A. If we would have seen something wrong, we would have talked
4 to the captain to shut it down.

5 Q. Okay. And you feel comfortable -- you would have felt
6 comfortable talking to the captain?

7 A. Oh, yeah.

8 Q. Okay. How much sleep did you get the night before the
9 accident?

10 A. I slept enough. I got up at 5:30, went to bed around 8. I
11 woke up and I was up at 4:30 in the morning.

12 Q. Okay. And when you saw the captain and the leverman that
13 morning, did they appear well rested?

14 A. Yes, they did.

15 MR. EHLERS: Okay. Well, thank you very much. I will
16 probably have some more questions, but I'm going to turn it over
17 to Mr. Stancil.

18 BY MR. STANCIL:

19 Q. Sir, where was the dredge cutter head working in relation to
20 where you saw the plume of water spray?

21 A. We can't see where exactly it's at.

22 Q. Was it working in the general area where the water spray
23 occurred?

24 A. I would think so.

25 Q. Are you aware of the boundaries for the dredging project?

1 Did anyone tell you where the dredge cutting was supposed to take
2 place?

3 [REDACTED] I'm sorry, can you repeat your question again?

4 BY MR. STANCIL:

5 Q. Do you know where the boundaries of the dredge project were
6 set?

7 A. No.

8 Q. And my final question for you right now, are you familiar
9 with procedures for operating the dredge near gas pipelines, the
10 safety procedures you have?

11 A. Yes.

12 Q. Tell me what they are, please.

13 A. Yes, there's only one time that they told me about it, but I
14 remembered.

15 Q. You just know that they are procedures but you don't remember
16 what the procedures are; is that what you're saying?

17 A. I don't remember what they told me.

18 MR. STANCIL: Fair enough. Okay. Well, that's all for right
19 now. Thank you.

20 MR. EHLERS: Okay, we'll turn it over to the Coast Guard.

21 BY [REDACTED]

22 Q. When you first saw the plume of water, what did you think it
23 was?

24 A. That it had got a rock or something.

25 Q. Okay. So, initially, you did not think that you had hit a

1 pipe?

2 A. No. We didn't know that there was a pipeline, so we had no
3 idea that (indiscernible).

4 Q. For your day, I understand you got there at 5:30. How long
5 after that do you (indiscernible) safety?

6 A. As soon as we go in, we sign in and take our temperature. We
7 go -- as soon as everyone's done doing that, we go into the
8 meeting, and the meeting takes about (indiscernible) minutes.

9 Q. Okay. And then what did you do after that?

10 A. What did we do after that?

11 Q. Um-hum.

12 A. Then we went to go eat breakfast.

13 Q. Okay. And then after you ate breakfast?

14 A. Then, after breakfast, we were just waiting for daylight -- a
15 little bit of daylight to come out so that we can go.

16 Q. Okay. And when did the captain talk to you about your task
17 (indiscernible)? While you were eating breakfast, before
18 breakfast, after breakfast?

19 A. Right after the meeting he talked to me about it.

20 Q. And who all goes with you in your boat?

21 A. Manuel and Ruben.

22 Q. What was Ruben's job?

23 A. I don't remember the term for it, but he's the one that -- he
24 supervises for the deckhands. He told them to come with me.

25 Q. So, was he going to help you with welding? Or why was he in

1 the boat?

2 A. Since I'm required to have two people with fire
3 extinguishers, him and Ruben and Ramon would be so there would be
4 (indiscernible).

5 Q. You said you couldn't see anyone behind the dredge after you
6 saw the water. Did you expect to see someone back there or were
7 you just clearing the area?

8 A. My first reaction -- our first reaction was to see if there
9 was anyone back there so that, in case that there was someone, for
10 them to come with us so that we can (indiscernible).

11 Q. For the dredge itself, procedures for welding, are there
12 certain areas of the dredge that you cannot weld on because
13 they're close to gas or they're close to -- they're in a confined
14 space?

15 A. Yes, exactly, there is.

16 Q. Are there areas where there are electrical things or things
17 on the dredge that are considered explosion proof, you know, that
18 you (indiscernible)?

19 [REDACTED] Can you repeat your question, ma'am?

20 BY [REDACTED]

21 Q. Are there places that -- are there electrical fixtures that
22 are considered explosion proof?

23 A. I don't know.

24 Q. Like (indiscernible) or wiring.

25 A. I don't weld around the tank, diesel tank, or electrical

1 fixtures.

2 Q. Specifically the pump room, are there any limitations
3 involving the pump room?

4 A. There are certain points where I am able to weld as long as
5 there's no hazardous material or electric.

6 Q. Have you welded in the pump room before?

7 A. No.

8 [REDACTED] I think that's all I have for right now.

9 MR. EHLERS: Okay, thank you.

10 I'll turn it over to Enterprise.

11 MR. TRUONG: Hi, this is Nhan. Thank you for allowing us to
12 participate.

13 BY MR. TRUONG:

14 Q. So, my first question is, when you spoke with the captain,
15 was there any other topics aside from him asking you to weld the
16 pipe, just anything else you guys spoke about?

17 A. No.

18 Q. Okay. Have you ever seen a dredge plan or what work was
19 going on, or a plan for the work that was going on at the time?

20 A. No.

21 MR. TRUONG: That's all for me for now. Thank you.

22 MR. EHLERS: Okay. PHMSA, Mr. Rodriguez?

23 MR. RODRIGUEZ: Thank you.

24 MR. RODRIGUEZ: I would like to ask you if you could draw a
25 sketch of where you were and some of the distances of the dredge

1 and the positions of the other boats, if you can, to the best of
2 your knowledge.

3 (Drawing sketch.)

4 [REDACTED] So he doesn't remember exactly where he --
5 where the dredge was at or where -- the placement of the dredge,
6 where in the channel they were at, but he just drew the dredge and
7 where he was tied up to the dredge.

8 MR. RODRIGUEZ: And I know that there were other details.
9 Could you place those details, also, in the dredge, like, when he
10 talk about --

11 [REDACTED] Can you repeat your question?

12 MR. RODRIGUEZ: Well, he was talking about other details in
13 the drawing. Are those details in there, too?

14 [REDACTED] What details are you referring to, sir?

15 MR. RODRIGUEZ: When I was hearing the conversation, he was
16 mentioning that the dredge -- here's the dredge and here is this
17 and here is that. I was curious if those (indiscernible) are in
18 the drawing.

19 [REDACTED] Yes, well, it's just the dredge.

20 MS. VON STERNBERG: You see that? That's what he drew.

21 MR. RODRIGUEZ: Yeah, I know. I just wanted to know, like,
22 where's the front of the dredge, if he could tell, and where was
23 the ladder, if he knew, some of the aspects that were discussed
24 when he was drawing the sketch.

25 MR. MORENO: I'm not sure that I understand this question.

1 MS. VON STERNBERG: Where's the shore?

2 (Uninterpreted conversation between Mr. Moreno and [REDACTED])

3 [REDACTED]

4 [REDACTED] [REDACTED] I think he wanted to know, like, the ladder
5 (indiscernible) A-frame, the position of the (indiscernible) like
6 an A-frame ladder, essentially, sitting on top of the
7 (indiscernible).

8 MR. MORENO: So, this is the ladder, and this is where --
9 that they would use.

10 [REDACTED] [REDACTED] I think he's talking -- is there something
11 above the water that would tell you which direction the cutter is?

12 (Uninterpreted conversation between Mr. Moreno and [REDACTED])

13 [REDACTED]

14 [REDACTED] [REDACTED] So this is what we have.

15 MR. EHLERS: Okay. And this is Drew. Can I ask that he put
16 a star where he initially saw the water spray?

17 MR. MORENO: I don't know exactly where it was at.

18 MR. EHLERS: Okay. Does he have his boat drawn in there
19 where it initially was when they were tied up?

20 [REDACTED] [REDACTED] Yes.

21 MR. EHLERS: Okay. All right. That's fair enough for me.
22 Alvaro, do you need any more?

23 MR. RODRIGUEZ: No, I don't have anything else for now.

24 Thank you.

25 MR. EHLERS: Okay. Texas Railroad Commission, Ron?

1 MR. PEREZ: Yes, sir. Based on the previous questions from
2 the NTSB and Coast Guard and the few from Nhan, I did not have any
3 questions for this individual.

4 MR. EHLERS: Okay, thank you.

5 I have one more question, but I'm going to hold that
6 question. So I'm going to ask Mr. Stancil if he has any other
7 questions.

8 MR. STANCIL: No further questions, thank you.

9 MR. EHLERS: Okay. Coast Guard, do you have any other
10 additional questions?

11 [REDACTED] Yes, I have a couple.

12 BY [REDACTED]

13 Q. Did you see -- were there any other vessels in the area where
14 you were?

15 A. (Indiscernible) behind us. I don't know the distance of it.

16 Q. But was it in like the direct area, or was it farther away?

17 A. Behind where the accident happened.

18 Q. Were there any other vessels that had been or were in the
19 area where you saw the water plume come up?

20 A. No, I don't recall. The only thing that I have in my memory
21 is the incident of the fire.

22 Q. Do you know if the anchor barges had moved at all recently?

23 A. In reality, I don't know if they had moved or not, but I know
24 that they were in the water.

25 Q. The person that was burned that got in your boat, did he say

1 anything to you? Was he able to say anything to you when he got
2 in the boat?

3 A. All he could say was, call the ambulance.

4 [REDACTED] Thank you.

5 MR. EHLERS: Okay, Enterprise?

6 MR. TRUONG: We have no further questions.

7 MR. EHLERS: Okay. PHMSA?

8 MR. RODRIGUEZ: Nothing else from me, thank you.

9 MR. EHLERS: And Texas Railroad Commission?

10 MR. PEREZ: I have no further questions.

11 MR. EHLERS: Okay. Thank you.

12 So, my final question is, is there anything we haven't asked
13 you about that you think would be important for us to know
14 regarding this accident?

15 MR. MORENO: No, I believe that you received everything that
16 I remember and am aware of.

17 MR. EHLERS: Okay. All right. Well, sir, I really
18 appreciate you taking the time and talking with us. It's been
19 very helpful.

20 I'm going to stop the recording now.

21 (Whereupon, the interview was concluded.)

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 Moreno

ACCIDENT NO.: DCA20FM026

PLACE: Via Microsoft Teams

DATE: September 1, 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.



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. Jorge Moreno, Welder

Dear Mr. Moreno,

The enclosed transcript of your interview on September 1, 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

[Redacted]

TABLE OF CORRECTIONS FOR TRANSCRIPT INTERVIEW WITH: JORGE MORENO
RECORDED ON SEPTEMBER 1, 2020

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
6	17	Indiscernible	Mexico
7	19	Indiscernible	simulated
7	24	Maravillas	Maravilla
8	4 and 18	Maravillas	Maravilla
10	10	Indiscernible	yes
14	10	up	off
16	8	Indiscernible	20, 30
16	21	Manuel	Memo
17	3	Ramon	Memo
17	3-4	"would be so there would be (indiscernible)"	"were supposed to be there with me with the fire extinguishers"
21	15	Indiscernible	There was one

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 Alejandro Moreno Peraza
Printed Name of Person providing the above information

[Redacted Signature]
Signature of Person providing the above information

23 / Nov / 2020
Date