

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*
*
*
*
*
*

CRANE EQUIPMENT FAILURE ONBOARD
CARGO VESSEL *THORCO BASILISK*, IN
HOUSTON, TEXAS ON JULY 26, 2022

Accident No.: DCA22FM031

* * * * *

Interview of: JOFFREY GARCIA ALMAQUER, Second Officer
Thorco Basilisk

Houston, Texas

Friday,
July 29, 2022

APPEARANCES:

██████████, Lieutenant, Marine Investigator
United States Coast Guard Sector Houston

██████████, Chief Warrant Officer, Marine Investigator
United States Coast Guard Sector Houston

DEREK JOHNSTON, Marine Accident Investigator
National Transportation Safety Board

I N D E X

<u>ITEM</u>		<u>PAGE</u>
Interview of Joffrey Garcia Almaquer:		
By [REDACTED]		4
By [REDACTED]		6
By Mr. Johnston		7

I N T E R V I E W

(8:48 a.m.)

1
2
3 [REDACTED]: Okay. All right. I am -- it is
4 approximately 9:40 a.m. It's July 29, 2022. We are on the *Thorco*
5 *Basilisk* in Houston, Texas at the City Docks. I'm
6 Lieutenant [REDACTED].

7 [REDACTED]: Chief Warrant Officer [REDACTED].

8 MR. ALMAQUER: I'm Joffrey Almaquer, second officer of *Thorco*
9 *Basilisk*.

10 [REDACTED]: Okay. And, NTSB, would you mind introducing
11 yourself, please?

12 MR. JOHNSTON: Sure. This is Derek Johnston,
13 J-O-H-N-S-T-O-N, a marine casualty investigator, NTSB.

14 [REDACTED]: All right. And then, do we have anyone else
15 on the line, NTSB?

16 MR. JOHNSTON: I don't think so, no.

17 [REDACTED]: Okay. All rightie.

INTERVIEW OF JOFFREY GARCIA ALMAQUER

18 BY [REDACTED]:

19
20 Q. So, Second, if you don't mind, can you give us a timeline,
21 your experience from the time you started -- before doing cargo
22 operations for the day, what was your morning like, and then to
23 after the incident?

24 A. Yeah. (Indiscernible) and 12. We are discharging in the,
25 in the hold number one. So, first, we discharged this -- there's

1 three, three nacelles in hold number one. So, well, I did
2 discharge one nacelle, then we stopped around (indiscernible)
3 12:30 or 12:35, something like that. We have a breaktime. So,
4 (indiscernible) to nacelle. The break time, 12:30, then the
5 discharge operation around (indiscernible). Then, they take fresh
6 cargo; then, they discharge, and they bring on the port. Then,
7 after that, when they bring it onto port, I, I, I wasn't down
8 there. I, I, I (indiscernible) to see what's happening on, on the
9 shore at the same time, on the hold. I was under hatch number two
10 just to have a look in shore and in the hold.

11 Then, they discharged the second nacelle, then after they
12 discharged this, they bring the crane on the hold again, in hold
13 number one. (Indiscernible) one cargo remaining in hold number
14 one is a nacelle. Then, they connect with the sling.
15 (Indiscernible). Then, around the, the -- lift it up. It's easy.
16 Then, around 1440, the wire snapped, and then the, the cargo fall
17 on the tween deck. Then, I go and -- I was in hatch number two,
18 then I go in about this, hold number one, to, to see the, the --
19 what is happening inside. Then, I see the stevedores, stevedores
20 already evacuating the, the hold. They, they go up. And after
21 that, I checked out if there is any casualty or any injury, but I,
22 I, I see there's no injured person. I only see that the, the --
23 there's the broken wire hanging (indiscernible); and then, the
24 cargo was already in the tween deck. They have damage. And also,
25 from the top, I can see that there is a dent on the, I mean, on

1 the tween deck.

2 Then, I report to the master about, about this accident
3 that -- and I knew, knew that no one was injured, only damage to
4 the twin deck and the cargo. Then, after that, I, I go in the, in
5 the hold to take the (indiscernible). Then, I go down, I see some
6 -- I see the damage in the cargo and also the twin deck. Then, I
7 check inside. The, the chain block was already inside of the, of
8 this cargo. Then, I, I go up, and I go to the, go to the bridge
9 and report to the master and discuss with the master about this
10 (indiscernible). Then, master, he send, send this
11 (indiscernible).

12 [REDACTED]: Okay. Do you have any questions?

13 BY [REDACTED]:

14 Q. Second, I think the only question I would have is the process
15 of actually attaching and hooking everything up. What function
16 did the ship's crew perform in that operation? Was ship's crew
17 inside the cargo hold with the stevedores attaching?

18 A. No, no. Whole operation was by the stevedores.

19 (Indiscernible) from shore that has to be there so (indiscernible)
20 from stevedore, the driver of the crane from the stevedore from
21 the shore side. And what our (indiscernible).

22 Q. Okay.

23 A. We just -- yeah, all, all of us (indiscernible) shore
24 personnel.

25 [REDACTED]: Okay. Thank you.

1 [REDACTED]: NTSB, do you have any questions, please?

2 MR. JOHNSTON: Sure.

3 BY MR. JOHNSTON:

4 Q. All the operation of the attachment of the slings and
5 everything for the lift is done by the stevedores. What
6 information is given to them? How do they know how to properly
7 attach the lifting components on the nacelle?

8 [REDACTED]: Do you understand?

9 MR. ALMAQUER: I, I didn't catch that. It was --

10 BY [REDACTED]:

11 Q. How do stevedores know how to attach crane?

12 A. Just they, they (indiscernible) they're using a, with a sling
13 to the ship's hook then, they're starting, four, four guys, and
14 it's just like a four sling; then, they attach it inside with --
15 like, they put a rope in there (indiscernible) to a pad eye inside
16 the cargo.

17 Q. How did they know that that was the right way? Did they have
18 a procedure?

19 A. Before -- because, you know, before the start, we just go in
20 the hold, I mean, and then I just go there (indiscernible). I
21 don't see any like briefing or any like this.

22 Q. Okay. So, do you see them, do you see them on the pier
23 having toolbox meeting, looking at papers, or anything?

24 A. No, I can't remember. I didn't see like --

25 Q. The toolbox?

1 A. -- anything like -- yeah, I got the (indiscernible).

2 Q. Okay.

3 A. No, I don't see that.

4 [REDACTED]: Okay, okay.

5 BY MR. JOHNSTON:

6 Q. Okay. Are you aware of any particular documents that are
7 delivered with the individual nacelle that specify the lifting
8 procedures that are specific for that piece of equipment?

9 MR. ALMAQUER: What? Again?

10 [REDACTED]: So, any documents, are you aware of any
11 documents that were provided with the cargo that specifies how it
12 should be lifted out --

13 MR. ALMAQUER: No, no. I don't know any documents. It was
14 just there. They sent in just (indiscernible) discharging
15 operation.

16 [REDACTED]: Okay.

17 MR. ALMAQUER: But they don't (indiscernible).

18 BY MR. JOHNSTON:

19 Q. Okay. So, did you see the lift when they initially picked it
20 up?

21 A. Yeah, yeah. I saw, I saw. I was in the hatch number two.

22 Q. Okay.

23 A. First, I (indiscernible) --

24 Q. I'm sorry? No. Go ahead. Sorry.

25 A. The first -- once I got in the (indiscernible), it was

1 damaged, yeah.

2 Q. Okay. And so, on this lift, you know, I understand that they
3 had lifted the same time a few times before, other, other
4 nacelles. Was there anything different about this lift? You
5 know, where it was being picked up, where it continued to? Was
6 there any pendulation, or was there a sudden stop on the crane?
7 Was there anything out of the ordinary that hadn't happened on the
8 previous lifts?

9 A. No, no. It was like just the same like the previous lifts,
10 but I didn't see any difference. It's like a normal lift only.
11 But I didn't see any problem when we lift this one.

12 Q. Okay. So, a question on the crane just for my own
13 understanding, what's the max lifting limit on a crane?

14 A. Based on the markings, it was --

15 Q. (Indiscernible)?

16 A. -- 80, 80 tons safe working load on the crane.

17 Q. 80 tons?

18 A. 8, 8-0 --

19 Q. Yeah.

20 A. -- tons, 80 tons.

21 Q. Okay. Thank you. Okay. What was the angle of the arm, boom
22 arm, if you know, when they were offloading the nacelle?

23 A. I can't really remember what is the angle, but -- I cannot, I
24 cannot. But, but it's, it's -- but the boom is like high, it's
25 like going on it, I think, less than from, from, from

1 (indiscernible) it's like less than 45 degrees. But I'm not
2 exactly, not exactly what the angle is that --

3 [REDACTED]: Less than --

4 MR. JOHNSTON: Okay.

5 [REDACTED]: -- 45.

6 MR. JOHNSTON: Let me think.

7 BY MR. JOHNSTON:

8 Q. Just to reiterate on the stevedores attaching the equipment,
9 all the lifting equipment, all the shackles, and slings, and pins,
10 and bridles, or whatever they use, that is provided by the
11 stevedores; and so, the ship doesn't carry or provide the lifting
12 equipment, correct?

13 A. Yes, that's right. All the materials for the discharging was
14 all from shore. The -- from the ship's side, we only like
15 (indiscernible) was from the stevedores and from the shoreside.

16 Q. Do you or anybody -- does anybody on the ship look at the
17 equipment before the stevedores use it, or is that the
18 responsibility of the stevedores?

19 MR. ALMAQUER: Say that again.

20 [REDACTED]: Do you check their equipment before you use it?
21 Do you look at it, or do you --

22 MR. ALMAQUER: No, no, no (indiscernible), because, when,
23 when I came on the, on the hold, the, the operation is already
24 happening.

25 MR. JOHNSTON: Okay. I guess, I think that's all I have.

1 Thank you for talking with us, sir.

2 [REDACTED]: (Indiscernible).

3 [REDACTED]: Okay. We -- any outstanding questions? No
4 outstanding questions from the Coast Guard? One last call her for
5 any outstanding. All right. Hearing none, I'm going to end the
6 recording.

7 (Whereupon, the interview was concluded.)

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE

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

IN THE MATTER OF: CRANE EQUIPMENT FAILURE ONBOARD
 CARGO VESSEL *THORCO BASILISK*, IN
 HOUSTON, TEXAS ON JULY 26, 2022
 Interview of Joffrey Garcia Almaquer

ACCIDENT NO.: DCA22FM031

PLACE: Houston, Texas

DATE: July 29, 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.



Lisa Dawn Sevarino
Transcriber