

From: [REDACTED] [LT](#)
To: [Muisse Marcel](#)
Subject: RE: YD71 - Follow up questions
Date: Thursday, August 13, 2020 8:48:18 AM
Attachments: [image003.png](#)
[image005.png](#)
[Non-DoD Source RE Buckroe Beach Incident 17NOV19.msg](#)

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Marcel,

I hope you are well. I was finally able to make contact with Mr. Gunn. I sent him a list of follow up questions. The attached email contains his response. I also spoke to Mr. Steve Hubbard just a short while ago. He was the excavator operator who actually secured the chain to the barge. Below are some rough notes from my conversation with him:

STEVE HUBBARD Excavator Operator

- Employed with Coastal Design & Construction for 28/29 years
- Has only worked as an excavator operator
- No Coast Guard issued MMC
- No formal training for operating an excavator; only OJT
- He stated that it was standard procedure to use the hurricane loop for heavy weather.
- A hooker cable was secured to the excavator bucket to retrieve the chain. He hoisted the chain up using the excavator, and placed the hurricane loop around the bitts
- Secured the chain onto the bitts using 1.5 inch rope. Wrapped the rope around the bitts, above the chain using a figure 8 configuration. Looped it 2 or 3 times around the bitts

I asked if he remembered why they used the hurricane loop, and he just said it was because of the heavy weather. When asked about the condition of the chain, he stated that it looked fine. He did not observe or remember seeing any defects.

I'm not sure if you had already talked with him when you were down here. I wanted to share just in case you didn't get a chance to. Feel free to reach out if you have any questions or need anything else.

Very Respectfully,

LT [REDACTED]
Sector Virginia
Investigation Division
200 Granby Street, Suite 700
Norfolk, VA 23510
Office: [REDACTED]
Command Center: 757-668-5555

From: [Jim Gunn](#)
To: [REDACTED] [LT](#)
Cc: [Richard Gunn](#)
Subject: [Non-DoD Source] RE: Buckroe Beach Incident 17NOV19
Date: Thursday, July 30, 2020 7:18:47 PM

LT [REDACTED], Please find the answers to your Questions: 1) Dale Wroten, Matt Lohr and the excavator operator, Steve Hubbard ([REDACTED]). 2) We buy chain from different people and stockpile chain for years just to have it when we need it. I can't be sure where that particular chain came from. 3) We buy shackles from many people and I can't be sure. Keep in mind that this mooring was not put together for this job but, was checked prior to use. 4) The nut on the safety shackle was welded to the pin only. The weld went all the way around the pin and the work was done by our welders. 5) The chain was attached to the buoy ball but the chain loop and shackle were never recovered. 6) The tug Captain, Dale Wroten, watches the weather and checks the barges as needed. 7) The repairs made to the barge were done by our welders and a subcontractor at our dock in Cape Charles for approx. \$38,000.00.

Thank you, Jim Gunn ([REDACTED])

-----Original Message-----

From: [REDACTED] LT [[mailto:\[REDACTED\]@uscg.mil](mailto:[REDACTED]@uscg.mil)]
Sent: Wednesday, July 29, 2020 9:21 AM
To: Jim Gunn [REDACTED]
Cc: Richard Gunn [REDACTED]
Subject: Buckroe Beach Incident 17NOV19

Good Morning Mr. Gunn,

I hope this e-mail finds you well. I apologize for missing your call yesterday. I'm trying to complete my report, but still need a few more things. There was one crewmember on the CAPT DALE that we did not get a chance to speak with. I believe he was the crane operator who secured the chain to the bits on the barge. Respectfully request you provide me with his name and telephone number so I can reach out to him. I've already talked to Mr. Wroten & Mr. Lohr. I was also talking to NTSB and they are asking for a few more documents. Respectfully request you provide the following:

- 1) CAPT DALE crew list for 14-15NOV2019
- 2) Specs/info sheet for the chain
- 3) Specs/info sheet for the shackle
- 4) When the nut on the shackle was welded, were there any specific welding procedures used? What welding rod or cable was used?
- 5) Was the chain and/or shackle ever recovered?
- 6) Was anyone assigned to check on the barges over the weekend?
- 7) Cost of repairs for the barge. (If you don't have an invoice or receipt you can provide an estimate.)

Request you confirm receipt of this e-mail. If you have any questions regarding the above, please feel free to contact me. Thanks in advance.

Very Respectfully,

LT [REDACTED]
Sector Virginia
Investigation Division
200 Granby Street, Suite 700
Norfolk, VA 23510
Office: [REDACTED]
Command Center: 757-668-5555