

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CARGO LOSS OF THE CGA CGM *BIANCA*
AT THE NAPOLEON AVENUE WHARF
IN NEW ORLEANS, LOUISIANA,
ON AUGUST 2, 2020

Accident No.: DCA20FM024

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Interview of: SHERMAN CALICE, Crane Operator
Ports America

Via telephone

Friday,
August 7, 2020

APPEARANCES:

ANDREW EHLERS, Marine Accident Investigator
National Transportation Safety Board

LT EMILY MARKS, Investigating Officer
U.S. Coast Guard

SCOTT SOULE, Attorney
(On behalf of Ports America)

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I N T E R V I E W

1
2 MR. EHLERS: All right. Recording has started.

3 LT MARKS: We have Sherman here.

4 INTERVIEW OF SHERMAN CALICE

5 BY LT MARKS:

6 Q. And what is your last name?

7 A. Calice.

8 Q. Can you spell that for me?

9 A. C-a-l-i-c-e.

10 Q. And you are a crane operator?

11 A. Correct.

12 Q. And you were mentioning before we started the recording,
13 which crane were you operating on the day of the incident?

14 A. Crane 5.

15 Q. Crane 5. And where was that crane located in relation to the
16 vessel?

17 A. In B-10.

18 Q. B-10. And you were saying that was by the front of the
19 vessel, the bow?

20 A. Correct.

21 Q. Okay. How long have you been a crane operator?

22 A. Roughly 17, 18 years.

23 Q. And prior to that, were you working in the maritime industry?

24 A. Correct.

25 Q. And what were you doing prior to crane operations?

1 A. Labor work.

2 Q. And how long have you been a crane operator for Ports
3 America?

4 A. I would say about 17 years.

5 Q. And what are the duties of the crane operator?

6 A. Lift the load and bring it to where the destination is
7 safely.

8 Q. And what training did you receive to be a crane operator?

9 A. I went to (indiscernible) and went out there for 2 weeks, and
10 they trained me out there. So that was pretty much schooling that
11 way.

12 Q. And then, when you come back, is there additional training
13 that you receive before you're a crane operator, or an
14 apprenticeship?

15 A. Yeah, there's some training. You get to sit with the
16 operators and you get some hands-on training.

17 Q. And how long does that last for?

18 A. Maybe 2, 3 weeks maybe.

19 Q. And then you're a qualified crane operator?

20 A. Yeah. They'll give you little bits and pieces. They start
21 you out small, and then you work your way up.

22 Q. Okay. So the type of operation that was conducted on Sunday,
23 was that a routine cargo operation or a more complex cargo
24 operation?

25 A. No, that's routine.

1 Q. Routine. What about, in addition to the training that you
2 received specific to crane operations, is there other training
3 that you received for safety or the company-specific protocols?

4 A. No. Only training that's done is when you go to the academy.

5 Q. Okay. Just so I'm clear, are you employed by Ports America
6 or the union?

7 A. The union, yes.

8 Q. The union. The union's your employer, and so then you're
9 hired for a specific cargo operation?

10 A. Correct.

11 Q. And so does Ports America manage any type of safety
12 procedures or expectations that it then relays to the union?

13 A. Yes.

14 Q. What types of safety procedures?

15 A. I'm trying to think in detail. I mean, just to be safe and
16 be cautious and aware of your surroundings is sort of the basic
17 protocol I guess.

18 Q. And what about -- and what's the name of the union?

19 A. The ILA, International Longshoremen --

20 Q. Okay. The ILA. And so what types of safety trainings or
21 procedures does the ILA have?

22 A. We have safety classes. We are expected to go I think once a
23 year to learn about hazardous cargo and just being safe, wear your
24 proper PPE and stuff like that.

25 Q. And so you're expected to attend those safety trainings once

1 a year?

2 A. Yes.

3 Q. Okay. What about trainings in relation to emergencies or
4 heavy weather or the incident that occurred on Sunday?

5 A. That would be between both the school and the ILA Local 3000.

6 Q. And so, specific to the operations of the crane, you've
7 received training in managing those types of emergency situations?

8 A. Correct.

9 Q. Can you describe what some of those steps that you would take
10 if the situation occurs like it did on Sunday?

11 A. Let's see. Basically, if you can, to stop what -- all
12 operations and, you know, just to make sure it's safe before you
13 start working pretty much.

14 Q. Okay. And how familiar are you with procedures of Ports
15 America, and do they communicate with you their expectations to
16 the union?

17 A. I don't know.

18 Q. All right. In general, can you speak to just how well Ports
19 America communicates to the union? Do you feel like there's a
20 good relationship there?

21 A. Yeah. Absolutely, it's a good relationship.

22 Q. What if you specifically had a safety concern? How would you
23 bring that up?

24 A. I would bring my concerns to the foreman, and he might relay
25 it to the superintendent, and so on and so forth.

1 Q. Okay. And so, on that day, you were at Crane 5, which is
2 towards the bow?

3 A. Correct.

4 Q. And if you could just begin with the events as you remember
5 them.

6 A. At the beginning, I could see some rain coming because it got
7 pretty cloudy, and I proceeded still with operations. And next
8 thing, in a matter of seconds, the weather just turned all violent
9 pretty much, and then it was all downhill from there.

10 Q. Can you describe any steps that you took or what you saw from
11 up in the crane?

12 A. (Indiscernible) was to get out of the crane as fast as I can,
13 but the weather had turned violent so fast that there was pretty
14 much -- I won't say too late, but it was just like either I try or
15 die trying pretty much.

16 Q. Um-hum. And my understanding Crane 5 was -- part of its
17 spreader arm was attached to containers that then entered the
18 water.

19 A. That's correct.

20 Q. And then I also understand that you left the crane via the
21 stairwell.

22 A. Correct.

23 Q. And did you sustain any injury on your way down?

24 A. No.

25 Q. And, when you saw the weather coming in, was there any alarm

1 sound, a high wind alarm, or did you have any indication that the
2 weather was going to turn like that?

3 A. I don't know.

4 Q. Do you recall hearing an alarm?

5 A. I don't know, because everything happened so fast, it was
6 like somebody kind of switched it on, you know. Went from bad to
7 worse in a matter of seconds.

8 Q. Right. What time did you start cargo operations that
9 morning?

10 A. Well, that evening was at 1 o'clock.

11 Q. That evening. So when did you start working?

12 A. I came on at -- as the second shift operator, so I came on at
13 1 o'clock.

14 Q. In the morning?

15 A. In the evening. 1 p.m.

16 Q. Oh, I understand. So then really you were only operating the
17 crane for about an hour before the incident occurred?

18 A. That's correct.

19 Q. When you were doing your -- so you relieved the other crane
20 operator?

21 A. That's correct.

22 Q. But what does that look like when you relieve someone from
23 watch? Do you have a pass-down or talk about the operation that
24 is happening?

25 A. Only if there's some concern of maybe getting to point of the

1 vessel that you need to pay attention to the (indiscernible) and
2 make sure you're working (indiscernible) won't be no damage to the
3 vessel. Something like that.

4 Q. Was there any concerns that the crane operator expressed to
5 you?

6 A. No.

7 Q. What about anything with the weather?

8 A. No.

9 Q. Okay. I understand that, at the beginning of all these cargo
10 operations, there's a safety brief where they might talk about
11 some of the hazards that you've described and maybe even the
12 weather. Did you attend the safety brief that day?

13 A. No. If they would've had it, it would've been in the
14 morning, so I didn't come on until the evening.

15 Q. So then you're saying it's customary then -- so you won't
16 attend the safety brief, but then it's on the crane operator that
17 you're relieving to exchange?

18 A. Correct.

19 Q. In the hour that you were offloading the cargo, did you
20 notice anything abnormal with the vessel itself?

21 A. No.

22 Q. What about the cargo operation?

23 A. No.

24 Q. It was routine?

25 A. Correct.

1 Q. How long is that type of operation supposed to take place
2 for?

3 A. It depends on the amount of mobiles (ph.) we have. Anywhere
4 from 2- to 300 mobiles might be an 8-hour cargo time, and more
5 mobiles, 4- or 500, you know, the day gets longer.

6 Q. How long were you prepared to be up in the cabin for?

7 A. At least 5, 6 hours at the most.

8 Q. And did you have a good night's sleep the night before?

9 A. That's correct.

10 Q. How much do you normally sleep for?

11 A. 8, 9, 10 hours maybe.

12 Q. And so, when you came into work, you felt all right?

13 A. Yes.

14 Q. Okay. If there was a safety hazard that you observed,
15 whether it's with the cargo or the vessel or weather, how would
16 you go about reporting that?

17 A. I would share my concern to the foreman and he may pass it
18 down to the superintendent.

19 Q. And how do you relate that information?

20 A. By radio.

21 Q. And did you have any issues with communication --

22 A. No.

23 Q. -- that day?

24 A. No.

25 Q. How often do you all normally check in with each other while

1 cargo operations are typically --

2 A. Pretty much all during the day.

3 Q. It's just like a constant flow of information?

4 A. Yeah. Pretty much all day.

5 Q. And if you saw an emerging, unsafe situation, whether it's on
6 the pier or the vessel, would you have the authority to stop?

7 A. Correct.

8 Q. Okay. And if -- so did you know that heavy weather was
9 expected that afternoon?

10 A. No.

11 Q. If you had known, would you have done anything differently or
12 maybe made some recommendations to the foreman?

13 A. I may have, yes.

14 Q. And what might that have been?

15 A. Well, it depends on how heavy the wind was going to be, that
16 we had concern about still trying to load the vessel, you know, if
17 I thought that it was going to be unstable.

18 Q. And what types of weather conditions would require the cargo
19 operation to shut down?

20 A. One for sure is high winds because that can easily make the
21 crane start sliding on the track. That's the easy one right
22 there.

23 Q. What miles per hour is considered a dangerous or high wind
24 condition?

25 A. I want to say between 40 -- anything past 40 miles an hour.

1 Q. So is it normal operations for cargo operations to continue
2 until it gets to that condition?

3 A. That's correct.

4 Q. I know that the -- you did not hear the alarm, the high wind
5 alarm, sound. But given the rain state, do you think that cargo
6 operations should've been called off?

7 A. No, not because of the rain because we really don't stop in
8 the rain.

9 Q. And so did the rain hit this area before the high winds?

10 A. Yeah, we had a small shower that came, passed through before
11 the high winds and the heavy, heavy rain came.

12 Q. How about the heavy rain? Would the heavy rain alone have
13 required cargo operations to stop?

14 A. Yeah, depends on -- like I said, the weather got so
15 (indiscernible) that I was prepared to stop immediately after
16 that.

17 Q. And when you stop cargo operations, do you come out of the
18 crane? Do you come out of the cab?

19 A. That's correct.

20 Q. And that's standard procedure?

21 A. Yeah. To be safe, you want to come out.

22 Q. Do you remember how long that period of bad weather lasted?

23 A. I would say it was no more than 10, 12 minutes, something
24 like that. But going through it, it felt like way longer than
25 that. Going through the accident, you know, felt like way longer.

1 Q. From your vantage point up on the crane, did you see how the
2 vessel was responding to the weather, whether the lines were
3 parted or severed?

4 A. At the time (indiscernible) I couldn't tell because I could
5 only see a few feet in front of me at the time.

6 Q. And is that when you made a determination to exit the cab?

7 A. No, that's when -- the exit and everything else was happening
8 at that time.

9 Q. And did you make any communications with anyone while the
10 accident was going on and you were in --

11 A. No, not while it was going on. But after, if I felt it was
12 safe (indiscernible).

13 Q. Okay. Do you know, are there any video cameras inside the
14 crane cab that would be showing out to the operation?

15 A. No, there's no kind of camera inside the cab car.

16 Q. What about, does the crane have equipment to detect the onset
17 of heavy weather?

18 A. Yes.

19 Q. What does it have?

20 A. There's a wind speed monitor and also an alarm.

21 Q. Okay. And you don't recall seeing any type of alarm for the
22 heavy weather that was coming?

23 A. No. At that time, I don't. It happened so fast.

24 Q. Right. If the -- Ports America, if they knew that heavy
25 weather was coming, how would that be notified to the crew

1 working?

2 A. They would probably intercept the foreman and then he
3 would -- I don't know what they were trying to do, but usually we
4 (indiscernible) in regard to the weather.

5 Q. Has that happened before while you've been working here?

6 A. Yeah.

7 Q. It happened -- so how does that -- what does that
8 communication normally look like?

9 A. Just that there may be some bad weather or heavy winds
10 coming; if you guys feel unsafe, you know, being in the crane or
11 whatever, you can stop and come down for a minute. Let it blow,
12 move through, and back to working.

13 Q. And, during those instances, have you felt comfortable to
14 make the call that you want to stop operating?

15 A. Yeah, yeah.

16 Q. Okay. You feel like you have the responsibility and ability
17 to make the call that cargo operations need to stop and that you
18 don't feel the pressure to continue?

19 A. That's correct.

20 Q. Okay. Have you ever operated a crane when something similar
21 to this event that happened on Sunday occurred?

22 A. No.

23 Q. Anything somewhat similar? A cargo operation with the vessel
24 coming off the pier?

25 A. Yeah, we've had that incident before.

1 Q. And what steps did you take during a similar type of event?

2 A. I stopped operations and (indiscernible) come down out of the
3 crane would be best.

4 Q. How about, during the incident, did you have contact with the
5 crane operator from Number 6?

6 A. No, no.

7 Q. Do you normally have radio communication?

8 A. Yeah, we can talk to each other. We do that to help each
9 other. We're able to talk to each other.

10 Q. Okay. So each crane operator is on a different frequency?

11 A. Yes.

12 Q. Is there one frequency for each crew? Is that how that
13 works?

14 A. Correct.

15 Q. Okay. How often would you say you communicate with the other
16 crane operator during an operation?

17 A. Fairly seldom because everybody has their own deckman,
18 foreman, all that stuff. If there's anything going around, we all
19 pretty much know about it.

20 Q. How about if you felt unsafe, wanted to call off operations,
21 would operations still continue on Crane 6? Or would everything
22 shut down?

23 A. I would say it would be safer -- everything would stand down.
24 I would imagine, yeah, it would shut down too.

25 Q. What about -- and I don't really have a strong background in

1 crane operations, but are there any safety mechanisms within the
2 cable or the spreader, or maybe there's a quick release or
3 something to help prevent damage? Is there anything like that
4 within this system?

5 A. No, not to my knowledge.

6 Q. Okay. Can you describe to me what the safe position is for a
7 crane, so if there is an emergency and you were able to stop
8 operations?

9 A. The safe position would be what we call a park position, so
10 you're able to get out, walk to the cab, walk and catch the
11 elevator that goes up and down.

12 Q. The park --

13 A. (Indiscernible).

14 Q. And you were not injured, and you've returned back to work?

15 A. I, myself, am taking some time off.

16 Q. You are taking some time?

17 A. Um-hum.

18 LT MARKS: Sure.

19 Okay. Drew, I'll turn it to you.

20 MR. EHLERS: Okay.

21 Thank you, sir. I've been listening in to your answers, and
22 I really appreciate your candidness. So my questions are probably
23 going to jump around a little bit, so I apologize for that.

24 BY MR. EHLERS:

25 Q. The first question I have is what was the weather like when

1 you first started working at 1300?

2 A. Bright and sunny.

3 Q. Yeah. Was there any clouds in the sky or partly cloudy or
4 mostly sunny?

5 A. It was mostly sunny.

6 Q. All right. And then I think you said you saw some rain
7 before the weather hit you. How long between when you saw the
8 rain to when the real heavy weather hit your crane?

9 A. Maybe 20 minutes, a half an hour maybe.

10 Q. Okay. So you saw the rain off in the distance; is that
11 correct?

12 A. That's correct.

13 Q. All right. And did it look like just a normal summer thunder
14 shower type thing, or was it -- was there anything unusual about
15 the rain you saw in the distance?

16 A. Just a normal summer storm shower.

17 Q. Okay. You mentioned that in like a wind stoppage that you
18 put the crane in the park position; I think that's what you said.
19 Can you explain what that means to me? I'm not familiar with
20 gantry cranes, so what does park mean? Does it mean you shut the
21 power off? Does it mean you block anything?

22 A. No. The park position would mean -- this would be the
23 position that the crane is in where you can get inside the cab.
24 That would be the only way for you to just walk through the cab,
25 walk to get in the cab safely.

- 1 Q. Oh, I see. So that's --
- 2 A. And to get out also.
- 3 Q. I see. So that's the position where the gantry is to allow
4 you to get in and out?
- 5 A. That's correct.
- 6 Q. I see. I got it now. Is there any -- does the crane always
7 have power, or do you have to turn power on when you get in the
8 cab or turn it off when you get out?
- 9 A. Yeah. You have to turn it on, yeah, when you enter the cab
10 to start working and turn it off when you leave.
- 11 Q. I see. So, when you leave at the end of the day or in case
12 of a work stoppage because of an unsafe thing, you turn the -- you
13 put it in the park position and then you turn the power off; is
14 that correct?
- 15 A. That's correct.
- 16 Q. All right. Is there anything else you do before leaving the
17 cab?
- 18 A. No. No, not really.
- 19 Q. All right. So you mentioned the wind indicator, or the wind
20 speed monitor, and the alarm. Can you actually see, through the
21 wind speed monitor, what the speed of the wind is, or is it just
22 an audible alarm?
- 23 A. It's actually a gauge that's -- it's a wind speed gauge, and
24 there's an alarm also.
- 25 Q. I see. Is it a digital gauge or is it like a dial?

- 1 A. Digital.
- 2 Q. Okay. Did you happen to see what the gauge said right before
3 you left the cab?
- 4 A. No, sir.
- 5 Q. Okay. You just knew it was blowing a lot?
- 6 A. That's correct.
- 7 Q. And, when you left the cab, I understand that there's two
8 ways to get down, either by lift or by a stair or ladder. How'd
9 you get down?
- 10 A. There's a ladder on the back side of the cab, which you have
11 to climb up to go on top, and then climb over another railing to
12 get onto the walkway.
- 13 Q. I see. So you used the walkway to get down eventually?
- 14 A. That's correct.
- 15 Q. And, when you were escaping there, was the crane moving
16 around in the wind?
- 17 A. No.
- 18 Q. No. It was steady?
- 19 A. That's correct.
- 20 Q. So really only the ship moved; the cranes didn't move at all?
- 21 A. Yes. The crane did move with the high winds, yes. My crane
22 did move.
- 23 Q. It did move? Oh, okay. All right. Did you have a load on
24 at the time that the winds hit?
- 25 A. That's correct.

1 Q. Yeah. And where was your load? Was your load over the ship
2 or over the pier, over the wharf?

3 A. Over the ship.

4 Q. Over the ship. Okay. Were you on-loading it or off-loading
5 it?

6 A. On-loading.

7 Q. On-loading. Okay. So you had lifted the container off the
8 pier and were moving it out to the ship when the weather hit?

9 A. Correct.

10 Q. And do you remember, was the container down inside the hold,
11 or were you loading it onto a above-deck -- on top of another
12 container above-deck?

13 A. It was to go down in the hold, but I hadn't made it down that
14 far yet.

15 Q. Okay. So where was the container? Was it in the bay but
16 not -- just hadn't been lowered, or was it above the bay?

17 A. I want to say right above the bay.

18 Q. Okay. So you had it right above the bay and the weather hit,
19 and at that point, you felt unsafe and you left the cab; is that
20 correct? Or did you see the ship breakaway first?

21 A. No. At that point, when the weather hit, I was trying to go
22 back to the park position, and that was when the wind -- the crane
23 just -- I started sliding down the track.

24 Q. I see. So did the ship breakaway after you had -- were you
25 able to get it in the park position?

1 A. No, sir.

2 Q. Okay. And did the ship breakaway before you escaped the cab?

3 A. Yes.

4 Q. So you're trying to get -- and I'm just going to repeat what
5 I think you told me, just want to make sure I got it right. You
6 were loading the container onto the ship. It wasn't quite down
7 into the hold, but it was in the bay. The winds hit. You tried
8 to get it into the park position, and then the -- was it the ship
9 started to break free, so you escaped the cab at that point?

10 A. No, sir. The weather got violent, and my crane started to
11 slide down the track.

12 Q. That's right. Okay. So at that point, when your crane
13 started sliding, you knew things were bad, and you got out of
14 there; is that correct?

15 A. Um-hum.

16 Q. And which way did it start sliding, towards the bow of the
17 ship or towards the stern? Do you remember?

18 A. Towards the stern.

19 Q. Towards the stern. And did that cause the container to hit
20 either the bay or the containers next to it?

21 A. Correct.

22 Q. Okay. All right. I understand it sounds pretty harrowing.
23 You mentioned that you've been operating a crane before when a
24 ship has broken free. What was different about this one that
25 caused such damage? Was it the fact that the crane started

1 moving, or what do you think? What was different about this one
2 that resulted in more damage than when you've seen this in the
3 past?

4 A. The fact that the crane started moving from the high wind,
5 yeah.

6 Q. I see. Okay. So really it started with the crane moving,
7 and then the ship breaking free just made it worse; is that a fair
8 statement?

9 A. Correct.

10 MR. EHLERS: Okay. All right. I think that's all I have.
11 That's been very helpful in understanding what happened, so thank
12 you very much.

13 MR. CALICE: Thank you.

14 LT MARKS: Great.

15 MR. SOULE: Hey, Sherman, a couple things I just wanted to
16 make sure we're clear on.

17 BY MR. SOULE:

18 Q. Did the crane ever lose power?

19 A. I want to say after the spreader and container and all that
20 stuff fell off, then yeah. I want to say by that time, yeah,
21 power was gone.

22 Q. And then the other thing is, when the alarm goes off, if the
23 alarm goes off and you were to continue to try and operate the
24 crane, is there an automatic shutoff?

25 A. Yeah. It would stop. It would stop me from going out to the

1 ship.

2 Q. Okay.

3 A. So you wouldn't be out that far yet.

4 MR. EHLERS: I see. Hey, that -- your question -- sorry to
5 interrupt you, Scott. Your question --

6 MR. SOULE: Nope, go ahead.

7 MR. EHLERS: Your question gives me another question. You
8 said the spreader and the container fell off. Did that happen
9 when the crane started sliding, or did that happen after you had
10 left the cab?

11 MR. CALICE: That was before I left the cab, in between the
12 ship breaking and the (indiscernible).

13 MR. EHLERS: I see, I see. All right. Thank you.

14 Sorry to interrupt you. Go ahead, Scott.

15 MR. SOULE: No, that's okay. I just want to make sure I'm
16 clear on this as well.

17 BY MR. SOULE:

18 Q. So the wind is blowing; the crane starts moving a little bit.
19 You can't keep coming out because the container on your spreader
20 bar is getting hung up --

21 A. Correct.

22 Q. And is that the point when the ship started pulling away
23 because its lines parted?

24 A. Correct. I want to say yeah, correct.

25 Q. And I know we're sitting here dissecting this and talking

1 about it clinically, and for you, it was all going bang, bang,
2 bang. But to the extent you can stay with us on this, how much
3 total time do you think it was when you realized that, man, that
4 wind has really picked up; this has become dangerous to the point
5 where you make a decision that I got to get out of here?

6 A. It was a matter of seconds.

7 Q. Yeah. And then when you looked -- I want to make sure I
8 understand. So the egress out of the cockpit -- or out of the
9 cab, because you're a crane, you have to physically come out of
10 the back of the crane cabin?

11 A. Yeah.

12 Q. You had to climb up to the top of it?

13 A. Correct.

14 Q. Climb over onto the catwalk on top of the boom? I'm calling
15 it a boom, maybe not the --

16 A. (Indiscernible).

17 Q. Okay. And then you walk all the way aft -- or all the way to
18 the rear where the elevator is, but that's also where the stairs
19 are?

20 A. Stairs would be located on the other side from the elevator.

21 Q. Okay. But both on the back of the crane?

22 A. Correct.

23 Q. And you chose to use the stairs?

24 A. Yeah.

25 Q. How much total time do you think it took you to get out of

1 the cabin before you got back down on the ground on the dock?

2 A. Maybe about 5, 6 minutes total.

3 MR. SOULE: Okay. All right. That's all I have.

4 LT MARKS: Okay. All right. Well, thank you very much,
5 Sherman.

6 MR. CALICE: No problem.

7 LT MARKS: I appreciate your time.

8 MR. EHLERS: Thank you, sir.

9 LT MARKS: You can stop the recording.

10 MR. EHLERS: All right. The recording is stopped.

11 (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: CARGO LOSS OF THE CGA CGM *BIANCA*
 AT THE NAPOLEON AVENUE WHARF
 IN NEW ORLEANS, LOUISIANA,
 ON AUGUST 2, 2020
 Interview of Sherman Calice

ACCIDENT NO.: DCA20FM024

PLACE: Via telephone

DATE: August 7, 2020

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.

