

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

INCIDENT ABOARD *JOHN J. BOLAND* *

IN CEDARVILLE, MICHIGAN *

ON APRIL 21, 2023 *

Accident No.: DCA23FM029

* * * * *

Interview of: *JENNY T. MARCELIN*, Third Mate
John J. Boland

Lorain, Ohio

Tuesday,
April 25, 2023

APPEARANCES:

LT. [REDACTED] Investigating Officer
Marine Safety Unit Cleveland
U.S. Coast Guard

ADAM TUCKER, Investigator
National Transportation Safety Board

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Grand River Navigation

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I N T E R V I E W

(11:48 a.m.)

1
2
3 LT. [REDACTED] It is currently 11:48, 25 April 2023. My name
4 is Lieutenant [REDACTED] [REDACTED] with the Coast Guard out of MSU
5 Cleveland. This is an interview with Jenny Tamera Marcelin
6 regarding a material failure that occurred on 21 April 2023 for
7 the *John J. Boland*. Jenny's reference number is [REDACTED].

8 Jenny, again, for the record, can you please state your name?

9 MS. MARCELIN: Jenny Marcelin.

10 LT. [REDACTED] And then going around the table for everybody
11 involved in the interview who are present.

12 MS. BEAUBIEN: Sara Beaubien, counsel for Grand River
13 Navigation.

14 MR. TUCKER: Adam Tucker with the National Transportation
15 Safety Board.

16 MR. PETERSON: Brian Peterson, Grand River Navigation.

INTERVIEW OF JENNY MARCELIN

17
18 BY LT. [REDACTED]

19 Q. So Jenny, to start, can you tell us what your experience is
20 as a credentialed mariner, how long you've had your credential
21 for, the different companies that you work with and then tell us
22 about how long you've worked with Grand River Navigation and how
23 long you worked on the *Boland*.

24 A. I graduated from SUNY Maritime, so I've had my credential
25 since January 2018. Then I started working for Great Lakes, a

1 maritime school in Traverse City and I was an AB there, but I
2 still had the credential, so that's how I got my rivers.
3 Following after that, I worked for Key Lakes for 30 days and then
4 I got bumped, which means that I didn't have my credential for my
5 rivers yet, so anyone that has their pilotage can up me, so I got
6 bumped, and I worked for the same company again. I worked for 30
7 days again, I got bumped again.

8 And then COVID hit, I had to derail and work for the Military
9 Sealift Command and that's how I ended up working for EPX (ph.)
10 for a couple years and I was tired of working for 8 months, you
11 know, at a time so I decided to come back to the Lakes, I just
12 came back in -- yeah, to the -- I think -- yeah, I came on board
13 April 20, 20th, and yeah, so I've been with Grand River for a week
14 now.

15 Q. Okay, so you were hired on by Grand River what date?

16 A. I was hired -- they gave me the okay, hired March of
17 something, March 15th or something, mid-March, but I didn't join
18 the ship until April 20th.

19 Q. Okay, so April 20th --

20 A. April, yeah, 20th.

21 Q. Okay. So April 20th was the first --

22 A. The first date.

23 Q. -- start of your hitch --

24 A. Correct.

25 Q. -- with Grand River.

1 A. Yes.

2 Q. Okay. And then what position are you filling on board?

3 A. I am a third mate.

4 Q. Third mate, okay. So can you just talk to me a little bit
5 about what your roles on board are as the third mate, what
6 happened when you first got on board, kind of what the
7 expectations are for a third mate.

8 A. Yeah, I came on board April 20th, I did my turnover with the
9 other third mate and he showed me what was my -- what were my
10 duties as far as like administration-wise and, I mean, navigation,
11 that's -- you know, that's part of my job, as well, and cargo
12 operation. Since I'm new to the vessel, they had the first mate,
13 he was there a little bit during my watch and then the second mate
14 would come earlier, just so that I get the hang of it. So that's
15 pretty much my turning.

16 Q. So you came on board on the 20th, what time was that?

17 A. I believe it was like maybe 15:30.

18 Q. Okay. So about 5:30 p.m. local time?

19 A. Three thirty.

20 Q. Three thirty.

21 A. Yeah.

22 Q. Okay. So during that time you had a pass -- or the off-going
23 third mate was kind of showing you around --

24 A. Right.

25 Q. -- the vessel.

1 A. Correct.

2 Q. What the expectations were?

3 A. That's correct.

4 Q. Okay. Is that part of company policy or --

5 A. I suppose. I had my turnaround and I would expect that from
6 anyone to give me a turnaround and he gave me notes for it, so --

7 Q. Okay, so you had written notes --

8 A. Yeah.

9 Q. -- about what to expect, what you were going to be doing for
10 the next --

11 A. Yeah.

12 Q. -- couple of days or was there more to it?

13 A. For my duration on board.

14 Q. Okay.

15 A. Yeah. So, you know, because I asked a lot of questions, you
16 know, because I -- it's a brand-new boat, I feel I don't know much
17 about, you know, the operation here so I asked about the
18 operation, the administration side, you know, where can I find
19 this, that. So he was able to answer all my questions and you
20 know, if I have any more questions I can still reach out to him,
21 if I wanted to. That's like courtesy out of him because he's off
22 the ship, you know. Or I could even ask anyone here on board,
23 so --

24 Q. Okay. Have you had experience with cargo loading, like you
25 guys do on the *Boland* before?

1 A. Barely. To be honest with you, barely. As an officer,
2 barely, just because -- because my first boat was with Great Lakes
3 Maritime, so we didn't really deal with cargo. But then,
4 following that, I dealt with Key Lakes, but I was there at a very
5 short period of time, so I kind of -- you know, I'd see it and
6 then I'd, okay, kind of grasp the information but by the time I
7 was able to grasp the information, it was time to leave, twice.

8 And then I worked for Military Sealift Command, the ship I
9 was on, there's no -- people are basically our cargo, so there was
10 no cargo, it was just -- we were just transporting military
11 personnel from Point A to Point B, so --

12 Q. Um-hum.

13 A. But cargo operation, for me, is very limited. But, you know,
14 like show me a couple times, then I would grasp it because I know,
15 you know, a couple things based on my experience from my previous
16 ship on the Lakes.

17 Q. Okay. When was the -- so you got on board, you had a walk-
18 around with the off-going third mate.

19 A. Yeah, I got the walk-around in the house with the third mate
20 and then when I came on watch, because my watch ran 8:00 to 12:00
21 in the morning and 2000 to 2400, the first mate, who I earlier
22 met, he's the one that showed me around.

23 Q. Okay.

24 A. On deck. The cargo operation aspect.

25 Q. Got you. And who was that?

1 A. Hemy (ph.)? I believe his name was Hemy.

2 Q. Okay.

3 A. He was -- I mean, a couple hours, what happened and he was on
4 his way.

5 Q. Got you. So not the first mate that's currently on board.

6 A. That's correct.

7 Q. Not Brian.

8 A. He came around -- we came on the same day, actually.

9 Q. Okay. So the first mate that was showing you around, helping
10 you with the orientation, did you guys go through safety --

11 A. Yes, we did.

12 Q. -- like firefighting duties --

13 A. Yeah.

14 Q. -- stuff like that, as well?

15 A. Yes, we did.

16 Q. About how long did that take?

17 A. For a good -- I was there 2000, at least a couple hours, an
18 hour to an hour and a half-ish.

19 Q. Okay.

20 A. Yeah.

21 Q. And what time was your first watch?

22 A. Nineteen twenty-five, but we usually are there 15 minutes
23 before.

24 Q. On the 20th?

25 A. Yeah.

1 Q. Okay. So you got on board at about 3:30.

2 A. Um-hum.

3 Q. And then within 5 hours, you were on your first watch, had
4 some overlap with the off-going first mate to get acclimated to
5 the vessel?

6 A. Yeah, from both mates, yeah, the other third mate and then
7 the first mate.

8 Q. Okay. What were you doing between the time that you got on
9 to your first watch?

10 A. I was mainly on the bridge.

11 Q. Okay.

12 A. And then we were just going through administration stuff with
13 the third mate, with the other third mate that was getting off,
14 talked to the captain. And then I think up until, I want to say
15 maybe, I don't know, around like 6:30 p.m., that's when I went to
16 my room, I got settled in and then got ready to go to watch at
17 19:45.

18 Q. Okay. During that first watch outside of the orientation and
19 the tour around the boat and all that, were you doing any cargo
20 operations that first watch?

21 A. Yes, we were.

22 Q. Okay. So the first mate, who would've been leaving, he was
23 the one that was showing you -- showing you the ropes?

24 A. Correct.

25 Q. At any point, were you alone in charge of that loading

1 operation?

2 A. Was I -- without --

3 Q. Yeah, without any other mates around.

4 A. Yes, probably like maybe 30, 45 minutes --

5 Q. Okay.

6 A. -- you know, but he still had his radio, so he had to go up
7 and, I guess, got his stuff because he was leaving.

8 Q. Okay.

9 A. But yeah, 30, maybe 30 to 45 minutes I was alone, you know,
10 it was -- everything went smoothly, I had an experienced AB with
11 me and then the second mate came up, came on watch.

12 Q. Okay. Who was the AB that was with you?

13 A. Art.

14 Q. Art, okay. Is Art still on board?

15 A. Yes.

16 Q. Okay. So while you were on watch, what was -- what were the
17 weather conditions at that first watch?

18 A. Cold. But as far as seas, it was fine.

19 Q. Okay.

20 A. It was calm seas, just a very cold night. Yeah, nothing out
21 of the ordinary.

22 Q. Okay. So you were on your own for about 30, 40 minutes and
23 then the second mate would've came on. So is that the typical
24 watch rotation, is that the first mate is on watch from 4:00 to
25 8:00 and then the second mate is on the 12:00 to 4:00 and then the

1 third is 8:00 to 12:00, is that correct?

2 A. Yes.

3 Q. Okay. About what time did the second mate come out on --

4 A. He came in to work essentially 5:00 (ph.) to midnight, so he
5 came in maybe like 9:30 p.m., he's usually like, you know, extra
6 early, so around there, around that time.

7 Q. Okay. Were they explaining how the cargo operations work and
8 can you just kind of talk me through what that entails? I've
9 never done it, myself, so kind of talk to me like I'm a new AB and
10 how the process goes.

11 A. Yeah, so we -- he was just explaining -- so we have a
12 workbook of like the loading plan and he was explaining okay, once
13 you get on of this hatch, you're going to be discharging the
14 ballast, you know, and so -- but because it was only a short
15 period of time, he was gone, I didn't have to really mess around
16 with it, anyway, I just had to make sure that the boat was in an
17 even keel while we were loading.

18 Q. Okay. So there's a loading --

19 A. Right, there's a load --

20 Q. -- diagram or --

21 A. Yeah.

22 Q. -- or a booklet that's telling you how much to load and --

23 A. Yeah.

24 Q. -- like which hatches and which cargo --

25 A. That's correct.

1 Q. -- it's all going into?

2 A. Yeah.

3 Q. Okay. Okay So what did you do after that first watch?

4 A. I went to bed.

5 Q. Okay. Putting together the full timeline and everything, so
6 -- so you went to bed immediately or --

7 A. Yeah, yeah. I was -- well, I took a shower --

8 Q. Um-hum.

9 A. -- and then yeah, I went to bed, I was tired. It was a
10 traveling day for me coming, you know, driving around and then
11 getting on board, you know, making sure that I understood and
12 grasped everything that they were telling me, just soaking in all
13 the information, you know, so I was pooped at the end.

14 Q. Yeah. What time did your day start that day? Saying it's a
15 travel day, so where did you travel from, how did you get there?

16 A. I traveled -- I was from Traverse City --

17 Q. Okay.

18 A. -- I started there and I was told that the ship was going to
19 be -- where was it going to be? Stoneport. Stoneport, Michigan.
20 So to be there at 7 o'clock. Big, big -- you know, recommended me
21 to leave like the day before, but it was two and a half hours and
22 I was just like no, I will sleep in my hotel room and then drive,
23 so -- so I left at 4:00 a.m., drove to -- started driving to
24 Stoneport, got a call, okay, seas are rough, you know, there's
25 another boat there, we got to pivot and we're going to -- they

1 were like keep driving that way, you know, the route, we'll be
2 going at anchor, we may be going at anchor, that's the nature of,
3 you know, shipping.

4 Q. Um-hum.

5 A. So we just sort of unexpectedly had to change schedules. So
6 I continued driving there and then I think around, maybe like 8
7 o'clock or something like that, they told me okay, start driving
8 to Mackinaw, Mackinaw City, so I started driving up there, you
9 know, so it was from 4:00, 4:00 a.m., driving around. I got
10 there, the ship wasn't tied up yet, so I was just like waiting
11 around, you know, and got some food and then we -- then they told
12 me okay, Cedarville, as I was driving towards Mackinaw City, you
13 know, so -- so I drove all the way from Stoneport area all the way
14 to Mackinaw City, then Cedarville --

15 Q. Okay.

16 A. -- and (indiscernible).

17 Q. Got you. So you were up first thing in the morning, so 4:00
18 a.m. is when you woke up, initially drove towards Stoneport, got
19 redirected by somebody from HR or --

20 A. No, it was from the ship.

21 Q. Oh, from the ship. Oh, okay.

22 A. I was in communication with the vessel --

23 Q. Oh, okay. Got you.

24 A. -- the whole time.

25 Q. Plans changed.

1 A. Um-hum.

2 Q. Then you ended up going -- were planning initially to go to
3 Mackinaw City?

4 A. They were initially Stoneport.

5 Q. Okay, initially Stoneport.

6 A. And then Cedarville.

7 Q. Okay. So then you ended up driving to Cedarville. How long
8 were you in the -- how long were you traveling then, in total?

9 A. Probably maybe like 5 hours. Two and a half hours to
10 Stoneport and then I believe it was a couple more hours to --
11 probably 3 hours to Cedarville, so 5 hours.

12 Q. Okay. And then you arrived to Cedarville, that was at the --
13 at 15:30?

14 A. I think I arrived -- I -- the third mate that I relieved
15 recommended me, because I was there way before, he told me hang
16 around in Mackinaw City just because it's a little bit more things
17 to do, like go to Starbucks, get something to eat, because once I
18 get to Cedarville there's really nothing and he's like I don't
19 want you to be bored because it's going to take at least a couple
20 hours until we get there, so that was really nice of him to let me
21 know because I'm not from here.

22 Q. Yeah.

23 A. So yeah, I was hanging around Cedarville -- Mackinaw City
24 until they were like -- they told me -- they called me back to say
25 okay, we're going to be docked within an hour, I suggest you start

1 driving, you know, and then I got there, you know, they weren't
2 really docked yet, but I was having issues locating the vessel,
3 you know, so -- yeah, so I ended up being there like 15:30-ish.

4 Q. Okay.

5 A. Whatever it is.

6 Q. Started your orientation, passed down with the third mate.

7 A. Um-hum.

8 Q. Started your first watch around 2000.

9 A. Correct.

10 Q. You guys were loading and then you're getting off watch
11 around midnight --

12 A. Um-hum.

13 Q. -- going to sleep.

14 A. Yeah.

15 Q. What time did you wake up the next day?

16 A. Probably 7:20-ish, yeah.

17 Q. Um-hum.

18 A. Yeah. So I could be there at least 7:30.

19 Q. Okay. By "be there at 7:30," what do you mean?

20 A. Oh, because that's when my watch started.

21 Q. Okay, so as far as going out and relieving the --

22 A. Um-hum.

23 Q. -- at that point, the first mate again?

24 A. Yeah, the new first mate.

25 Q. Okay. And then you said that the first mate and second mate

1 were -- they were essentially shadowing you --

2 A. Correct.

3 Q. -- for an hour?

4 A. I think it's like -- yes, yes.

5 Q. Were they going to do that again for this, for the 8:00 to
6 12:00 -- so this would be 8 o'clock to 12 o'clock in the morning
7 on the 21st, correct?

8 A. That's correct, yes. At that point, we were already close to
9 being done with the cargo and usually when that happens, the first
10 mate is there, taking like full control --

11 Q. Okay.

12 A. -- you know, because we're -- we're trimming the vessel,
13 so --

14 Q. Okay.

15 A. -- he just takes control and then I just, you know, stand by,
16 see what he needs and he'll let me know.

17 Q. Okay, so during that 8:00 to 12:00 watch, you get out on
18 deck, you find out that you guys are in trim. How do you find
19 that out, is that from the --

20 A. He has the work book, he had the work book the whole time.

21 Q. Okay.

22 A. But he told me, you know, because we were having a dialogue
23 about --

24 Q. Okay.

25 A. -- okay, we're -- this is tentative, we're going to be

1 trimming and stuff.

2 Q. Okay. Then what were you doing?

3 A. I was just standing by and then I was just following him
4 around just because -- I mean, I'm new and I wanted to -- you
5 know, like just go and see what he was doing. So at that time we
6 finished loading our cargo load and then he -- I think we shifted
7 and then we went to the pier because he had to like read the
8 drafts, so I went with him to the pier --

9 Q. Okay.

10 A. -- for a little bit.

11 Q. Were you guys moored portside 2 or starboard 2?

12 A. We were port side.

13 Q. Port side?

14 A. Yeah. That was --

15 Q. And you said that the vessel needed the shift, which way were
16 you guys trying to shift?

17 A. I believe we were trying to shift -- we'd done so many
18 shifting, at this point, I don't even remember. I don't want to
19 like say something -- I think we were trying to shift -- I don't
20 remember --

21 Q. Okay.

22 A. -- honestly.

23 Q. Okay.

24 A. But I remember we were shifting, you know, because he had me
25 stand by. Well, I was next to him while we were handling, you

1 know, the lines.

2 Q. Okay. So you guys were down on the dock --

3 A. After -- after shifting, yeah.

4 Q. Okay.

5 A. I just followed him down on the pier because he needed to
6 know the drafts or read the drafts because we were trimming.

7 Q. Do you recall what the draft readings were?

8 A. Yeah, forward was 26, but we were -- yeah, we were there --
9 you know, he was there for a while, so it was 26 feet and 3 inches
10 or 6 inches, I don't remember.

11 Q. Okay. And that was up forward?

12 A. That was forward, yeah.

13 Q. What about the aft draft readings?

14 A. I don't -- the aft draft, it was a different story. The aft
15 draft, the -- wasn't even on any of the marks, the draft marks, so
16 that was different to see. I thought it was normal, but I don't
17 know.

18 Q. How do you mean?

19 A. Okay, so we have draft marks on the side of the vessels, you
20 know, for forward, aft, and the mid-section --

21 Q. Um-hum.

22 A. -- and, you know, when I was reading the -- when I was with
23 him, because we were reading the drafts, I didn't see the marks
24 were on --

25 Q. Where at, on the stern of the vessel?

1 A. Yeah.

2 Q. You mean that there are no draft marks back there or that you
3 guys floated below --

4 A. No, we have draft marks --

5 Q. Um-hum.

6 A. -- but I just couldn't see it --

7 Q. Oh, okay.

8 A. -- from the location.

9 Q. Oh, okay, I see what you're saying, then.

10 A. Yeah.

11 Q. Got you. In my head, I'm hearing that they're either loaded
12 below the draft or that they're not there.

13 A. Yeah.

14 Q. Okay. I understand now. You guys couldn't see them from the
15 dock from where you were.

16 A. Yeah, I couldn't see them.

17 Q. Okay.

18 A. Yeah.

19 Q. Okay. What was the weather like that morning?

20 A. Cold.

21 Q. So, cold. Any wind, any rain, was it snowing, was it sunny?

22 A. It was just cloudy.

23 Q. Okay. So the boat ends up being shifted. Was there anything
24 else going on during that 8:00 to 12:00 watch?

25 A. Yeah. I mean, eventually I went up because -- yeah, because

1 I wanted to stay warm, so -- well, yeah, I went up and I walked
2 around deck, you know, just to make sure that everything looks
3 good, there was nothing unsafe on deck and then -- and then I saw
4 the second mate came and I guess we were -- I remember reading
5 like the list, you know, there was a lot of chitchat on the radio,
6 they were talking about the list and after -- after that, because
7 they were asking him about the list and I would let them know on
8 the radio and then I was told to go on the bow.

9 Q. So when you say --

10 A. By the lines.

11 Q. When you say that there is a list and you were checking the
12 readings, what does that mean? Can you kind of explain how you're
13 checking for list or how you're getting that information?

14 A. Yeah, we have a digital device in the shack and it tells you
15 how the angle -- well, not the angle but how much the ship has
16 tilt, whether it's tilted to port or to starboard. At that time
17 it was -- you know, it was like a small amount, it was tilted to
18 -- I guess we had like a severed (ph.) list and it was a small
19 amount and then I got a radio call, okay, go on the bow, by the --
20 by the lines.

21 Q. When you say small amount, is there any measurement in
22 degrees or inches for that? What's this digital read giving you?

23 A. I mean, because if it's even keel at zero --

24 Q. Um-hum.

25 A. -- so that was like you're like --

1 Q. Flat.

2 A. Correct. So it was -- it was probably like maybe 5 degrees,
3 like 5 or -- and then, you know, we corrected it, we were -- we
4 added more cargo, I guess, on the other side to correct it, so it
5 went down, and then I was told to go to the bow. So from that
6 point on, you know, for me it was -- it wasn't too bad. Yeah.
7 And then, yeah, I was told to go on the bow and stand by the
8 lines, as well.

9 Q. Okay. So you went -- you went up to the bow, you were
10 directed by who, the --

11 A. Second mate.

12 Q. Okay. So you went up to the bow to handle lines.

13 A. Well, to stand by.

14 Q. Okay.

15 A. He just said like I just need you to stand by the bow lines
16 because it could be shifting (indiscernible) the stern is moved
17 up.

18 Q. Okay. So while you were up on the bow, what did you do? And
19 how long were you up there?

20 A. I was there for a while. I was there, I don't know, honest,
21 maybe like 45 minutes or something like that, like an hour. I was
22 there until we left, so -- yeah.

23 Q. Okay. So you were just up on the bow just standing by
24 waiting for direction. Did any direction come to you while you
25 were up there?

1 A. The main thing was just standing by the lines, you know, just
2 in case they needed to be paid out or heaved back in --

3 Q. Okay.

4 A. -- you know, so I was there. They needed someone there.

5 Q. Right. But did you have to do any line handling or anything
6 while you were up there?

7 A. Not until I left. Well, actually, yes. I'm trying to think.
8 Yes, I did. But by that time, the second mate came on the bow and
9 helped me with the lines because I was still trying to figure out
10 the whole line situation, the system.

11 Q. Okay.

12 A. Yeah.

13 Q. So the line handling system on board is something new to you?

14 A. It's different, yeah.

15 Q. Okay.

16 A. It's going to be different on every ship, so you just have to
17 be accustomed. So it was actually my first time --

18 Q. Okay.

19 A. -- dealing with them.

20 Q. Was that part of your initial orientation when you first got
21 on board the night before?

22 A. They told me -- I mean, at that point we weren't messing
23 around with the lines.

24 Q. Um-hum.

25 A. There was no need to.

1 Q. Okay.

2 A. You know, you don't want to keep messing around with the
3 lines. They just told me when -- usually when, I guess, someone
4 would say okay, let go 1 and 2, so the guy told me okay, this is
5 Line 1, 2, and then we have the mid and then we have 3, 4 and then
6 we have the stern and then obviously, like we also have a bow
7 line --

8 Q. Um-hum.

9 A. -- you know, so they just -- he just told me like the
10 numbers.

11 Q. Okay. But at no point did anybody teach you or show you how
12 to use the --

13 A. No, the first mate --

14 Q. Okay.

15 A. The first make, yeah, he did. He actually did, yeah.

16 Q. When was that?

17 A. The night before.

18 Q. The night before, okay.

19 A. Yeah, yeah.

20 Q. Okay.

21 A. Yeah, actually, he did. He was telling me -- I do remember
22 that conversation that we had, he said -- he told me listen, when
23 you turn these on sometimes it just -- you have to like put it
24 back on neutral because if you -- if you put it on neutral, it
25 would just continually pay out, so you just want to make sure that

1 -- like, for example, you're heaving, he -- and then put it on
2 neutral because they'll work that way and then turn it off. Don't
3 just leave it on neutral because it's got to continue and like pay
4 out. So I do remember that little conversation, but it was the
5 first time me doing it, like physically doing it, so I was just
6 trying to figure it out.

7 Q. Got you. So the first time actually operating that winch
8 system was on the 21st when they told you to go up to the bow and
9 stand by?

10 A. That was the first time, yes.

11 Q. Okay.

12 A. But when I actually did it, I had the second mate with me.

13 Q. Got you, okay. Anything else going on while you were up
14 there on the bow during that 8:00 to 12:00 watch? Anything else
15 you did?

16 A. No, I just stood there waiting on orders.

17 Q. Okay. What happened then?

18 A. I thought that we were pulling our stern out and then bring
19 it in and then there was like a lot of conversation, I mean, I'm
20 still -- I couldn't figure out, like something was happening but
21 because I was on the bow and not really like understanding what
22 was going on, and then later on I was like hey, what was the big,
23 you know, thing but they were saying like oh, we just -- you know,
24 we may have -- but that was later on, that's when I found out that
25 you guys were contacted because I guess it was a hold that was

1 punctured, but again, while I was on the bow, like I didn't feel
2 anything, I didn't hear anything, everything just sounded normal.

3 Q. Okay. So you're up on -- up on the bow. At what point did
4 you come down, when did you get off watch?

5 A. Yeah. So we left, we pulled away from the pier and we left,
6 and then I stayed up there for maybe like 10 minutes calling
7 distances from -- you know, because we were leaving, so we wanted
8 to make sure that there was -- the opening was opening and then we
9 left.

10 Q. Do you know about what time that was?

11 A. It was like towards the end of my watch, maybe like 11:45 or
12 something like that. Yeah, 11:45-ish.

13 Q. Okay. So you were stationed up on the bow, calling out
14 distances. Is that the normal --

15 A. Yeah.

16 Q. -- requirement for the third mate is to be up on the bow to
17 call distances when you guys are getting under way?

18 A. Yeah.

19 Q. Okay. Anything go on during -- during that period until you
20 came inside?

21 A. No. I called distances, making sure that we were clear from
22 any object or from the pier. And then it came and then I -- yeah.
23 And then he said okay, we're all set on deck, Jenny, come up on
24 the bridge. I did a little, you know, BRM and then my watch was
25 over.

1 Q. You said BRM?

2 A. Bridge resource management, basically like, you know, just
3 standing by, if he needs to know the distance between like the
4 pier from the ECDIS, like any tools and anything that he needs,
5 I --

6 Q. He, being?

7 A. The captain.

8 Q. Captain. Okay, so you guys secured the mooring stations
9 around 11:45, you said?

10 A. Yeah.

11 Q. And then you went up to the pilothouse to assist the captain
12 however he needed, to do bridge resource management.

13 A. Correct.

14 Q. How long were you up there for?

15 A. I'm not sure. It was probably like 10 or 15 minutes.

16 Q. Okay. So what did you do then, then what?

17 A. After I got off?

18 Q. Um-hum.

19 A. Went to my -- did I eat? No, I didn't eat. I just went to
20 my room and showered and just stayed there.

21 Q. Okay. Showered, stayed there until -- when did you leave
22 your room, then?

23 A. It was like right before my watch, probably like 7:40 or
24 something like that.

25 Q. Um-hum.

1 A. And then I came up at -- that's when I realized we were at
2 anchor.

3 Q. Okay, so you guys were already at anchor --

4 A. Yeah.

5 Q. -- when you went up to your watch?

6 A. Yeah.

7 Q. Okay. Okay. So when did you first hear about there being
8 damage?

9 A. Yeah, when I -- when I came up for my watch.

10 Q. Okay, there was --

11 A. It was April 21st, you know, during my watch at 19:45.

12 Q. Okay.

13 A. I was wondering why we were at anchor and that's when they
14 told me like "Oh, you know, you didn't hear?" "No, I've been in
15 my room the whole time."

16 Q. Got you. Okay. So for you being a new hire on board and
17 this being your first hitch, were you given any documents to read,
18 any kind of -- any information to help familiarize yourself with
19 the company and policy and procedures?

20 A. Yeah, absolutely. I went to -- before I joined the vessel, I
21 had to do a whole -- like a whole week of orientation --

22 Q. Okay.

23 A. -- at their office, so it was -- it's about -- all about the
24 company, it was about safety, you know, what we -- you know,
25 everything had slides.

1 Q. Okay.

2 A. So it's a -- yeah.

3 Q. Okay.

4 A. So I had enough information about that.

5 Q. Okay. And then prior to getting on board, did you feel like
6 you had the necessary information in order to stand that third
7 mate watch effectively and safely, did you feel that you had
8 enough training to do so?

9 A. Yes. Yes, I did. I also feel like -- the good thing is,
10 though, this is a great crew. I could ask them any type of
11 questions, they'll answer it. It's not going to be like oh, well,
12 you need to like figure it out, because I've been on ships like
13 that.

14 Q. Um-hum.

15 A. You know. And that's not cool. But, you know, this ship,
16 great. Any question that I have, they answer. Right there.
17 "Hey, I don't feel" -- you know, "I'm nervous about this." "Don't
18 worry, we're there," you know. "I'll be here, I don't want you to
19 feel like," you know. "You get overwhelmed about this, I'll be
20 there," and they're there, so it's a good crew.

21 LT. ██████████ Adam, did you want to start asking some of your
22 questions?

23 (Crosstalk)

24 MR. TUCKER: Yeah, but I don't have too, too many, so you
25 guys are really thorough.

1 BY MR. TUCKER:

2 Q. You mentioned handover notes, you did receive handover notes.

3 A. Correct.

4 Q. Was there anything specific in those handover notes related
5 to this port, Cedarville, and operations in Cedarville?

6 A. No.

7 Q. You mentioned a third mate, he told you, you could reach out
8 to him at any time. During your time, up to the accident or when
9 you knew something was wrong, when you started your watch that
10 evening, had you reached out to the third mate?

11 A. Probably. I know I have, yes. For the Wi-Fi password.

12 Q. Okay.

13 MS. BEAUBIEN: Important information.

14 MR. TUCKER: Yes, very important.

15 BY MR. TUCKER:

16 Q. And just in general, I asked about the handover notes, but
17 were you -- I understand you're new and your first watch, were you
18 aware of any type of special instructions regarding loading in the
19 port of Cedarville?

20 A. No. No.

21 Q. Okay. I ask this of everybody, but it kind of goes back to
22 the Wi-Fi password and -- have you taken any pictures out there on
23 deck or after the accident while on watch, anything like that?

24 A. No. Too cold. My hands would be like -- no.

25 Q. Okay. And I understand you were on the mooring deck forward

1 before departure from Cedarville.

2 A. That's correct, yeah.

3 Q. And you were working with the lines and I just wanted to
4 clarify, so you said the second mate was with you for that?

5 A. Okay, so -- okay, so he contacted me while I was in the shack
6 reading the list, saying go forward and stand by the forward lines
7 until they figure it out. So okay, I stood there for a while, I
8 didn't have to do anything, you know, I didn't have to like touch
9 the lines or anything like that.

10 Q. Um-hum.

11 A. And then when it was time for me to -- I guess they were
12 either shifting or pulling away a little bit from the dock, he was
13 there, because I guess they communicated okay, we're going to do
14 this, so he came to the bow right away, so that's when I had his
15 assistance.

16 Q. Understood, okay. And staying just on the bow, in that
17 realm, had you felt anything, felt, heard, smelled anything
18 abnormal up there --

19 A. No.

20 Q. -- during that time? Vibrations, anything like that?

21 A. No.

22 Q. Okay.

23 A. No, nothing.

24 Q. You spoke of the list and I just wonder what you remember of
25 reading that list.

1 A. Yeah, I remember just communicating with them, okay, what is
2 our list, okay, the list is five to starboard, okay, and then I
3 remember they were telling me okay, keep letting them know about
4 the list because they were trying to correct it so it could be
5 even keel and it went down to like four, three, two, and by the
6 time it was like one, which is basically like (indiscernible), it
7 was time for me to go forward.

8 Q. Okay. Clarify, so when you say five, four, three, two, one,
9 is that degrees, is that inches, what was -- what is that?

10 A. Yes, it was inches.

11 Q. Okay. And do you remember what direction that list was?

12 A. I want to say it was to starboard.

13 Q. And I haven't looked at that kind of display.

14 A. Yeah. I know that it had a list, but I don't -- I don't
15 remember if it was starboard or port.

16 Q. Is it a digital -- I haven't seen it yet.

17 A. It's digital, yeah.

18 Q. Digital, okay. Just a number or is it like a light or a
19 color, I should say.

20 A. Both.

21 Q. Okay.

22 A. Yeah.

23 (Sneeze.)

24 MS. MARCELIN: So bless you.

25 MR. TUCKER: Allergy season.

1 (Crosstalk)

2 MS. MARCELIN: Yeah. It's both, it's number and it's
3 colorized. Okay, let's just say it's red, it's port. If it's
4 green, then it's to starboard and then the numbers will appear
5 above.

6 BY MR. TUCKER:

7 Q. Okay. And time is always very difficult to -- and we
8 understand that, but you mentioned reading five --

9 A. Um-hum.

10 Q. -- and then continuously updating from four, three --

11 A. Yeah, it was decreasing to an even keel, yeah.

12 Q. Okay. Any type of timeline to that, are we talking minutes,
13 seconds, hours?

14 A. Yeah, it was like -- yeah, it was just minutes, so it was a
15 small correction. Which is like a normal list.

16 Q. Because you had the radio, were you hearing the
17 communications as to what was happening to correct the list?

18 A. Honestly, there was a lot of, you know, chitchat because
19 first I was -- even a little bit before that, we were shoveling --
20 I mean, there was like a lot going on because it was like -- it
21 was the end of cargo operation, so we were trying to get like some
22 of the cargo off the deck, you know, shoveling into the hold, then
23 I had to go figure out like the list situation and then when I did
24 that, then it was like hey, can you go on the bow, so it was just
25 like a lot going on.

1 Q. Okay. Oh, when you were reading this list, were you in --
2 what shack were you in, were you in the port or starboard?

3 A. Port.

4 Q. Port side.

5 A. Um-hum.

6 Q. And I understand it's nice and warm in there, too, on a cold
7 day, so --

8 A. Yes. I was happy to read them the list.

9 Q. So I understand that after you went to the bow, let go of the
10 lines, then you went up to the bridge and you just did BRM, bridge
11 resource management.

12 A. Um-hum.

13 Q. And you were only up there for a short duration of time.

14 A. Right.

15 Q. Just wondering in that duration of time while you were up
16 there, were you -- did you hear any conversations related to the
17 casualty or anything like that?

18 A. No, except for -- we were just -- I was there for like 10
19 minutes and we were just making sure that the ship got out, you
20 know, of the -- of the pier, the location, so we were just
21 focusing on navigation.

22 Q. Okay. And in that time period while you were in the
23 wheelhouse, any -- again, any sounds, vibrations, anything like
24 that out of the ordinary?

25 A. No.

1 Q. Okay.

2 A. The ship vibrates usually sometimes, but -- in shallow
3 waters, but it's normal.

4 Q. Okay. And from the time you got up there, had you noted or
5 seen the depth, below keel on the fathometer, what you remember of
6 that?

7 A. I don't -- no, I didn't read the depth.

8 Q. Okay.

9 A. No.

10 Q. And just staying in that ballpark again, I understand lines
11 were let go, you go to the wheelhouse, you're up there with the
12 master, with the captain, and you spoke of the list, I understand,
13 on starboard that got corrected, was there any other list that you
14 remember?

15 A. No, just what -- no, port, starboard, we were moving, I
16 remember we were moving the boom, you know, from one section to
17 another, up and down, I thought that was, you know, them trying to
18 figure out something. I don't know, every ship is different, but
19 that they were trying to move cargo around, but how can you move
20 cargo, we don't have -- so I -- yeah, no.

21 Q. Okay.

22 A. They were just doing a lot that I couldn't grasp because I
23 also was like, you know, doing my own stuff, too --

24 Q. Right.

25 A. -- you know, so -- yeah.

1 Q. Okay. And is there anything that I have not asked you or
2 that we have asked, not asked you, that you might feel is relevant
3 for us to kind of put this puzzle together?

4 A. Yeah, you know what? There was a conversation that I had
5 with a couple people as far as -- so okay, so we're getting
6 investigated, but what about -- what about Cedarville, what about
7 their dock, I mean, I know like there's a lot of -- like ships
8 that go in and out. Is the depth supposed to be what it's
9 supposed to be, you know, because we're constantly shifting
10 because, you know, obviously, you know, they can't accommodate us
11 all the time, so we're shifting constantly forward and aft, you
12 know.

13 And I've seen that, you know, with Key Lakes, like we shifted
14 when we went to a pier, a dock, I don't remember which one it was,
15 but we couldn't go there anymore because we were constantly
16 shifting and because we were shifting so many times and we didn't
17 want any more -- we didn't want to have any damages and us be
18 liable, you know, and then also we were -- I think we were
19 discharging and if you discharge to (indiscernible), then we're
20 liable, so --so I just wondered like if there's -- was there like
21 a survey that we could figure out, like did that boat -- like just
22 soundings of the area, you know, so that this doesn't happen
23 because currently, you know, if that happened to us, I'm pretty
24 sure it could happen to somebody else.

25 Q. Yeah. And thanks for that feedback and those are the pieces

1 of the puzzle, yes, we're looking at that.

2 A. Yeah.

3 Q. So thank you.

4 A. You're welcome.

5 LT. [REDACTED] I think that's about all that I have up to this
6 point.

7 Any questions for you, sir, Brian?

8 MR. PETERSON: No.

9 MS. BEAUBIEN: Nothing from me.

10 LT. [REDACTED] Then, Brian, I will cordially ask you to
11 depart. Appreciate it.

12 MS. MARCELIN: You're kicking him out?

13 LT. [REDACTED] Absolutely. If Sarah gets unruly --
14 (Laughter.)

15 MS. BEAUBIEN: That's right. I might be next to go through
16 the door.

17 LT. [REDACTED] No.

18 (Laughter.)

19 BY LT. [REDACTED]

20 Q. So for the Coast Guard, you know, our role in these
21 investigations is multifaceted. We have rules and regulations
22 over the companies, over the vessels themselves, as well as us, as
23 the Coast Guard, are -- have ownership over your credential. So
24 there's really kind of three different players involved any time
25 that we come out and do an investigation, so when I come out and

1 talk to mariners and there's any parties in interest that are
2 designated that are in on any of the interviews, so in this case,
3 Brian, being a representative of Grand River Navigation, there are
4 rules and regulations that they are beholden to as the
5 owner/operator of the vessel that if they're here, when I need to
6 have a candid conversation with you about workplace environment,
7 if there's any topics, so one of the Coast Guard's initiatives
8 right now is to make sure that we're talking with mariners about
9 sexual assault and harassment complaints, make sure that you guys
10 are aware of the newest regulations for that and how the Coast
11 Guard helps with those types of complaints.

12 But my biggest questions today for you are, are there any
13 issues on board that we should be aware of, whether it be safety
14 concerns, work/rest hours, any complaints of any kind of
15 harassment or any issues that I should be aware of?

16 A. No. Work/rest hours, we have a system, we'll put in our
17 hours of work and hours of sleep, so they're very big about that.
18 I just came aboard, so everyone is friendly and yeah, I don't feel
19 like I've been harassed or anything like that, just, you know, a
20 good crew. And lastly -- oh, safety, safety is great. If I'm
21 doing something wrong because I'm still new, like for example,
22 yesterday I was cleaning the hull, just helping, you know, helping
23 the deck out --

24 Q. Um-hum.

25 A. -- I forgot to put on my harness, "Hey, put on your harness,"

1 so safety is huge.

2 Q. I think I overheard that.

3 A. You did? Yeah. But you know what it's like, the way they
4 talk to people, it's just great because it's kind of like hey, I
5 appreciate you helping out, but please like put on your safety
6 gear.

7 Q. Okay.

8 A. Yeah, so --

9 Q. If you ever had any concerns or anything, do you feel like
10 you have the ability to go to the captain and say hey, this
11 doesn't seem right, this doesn't feel safe to me?

12 A. Yeah, 200 percent, a thousand percent, for sure.

13 Q. And if you ever had any issues with the master, whether he --
14 the current one that's on board, Jeff, or somebody else, do you
15 feel like there's anybody at the shoreside operations or shoreside
16 management side that you'd be able to talk with?

17 A. Yeah. Of course, yeah.

18 Q. And they provided you with those contact numbers as a new
19 hire?

20 A. Yes. Yeah. And it's in the book.

21 Q. Got you. Okay. And again, is there anything at all that I,
22 from the Coast Guard, should know about or any -- any other
23 concerns that you may have as it relates to this material failure?

24 A. No, no, not really.

25 Q. And you'll hear me say material failure.

1 A. Yeah.

2 LT. [REDACTED] We have what are considered initiating events
3 and what's actually the reportable marine casualty portion of
4 things. For this, we know that there's a material failure, how
5 that occurred, that's part of what we're trying to figure out and
6 figure out what that initiating event was that caused the -- you
7 know, the failure of the watertight envelope of the vessel.

8 So any questions for me?

9 MS. MARCELIN: Are you going to do an investigation with
10 Cedarville?

11 LT. [REDACTED] So again, that's part of the puzzle.
12 Generally, the --

13 MS. MARCELIN: Survey their, you know --

14 LT. [REDACTED] It's being taken into consideration. I can't
15 say exactly what's happening because I believe that's more of what
16 Sector Sault St. Marie is gathering at this stage.

17 MS. MARCELIN: Okay.

18 LT. [REDACTED] I haven't done any of that, personally, myself.
19 I did reach out to the Army Corps of Engineers to see what their
20 most recent survey data was, but I did that just today.

21 MS. MARCELIN: Okay, good.

22 LT. [REDACTED] But as far as what the readings are and what
23 the project depth is there for the Army Corps, I couldn't tell
24 you, so I don't have any good answers for that right now, but it
25 will definitely be something that is considered during this

1 investigation. All right. Very well.

2 MS. MARCELIN: All right.

3 LT. [REDACTED] It's 12:46, this concludes our interview.

4 (Whereupon, at 12:46 p.m., the interview concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: INCIDENT ABOARD *JOHN J. BOLAND*
 IN CEDARVILLE, MICHIGAN
 ON APRIL 21, 2023
 Interview of Jenny T. Marcelin

ACCIDENT NO.: DCA23FM029

PLACE: Lorain, Ohio

DATE: April 25, 2023

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.



Karen D. Martini
Transcriber