

NATIONAL TRANSPORTATION SAFETY BOARD

-----:  
 IN RE: :  
 :  
 THE EL FARO INCIDENT OFF THE: NTSB Accident No.  
 COAST OF THE BAHAMAS ON : DCA16MM001  
 OCTOBER 1, 2015 :  
 :  
 -----:

INTERVIEW OF: ERIC BRYSON

Friday,  
 October 9, 2015

Jacksonville, Florida

BEFORE:

CARRIE BELL, NTSB  
 KENNETH BRAGG, NTSB  
 [REDACTED] [REDACTED] U.S. Coast Guard  
 MELISSA SERRIDGE, TOTE Services  
 AL SHEPHERD, ABS

This transcript was produced from audio  
 provided by the National Transportation Safety Board.

1 P-R-O-C-E-E-D-I-N-G-S

2 3:01 p.m.

3 NTSB INVESTIGATOR BELL: Today is October 9,  
4 2015, and we are at the Marriott in Jacksonville,  
5 Florida. It is 3:01 p.m.

6 My name is Carrie Bell. I'm a Human  
7 Performance Investigator.

8 CG INVESTIGATOR [REDACTED] My name is [REDACTED]  
9 [REDACTED] U.S. Coast Guard Civilian Investigator.

10 I'm with this group but because the Ship  
11 Operations Group isn't available -- they're on the  
12 vessel -- I will ask a couple of questions related to  
13 ship-borne operations.

14 MR. BRYSON: Okay.

15 MS. SERRIDGE: Melissa Serridge, Human  
16 Resource Manager for TOTE Services.

17 NTSB INVESTIGATOR BRAGG: My name is Kenny  
18 Bragg. I'm a Human Performance Investigator with the  
19 NTSB, as well.

20 MR. SHEPHERD: My name is Alan Shepherd.  
21 I'm with the American Bureau of Shipping. I'm with the  
22 Management Systems Certification (inaudible).

23 MR. BRYSON: Eric Bryson, St. John's Bar  
24 Pilot Association.

25 NTSB INVESTIGATOR BELL: And you're okay

1 with us interviewing and --

2 MR. BRYSON: I am.

3 NTSB INVESTIGATOR BELL: -- recording this  
4 interview?

5 Okay. So just to get started, can you give  
6 us a little bit about your background -- what you've  
7 done in the past and your current duties?

8 MR. BRYSON: I went to Kings Point in 1973.  
9 Graduated in 1977. Sailed on various -- with various  
10 companies in increasing ratings up to Master. I  
11 started sailing Master at the age of 26 on limited  
12 tonnage vessels and unlimited -- unlimited tonnage  
13 vessels at the age of 28.

14 At the age of 34, I started gaining an  
15 interest in piloting. In the State of Florida, studied  
16 for the examination. Successfully competed for the  
17 position and have been a pilot here since 1991.

18 NTSB INVESTIGATOR BELL: And so you've been  
19 a pilot since you said 1991?

20 MR. BRYSON: 1991, that's correct.

21 NTSB INVESTIGATOR BELL: Okay.

22 So today we went and looked at the sister  
23 ship. So we kind of familiarized ourselves somewhat  
24 with that. So just as a background, we've kind of --

25 MR. BRYSON: That is not really a sister

1 ship. It's a similar ship.

2 NTSB INVESTIGATOR BELL: Okay.

3 MR. BRYSON: Yes. Now, there -- there --  
4 there -- no, there are -- there are not major  
5 differences. But they're not identical.

6 NTSB INVESTIGATOR BELL: Okay.

7 They gave us some of the differences in the  
8 port -- the port versus the starboard side and a few  
9 other things there.

10 On the bridge, is it fairly similar?

11 MR. BRYSON: Yes. The -- in that regard,  
12 they are identical, yes.

13 NTSB INVESTIGATOR BELL: Okay.

14 So on October 1, the day that you guys  
15 departed, that was -- was that October the 29th?

16 Did you discuss the voyage with regard to at  
17 the time there was a tropical storm Joaquin?

18 MR. BRYSON: Not in any detail. It -- it  
19 was mentioned, and -- and the Captain did say I'm --  
20 I'm just going to go shoot down under it. That meant  
21 nothing to me other than he had something in mind and  
22 intended to carry that out.

23 NTSB INVESTIGATOR BELL: So there weren't  
24 any details about how he was going to --

25 MR. BRYSON: No, no. I mean, that -- that

1 was not really part of my job --

2 NTSB INVESTIGATOR BELL: Okay.

3 MR. BRYSON: -- to -- to have a detailed  
4 discussion on that with him.

5 NTSB INVESTIGATOR BELL: So were you in any  
6 way concerned about the weather when you left the port?

7 MR. BRYSON: No.

8 NTSB INVESTIGATOR BELL: Okay.

9 What would you say was the demeanor of the  
10 crew at the time of departure?

11 MR. BRYSON: Very typical. It was a routine  
12 trip out.

13 These are people, some of whom I've known  
14 since they were cadets. I'm very familiar with them.

15 NTSB INVESTIGATOR BELL: So would you say  
16 they communicate with each other pretty well on the  
17 bridge as a bridge team?

18 MR. BRYSON: Yes.

19 NTSB INVESTIGATOR BELL: Okay.

20 Did they appear rested and ready for the  
21 voyage?

22 MR. BRYSON: Yes.

23 NTSB INVESTIGATOR BELL: As you would  
24 normally expect them to be?

25 MR. BRYSON: Yes.

1 NTSB INVESTIGATOR BELL: And did anyone  
2 voice any concerns about the storm at all?

3 MR. BRYSON: No, they did not.

4 NTSB INVESTIGATOR BELL: Any email  
5 communications back and forth about --

6 MR. BRYSON: No.

7 NTSB INVESTIGATOR BELL: -- whether you were  
8 going to go or anything like that prior to?

9 MR. BRYSON: No.

10 NTSB INVESTIGATOR BELL: And did everything  
11 else appear to be normal in terms of what time you were  
12 leaving? You left on time?

13 MR. BRYSON: Yes. I arrived at the vessel  
14 probably -- it was scheduled to sail at 2000. I  
15 probably arrived at 1930. We got underway and dropped  
16 the tugs at 2025.

17 NTSB INVESTIGATOR BELL: Were there other  
18 vessels that were departing around that time that you  
19 knew of?

20 MR. BRYSON: No. There was -- well, the  
21 Vega Saxon (phonetic) had gotten underway at 1925. I  
22 think she was ahead of me. Yes, yes. Certainly she  
23 was ahead of me in the river.

24 NTSB INVESTIGATOR BELL: Which one was that?

25 MR. BRYSON: The Vega Saxon was underway at

1 1925 from Lung Island (phonetic).

2 NTSB INVESTIGATOR BELL: Can you tell me  
3 what time that was again?

4 MR. BRYSON: 1925, they were underway.

5 NTSB INVESTIGATOR BELL: Did you have any  
6 contact with them regarding weather or anything like  
7 that?

8 MR. BRYSON: No. No. And -- and -- and the  
9 weather -- let's see, it was three to five outside.  
10 The weather was good.

11 NTSB INVESTIGATOR BELL: When you left?

12 MR. BRYSON: Yes.

13 NTSB INVESTIGATOR BELL: When you say good,  
14 can you describe it a little bit?

15 MR. BRYSON: Able to get outside and make a  
16 decent lee and get off safely.

17 NTSB INVESTIGATOR BELL: Okay.

18 How many times did you pilot the El Faro?

19 MR. BRYSON: I -- I really don't know. I  
20 mean --

21 MS. SERRIDGE: For how many years have you  
22 been piloting the El Faro?

23 MR. BRYSON: Since the El Faro's been here.

24 MS. SERRIDGE: Okay. Which is what year?

25 MR. BRYSON: I -- I really don't recall when

1 the El Faro started. They were in here a couple of  
2 times as the Northern Lights. And -- you know -- I've  
3 been piloting the SeaStar vessels since SeaStar --

4 MS. SERRIDGE: Early 2006?

5 MR. BRYSON: No. How long have -- how long  
6 have they been here? It's been longer than that,  
7 hasn't it?

8 MS. SERRIDGE: Yes, I think so.

9 MR. BRYSON: Well, since at that hearing  
10 anyway. So -- yes.

11 NTSB INVESTIGATOR BELL: Okay. So more than  
12 five years or so?

13 MR. BRYSON: Well, I think they've been here  
14 a dozen years.

15 NTSB INVESTIGATOR BELL: Okay.

16 MR. BRYSON: Or -- or more. I really -- I  
17 just -- I don't recall.

18 Whenever they started here, I started  
19 piloting their ships.

20 NTSB INVESTIGATOR BELL: Okay. So how often  
21 would you say you pilot those ships?

22 MR. BRYSON: Well, I'm on three weeks and  
23 off three weeks. The vessels are on a weekly schedule.  
24 I've got a one in seven chance of drawing that vessel.  
25 So -- you know -- however the math works out on that.



1 But often enough.

2 NTSB INVESTIGATOR BELL: Okay.

3 What's your personal opinion of the  
4 personnel?

5 I asked you about how they communicate on  
6 the bridge. So were you friends with any of them or do  
7 you --

8 MR. BRYSON: Not -- not friends. But I  
9 mean, certainly, it was a -- it was a very cordial and  
10 friendly relationship. I -- I felt comfortable with  
11 them all.

12 NTSB INVESTIGATOR BELL: Did the crew seem  
13 to have any kind of health issues? Did anyone have  
14 colds or anything like that that you recall?

15 MR. BRYSON: Nope. No.

16 NTSB INVESTIGATOR BELL: And you said you  
17 know them but you're not personally --

18 MR. BRYSON: No. Outside of business, I'm  
19 not personal friends with them.

20 NTSB INVESTIGATOR BELL: Okay.

21 And was everything on the bridge -- the  
22 bridge equipment -- working properly?

23 MR. BRYSON: Yes.

24 NTSB INVESTIGATOR BELL: Were steering  
25 commands properly executed? Anything that you noticed

1 out of the ordinary?

2 MR. BRYSON: Yes. Jack -- I think Jackson  
3 was his last name was the quarter master -- very good  
4 quarter master. He's been with me several times and --  
5 you know -- does a real good job.

6 NTSB INVESTIGATOR BELL: So just to clarify,  
7 you said it was working properly?

8 MR. BRYSON: Yes, absolutely.

9 NTSB INVESTIGATOR BELL: Everything seemed -  
10 -

11 MR. BRYSON: Yes. Everything was working  
12 properly.

13 NTSB INVESTIGATOR BELL: Okay.  
14 And responses to speed commands and things  
15 like that?

16 MR. BRYSON: Yes, absolutely.

17 NTSB INVESTIGATOR BELL: Okay.  
18 Did you have any other transits that day?

19 MR. BRYSON: Let me check. I think I had  
20 one earlier.

21 Yes. At 0600, I had the Providonna  
22 (phonetic) inbound. Excuse me.

23 At 0600, I have the Providonna outbound from  
24 JPA. That's Talleyrand Terminal.

25 NTSB INVESTIGATOR BELL: Is that close by?

1 MR. BRYSON: That's another ten miles up the  
2 road.

3 NTSB INVESTIGATOR BELL: Okay. Okay.

4 And that was that morning?

5 MR. BRYSON: Yes, that's correct.

6 NTSB INVESTIGATOR BELL: So what are your  
7 hours?

8 MR. BRYSON: We're on for three weeks, off  
9 for three weeks. You know? We try to get a couple of  
10 jobs in a row and then consolidate our rest. But --  
11 you know -- it's -- it's a good rotation. It's -- it's  
12 not one that's excessive.

13 NTSB INVESTIGATOR BELL: Yes.

14 So you typically work about how many hours  
15 at a time then?

16 MR. BRYSON: If I -- if I get two ships in a  
17 row, I'll -- I'll have worked six to eight hours -- I  
18 mean, total door-to-door.

19 NTSB INVESTIGATOR BELL: Oh, okay. Okay.

20 I'm going to go around the room if anybody  
21 else has questions they want to ask.

22 CG INVESTIGATOR [REDACTED] I don't have any  
23 human factors performance questions. Shipboard ops,  
24 later.

25 MS. SERRIDGE: Can you describe what your

1 conversation was with the captain? If you didn't talk  
2 about weather, did you have this normal conversation  
3 with him?

4 MR. BRYSON: You -- you know -- we --

5 MS. SERRIDGE: Sorry. This is Melissa  
6 Serridge, HR Manager with TOTE Services.

7 MR. BRYSON: Other than the one specific  
8 that I mentioned, really not. We would really talk  
9 about anything.

10 Jeremy was the third mate on the bridge.  
11 And sometimes we'd talk about ECTUS (phonetic) and --  
12 you know -- some electronic navigation issues.

13 Really -- you know -- it -- it was pretty  
14 broad ranging. Nothing specific. Something that just  
15 kind of fill in the spaces and -- you know -- going  
16 down the river.

17 MS. SERRIDGE: And generally, how long are  
18 you onboard the vessel and in the bridge area guiding  
19 the vessel out?

20 MR. BRYSON: Well, actually, that evening it  
21 would have been about an hour.

22 MS. SERRIDGE: About an hour?

23 MR. BRYSON: Maybe -- maybe it was a less or  
24 more. I'll see what the tide was doing.

25 Maybe a little more. Yes. It was a -- the

1 end of the flood. But -- you know -- an hour to an  
2 hour and 20 minutes.

3 NTSB INVESTIGATOR BRAGG: I have a couple.  
4 Kenny Bragg.

5 How long have you piloted at Port Jackson?

6 MR. BRYSON: This is my 25th year. I just  
7 completed by 24th year.

8 NTSB INVESTIGATOR BRAGG: Okay.

9 And how many ports close by do you pilot at?

10 MR. BRYSON: Only this port.

11 NTSB INVESTIGATOR BRAGG: Only this port.  
12 Okay.

13 And I believe your earlier statement was you  
14 piloted no ships close in proximity --

15 MR. BRYSON: Well --

16 NTSB INVESTIGATOR BRAGG: -- in time.

17 MR. BRYSON: Well, we -- we met the CMACGM  
18 Kingfish just east of the hillars (phonetic) that  
19 evening after we had gotten underway.

20 NTSB INVESTIGATOR BRAGG: Okay.

21 And is that normal traffic? Light traffic?

22 MR. BRYSON: It was a -- it was a pretty  
23 light evening really. We -- we can be substantially  
24 busier.

25 NTSB INVESTIGATOR BRAGG: Did you attribute

1 that light schedule to the storm or just happenstance?

2 MR. BRYSON: Not necessarily. But I mean,  
3 when there's a storm in the area, it's something that  
4 we kind of watch to see -- you know -- what the  
5 variation of the business might be.

6 And I could not ascribe any particular rhyme  
7 or reason to what they do. It's -- you know -- you can  
8 notice a difference sometimes.

9 NTSB INVESTIGATOR BRAGG: And last question.  
10 I'm asking about your mind set at the time that you  
11 piloted El Faro out. Did you have any reservations  
12 about your departure at that time?

13 MR. BRYSON: Oh, no. Not at all.

14 NTSB INVESTIGATOR BELL: Would you say you  
15 were surprised at all that they decided to go even  
16 though the storm was heading --

17 MR. BRYSON: No. Not surprised. There were  
18 -- you know -- many alternatives available that -- you  
19 know -- worked fine.

20 NTSB INVESTIGATOR BELL: What do you mean by  
21 alternatives?

22 MR. BRYSON: Well, I mean -- you know --  
23 until something happens where you've run out of  
24 alternatives, I mean, there's always something else you  
25 can do.

1 I -- I -- I have sailed out knowing that  
2 there are tropical storms in the area. And it's been -  
3 -

4 MS. SERRIDGE: Just to clarify -- this is  
5 Melissa with TOTE. When you say alternatives, are you  
6 talking about alternative routes?

7 MR. BRYSON: Yes, among other things. I  
8 mean, alternatives.

9 MS. SERRIDGE: Okay.

10 MR. BRYSON: It's -- okay. Let me answer  
11 your question. No, I was not concerned.

12 NTSB INVESTIGATOR BELL: Okay.

13 But I mean that's what I was asking, too.  
14 When you say alternatives, you mean there are other  
15 ways you could go. There are other --

16 MR. BRYSON: Let me say this. As an  
17 experienced mariner, nothing that happened that evening  
18 was of concern to me. Okay?

19 NTSB INVESTIGATOR BELL: Okay.

20 MR. SHEPHERD: Al Shepherd, American Bureau  
21 of Shipping.

22 Captain, I just have one question, please.  
23 It's just really a point of clarification.

24 You mentioned the weather was good. And you  
25 said three to five You meant three- to five-foot

1 seas?

2 MR. BRYSON: That's correct.

3 MR. SHEPHERD: Thanks.

4 MR. BRYSON: And -- and that may have been  
5 attributable to swell. I don't recall it being  
6 particularly windy that evening.

7 MR. SHEPHERD: Thank you.

8 That's all I have. Thank you.

9 NTSB INVESTIGATOR BELL: I've got a couple  
10 of questions just about the safety culture.

11 Have you talked to anyone there about safety  
12 issues on board? Was there anything that you noticed  
13 that might be a safety issue on board the ship?

14 MR. BRYSON: No. No, I would -- and it  
15 would not occur to me to enter into that discussion  
16 unless something was really clearing and I thought it  
17 was something that perhaps that it was overlooked.  
18 Otherwise, it would be meddlesome.

19 NTSB INVESTIGATOR BELL: Oh, I see what  
20 you're saying.

21 So unless it was something that was blatant  
22 --

23 MR. BRYSON: Yes. I mean --

24 NTSB INVESTIGATOR BELL: -- it's not your  
25 business.



1 MR. BRYSON: (inaudible) did you see that?  
2 You know?

3 NTSB INVESTIGATOR BELL: Yes.

4 MR. BRYSON: And -- and yes. Yes, that  
5 would be the only circumstance where I --

6 NTSB INVESTIGATOR BELL: Okay.

7 And I just want to make sure I cover this.

8 You said that there was no conversation on  
9 the bridge about the weather while you were  
10 transmitting?

11 MR. BRYSON: No.

12 NTSB INVESTIGATOR BELL: Okay.

13 MR. BRYSON: Only to have the master say --  
14 I -- I don't -- and I don't recall what I said to him  
15 to get this response. He said we're just going to go  
16 out and shoot down under it. And that's -- that's  
17 that. I certainly didn't query him any further.

18 NTSB INVESTIGATOR BRAGG: And that seemed  
19 like a reasonable response at the time?

20 MR. BRYSON: Yes, sure. Sure.

21 NTSB INVESTIGATOR BRAGG: Okay.

22 NTSB INVESTIGATOR BELL: Okay. That's all I  
23 have.

24 CG INVESTIGATOR [REDACTED] Yes. [REDACTED]

25 [REDACTED]

1                   Just to circle around to the conversation  
2 that you had with the captain, on other previous  
3 voyages of the El Faro, would you say that the weather  
4 discussion was more involved than say a typical  
5 discussion? Other times, they'd be talking about the  
6 World Series baseball game or something else. Was the  
7 majority of the conversation in any way taken up with  
8 the weather?

9                   MR. BRYSON: No, certainly not. Just that -  
10 - that one brief exchange.

11                   NTSB INVESTIGATOR BRAGG: Okay.

12                   So if nobody has anything else, I'd like to  
13 talk about shipboard operations.

14                   And the thing is these questions aren't  
15 directed to you or anything that you actually do. They  
16 relate to the vessel itself. So when I ask you  
17 questions, you may be uncomfortable, but they don't  
18 have to do with your actions. They're the actions.

19                   So to give you an example of what I'm  
20 talking about part of this investigation focuses on the  
21 loss of propulsion. That's why I'm asking these  
22 questions.

23                   So the first one is when you get aboard the  
24 ship and you come up to the bridge, you conduct the  
25 pilot master exchange?

1 MR. BRYSON: Yes. In specific, every time  
2 going down to sea, no. But this is a vessel that -- as  
3 I say -- we are all on on a routine basis.

4 No deficiencies. And the draft of the  
5 vessel, a discussion about what the traffic is, what  
6 the tide is doing would be the extent. And then review  
7 of the pilot card.

8 NTSB INVESTIGATOR BRAGG: Right.

9 Do you recall if the pilot card contained  
10 information about -- did it have anything on there  
11 about like status or previous like engine problems?

12 MR. BRYSON: No.

13 NTSB INVESTIGATOR BRAGG: Or did it just  
14 talk about the present condition?

15 MR. BRYSON: Maneuvering characteristics of  
16 present condition in regards to draft or that -- that  
17 type of thing.

18 NTSB INVESTIGATOR BRAGG: Okay.

19 At any time when you piloted the ship -- and  
20 this is the El Faro -- have they ever discussed or have  
21 to your knowledge there ever been a propulsion  
22 casualty?

23 MR. BRYSON: No.

24 NTSB INVESTIGATOR BRAGG: In the time that  
25 you were piloting TOTE ships, in particular the Yunque

1 (phonetic), did they have any propulsion casualties?

2 MR. BRYSON: Not to my recollection. I --  
3 no.

4 NTSB INVESTIGATOR BRAGG: How about steering  
5 casualties?

6 MR. BRYSON: No.

7 NTSB INVESTIGATOR BRAGG: And what I'm  
8 trying to get to is not only in the conversations you  
9 had but any kind of hearsay, for example, that you  
10 might have heard about for both issues?

11 MR. BRYSON: No.

12 NTSB INVESTIGATOR BRAGG: In your  
13 organization, is there a practice of being able to  
14 somehow like pull up an index card or an electronic  
15 record where you would be able to look up a ship, see  
16 when it had last been in the port and its history of  
17 being in the port?

18 MR. BRYSON: Yes.

19 NTSB INVESTIGATOR BRAGG: Does that contain  
20 the depth of information? For example, just where I  
21 used to work, we listed a lot of particulars about the  
22 visits, that we'd logged them out to people in this  
23 particular case. We also listed like whether they're  
24 good handlers, bad handlers, whether they had  
25 propulsion casualties. Is there any kind of document

1 like that that would relate to the El Faro or the El  
2 Yunque?

3 MR. BRYSON: No.

4 Let's go back a question. You asked me  
5 about propulsion casualties. We had not lost  
6 propulsion. It was on the El Yunque. It was maybe  
7 seven years ago. We did lose a boiler briefly and it  
8 came right back on line. It was reported to the Coast  
9 Guard and Remedy (phonetic).

10 NTSB INVESTIGATOR BRAGG: Do you keep like a  
11 back pocket book where you log all your trips?

12 MR. BRYSON: Yes. I mean --

13 NTSB INVESTIGATOR BRAGG: A green book or  
14 something?

15 MR. BRYSON: No. I -- I keep a ticket book  
16 and I just write down which ships I've been on and the  
17 days. There are no detailed notes. No.

18 NTSB INVESTIGATOR BRAGG: So there wouldn't  
19 be any detailed notes about like a historical record of  
20 the El Yunque or the El Faro in your knowledge about  
21 either propulsion or --

22 MR. BRYSON: No, no. There would not.

23 NTSB INVESTIGATOR BRAGG: So you did say it  
24 was an hour and 20 minutes?

25 MR. BRYSON: It -- at the outside -- at the

1 outside, yes.

2 NTSB INVESTIGATOR BRAGG: And we are  
3 thinking safety culture here. We're looking at  
4 shipboard operations and safety cultures. And we were  
5 out to the ship today, so we're able to see the  
6 equipment that you used and the state of the equipment  
7 on the sisters but not the sister ship but a very, very  
8 similar vessel.

9 So is there anything that you can think of  
10 that would help this investigation that you could talk  
11 about related to shipboard operations that may relate  
12 to the loss of the El Faro?

13 MR. BRYSON: Not really. I mean, there's  
14 nothing that I have seen on those vessels that had  
15 given me pause.

16 To go into some detailed supposition of --  
17 or discussion about this I -- I think is outside of  
18 what perhaps I need to be talking to you about. There  
19 are other people that probably have a much insight than  
20 that. I'm not particularly comfortable --

21 NTSB INVESTIGATOR BRAGG: Okay.

22 MR. BRYSON: -- discussing that.

23 NTSB INVESTIGATOR BRAGG: And we were out at  
24 the ship today and there's a lot of things you can look  
25 at on a vessel and you can tell whether the ship is

1 shipshape and they go the extra mile or not.

2 And one of the indicators to me -- if you  
3 could describe it -- on the El Faro in particular, when  
4 you hit the sea buoy inbound, could you talk a little  
5 bit about when you got ready to get on the ship --

6 MR. BRYSON: I was getting off.

7 NTSB INVESTIGATOR BRAGG: No, no. I mean,  
8 not on this voyage, but in general.

9 MR. BRYSON: Okay.

10 NTSB INVESTIGATOR BRAGG: -- in general on  
11 the El Faro.

12 I'm trying to gauge the culture on the ship,  
13 the professionalism and so forth.

14 So you call the ship. You ask them to make  
15 a lee. You get ready to come along side. Could you  
16 describe to me as best you can what it's like -- what  
17 the ladder's like, either day or night, how they're  
18 rigged for you to get aboard as a pilot? Because I'm  
19 intimately familiar and I would like that as a gauge.

20 MR. BRYSON: The ladders are correct.  
21 There's always sufficient staff there, safety equipment  
22 available.

23 There are ships that I don't feel  
24 comfortable getting on sometimes. Not -- that is not -  
25 - none of the TOTE vessels fall into that category in

1 any way.

2 NTSB INVESTIGATOR BRAGG: Okay. So they  
3 would have a mate with a radio, is that correct?

4 MR. BRYSON: Yes.

5 NTSB INVESTIGATOR BRAGG: Would they be  
6 lighted?

7 MR. BRYSON: Yes.

8 NTSB INVESTIGATOR BRAGG: What's the  
9 approximate boarding freeway (phonetic) -- just  
10 ballpark?

11 MR. BRYSON: We -- we all have to climb a  
12 couple of steps. so it's -- the free board to the  
13 weather deck there is maybe coming in four meters,  
14 going out three meters.

15 NTSB INVESTIGATOR BRAGG: Would they make an  
16 adequate lee for you?

17 MR. BRYSON: Oh, yes. Absolutely.

18 NTSB INVESTIGATOR BRAGG: And if you weren't  
19 happy with the lee, what would they do?

20 MR. BRYSON: They'd make a lee.

21 NTSB INVESTIGATOR BRAGG: Okay.  
22 And their communication protocols?

23 MR. BRYSON: Periodically, yes.

24 NTSB INVESTIGATOR BRAGG: Okay.

25 Anything that -- oh, I was going to ask you.



1 Who was on the bridge that night?

2 MR. BRYSON: Let's see. Myself, Captain  
3 Davidson, the quarter master Jack -- and I think his  
4 last name was Jackson -- I'm not sure -- and Jeremy,  
5 who I've since found out his last name was Hime  
6 (phonetic).

7 Pretty typically, the only fellow's last  
8 name I'd know on the -- on the vessel would be the  
9 master.

10 NTSB INVESTIGATOR BRAGG: And the Hime, I  
11 believe is the third mate.

12 MR. BRYSON: He is the third mate. Yes. I  
13 -- I heard Danielle's voice but she did not come to the  
14 bridge.

15 NTSB INVESTIGATOR BRAGG: Do you know -- as  
16 a follow-on -- when you're outbound or inbound if they  
17 post a look out?

18 MR. BRYSON: Yes. I mean, let me say, they  
19 have somebody forward. I -- I -- I -- I've never --  
20 I've never felt on that vessel the necessity to say  
21 have somebody stand by the anchors because I know they  
22 have somebody standing by the anchors, or have a look  
23 out. It's -- it's never been a discussion on those  
24 vessels where it is sometimes on others.

25 NTSB INVESTIGATOR BRAGG: Thank you for

1 answering my questions so thoroughly.

2 MR. BRYSON: You're welcome.

3 NTSB INVESTIGATOR BELL: Do you have anymore  
4 questions?

5 MS. SERRIDGE: No.

6 MR. SHEPHERD: No questions. Thank you.

7 NTSB INVESTIGATOR BELL: Just a couple more.

8 When you look at predicted forecasts, is  
9 there ever a time that you just say I'm not going?  
10 Even if the weather right here right now looks okay,  
11 the predicted forecast is showing something that is  
12 concerning, is there ever a time you just don't go?

13 MR. BRYSON: As a pilot?

14 NTSB INVESTIGATOR BELL: Yes.

15 MR. BRYSON: We've suspended pilot ejecting  
16 twice since I've been here.

17 Whether the vessel sails or not is more a  
18 matter -- well, certainly entirely a matter of whether  
19 the vessel wants to get underway or not.

20 And -- well, yes. No, I've never as a pilot  
21 said no to a vessel.

22 MR. SHEPHERD: I have one question. This is  
23 with your experience with both the El Yunque and the El  
24 Faro.

25 Do they have an atmosphere where the master

1 is determined or driven to keep the schedule?

2 MR. BRYSON: Not in any way that was  
3 particularly apparent to me or unusual in any regard.

4 MR. SHEPHERD: And how about in some of the  
5 other ships and other companies you piloted for the  
6 industry. Is that something that would be strange to  
7 the industry?

8 MR. BRYSON: You know, whatever speed we go  
9 at on the river is typically the speed that allows us  
10 to pass the river safely and accommodate the traffic  
11 and -- and meet and pass in a safe position.

12 It's -- you know -- whatever happens outside  
13 of that. And I have had people mention their schedule  
14 to me. And -- you know -- if I can pick up a couple of  
15 minutes for them, I can pick up a couple of minutes for  
16 them. But really that's the extent of what we can do  
17 is -- you know -- you just can't go tearing down the  
18 river.

19 MR. SHEPHERD: Okay. That's all I have.

20 NTSB INVESTIGATOR BELL: I don't have  
21 anything else.

22 NTSB INVESTIGATOR BRAGG: I do have a  
23 follow-up.

24 Vega Saxon, you sailed her in the morning?

25 MR. BRYSON: No.

1 NTSB INVESTIGATOR BRAGG: That's the ship  
2 you met?

3 MR. BRYSON: No. I met the -- the Kingfish.  
4 No, we did not overtake the Vega Saxon. She  
5 was ahead of us by an hour.

6 NTSB INVESTIGATOR BRAGG: Okay.  
7 Do you recall the destination of the Vega  
8 Saxon? Was she going south or north?

9 MR. BRYSON: She runs south. I think she  
10 might hit Everglades. So --

11 NTSB INVESTIGATOR BRAGG: A short run?

12 MR. BRYSON: And -- and then proceed into  
13 the Caribbean. I'm not -- I'm not sure exactly where  
14 she goes.

15 NTSB INVESTIGATOR BRAGG: And what type of  
16 vessel is that?

17 MR. BRYSON: Small container vessel. Let's  
18 see -- 950 -- 9,957 gross tons, 482 feet.

19 Would you like that?

20 NTSB INVESTIGATOR BELL: Yes, that would be  
21 great. Yes, if you don't mind.

22 MR. BRYSON: I'll leave it with you when I'm  
23 done.

24 NTSB INVESTIGATOR BELL: Is there anything  
25 else --

1 MR. BRYSON: Well, when they're done asking  
2 questions, I'll give it to you.

3 NTSB INVESTIGATOR BELL: This is it. I was  
4 just going to say is there anything else that we have  
5 not asked you that you think we should know or anything  
6 like that?

7 MR. BRYSON: No. I mean, as -- as I -- as I  
8 said to [REDACTED] really -- you know -- what I can speak  
9 to is what happens as a pilot and -- you know -- what  
10 has my relationship been with the people on that  
11 vessel. And I -- I think that those questions have  
12 been adequately answered.

13 NTSB INVESTIGATOR BELL: Yes. And we  
14 appreciate that. Thank you very much.

15 MR. BRYSON: And you're welcome.

16 NTSB INVESTIGATOR BELL: And that ends our  
17 interview.

18 It is 3:30.

19 (Whereupon, at 3:30 p.m., the hearing was  
20 adjourned.)  
21  
22  
23  
24  
25

**A**

**able** 7:15 20:13,15 22:5  
**aboard** 18:23 23:18  
**ABS** 1:15  
**absolutely** 10:8,16  
 24:17  
**Accident** 1:4  
**accommodate** 27:10  
**actions** 18:18,18  
**adequate** 24:16  
**adequately** 29:12  
**adjourned** 29:20  
**age** 3:11,13,14  
**ago** 21:7  
**ahead** 6:22,23 28:5  
**AI** 1:15 15:20  
**Alan** 2:20  
**allows** 27:9  
**alternative** 15:6  
**alternatives** 14:18,21  
 14:24 15:5,8,14  
**American** 2:21 15:20  
**anchors** 25:21,22  
**answer** 15:10  
**answered** 29:12  
**answering** 26:1  
**anybody** 11:20  
**anymore** 26:3  
**anyway** 8:10  
**apparent** 27:3  
**appear** 5:20 6:11  
**appreciate** 29:14  
**approximate** 24:9  
**area** 12:18 14:3 15:2  
**arrived** 6:13,15  
**ascribe** 14:6  
**asked** 9:5 21:4 29:5  
**asking** 14:10 15:13  
 18:21 29:1  
**Association** 2:24  
**atmosphere** 26:25  
**attributable** 16:5  
**attribute** 13:25  
**audio** 1:19  
**available** 2:11 14:18  
 23:22

**B**

**back** 6:5 21:4,8,11  
**background** 3:6,24  
**bad** 20:24  
**BAHAMAS** 1:4  
**ballpark** 24:10  
**Bar** 2:23  
**baseball** 18:6  
**basis** 19:3  
**believe** 13:13 25:11  
**Bell** 1:13 2:3,6,25 3:3

3:18,21 4:2,6,13,23  
 5:2,5,8,15,19,23 6:1,4  
 6:7,10,17,24 7:2,5,11  
 7:13,17 8:11,15,20  
 9:2,12,16,20,24 10:6  
 10:9,13,17,25 11:3,6  
 11:13,19 14:14,20  
 15:12,19 16:9,19,24  
 17:3,6,12,22 26:3,7  
 26:14 27:20 28:20,24  
 29:3,13,16

**best** 23:16  
**bit** 3:6 7:14 23:5  
**blatant** 16:21  
**board** 1:1,19 16:12,13  
 24:12  
**boarding** 24:9  
**boiler** 21:7  
**book** 21:11,13,15  
**Bragg** 1:13 2:17,18  
 13:3,4,8,11,16,20,25  
 14:9 17:18,21 18:11  
 19:8,13,18,24 20:4,7  
 20:12,19 21:10,13,18  
 21:23 22:2,21,23 23:7  
 23:10 24:2,5,8,15,18  
 24:21,24 25:10,15,25  
 27:22 28:1,6,11,15  
**bridge** 4:10 5:17,17 9:6  
 9:21,22 12:10,18 17:9  
 18:24 25:1,14  
**brief** 18:10  
**briefly** 21:7  
**broad** 12:14  
**Bryson** 1:7 2:14,23,23  
 3:2,8,20,25 4:3,11,18  
 4:25 5:3,7,11,18,22  
 5:25 6:3,6,9,13,20,25  
 7:4,8,12,15,19,23,25  
 8:5,9,13,16,22 9:8,15  
 9:18,23 10:2,8,11,16  
 10:19 11:1,5,8,16  
 12:4,7,20,23 13:6,10  
 13:15,17,22 14:2,13  
 14:17,22 15:7,10,16  
 16:2,4,14,23 17:1,4  
 17:11,13,20 18:9 19:1  
 19:12,15,23 20:2,6,11  
 20:18 21:3,12,15,22  
 21:25 22:13,22 23:6,9  
 23:20 24:4,7,11,17,20  
 24:23 25:2,12,18 26:2  
 26:13,15 27:2,8,25  
 28:3,9,12,17,22 29:1  
 29:7,15  
**buoy** 23:4  
**Bureau** 2:21 15:20  
**busier** 13:24

**business** 9:18 14:5  
 16:25

**C**

**cadets** 5:14  
**call** 23:14  
**captain** 4:19 12:1 15:22  
 18:2 25:2  
**card** 19:7,9 20:14  
**Caribbean** 28:13  
**Carrie** 1:13 2:6  
**carry** 4:22  
**case** 20:23  
**casualties** 20:1,5,25  
 21:5  
**casualty** 19:22  
**category** 23:25  
**certainly** 6:22 9:9 17:17  
 18:9 26:18  
**Certification** 2:22  
**CG** 2:8 11:22 17:24  
**chance** 8:24  
**characteristics** 19:15  
**check** 10:19  
**circle** 18:1  
**circumstance** 17:5  
**Civilian** 2:9  
**clarification** 15:23  
**clarify** 10:6 15:4  
**clearing** 16:16  
**climb** 24:11  
**close** 10:25 13:9,14  
**CMACGM** 13:17  
**Coast** 1:4,14 2:9 21:8  
**colds** 9:14  
**come** 18:24 23:15  
 25:13  
**comfortable** 9:10 22:20  
 23:24  
**coming** 24:13  
**commands** 9:25 10:14  
**communicate** 5:16 9:5  
**communication** 24:22  
**communications** 6:5  
**companies** 3:10 27:5  
**competed** 3:16  
**completed** 13:7  
**concern** 15:18  
**concerned** 5:6 15:11  
**concerning** 26:12  
**concerns** 6:2  
**condition** 19:14,16  
**conduct** 18:24  
**consolidate** 11:10  
**contact** 7:6  
**contain** 20:19  
**contained** 19:9  
**container** 28:17

**conversation** 12:1,2  
 17:8 18:1,7  
**conversations** 20:8  
**cordial** 9:9  
**correct** 3:20 11:5 16:2  
 23:20 24:3  
**couple** 2:12 8:1 11:9  
 13:3 16:9 24:12 26:7  
 27:14,15  
**cover** 17:7  
**crew** 5:10 9:12  
**culture** 16:10 22:3  
 23:12  
**cultures** 22:4  
**current** 3:7

**D**

**Danielle's** 25:13  
**Davidson** 25:3  
**day** 4:14 10:18 23:17  
**days** 21:17  
**DCA16MM001** 1:4  
**decent** 7:16  
**decided** 14:15  
**deck** 24:13  
**deficiencies** 19:4  
**demeanor** 5:9  
**departed** 4:15  
**departing** 6:18  
**departure** 5:10 14:12  
**depth** 20:20  
**describe** 7:14 11:25  
 23:3,16  
**destination** 28:7  
**detail** 4:18  
**detailed** 5:3 21:17,19  
 22:16  
**details** 4:24  
**determined** 27:1  
**difference** 14:8  
**differences** 4:5,7  
**directed** 18:15  
**discuss** 4:16  
**discussed** 19:20  
**discussing** 22:22  
**discussion** 5:4 16:15  
 18:4,5 19:5 22:17  
 25:23  
**document** 20:25  
**doing** 12:24 19:6  
**door-to-door** 11:18  
**dozen** 8:14  
**draft** 19:4,16  
**drawing** 8:24  
**driven** 27:1  
**dropped** 6:15  
**duties** 3:7

**E**

**earlier** 10:20 13:13  
**Early** 8:4  
**east** 13:18  
**ECTUS** 12:11  
**eight** 11:17  
**either** 21:21 23:17  
**ejecting** 26:15  
**EI** 1:4 7:18,22,23 8:1  
 14:11 18:3 19:20 21:1  
 21:1,6,20,20 22:12  
 23:3,11 26:23,23  
**electronic** 12:12 20:14  
**email** 6:4  
**ends** 29:16  
**engine** 19:11  
**enter** 16:15  
**entirely** 26:18  
**equipment** 9:22 22:6,6  
 23:21  
**Eric** 1:7 2:23  
**evening** 12:20 13:19,23  
 15:17 16:6  
**Everglades** 28:10  
**exactly** 28:13  
**examination** 3:16  
**example** 18:19 20:9,20  
**excessive** 11:12  
**exchange** 18:10,25  
**Excuse** 10:22  
**executed** 9:25  
**expect** 5:24  
**experience** 26:23  
**experienced** 15:17  
**extent** 19:6 27:16  
**extra** 23:1

**F**

**factors** 11:23  
**fairly** 4:10  
**fall** 23:25  
**familiar** 5:14 23:19  
**familiarized** 3:23  
**Faro** 1:4 7:18,22 8:1  
 14:11 18:3 19:20 21:1  
 21:20 22:12 23:3,11  
 26:24  
**Faro's** 7:23  
 1:14 2:8,9  
 11:22 17:24,25  
**feel** 23:23  
**feet** 28:18  
**fellow's** 25:7  
**felt** 9:10 25:20  
**fill** 12:15  
**fine** 14:19  
**first** 18:23  
**five** 7:9 8:12 15:25

**five-foot** 15:25  
**flood** 13:1  
**Florida** 1:10 2:5 3:15  
**focuses** 18:20  
**follow-on** 25:16  
**follow-up** 27:23  
**forecast** 26:11  
**forecasts** 26:8  
**forth** 6:5 23:13  
**forward** 25:19  
**found** 25:5  
**four** 24:13  
**free** 24:12  
**freeway** 24:9  
**Friday** 1:9  
**friendly** 9:10  
**friends** 9:6,8,19  
**further** 17:17

**G**

**gaining** 3:14  
**game** 18:6  
**gauge** 23:12,19  
**general** 23:8,10  
**generally** 12:17  
**getting** 23:6,24  
**give** 3:5 18:19 29:2  
**given** 22:15  
**go** 4:20 6:8 11:20 14:15  
 15:15 17:15 21:4  
 22:16 23:1 26:12 27:8  
 27:17  
**goes** 28:14  
**going** 4:20,24 6:8 11:20  
 12:15 17:15 19:2  
 24:14,25 26:9 28:8  
 29:4  
**good** 7:10,13 10:3,5  
 11:11 15:24 20:24  
**gotten** 6:21 13:19  
**Graduated** 3:9  
**great** 28:21  
**green** 21:13  
**gross** 28:18  
**group** 2:10,11  
**Guard** 1:14 2:9 21:9  
**guiding** 12:18  
**guys** 4:14

**H**

**hade** 10:21  
**handlers** 20:24,24  
**happened** 15:17  
**happens** 14:23 27:12  
 29:9  
**happenstance** 14:1  
**happy** 24:19  
**heading** 14:16

**health** 9:13  
**heard** 20:10 25:13  
**hearing** 8:9 29:19  
**hearsay** 20:9  
**help** 22:10  
**hillars** 13:18  
**Hime** 25:5,10  
**historical** 21:19  
**history** 20:16  
**hit** 23:4 28:10  
**hour** 12:21,22 13:1,2  
 21:24 28:5  
**hours** 11:7,14,17  
**HR** 12:6  
**human** 2:6,15,18 11:23

**I**

**identical** 4:5,12  
**inaudible** 2:22 17:1  
**inbound** 10:22 23:4  
 25:16  
**INCIDENT** 1:4  
**increasing** 3:10  
**index** 20:14  
**indicators** 23:2  
**industry** 27:6,7  
**information** 19:10  
 20:20  
**insight** 22:19  
**intended** 4:22  
**interest** 3:15  
**interview** 1:7 3:4 29:17  
**interviewing** 3:1  
**intimately** 23:19  
**investigation** 18:20  
 22:10  
**Investigator** 2:3,7,8,9  
 2:17,18,25 3:3,18,21  
 4:2,6,13,23 5:2,5,8,15  
 5:19,23 6:1,4,7,10,17  
 6:24 7:2,5,11,13,17  
 8:11,15,20 9:2,12,16  
 9:20,24 10:6,9,13,17  
 10:25 11:3,6,13,19,22  
 13:3,8,11,16,20,25  
 14:9,14,20 15:12,19  
 16:9,19,24 17:3,6,12  
 17:18,21,22,24 18:11  
 19:8,13,18,24 20:4,7  
 20:12,19 21:10,13,18  
 21:23 22:2,21,23 23:7  
 23:10 24:2,5,8,15,18  
 24:21,24 25:10,15,25  
 26:3,7,14 27:20,22  
 28:1,6,11,15,20,24  
 29:3,13,16  
**involved** 18:4  
**Island** 7:1

**issue** 16:13  
**issues** 9:13 12:12 16:12  
 20:10

**J**

**Jack** 10:2 25:3  
**Jackson** 10:2 13:5 25:4  
**Jacksonville** 1:10 2:4  
**Jeremy** 12:10 25:4  
**Joaquin** 4:17  
**job** 5:1 10:5  
**jobs** 11:10  
**John's** 2:23  
**JPA** 10:24

**K**

**keep** 21:10,15 27:1  
 1:14 2:8 17:24  
 29:8  
**KENNETH** 1:13  
**Kenny** 2:17 13:4  
**kind** 3:23,24 9:13 12:15  
 14:4 20:9,25  
**Kingfish** 13:18 28:3  
**Kings** 3:8  
**knew** 6:19  
**know** 7:19 8:2,25 9:17  
 10:5 11:9,11 12:4,12  
 12:13,15 13:1 14:4,7  
 14:18,19,22 17:2 25:8  
 25:15,21 27:8,12,14  
 27:17 29:5,8,9  
**knowing** 15:1  
**knowledge** 19:21 21:20  
**known** 5:13

**L**

**ladder's** 23:17  
**ladders** 23:20  
**leave** 28:22  
**leaving** 6:12  
**lee** 7:16 23:15 24:16,19  
 24:20  
**left** 5:6 6:12 7:11  
**let's** 7:9 21:4 25:2 28:17  
**light** 13:21,23 14:1  
**lighted** 24:6  
**Lights** 8:2  
**limited** 3:11  
**line** 21:8  
**listed** 20:21,23  
**little** 3:6 7:14 12:25  
 23:4  
**log** 21:11  
**logged** 20:22  
**long** 8:5,5 12:17 13:5  
**longer** 8:6  
**look** 20:15 22:24 25:17

25:22 26:8  
**looked** 3:22  
**looking** 22:3  
**looks** 26:10  
**lose** 21:7  
**loss** 18:21 22:12  
**lost** 21:5  
**lot** 20:21 22:24  
**Lung** 7:1

---

**M**


---

**major** 4:4  
**majority** 18:7  
**Management** 2:22  
**Manager** 2:16 12:6  
**Maneuvering** 19:15  
**mariner** 15:17  
**Marriott** 2:4  
**master** 3:10,11 10:3,4  
 17:13 18:25 25:3,9  
 26:25  
**mate** 12:10 24:3 25:11  
 25:12  
**math** 8:25  
**matter** 26:18,18  
**mean** 4:25 7:20 9:9  
 11:18 14:2,20,22,24  
 15:8,13,14 16:23  
 21:12 22:13 23:7  
 25:18 29:7  
**meant** 4:20 15:25  
**meddlesome** 16:18  
**meet** 27:11  
**Melissa** 1:14 2:15 12:5  
 15:5  
**mention** 27:13  
**mentioned** 4:19 12:8  
 15:24  
**met** 13:17 28:2,3  
**meters** 24:13,14  
**mile** 23:1  
**miles** 11:1  
**mind** 4:21 14:10 28:21  
**minutes** 13:2 21:24  
 27:15,15  
**morning** 11:4 27:24

---

**N**


---

**name** 2:6,8,17,20 10:3  
 25:4,5,8  
**National** 1:1,19  
**navigation** 12:12  
**necessarily** 14:2  
**necessity** 25:20  
**need** 22:18  
**never** 25:19,20,23  
 26:20  
**night** 23:17 25:1

**Nope** 9:15  
**normal** 6:11 12:2 13:21  
**normally** 5:24  
**north** 28:8  
**Northern** 8:2  
**notes** 21:17,19  
**notice** 14:8  
**noticed** 9:25 16:12  
**NTSB** 1:4,13,13 2:3,17  
 2:19,25 3:3,18,21 4:2  
 4:6,13,23 5:2,5,8,15  
 5:19,23 6:1,4,7,10,17  
 6:24 7:2,5,11,13,17  
 8:11,15,20 9:2,12,16  
 9:20,24 10:6,9,13,17  
 10:25 11:3,6,13,19  
 13:3,8,11,16,20,25  
 14:9,14,20 15:12,19  
 16:9,19,24 17:3,6,12  
 17:18,21,22 18:11  
 19:8,13,18,24 20:4,7  
 20:12,19 21:10,13,18  
 21:23 22:2,21,23 23:7  
 23:10 24:2,5,8,15,18  
 24:21,24 25:10,15,25  
 26:3,7,14 27:20,22  
 28:1,6,11,15,20,24  
 29:3,13,16

---

**O**


---

**occur** 16:15  
**October** 1:5,9 2:3 4:14  
 4:15  
**oh** 11:19 14:13 16:19  
 24:17,25  
**okay** 2:14,25 3:5,21 4:2  
 4:6,13 5:2,8,19 7:17  
 7:24 8:11,15,20 9:2  
 9:20 10:13,17 11:3,3  
 11:19,19 13:8,12,20  
 15:9,10,12,18,19 17:6  
 17:12,21,22 18:11  
 19:18 22:21 23:9 24:2  
 24:21,24 26:10 27:19  
 28:6  
**onboard** 12:18  
**operations** 2:11,13  
 18:13 22:4,11  
**opinion** 9:3  
**ops** 11:23  
**ordinary** 10:1  
**organization** 20:13  
**outbound** 10:23 25:16  
**outside** 7:9,15 9:18  
 21:25 22:1,17 27:12  
**overlooked** 16:17  
**overtake** 28:4

---

**P**


---

**P-R-O-C-E-E-D-I-N-G-S**  
 2:1  
**p.m** 2:2,5 29:19  
**part** 5:1 18:20  
**particular** 14:6 19:25  
 20:23 23:3  
**particularly** 16:6 22:20  
 27:3  
**particulars** 20:21  
**pass** 27:10,11  
**pause** 22:15  
**people** 5:13 20:22  
 22:19 27:13 29:10  
**performance** 2:7,18  
 11:23  
**Periodically** 24:23  
**personal** 9:3,19  
**personally** 9:17  
**personnel** 9:4  
**phonetic** 6:21 7:1 10:22  
 12:11 13:18 20:1 21:9  
 24:9 25:6  
**pick** 27:14,15  
**pilot** 2:24 3:17,19 7:18  
 8:21 13:9 18:25 19:7  
 19:9 23:18 26:13,15  
 26:20 29:9  
**piloted** 13:5,14 14:11  
 19:19 27:5  
**piloting** 3:15 7:22 8:3  
 8:19 19:25  
**please** 15:22  
**pocket** 21:11  
**point** 3:8 15:23  
**port** 4:8,8 5:6 13:5,10  
 13:11 20:16,17  
**ports** 13:9  
**position** 3:17 27:11  
**post** 25:17  
**practice** 20:13  
**predicted** 26:8,11  
**present** 19:14,16  
**pretty** 5:16 12:13 13:22  
 25:7  
**previous** 18:2 19:11  
**prior** 6:8  
**probably** 6:14,15 22:19  
**problems** 19:11  
**proceed** 28:12  
**produced** 1:19  
**professionalism** 23:13  
**properly** 9:22,25 10:7  
 10:12  
**propulsion** 18:21 19:21  
 20:1,25 21:5,6,21  
**protocols** 24:22  
**provided** 1:19

**Providonna** 10:21,23  
**proximity** 13:14  
**pull** 20:14

---

**Q**


---

**quarter** 10:3,4 25:3  
**query** 17:17  
**question** 14:9 15:11,22  
 21:4 26:22  
**questions** 2:12 11:21  
 11:23 16:10 18:14,17  
 18:22 26:1,4,6 29:2  
 29:11

---

**R**


---

**radio** 24:3  
**ranging** 12:14  
**ratings** 3:10  
**ready** 5:20 23:5,15  
**real** 10:5  
**really** 3:25 5:1 7:19,25  
 8:16 12:8,8,13 13:23  
 15:23 16:16 22:13  
 27:16 29:8  
**reason** 14:7  
**reasonable** 17:19  
**recall** 7:25 8:17 9:14  
 16:5 17:14 19:9 28:7  
**recollection** 20:2  
**record** 20:15 21:19  
**recording** 3:3  
**regard** 4:11,16 27:3  
**regarding** 7:6  
**regards** 19:16  
**relate** 18:16 21:1 22:11  
**related** 2:12 22:11  
**relationship** 9:10 29:10  
**Remedy** 21:9  
**reported** 21:8  
**reservations** 14:11  
**Resource** 2:16  
**response** 17:15,19  
**responses** 10:14  
**rest** 11:10  
**rested** 5:20  
**review** 19:6  
**rhyme** 14:6  
**rigged** 23:18  
**right** 19:8 21:8 26:10,10  
**river** 6:23 12:16 27:9,10  
 27:18  
**road** 11:2  
**room** 11:20  
**rotation** 11:11  
**routes** 15:6  
**routine** 5:11 19:3  
**row** 11:10,17  
**run** 14:23 28:11



runs 28:9

---

**S**

---

safe 27:11  
**safely** 7:16 27:10  
**safety** 1:1,19 16:10,11  
 16:13 22:3,4 23:21  
**sail** 6:14  
**sailed** 3:9 15:1 27:24  
**sailing** 3:11  
**sails** 26:17  
**Saxon** 6:21,25 27:24  
 28:4,8  
**saying** 16:20  
**schedule** 8:23 14:1  
 27:1,13  
**scheduled** 6:14  
**sea** 19:2 23:4  
**seas** 16:1  
**SeaStar** 8:3,3  
**see** 7:9 12:24 14:4  
 16:19 17:1 20:15 22:5  
 25:2 28:18  
**seen** 22:14  
**Series** 18:6  
**Serridge** 1:14 2:15,15  
 7:21,24 8:4,8 11:25  
 12:5,6,17,22 15:4,9  
 26:5  
**Services** 1:14 2:16 12:6  
**set** 14:10  
**seven** 8:24 21:7  
**Shepherd** 1:15 2:20,20  
 15:20,20 16:3,7 26:6  
 26:22 27:4,19  
**ship** 2:10 3:23 4:1,1  
 16:13 18:24 19:19  
 20:15 22:5,7,24,25  
 23:5,12,14 28:1  
**ship-borne** 2:13  
**shipboard** 11:23 18:13  
 22:4,11  
**Shipping** 2:21 15:21  
**ships** 8:19,21 11:16  
 13:14 19:25 21:16  
 23:23 27:5  
**shipshape** 23:1  
**shoot** 4:20 17:16  
**short** 28:11  
**showing** 26:11  
**side** 4:8 23:15  
**similar** 4:1,10 22:8  
**sister** 3:22,25 22:7  
**sisters** 22:7  
**six** 11:17  
**Small** 28:17  
**somebody** 25:19,21,22  
**somewhat** 3:23

**Sorry** 12:5  
**south** 28:8,9  
**spaces** 12:15  
**speak** 29:8  
**specific** 12:7,14 19:1  
**speed** 10:14 27:8,9  
**St** 2:23  
**staff** 23:21  
**stand** 25:21  
**standing** 25:22  
**starboard** 4:8  
**started** 3:5,11,14 8:1,18  
 8:18  
**state** 3:15 22:6  
**statement** 13:13  
**status** 19:11  
**steering** 9:24 20:4  
**steps** 24:12  
**storm** 4:17 6:2 14:1,3  
 14:16  
**storms** 15:2  
**strange** 27:6  
**studied** 3:15  
**substantially** 13:23  
**Successfully** 3:16  
**sufficient** 23:21  
**supposition** 22:16  
**sure** 17:7,20,20 25:4  
 28:13  
**surprised** 14:15,17  
**suspended** 26:15  
**swell** 16:5  
**Systems** 2:22

---

**T**

---

**taken** 18:7  
**talk** 12:1,8,11 18:13  
 19:14 22:10 23:4  
**talked** 16:11  
**talking** 15:6 18:5,20  
 22:18  
**Talleyrand** 10:24  
**team** 5:17  
**tearing** 27:17  
**tell** 7:2 22:25  
**ten** 11:1  
**Terminal** 10:24  
**terms** 6:11  
**Thank** 16:7,8 25:25  
 26:6 29:14  
**Thanks** 16:3  
**they'd** 18:5 24:20  
**thing** 18:14 19:17  
**things** 4:9 10:14 15:7  
 22:24  
**think** 6:22 8:8,13 10:2  
 10:19 22:9,17 25:3  
 28:9 29:5,11

**thinking** 22:3  
**third** 12:10 25:11,12  
**thoroughly** 26:1  
**thought** 16:16  
**three** 7:9 8:22,23 11:8,9  
 15:25,25 24:14  
**ticket** 21:15  
**tide** 12:24 19:6  
**time** 4:17 5:10 6:11,12  
 6:18 7:3 11:15 13:16  
 14:10,12 17:19 19:1  
 19:19,24 26:9,12  
**times** 7:18 8:2 10:4  
 18:5  
**today** 2:3 3:22 22:5,24  
**tonnage** 3:12,12  
**tons** 28:18  
**total** 11:18  
**TOTE** 1:14 2:16 12:6  
 15:5 19:25 23:25  
**traffic** 13:21,21 19:5  
 27:10  
**transcript** 1:19  
**transits** 10:18  
**transmitting** 17:10  
**Transportation** 1:1,19  
**trip** 5:12  
**trips** 21:11  
**tropical** 4:17 15:2  
**try** 11:9  
**trying** 20:8 23:12  
**tugs** 6:16  
**twice** 26:16  
**two** 11:16  
**type** 19:17 28:15  
**typical** 5:11 18:4  
**typically** 11:14 25:7  
 27:9

---

**U**

---

**U.S** 1:14 2:9  
**uncomfortable** 18:17  
**underway** 6:15,21,25  
 7:4 13:19 26:19  
**unlimited** 3:12,12  
**unusual** 27:3

---

**V**

---

**variation** 14:5  
**various** 3:9,9  
**Vega** 6:21,25 27:24  
 28:4,7  
**versus** 4:8  
**vessel** 2:12 6:13 8:24  
 12:18,19 18:16 19:2,5  
 22:8,25 25:8,20 26:17  
 26:19,21 28:16,17  
 29:11

**vessels** 3:12,13 6:18  
 8:3,23 22:14 23:25  
 25:24  
**visits** 20:22  
**voice** 6:2 25:13  
**voyage** 4:16 5:21 23:8  
**voyages** 18:3

---

**W**

---

**want** 11:21 17:7  
**wants** 26:19  
**watch** 14:4  
**way** 5:6 18:7 24:1 27:2  
**ways** 15:15  
**we're** 11:8 17:15 22:3,5  
**we've** 3:24 26:15  
**weather** 5:6 7:6,9,10  
 12:2 15:24 17:9 18:3  
 18:8 24:13 26:10  
**weekly** 8:23  
**weeks** 8:22,23 11:8,9  
**welcome** 26:2 29:15  
**went** 3:8,22  
**weren't** 4:23 24:18  
**windy** 16:6  
**work** 11:14 20:21  
**worked** 11:17 14:19  
**working** 9:22 10:7,11  
**works** 8:25  
**World** 18:6  
**wouldn't** 21:18  
**write** 21:16

---

**X**

---



---

**Y**

---

**year** 7:24 13:6,7  
**years** 7:21 8:12,14 21:7  
**Yunque** 19:25 21:2,6,20  
 26:23

---

**Z**

---



---

**0**

---

**0600** 10:21,23

---

**1**

---

**1** 1:5 4:14  
**1925** 6:21 7:1,4  
**1930** 6:15  
**1973** 3:8  
**1977** 3:9  
**1991** 3:17,19,20

---

**2**

---

**20** 13:2 21:24  
**2000** 6:14  
**2006** 8:4

**2015** 1:5,9 2:4  
**2025** 6:16  
**24th** 13:7  
**25th** 13:6  
**26** 3:11  
**28** 3:13  
**29th** 4:15

---

**3**

---

**3:01** 2:2,5  
**3:30** 29:18,19  
**34** 3:14

---

**4**

---

**482** 28:18

---

**5**

---

---

**6**

---

---

**7**

---

---

**8**

---

---

**9**

---

C E R T I F I C A T E

MATTER: El Faro Incident  
Accident No. DCA16MM001  
Interview of Eric Bryson  
Jacksonville, FL

DATE: 10-09-15

I hereby certify that the attached transcription of page 1 to 35 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.



**NEAL R. GROSS**

COURT REPORTERS AND TRANSCRIBERS

1323 RHODE ISLAND AVE., N.W.

WASHINGTON, D.C. 20005-3701



Office of Marine Safety  
Transcript Errata

Matter: EL FARO Investigation/Interview  
Ref Nbr: DCA16MM001

Dear Mr. Bryson:

Enclosed with this letter is a copy of the two transcripts of interview for **Eric Bryson** taken on **Oct 9 and Oct 12, 2015**. Kindly review this transcript for accuracy and provide corrections, if any, in the attached table.

Thank you in advance for your attention to this matter.

11/5/15

Date

Carrie Bell

Major Marine Accident Investigator



If, to the best of your knowledge, no corrections are needed kindly circle the statement “no corrections needed” and initial in the space provided.

NO CORRECTIONS NEEDED. \_\_\_\_\_  
Initials

\_\_\_\_\_  
Printed Name of Person providing the above information

\_\_\_\_\_  
Signature of Person providing the above information

\_\_\_\_\_  
Date