

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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CONTACT OF TOWING VESSEL *

JOHN 3:16 WITH IMTT TERMINAL * Accident No.: DCA23FM049

DOCK IN ST. ROSE, LOUISIANA *

ON SEPTEMBER 12, 2023 *

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Interview of: DOUG TRENT, Compliance Manager
Marquette Transportation

via Microsoft Teams

Thursday,
October 5, 2023

APPEARANCES:


United States Coast Guard
Sector New Orleans

DEREK JOHNSTON, Marine Accident Investigator
National Transportation Safety Board

MARTIN McLEOD, ESQ.
Attorney representing Captain Boudreaux and
Marquette Transportation

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I N T E R V I E W

(2:37 p.m.)

1
2
3 [REDACTED] -- at 1437. We're conducting an interview for
4 the marine casualty investigation between -- for the contact made
5 between the *John 3:16* and the dock at IMTT St. Rose on the lower
6 Mississippi River on September 12th. We are conducting an
7 interview of Doug Trent. I am [REDACTED] with the Coast
8 Guard.

9 MR. JOHNSTON: This is Derek Johnston, marine accident
10 investigator, National Transportation Safety Board.

11 MR. TRENT: Doug Trent, compliance manager, Marquette
12 Transportation.

13 MR. McLEOD: And then Martin McLeod. I'm the lawyer for
14 Captain David Boudreaux (ph.) and for Marquette.

15 [REDACTED] Okay. Thank you. And do I have consent for
16 the interview to be recorded?

17 MR. TRENT: Yeah, sure.

18 [REDACTED] Okay. Thank you. And just to -- I forgot to
19 mention, the purpose of this investigation is from a safety
20 standpoint and to identify the funnel (ph.) factors that led to
21 the contact the *John 3:16* and the dock at IMTT St. Rose.

INTERVIEW OF DOUG TRENT

22
23 BY [REDACTED]

24 Q. If you could first just start out by just describing your
25 roles and responsibilities with the company, how long you have

1 been working for them?

2 A. I've been with Marquette for 4 1/2 years now, 2019. Some of
3 my responsibilities are to make sure vessels are in compliance
4 with Sub M and other regulatory requirements, customer
5 requirements, respond to matters such as this on behalf of the
6 company in that regard in certain areas, write some policy work
7 and basically just compliance management type activities.

8 Q. And you're based in Houston, correct?

9 A. I am.

10 Q. Okay. And do you -- what's your area that you cover? Do you
11 have a specific area?

12 A. Wherever a Marquette boat is, that's where I cover.

13 Q. Okay. And then -- so specifically talking about the incident
14 on September 12th, can you just walk me through kind of your
15 initial involvement in the incident, kind of through the first
16 day?

17 A. I was made aware of the incident by way of an email and then
18 a follow-on conversation with vice president of operations, Andrew
19 McIntyre who was -- I had asked him to merge me in with a phone
20 call he was having with the command center just to provide basic
21 information, you know, the initial reporting. And then did that,
22 spoke with [REDACTED] Does that name sound
23 familiar to you? Yeah. We had heard the cursory information that
24 we had at the time, everything off of the COD, COI information,
25 and gave her everything we had. I think it was just a minimum of

1 no more than 40 minutes after the initial incident happened. So
2 at the time, we really didn't have any information other than the
3 hard data on the COD. And then, of course, my conversation with
4 you, you probably have the time, I don't know what time of day
5 that was but, you know, it wasn't much longer after we spoke about
6 that.

7 Q. Um-hum.

8 A. But that's how I got wind of the event.

9 Q. And when you were first notified in that initial email, what
10 did the initial email provide? Like what information did that
11 initial email provide to you?

12 A. Just that a boat had an allision with IMTT St. Rose.

13 Q. And did it specify how the allision occurred?

14 A. No, not at all.

15 Q. Okay. And, do you know what information -- was any
16 information passed to the command center on how the incident
17 occurred?

18 A. Yeah, in the -- that phone call with my -- the vice president
19 of operations and [REDACTED]. Spilled milk was kind of
20 designated -- not designated but what's the word I'm looking for?
21 It was just -- we thought that maybe it was some spilled milk
22 caused some sort of a distraction maybe. We weren't really sure.
23 So that's what we told her or Andrew. I believe you already spoke
24 to Andrew McIntyre.

25 Q. Yeah. And who passed that the spilled milk was kind of the

1 initial cause of what happened? Like who -- where did that come
2 from?

3 A. I really don't know. I heard it -- the first time I heard it
4 was from Andrew when we were on the phone call with [REDACTED]

5 [REDACTED]

6 Q. Okay. So the first time you heard about that was the call
7 with the command center?

8 A. Correct.

9 Q. Okay. And then -- all right. Let me just look at my notes
10 real quick. Because I know we spoke shortly thereafter with the
11 command center.

12 A. Correct.

13 Q. Because I have written down in my notes, and it's not from my
14 phone with you, that it sounds like he was distracted. And so
15 that's what you had told me, and so that, that was coming from --
16 what information did you have -- what information were you relying
17 on when you passed that information to me?

18 A. The spilled milk.

19 Q. Okay. So the call with Andy and the command center -- Andrew
20 McIntyre with the command center?

21 A. Correct.

22 Q. Okay. And did you receive any other updates or information
23 later on that day or even the next day to indicate something --
24 that something different had caused that, caused the allision?

25 A. No.

1 Q. Okay. Did you ever speak with David Boudreaux directly at
2 all?

3 A. No.

4 Q. Okay. Was there anything -- was there any other information
5 passed by your company at that time or during that day providing
6 an update on what had happened?

7 A. There was information throughout the day, not much more.
8 Just simple that *John 3:16* allided into the pier and nothing with
9 respect to cause, nothing more conclusive than the boat hit the
10 pier or the dock.

11 Q. Okay. So in my notes I have, you know, we spoke the
12 following morning again to just get an update, and at that time,
13 that following morning, had you received any updates that was --
14 in terms of the captain and his distraction, him spilling milk,
15 was there any sort of update that you had gotten that was
16 different than that?

17 A. No.

18 Q. Okay. And do you know -- so during our interviews with
19 Captain Boudreaux, he indicated to us that he had fallen asleep.
20 And so I was trying to determine, you know, why the initial report
21 was that he had spilled milk, and there was some distraction.
22 And, you know, when I talked to Captain Boudreaux he said he fell
23 asleep. So do you have any idea or do you have any idea why there
24 would have been the kind of conflicting statements?

25 A. I have no idea why. I haven't spoken with Captain Boudreaux

1 at all since the incident. As far as the spilled milk, that's all
2 I really knew.

3 Q. And that was based off of the call with the command center?

4 A. That's correct.

5 Q. Did you receive any other email or just like telephone
6 conversation, any other communication that related to the milk
7 being spilled and the distraction?

8 A. No, there was no other formal, informal communication from --
9 to me regarding the cause of it.

10 Q. All right.

11 A. I just generically knew that it was a distraction. I was
12 under the presumption that it had something to do with spilled
13 milk.

14 Q. Okay. And during the initial call with the command center,
15 did -- was Andy -- Andrew McIntyre the one that patched you into
16 the call or how did you -- did the command center call you
17 directly?

18 A. No, he patched me in. I guess I could expand more on my
19 duties. One of my primary roles is to do a lot of investigations
20 for the company and investigating email, investigation allision,
21 injury and grounding, you know, a hint of anything. I just
22 started making a few phone calls so I can get in on the ground
23 floor and not playing catch up later on. So I just texted Andrew
24 and he said he was on the phone with the command center, and I
25 asked him if he could merge me in and he did. And that's where we

1 passed that information that I described a moment ago.

2 Q. And part of your investigation, you know, that you do with
3 the company, do you -- I mean is part of your investigation to
4 determine what caused incidents to happen?

5 A. What was the question?

6 Q. As part of your investigation, is part of that to determine
7 what caused the incident to happen?

8 A. Yes, it's our SMS. That's one of the things that we try to
9 flush out --

10 Q. Okay.

11 A. -- is the cause.

12 Q. So then at what point or at all did you determine the cause
13 for this incident?

14 A. I haven't determined any cause. I just want some -- maybe
15 Marty can step in, but once it reaches a certain threshold, then
16 we engage the employ of Marty. I may start an investigation on
17 this, but I don't even know if I'll be assigned the investigation
18 on this.

19 Q. Okay. Understood. So once it got -- so you're saying it
20 kind of got transferred out of your --

21 A. It's a great way to put it, yep. Yep.

22 Q. Okay.

23 [REDACTED] Derek, did you have anything to add?

24 MR. JOHNSTON: Sure.

25 BY MR. JOHNSTON:

1 Q. Just a couple questions. Doug, thanks for meeting with us.
2 Again, I'm Derek Johnston. I'm with the NTSB. We work alongside
3 the Coast Guard here. We kind of go our separate ways after we
4 gather all the facts, and we'll producing separate reports but for
5 now, we're working together here. Just to try and cover some of
6 the loose ends here, does Marquette, do they have a fatigue policy
7 on board?

8 A. We follow the Coast Guard work/rest guidelines for licensed
9 mariners and unlicensed individuals on board.

10 Q. Are those captured in the TSMS?

11 A. They are.

12 Q. Okay. Because I've got it here. How are -- so it doesn't,
13 it doesn't talk about work/rest hours, you know, in a given 24
14 hour period. Does Marquette have policies on work and awake -- or
15 excuse me, asleep and awake hours per 24 hour period when on
16 board?

17 A. Specifically you shall be sleeping this period?

18 Q. Essentially you need to get this amount of sleep in 24 hours
19 when you're on duty?

20 A. Gosh, I'd have to look that up, but I do know that we
21 specifically cite the Coast Guard policies with respect to
22 work/rest hours.

23 Q. Okay.

24 A. No more than 12, no more than 12 in a 24 hour period.

25 Q. Right. And is --

1 A. Not -- go ahead.

2 Q. No, yeah. I see it right here in the TSMS, yeah.

3 A. Um-hum.

4 Q. Are the -- are the crewmembers, their work and rest hours,
5 are they tracked on board in any way?

6 A. They get tracked in our vessel log, logbook system. The
7 wheelman enter when they came, go on and go off watch.

8 Q. Can you, can you describe that for me? What does that --
9 what do they track?

10 A. Basically just have a line item in there. If they're running
11 a square watch, you know, 6 and 6.

12 Q. Right.

13 A. And whatever hour they relieve each other, 11:45 there will
14 be an entry there that there was watch change. [REDACTED] off,
15 Johnston on.

16 Q. Right.

17 A. And then 6 hours later, it'll say the same thing but in
18 reverse, unless they had a new individual come on board, it would
19 be a new name. That is how those hours are tracked.

20 Q. Okay. But there's nothing that would track and say, you
21 know, nobody would go in and let's say I was on board and I said,
22 okay, I got, I got 8 hours of sleep. Yesterday, I got 9 hours of
23 sleep. The day before, there's nothing like that.

24 A. Not that I've ever seen, no. We don't, we don't do like the
25 -- if you're asking about the 96 work/rest report.

1 Q. Something like that.

2 A. Sometimes submitted after a SMI.

3 Q. Yeah.

4 A. No, no.

5 Q. Okay. And you said -- so you guys will be doing an
6 investigation into this incident.

7 A. At some point. Most likely, yeah.

8 Q. Okay.

9 A. Something of this magnitude.

10 Q. What exactly --

11 A. Something at this level.

12 Q. Will you guys produce your own report or how does that, how
13 does that work?

14 A. It is, yeah. Somebody will be assigned. Someone like myself
15 will just do interviews and collect data and put together a
16 report, a basic summary of the event, timeline, some statements of
17 fact if there's necessary contributing, mitigating factors, causal
18 analysis, and then some corrective and preventative actions.

19 Q. Okay. Have you ever done -- has there been an incident like
20 this before that you've been involved in or investigated?

21 A. I've done a lot of investigations.

22 MR. McLEOD: Do you mean like -- do you mean -- Derek, do you
23 mean like someone falling asleep or --

24 BY MR. JOHNSTON:

25 Q. Distraction or fatigue or, you know, anything similar?

1 A. Gosh, I could have. I've done well over 100 investigations
2 since I've been here at all levels. So.

3 Q. Okay.

4 A. We're just required because we want to learn from them.

5 Q. Right.

6 A. They're not necessarily a 4692 or 835 or NTSB related matter.

7 Q. Right. I understand.

8 MR. JOHNSTON: All right. I think that's all the questions I
9 have. Lieutenant, do you have anything else?

10 [REDACTED] I don't -- no, I don't have anything else.

11 Doug, thanks for your time. We appreciate it. Yeah, I think that
12 will conclude the interview for us.

13 (Whereupon, 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: CONTACT OF TOWING VESSEL
JOHN 3:16 WITH IMTT TERMINAL
DOCK IN ST. ROSE, LOUISIANA
ON SEPTEMBER 12, 2023
Interview of Doug Trent

ACCIDENT NO.: DCA23FM049

PLACE: via Microsoft Teams

DATE: October 5, 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.


Kathryn A. Mirfin
Transcriber