

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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ALLISION BETWEEN THE ITV *JOHN 3:16*
AND THE IMTT ST. ROSE DOCK IN
ST. ROSE, LA ON SEPTEMBER 12, 2023

Accident No.: DCA23FM049

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Interview of: TYSHUN EVANS, Deckhand, ITV *John 3:16*
Marquette Transportation

New Orleans, Louisiana

Tuesday,
September 19, 2023

APPEARANCES:

DEREK JOHNSTON, Marine Accident Investigator
National Transportation Safety Board


United States Coast Guard

ANDREW McINTYRE, Vice President, Operations
Marquette Transportation

MARTY McLEOD, Esq., Representative
(On behalf of Marquette Transportation)

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I N T E R V I E W

(9:50 a.m.)

1
2
3 [REDACTED] It is Tuesday, 19 September 2023 at 09:50. We
4 are here at the Phelps Dunbar office doing an interview of the
5 deckhand concerning the contact between the St. -- or the *John*
6 *3:16* and the IMTT St. Rose dock on 12 September 2023. I am
7 [REDACTED] with the United States Coast Guard.

8 MR. McINTYRE: Andrew, M-c-I-n-t-y-r-e, McIntyre, Vice
9 President of Operations at Marquette.

10 MR. EVANS: Tyshun Evans, E-v-a-n-s, I'm the senior deckhand
11 on the *John 3:16*.

12 MR. McLEOD: And Martin McLeod, at Phelps Dunbar, and I
13 represent Marquette and Captain David Boudreaux.

14 MR. JOHNSTON: Derek Johnston, J-o-h-n-s-t-o-n, Marine
15 Accident Investigator, National Transportation Safety Board.

INTERVIEW OF TYSHUN EVANS

BY [REDACTED]

17
18 Q. Okay. And could you just spell your first and last name?

19 A. T-y-s-h-u-n. Evans, E-v-a-n-s.

20 Q. Okay. And what's a good contact number for you?

21 A. [REDACTED]

22 Q. [REDACTED]. And what is your role on the *John 3:16*?

23 A. Senior deckhand.

24 Q. Okay. Could you just talk a little bit about your background
25 and experience as a deckhand?

1 A. When I first started with Marquette I didn't have no
2 experience and I went through the training, they told me you got 2
3 days of training, orientation, then they put you on a vessel and
4 you go up with a mate and the mate trains you and shows you how to
5 lay bars and just trains you on a boat.

6 And then once you get enough experience, then they try you
7 out and see how can you run your own watch and that's about it.
8 Then once you get enough experience, then they got enough of trust
9 in you to know that you run your own watch. That's about it.

10 Q. And how long have you been working for Marquette, before?

11 A. Two years.

12 Q. Two years?

13 A. Two years.

14 Q. And how long have you been working on the *John 3:16*?

15 A. I just really came back. First, I had like three hitches, so
16 I'd say like 3 months.

17 Q. Okay. And what are your watch schedules like?

18 A. Twelve.

19 Q. Twelve on/twelve off?

20 A. Yes, ma'am.

21 Q. And how long are your hitches?

22 A. Twenty-eight/fourteen.

23 Q. Say that -- oh.

24 A. Twenty-eight/fourteen.

25 Q. Which means?

1 A. Twenty-eight days on and 14 days off.

2 Q. Okay. And where in your hitch were you last Tuesday, on the
3 12th, when the incident happened?

4 A. Oh, in the galley doing crew change and cleaning up.

5 Q. How many days had you been working on that hitch?

6 A. Oh, I had just came back, I just came back to work from a
7 family member passing.

8 Q. Okay.

9 A. Yes, ma'am. So I had just came back, I took like a week,
10 that was like a week and -- because I had a day left, yes, ma'am.

11 Q. You had a day -- so just explain to me, so you just had
12 started working on that Tuesday?

13 A. Yeah, I just had came back, I was a week already working
14 here --

15 Q. Okay.

16 A. -- and I had one day left, yes, ma'am. So I was a week
17 there.

18 Q. Okay. And as far as your watches, the 12 on/12 off, when do
19 you start, do you start at midnight or do you start at noon?

20 A. Midnight.

21 Q. Okay. All right. So going back to last Tuesday, the 12th,
22 can you kind of walk me through when you -- maybe just before
23 midnight when you started your watch and kind of walk me through,
24 through the incident?

25 A. You want me to start when I came on or --

1 Q. Sure.

2 A. When I came on, I did the -- I go to my (indiscernible) a
3 deckhand and I let him know the drive time and reporting safety
4 hazards and all that. We was working at Azalea Fleet, we were
5 going from Azalea to Wee-co (ph.) and we went down there like
6 -- came back with one more empty, we tied the empty out to the
7 fleet, shut them down, checked them out and moving kind of back
8 up, he said we was light boat, back to Reserve.

9 So at that time we know we have -- we have an arrive time, so
10 you get some crew change and cleanup done, so we in the galley
11 having -- doing our crew change and cleaning up and all of that
12 and we just doing our crew change like normally, inspecting safety
13 routine on the boat and that's when Boudreaux's working -- and I
14 look up and I see you're getting too close, yeah, I know we light
15 boat (indiscernible) yet.

16 So as the crash happened, usually some boats have the general
17 alarm, like a switch in the galley you can flip, but we don't have
18 that. Certain boats have it and certain boats don't, certain --
19 but they're supposed to have in that. So I told my deckhand, to
20 him, follow me, we thought it best on going up and make sure
21 everybody up, I make sure everybody up that's on watch, I'm also
22 going to the wheelhouse to check on the captain.

23 Q. Um-hum.

24 A. So I goes up, he's standing up and he's making sure he's --
25 he ain't no hurt or nothing, so he asked me to go back down. We

1 already have our vests on already, so I go down, check on the boat
2 and make sure we ain't taking on no water or anything on the
3 bottom deck, if we had to abort (ph.) the vessel or anything. And
4 after that, after I checked the boat and everything else, I went
5 back inside, you know, and started back cleaning up on the inside.

6 When we had the impact, the impact, it knocked some stuff
7 over and we just cleaned all that up (indiscernible), you know,
8 things had been messed up, cleaned that up, cleaned the inside of
9 the boat up, then went outside and we had some rigging that we had
10 on the fleet deck, we picked that all up and started to pack up
11 neat, nice and neatly and we waited on the office to come.

12 Q. Okay. So just kind of going back a little bit, where -- so
13 you got on watch at 12:00.

14 A. Yes, ma'am.

15 Q. Where was the vessel at, at that point?

16 A. Azalea Fleet.

17 Q. And what mile marker was that? Do you know?

18 A. No, ma'am.

19 Q. Okay.

20 MR. McLEOD: Why don't we call midnight like zero hours,
21 because it can confuse it from noon, you know, from a military
22 time, just use military time. So this is zero-zero hours, is that
23 all right?

24 [REDACTED] Yes, sir.

25 MR. McLEOD: Sorry to interrupt, just trying to keep the

1 transcript clear. Go ahead.

2 BY [REDACTED]

3 Q. So at Azalea Fleet. And then when did the vessel leave from
4 there?

5 A. I'd say probably about -- I don't know.

6 Q. Okay. So in this span of time, the incident happened around
7 6:40, in that span of time where was the vessel moving to and
8 from? Were you constantly moving up and down the river or were
9 you stopping at fleets or can you kind of just describe --

10 A. No, we was on our way from Azalea to Reserve, so we're doing
11 -- not to my knowledge, we didn't have no stopping.

12 Q. Okay. And then when the incident happened, you were in the
13 galley.

14 A. Yes, ma'am.

15 Q. Okay. And I thought I heard you say that you had looked up
16 or saw that you were getting close.

17 A. It's a window, we had a windowpane right there, we had a
18 window, but it's above the sink.

19 Q. Window above the sink?

20 A. Yes, ma'am.

21 Q. And can you kind of describe what you saw?

22 A. I just seen that we were getting too close to the dock and I
23 know we was there.

24 Q. Okay. Okay. And then do you -- do you normally work with
25 that captain?

1 A. No, I work with most all the captains on the *John 3:16* and so
2 it's really like the rotation.

3 Q. Yeah.

4 A. Yes, ma'am.

5 Q. So how often do you work with David?

6 A. Like I said, I've worked there 3 months, then I went to some
7 other boats and I just came back, so I probably worked with him
8 probably like -- this might make my second time working with him.

9 Q. Okay. And did you see him before you got on watch that day?

10 A. Yes, ma'am.

11 Q. And when you saw him, what was he doing?

12 A. He was going into the wheelhouse, he had came down to get a
13 snack out of the galley.

14 Q. Okay. And did anything appear out of the ordinary with him?

15 A. No, ma'am.

16 Q. No. Did he say anything to you?

17 A. No, ma'am.

18 Q. Okay. And then can you just describe to me again, so after
19 you -- you were sitting in the galley, you were looking out the
20 window and then --

21 A. No, I wasn't sitting in the galley, I was in the galley
22 cleaning up.

23 Q. Cleaning up, okay.

24 A. I wasn't sitting.

25 Q. And then you're in the galley and then the vessel impacted

1 the dock.

2 A. Yes, ma'am.

3 Q. And then can you kind of just walk through what you did?

4 A. We had put our vests on, go up the stairs, like everybody
5 that's off watch, just like I said, we don't have the switch --

6 Q. Right.

7 A. -- to alert everybody, knock on the door, open doors and make
8 sure everybody's up and awake and alert. As I was doing that, I
9 had told my deckhand, better make sure everybody's up and I went
10 up the other set of stairs and checked on the captain.

11 Q. And then who's the other deckhand?

12 A. He's a senior deckhand, I can't remember his name.

13 Q. And when you went up and went to see the captain, did he say
14 anything to you?

15 A. No, ma'am. I just said Captain, (indiscernible)? He was
16 like yeah. Looked at everybody and made sure there wasn't any
17 that I seen that he didn't see. I went back down and checked on
18 the vessel and made sure we didn't have no holes.

19 Q. Did he say to you what happened?

20 A. No, ma'am. No, ma'am.

21 Q. And when you say you went to check on everybody, did anybody
22 say that they were injured at all or had any injuries?

23 A. I didn't ask, I just made sure I seen everybody's face.

24 Q. And the other deckhand that was on watch at the time, was he
25 also in the galley with you?

1 A. Yes, ma'am, he was -- actually, he was sweeping the floor.

2 [REDACTED] Okay. Did you have anything?

3 MR. JOHNSTON: You can finish up.

4 BY [REDACTED]

5 Q. Do you know -- Captain David, do you know if he kind of has
6 any medical issues --

7 A. No, ma'am.

8 Q. -- or do you know if he takes any medication or --

9 A. No, ma'am.

10 Q. Okay.

11 MR. McLEOD: I was just going to say, for the record, just so
12 it's clear, you have it, I think it's in an e-mail, but the
13 deckhand trainee that you were working with was Jarius Howard.

14 [REDACTED] Okay.

15 MR. McLEOD: J-a-r-i-u-s H-o-w-a-r-d. Yeah.

16 [REDACTED] Okay, I think that's all the questions I have
17 for now.

18 MR. JOHNSTON: Okay.

19 BY MR. JOHNSTON:

20 Q. Thank you for meeting with us today.

21 A. Yes, sir.

22 Q. I just got a few kind of follow-up questions to kind of fill
23 in some of the stuff that [REDACTED] was asking. What
24 was the weather like that morning?

25 A. I don't even remember, like, because actually in the morning,

1 the sun hadn't -- it wasn't arise yet before we took off.

2 Q. Was the sun up when the vessel impacted the pier?

3 A. Yes, sir.

4 Q. How was the visibility?

5 A. It was clear.

6 Q. Clear, okay. And you said there were -- there were four on
7 board, you with the other deckhand and then --

8 A. There's six of us total.

9 Q. There's six.

10 A. But there's four deckhands.

11 Q. Okay. What's the typical watch?

12 A. Twelve on/twelve off.

13 Q. And then who -- how many people are on watch?

14 A. Two.

15 Q. And can you describe the complement there, how many are on
16 watch?

17 A. There's two of us on each watch.

18 Q. Is that a captain and a deckhand?

19 A. Yeah, it's three of us, three of us on a watch, two deckhands
20 and one captain.

21 Q. Two deckhands, one captain. Okay. And everyone does 12 on
22 and 12 off?

23 A. Yes, sir.

24 Q. Okay. What are the deckhand responsibilities while you're on
25 watch?

1 A. Mainly it's making sure the boat's clean, just, you know,
2 typical safety things and sanitations and all that.

3 Q. Okay. Do the deckhands ever go up into the wheelhouse?

4 A. Yes, sir. Yes, sir. We go up there every day for our safety
5 meeting, 15 huddles, and go up there if we need to go up there and
6 clean up something or anything, they need something up there.

7 Q. Right. So do you guys have -- you guys have like a safety
8 meeting, like it sounds like a watch changeover --

9 A. Yes, sir.

10 Q. -- like at the beginning?

11 A. We do a watch change. Yes, sir.

12 Q. What do you all talk about during those changeovers?

13 A. What all we did that day, what's going to go on the -- what's
14 going to go on on the next watch and anything that the captains
15 need did specifically, if they want specifically did around the
16 boat.

17 Q. Do you recall anything that he said that you guys were to be
18 doing during that watch?

19 A. No, sir, we don't have -- we don't have the 15-minute huddles
20 to the 12 (indiscernible) and I return, I get off watch.

21 Q. Okay, so you guys have it at --

22 A. Yes, sir.

23 Q. -- noon.

24 A. Yes, sir.

25 Q. Oh, okay. Is there any sort of changeover at midnight or --

1 A. No, sir, we just -- we just do -- we just do one upon our
2 self in the galley with the four deckhands, you know, tell like
3 what they did and --

4 Q. Right.

5 A. Yes, sir.

6 Q. Okay, thank you. So you said right before the contact with
7 the pier, you guys were in the galley.

8 A. Yes, sir.

9 Q. I don't understand the timing of it, were you -- did you make
10 an attempt to try and contact the captain? Is there a radio or
11 anything available?

12 A. There's our radio, but I wanted to go see him from my two
13 eyes, I ain't (indiscernible) could be messed up or something.
14 Yes, sir, I had a radio.

15 Q. So did you radio the bridge before the contact?

16 A. No.

17 Q. Did anybody?

18 A. No, sir.

19 Q. Okay.

20 A. I didn't see like -- I'm looking at this here, I seen it as
21 we was doing it.

22 Q. Right. That's what I was trying to understand --

23 A. Yeah.

24 Q. -- how quickly you saw it.

25 A. Yeah.

1 Q. Yeah. So you maybe didn't have time --

2 A. No, I didn't have, I didn't have time.

3 Q. Okay. Did you guys have -- when was the last time you had
4 any communication with the pilot before the contact?

5 A. I'd say probably like before -- I had just took him some
6 cinnamon rolls and milk upstairs.

7 Q. Okay, all right. Let's see, we went over some of this. I
8 apologize, I'm flipping through some stuff here. And so you get
9 off watch typically about noon, correct?

10 A. Yes, sir.

11 Q. How much sleep do you typically receive between your watches?

12 A. We have 12 hours -- we have 12 hours on watch and 12 hours
13 off watch. We're supposed to get -- probably supposed to get 8 to
14 10 hours of rest. We take it upon our self to get that amount of
15 rest, but that's -- that's we're required to have, 8 to 10 hours
16 of rest. So as you're on watch, you're on watch. It's your time,
17 basically, it's your time.

18 Q. Right.

19 A. It's up to you to get that amount of rest or do whatever you
20 want to do after that.

21 Q. I understand. So you have that 12 hours and it's your
22 responsibility to make sure you get that 8 to 10 --

23 A. Yes, sir.

24 Q. -- hours of sleep, okay. What time do you normally wake up
25 before your watch?

1 A. Thirty minutes before watch change.

2 Q. Okay. Let's see. And so starting at midnight before the
3 contact, what time did you wake up on that day?

4 A. Eleven thirty.

5 Q. Eleven thirty?

6 A. Yes, sir.

7 Q. And what time did you go to sleep?

8 A. I'd say probably -- I can't recall.

9 Q. Okay. And then do you remember on the 12th, the previous
10 day, do you remember what time you woke up?

11 A. I always wake up at 11:30, 30 minutes before my watch.

12 Q. Okay. So that's going to be pretty consistent --

13 A. Yes, sir.

14 Q. -- for the previous days. And what time do you typically go
15 to sleep?

16 A. Most of the time I sleep until I'm ready to get up, but I
17 can't remember that day. Sometimes I go to sleep as soon as I get
18 off of watch, but I don't remember that day.

19 Q. Okay. So you'd say you typically go to sleep at --

20 A. Probably about 12:30 or 1:00 because there's a safety huddle
21 in the wheelhouse --

22 Q. Right.

23 A. -- discussing.

24 Q. So about 1:00 in the afternoon you go to sleep and then you
25 sleep until 11:30 that night?

1 A. That's what I'd say, but --

2 Q. Okay.

3 A. -- sometimes -- yeah, sometimes we get it.

4 Q. Right, okay. Is there ever any off-watch work that you have
5 to do that --

6 A. No, sir. No, sir.

7 Q. Okay. Let's see. Do you guys track your work/rest hours on
8 board? Is there a program where you -- where they enter the
9 amount of hours that you said you need to sleep?

10 A. No, sir.

11 Q. Let's see, you answered that. So after the contact with the
12 pier, did you go up to the wheelhouse?

13 A. I went to the wheelhouse, but first I alerted all people,
14 like I said, opened their doors and make sure they heard my voice
15 telling them to get up.

16 Q. Okay.

17 A. Then I went to the wheelhouse, yes, sir.

18 Q. Were you the first one in the wheelhouse after that?

19 A. Yes, sir.

20 Q. What was the captain like when you walked in?

21 A. I was like are you good?

22 Q. Right.

23 A. He said yeah. I looked at him, like I said, making sure he
24 -- I seen something that he didn't see or notice.

25 Q. What did he say happened?

1 A. He didn't say anything --

2 Q. He didn't say --

3 A. -- when I asked him.

4 Q. Okay. Did he respond to you when you asked him?

5 A. Asked him what?

6 Q. When you walked up into the wheelhouse, did he acknowledge
7 that you came in?

8 A. Yes, sir. Yes, sir.

9 Q. Okay. How did he do that?

10 A. Like, what's up, Ty?

11 Q. Okay.

12 A. He always says --

13 Q. But he spoke to you.

14 A. Yes, sir.

15 Q. Okay. Is there a chair in the wheelhouse?

16 A. Yes, sir.

17 Q. Was he seated or standing when you walked in?

18 A. I can't remember.

19 MR. JOHNSTON: Okay. All right, I think that's all the
20 questions I have. Thank you very much.

21 MR. EVANS: Yes, sir.

22 BY [REDACTED]

23 Q. This is [REDACTED] again. I just have some
24 additional questions. Did you hear any alarms go off --

25 A. No, ma'am.

1 Q. -- before the allision? Okay. And you went over your
2 responsibilities as a deckhand. Do you ever serve as a lookout
3 for the captains?

4 A. You mean --

5 Q. Do you ever serve as -- do the captains ever ask you to serve
6 as a lookout watching traffic as they're navigating?

7 A. No, ma'am, I have not.

8 Q. Okay, so that's not part of your responsibilities?

9 A. I ain't going to say it's not part of them, but I haven't did
10 it yet.

11 Q. You haven't served as a lookout.

12 A. No, ma'am.

13 Q. Okay. Do you know if there's any company policy that talks
14 about deckhands serving as lookouts? Are you aware of any?

15 A. They had stated it once before, but I haven't had that job
16 task yet.

17 Q. Okay. And then you mentioned 40, 45 minutes you had brought
18 cinnamon rolls up to the captain?

19 A. Yes, ma'am. I'd say that's not accurate, I wouldn't say it's
20 like an accurate time, but like, yes, ma'am.

21 Q. Okay. Forty to forty-five minutes before the incident, you
22 went up to the wheelhouse and you brought the captain up --

23 A. Yes, ma'am.

24 Q. Okay. And what did you bring him?

25 A. Some cinnamon rolls and milk.

1 Q. And milk, okay. And when you went up to the wheelhouse
2 following the incident and you saw the captain, was there anything
3 that was out of place in the wheelhouse, had things shifted
4 around?

5 A. What do you mean?

6 Q. Did the wheelhouse -- did any equipment, anything -- was
7 anything out of place in the wheelhouse?

8 A. No. No, ma'am.

9 Q. Okay. Did -- okay. Had the captain spilled anything?

10 A. When I went up there to check on him, I didn't -- I didn't
11 look and see, I was just checking on him, making sure he was --
12 that he was on the wheel.

13 Q. Okay. And when you went up there 40 minutes prior, did he
14 say anything to you then or what was the conversation?

15 A. He just said thank you, Ty.

16 Q. Okay. And that was it?

17 A. Yeah.

18 Q. Okay. And did you notice anything unusual --

19 A. No, ma'am.

20 Q. -- out of the ordinary with him?

21 A. He looked normal.

22 Q. Okay. Do you know if the deck -- the other deckhands --
23 Howard, do you know if he had gone up to the wheelhouse at all
24 during that watch?

25 A. No, ma'am.

1 Q. You don't know or --

2 A. No, I don't know.

3 [REDACTED] Okay. Okay. Did you have anything
4 additional?

5 MR. JOHNSTON: No, I'm good.

6 [REDACTED] Okay. Is there anything else that you can
7 think that you wanted to --

8 MR. EVANS: No, ma'am.

9 [REDACTED] -- tell us concerning the incident? Okay.
10 All right, so we'll go ahead and conclude. All right, we'll
11 conclude the interview at 10:13.

12 (Whereupon, at 10:13 a.m., the interview concluded.)

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CERTIFICATE

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

IN THE MATTER OF: ALLISION BETWEEN THE ITV *JOHN 3:16* AND
 THE IMTT ST. ROSE DOCK IN ST. ROSE, LA
 ON SEPTEMBER 12, 2023
 Interview of Tyshun Evans

ACCIDENT NO.: DCA23FM049

PLACE: New Orleans, Louisiana

DATE: September 19, 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.

A black rectangular redaction box covering the signature of David A. Martini.

David A. Martini
Transcriber