

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

FLOODING OF VESSEL *JOANNE MARIE* \*  
NEAR NEW ORLEANS, LOUISIANA \*  
ON JUNE 25, 2023 \*

Accident No.: DCA23FM037

\* \* \* \* \*

Interview of: ANDREW MCINTYRE, Vice President, Operations  
Gulf-Inland, Marquette Transportation

Via telephone

Wednesday,  
July 19, 2023

APPEARANCES:

██████████, Investigator  
U.S. Coast Guard, Sector New Orleans

DEREK JOHNSTON, Marine Accident Investigator  
National Transportation Safety Board

DAVID REISMAN, Attorney  
Liskow and Lewis  
Representing Marquette Transportation Company  
Gulf-Inland

JESSIE SHIFALO, Attorney  
Liskow and Lewis  
Representing Marquette Transportation Company  
Gulf-Inland

KENDALL CHAUVIN, Executive Vice President  
Marquette Transportation Company

I N D E X

ITEM

PAGE

Interview of Andrew McIntyre:

By [REDACTED]	5
By Mr. Johnston	12
By [REDACTED]	17

I N T E R V I E W

(10:05 a.m.)

1  
2  
3 [REDACTED] Good morning. My name is [REDACTED]. I'm  
4 the U.S. Coast Guard Investigator here on Sector New Orleans.  
5 This matter is in regards to the *Joanne Marie*, the sinking that  
6 occurred with that vessel. The date of the initial report was 25  
7 June, and that was on a Sunday in 2023. So I'm conducting this  
8 investigation. The purpose for the U.S. Coast Guard to  
9 investigate this is to determine to see if there were any  
10 instances that took place that we need to address with further  
11 regulation or investigation as far as what we can do to prevent  
12 instances like this from happening in the future. So that's the  
13 whole purpose of us conducting this investigation.

14 So I do need to receive your consent to be recorded for this  
15 interview. And if there is anyone in the room with you, then I  
16 would also need to get their name, information, and their consent  
17 as well.

18 So I'll go ahead and start. My name is [REDACTED] [REDACTED]. The  
19 time is 10:05 on Wednesday, 19 July 2023. And I'll go ahead and  
20 pass it over to Derek.

21 MR. JOHNSTON: Good morning. Derek Johnston, D-e-r-e-k  
22 J-o-h-n-s-t-o-n, Marine Accident Investigator, National  
23 Transportation Safety Board.

24 MR. MCINTYRE: Andrew McIntyre, A-n-d-r-e-w M-c-I-n-t-r-y-e,  
25 Vice President, Operations, Gulf-Inland, Marquette Transportation.

1 MR. REISMAN: David Reisman, D-a-v-i-d R-e-i-s-m-a-n, with  
2 Liskow and Lewis, L-i-s-k-o-w and Lewis, L-e-w-i-s, in New Orleans  
3 -- Marquette Transportation Company, Gulf-Inland.

4 MS. SHIFALO: Jessie Shifalo, J-e-s-s-i-e S-h-i-f-a-l-o, also  
5 with Liskow and Lewis representing Marquette.

6 MR. CHAUVIN: Kendall Chauvin, K-e-n-d-a-l-l C-h-a-u-v-i-n, I  
7 am the Executive Vice President, Marquette Transportation.

8 MR. REISMAN: That's everybody in the room here.

9 [REDACTED] Okay, awesome.

10 INTERVIEW OF ANDREW MCINTYRE

11 BY [REDACTED]

12 Q. All right. So, Andrew, I guess we'll go ahead, and we'll get  
13 started here. So if you would take -- we'll get you to give us a  
14 run-down of what you recall happened on the morning, that Sunday  
15 morning, when you were notified that the vessel had sank. Any  
16 information, background information as to what the vessel was  
17 doing previously, and then any information afterwards since the  
18 vessel sank up until the present time what you all have determined  
19 as far as the reasons why the vessel may have -- or why the vessel  
20 did sink or contributing factors as to what caused the sinking of  
21 the vessel. And then what you've done (indiscernible), and I do  
22 have a list of questions that we'll probably try to take and touch  
23 on and follow-up with.

24 A. Okay. Friday afternoon into early evening, the vessel was  
25 set to deactivate. She arrived at Harvey Canal, Bollinger quick

1 repair, port captain Harvey Mabile. Met vessel before decrewing.  
2 Did a round with the vessel to -- for deactivation. And the crew  
3 disembarked. Harvey notified, you know, the Logistic Sales  
4 Department that the vessel is -- has been deactivated, and it is  
5 at the Bollinger Yard there at Harvey. And Sunday morning I  
6 received a phone call 6:30, 7-ish in the morning from Vice  
7 President of Compliance Brian Khey that he got a report that we  
8 had a vessel that's in a list at the Bollinger Yard. I told  
9 Harvey if he's heard anything about it, I believe, and also that  
10 we had a vessel with a small crew on it on the other end of the  
11 yard. I called that vessel, and asked them to go walk down to  
12 where the list was reported, and give me a report; 10 to 15  
13 minutes later sent me a text message with pictures. And from that  
14 point I notified management team that the *Joanne* was the vessel in  
15 question. Called Fred Budwine, marine surveyor, and let him know  
16 if he could get a team dispatched out to Bollinger. Talked to  
17 Brian Khey. He handled the compliance side of it notification to  
18 the Coast Guard (indiscernible), and talked to Harvey for him to  
19 head down there, and I headed down there myself. And once arrived  
20 shortly after Budwine arrived, took an assessment of the  
21 situation, notified, you know, just vessel is stable, not actively  
22 sinking at that time. Everything was stable. Had some crews in  
23 the area. Dispatched some booms from other assets. Quarantined  
24 the area made sure if any product got hooked in any debris or  
25 pollution go in the water we had it contained to that general

1 area. And let Budwine go to work on creating a plan, and getting  
2 everything in place to secure the vessel and prepare to pull her  
3 out of the water.

4 Sounds like after, after we pulled her out and  
5 (indiscernible) investigation was done that debris got caught into  
6 a check valve which allowed water to ingress into the vessel  
7 sometime early Sunday morning.

8 Q. Okay. So on Friday when the vessel was tied up, do you know  
9 about what time she tied up?

10 A. Would be late afternoon or early evening, I believe.

11 Q. Okay. So maybe, like, 1600 hours or -- is that reasonable?

12 A. Yeah. 1500 to 1800 timeframe. I don't know the exact time  
13 off --

14 Q. Okay.

15 A. -- my head.

16 Q. Okay. It just helps us get a rough estimate for our timeline  
17 that we have to take and build. So prior to the vessel tying up  
18 can you let me know what all the vessel's operations were, what  
19 they were doing that day?

20 A. Yes. She was, she was -- she would have left her fleeting  
21 location where she was working sometime that morning. She served  
22 as a lunch bucket kind of fleet boat.

23 Q. Okay.

24 A. And headed south with a crew to, to deactivate.

25 Q. Okay. What else out there on Sunday? There's a couple of

1 times they had mentioned that on Friday in between leaving the  
2 fleeting area, and then tying up over there at Bollinger that the  
3 vessel may have refueled and taken on water; is that correct?

4 A. I'm not sure.

5 Q. Okay. All right. So then once they tied up on Friday, you  
6 said Mr. Mabile was the one that was actually securing the vessel  
7 and putting it in status as far as being secured for the weekend  
8 until it was activated again?

9 A. Yes, sir.

10 Q. Okay. What are some of the duties and requirements of the  
11 vessel crew or additional work and personnel that may be required  
12 by the company as far as securing the vessel?

13 A. Yeah. For deactivation Harvey did -- would make a round with  
14 the vessel, make sure all the refrigerators are emptied,  
15 electronics are shut down, walk through the engine room, make sure  
16 the (indiscernible) is tightened, the vessel is in good safe  
17 condition, you know, safety chains are put in place, decks are  
18 cleared, the vessel safe condition to not have a crew onboard.

19 Q. Okay. And do you have a checklist for the crew or the  
20 persons that are shutting the vessel down to follow or anything  
21 like that?

22 A. We do not.

23 Q. Okay. As far as the draft of the vessel, do you know the  
24 normal operational draft?

25 A. I do not.



1 Q. Okay. And then as far as securing it, do you know if there's  
2 any processes to secure it that may be different if the vessel has  
3 or does not have power when it's at the location that it's  
4 secured? Is there anything that you would do differently there?

5 A. Not to my knowledge.

6 Q. Okay. All right. How long has Harvey been with you guys?

7 A. I don't know the exact amount of years but, you know --

8 Q. Okay.

9 A. -- more than four.

10 Q. More than four. Okay. So this is most likely not the first  
11 time that he's ever secured a vessel for you all?

12 A. Correct.

13 Q. Okay. Is that one of his normal responsibilities that he  
14 would, he would be doing for the company? I understand that he's  
15 the, the port captain; is that correct?

16 A. That is correct.

17 Q. Okay.

18 A. He would be a part of it, and, you know, to play liaison with  
19 an engineering staff member.

20 Q. Okay.

21 A. And to, you know, another set of eyes to make sure the engine  
22 room is secured appropriately.

23 Q. All right. All right. Have there been any instances  
24 previously with situations like this happening, the vessel taking  
25 on water while it's tied up, and then having issue that it's

1 sinking and so forth, anything like that previously?

2 A. Not to my knowledge.

3 Q. Okay. So that's a little bit different situation for us  
4 because nobody was on there. So we don't really have anybody to,  
5 to interview to see what events leading up to it obviously. Do  
6 you know who the call initially came from that stated the vessel  
7 was partially submerged?

8 A. I do not.

9 Q. Okay. I know there had been some talks about potentially  
10 someone on the other side of the canal from one of the other  
11 towing companies might have mentioned (indiscernible) any other  
12 information on that?

13 A. Yeah. I, I did hear that, but I don't know how the direct  
14 call came into Marquette, and how I ended up, you know, how I  
15 ended up receiving it.

16 Q. Okay.

17 A. I don't know where that came from.

18 Q. All right. So based off of what the surveyor Fred Budwine  
19 had noted on there initially when I talked with him on Monday when  
20 we came out after the vessel had partially sunken, he stated that  
21 he believed it was due to (indiscernible) check valve which we  
22 found did have problems because he had put a hose in the overboard  
23 discharge, and saw water coming out of the strainer of the pump.  
24 So with that, do you all suspect anything else may have been a  
25 contributing factor to the, to the vessel partially sinking?

1 A. Not to my knowledge.

2 Q. Okay. With knowing that that's the most likely culprit of  
3 the vessel sinking is there anything that Marquette is doing on  
4 the *Joanne Marie* and the rest of your fleet to take actions to  
5 ensure that this type of situation doesn't happen again on any of  
6 your other vessels or the *Joanne Marie* again?

7 A. Yeah, the management team is obviously coming together to  
8 kind of brainstorm ideas on what are the next steps.

9 Q. Okay.

10 A. I can't speak to any specifics on what direction we may go.

11 Q. Okay. All right. Do you think there's anything that may  
12 have contributed to the situation that we found the wire nut  
13 inside of the check valve as far as operations onboard the vessel  
14 or anything that you can think of there?

15 A. No, I cannot.

16 Q. Okay. Do you know of any maintenance that may have occurred  
17 on the vessel that would have resulted in the wire nut getting in  
18 that coffer dam and being sucked up?

19 A. Not to my knowledge.

20 Q. Okay. And I guess one of the last few questions that I have  
21 for you then is do you know of anything that could be done  
22 differently at this time or anything you have planned with  
23 Marquette to avoid this situation in the future?

24 A. Like I said before, the management teams come together  
25 looking at all different kinds of options to just figure out how

1 to prevent this in the future.

2 [REDACTED] All right. Okay. Sounds good.

3 Derek, do you have any follow-on questions?

4 MR. JOHNSTON: Sure, yeah. I've just got a couple.

5 BY MR. JOHNSTON:

6 Q. Thanks for meeting with us today. Can you just, can we just  
7 go back, and can you just tell me about your experience with  
8 Marquette, what your responsibilities are with the company, and  
9 then your experience in the maritime industry previous to that?

10 A. Of course. Yes. I graduated New York Maritime College in  
11 2011. Two days after that I was steersman program at Kirby Inland  
12 Marine. Did that for a year, then shifted to the all sorts of  
13 (indiscernible) vessel world where I started out as a third mate.  
14 That's where I graduated New York with, and worked my way up at  
15 GulfMark, different levels from third mate, second mate, CD mate,  
16 captain. So all assets GulfMark had. In 2018 (indiscernible)  
17 Jackson Offshore. I was relief captain of the *Squall* (ph.). I  
18 was there for eight or nine months. Got an opportunity to join  
19 Marquette port captain in Houston. Served there for about a year,  
20 and then transferred to New Orleans as Director of Operations. I  
21 believe I held that post for two years, and then several months  
22 ago promoted to Vice President of Operations for the Gulf-Inland  
23 fleet at Marquette.

24 Q. Okay. Yeah, go ahead.

25 A. Yeah. Responsibilities, you know, direct reports are all

1 port captains in Gulf-Inland, and -- liaison with all other  
2 stakeholders departments at Marquette whether it be logistics,  
3 engineering, safety, and compliance, you know, management of the  
4 vessel operations, adequate crewing, (indiscernible) helped other  
5 departments enforce policies and procedures, and just kind of the  
6 -- ensure everything runs smoothly.

7 Q. Right, yeah. Thanks. So some questions about the *Joanne*  
8 *Marie* itself. The boat -- what was the boat primarily used for?

9 A. Lunch bucket fleet service.

10 Q. Okay. And was it run -- were the jobs completed primarily  
11 during the daylight hours or during the day, and it would come  
12 back and tie up, and the crew would depart, or would there be an  
13 instance where it would be working through the night, through the  
14 day?

15 A. Yeah. The 24-hour operation crew swaps every 12 hours.

16 Q. Okay. What's the typical crew complement onboard for a job?

17 A. A master and two deckhands.

18 Q. Master and two deckhands. Okay. And is it the same captain  
19 for the -- is there a *Joanne Marie* captain that only operates on  
20 the *Joanne Marie* or do you kind of put the crews where you need  
21 them on the boats?

22 A. Typically it's a set crew but, obviously, there is  
23 interchange ability between wheelhouse and deck personnel.

24 Q. Okay. And the dock in Harvey or the Harvey Canal or the  
25 fleet area is that where the boat typically ties up?

- 1 A. For -- what do you mean tied up? In what context?
- 2 Q. When the job's completed is that where it's primarily based?
- 3 A. When it's off hire?
- 4 Q. Right.
- 5 A. Typically vessels go to that yard.
- 6 Q. Okay. Understood. Sorry. I'm flipping through some things
- 7 here.
- 8 A. But not (indiscernible) vessels.
- 9 Q. Right.
- 10 A. Just --
- 11 Q. On the *Joanne Marie* where are the fuel and the potable water
- 12 tanks?
- 13 A. I can't speak directly to where they're located.
- 14 Q. Okay. Do you know what the tank levels were when it was
- 15 deactivated on Friday?
- 16 A. No.
- 17 Q. Okay. And when it's, when it's fleeted and deactivated just
- 18 to confirm there is no shore tie? It doesn't have power?
- 19 A. Correct.
- 20 Q. Okay. Are there any battery powered bilge pumps or anything
- 21 onboard the vessel that would, that would function without shore
- 22 power?
- 23 A. Not to my knowledge.
- 24 Q. Are there any alarms on the vessel that would function
- 25 without shore power?

1 A. Not to my knowledge.

2 Q. Okay. And can you, can you describe the -- I know you kind  
3 of already did, but for the salvage operation the name of the  
4 company that was used kind of what they did, anything of note that  
5 they found during the recovery?

6 A. So we, we hired Fred Budwine --

7 Q. Right.

8 A. -- as the primary, and he has I think subcontracted to Kinney  
9 (ph.). And then so he arrived. Obviously got the situation  
10 stable, and started getting all the pieces and parts for how  
11 they're going to salvage it, and he would take lead on that. And  
12 I think after the vessel was lifted, they began the investigation  
13 process.

14 Q. Okay. We'll probably get this in documentation later, but  
15 are you able to tell me the final, the final damage amount that  
16 was assessed, and any of the major components of the *Joanne Marie*  
17 that had to be replaced or overhauled?

18 A. I don't know the exact number.

19 Q. Okay. I can get that.

20 A. Or the exact -- yeah, I don't --

21 Q. Then so for vessel deactivation -- on Friday the crew  
22 departed, and then Harvey was responsible for deactivating the  
23 vessel. You said there's, there's not a checklist for that that  
24 goes -- to go through the different tasks?

25 A. Correct.

1 Q. How are the tasks determined on what is required to  
2 deactivate a vessel?

3 A. So in the policy, deactivation policy, it speaks to  
4 (indiscernible) securing the vessel for making sure it's safe and  
5 secure.

6 Q. Okay. So other, other than the check valve is there anything  
7 that would -- is there any other valve between the, the coffer dam  
8 pump and the through hole that goes over the side?

9 A. On that vessel there is a -- I don't know what kind of valve,  
10 but there is a valve on that vessel that would -- that you could  
11 secure.

12 Q. Like a ball valve or something, yeah.

13 A. Ball valve or -- yeah, ball valve or a gate valve.

14 Q. Okay. Are those typically when you deactivate a vessel are  
15 those typically closed or is that -- what's the normal position  
16 for that valve when the vessel is deactivated?

17 A. I'm not sure.

18 Q. Okay. Is it covered -- do you know if it's covered in the  
19 deactivation policy?

20 A. I do not.

21 Q. Okay. And then my last line of questions. I was curious  
22 about the procedure for conducting rounds on the vessels when  
23 they're tied up and no one is onboard. How often are the rounds  
24 completed?

25 A. So when the vessels are deactivated, we routinely have



1 Marquette shore side personnel in or around the yard that would go  
2 visually check all the vessels that are deactivated there. And if  
3 they see anything abnormal, investigate --

4 Q. Right.

5 A. -- raise it to (indiscernible) responsibility, elevate that  
6 immediately, and we would address whatever issue may come up.

7 Q. Okay. Are the rounds conducted in set intervals time-wise?

8 A. They are not.

9 Q. Do they, do they physically enter the vessel when they're  
10 conducting rounds, or is it primarily just like a walk-around?

11 A. In some cases they enter, and I'm sure in some cases they do  
12 not.

13 Q. Okay. And is, is there a checklist or a procedure for  
14 measurements that are taken during the rounds?

15 A. Can you answer that -- ask that again?

16 Q. So when a round is, when a round is completed the individual  
17 that's completing the round are they, are they looking for  
18 specifics maybe in accordance with some sort of procedure, a  
19 checklist, or are they required to record any measurements of the  
20 vessels?

21 A. They are not.

22 MR. JOHNSTON: Okay. So I think that's all the questions I  
23 have. [REDACTED] do you have anything else?

24 BY [REDACTED]

25 Q. I just have one, one last thing. So I think it might be a

1 (indiscernible) terminology that you're using as far as lunch  
2 bucket fleet. Is that in regards to just their 12-hour manning  
3 because they're bringing the lunchbox on board with them?

4 A. They do not live -- correct. They do not live onboard.

5 Q. Okay, awesome.

6 MR. JOHNSTON: All right, okay, okay, thank you. Do you guys  
7 have any questions for us?

8 MR. REISMAN: Not from us, no.

9 [REDACTED] All right. Thank you, David.

10 [REDACTED] if you don't have anything else --

11 [REDACTED] Sure. We can go ahead, and conclude the  
12 recording. So the time now is -- see what we got -- 10:29 by my  
13 watch. And what's the date? 19 July 2023. So I appreciate  
14 everybody involved participating, and if you have any other  
15 information that you need to (indiscernible) we'll be standing by  
16 for e-mail and telephone calls.

17 UNIDENTIFIED SPEAKER: All right. Thank you everybody. We  
18 appreciate it. And then we'll --

19 (Whereupon, the interview was concluded.)

20

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the  
NATIONAL TRANSPORTATION SAFETY BOARD

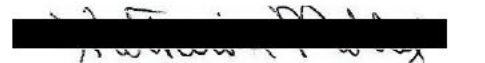
IN THE MATTER OF: FLOODING OF VESSEL *JOANNE MARIE*  
NEAR NEW ORLEANS, LOUISIANA  
ON JUNE 25, 2023  
Interview of Andrew McIntyre

ACCIDENT NO.: DCA23FM037

PLACE: via telephone

DATE: July 19, 2023

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.



Katherine Motley  
Transcriber