



National Transportation Safety Board

Washington, D.C. 20594
Office of Marine Safety

Interview Summary – DCA22FM005

Interview with: Kevin Coyle – Port Engineer Marquette Transportation Company
Date/Time: December 13, 2021, at 1120 CST
Location: Telephonic
Interviewed by: [REDACTED] - USCG, Bart Barnum - NTSB
In attendance: Adam Davis – Council for Marquette Transportation Company
Case: Marquette Warrior – DCA22FM005

Mr. Coyle 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.

- 2012 graduated maritime college with a marine engineering degree.
- July 2021 started with Marquette Transportation Company as a port engineer.
- In charge of the engineering aspects of 12 vessels (*Marquette Warrior* was not one of these vessels).
- He was on call the day of the accident and was assigned the duty of assisting with the accident.
- Notified by onboard engineer that there had been an incident.
- He and Marquette mechanic traveled to the vessel and assisted onboard engineer with repairs.
- Once onboard assisted with the change out of the hot end of the port generator.
- He identified some “burnt terminals” inside the damaged port generator hot end.
- He said that he was not involved at all with the vessel refit that had occurred earlier that year.
- The port engineer for the *Marquette Warrior* was Charles Darcus. Jerry Jarret was the company representative that oversaw the vessel’s refit.
- He indicated that the vessel’s PMS system (V365) was based off calendar intervals and that it is not currently capable of using counter-based intervals (hours).
- The only time the winding terminals would have been removed is if the generator voltage was being changed.
- The vessel had a common bus configuration. Only one generator could be connected at a time.
- He said that 1-2 weeks prior to the accident, the onboard engineer had told him that he had had to change out a relay and fuse on the port generator.
- He said that a Critical Equipment Failure Form was filled out for this relay and fuse change out.
- He was not aware of any other issues with the port generator, post refit up until the time of the accident.
- He did not know what the function of the relay and fuse were that were changed out on the port generator.
- Indicated pending the results of an internal investigation the fleet will be notified of its findings.
- Said that he boarded the vessel a “few hours” after the accident.

- He brought with him the spare hot end that was changed out.
- He indicated that he had changed out a hot end before, but it is not a common job.
- The hot end that was installed onboard the *Marquette Warrior* was a “newer style” with a slightly different controller on it. When he test ran the generator it would not operate at the correct speed.
- Marine Services Incorporate (MSI) was contracted to come to the vessel, assist and verify that the controls were hooked up correctly.
- MSI was able to correctly wire the generator and it was test ran satisfactory.
- Generators are classed withing V365 as critical equipment.
- Not aware of any Marquette Transportation SMS procedures related to maintenance on critical equipment.
- Stated that the Critical Equipment Failure Forms are entered into the V365 database.