

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

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Accident No.: DCA22FM012

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Interview of: MICHAEL ARCEMENT, Health, Safety,
& Environment Manager
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. Arcement)

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I N T E R V I E W

(1:22 p.m. CDT)

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2
3 LT [REDACTED] March 17, 2022. We are currently located at Marine
4 Safety Unit Houma in Louisiana. The time is 1:22 p.m. This is
5 going to be an interview with Michael -- is it Arcement?

6 MR. ARCEMENT: Arcement.

7 LT [REDACTED] Arcement.

8 MR. ARCEMENT: Uh-huh.

9 LT [REDACTED] The purpose for this recording is for the
10 investigation into the bridge allision by the crane barge *Mr.*
11 *Dawg*, which was in tow by the towing vessel *Robert Cenac* on March
12 6, 2022. Again, with your permission, I'd like to go ahead and
13 record this interview, Michael.

14 MR. ARCEMENT: Yes, ma'am.

15 LT [REDACTED] Okay. And if everybody could just go around the
16 room and identify who they are and their position, please.

17 MR. MUISE: This is Marcel Muise, NTSB accident investigator.

18 MR. JOHNSTON: Derek Johnston, NTSB human factors
19 investigator.

20 CWO [REDACTED] [REDACTED] [REDACTED] investigations office, U.S.
21 Coast Guard investigations, Houma.

22 MR. THOMAS: I'm Miles Thomas. I represent Mr. Arcement.

23 MR. ARCEMENT: Michael Arcement. Caillou Island Towing.

24 INTERVIEW OF MICHAEL ARCEMENT

25 BY LT [REDACTED]

1 Q. Okay. And Michael, what is your position with the company?

2 A. HS&E manager.

3 Q. And what does that position do?

4 A. I oversee policies and procedures, audits, compliance. I
5 report directly to Mr. Billy Cenac, the owner of the company, with
6 regards to all that.

7 Q. Okay. Can you please tell me a little bit about yourself,
8 your background, if you hold any type of licenses?

9 A. No marine credentials. I have a college education from
10 Nicholls State University. That's -- I've worked in the marine
11 industry for about ten years, previously in the supply boat
12 industry before the tugboat industry. Basically doing safety and
13 personnel, and operations for those companies -- for that company,
14 this other company.

15 Q. What other companies have you worked for?

16 A. Abdon Callais Offshore and Bollinger Shipyards, and Grand
17 Isle Shipyard.

18 Q. Okay. And was that as the HSE manager as well?

19 A. Yes, ma'am.

20 Q. Okay. What type of marine training do your vessel crews get?

21 A. We provide video training. As far as hands-on training, you
22 talking about, or as far as --

23 Q. Any type of --

24 A. So, we, we provide Moxie Media training that meets all
25 subchapter M requirements, videos, and, you know, they have

1 certificates that they receive once they complete these course.
2 As far as hands-on training, any new hire would go through --
3 they'll ride as an extra until they're signed off to hold that
4 position.

5 Q. Okay. And how often does this type of training occur?

6 A. The Moxie Media training occurs annually, and also as needed.
7 And also upon hiring, we do a new hire orientation that Moxie
8 Media entails.

9 Q. Okay. How long have you worked with Caillou Island Towing?

10 A. Six years.

11 Q. And the entire time, was it as HSE manager?

12 A. Yes, ma'am.

13 Q. Okay.

14 A. I also did personnel management too.

15 Q. Okay.

16 A. Still do that.

17 Q. So, can you kind of -- Al mentoined that you guys kind of
18 take shifts on answering calls --

19 A. So --

20 Q. -- for the fleet. Can you kind of talk about that, so I have
21 a better understanding of what exactly that entails?

22 A. Yes, ma'am. So, three of us, myself, Al, and Ted Wazone
23 (ph), we rotate afterhour calls and weekend calls, as far as
24 taking jobs or breakdowns or anything that might happen on a boat
25 afterhours. If we have to get someone off, whatever. So, every

1 third week one of us is on call, for afterhours and weekends.

2 Q. Okay. When those calls come in, are they physically through
3 a phone or are they transcribed in emails? How do those -- how do
4 you get that information?

5 A. Through a phone.

6 Q. It's through a phone.

7 A. Uh-huh.

8 Q. Okay. All right. So, if you don't mind now just taking the
9 time to go over how you became aware of the incident that
10 occurred.

11 A. Travis Tate called me at whatever time it was, that night.

12 Q. Uh-huh.

13 A. After the incident occurred.

14 Q. Okay. And if you don't mind just kind of going through your
15 discussions and maybe -- as, as HSE manager, what type of
16 information are you gathering to --

17 A. Well, initially I just wanted to make sure everyone was okay,
18 the boat was in stable condition, wasn't sinking. The barge
19 wasn't sinking, anything like that. So, I just made them do a
20 walkthrough on that -- all that equipment. After that, I started
21 -- I told them -- I gave them the information and started making
22 phone calls to notify the proper authorities, police, DOT, Coast
23 Guard, all those guys. Which they did, and, and so that's kind of
24 the information I gave them. And I told them to start, you know
25 -- had a lot of things going on, but, you know, incident reports

1 and stuff like that came later on.

2 Q. All right. Okay. And who with Caillou Island Towing is
3 responsible for determining whether or not drug and alcohol
4 testing needs to be conducted, and things of that nature?

5 A. Me.

6 Q. Me -- oh, or you.

7 A. Yes, ma'am.

8 Q. Okay. All right. Can you talk to me a little bit about
9 whether the vessel has a safety management system?

10 A. Yes, it does.

11 Q. Okay. And --

12 A. It has an approved one.

13 Q. Okay. And can you kind of give me an overview of what type
14 of things are included in your safety management system on board?

15 A. I mean, that's broad. Like, with regards to -- it's a whole
16 operation. I mean, what -- our safety management system includes
17 everything from training to operations to navigation to
18 electronics to maintenance. I mean, it basically covers
19 everything that happens in a tugboat business. I'm not sure
20 specifically what you're looking for.

21 LT [REDACTED] Okay. So, did you --

22 MR. MUISE: No. Go ahead.

23 LT [REDACTED] Okay.

24 MR. MUISE: Sorry.

25 BY LT [REDACTED]

1 Q. So, in that safety management system, does it discuss
2 anywhere about information needed to kind of identify any, any
3 factors that may take into account what, what you're going to be
4 towing or what the vessel is going to be towing?

5 A. Yeah, we do.

6 Q. Can you talk a little bit more about that, and what it might
7 include?

8 A. We have a procedure under our navigation procedures. It
9 talks about barge to vessel ratio. Basically, a lot of business
10 that we do is chemical barges and stuff like that. So, it -- we
11 have a tow to horsepower ratio, basically saying -- allowing us to
12 -- however many barges versus what horsepower the tug is, which is
13 allowable by that. Anything besides that, basically it leaves up
14 to the operations department of what, you know, the vessel is
15 capable of towing. And also, it leaves to the discretion of the
16 master of the vessel -- it states that in TSMS, if he thinks
17 they're capable of towing whatever it might be.

18 Q. Okay. Is there any company policies or procedures that are
19 in place when you get the call that maybe a client wants to --
20 wants you -- one of your vessels to do a job?

21 A. Uh-huh.

22 Q. Does that -- is there anything that kind of goes through an
23 initial vetting to determine whether or not your vessel is going
24 to be able to safely conduct that job? Before it just gets handed
25 off to someone --

1 A. I mean, that's, that's something that operations looks at.
2 We don't necessarily have a procedure in place for it. But, you
3 know, we'll talk about it. And you know, through years of
4 experience and things like that, we decide if we could safely do
5 the job, as well as conversations with the boat captain. We
6 don't, you know, we don't take a job without telling our crews
7 about it.

8 Q. Okay. So, when these jobs come in and it's one of you three
9 that are acting as the --

10 A. Uh-huh.

11 Q. -- I guess, the --

12 A. Person on call --

13 Q. -- operations --

14 A. -- or operations, yes, ma'am.

15 Q. -- yeah. Person on -- right. Is there any guidance that
16 they're following to determine whether or not the vessel is going
17 to be able to take the job?

18 A. So --

19 Q. Because you're -- excuse me real quick. You're very well-
20 versed in, you know, that stuff. But are, you know, Al or the
21 other gentleman that you mentoined, like, do they have anything to
22 work off of? Because, you know, if they don't have a lot of
23 experience with that stuff --

24 A. Right.

25 Q. -- just some type of operating guideline, whether it be,

1 like, a verbal or --

2 A. No. And, and we do have -- we have our navigation procedures
3 that we have. Basically, a guideline -- not a guideline, but our,
4 our procedures of passing orders on to the vessel and, and letting
5 them know what's going on. And basically leaving it up to
6 master's discretions at what they think they can handle and what
7 they can't handle. So, if we, if we get a phone call to move a --
8 you know, a 300-foot barge with a -- and all we have available is
9 a 900 horsepower tugboat, we'll talk to the captain and say, hey,
10 man, this is what we have, you think you could do it. He'll say
11 no or yes, and we'll say okay. That's pretty much how it goes
12 from an operational standpoint. We know what the boats can
13 handle, just through years of experience. As far as guidelines,
14 we don't have anything in writing. No.

15 Q. Okay. Can you talk to me a little bit about if someone was
16 to call a stop work order --

17 A. Uh-huh.

18 Q. -- on board, how that filters from the vessel to the company?

19 A. It's a phone call, to the person on call.

20 Q. Okay.

21 A. Yeah.

22 Q. To one of the operations --

23 A. One of the -- yeah. I mean, if it's during office hours --

24 Q. Whoever is on --

25 A. -- they'll just call the office, and if it's afterhours

1 they'll call -- we have a call service. And they'll get in touch
2 with the person on call.

3 Q. Okay. Has that happened before? Does that happen --

4 A. Uh-huh.

5 Q. -- pretty frequently, that --

6 A. Yeah. Right now it does, with our fog and, and things like
7 that. It happens a lot.

8 Q. Okay.

9 A. Yeah. And we have a form that they complete and log and
10 everything else. I mean, we have to notify our customers when we
11 stop. So -- and we have to have backup, stuff like that. So --

12 LT [REDACTED] Okay. Offer it up for any questions you have.

13 MR. MUISE: Sure.

14 BY MR. MUISE:

15 Q. It's your -- your TSMS, is it based on SIMS or the AWO's
16 responsible carrier program or --

17 A. It's an AWO-approved --

18 Q. It's based on theirs? Okay.

19 A. Yeah.

20 Q. Because things like software is required by DESE but it's not
21 required by the Coast Guard or --

22 A. Right.

23 Q. I'm not sure about AWO, if --

24 A. Things like what, now?

25 Q. Stop work authority.

1 A. Yeah. It's required.

2 Q. That's required?

3 A. We, we have a stop work policy in our TSMS.

4 Q. Okay. Who -- and who does the certification for that? Like,
5 who does your audits and --

6 A. Our third-party organization that does our audits on the TSMS
7 is the TVIB, Towing Vessel Inspection Bureau.

8 Q. Uh-huh. Okay. Do you -- is there any other kind of audits?
9 Like, ISO 14000 or ISO 9000?

10 A. No. Nothing like that.

11 Q. Okay.

12 A. We do internal management audits on the TSMS, which we have
13 an approved auditor who does that.

14 MR. MUISE: Okay. That's all I had, really. Sorry.

15 BY MR. JOHNSTON:

16 Q. I'll ask you a few questions about the SMS.

17 A. Okay.

18 Q. What is the SMS address -- excuse me. What does the SMS
19 address as far as fatigue and endurance management?

20 A. We, we have a crew endurance management procedures in our
21 SMS. And basically, 12 hours per day. But most of our boats work
22 six on six watches. But we, we, we log rest hours and things like
23 that, to make sure our crew members are fully available to go to
24 work when it's time, with, with full rest. And that's all. We
25 have an electronic computer program on all our boats, Helm

- 1 CONNECT. It logs all their work hours and rest hours. So --
- 2 Q. Did they -- did, did the crew members track it themselves, as
- 3 far as, hey, you know, here's --
- 4 A. It's tracked --
- 5 Q. -- I'm on, I'm on this watch --
- 6 A. Yeah, it's electronic.
- 7 Q. -- like --
- 8 A. Uh-huh. When they get on -- when they have watch turnover,
- 9 they'll, they'll log in what time they come on watch, what time
- 10 they go on watch, and talk about what's going on.
- 11 Q. Do they track hours where they -- it wouldn't be on watch,
- 12 but maybe doing some ancillary duties around the boat, fixing a
- 13 light, you know, whatever it may be?
- 14 A. No. I mean, when they're off watch that's -- no, we don't
- 15 track anything like that. We just track their time on watch.
- 16 Q. Is it tracked -- can you explain to me how the, the -- maybe
- 17 the, maybe the dispatch, whatever the word would be, for the way
- 18 the *Robert Cenac* crew was kind of on a standby situation --
- 19 A. Uh-huh.
- 20 Q. -- for picking up the, the *Mr. Dawg*?
- 21 A. No. They wasn't really on a standby situation. They went --
- 22 they were just coming off of a different job. They were coming
- 23 from Morgan City, where they went to do shift work. So, they
- 24 wasn't standing by.
- 25 Q. Okay. And they're on -- are they getting rest during that

1 time, or is there a --

2 A. I mean, there's a --

3 Q. -- a policy for that?

4 A. -- there's a 24-hour crew. So, the two guys who aren't on
5 watch at that particular time are resting.

6 Q. And they're on board the vessel?

7 A. Yeah. Uh-huh.

8 Q. Okay.

9 A. It's -- it, it has accommodations for all people.

10 Q. Okay.

11 A. Yeah.

12 Q. Yeah, I understand.

13 A. Uh-huh.

14 Q. Do you provide specific training for bridge transits, as far
15 as calculating the clearance and how to factor in river gauge and
16 river -- all the, all the air gap and everything for the transit?

17 A. Not specific training on that. No. We don't have any
18 certified training that they do in that. But, I mean, that's part
19 of their -- the -- that, you know, part of their Coast Guard
20 curriculum, to get their license is to know how to do a barge
21 plan. So --

22 BY LT [REDACTED]

23 Q. So, to kind of touch base with the voyage plan, because a lot
24 of this stuff is relatively new, since now the vessels are being
25 inspected.

1 A. Right.

2 Q. Do they have any type of initial training to go through what
3 exactly -- I guess, any training that they go through to identify
4 how to answer the, the voyage plan.

5 A. So, we have a Moxie Media training which covers -- I mean, I
6 could get a list of all the topics it covers, which includes, you
7 know, bridge resource management and different things that -- how
8 to navigate. So, that training we have. As for physical
9 training, no. But, but the voyage plan document that we use is
10 very self-explanatory on how to fill out, you know. And whenever
11 we lead it, we kind of explain to them informally on how to
12 utilize the, the document. But, it's something that we've always
13 -- it's not something new to us. Voyage planning is something
14 we've always done, regardless of subchapter M or not. You know,
15 this -- none of this was new to us.

16 Q. So, in that voyage plan, when it says the height of the --
17 what's the terminology that they use?

18 A. So, the terminology in the voyage -- and that's something I'm
19 going to revise, on -- obviously you've seen it. It says the, the
20 tallest height of the, the boat or the tug -- and, I just need to
21 put the tow. That was a mistake on my part. It should have been
22 the, the entire tow. But it says the highest point of the, the
23 boat.

24 Q. So, I -- your company has previously towed crane barges. Is
25 that correct?

1 A. Yes, ma'am.

2 Q. Okay. Kind of looking back, have you ever looked back to see
3 when they do those voyage plans to see if they're actually filling
4 out the height of the vessel or --

5 A. I mean --

6 Q. -- the height of the --

7 A. -- I didn't look back on anything yet.

8 Q. Okay.

9 A. But, if I do I'm definitely going to check that out.

10 Q. Okay. Okay. Just curious on that.

11 A. Yeah. No, I really --

12 Q. If you had seen that.

13 A. -- I haven't looked back. And, and, you know, I -- we never
14 -- we don't typically tow things like this. So, most of the time
15 the tugboat is the highest point of reference on anything that we
16 tow. So, it -- yeah.

17 LT [REDACTED] Okay. I'm sorry. I kind of segued way --

18 MR. JOHNSTON: No, no. It's all right.

19 LT [REDACTED] -- to something else.

20 MR. JOHNSTON: I'm just -- I'm kind of picking apart mine as
21 they get, as they get addressed.

22 BY MR. JOHNSTON:

23 Q. Are you aware of any similar incidents? Have you had any
24 near-misses, like they called and said oh, man, that was close, or
25 anything -- or bridge trainings with a crane?

1 A. Not with -- no.

2 Q. Is there anything --

3 A. Not for --

4 Q. No?

5 A. Not --

6 MR. JOHNSTON: Where is that? I think that -- that's it for
7 me. Yeah. Thank you.

8 BY CWO [REDACTED]

9 Q. So, on the night of the incident you said you guys have a
10 three rotation --

11 A. Uh-huh.

12 Q. -- for on call.

13 A. Yes.

14 Q. Who was on call that evening?

15 A. Al. Al Cenac was on call.

16 Q. All right. So, before the incident occurred and they called
17 you did you know that the vessel was underway before you --

18 A. I mean, I follow things on emails. But, not -- I mean, Al --
19 so, Al called me initially to find out if the, the path -- the
20 area where we were going was recently messed up for the hurricane.
21 Becca Loop (ph), which I'm not sure if you are familiar with that
22 area. So, we would have had to cross Little Lake, which was
23 recently dredged. So, he called me to see if that waterway was
24 open for transit. And I -- it is. So, I -- he told me -- you
25 know, he explained -- I knew the job was going to be happening.

1 But he was making communications with the boat. Actually, let me
2 think on this. I was on call. So, I was on call that week. But
3 Al took the job from the customer. That's how that went down.
4 And Al communicated that the, the job orders to the boat. But,
5 yeah, I was on call. He called me, asked if Little Lake was open.
6 I told him yeah. So, that's -- I was aware that the job was going
7 on, yes.

8 Q. Okay. Did you know it was a crane barge, or any details on
9 that?

10 A. No. I didn't, no.

11 Q. Okay. And you mentioned that you're in charge of the overall
12 DEKI (ph), the drug and alcohol testing.

13 A. Yes, sir.

14 Q. For this incident, who made the determination to get the crew
15 alcohol and drug tested?

16 A. I did.

17 Q. You did? You informed the captain that that's --

18 A. I informed the captain, you know, to, to do the alcohol swabs
19 that -- and, yeah, that was -- or, that was me.

20 Q. All right. And do you happen to recall a rough time frame on
21 when you told him it needed done?

22 A. I told him that night, that it occurred. Or maybe the first
23 thing the next morning, to get that done. I don't exactly
24 remember the time.

25 Q. Okay.

1 A. It was kind of hectic that night. It probably was the first
2 thing the next morning.

3 Q. Yeah.

4 A. Yeah.

5 BY LT [REDACTED]

6 Q. Okay. If we're okay to segue on at what point did you make
7 the determination that the vessel needed to be drug tested?

8 A. So, I knew they needed to be drug tested, because of
9 conversation that Travis had with you, that it might turn into a
10 -- what, a serious marine incident. And that's when I made the
11 determination, the day after the incident occurred. I knew we was
12 going to have to probably get drug tests --

13 Q. Okay.

14 A. -- completed.

15 Q. Were you aware of the hour thresholds for that?

16 A. I was, and I, I didn't -- so, they had all kind of stuff
17 going on that day, where the boat was standing by at. Surveyors
18 getting on and off the boat. I knew we had to go drop that crane
19 off. And with the time frame we had, I thought that the boat was
20 going to be back at our office in plenty of time to get the drug
21 testing done in the hour threshold. They got caught in fog that
22 night, and, you know, they didn't make it back as soon as I
23 thought they would.

24 Q. So, was there any reason why they took another job instead of
25 sending somebody out to go do the alcohol testing?

1 A. I mean, they were --

2 Q. Or any --

3 A. -- it was not that they took another job. They had to get
4 that job completed, and I thought that they were going to get it
5 done and be back in time for, for it to get it completed in a time
6 frame.

7 Q. Okay. And is there any company policy that you have with
8 regards to marine casualties in general, and getting drug and
9 alcohol tested?

10 A. Yeah. We have a drug and alcohol policy, and, and marine --
11 yeah.

12 Q. So, is it any marine casualty that you guys will do drug and
13 alcohol testing?

14 A. No. Just serious marine casualties.

15 Q. Okay. So, it's only the serious marine incidents.

16 A. Uh-huh.

17 Q. Okay. All right. I have --

18 A. And at that point -- you know, at that point I still wasn't
19 sure it was going to turn into a serious marine casualty. Kind of
20 initial reports it might have just been a light that was messed
21 upon the bridge. And I, I didn't realize how bad it was going to
22 end up being.

23 Q. Uh-huh.

24 A. So --

25 LT [REDACTED] Okay.

1 BY MR. MUISE:

2 Q. I heard you mention Helm.

3 A. Uh-huh.

4 Q. Are you using it for maintenance and for safety, is it?

5 A. Helm, we use basically our whole operating program, yeah. We
6 use it for maintenance --

7 Q. Okay.

8 A. -- and safety, and a lot of things.

9 Q. When did, when did you buy that program?

10 A. Three years, probably.

11 Q. Three years now. Okay.

12 A. Uh-huh.

13 Q. Your TSMS, is it paper-based or is it online or is there an
14 app for it?

15 A. We have, we, we have physical copies of it. But we also
16 manage it through -- they have electronic copies on, on board the
17 vessel. On Helm CONNECT.

18 Q. Okay. So, it's, it's accessible to the crews --

19 A. Yeah, absolutely.

20 Q. -- always. All the time.

21 A. Yeah. Uh-huh.

22 Q. Has the auditors -- the TVIB auditors, have they ever asked
23 for -- about voyage plans? That you're aware of.

24 A. Yeah. That's a question on the vessel audits, yes.

25 Q. Is that one they -- they can pick and choose what questions

1 they ask. Is that one they --

2 A. Well, that -- so, initially, whenever we get our initial
3 COIs, they -- we have an external auditor after the surveyor
4 completes his deal. And, yeah, that's a -- they, they ask for the
5 most recent voyage plan.

6 Q. Have they ever commented, hey, maybe we need to add this or
7 add that to it, or --

8 A. No one --

9 Q. -- we can improve it --

10 A. No.

11 Q. -- this way?

12 A. No one has said anything.

13 MR. MUISE: Okay. All right. Thank you, sir.

14 MR. JOHNSTON: I'm good. Thanks.

15 BY LT [REDACTED]

16 Q. Okay. One final question.

17 A. Uh-huh.

18 Q. Hindsight is 20/20. If there was something that could have
19 been done differently, to prevent this incident from occurring, do
20 you have any recommendations on that?

21 A. I mean, the first thing is the customer told us the wrong
22 information. Not even -- you know, regarding the, the, the crane,
23 wasn't -- well, the -- it wasn't in, you know, position to be
24 moved. Second of all, he didn't tell us the right location to go.
25 We wasn't even supposed to be going to Loop, where he told us to

1 go. So, if he would have told us the right location, where we was
2 going, the incident wouldn't have never -- we'd have never passed
3 through that bridge. So, yeah, that, that -- those are some
4 things that, you know, probably shouldn't have occurred. As far
5 as the tow itself, probably -- I guess we could have gotten more
6 information on the height of that, that crane, if anything that --
7 if we did anything wrong, that would be it, you know.

8 BY MR. MUISE:

9 Q. So, where were -- where should it -- they have gone, instead
10 of Loop?

11 A. So, the, the -- and we found this out the next day. The
12 orders were to go to -- not the -- the orders for the customer, we
13 were supposed to be going to Edison Schweizer's (ph) houseboat
14 location, which is in Galliano, back at Tidewater Canal, which the
15 appropriate route to get to that would have been to go south down
16 the Houma navigation channel, cut across Terrebonne Bay, come up
17 Bayou Lafourche --

18 Q. Uh-huh.

19 A. -- and go in the Tidewater canal. Well, our customer told us
20 -- even dropped Al a pin where to go -- in Becca Loop. So, he
21 told us the wrong location. And that was -- I mean, if, if that
22 doesn't happen, then none of this ever happens. So --

23 LT [REDACTED] Uh-huh.

24 MR. MUISE: Okay.

25 LT [REDACTED] Okay. All right. The current time is 1:48 p.m.,

1 and we are concluding the interview.

2 (Whereupon, at 1:48 p.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 Michael Arcement

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.



Jane W. Gilliam
Transcriber