



National Transportation Safety Board

Washington, D.C. 20594
Office of Marine Safety

Interview Summary – DCA22FM005

Interview with: Jerry Jarrett – Senior Engineer Marquette Transportation Company
Date/Time: December 14, 2021, at 0910 CST
Location: Telephonic
Interviewed by: [REDACTED] - USCG, Bart Barnum - NTSB
In attendance: Adam Davis – Council for Marquette Transportation Company
Case: *Marquette Warrior* – DCA22FM005

Mr. Jarrett was interviewed in conjunction with the investigation into the loss of steering and subsequent grounding of the towing vessel *Marquette Warrior* at mile marker 538 on the lower Mississippi River near Greenville, MS on November 21, 2021, at 1215 in the afternoon. The interview was not recorded. Below is a summary of notes taken by investigators during the interview. Quotes by the interviewee during the interview were captured by investigators and are identified using quotations in this summary.

- Worked for Marquette Transportation for 35 years.
- Oversaw the *Marquette Warrior* refit in 2021, acted as Project manager.
- Also advises port engineers.
- Described the vessel management teams that include personnel from the office including a port captain and port engineer.
- Vessel management team port engineers will report to a senior port engineer who in turn report to the VP of engineer.
- *Marquette Warrior* – Port engineer was Charles Darcus.
- The vessel refit project was about \$3.4 million.
- Completed at the James Marine Inc. Shipyard in Paducah, KY.
- Refit consisted of complete demolition of entire cabin and the replacement of all electrical conductors. Also replaced some wasted steel.
- He said electrical equipment onboard was “old and antiquated” and that was what prompted the replacement. They completed a voltage change from 240V delta to a 480V wye.
- The hot ends from the generators were removed and sent to Warden Electric (Paducah, KY) for refurbishment and conversion to the 480V.
- To change the voltage on a generator there is a change of configuration of the field wires.
- OEM of hot end was Marathon Mariner.
- To his knowledge the control wiring was not changed out. There was an installation of an alarm monitoring system.
- The wiring compartment inside the generator is where he understood the damage to be (later in the interview he indicated that he inspected the unit when it arrived at the company’s facility).
- He was not aware of any issues with the generators prior to the accident.
- Indicated that when the generators were tested following refit, shipyard, alarm monitoring and Marquette personal were in attendance.

- Personally inspected damaged hot end when it returned to the company facility in Paducah.
- Identified what he thought was an issue with the refurbishment or repair of the unit and instructed that the hot end to be returned to Warden Electric to identify what happened to the unit.
- “Every conductor throughout the vessel” was replaced during vessel refit prior to the accident. 110V wiring, motor contactors and starters, and new switch gear.
- Steering system was replaced with new pumps and motors.
- It was evident to him when he inspected the port hot end after removal that the unit wiring had failed and was burnt. But to why he indicated that it is still under investigation.
- Indicated that a loose wiring connection may have been a possible reason for failure.
- Appeared to be multiple wires that were burnt inside the generator unit.
- Indicated that the USCG’s Marine Safety Center was not notified of the *Marquette Warrior* vessel refit in 2021.
- He indicated that he consulted his safety and compliance department to make sure they were within their guidelines to refurbish the vessel, he said it was “not a major conversion, just an upgrade.”
- Indicated that the steering system upgrade was a “like for like” and did not warrant MSC notification. Also noted that the generators did undergo a change to their voltage.
- TPO was ABS, he indicated that they were not involved in the vessel refit.
- Sea trials following the vessel refit finalized on the 4th or 5th of October 2021.
- Aware of the Critical Equipment Failure Form but said these were handled by his safety and compliance division.