

## Ehlers Andrew

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**From:** Ryan Gilsenan [REDACTED]@hinesandgilsenan.com>  
**Sent:** Monday, October 18, 2021 8:41 AM  
**To:** Ehlers Andrew  
**Cc:** [REDACTED] CWO-2 USCG SEC VIRGINIA (USA)  
**Subject:** RE: NTSB Island Lookout Investigation

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Good Morning, Drew.

I will answer you questions in red.

1. Is the deckhand assigned a watch station, or is he on call?  
**He is on call, making rounds of the engine room, the deck, the barge, etc.**
2. Where is the deckhand usually located during watch or while on call?  
**Roving.**
3. How does the steersman communicate with the deckhand?  
**Handheld radio.**
4. Where was the deckhand when the accident occurred? If this was not his usual location, please state why.  
**The deckhand was mopping the second deck of the ISLAND LOOKOUT, inside, when contact occurred. This was a usual watch duty.**
5. Is a deckhand ever stationed as a lookout, either on the barge or on the towing vessel, during bridge transits? Is there a company policy for this?  
**He can be stationed as a lookout in foul weather, fog, or for any other reason at the steersman's discretion. The company policy is steersman's discretion.**
6. If the deckhand is regularly stationed as a lookout during bridge transits, and he was not stationed as a lookout on the morning of the accident, please state why.  
**N/A. The deckhand is not typically stationed as a lookout during bridge transits during fair weather.**

As always, if you need anything further, just let me know. Thank you.

Sincerely,

Ryan Gilsenan

HINES & GILSENAN LLC  
1535 Hobby Street, Suite 203D  
Charleston Navy Yard  
North Charleston, South Carolina 29405

W: [HinesandGilsenan.com](http://HinesandGilsenan.com)  
E: [REDACTED]@hinesandgilsenan.com  
T: [REDACTED] (24 hours)

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**From:** Ryan Gilsenan  
**Sent:** Tuesday, October 12, 2021 20:47  
**To:** Ehlers Andrew [REDACTED]@ntsb.gov>  
**Cc:** [REDACTED]-2 USCG SEC VIRGINIA (USA) [REDACTED]@uscg.mil>  
**Subject:** RE: NTSB Island Lookout Investigation

Drew,

Thank you for the message. I will get on this list of questions and revert. It might be next week, but will press as a priority. Thanks again.

Sincerely,

Ryan Gilsenan

HINES & GILSENAN LLC  
1535 Hobby Street, Suite 203D  
Charleston Navy Yard  
North Charleston, South Carolina 29405  
W: [HinesandGilsenan.com](http://HinesandGilsenan.com)  
E: [REDACTED]@hinesandgilsenan.com [REDACTED]  
[REDACTED]+1.843.847.8003 (24 hours)

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**From:** Ehlers Andrew [REDACTED]@ntsb.gov>  
**Sent:** Tuesday, October 12, 2021 11:09  
**To:** Ryan Gilsenan [REDACTED]@hinesandgilsenan.com>  
**Cc:** [REDACTED] CWO-2 USCG SEC VIRGINIA (USA) <[REDACTED]@uscg.mil>  
**Subject:** NTSB Island Lookout Investigation

Good morning Ryan,

As our investigation nears its end on the *Island Lookout* bridge strike, a few questions have arisen that I had not previously explored. These questions relate to the deckhand on watch or on call during the accident:

1. Is the deckhand assigned a watch station, or is he on call?
2. Where is the deckhand usually located during watch or while on call?
3. How does the steersman communicate with the deckhand?
4. Where was the deckhand when the accident occurred? If this was not his usual location, please state why.
5. Is a deckhand ever stationed as a lookout, either on the barge or on the towing vessel, during bridge transits? Is there a company policy for this?
6. If the deckhand is regularly stationed as a lookout during bridge transits, and he was not stationed as a lookout on the morning of the accident, please state why.

I'd appreciate it if you could forward these questions to Stevens and/or Captain Briggs for response. Request responses include as much detail as possible.

Thanks.

Best regards,  
Drew

Andrew C. "Drew" Ehlers  
Marine Accident Investigator  
National Transportation Safety Board (NTSB)

@[ntsb.gov](mailto:ntsb.gov)

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