

TRANSCRIPT OF INTERVIEW OF TYLER WALLS

PART 2

November 16, 2021

1 PROCEEDINGS

2 CWO [REDACTED]: We have joining us, David. Can you say your last name?

3 David Flaherty: Sure. It's David Flaherty. I'm the investigator in charge for the NTSB office of marine
4 investigation.

5 CWO [REDACTED]: So what we've covered so far, just so you're aware is this is Tyler Wall's the
6 first deckhand. He was the he was running call watch. So he assists and all these. Like I, we will send you
7 the recording of what has taken place before this call. But right now we're discussing what happened. He's
8 talking about the actual impact of the locomotive at this time.

9 David Flaherty: All right, go ahead. Thank you.

10 A. As I said, after we saw the sparks locomotive, it looked like he was progressing. And well
11 before the contact, you can tell he did slow down quite a bit pretty fastly. I would say about 50 to 75 feet
12 before he crossed in front of our port string. That's when he turned his searchlight on the side of our barge.
13 And I want to say he was braking before but I guess he was checking, you know, there's travel ways as well,
14 but he slowed down significantly. And when he was crossing in front of us, I saw him pass by I saw those,
15 you know, a spark. That's the only thing that indicated because there was no shaking of I mean, running
16 gear, the headgear still there, though port light, never move, jack staff is still up. And they're just sitting
17 there by what magnet, I mean, we kick into the water if you wanted to. But the locomotive past, and I've
18 never seen him fall over, I didn't even know he did turn over until we backed up enough because at that
19 point, we didn't have any lights, it was dark and you can see a three four flashlights then on top of it,
20 because we could they were like shining down that's how I knew it was turned over. But I saw the carts or
21 the cars, you know, derailling never seen the locomotive tip over, it didn't knock us around or you know,
22 banged us up or anything. Like I said, I didn't even know there was a point of contact. But I saw the spark
23 you know, that was about it.

24 Q. But you see in the train cars going off into the river

1 A. Yes Ma'am I was 150 feet, you know at both backing at the time as well.

2 END [REDACTED]

3 BY LTJG [REDACTED] e

4 Q. So you were backing after the point of view.

5 A. Yessir so we told him to work. It wasn't like the point it wasn't two moving objects. It was
6 just a locomotive past that in a series and we backed out. We were backing beforehand. Yessir.

7 David James: Try not to talk over because they're going to transcribe this is very difficult for the
8 person transcribing. And the other thing is if you if you're the Coast Guard and and or the NTSB speaking
9 and you talk after your colleague talks to best thing you can Mr. [REDACTED] Chief Warrant [REDACTED] is say your
10 name before you start talking so that way the transcript knows who's talking over you understand what I'm
11 saying when they transcribe it thank you.

12 Q. I'm Lieutenant Junior Grade [REDACTED], so the question I would have sworn on to that if you
13 will adding on to that was the towing vessel Did you call back to the pilot and tell him to start backing when
14 you saw a locomotive or it was just after the fact so he was actively backing while the train was still
15 moving?

16 A. Correct Sir.

17 Q. Okay.

18 CWO [REDACTED]: This chief warrant officer [REDACTED] was that train Did you see this sparks
19 before the vessel started backing or was what what is that timeline can you?

20 A. The spark, we started backing as he was coming you know closer to us and as he passed in
21 front of us that's when we saw a spark, the he was showing forward you know breaking because you can
22 see his momentum slowing down pretty quickly. And as long as as at the same time we were backing off
23 away from the tracks.

1 Q. So so I have a few Lieutenant Junior grade [REDACTED] just to get a clearer picture because
2 I was again I was writing as well so just to get I guess some a little bit more background information. I know
3 you say you've been working on the river for a while how many years for that? Four and a half years?

4 A. Four and a half years.

5 Q. You haven't necessarily parked or pushed in this location correct. It was kind of just this
6 spot.

7 A. Not that, I believe this is my third time in the area. Only time that we've had weather the
8 way it was that we had to shove up in okay,

9 Q. I know you said you were dealing with weather for a while this entire trip it appears our
10 hitch um.

11 A. Once we got pretty far north yes sir.

12 Q. Okay, roger that. And was there any? Is there a briefing or the captain? Does the crew get
13 together and talk about "hey, these are what the ideal locations were trying to look to push in" or is that
14 more is that your calls together call or is that more the pilot Master Call?

15 A. As more of the Masters call.

16 Q. Okay.

17 A. Yes, sir. He completely controls the sharing and plan the vessel.

18 Q. Okay, so it wasn't pre designated ahead of time is that you're aware.

19 David James: Not towards the deck no sir.

20 Q. Okay. All right. Now the part I'm a little bit hazy on if you will. So I saw the towing
21 configuration can you explain that force? How many barges were in tow and what were their how are they
22 tied up? How many can you just explain that again,

23 A. We had four one with one's a box box and the rest are rakes, jumbos. So the one behind I
24 believe is I can't give you the wrong footage but you'll see it when you get there. It is a very small box barge.

1 And the port string, we have a Jumbo 300 above it. And then we have two Jumbos, on the port side which
2 gave us a notch sticking the port side out farther by 150 feet for him.

3 Q. Okay. That's a pretty standard towing configuration in your experience.

4 A. Yes sir. Because that goes for dock conditions and being strung out because you have to
5 string them out and you don't I don't know about certain restrictions on on the rivers, you know that I
6 know that pattern is because of, you know, landing on docks being able to string them out safety stop and
7 make the blockage. It makes it a lot more easier and stuff like that.

8 Q. Okay, you mentioned that were empty so How old was the freeboard? You have to know
9 how much freeboard you had for those barges especially on the lead barge? The port lead barge.

10 A. Speaking on the draft of the barge? I don't know that I couldn't I couldn't tell you the draft of
11 the boat.

12 David James: This is David James when we go out to the barge we can see if we can find the oilae
13 which report from the last discharge if you want to.

14 Q. So that you're aware there's been no I don't want to say safety orientation but orientation
15 briefing about training if you will about towing configurations pushing up any type of those activities we
16 have crew familiar with? Or is it based off experience more?

17 A. We have multiple meetings that are planned scheduled we have toolbox talk we we are very
18 professional you know we tried to keep everybody we're trying to keep everybody safe if the you know
19 they're not briefed on it we briefed them that's why I was going as well because I was call watch you know I
20 wasn't caught on to go I was you know I chose myself because I had my mate on watch close to green guy
21 first trip so I wanted to go as you know more experienced more eyes on there and you know the keep
22 everything you know more under control.

23 Q. As far as communication goes with the wheelhouse you have radio communication?

24 A. Yes sir

25 Q. Was everything functional and you were able to communicate with at all times?

1 A. Yes sir 100%.

2

3 Q. So before you push in this is my understanding because of weather correct was a was the
4 call.

5 A. Yes sir.

6 Q. You surveyed the bank where what side of the channel were you on were you in the middle
7 of the channel when we're making that call were you on the?

8 A. We were in the galley doing our cleanup because it was right after watch change protocol
9 and he called us in after he was already.

10 Q. Okay, so you know he nosed in you go on deck to and tell me if I'm incorrect nosed in then
11 you went on deck to assist a green horn a new person correct.

12 A. With the Mate Yes sir.

13 Q. Okay. And you said this far I was curious about how far did you make it on that string so he
14 didn't make it all the way to that port lead barge?

15 A. We made it to the rake to the rake of the starboard head to the rake.

16 Q. To the rake of the starboard head. Dp you know if anyone made it to the port?

17 A. No sir we borrow all together if it was high winds that's why I believe he didn't call us out
18 there. I believe he was trying to shove in because it was just a gravel you know look like a clean bank so he
19 was trying to keep us out of the danger of going out there if not necessary. Okay, but when I guess he was
20 uncomfortable or unsure or uncertain about if it was clear of the other train tracks that's why he called us
21 out was to go make sure that we were clear.

22 Q. And that standard procedure or at least for that hitch as well if not industry wide you go
23 check when you push in?

1 A. Well, usually if you had like say you're pushing in somewhere with trees overhanging really
2 rough rock bank, you will go out you know, to assist you know, your his eyes when you go in a spot like that
3 the way he is shoved into a proper spot.

4 Q. So it's fair to say it's common, common practice.

5 A. Yes sir, very common, that multiple companies I've worked for, it's been like that.

6 Q. Are there any times where you would see that? They wouldn't call you out there, just.

7 A. This procedure, or this time here? For what you've actually do to slick wet, cold high winds,
8 you know, he saw that it was a clean gravel bank. So I believe that he called us out there only because, you
9 know, to make sure that we were clearing the tracks and didn't call us out there because there's no there's
10 no need to put a man out there if not need be, especially in conditions like that, you know, he would go from
11 trying to be safe. It was called upon only because, you know, he felt he needed to.

12 Q. Okay, so you're on the starboard bow of the barge.

13 A. We're up to the gun, yes sir.

14 Q. Or you know, on the starboard side starboard barge. You looked over when you saw the
15 lead port parts Correct. Could you see the train tracks did you have as light where you could see your
16 orientation in relation to the bank? Like where did you see you are potentially over the train tracks were
17 you on the bank? Can you describe that?

18 A. We were I know we that we were shoved into the he touched that. We were at an angle he
19 touched it on the port outside, 150 foot notch. I'm on top of the rake I'm looking at the starboard notch and
20 works you know, shifting at an angle like this. And as I seen it, I couldn't tell it was dark, with the train
21 coming. I felt that it was only proper, the right call to back anyway because we could not get out there to
22 see if it was crossing or in the line of fire

23 Q. So you made a recommendation to the pilot to back as soon as you saw the train. Did you
24 see a light on the train? What gave you the indication?

25 A. I saw his main headlight right there. Okay, sir.

1 Q. And that was approximately how many 50/75 yards at around the trees of the bend
2 correct?

3 A. It wasn't very far No sir. I didn't even realize there was a band pretty straight down
4 because they came from the trees in the house or the houses and we're backing away it looks like it was
5 just a street you know we're trying to freight bank travel bank.

6 Q. And what did the what did the train so you saw the the train making the horn? I know the
7 light.

8 A. He hit a search light 50 to 75 feet before he cross in front of us and he put it directly on the
9 barge like.

10 Q. Your barge or the port barge?

11 A. The port barge the one would you know because we're lost it the only one he felt that you
12 know they've been see if there was any danger in crossing this.

13 Q. Okay. And you saw the the train presumably the train what would you say you've got down
14 I'm assuming can you describe that a little better?

15 A. I made the call to we were right there on the rake. And we have staircases right there in the
16 center of the barge. And I made the call everyone get on top of the barge and when we got up there I called
17 for everyone to get down I said everyone get down flat and we all got down flat. And as of this time he's just
18 going right in front of us and we saw a spark didn't didn't make any lines loose didn't close any wires didn't
19 lose any headgear I didn't even know he touched it I just saw the spark locomotive look like he was
20 proceeded to stop you know just going in the carts are falling right there right after us just derailing there
21 one after another.

22 Q. Okay, so you mentioned you could feel or tell that they were over the pilot was reversing
23 correct?

24 A. You could see and you see it is definitely trying to go away.

1 Q. Okay, can you describe what happened after that point what your actions were in the
2 vessels actions from your perspective?

3 A. Our actions on tow were as we were backing up we eventually got up we were looking we
4 had headlamps and everything flashlights trying to see you know if anyone you know was hurt we
5 proceeded to go back to launch the skiff we got the call to to do not launch it because of the high winds is
6 which was the right call I believe we backed up enough and we were just on standby to go help if we had to
7 call to go out on the reason why we did this because we didn't want to put more man danger in the
8 situation that occurred.

9 Q. Okay what proceeded after that point? Further north or did you go south I guess did you go
10 which direction did you go?

11 A. Facing the bank was that we went towards the right. And we shoved in there and then the
12 captain made the call that we were going to move because he wanted to be able to securely tie off the vessel
13 because he didn't feel that it was.

14 Q. And that was the Pilot or the Captain?

15 A. Captains up there at this point

16 Q. And then you proceed where?

17 A. Across a river not too far. but you still see everything. He just wanted to get a secure spot.

18 END LTJG [REDACTED]

19 BY CWO [REDACTED]

20 Q. So you mentioned that this was all during watch change?

21 A. It was right after watch change and just watch change is you wake up at 1130 and within 30
22 minutes of the hour, you guys are made fully released. And we got called out, I believe directly.

23 Q. So was the captain down there with you guys in the galley? Or was he up in the pilot house?

24 A. I have no idea I was in the galley.

25 Q. Okay. So the pilot at this point of all of this.

1 A. We had contact with the pilot, yes ma'am.

2 Q. It is just through the pilot. But you stated earlier that the captain is the one who makes the
3 call when you guys push in, in places.

4 A. When he was coming on watch when you come straight on the watch, he was going to
5 shove in so I figured out that they both knew that they were going to shove in due to high winds .

6 Q. Okay.

7 A. During watch change protocol, that's not confirmed. That was just my opinion.

8 END CWO [REDACTED]

9 LTJG [REDACTED]: Mr. Flaherty, do you have any questions at this time?

10 BY David Flaherty

11 Q. So, just so I understand. You have lines tying the barge up against the shore?

12 A. At the point of the incident?

13 Q. Yeah.

14 A. No, Sir Not at all.

15 Q. Okay. So the, what was the speed of the wind that prevented you guys from going out there
16 without having to take precautions?

17 A. It was up to 45 miles an hour, reaching 45 miles an hour.

18 Q. And what direction do your call was coming from?

19 A. I want to say facing into the scene of the incident, it was blowing in from my left.

20 Q. And you were nudge up at a 30 degree angle? Or were you straight about perpendicular to
21 the please I'll make it simple? Can you describe how the tug and barge were lined up along the shore?

22 A. We were at we were angled toward the starboard string was farther away from the bank.

23 Q. Okay. And is normally how you nudge up against the shore during high winds?

24 A. Facing down river? I would believe so. But that's of my ballpark. I'm just a deckhand. But
25 normally, you shove in an angle. Don't Recall, hardly ever see anyone shove straight in.

1 Q. Okay, so at what time did you guys actually nudge up against the bank?

2 A. It was basically right on call when he shoves in, I would say midnight, midnight is when we
3 got the call.

4 Q. And going over previous comments. Sorry, but just had a better understanding. So as you
5 guys know, nudged up against the bank, who went out and checked to make to look at see if it was holding
6 correctly. And everything was fine.

7 A. When we got the call to go check to the shove in on the same incident. It was me. Green
8 deckhand and the tankerman remained on watch.

9 Q. And just to clarify, did you guys notice the railroad tracks?

10 A. We didn't we knew that they were there on the call because he called us out there to make
11 sure that we were in the clear of the tracks

12 Q. And from your judgment, determining that the fore part of the bow or the fore part of the
13 barge was clear. How did you do that?

14 David James: He didn't say that. I'm sorry. I was gonna make sure the records clear Sir, this is David
15 James council for southern towing and for this witness.

16 A. Yes Sir, I was uncertain. So we made the call to you know give him the call to backup just in
17 case because we were on the starboard head barge when the train was coming and when he was coming
18 just for safety protocol we did not proceed to get any closer to the end or to the end of the string. So we got
19 on top of the margin we lay down for cover just in case but we never we never saw that there. We were in
20 the line of fire.

21 Q. So the how how soon after you get out on deck did the train come?

22 A. To the point where we got 150 foot out to the head tow

23 Q. So how far were you from the shore

24 A. Taken away from the rake shoving into the bank it was 100 foot 150 foot notch.

1 David Flaherty: But you never noone ever made it up to the rake to look over the side and
2 determine "hey I'm too close or I'm fine with the distance to the railroad tracks."

3 A. No sir because we have 150 foot notch on the we're 597 long on the port side and we have
4 150 foot notch on the starboard and we made it to the starboard notch to where we were still 150 foot. Yes
5 sir.

6 Q. Alright, so the so essentially, if I understand correctly, the you guys pretty much nudged in.
7 And we're in the process of evaluating the situation, and then the train came.

8 A. Correct

9 Q. And when the train came around, how much time do you think passed from the moment
10 did you realize that the train was coming to the impact?

11 A. Long enough for us to see it. We were standing on the rake of the barge, we walked up the
12 steps to get on top of the barge, as we were calling to pull back we lay down, he crosses.

13 Q. So when you estimate, how many minutes or how much time that might have been?

14 A. If there was any minutes at all been one at the max. I mean, he was he was moving at a
15 pretty decent speed and just to our right there was a tree line and i houses right like right there on the
16 riverfront, and we didn't see him until he come from behind the trees and the houses and we weren't
17 signaled by a horn I guess he couldn't see us either until we got closer because he didn't hit a search like till
18 about I was like 50 feet until he crossed in front of us and he never sounded a horn or anything like that.

19 Q. Okay, so prior to you seeing the train you didn't hear the rattle or the engine or any other
20 types of notification that a train was coming?

21 A. No sir. The only thing you can hear the high winds blowing in your face.

22 Q. Okay. And you describe the impact pretty much you didn't hear didn't feel anything on the
23 barge you saw a spark. Ccould you just could you describe just a few moments before the train hit to after
24 you realize what had happened? What did it sound like?

1 A. Didn't give a sound whatsoever when he crossed this the only sound that we were given
2 where's the carts derailling off for train tracks. The only thing that gave me the thought of impact was I saw
3 sparks as he crossed in front of us I don't know if that was because he had his brakes going deep obviously
4 because he was slowing down at a pretty good rate. And you know you know when trains stuff like that
5 usually see like on movies or wherever you see sparks flying and stuff from the wheels locking but I
6 couldn't tell you confidently if He clipped us or not.

7 Q. Okay. And then when they how far from the did you actually see when the train put the
8 brakes on?

9 A. No sir. I was mostly paying attention judging. I will be like of course I've got I get panning
10 back to him. But I want to say he didn't hit the brakes. I mean he was going as fast as he was and the speed
11 he slowed down he slowed down pretty fast. I don't even believe I mean he hit the Search light 50 feet to 75
12 feet before we cross the front of his I mean couple like a couple 100 feet maybe 200 foot 150 feet.

13 Q. From the so You Think about about 100 250 feet that the train hit the brakes.

14 A. That's just that's a guess when I looked at him I could tell he was slowing down.

15 Q. Okay. And then what? Okay, the vet the train just went by you saw the sparks your you
16 heard the derailments Can you about that? Can you just go over what what occurred and from that moment
17 on until the barge pulled up barge and tug pulled away,

18 A. We were backing away as it as it was happening.

19 Q. Okay. So when did you start backing away from from you said you know that about 150 feet
20 that the bar these give me the train started to hit the brakes. Did the tug and barge start to back away
21 before that, or do you think after that?

22 A. When we got out there we saw him come out from behind the treeline. I was I was 150 feet
23 from a head of tow I immediately without seeing, knowing, thinking yes or no, I made the call to
24 immediately back up for a precaution, you know, to try to ignore the situation entirely. As we're backing up,
25 he's crossing in front of us. I didn't hear anything I never saw. He didn't tip until he got past us. All I saw

1 was a spark, I was laying 150 feet away flat on the ground. I mean, my belly didn't even jiggle. We back
2 we're backing up. The carts are going into the river. I didn't even I didn't even notice the locomotive tipped
3 over until we were a couple 100 feet back, you know, from the incident into the river, trying, you know, just
4 trying to get away from you know, making it any worse for you know, because I mean, carts are going over
5 into the river. And I saw the only how, or the only time on or when I noticed the locomotive was laying on
6 its side is when I was panning the situation as we were backing up. And I saw men standing on top of the
7 locomotive with flashlights shining down everywhere. That's how I even knew that. It even topped over.

8 Q. From your perspective, how far away was the turn? Or the bend in the railroad tracks along
9 the shoreline from where you were?

10 A. When that train made its presence to me and my vision? It was I do not recall seeing a bend
11 it was behind tree is a big tree line and a lot of houses.

12 Q. Okay, I'm sorry, I misunderstood something. So how far away was the trees and the line
13 houses that block your view from the approaching train?

14 A. Couple 100 feet.

15 Q. Okay. So essentially, from the moment that the train made its present now, to the time the
16 distance to the barge was roughly 200 feet in your estimation.

17 A. In my opinion, yes sir it wasn't it wasn't very far.

18 Q. Okay. All right. And then when you looked at the barge, did you go up forward to the rake to
19 see what was going on?

20 A. Can you repeat that question?

21 Q. After the barge moved away, the tug barge moved away from the shore. Did you proceed up
22 to the the rake on the barge to see what damage occurred?

23 A. No, sir. We did not do that until we shoved into the bank a couple 100 feet down. Okay. And
24 we so we shoved the same barge into the into the sandbar.

25 Q. So what damage to the barge did you observe?

1 A. Honestly, it's my first trip. And if you told me to go out there and find it, I couldn't find it.
2 That's how minimal that's how minimal It is to me.

3 Q. I did you see? How would you describe it paint it said fractures.

4 A. There was no fracture that I'm aware of. There's no hole that I'm aware of. There's no dent
5 that I'm aware of. I saw a picture of where they believe the point was if there was any, and it looks like a
6 normal working barge to me.

7 Q. Okay. All right. Thank you. That's all the questions for now.

8 A. Yes Sir.

9 END David Flaherty

10 CWO [REDACTED]: At this point, do you have any more questions?

11 BY David James

12 Q. I think this is David James. Counsel from Mr. walls as well. Southern towing may ask a few
13 questions?

14 CWO [REDACTED]: Yes.

15 Q. Can you help me build a timeline real quick? You're out on here in the galley to start with
16 right.

17 A. Yes sir.

18 Q. Captain called the pilot calls down?

19 A. Yes sir.

20 Q. How long does it take you from that point to get called as you got to make sure you're on
21 top railroad tracks until the time you actually get the deck of the barges.

22 A. We have to suit up when to give off the deck lockers or to put our jackets on put our
23 stockings on we had empties so you have to climb up the ladder on the tow knee you're walking in the dark.
24 You know you're in the gunnel wind's blowing minimum 10 minutes.

1 CWO [REDACTED]: That's 10. This is Chief Warrant Officer [REDACTED]. And that's 10 minutes from the
2 time that the pilot asked you guys to go out there?

3 A. Minimal, yes ma'am. We were no. You know. Notice of we you know, the train come out of
4 nowhere. It was a freak accident.

5 Q. Sure. And then you get out to the barges and then you see the train, right?

6 A. Yes sir.

7 Q. How long from the time that you first see the train until you see the spark?

8 A. I was I mean.

9 Q. We're talking about seconds?

10 A. With the adrenaline with everything. I would give it a minute. When you get there, and you
11 see where we were shoved in, I mean, you'll be able to see. I mean, it happened pretty fast.

12 Q. We talking about seconds or minute,

13 A. A minute tops.

14 Q. Tops, a minute

15 A. Tops. Minute. Yes, sir.

16 Q. The Spark? How long did the spark last?

17 A. There was just a little, like a flash was taken off real fast.

18 Q. Like a camera flash.

19 A. Exactly

20 Q. Okay.

21 A. It didn't even make a sound.

22 Q. And just to be clear, for the sake of the record, was, did you observe any damage to the
23 barge that you could attribute to contact between a train and the barge? After the incident?

24 A. I can't tell you any difference of any damage going across our barge.

25 Q. Could you identify? Did you break any rigging?

1 A. No, sir.

2 Q. Did you break? What as far as that port corner goes? Where was the where was the red
3 navigation light?

4 A. It would have been at the point of contact if there was contact,

5 Q. How far from that corner? Was that light?

6 A. Foot and a half?

7 Q. That light still working after the incident?

8 A. Still sitting there.

9 Q. Was that like knocked off the deck? No Sir. Were any of your view or any of your crew
10 mates injured?

11 A. Not at all.

12 Q. As far as you're asked, when you started backing, there's that sort of thing. As far as the
13 actual act of the backing. That would have been done in the wheelhouse right?

14 A. of course.

15 Q. Okay. As far as when they say they back, we will leave that to them. Right.

16 A. Yes, sir.

17 Q. Okay. Can end with a few questions are asked mentioned the word impact. From your
18 perspective, was there an impact? Did you feel?

19 A. cannot tell you that there was at all honestly.

20 Q. Did you feel anything that made you think there was an impact between this train and the
21 floor?

22 A. Like I said, I was laying flat my belly didn't even jiggle. I couldn't tell you.

23 Q. The only indication

1 A. The only indication was the spark. If any at all, and no damage whatsoever can concern me
2 that it touched him? And he would think it would have ripped a whole string off at that point of rate of what
3 happened with the train? I mean, I thought I was in danger.

4 Q. When you mentioned just want to be clear the train. Did you observe it to rapidly decrease
5 speed prior to seeing the spark?

6 A. Yes, Sir 100% Correct. It was actually shocking how quickly you can slow that thing down.

7 Q. Do you associate any noise with that that coincided with that rapid decrease in speed by
8 the train?

9 A. No, Sir. Not other than a normal engine sound.

10 Q. Was the wind howling?

11 A. It was Yes, sir. It was rough. It was snowing. It was it was pretty bad condition.

12 Q. Have you understood my questions?

13 A. 100%.

14 Q. I have no further questions. But before we go off the recording, can we just state for the
15 purpose of the transcription? Who's in the room so that way it helps the recorder. The transcriber do it. I'm
16 David James. I'm counsel for Mr. Walls and southern towing company and in as well as his crew members,
17 and we have Mr. Tyler walls as the witness. Lieutenant Junior Grade [REDACTED] Chief Warrant Officer [REDACTED]
18 and investigator Flaherty with the NTSB, is that correct?

19 END David James

20 BY LTJG [REDACTED]

21 Q. I did have one more question. Okay, Lieutenant Junior Grade [REDACTED] with the Coast Guard,
22 we're talking about all these different factors playing into this potentially, when you were on your belly
23 Could you feel though that the barge and or the tow was moving backwards? You're just gonna see it. You
24 said I read that you could feel it.

25 A. Tyler Walls: No, you can't. You can never feel

1 Q. Okay. I didn't know if you could feel the vibrations or anything from the end not backing
2 down or you couldn't feel anything. So just feel it was just sight?

3 A. Yes, sir.

4 Q. Correct. That's all I have at this time.

5 END LTJG [REDACTED]

6 CWO [REDACTED]: This is Chief Warrant Officer [REDACTED] again. If we have any other further
7 questions, can we reach back out to you?

8 David James: Yeah, through me.

9 CWO [REDACTED]: Awesome. At this point, we're going to stop the recording if nobody else has
10 any other questions. Do we have consensus?

11 David James: Do you have anything you want? This is David James. If you have anything you want to
12 add Mr. Walls. You don't have to I'm just asking before we go off the record. Okay, its okay to say no.

13 Tyler Walls: It was a 100%. We had I mean, he shoved in that bank, he sent us out there in the
14 correct procedure. He was that I believe he did 100% correct thing not to have us out there during it trying
15 to keep us out of the precautions of high winds. That train come out of nowhere. I personally do not believe
16 that he struck us, but that's just my personal opinion. I was 150 feet away from it. I was laying down on tow
17 on empties. They should have been knocked out of the water in my headgear still out there still out there
18 and my jackstaff is raggedy hanging off what went on inside. It's still sitting there. No wires were knocked
19 off. No wires were knocked loose. I mean, it was just it was just a bad night for a bunch of people.

20 David James: Do you have anything else Sir. Alright, thank you. May I turn it off now?

21 CWO [REDACTED]: Yes.

22 David James: Okay.

23

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