

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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*ROBERT CENAC* AND *MR. DAWG* COLLIDE  
WITH HOUMA TWIN SPAN BRIDGE, IN  
HOUMA, LOUISIANA ON MARCH 6, 2022

\* Accident No.: DCA22FM012

\* \* \* \* \*

Interview of: *DEVIN FREDERICK*, Deckhand, *Robert Cenac*  
Caillou Island Towing

United States Coast Guard  
Marine Safety Unit  
Houma, Louisiana

Thursday,  
March 17, 2022

APPEARANCES:

MARCEL L. MUISE, Accident Investigator  
National Transportation Safety Board

DEREK JOHNSTON, Human Performance Investigator  
National Transportation Safety Board

LT [REDACTED] [REDACTED]  
United States Coast Guard Marine Safety Unit  
Houma, Louisiana

CWO [REDACTED] [REDACTED] Investigating Officer  
United States Coast Guard Marine Safety Unit  
Houma, Louisiana

MILES THOMAS  
(On behalf of Mr. Frederick)

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I N T E R V I E W

(9:17 a.m. CDT)

1  
2  
3 LT [REDACTED] Good afternoon. My name is LT [REDACTED] [REDACTED] with  
4 Marine Safety Unit Houma investigations. The date is March 17,  
5 2022. We are currently at Marine Safety Unit Houma in Louisiana.  
6 The time is 0917.

7 The purpose of this recording is to look into the  
8 investigation between the bridge allision of the crane barge *Mr.*  
9 *Dawg*, which was in tow by the towing vessel *Robert Cenac* on March  
10 6, 2022. The interview will be of Devin Frederick. With your  
11 permission, Devin, I'd like to go ahead and record this interview,  
12 if that's okay.

13 MR. FREDERICK: Yes, ma'am.

14 LT [REDACTED] Okay. Thank you. And we'll go ahead and go around  
15 the room at this time, to just identify who we are and your  
16 position, please.

17 MR. MUISE: This is Marcel Muise, M-u-i-s-e, investigator  
18 with the National Transportation Safety Board.

19 MR. JOHNSTON: Derek Johnston, J-o-h-n-s-t-o-n, human factors  
20 investigator with the National Transportation Safety Board.

21 MR. FREDERICK: Devin Frederick, employee working for Al  
22 Cenac Caillou Island Towing.

23 MR. THOMAS: Miles Thomas, representing Mr. Frederick.

24 CWO [REDACTED] [REDACTED] [REDACTED] U.S. Coast Guard investigations  
25 office.

## INTERVIEW OF DEVIN FREDERICK

BY LT [REDACTED]

1  
2  
3 Q. Okay. All right, Devin, if we could go ahead and start. If  
4 you can kind of tell me a little bit about yourself, your  
5 background, if there's any type of training that you've had with  
6 regards to the marine industry. Let's start from there.

7 A. Yes, ma'am. I'm 19 years old, from Houma, Louisiana. And  
8 I've only been working for this company about eight to nine month,  
9 at Caillou Island. That's the company I started with. I'm fresh  
10 to maritime industry.

11 Q. All right. Have you been on board the *Robert Cenac* the  
12 entire time, since you started working?

13 A. About six to seven months throughout my whole time of working  
14 there. I was on another vessel -- other two vessels.

15 Q. Okay. What other two vessels were you on?

16 A. The *Charles Cenac* and *Al Cenac*. And I was also on the net  
17 for just one little two-day hitch, throughout my time on the  
18 *Robert*.

19 Q. Okay. How do you like it so far?

20 A. It's not -- it's stressful.

21 Q. It's stressful?

22 A. It's a little stressful.

23 Q. Yeah.

24 A. But I'm making it.

25 Q. All right. So, what type of hours do you typically work when

1 you're on board?

2 A. We just started working 12 and 12 hour watches.

3 Q. Okay.

4 A. For individual deckhands. I'm up all night, but we usually  
5 try to alternate each week.

6 Q. Okay.

7 A. In that I work all day for one week, and then the next week I  
8 work all night.

9 Q. Okay.

10 A. And we just started this for about two, three weeks now.

11 Q. About two to three weeks. So, how many hitches have you done  
12 on board so far? And it's an estimate. It's -- you know, do your  
13 best with that.

14 A. I'm not, I'm not sure. I've been, I've been on this run for  
15 about two weeks now.

16 Q. About two weeks? Okay.

17 A. But I'm not sure altogether how many hitches I've gotten.

18 Q. Okay. So, have you worked with the master, Travis, before,  
19 and with the mate, Joel?

20 A. I worked with Joel on the net.

21 Q. Okay. Joel --

22 A. For that two to three days, and I worked with Mr. Travis most  
23 of my time on the *Robert*.

24 Q. Okay. Very good. So, how long in total have you been aboard  
25 the *Robert Cenac*?

- 1 A. About six months.
- 2 Q. Six months. Okay.
- 3 A. Six to seven months.
- 4 Q. Are you planning on pursuing a career in the marine industry?  
5 Are you going to want to do your licensing?
- 6 A. Oh, no.
- 7 Q. No?
- 8 A. No, ma'am. I'm just -- I'm probably going to spend two,  
9 three more months out there --
- 10 Q. Uh-huh.
- 11 A. -- so I can save a little bit more money.
- 12 Q. Okay. Okay. Good deal. So, just to clarify, you haven't  
13 worked with any other companies besides Caillou Island Towing.
- 14 A. No, ma'am.
- 15 Q. Okay. So, at what -- now we'll kind of go into the events of  
16 the day leading up to the casualty.
- 17 A. Okay.
- 18 Q. So, if you can kind of -- let's start with when you picked up  
19 your hitch. So, where were you at when you joined the vessel for  
20 the hitch?
- 21 A. When I got back on the vessel --
- 22 Q. Uh-huh.
- 23 A. -- I was recently sick, like that previous week. So, just  
24 kind of waiting it out. And then I decided to make crew change  
25 that week, on a Thursday.

- 1 Q. Okay.
- 2 A. And then I'm not sure, but I think -- I'm not sure where we  
3 were at -- I think we were coming from. You know -- I think, no,  
4 we were in back of the office, I believe.
- 5 Q. Okay. So, you met the vessel at the office.
- 6 A. Yes, ma'am.
- 7 Q. Okay.
- 8 A. In back of the office.
- 9 Q. All right.
- 10 A. Just kind of -- it's all kind of blurry.
- 11 Q. Sure. Sure.
- 12 A. Because we were in Houston. We just got back from Houston.
- 13 Q. Okay.
- 14 A. But we were in back of the office. And I off of the --  
15 that's when I got on.
- 16 Q. All right. So, was it a daytime shift or a nighttime shift  
17 that you got on? Do you know that?
- 18 A. I believe it was, it was a nighttime shift.
- 19 Q. Okay. So, how does that usually work? DO you show up at the  
20 office? Do you have other crew members that are switching out  
21 with you at that time?
- 22 A. Yes, ma'am. I believe those crew members stayed on.
- 23 Q. Okay.
- 24 A. Christian --
- 25 Q. So, Christian is your other deckhand?



- 1 A. Uh-huh.
- 2 Q. Okay.
- 3 A. And then I have another deckhand, Mike. But he hasn't been  
4 on for a while.
- 5 Q. Okay.
- 6 A. Yeah. So, I, I got back on board. I went to take a nap.
- 7 Q. Okay.
- 8 A. But, we, we actually had to stay up, because it was -- like,  
9 we, we was just in back of the office. So, we don't really start  
10 watches. That's just our general watch time.
- 11 Q. Okay.
- 12 A. So, we were up most of the day, sleeping at night. So, we  
13 were just -- I went to take a nap when I got on board. And we did  
14 little projects, a couple little projects for the boat itself.
- 15 Q. So, what kind of boat projects are you doing at that time?
- 16 A. We had a couple of floodlights we had to fix in front of the  
17 boat.
- 18 Q. Uh-huh.
- 19 A. We had to clean and -- one of the propellers, inside the  
20 engine room.
- 21 Q. Uh-huh.
- 22 A. I don't know what they call it, yet, as for the term -- the  
23 propellers are. We had to clean inside the tanks in there.
- 24 Q. Okay.
- 25 A. And just clean the engine room a little bit.

- 1 Q. Okay.
- 2 A. Get that room.
- 3 Q. All right. So, at that time was the *Mr. Dawg*, the crane
- 4 barge, already in tow or were you just --
- 5 A. No, ma'am.
- 6 Q. -- it was just --
- 7 A. That was, that was on the Thursday. I believe, I believe it
- 8 happened on a Saturday or a Sunday.
- 9 Q. Okay.
- 10 A. If I'm not mistaken.
- 11 Q. Okay. And did the vessel stay by the Houma office, or --
- 12 A. We stayed by the office --
- 13 Q. Okay.
- 14 A. -- this whole time. The Thursday and Friday.
- 15 Q. Okay. So, Thursday, Friday you were in Houma. Okay. And
- 16 then after that --
- 17 A. After that, I think the Saturday started out as a normal day.
- 18 We did our projects we -- that they asked to do. And then that
- 19 night they got the text or call to go pick up this job for the *Mr.*
- 20 *Dawg*.
- 21 Q. Okay. And where was the *Mr. Dawg* located?
- 22 A. The *Mr. Dawg* was located right outside the cut, I guess they
- 23 would call it. Just by the office.
- 24 Q. Okay.
- 25 A. Maybe a mile or two.

1 Q. Do you remember the shipyard location or the name of the  
2 location where the *Mr. Dawg* --

3 A. I know -- I remember the location visually. I don't know the  
4 name of it or anything.

5 Q. Okay. And aside from the *Mr. Dawg*, were you picking up any  
6 other vessels at that time?

7 A. No. Along with the *Mr. Dawg*, there was a smaller deck barge.

8 Q. Okay.

9 A. With some iron, so --

10 Q. All right. So, then got the text notification. You went  
11 over to pick up the --

12 A. Pick up --

13 Q. -- *Mr. Dawg* and the deck barge. And then if you can kind of  
14 play out what happened from there.

15 A. Well, we got -- we started building the tow. We got the tow  
16 built and everything. We had to move the little deck barge in  
17 front of the crane barge, so we could move with it all together.  
18 So, we stayed there for -- from like 8, 9 to 12, maybe.

19 Q. Okay.

20 A. 11:30 to 12. And then we left with that. We started going  
21 up towards -- up the, the ICW, towards the Twin-Spans. So, we're  
22 just making out. I'm in the, I'm in the, the cabin downstairs.  
23 And then, Mr. Travis asked me a little while before to go outside,  
24 to make sure we don't hit the bridge or nothing. Just be on the  
25 lookout. And I am. From about the -- from the bar, the

1 Intracoastal bar, to the Twin-Spans. And then, yeah, I'm just on  
2 lookout. And then a couple minutes before we get -- we actually  
3 hit the bridge or anything, me and Joel, we kind of communicate  
4 over the radio. And, and then not too long after we just hit the  
5 bridge.

6 Q. Okay. What was the visibility like?

7 A. The visibility?

8 Q. Uh-huh.

9 A. It was -- I'd say out of a scale 1 through 10, maybe an 8.  
10 It was good. It was clear.

11 Q. Okay. So --

12 A. It wasn't that bad. It had a little mist fog.

13 Q. So you could see pretty well with your surroundings. Was  
14 there any type of lighting that kind of helped you see, maybe, the  
15 bridge or some other stuff?

16 A. He had, he had his, his searchlights on.

17 Q. Okay.

18 A. He made sure to check the searchlights.

19 Q. Okay. And how, how long do you think you were out there on  
20 the barge?

21 A. Maybe about 30 minutes.

22 Q. About 30 minutes. Okay.

23 A. Maybe.

24 Q. Is that pretty common, that every time, you know, you're  
25 going to go under a bridge or through a bridge that somebody

1 stands out there -- out on deck, to --

2 A. It's pretty common. Yes, I would say it's pretty common.  
3 Just to be sure, just to be on the lookout for any other, you  
4 know, casualties.

5 Q. Uh-huh. Was there any indication that you may have had that  
6 said, well, I don't think we're going to, we're going to make  
7 it --

8 A. I mean, it was --

9 Q. -- through the bridge?

10 A. -- it was hard to visualize. You'd have to -- it's a really  
11 play it by ear type of moment.

12 Q. Okay.

13 A. And you can't really see from my position where you're  
14 standing how high the crane is, or how high the bridge is. You  
15 can't really determine visually --

16 Q. Okay.

17 A. -- how that's going to turn out.

18 Q. Okay. Were there any discussions about whether or not the  
19 crane barge was stowed in the right position? Is that normally --  
20 have you, have you ever been on board when they've towed a crane  
21 barge before?

22 A. No, ma'am. This is the first crane barge I've ever --

23 Q. Okay.

24 A. -- came in contact with.

25 Q. Okay. And what type of vessels do you typically have in tow,

1 when you've been on board?

2 A. You know, deck -- we don't -- this is the first crane barge  
3 on a towboat.

4 Q. Uh-huh.

5 A. The boat we push --

6 Q. Uh-huh.

7 A. -- that's the first time a barge we've pushed, from -- on  
8 that boat. But we usually push pressure barges. And we just got  
9 back from Houston fleet, where we just had to take out 30 barges  
10 and just move them around, help other boats in.

11 LT [REDACTED] Okay. All right. [REDACTED] did you have any further  
12 questions?

13 BY CWO [REDACTED]

14 Q. Yeah. In regards to you being the lookout, you mentioned you  
15 can't really determine the height. So, while you're on lookout  
16 your job is to pretty much watch the pillars of the bridges to  
17 make sure you're not getting close to those?

18 A. Right. Make sure you're not off center, or anything like  
19 that.

20 Q. Okay.

21 A. To make --

22 Q. So, so with that, do you know whose job it would be to  
23 determine the height?

24 A. To determine the height?

25 Q. Or --

1 A. It was --

2 Q. -- to watch out height-wise? Because deck, it's kind of  
3 difficult to see --

4 A. Right.

5 Q. -- to see where that is. So, is --

6 A. There's no designated person to be --

7 Q. Okay.

8 A. -- on the lookout for that. Like I said, it's kind of hard  
9 for all of us to just visually see if that's going to make it or  
10 not. Now the, the, the depth and all, the measurements of the  
11 crane barge, we're supposed to get that from the sender who is  
12 putting us on that job, or of the office.

13 Q. Okay.

14 A. So --

15 BY LT [REDACTED]

16 Q. Do you know if that information was provided at all?

17 A. The -- they -- it was, but it was just kind of a bad  
18 communication, I would say.

19 LT [REDACTED] Okay. Anything?

20 BY MR. MUISE:

21 Q. So, when you're building the tow, do you remember if the  
22 towboat was around the center of the *Mr. Dawg*? Was it off-center,  
23 when you faced up against --

24 A. It was in the center.

25 Q. Okay.

- 1 A. Yeah. We had a --
- 2 Q. How --
- 3 A. I can draw a picture.
- 4 Q. Yeah, go ahead, if you want to draw a picture. Absolutely.
- 5 A. This is our crane barge, the little barge right here.
- 6 There's -- there was some little notches -- some little odd
- 7 notches that have like, a hole in, in it.
- 8 Q. Uh-huh.
- 9 A. So, we had our hard rigging. That's our hard, you know,
- 10 wench --
- 11 Q. Yeah.
- 12 A. -- or whatever.
- 13 Q. Roger that.
- 14 A. And it connects to these. We had our donuts, hard rigging,
- 15 and then our wire that connected out around. And we tried to
- 16 double it up.
- 17 Q. Okay.
- 18 A. But we had it going around this middle bit, to this
- 19 timberhead over here. Then back, to this -- because it was -- you
- 20 just want it to be safe.
- 21 Q. Okay.
- 22 A. And then the same one --
- 23 Q. Same thing on the other side. How about, was there wing
- 24 wires too?
- 25 A. Wing wires?



- 1 Q. From, from further astern, coming that way.
- 2 A. No. We couldn't --
- 3 Q. No?
- 4 A. -- that -- we didn't have anything to hook that up to.
- 5 Q. Okay. How about the deck barge? Was that on the center line
- 6 as well? Like, was it all lined up perfectly?
- 7 A. Yes. This was a deck barge.
- 8 Q. Oh, that's the deck barge. That's not you. Okay.
- 9 A. Deck barge. Uh-huh.
- 10 Q. How about between the tow boat and the, and the *Mr. Dawg*?
- 11 A. We had our face wires on.
- 12 Q. Just face wires? Okay.
- 13 A. Yes, just the face wire. Because they couldn't connect to
- 14 anything else. They have -- it's only the face wires.
- 15 Q. Okay.
- 16 A. Now, we could have put safety lines for the boat. But that
- 17 would have probably been unnecessary, I would say.
- 18 Q. Okay. Can you write -- just write deck barge there, so we'll
- 19 remember what -- and where is the crane on the, on the barge -- on
- 20 the --
- 21 A. The base of the crane is on the back of the barge. So --
- 22 this was the base of the crane, I would say.
- 23 Q. Is the crane on a track, or is it part of the barge itself?
- 24 A. When I looked at it, it's on, like, wooden -- it's not
- 25 pallets, but it's on wooden --

- 1 Q. It can't move, though. It's not on wheels or it's not --
- 2 A. No, it's squared. It's, it's all squared.
- 3 Q. Okay.
- 4 A. It's not connected or welded to the barge itself.
- 5 Q. You mentioned visibility. How about the winds and --
- 6 A. The winds, the winds weren't that bad. It was pretty much a
- 7 clear night.
- 8 Q. And from --
- 9 A. Maybe 5 to 10 miles per hour winds. Maybe.
- 10 Q. From which way?
- 11 A. I would say that.
- 12 Q. If you're heading -- before you get to the Twins, you're
- 13 heading north. Right? So, which way was the wind coming from?
- 14 A. It was coming from the east.
- 15 Q. Okay. And do you remember any current at all?
- 16 A. The current?
- 17 Q. Yeah. If you don't -- and if you don't know the answer to
- 18 any of these, that's fine.
- 19 A. I don't, I don't know. Yeah. I don't really know the answer
- 20 to that.
- 21 Q. Temperature?
- 22 A. Temperature? It was maybe 60 -- high 60s, low 70s.
- 23 Q. Okay. Do you remember seeing the lights on the bridge?
- 24 A. The lights on -- the red and green lights?
- 25 Q. Yes.

1 A. Uh-huh.

2 Q. Okay. And were you to -- right underneath the green light,  
3 or to the left of the light? The right of the light?

4 A. It was kind of like, you know, going for the middle. Because  
5 the, the red and green lights, you know, little wide out --

6 Q. Sure.

7 A. I guess as a -- he tried to send it --

8 Q. Did you, did you hit the green light? Not you, but did the  
9 crane hit the --

10 A. Yeah, the crane itself hit the green light.

11 Q. It hit the green light.

12 A. Yeah.

13 Q. All right. So, you were right on the center line.

14 A. Yeah.

15 MR. MUISE: Okay. That's all I have. Derek, do you have  
16 anything?

17 BY MR. JOHNSTON:

18 Q. Going back, when, when you said they got -- you got underway  
19 and picked up the, the crane barge, what, what was the process  
20 prior to, to getting underway and, and getting ready to, to push  
21 the -- push that crane?

22 A. The process? Barge inspections. We usually do barge  
23 inspections. Make sure nothing is wrong with the barge itself.

24 Q. Uh-huh.

25 A. We had to look at the crane. But we don't know how big the

1 crane -- this is -- we just -- like I said, this is my first time  
2 working with the crane barge. So, I don't really know what we  
3 do --

4 Q. Okay.

5 A. -- inspection-wise, for the crane barge. We just inspected  
6 the barge, check the barge, how much water it takes -- water space  
7 it takes.

8 Q. Okay. Was there any sort of voyage planning document or any  
9 sort of documentation filed --

10 A. I believe, I believe the wheelhouse --

11 Q. They, they handled --

12 A. -- does all that.

13 Q. -- all that?

14 A. I believe, yeah.

15 Q. Okay.

16 A. I believe they have voyage planning and all that set.

17 Q. Okay. And did they discuss any, any -- did they do, like, a  
18 risk assessment or any sort of, you know, identification of things  
19 on the, on the route that needed to be accounted for?

20 A. Not to us.

21 Q. Okay.

22 A. Just probably, like, he -- like he told me to be on watch for  
23 the bridges.

24 Q. Right.

25 A. Make sure we get --

1 MR. JOHNSTON: And that's when you went -- okay. I don't  
2 have anything else. That's, that's it for me.

3 BY LT [REDACTED]

4 Q. Okay. And then just to kind of wrap up, so, once the crane  
5 barge -- the crane itself made impact with the bridge, if you can  
6 kind of go through what -- you know, what took place after that.

7 A. So, you know, the boat kind of stopped. The bridge stopped  
8 us. You know, it didn't really damage anything too much. So, we  
9 kind of got off, off our feet a little bit. And then, our tow  
10 broke. Our, our deck barge broke from the crane barge itself.  
11 But they had a wire -- our, our port wire was still intact, I  
12 believe -- no, it was the starboard wire. Starboard wire rope was  
13 still attached, but was kind of leaning out in the middle of the  
14 Intracoastal. They had a boat behind us. I believe they, they  
15 stopped for us, when -- our wheelhouse got in touch with their  
16 wheelhouse. And then we kind of tried to secure that little  
17 barge. That was one -- we were trying to kind of put it towards  
18 the dock, and put our spuds down on that barge. And we  
19 disconnected from the crane barge, and kind of pushed the little  
20 deck barge back in. So, we was like -- like, and secure that.  
21 Get the wires back, and everything. And build back the tow. Then  
22 we stayed there overnight.

23 Q. Okay. And did that vessel behind you -- do you remember what  
24 vessel that might have been?

25 A. No, ma'am.

1 Q. Okay. And did it stay there while you were working on  
2 getting the deck barge back in place?

3 A. No. He -- Captain told him just -- while we got everything  
4 secured on the side, he just told him hurry up and get around us.

5 Q. Okay.

6 A. Pass on through.

7 Q. So, what happened after you were able to get the deck barge  
8 secured?

9 A. After we got the little deck secured, we -- like I said, we  
10 dropped our spuds and, you know, we finished building our tow. We  
11 put our lines back on, our safety wires, and we stayed there until  
12 we had anything else, like any other news.

13 Q. Okay.

14 A. And I believe I went to sleep not too long after.

15 Q. Okay. Did anyone make mention of any drug and alcohol  
16 testing?

17 A. We, we did our drug and alcohol testing. I believe it was  
18 the next morning.

19 Q. Okay. So --

20 A. That morning, actually. I think that was like 3:00 I went to  
21 sleep.

22 Q. So, you went to bed around 3 a.m. on the 6th?

23 A. The -- yes, ma'am. I believe that's the 6th.

24 Q. Okay.

25 A. I didn't stay up all -- like, after the incident, I stayed up

1 until, like, three.

2 Q. Okay.

3 A. Then went to sleep. He told us we can go to sleep, and just  
4 wait it out.

5 Q. Okay. All right. So, no drug or alcohol testing was  
6 conducted prior to you going to sleep.

7 A. Not before I went to sleep. But when I woke up that morning,  
8 everybody did an alcohol swab. And later that day they had a  
9 woman who came --

10 Q. Okay. Do you --

11 A. -- drug screen.

12 Q. Do you remember about what time the alcohol test was  
13 conducted?

14 A. Around 11, 11 through 12.

15 Q. Okay.

16 A. It was between that. I'm not really sure.

17 LT [REDACTED] Okay. All right. That is all that I have. We'll  
18 go ahead and --

19 MR. MUISE: I just had a couple follow-ups on --

20 LT [REDACTED] Sure.

21 BY MR. MUISE:

22 Q. The spuds, were they on the, the deck barge or on the crane  
23 barge?

24 A. They were on the crane barge.

25 Q. On the crane barge. Okay.

- 1 A. There was just only two spuds on the port side.
- 2 Q. Port side of the crane barge. Okay. And did anything fall  
3 off the bridge?
- 4 A. Nothing fell off the bridge.
- 5 Q. Okay.
- 6 A. The bridge, the bridge itself they said they had no cracks in  
7 it. It was just -- it's kind of indented. You can tell where  
8 it's indented at.
- 9 Q. But, you -- the crane did hit the light, you said.
- 10 A. It did hit the light.
- 11 Q. It just bent it.
- 12 A. Yeah.
- 13 Q. Bent it, or --
- 14 A. Well, when he hit it he kind of, like, started to slide.
- 15 Q. Okay.
- 16 A. So --
- 17 Q. So, the light is still there.
- 18 A. I believe --
- 19 Q. That's probably -- you don't know.
- 20 A. I believe. It was just dangling a little bit. It kind of --  
21 but it never came -- it never dropped or anything.
- 22 Q. Okay.
- 23 A. It stayed there.
- 24 MR. MUISE: All right. Thank you.
- 25 CWO [REDACTED] So, if I could get you to print your name and



1 sign the bottom of that sheet. And I'll get you a copy of it,  
2 just for the record. Thank you.

3 LT [REDACTED] All right. The time is 9:38, and this is the  
4 conclusion of the interview with Deckhand Frederick.

5 (Whereupon, at 9:38 a.m. CDT, 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:            *ROBERT CENAC AND MR. DAWG COLLIDE  
WITH HOUMA TWIN SPAN BRIDGE, IN  
HOUMA, LOUISIANA ON MARCH 6, 2022*  
Interview of Devin Frederick

ACCIDENT NO.:                DCA22FM012

PLACE:                         United States Marine Safety Unit,  
Houma, Louisiana

DATE:                         March 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.



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Jane W. Gilliam  
Transcriber