UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

Investigation of:	
COLLISION BETWEEN TOWBOAT *ROYAL ENGINEER* AND CRANE BARGE STEVENS 1471 AT THE NORTH CHARLESTON TERMINAL IN NORTH CHARLESTON, SOUTH CAROLINA ON JANUARY 4, 2024	Accident No.: DCA24FM014

Interview of: JOHN SKINNER, Master, *Royal Engineer*
Stevens Towing Company, Inc.

Yonges Island, South Carolina

Tuesday,
January 16, 2024

APPEARANCES:

LT [redacted].
United States Coast Guard

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I N D E X

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I N T E R V I E W

(9:09 a.m.)

LT [redacted] My name is Lieutenant [redacted] for the Coast Guard, it is January 16th, 2024 at 9:09 a.m. We're at Stevens Towing Yonges Island facility and we are conducting an interview with the master of the *Royal Engineer* in regards to the allision with the North Charleston terminal container crane. To my right is --

MR. McCLAY: Is Dan McClay, I am a marine accident investigator assisting Marcel here.

MR. MUISE: And this is Marcel Muise, I'm the NTSB's Investigator-in-Charge for this incident.

MR. MULLER: Doug Muller, I represent -- I'm an attorney, I represent Southern Dredging Company.

MS. PARRISH: Sara Parrish with the Ports Authority, I work at Burr & Forman.

MR. SKINNER: Captain John Skinner, the master of the *Royal Engineer* for Stevens Towing.

MR. GILSENAN: Ryan Gilsenan, counsel for Stevens Towing.

LT [redacted] Thank you.

INTERVIEW OF JOHN SKINNER

BY LT [redacted]

Q. All right, Captain, just give me a brief history of your background and your experience working on towing vessels.

A. I've been here a little over 15 years, I started in '08.

Previous to that, I had five years at a marine construction company here in town. Came here in '08 looking to get my license, became a steersman after my first week and then got the sea time, got my mate's license two, three years later, then my master's. I've run just about every boat they have in the fleet, waterway boats, Cooper River boats, near coastal stuff. This was a fairly typical day.

Q. How long have you been on the *Royal Engineer*?

A. Well, we had just gotten on the *Royal Engineer* Wednesday, this incident being Thursday, usually the crew on the *Engineer* that day is on the *Island Fox*, which is currently out of the water getting its five-year annual inspection.

So we had all been shifted to the *Royal Engineer* the week prior to the incident. I ended up filling in on the *Sea Crescent* Wednesday and then got on the *Engineer* Wednesday afternoon. Again, this incident being that following Thursday.

Q. Okay. So this has been your first time you stepped foot on the *Royal Engineer*?

A. No. I've been on that boat several times over the years.

Q. Okay.

A. On and off.

Q. You're familiar with the vessel, then?

A. I'm very familiar with the vessel.

Q. Was your crew familiar with the vessel?

A. They were.

Q. Okay. Any issues with the vessel while you were -- that you are aware of within the past six months?
A. No.
Q. No mechanical failures or --
A. No.
Q. -- issues? Okay.
A. No.
Q. How many times did you push the crane barge in question, the Stevens, prior to the incident?
A. Dozens.
Q. Okay.
A. Several times. We had actually -- I had taken that same crane barge up Cooper River to Nexans, back down river, like I said, that week before with the *Sea Crescent*.
Q. Okay.
A. But I've pushed that barge since they've owned it several times.
Q. Are there any other crane barges you push?
A. Yeah. I mean, the Clyde crane here, the Ocean Ranger Heavy Lift crane, the Savannah Giant crane, every crane they got.
Q. Okay. And when you're pushing these crane barges, what information do you receive from the company in regards to, you know, what you're pushing?
A. We generally have barge dimensions, crane heights, spud heights, drafts.

Q. Who provides that to you?
A. I've been here so long, I have gathered a lot of that information from Johnson, as well as Boz (ph.), as well as crane operators, Jenkins Montgomery being one, he's with Charleston Heavy Lift. Crane operators, in general.
Q. So you're saying it's your experience, being so in depth, that you have additional pushing before and talking with people that you have the knowledge, the dimensions and heights of these cranes?
A. Correct.
Q. Okay. So there's nothing like when you pick up the crane, that you're handed a piece of paper or anything like that saying hey, this is what the height is and this is what it drafts?
A. No. Generally, they're conversations --
Q. Okay.
A. -- depending on the job, conversations with, like I said, the crane operators or the office here, Johnson, Boz, Ross Miller, whoever's in charge of that job, who gives us, you know, an itinerary.
Q. Okay.
A. Pick this up, take it here, take it there. Generally, they're conversations about what's on the barge, what the dimensions are. Like I said, I've been here long enough that most of them I kind of know, but that's generally where the information comes from.

Q. Okay. And do you know if that information was passed to your mate?

A. He was aware, yeah, the barge dimensions, crane heights. We had -- I discussed with him and the crane operator, before leaving Nexans, that -- because I would be getting off watch at 11:30, the plan at that time was that the welders, they were waiting for welders, they wouldn't get to leave until 14:30.

So I got off watch at 11:30 and talked with Captain Hames and the crane operator to make sure that they knew when the welders were done all the equipment was to be put back on the deck of the barge, spuds were to pulled and pinned, boom, crane boom was to be laid down below 30 degrees, that puts the gantry of the crane at the highest point, at a hundred and 50 feet, plus or minus the draft of the barge that day, I think we were at a hundred and 52 feet.

That was the plan. We knew that the Don Holt bridge would be our low bridge height at a hundred and 60 feet, we knew we'd make it, we've made it under it before going up, as long as the crane was boomed down, like I said, below 30, that gets it below the spuds, which I'm thinking are like 80, we pin them at like 20, 20 foot, and left the gantry at the highest point.

Q. And this is a discussion with your mate?

A. Correct.

Q. Okay. Now, would you be surprised if I were to tell you that when I was on board that night, I asked him what the height of the

crane was and he had no idea?
A. That would surprise me, yes.
Q. Okay. And I asked him how he knew he could go under the bridge, Don Holt bridge, and he said that people at Nexans told him he could, was that the discussion?
A. Again, my recollection is we had a conversation on the deck of the barge before I went to sleep, with the crane operator and him. I'm assuring his recollection would've been the crane operator telling him that he would make it --
Q. Okay.
A. -- because I had discussed with the crane operator and already knew the boom would be laid down and we would make it under the bridge.
Q. Right. What do you use for determining the bridge height?
A. We look at charts, the chart, computer chart on the boat.
Q. The chart tells you the bridge height?
A. The chart gives you the height of the bridge. Plus the boards in the river, right?
Q. Okay.
A. Obviously, the --
Q. It gives you like the --
A. The tide, the tide charts, right.
Q. Okay. Are you familiar with air gap sensors?
A. I am.
Q. Okay. So your mate was not familiar with air gap sensors.

When I asked him what it was, he had no idea, had never heard of them before, I actually showed him the NOAA website that gives them.

A. We don't generally look at them a whole lot, we generally use the charted height of the bridge, as well as the boards on the fender system --

Q. Yeah.

A. -- to account for the tide.

Q. Okay. And dealing with all that, can you just give me a run-through of that day, specifically when you got off watch and then you kind of went through that there was a plan in place with the mate, if I'm correct, that you had discussed the height and what the plan was to put the spuds up and pin them, et cetera?

A. Sure, yeah. We had -- he had actually taken the crane up river Wednesday afternoon. As I said before, we did a Heavy Lift Wednesday morning, I was on the *Sea Crescent*, he was on the *Royal Engineer*. We finished that Heavy Lift, I then went from the *Sea Crescent* to the *Engineer*. We took the ringer crane up river from Pier Kilo to Nexans. We discussed the heights a little bit and the fact that we, you know, had to boom the crane down there and that I'd been up and down the river with the crane already, there was a dredge, the dredge *Brunswick* is off the port dock, they were asking for a one-hour notice to break the pipeline apart for us, I said, you know, we're within less than an hour in either direction of them --

Q. Right.
A. -- and sometimes don't have a definitive underway time, right, to call them an hour ahead. So I told him that we had been keeping in touch with the dredge but that so far the dredge had just been moving over and giving us around 200, 300 feet from the port dock and we were going between the dredge and the port dock, but at that point there had been no cranes, no ships at the dock.
Q. Right.
A. But that was the arrangement I had made with them previous transits.
Q. So on the transits --
A. Anything different, he would have to make any other arrangements he thought necessary.
Q. And you were on the transit up?
A. Correct.
Q. And you -- the dredge didn't break pipe and move, you actually went around it?
A. That is correct.
Q. Okay. And did the dredge ever say we're not going to break pipe for you? Or, you know, did you ask them to break pipe and they said no?
A. I didn't specifically ask them.
Q. Okay.
A. I called them and gave them notice that we were coming up the river, what we had, crane barge, the size and whatnot. They said

that they could give us 200, 300 feet from the dock, would that work, I said that should be fine.

Q. Okay.

A. That was the arrangement I made with them on my transit. I cannot speak to the arrangement he made on his transit.

Q. Right. And how are you making those arrangements?

A. VHF.

Q. Do you remember what channel?

A. Thirteen.

LT [redacted] Okay. NTSB?

MR. MUISE: Yeah, sure. So Captain, my name is Marcel Muise, I'm with the NTSB, so we have overlapping jurisdiction with the Coast Guard on incidents like this only because of the dollar amount, the threshold is half a million dollars, we're working on changing that, but right now it's where it's at.

I prefer to say that we study accidents, we're not a law enforcement agency or even a regulatory agency, but we look at incidents like this and try to find ways -- we make recommendations to the Coast Guard and may tweak the regulations, or Army Corps or other agencies tweak stuff, to prevent this from happening again, so do you have any questions for me?

MR. SKINNER: Oh, nothing.

BY MR. MUISE:

Q. Okay. Can we go over those numbers again about -- so you said 30 degrees on the crane.

A. Crane boom, yeah, so that crane has a boom and then a tall gantry.
Q. Yeah.
A. We were booming the crane down to roughly 30 degrees, that got the crane, the tip of the crane boom below the spuds and the gantry.
Q. How tall is the gantry?
A. A hundred and 50 feet --
Q. That's a hundred fifty, okay.
A. -- plus or minus the barge draft.
Q. It's a hundred fifty to the deck plus the freeboard? Or a hundred fifty to the water?
A. A hundred and 50 to the water.
Q. To the water, okay. So you're pushing with the crane boom facing aft, is that --
A. Correct.
Q. Okay.
A. The crane boom, we were pushing from what would be the bow of the barge, the crane on the aft end of the barge, boom boomed down over the boat, if that makes sense.
Q. That's right above your head.
A. Correct. The boom is boomed down over the wheelhouse, the blocks hanging off the tip of the boom are behind the wheelhouse.
Q. Is the crane integral with the barge, like is it welded there or is it just -- is it a crawler crane and it's ratcheted down or

is it --
A. It's a ringer crane, so it has crawler tracks on it, but it is very much fixed to that barge.
Q. It stays with that barge all the time?
A. Absolutely.
Q. Okay.
A. It cannot move.
Q. And Stevens owns that crane and barge?
A. What's the question?
Q. That's the same company that owns it, you guys own that?
A. Yes, Stevens. Stevens Towing owns the crane --
Q. Okay.
A. -- and the barge, yes. Bought them separately, put them together.
Q. Tell me a little bit about the bridge, like where -- if I'm standing at the wheel, you know, where is Rose Point, where is radars and that kind of -- where is everything? Tell me a mental, like from left to right, what do I see, what am I looking at? Or do I have to turn around to look at the chart?
A. No, no. That boat -- that boat has got throttles on the right, joystick on the left, instruments up top, radar upper left, chart on the right.
Q. But it's within easy view?
A. Oh, very much so.
Q. Okay, all right.

A. Within a few feet of your operating.
Q. How about visibility with the crane in front of you, can you see where you're going? Like how much of your view is -- horizontal view is obstructed?
A. There is some obstructed visibility, obviously, we are on the opposite end of the barge and the crane, so you've got a hundred feet there between you and the crane. You can see barge corners --
Q. Okay.
A. -- but you are obstructed -- well, that boat, actually, you're pretty tall, so you're kind of seeing -- I guess you're seeing over it. You're obstructed -- the bow of the barge itself, center is obstructed 50 feet or something, right.
Q. How about overhead, can you see stuff through the lattice of the boom --
A. If you're looking from the chair, if you're looking from the chair, straight forward out the wheelhouse windows, you could not see the tip of the gantry. You can see the gantry, you can see the crane cab, the gantry going up. To see the tip of the gantry, you would have to either get right up close to the window --
Q. Right.
A. -- or step outside the wheelhouse, that wheelhouse has doors on either sides, it's a fairly small wheelhouse, it would mean taking two steps right or left out the door and doing like that.
Q. Are you using Rose Point or Coastal Explorer or some other

program?
A. Rose Point.
Q. Rose Point, okay. Do you have it -- are there alarms set up on there for draft or overhead obstructions or --
A. No, no. Overhead obstructions, no. You can set alarms in that program for depth, that would go off of the charted depth, and where you are versus GPS AIS location, right.
Q. Um-hum.
A. I don't know that it has any sort of an air draft capability.
Q. Okay. How about other vessels, do they just show up as an icon or can you see the actual footprint of the vessel?
A. They're just an icon.
Q. Just an icon, okay.
A. An icon and a name, mostly, and then it has speeds and CPAs, whatnot.
Q. Your own AIS, do you change the dimensions of your tow in there when you pick up a new tow?
A. We do.
Q. So in other words, what's -- on my ship, when I'm looking at you, what I see is based on what you're transmitting, so if you don't change --
A. Correct.
Q. -- the dimension in AIS, I don't --
A. Correct.
Q. It's not going to be right, so --

A. Correct. Yes, we do.
Q. Okay. Do you know where the GPS antenna is on the boat that's feeding the AIS? What you're publishing, what you're transmitting, it was right on the stern, which I thought that's kind of weird, but if that's right, that's right. When I looked it up, it looked like you were -- the antenna was center line on the stern.
A. Of the vessel?
Q. Of the boat, yeah.
A. Well, I mean, it's on top of the wheelhouse. I couldn't tell you exactly where on top of the wheelhouse on that boat. Obviously, there are several antennas up there.
Q. Um-hum.
A. But it would be, I wouldn't say on the very stern, I would say it should be more towards the center line of the vessel.
Q. Okay. And it seemed to be the only place to put an antenna, right on the back of the --
A. I agree.
Q. The gantry transit to port, are they ever down when there's no ship there?
A. Sure.
Q. How close are you, can you get close to them or do they yell at you, you can get too close or --
A. No. You can run into them, if you want.
Q. Can you --

A. They're there.
Q. Okay. So how close do you guys normally pass by there?
A. I mean, it depends. In a normal situation, if there's plenty of river, give them a wide berth. If there are obstructions in the way, you might be close.
Q. Do you ever talk to those crane operators?
A. We do not.
Q. Tell me about the weather that day, was it current ripping or was it --
A. I don't remember it being anything particular. I know that it was raining Wednesday night, the rain had stopped by Thursday morning. Cool, but otherwise good visibility, current was usual.
Q. Okay.
A. A couple of knots in that river. It was ebbing at the time.
Q. Lastly, can you give me some background on Stevens Towing, you guys -- how many boats do you have here, what -- where do you operate?
A. Well, we've got, I guess, two divisions, Stevens Towing, North Carolina; Stevens Towing, South Carolina. They just split the fleet, I don't know, probably 15. Fifteen, twenty boats. They keep two, three boats up on Cooper River, generally working the Nucor contract there. We've got the *Sea Crescent* as the near coastal vessel. The *Island Trader* is kind of an inshore/offshore boat. You've got the *Island Fox* that pretty strictly runs the waterway, East Coast. The *Engineer* has typically been here the

last few years as more of a swing boat for when they got to a pull boat out of service for Coast Guard inspections, maintenance, anything like that, right, put the crew on that boat. The *Merchant*, *Island Merchant*, usually has been here in the last few years more or less as a yard boat, shifting things around here at the yard, on and off of railways, travel lift to and from our dolphins over here.

Again, there's North Carolina Stevens Towing, they've got probably a half a dozen boats, run basically the Nucor contracts they have up there, they run out of Baltimore, Philadelphia, Morehead. And then all back to the Nucor plant on the Chowan River. Edenton, North Carolina area, we have a yard there, that those boats tend to go there for groceries, fuel, water, whatnot. They run up there, the Chesapeake Bay area, waterway area.

But, I mean, we cover East Coast, West Coast, Gulf Coast, Caribbean. I've made trips the entire East Coast, both the waterway and offshore up into the Great Lakes with these guys. I've been up the Lower Mississippi River for these guys. Been into the Caribbean a little bit, a couple trips to Guantanamo Bay. So they encompass East Coast, West Coast, Gulf Coast, Caribbean.

Q. Okay. Actually, could I just back up, one clarification. You said you took the crane up the week before or was it -- then you said the mate had taken the boat --

A. I took that crane up, I'd have to check a log to get the days right, but we left -- let me see if I can get it right -- the

Sunday before. I left here with the *Sea Crescent* and the Stevens 2502, which is the barge we put together for Nexans, here. I towed it offshore from here to the Nexans dock on the *Sea Crescent*. Then on that end, the *Island Express* and the *Island Boy* took that barge from me, put it to the Nexans dock, I took the *Sea Crescent* down Cooper River to Pier Kilo, so Sunday, Monday this would've been Monday, Tuesday and then took the ringer crane that is in question, right, the --

MR. GILSENAN: Fourteen seventy-one.

MR. SKINNER: -- 1471, right, back up Cooper River from Pier Kilo with the *Sea Crescent*, up Cooper River back to Nexans so that we could put the spuds down on the 2502 at their dock. We put the spuds down at their dock and then set a gangway for them with the crane. Again, this is -- I guess this was Tuesday, must have been Tuesday, and then back down river with the ringer --

BY MR. MUISE:

Q. Did you leave the crane there or --

A. No, we brought the crane back down --

Q. Brought it back, okay.

A. -- brought the crane back down river, back to Pier Kilo, Cooper River, and we put water in that barge, potable water, at Pier Kilo, fire hydrant water. Hoses ran overnight, put water in the barge, and then Wednesday -- he would've come in Tuesday, it's crew change day, so that Tuesday that I took the crane upriver with the *Sea Crescent*, came back downriver, he would've gotten on

that day, he got on here on the *Royal Engineer*, ran it to town, the waterway, was at Pier Kilo Tuesday afternoon, Tuesday night. Wednesday morning he was running -- Captain Hames was running the *Royal Engineer*, I was running the *Sea Crescent*, we did a heavy lift at Wando terminal with the Ocean Ranger, pushed -- pushed up to about a foot from a ship at the Wando terminal, picked a piece up off the ship, traveled with it to Columbus Street, set the piece down, took the Ocean Ranger back to Pier Kilo, that would've been Wednesday, and then we finished with that, I got off the *Sea Crescent* onto the *Royal Engineer* with Captain Hames, we went back up river with the 1471, I forget the numbers on that one.

Q. Pier Kilo is above or below the accident site?

A. Below.

MR. MUISE: Below, okay.

MR. GILSENAN: It's below the Don Holt bridge.

MR. SKINNER: It's below the Don Holt --

MR. MUISE: Okay, right.

MR. SKINNER: -- bridge, sort of our (indiscernible) yard in Charleston.

MR. MUISE: All right. Well, thank you, Captain.

I'm sorry, Danny, Dan's our newest investigator, so do you have any other --

BY MR. McCLAY:

Q. I just had -- I just had a few points of clarification just to wrap my head around it. So when you're pushing a -- when

you're pushing a barge and the crane is down 30 degrees, it's extended over the wheelhouse, is that right?
A. Correct.
Q. How far is the crane from -- how much clearance from the wheelhouse to the crane itself?
A. Seven to 15 feet, I guess.
Q. Seven to 15 feet?
A. Something like that.
Q. Okay. And then, just as far as your crew, the crew stays together, right. I know you said you're normally assigned to the *Island Fox*?
A. Yeah.
Q. But then when you're -- when the *Island Fox* is laid up, they -- Stevens will move the whole crew, not just find places for individual?
A. It depends. They had -- the week prior we were transitioning, so to speak, the entire crew from the *Fox* to the *Engineer* here at Yonges Island, transferring groceries from one boat to the other, transferring lines, miscellaneous gear, personal effects, right. That went on here and then the head captain of the *Fox* and I were asked to run the *Sea Crescent* from here Sunday -- again, I'd have to look at the dates now, but -- to get the 2502 Nexans barge from here to Nexans because they had -- didn't have crew for that boat for whatever reason. So we actually were transitioning from the *Fox* to the *Engineer* and then

sort of filled in on the *Sea Crescent* for a couple of days, me and the head captain of the Fox. Meanwhile, Tuesday rolls around, it's crew change day, the head captain of the *Fox* gets off, Captain Hames gets on, so he came here for his first hitch on the *Royal Engineer* rather than the *Fox*.

Q. What's the hitch rotation like, what's your schedule?

A. So we do 14 on, seven off.

Q. Okay. So --

A. He was coming back from his --

Q. From his seven --

A. -- week off, his seven days off.

Q. So you guys are a little bit --

A. And it's --

Q. -- offset?

A. Right. So you got a crew of four, you'll do a crew change of two at a time, right --

Q. Okay.

A. -- so it overlaps. So there's never full changing of the crew, half the crew will change out every week.

Q. Okay. And have you worked with this whole crew on the *Royal Engineer* before or just you --

A. I've been with that crew on the *Island Fox* the past three years.

Q. Okay.

A. I know that Shawn Simmons (ph.), the head captain of the

Island Fox, has been here, I think, 20 years and I'm sure he has run the *Royal Engineer* several times in those 20 years. Hames, Captain Hunter Hames, has run the *Royal Engineer* several times in his tenure here at Stevens Towing. So all three of us are familiar with the vessel, have run it from time to time, although for the past three years we've all been together on the *Island Fox*.

MR. McCLAY: All right. That's all I have.

LT [redacted] Southern Dredging?

MR. MULLER: No questions from us.

LT [redacted] No, okay.

Ryan?

BY MR. GILSENAN:

Q. Yeah. So you had fit with the ringer crane barge, the Stevens 1471, you had pushed that barge under the Don Holt bridge three times that week before this incident occurred?

A. Correct.

Q. All right. Up, down, and up again.

A. Correct, yes.

Q. And then the fourth time coming down, that's when the incident happened with the container crane before you reach the Don Holt bridge?

A. Correct.

Q. All right. Did you have any difficulty getting under the Don Holt bridge without using the air gap sensor that's published

on the Internet?
A. No. No.
Q. All right. And you knew, based on success, I guess, that the mast of -- the gantry mast of the ringer crane would make it under the Don Holt?
A. Correct. I had conversations with Jenkins Montgomery, who had been operating the crane, that, you know, the boom needed to be laid down, he was going to lay it down, like I said, we talked about 30 degrees, but that made the gantry the highest point in a hundred and 50, a hundred and 52 feet, the bridge being a hundred and 60, we knew we would make it under the bridge, we went under the bridge successfully three times after that conversation, so at that point, as long as the boom had been boomed down below the gantry, we knew we were safe --
Q. Okay.
A. -- with that bridge.
Q. All right. And on those previous transits, was there any attempt to go under container cranes that were deployed down?
A. No, there was not.
Q. Because you had enough river that you could go around them?
A. The cranes were up.
Q. Okay.
A. In the previous transits, there were no ships at the dock, the port cranes were boomed up, so there was no need to be --
Q. Got it.

A. -- under a port crane or in that close contact.

MR. GILSENAN: Okay. That's all I have, thank you.

LT [redacted] That concludes the interview of the master of the *Royal Engineer*.

MR. MUISE: Can I --

LT [redacted] Oh.

MR. MUISE: I just have a couple of follow-ups.

LT [redacted] Yeah, go ahead.

BY MR. MUISE:

Q. You said the boom was at 30 degrees, is it sitting in a rest or is the weight on the cable, on the top of the cable?

A. It is not in a rest, it is on the cables.

Q. Was there any concern about those -- losing that gantry? I mean, I don't know how -- I don't know how hard you hit, I mean, if that were to fall, where's it going?

A. If the gantry were to fall or the cables were to break, the boom would come down on the vessel, on the boat.

Q. Is there a boom rest somewhere out --

A. There is no boom rest --

Q. There is no boom rest, okay.

A. -- currently on that barge.

Q. Are you allowed to move the crane yourself or your crew or somebody else does that?

A. We are not.

Q. And then lastly, you mentioned water in the barge, how much

draft -- how much did that change the draft of the barge?
A. We were -- so we pumped it full and we pumped half out, it changed the draft maybe a foot or two.
Q. Okay. So you're still going with a hundred and 50 feet from the top of the -- to the water?
A. It was within, yeah, correct.
Q. Okay.
A. Correct. We were still -- that's where our hundred and 52 feet would've been after de-ballasting at Nexans.
MR. MUISE: Okay.
MR. GILSENAN: So in light condition?
MR. SKINNER: Right, correct. And the bridge being 160 plus or minus the tide --
MR. MUISE: Right.
MR. SKINNER: -- it still left us some feet, right.
MR. MUISE: Okay, thank you again, Captain.
Sorry, Larry, go ahead.
LT [redacted] That concludes the interview of the master of the *Royal Engineer*. Thank you.
(Whereupon, at 9:44 a.m., the interview concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:	COLLISION BETWEEN TOWBOAT *ROYAL ENGINEER* AND CRANE BARGE *STEVENS 1471* AT THE NORTH CHARLESTON TERMINAL IN NORTH CHARLESTON, SOUTH CAROLINA ON JANUARY 4, 2024 Interview of John Skinner
ACCIDENT NO.:	DCA24FM014
PLACE:	Yonges Island, South Carolina
DATE:	January 16, 2024

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.

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Karen D. Martini
Transcriber