

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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CAROLYN SKAVES BARGE ACCIDENT *

NEAR HAMPTON ROADS, VIRGINIA *

ON FEBRUARY 8, 2022 *

Accident No.: DCA22FM010

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Interview of: DAMIAN CROWLEY, Crane Operator
Seward Marine Corporation

Via Telephone

Thursday,
February 17, 2022

APPEARANCES:

LIEUTENANT [REDACTED], Investigator
United States Coast Guard

MICHAEL KARR, Investigator
National Transportation Safety Board

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I N T E R V I E W

(1:00 p.m.)

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2
3 LIEUTENANT [REDACTED]: So like I said, I'm Lieutenant [REDACTED].
4 I'm a Coast Guard investigator out of sector Virginia. Then I'll
5 let Mr. Michael Karr introduce himself, as well.

6 MR. KARR: Yes. I'm Mike Karr and I'm with the National
7 Transportation Safety Board. And we also have jurisdiction in
8 this accident to -- thanks.

9 MR. [REDACTED]: Thank you, sir. Yeah. So today is
10 February 17th. It's 1 p.m. And we've got Mr. Crowley here.
11 Damian Crowley.

INTERVIEW OF DAMIAN CROWLEY

BY LIEUTENANT [REDACTED]:

12
13
14 Q. Can you state your name and your phone number and your
15 affiliation with the incident?

16 A. Okay, yes. My name is Damian Crowley. My phone number is
17 [REDACTED]. And I am a crane operator employed by Seward Marine
18 Corporation.

19 Q. Awesome. Thank you. We've got the formalities out of the
20 way here. So we can start asking you some questions. So the way
21 this is going to work is I'll kind of start off and then Mr. Karr
22 might chime in and ask some follow-up questions. We'll just kind
23 of keep it real conversational. And try to get as much
24 information as possible.

25 So just to reiterate, you know, like I said, why we're here

1 is to prevent things like this from happening again. I'm sure as
2 a crane operator, you've seen circumstances where not all the
3 operators get out of the cabin when things like that happen. So
4 it could have been --

5 A. Yes.

6 Q. -- a lot worse.

7 A. Yeah.

8 Q. So we're definitely glad that that is not the case in this
9 situation. But anyway, that's what we're here for. Can you tell
10 me how long you've been a crane operator for and the type of
11 training and background that you have?

12 A. Let's see, going on eight years (indiscernible) crane
13 operator. And training is pretty much on-the-job training. I
14 started out as a heavy equipment operator running loaders and
15 excavators. And then I got in marine work as a pile driver and an
16 oiler on a derrick barge with a crane. But yeah, basically --
17 pretty much everything has been on-the-job training.

18 Q. How long have you been with Seaward?

19 A. I've been with Seaward since September of 2021.

20 Q. So you're a pretty new hire then. Huh?

21 A. That's correct.

22 Q. What's your experience with operating cranes in that type of
23 circumstance on a barge like that?

24 A. I would say pretty much all of it. I mean, I don't know. I
25 would say seven years of the eight that I've been running cranes,

1 I've used -- I've pretty much always have been on the water.

2 Q. Got you. If I take some long pauses between questions, I'm
3 just writing notes down. That's all.

4 A. Yeah, yeah. No worries.

5 Q. Can you walk me through what happened that morning starting
6 from what time you got on the job to any safety check that you
7 did, all the way up until the incident?

8 A. Sure. We meet in the parking lot at 6:30 in the morning. So
9 6:30, met with the guys. We get on the crew boat and take the
10 crew boat out to the barge. It might have been 7:00 when we were
11 all on the barge. (Indiscernible) we do the DRA which is the
12 daily risk assessment to go over hazards for the day. And one of
13 the guys -- first thing he does is undog the tracks which are two
14 turn buckles that go to a (indiscernible) on the barge.

15 Basically, you got to secure it overnight in transit. So he
16 did that. And went over my daily checklist. And started up the
17 crane. Undogged the crane which is -- it's when you bring the
18 block down to a choker just so the block overnight doesn't swing.
19 It kind of keeps the boom and the crane is kind of secured and
20 steady.

21 So I brought the block down. As I brought the block down,
22 they (indiscernible) off the rigging, I was still boomed down to
23 like 42 degrees. My foreman called. Told us what was going on
24 for the day. Get -- basically, he was on the way there. He was
25 stuck in a meeting. So I basically had to crawl back a little bit

1 to pick up some rigging to get ready for the day.

2 As we're crawling back, I heard something on the west side.
3 Not quite sure what it was. I thought it might have been the
4 steps getting hung up on something. And as I look to the left,
5 everything was good. And I looked to the right. Looked for my
6 stop mark on the mats. That's where I usually have to stop. And
7 noticed -- I was past the stop mark and obviously, I went all stop
8 on the pedals.

9 And at that point, I don't know if I was crawling backwards
10 or if it was sliding back, but I notice I was getting a little
11 light in the toes. So I immediately tried to reverse that action
12 by moving forward. And as I did that, I realized that I was
13 getting lighter in the toe. And that I wasn't -- it looked like
14 it was tipping over. And so I opened up the door and jumped out
15 and the crane went over backwards off the barge.

16 Q. What do you mean by light in the toes?

17 A. Light in the toes. Like a tipping action. Like the toes
18 would be the front of the tracks. When I say light, it means that
19 you could see daylight. I could see that they were starting to
20 come up a little bit.

21 Q. And that's from your purview -- that's from your view from
22 the cabin to the tracks below or can you see through the bottom of
23 the cabin?

24 A. No, no. That's from me sitting in the seat looking down to
25 my right. You can pretty much see the ground or which -- I would

1 say the (indiscernible) you know, the barge, you could see all
2 that. You got a good visual of the tracks. And yes, all that
3 would be from the cab.

4 Q. Got you. I'm going to back up a little bit and kind of ask
5 you some follow-up questions along the timeline here. So you say
6 you get to the barge and one of the first things you said you did
7 was the daily risk assessment. Right?

8 A. Correct.

9 Q. Is there any associated paperwork with that?

10 A. Yes, yes. There's a sheet that (indiscernible) which
11 typically is just the crew members. We sign.

12 Q. What kind of things are you looking for with that in regards
13 to the crane and the barge situation?

14 A. Basically, it goes over (indiscernible) and then it has a
15 control measure. So it would be like task at hand, you know,
16 picking up girders and then (indiscernible) get a hazard. And the
17 hazard might be rigging failure. And then the control measure,
18 which to preventing that, would be like inspect all rigging. So
19 kind of stuff like that. It just -- specific to what you're going
20 to be doing. What's the risk that can happen and then how do you
21 mitigate those risks.

22 Q. Okay. So during that check, did you discuss possible
23 situations in which the crane would go overboard and continue
24 moving like it did in this circumstance?

25 A. No. Honestly, no. No. I mean, because -- no, we don't

1 discuss something like that. If it was something -- if that was
2 the only thing we were doing. If we were taking (indiscernible)
3 you know, crate onto a barge or something, if that was kind of
4 like the main task, then obviously we would go over it. But some
5 of the things that are on the daily that we do, you know, we don't
6 get like super, super specific on that.

7 Q. So to your knowledge, if you were (indiscernible) -- well
8 what equipment is on the barge or the crane to prevent it from
9 going overboard?

10 A. What equipment? Nothing when we are working the crane. Like
11 I said, they secure the crane overnight with turnbuckles and
12 shackles that go to a (indiscernible) that as we're using the
13 crane, we undo those turnbuckles. So essentially, there wasn't
14 any stops or any beams or anything to prevent that.

15 Q. What about the charley line. What is that used for?

16 A. The charley line -- I believe that's probably the cable that
17 runs underneath the car body. And that's basically just tip-over
18 preventative cable. Like, if the -- instead of being like front
19 to back, say, it would be like side to side.

20 Q. I'm sorry. Can -- you were breaking up a little bit there.
21 Can you explain that?

22 A. Yeah. It's just a preventative measure to the barge. So you
23 don't tip over. You know, if you're picking up something heavy or
24 if there was wakes or waves that got rough, it doesn't go side to
25 side off.

1 Q. But it's not -- to your knowledge, it's not meant to stop,
2 you know, bow to stern movement front and back?

3 A. No.

4 Q. So when you are walking the crane back, do you loosen that
5 charley line or what do you do with the charley line?

6 A. No, that -- that just stays. It runs underneath the crane.
7 And it just basically rides the two shackles so you don't ever
8 have to adjust that at all.

9 Q. So it's -- got you. Rides two shackles. Okay. Obviously,
10 from your experience, this isn't the first crane -- mobile crane
11 you've operated on a barge platform like this.

12 A. Yeah. That's correct.

13 Q. (Indiscernible) safety measures that you saw for this barge
14 and crane operation. Is that commensurate with the previous ones
15 that you've worked on?

16 A. Yes, yeah. If -- yeah, if I saw anything that we could have
17 improved on or something out of the norm, I definitely would have
18 brought it to my superior's attention and we would address it.

19 Q. Who do you work directly for?

20 A. You mean my foreman or superintendent?

21 Q. Well, I guess the next person in line that would do the on-
22 scene, looking at safety checks and things like that. The
23 foreman?

24 A. The foreman. That's the first line of defense, I guess.

25 Q. Have you ever used the stop blocks on a crane for that type

1 of situation to prevent movement?

2 A. No, I have not.

3 Q. Are you familiar with the OSHA requirements for operating a
4 crane on a barge?

5 A. Yeah. I've gone over them. It's been a little while but
6 yeah, I'm familiar with all the standards and requirements that
7 they want to see done.

8 Q. Is the daily risk assessment, is that the same thing as your
9 crane daily checklist?

10 A. No, no. That's something completely different. The DRA
11 daily risk assessment is just pretty much the scope of work that
12 we're going to be doing for that day. The daily inspection sheet
13 is specifically just to that piece of equipment.

14 Q. So did you do the daily checklist for the crane prior to
15 operation?

16 A. Yes, I did. I do that every morning.

17 Q. Did you see anything out of the ordinary on the crane that
18 day?

19 A. No, I did not.

20 Q. What kind of items do you check on that checklist?

21 A. It's pretty thorough. It goes -- I mean, it goes from
22 everything from the engine to the cables to the boom to the tracks
23 to the housekeeping on the barge to windshield wipers to anything
24 in the cab. It pretty much covers pretty much every inch of that
25 crane.

1 Q. Did you receive any training when you arrived at the company
2 to do checklists on that type of crane in particular?

3 A. No, I did not.

4 Q. So how do you -- what's your basis -- I guess, what's your
5 competency basis for doing the types of crane checks on there?

6 A. I would say 100 percent confident. I mean, every piece of
7 equipment is a little bit different. They all kind of operate the
8 same and have -- for the most part, the same features, and
9 components. So yeah, I'm very confident on inspecting pretty much
10 any crane I'm going to be running.

11 Q. When you first got to the job, did they do any kind of -- I
12 don't want to say training but any kind of evaluation with you
13 when you first were hired at Seward?

14 A. No, they did not. At least I wasn't aware. I mean, you know
15 how it is. I'm sure being a new operator, I know for the first
16 couple -- first month or so, I'm sure there was lots of eyes on
17 me. As far as like being -- having a dedicate test or evaluation
18 day, they did not have that.

19 Q. So you were hired in September 2021. Right? I got that
20 right?

21 A. Correct.

22 Q. So you get hired. Did you immediately jump on this Liebherr
23 model of crane?

24 A. Yes. It was an older one on a different job site that --
25 yes, it was the same model. Like I said, a little bit older and

1 on a different site.

2 Q. Did the controls work differently on that one?

3 A. No. Everything was pretty much the same. Computer might
4 have been a little different. But all the controls were -- still
5 function the same.

6 Q. So what do you think happened? Why do you think the crane
7 went overboard?

8 A. It's a good question. I really don't know. You know, like I
9 said, when I realized what was going on -- and like I said, I
10 don't know if it was still tracking back or if it was sliding back
11 on the mat because maybe -- I don't know, you know, it was early
12 morning. So I don't know if there was dew. I don't think it was
13 icy. It's just -- it went back further than I wanted it to.

14 Q. How often do you reposition the crane while you're working?
15 Is that something you do --

16 A. During --

17 Q. -- all the time?

18 A. Yeah, yeah. We probably -- I mean, maybe 10 times a day.

19 Q. Do you reconnect the turnbuckles after every movement?

20 A. No, negative. Just at the night -- overnight when we're
21 securing the crane.

22 Q. Got you. So the initial report I heard was you had it in
23 reverse, right, you were walking it back.

24 A. Right.

25 Q. How does the -- for lack of a better term -- transmission or

1 reduction gear, or whatever, work on a crane? So is it forward,
2 neutral, reverse like a car or --

3 A. Yes, yeah. So you have foot pedals. You have two pedals
4 that control each track. And if you wanted to walk forward, you
5 push it forward. (Indiscernible) use your toes. If you want to
6 walk back with both tracks, you hit, you know, you do your
7 (indiscernible) at the same time, same, I guess, pressure to keep
8 the tracks moving at the same speed.

9 Q. It sounds complicated.

10 A. It's not too bad.

11 Q. So how do you get the crane to go back into neutral? You
12 just take your feet off the pedals?

13 A. That's correct.

14 Q. At the time when you wanted to stop the movement, did you
15 take your feet off the pedals at that point and it kept going?

16 A. Yes.

17 Q. That kind of thing ever happened to you before on a crane?

18 A. No, it sure hasn't.

19 Q. Being in the field of a crane operator, have you heard of
20 that happening to anybody else on a crane, just people you work
21 with or --

22 A. Not offhand. Since this has taken place, there's been a
23 couple guys I've talked to that have heard about it, more
24 specifically, with Liebherr cranes. But before this, no. I've
25 never heard of it.

1 Q. Can you talk about a little bit of the details of what you
2 mean when you say other people have talked about it with Liebherr
3 cranes?

4 A. Well, one of the guys I work with, I guess his father-in-law
5 is a crane mechanic, like a senior crane mechanic in South
6 Carolina. And I guess he was talking to him over the weekend last
7 week or whatnot and I don't -- he didn't really go into detail.
8 He just said that he has read or heard that there's been some
9 incidents with Liebherr that have done that. Like moves or having
10 it stop on their own.

11 LIEUTENANT [REDACTED]: Yeah. I'll have to look into that. Mr.
12 Karr, do you want to jump in and ask anything?

13 MR. KARR: Sure. I'll ask more follow-up questions.

14 BY MR. KARR:

15 Q. At the time you jumped out of the crane, how fast was it
16 moving?

17 A. Well, when I jumped out, it was -- I don't -- it was starting
18 to tip so I don't know -- yeah, I couldn't tell you on how --
19 yeah. I mean, I was high up in the air so yeah, I can't really --
20 I couldn't tell you that.

21 Q. Okay. Well, how about, you know, before you jumped out when
22 you were making that decision to jump out. You know, I'm trying
23 to get an idea of how fast a crane moves. So --

24 A. Yeah, they don't move all that fast. And I'm thinking that
25 -- I mean, it was -- when I realized that I was starting to tip a

1 little bit, it was -- I think it was just right at the teeter spot
2 because it was just barely teetering. That's when I tried to go
3 forward but the fulcrum, I guess was just -- it just was not in my
4 favor so --

5 Q. What do you think caused the tracks to lift off the mat?

6 A. I have no idea. Obviously, it was further back than it
7 should have been.

8 Q. When you described -- when you told us about light in the
9 toes, was that when it was starting to roll of the barge such that
10 it would -- it was tipping?

11 A. Correct.

12 Q. The controls, the pedals you were talking about, are those
13 electrical or mechanical?

14 A. Electrical.

15 Q. So electronic --

16 A. Yeah. There's no linkage or anything to those. Everything
17 is electric over hydraulic.

18 Q. What were the other -- during this evolution or when you were
19 moving the crane, did the other folks on the barge have any roles
20 to play?

21 A. No, not specifically. They were gathering up some of the
22 tools and some of the materials that we're going to be using. So
23 yeah, nobody was right there in my vicinity.

24 Q. So they don't -- when you move the barge -- excuse me, when
25 you move the crane, they don't have a role to play. They're not

1 part of the process for moving the -- shifting the crane to
2 reposition it?

3 A. Yeah. Well, most of the time people are on deck. And there
4 might be a guy that's spotting me. And there might be another guy
5 waiting for the rigging. So yeah.

6 Q. And at the -- your -- the work organization on the barge, is
7 -- was there a barge master, you know --

8 A. No. Our foreman usually -- he's our leader. Like I said, he
9 wasn't out there at the time. He was, I guess, coming out of a
10 meeting on his way to the job site.

11 Q. So how would you describe the other employees that were on
12 the barge with you at the time? You're the crane operator and so
13 what do they do or what are their roles?

14 A. Basically, for support. I mean, they're all pile drivers so
15 they kind of do it all.

16 Q. What is -- what does a pile driver do? I know --

17 A. A pile driver, they drive like piles into the earth using
18 equipment.

19 Q. Was that equipment on your barge that day or is that
20 something the crane does?

21 A. No, no. The equipment was on the barge.

22 Q. I am unfamiliar with it. That's why I asked you that.

23 A. Yeah, yeah. No worries.

24 Q. Hey, do you know how the charley line got its nickname or its
25 name?

1 A. I sure don't.

2 Q. When I looked at the photos, it looked like the charley ran
3 fore and aft on the barge.

4 A. Correct.

5 Q. You mentioned that it kept you from going -- from tipping
6 sideways. So help me understand that.

7 A. Yeah. I mean, it's -- it kind of does, I guess you could
8 say, a 360 quadrant. And that's the first time I've ever used one
9 of those lines. I think it's more job specific. I think, you
10 know, the (indiscernible) connecting partners. I think they want
11 something like that. Because I've never used one before on a
12 barge.

13 Q. What did the stop mark -- describe what the stop marks look
14 like on the barge?

15 A. A stop mark -- it's a painted line on the barge.

16 Q. Do you know what color it was or what shape -- it was a line
17 so --

18 A. Yeah. There was a line. And I think there's actually a stop
19 sign that says stop in it. And I believe it's orange.
20 Fluorescent orange.

21 Q. Is that sign painted on the deck or on the mats?

22 A. Yes, sir. That's right.

23 Q. And how long have you been employed -- like this -- so the
24 accident happened about a week ago. How long had you been working
25 that crane, that barge?

- 1 A. Late October. So -- yeah.
- 2 Q. And would that be -- how many days would that be? Normal
3 work week? Five days a week?
- 4 A. That's correct.
- 5 Q. What -- how long is your workday?
- 6 A. Let's see, 10 hours.
- 7 Q. Are you the only crane operator for this operation?
- 8 A. Well, yes and no. That is our operation. It's our barge
9 that there has been -- sometimes another operator will come in at
10 night to do something different. So there is other people that
11 run that crane.
- 12 Q. So the -- sometimes come in at night. But in this case, was
13 he -- had he been in the previous night?
- 14 A. No, no.
- 15 Q. When you guys -- okay, all right. Would you -- you know,
16 before you jumped out of the cab, how far had you traversed on the
17 barge?
- 18 A. You mean from -- I'm not sure. I couldn't give you that
19 answer. I would just -- I can't really give you that answer. I
20 don't -- I mean, I was past my stop mark so I don't -- I'm not
21 sure -- I couldn't give you --
- 22 Q. How far -- let me -- here, I'll ask it a different way. How
23 far did you think you had to move the crane?
- 24 A. Maybe six feet.
- 25 Q. Are you -- so do you live in the Hampton Roads area? So you

1 commute to work every day?

2 A. Yes, yes. I live in Chesapeake, Virginia.

3 Q. What day -- the accident was February 8th and I forgot what
4 day of the week this was so --

5 A. Tuesday. That was a Tuesday.

6 Q. Tuesday. So did you work Monday?

7 A. Monday -- yes, we did work Monday.

8 Q. And then how about before then. Did you work over the
9 weekend?

10 A. No, we did not.

11 Q. So the last workday would have been the Friday before then?

12 A. That's correct.

13 MR. KARR: [REDACTED], should we get into the 96-hour history?

14 LIEUTENANT [REDACTED]: Did you ask should we get into it or did
15 we?

16 MR. KARR: Well, yeah. I'll ask you, did we?

17 LIEUTENANT [REDACTED]: No, we haven't really talked specific
18 about 96 hours but we can get into that.

19 BY MR. KARR:

20 Q. Let's walk back and find out -- we're focusing in on, you
21 know, rest and sleep and your activities in the prior 96 hours.
22 So if you can, the best -- I'll say start backwards from 7:30 in
23 the morning if you can tell us, you know, what time you woke up
24 that morning, what time you went to bed the night before and just
25 keep working backwards like that.

1 A. Yeah, yeah. Sure. I usually get up at 5:00. Pretty much
2 4:30 or 5, I'm usually up. So I get up that morning say 5:00.
3 Typical routine. So I shower, make my lunch, and head onto work.
4 The Monday before that, same -- pretty much the same thing. That
5 weekend I'm kind of -- I don't really do a whole lot. I guess I'm
6 kind of boring. I didn't go anywhere. Just kind of hung out with
7 my girlfriend and her daughter. Pretty much a calm, cool,
8 uneventful weekend. No fights, no late nights. Nothing out of
9 the ordinary, so to speak.

10 Q. What time did you go to bed Monday night?

11 A. Monday night? Let's see, I think I was in bed by 10:00.

12 Q. How about Sunday?

13 A. Sunday night -- let's see, Sunday.

14 Q. Was that Super Bowl Sunday?

15 A. I think -- was that -- I think it was the Super Bowl. So --
16 yeah, now it's all coming back. Sunday -- I mean, I stayed up and
17 watched the game. So was that 10, 10:30. Maybe 11 at the -- when
18 I went to bed. Yeah, I think it was -- I think that was Super
19 Bowl Sunday because -- yeah, because Super Bowl was on the 6th.
20 So yeah, that would have been Super Bowl Sunday.

21 Q. Then how about what time did you go to bed on Saturday night?

22 A. Let's see, what did I do Saturday.

23 Q. The night before the Super Bowl.

24 A. Night before the Super Bowl. I mean, I probably was in bed
25 by 11, 11:30.

1 Q. And as far as categorizing your weekend activities, it would
2 be -- as you said, you were, you know, hanging out with your
3 girlfriend and her daughter so I take it that means just being
4 around the home. You didn't go anywhere?

5 A. That's correct.

6 Q. Let me see if I have any more questions. Oh, what's a conex
7 box?

8 A. A conex box is like a sea cart. Some people call them sea
9 carts, some say conex box. It's basically a trailer, you know,
10 they put on an 18-wheeler. They use it for storage. But this is
11 -- we use it -- we have shelves and stuff built in it for our
12 tools and a little desk. It's kind of like a makeshift office.
13 Basically like the containers you see at the Port of Norfolk or,
14 you know, that go in these big container ships.

15 Q. Roger that. Got it. Thanks.

16 A. Yes, sir.

17 Q. Did you notice any kind of incline after you jumped out of
18 the cab? You mentioned that -- well, I'll ask you this. Was
19 there any kind of an incline or any ice on the deck? Did you
20 notice anything unusual?

21 A. No. Nope. Nothing unusual. I mean, looking back, the mats
22 may have been wet but no, there was nothing unusual.

23 Q. And the tracks, when -- were the tracks -- is there a brake
24 for the crane?

25 A. No, no. Soon as you go -- soon as you release the pedals and

1 you go to neutral, it -- that is the brake.

2 Q. And you're using brake in a generic term because there really
3 is no -- is there a brake, you know, something that physically
4 stops the movement of the tracks? And I hope I'm using tracks
5 correctly.

6 A. Yeah, yeah. You are. No, there's no -- there is no actually
7 physical brake. Soon as you go to neutral, everything stops and
8 nothing should be moving.

9 Q. So based on what you just told me -- well, let me ask you
10 this, did you notice -- were the tracks moving? I mean, was it
11 continuing to roll or was it sliding, if you can recall?

12 A. To be honest -- yeah, I don't know if it was moving or
13 sliding. I don't know. At that (indiscernible) I just knew that
14 something was going on and I needed to try to fix it. So I really
15 wasn't aware of if they were moving or sliding.

16 Q. Yeah. Can you remember what you saw when you took your --
17 when you knew it wasn't going right. When you took your foot off
18 the pedal -- off the pedals, can you -- and you expected it to
19 stop. Can you remember what you saw?

20 A. I just looked over and I knew like my stop mark wasn't where
21 it usually is and that's when I noticed I was -- like I was
22 getting light and it's starting to tip. And that's when I tried
23 to reverse that action by moving forward. So I wasn't where I
24 thought it was. So that's pretty much all that I can recall.

25 Q. And do you remember -- did you take your foot off before the

1 stop mark?

2 A. Yes. It was right there. Right when I was getting ready to
3 get to the stop mark is when I looked over to the left because I
4 heard something. Then that's when I looked over, you know, to see
5 where I was at. And I was further back. Then that's when I
6 realized I was light in the toes and I tried to move forward. And
7 it didn't work.

8 Q. What exact -- what pieces of equipment were you going to use
9 the crane for after you repositioned it?

10 A. We were going to pick up some rigging because we were going
11 to set girders for the day. So it's just basically -- I was just
12 getting in position to be able to pick this rigging.

13 Q. And you said girders?

14 A. Yeah, girders. These were some big concrete beams that are
15 used for the bridge. They have special rigging that you use to
16 pick them up. So I was getting in position to get the rigging on
17 a boat so they could continue with their day.

18 MR. KARR: Lieutenant [REDACTED], that's all I have for -- that's
19 all the questions I have in this round.

20 BY LIEUTENANT [REDACTED]:

21 Q. Okay. I just have a couple more follow-up and then we'll be
22 through here. The barge that was that the crane was, was that
23 spudded down at the time?

24 A. Yes, it was.

25 Q. And initially, I thought that when the crane wouldn't stop

1 going in reverse, you just put it back in neutral. But you're
2 saying that you actually tried to have forward movement, too, and
3 that still didn't work?

4 A. That's correct.

5 LIEUTENANT [REDACTED]: I think that is all I have. Mr. Karr, if
6 you're finished, then we can wrap the interview up here. Is that
7 a yes?

8 BY MR. KARR:

9 Q. Yeah. Mr. Crowley, is there any -- you know, we've talked to
10 you today but is there any information that we didn't ask about
11 that you may have provided in the other interviews you
12 participated in?

13 A. No, no. I think -- I mean, to date, this is by far the most
14 -- very thorough. You guys have touched on some things that other
15 people haven't asked that -- yeah, there's nothing I can really
16 think of.

17 Q. Let me ask you this. So the -- what's the foreman's role on
18 -- well, let me ask you -- is there anyone who is -- who oversees
19 your crane operation or -- to make sure you're doing the job they
20 expect you to do? And I say this in -- is there anyone that takes
21 positive -- that you have noticed that has taken proactive steps
22 to oversee your job? Or are you pretty much -- you're the crane
23 operator, we trust you to do everything, and you're in charge?

24 A. Yeah, yeah. That's pretty much it. You know, as far as my
25 training, I'm responsible for, you know, operating in a safe

1 manner and taking care of it. Keeping it maintained. So there
2 is, I guess you could say, a level of ownership and responsibility
3 on my end. Like discrepancy or gripes I have with it, it just
4 goes up the chain. You know, everything is documented and then it
5 gets taken care of. So yeah, but all in all, you know, it's my
6 crane and I take ownership.

7 Q. Do you know any -- and Lieutenant [REDACTED], maybe you know this,
8 too, but how is the salvage of the crane going? Is it being
9 salvaged?

10 A. Yeah. They're still working on permits. They have to dredge
11 around the crane to be able to lift it because it's in the mud a
12 good ways. So I think right now it's just a permit issue. I
13 think everybody is ready. We got the equipment.

14 Q. Mr. Crowley, do you know how much work or how many dollars
15 will be spent to bring it back, to make it a working crane again?

16 A. I have no idea.

17 Q. But I'm assuming that that's what will take place. Or if you
18 have no idea about that, let me know.

19 A. Yeah, yeah. If I hear anything, I definitely will, because
20 I'm kind of curious myself.

21 MR. KARR: I have no more questions.

22 LIEUTENANT [REDACTED]: Well, Mr. Crowley, we really appreciate
23 your time here today. Are you available for additional questions
24 if we think of anything or need any more clarifying information?

25 MR. CROWLEY: Absolutely. You guys -- you have my number.

1 You can call me day or night. Anytime you need to, I'll make --
2 I'm available.

3 LIEUTENANT [REDACTED]: Sounds good. And hey, we appreciate it.
4 And you have a great day.

5 MR. CROWLEY: Yes, sir. You guys, too. I appreciate
6 everything.

7 LIEUTENANT [REDACTED]: Take care.

8 MR. KARR: Bye, Mr. Crowley. [REDACTED], I'm going to stop my
9 recording.

10 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

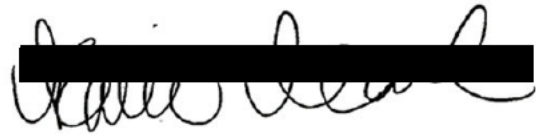
IN THE MATTER OF: *CAROLYN SKAVES BARGE*
 ACCIDENT NEAR HAMPTON ROADS,
 VIRGINIA ON FEBRUARY 8, 2022
 Interview of Damian Crowley

ACCIDENT NO.: DCA22FM010

PLACE: Via Telephone

DATE: February 17, 2022

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.



Katie Leach
Transcriber