

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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COAST GUARD VESSEL CG 29113 AND
SAILING VESSEL VANGUARD TOWING
ACCIDENT MAY 3, 2017

Accident No.: DCA17PM012

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Interview of: BM3 [REDACTED] [REDACTED]

U.S. Coast Guard Facilities
New Orleans, Louisiana

Tuesday,
May 9, 2017

APPEARANCES:

LUKE WISNIEWSKI, Marine Accident Investigator
National Transportation Safety Board

█ █ █ Sector New Orleans, Investigations
United States Coast Guard

█ █ █ District 8 Legal
United States Coast Guard

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I N T E R V I E W

(11:05 a.m.)

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2
3 MR. WISNIEWSKI: Good morning. My name is Luke Wisniewski
4 with the National Transportation Safety Board. I am here at
5 Station New Orleans, on May 9th. The time is 11:05.

6 I'm here at the interview regarding the incident between CG
7 29113 and Sailing Vessel *Vanguard*.

8 Could you state your name for the record?

9 BM3 [REDACTED] [REDACTED] [REDACTED]

10 MR. WISNIEWSKI: And can you spell that for us?

11 BM3 [REDACTED] [REDACTED], [REDACTED].

12 MR. WISNIEWSKI: We'll go around the room and introduce
13 everyone.

14 [REDACTED] [REDACTED] Lieutenant [REDACTED] [REDACTED] Sector New Orleans,
15 Investigations.

16 [REDACTED] [REDACTED] Lieutenant [REDACTED] [REDACTED] District 8 Legal.

17 MR. WISNIEWSKI: So we are here -- NTSB is here an
18 independent federal agency. We're charged with determining the
19 probable cause of this transportation incident and promoting
20 transportation safety. We're not part of the Department of
21 Transportation or Coast Guard. We're an independent agency. NTSB
22 has no regulatory or enforcement powers.

23 The purpose of this investigation today is to increase
24 safety, not to assign fault, blame or liability. However, NTSB
25 cannot offer any guarantee of confidentiality or immunity from

1 legal or license actions.

2 We would like to record this interview. Is it okay to
3 record?

4 BM3 [REDACTED] Yes.

5 MR. WISNIEWSKI: A transcript of this recording will be made
6 available to you prior to it going onto the docket. We ask you to
7 review it for its factual accuracy at about a month after this
8 interview.

9 The interviewee can have one representative of his
10 choice. Are you aware that you're entitled to have a
11 representative with you?

12 BM3 [REDACTED] Yes.

13 MR. WISNIEWSKI: And you're okay with not having one here?

14 BM3 [REDACTED] Yes.

15 MR. WISNIEWSKI: Okay. And as far as when we go through
16 this, we'll first start with the day of the incident, on May 2nd,
17 just start with your day. We'll ask you questions. We'll try not
18 to interrupt you. We'll let you go through a dialogue of that day
19 as to how it unfolded. But if we do ask any questions and you're
20 not sure or you cannot recall exactly or ask us, you know, simply
21 ask us, can you repeat that question; I'm not sure what you're
22 after. Or if you realize that you missed something or misstated
23 something at a later time, any time during this interview say,
24 hey, you know, I want to change what I said here, that works.
25 Okay?

1 BM3 [REDACTED] All right.

2 INTERVIEW OF [REDACTED] [REDACTED]

3 BY MR. WISNIEWSKI:

4 Q. So let's just start off then. What's your job and your title
5 on board this vessel?

6 A. I'm a Boatswain Mate Third Class. I was a crewmember on the
7 boat.

8 Q. Okay. Let's start with May 2nd, the day, when you arrived at
9 the station.

10 A. I got there 7:00, got in uniform. We mustered up in first [REDACTED]
11 to get boat checks done. And ate breakfast at 8:00. At 9:00, we
12 started the workday. We really didn't have a whole lot of work to
13 do except for clean the boats. So that's what we did until
14 lunchtime. At noon, ate lunch, got a break until 1300, and then
15 worked on the boats again, cleaned them.

16 And then we got a call from sector saying adrift sailboat in
17 Lake Pontchartrain. We got the crew ready. The crew was -- the
18 coxon was BM3 [REDACTED] myself, BM3 [REDACTED] and [REDACTED] [REDACTED]
19 We got the boat ready, got it on the truck and drove up to
20 Rigolets Marina to launch.

21 We launched and we got on scene, called the OD and we told
22 him we're on scene, what did they wanted us to do. They wanted us
23 to get the state ID number off the vessel and to stand by while
24 they called sector to see what they wanted us to do.

25 By that time, the boat was on the bridge, hitting against it.

1 So we got -- made preparations for a tow. All we could see was
2 two cleats on the stern because there was part of the sail on the
3 bow so we can't really see anything we can put our lines over on.
4 So we just attached our lines on the stern. Attached one line,
5 pulled it out, and a couple hundred yards from the bridge and
6 readjusted lines and started making our way towards Oak Harbor.

7 In the process of towing, the weather got worse. It was 2 to
8 3 when I first got there, then it was like 4 almost. So -- and we
9 started towing it from the stern. So each time we hit a wave, it
10 would get swamped. And so we had to come down, let the water
11 drain out and then come ahead. But each time we did come down, we
12 would lose our ground we made. So we kept getting pushed back
13 farther and farther. We tried many times to adjust the lines to
14 try the best way to tow it, but there was no other way. And
15 eventually we saw the steering go under and it wasn't coming back
16 up.

17 So we decided to break tow. We got the double beackets on
18 board, broke those knots, threw the three lines over, and that's
19 when the mast fell on our taffrail and got stuck, the cables on
20 the horns. Me and [REDACTED] were trying to get mast off. When we
21 finally did, the lines got caught in the props and we lost our
22 engines.

23 I went forward and got the anchor ready to go, while [REDACTED]
24 and [REDACTED] were getting -- trying to get lines off the props. I
25 went back after getting the anchor ready. They got the starboard

1 done by the time I got back, and I went to work on the port side.
2 When I could get as much as I could off, I turned around, saw the
3 bridge right there, and we hit the starboard side, shattered the
4 window. We got spun around. I was able to go up forward and
5 throw the anchor over, but it didn't catch anything, and then we
6 got stuck on the bridge port side and were slamming against the
7 bridge. I don't know how long it was.

8 Eventually I was able to get the port engine started and got
9 us out of there. And then I got the starboard started and [REDACTED]
10 checked for flooding, and there was no -- everything was -- calmed
11 down a little bit, made sure everybody was all right. Called the
12 station, told them we're on our way to Oak Harbor.

13 And then he suggested -- the OD suggested that we try to get
14 back to the trailer in Rigolets Marina, but by the time we went on
15 the other side of I-10, it was 5, 6's and we weren't going to go
16 that way if our engines -- they could take a die at any time. So
17 we said, no, we're going to Oak Harbor. And we got there safely,
18 moored up and stand by until [REDACTED] [REDACTED] got there. Yeah.

19 Q. Okay. Luke Wisniewski, NTSB. When you first arrived on
20 scene, and you were making the determination to tow the vessel,
21 you conducted a risk assessment, a GAR. Did you go through any of
22 the concerns that you had regarding this evolution, this tow?

23 A. Can you ask that again?

24 Q. Sure. What was the GAR score for this?

25 A. It was a 2-1.

1 Q. 2-1. And what were your biggest concerns regarding the
2 score?

3 A. Definitely weather was a big one, because the storm just
4 passed and we had a small break in the weather. There was another
5 one coming. And probably crew selection because a brand new
6 coxon, first case.

7 Q. Okay. And during -- at any point during the evolution, this
8 tow, did anyone -- did you think maybe we should reassess this,
9 guys? Or was that part of the reassessment to break the tow?
10 When you were looking at the risks associated, as the events
11 unfolded, was it -- did you influence or were you the one that
12 made the decision to break the tow or who did that fall to?

13 A. It was up to the coxon, but I don't remember who said it.

14 Q. Did you communicate your concerns as the evolution was going
15 on?

16 A. Yes, we were all communicating.

17 Q. And is that just verbal or is that over the radio?

18 A. Verbal.

19 Q. Okay. And during this time that you were having a struggle
20 trying to make any forward progress with moving the sailboat away
21 from the bridge, did you have -- did anyone radio back or
22 communicate to the people here at the station of how the evolution
23 was going on or --

24 A. Yes, we called the station and told them we had the boat in
25 tow, making our way towards Oak Harbor.

1 Q. So I guess the thing I'm trying to drive at is, when did you
2 first alert the station of things weren't going as planned?

3 A. I don't remember.

4 Q. Were you involved with that discussion with the station, the
5 DO?

6 A. I don't remember. I was probably working lines.

7 Q. Okay. And can you go through with me a little bit more and
8 give a little more description on the checks that you perform on
9 board this vessel prior to -- you know, once it was launched in
10 the water, is there any systematic checks that you conduct?

11 A. Our vessel?

12 Q. As a member of the crew, yes.

13 A. We check alarms, make sure alarms are good. Everything else
14 is checked on morning boat checks, all our equipment. Everything
15 was good.

16 Q. And what alarms do you check?

17 A. Depth, cross track error, speed, speed alarm, depth alarm,
18 things of that nature.

19 Q. Was there any issues or concerns that were brought up
20 concerning the boat checks in the morning for this vessel?

21 A. Nothing major that I remember. It could have been small
22 stuff, but I don't remember.

23 Q. Okay. Nothing that would prohibit you or restrict you from
24 this --

25 A. No.

1 Q. -- evolution?

2 A. No.

3 Q. Can you give us a description of how this sailboat, how it
4 was riding the water when you, when you first came on scene to it?
5 Was there water in the --

6 A. You couldn't tell if there was water in it or not. It was
7 starboard side to -- starboard side lean due to the waves.

8 Q. Okay.

9 A. The sail was down, sail covering the bow, yeah.

10 Q. Can you give us a description of your take of the condition
11 of the vessel?

12 A. It looked pretty tired. I don't know.

13 Q. Can you describe the hull? Was it made of fiberglass,
14 plywood?

15 A. I don't know.

16 Q. As far as the mast and the construction of that, could you
17 make that out at all from the conditions?

18 A. I have no idea what material it was, but it looked decent
19 from where I was.

20 Q. And the cleats that were on the stern of the vessel where you
21 tethered the bridle -- or I'm not sure. Did you -- did you
22 conduct the bridle? Did you hook that up to the sail vessel,
23 sailing vessel?

24 A. BM3 [REDACTED] put the first line over. I believe I put the
25 second one, once we got out and adjusted lines.

1 Q. How far forward of the -- were the cleats compared to the
2 stern?

3 A. Not very much; on the stern.

4 Q. They're right on the stern on both port and starboard
5 quarters?

6 A. Yes.

7 Q. Okay. And they held up fine during the tow?

8 A. Yes, they were fine.

9 Q. Okay. Can you just go and describe real quick -- you talk
10 about when you separated the bridle from the towline. The -- how
11 the vessel, the sailing vessel laid over on its side and the mast
12 struck the taffrail. Can you go through and just discuss that as
13 far as did it swing to the port, to the starboard?

14 A. Can you say that again?

15 Q. When everything was in close, when everything was occurring
16 very fast, can you just give us a description of how the sailing
17 vessel, did it list to the starboard and roll over? Like when the
18 mast struck you, what side of the sailing vessel was that?

19 A. I believe we were on the starboard quarter of it, and then it
20 seems like the mast got under water, it snapped and went straight
21 down on top of us.

22 Q. Oh, the mast snapped?

23 A. Yeah, just --

24 Q. Was it caught on the bridge or was there external force
25 causing the --

1 A. I have no idea.

2 Q. Okay. Did you take any actions to remove the cables and
3 everything tied to the mast?

4 A. Yes, me and [REDACTED] were working, trying to get the cables
5 off the horn and push it off.

6 Q. Okay. How long do you think that took?

7 A. I don't know. I don't know.

8 Q. Okay. As far as the towline, was that what was wrapped
9 around the port prop?

10 A. It was the mooring lines we used for the sacrificial lines.

11 Q. Oh, the mooring lines were the --

12 A. Yeah.

13 Q. -- okay, what was wrapped around. Okay. And which mooring
14 lines were they as far as attached to your what? Stern,
15 starboard, quarter? Which mooring lines? I'm just trying to get
16 a visual?

17 A. Like -- yeah. We used mooring lines as sacrificial lines for
18 the tow, so we can get rid of those lines. Instead of sacrificing
19 150 foot, we can sacrifice 30 foot.

20 Q. Um-hum.

21 A. So we used those for a knot to double becket. So we broke
22 those and we grabbed the two mooring lines and threw them.

23 Q. Okay. So which mooring -- well, did you designate them like
24 port or starboard? Which one was hung up in the --

25 A. I have no idea.

1 Q. -- port prop? Okay. And same with the starboard prop?

2 A. Um-hum.

3 Q. How long do you think the port engine -- the mooring line was
4 wrapped around the port engine? In your estimate.

5 A. I don't know. Because we got starboard free first and I
6 started working on port. So it was a while.

7 Q. How long do you think the starboard was down for?

8 A. I don't know.

9 MR. WISNIEWSKI: Okay. That's all the questions I have at
10 this time.

11 [REDACTED] This is Lieutenant [REDACTED]

12 BY [REDACTED]

13 Q. When did you report to the station?

14 A. In June of 2016.

15 Q. And when did you -- was your first qual crewman?

16 A. First qual was watchstander and then crewman.

17 Q. How -- so when did you become a qualified crewman
18 approximately?

19 A. October, November of 2016.

20 Q. Okay. When you -- when the SAR alarm went off, did you go to
21 the watch to get a brief?

22 A. Yes.

23 Q. Do you guys normally do that?

24 A. Yes.

25 Q. Okay. What did they pass to you?

1 A. Sailboat adrift in Lake Pontchartrain.

2 Q. Did they say whether there were people on board or not or did
3 you know?

4 A. They said no people on board.

5 Q. Who said?

6 A. I don't know.

7 Q. The CU said that or --

8 A. No.

9 Q. The OD?

10 A. It might have been the OD. I don't remember.

11 Q. When you were underway, who was working the radio?

12 A. I did at first and then I went out back to help with lines.

13 Q. So who, who is sitting -- can you run through the seating
14 arrangement? So who was sitting where?

15 A. The coxon was on the coxon seat. I was in the starboard
16 forward seat and aft seat, and the other two were on the back
17 deck.

18 Q. So when you got on scene, so you were able to record the
19 state ID number?

20 A. Um-hum. Yes.

21 Q. And you passed that directly to sector or through station?

22 A. Through station.

23 Q. Through station. Okay. Do you typically -- because
24 obviously sector's listening, right? So do you typically run it
25 that way? Do you run cases that way or -- I'm just trying to

1 understand. Do you run it through the station, and station back
2 to sector, or do you sometimes go directly to sector?

3 A. It depends.

4 Q. Okay. But in this case it was station?

5 A. Station, yes.

6 Q. Okay. And what did they -- what was the coms back on the
7 state ID number? Do you remember, after you passed the state ID
8 number, what they said back to you?

9 A. Stand by.

10 Q. And then?

11 A. Stand by. Let them call sector and see what they want us to
12 do.

13 Q. Okay. And what happened after that? I'm just trying to get
14 a handle on what they said as best as you can remember.

15 A. Put it in tow to take it to Oak Harbor, the closest safe
16 haven.

17 Q. Okay. So then you and [REDACTED] worked the deck?

18 A. That was [REDACTED] and [REDACTED]

19 Q. Okay. At first?

20 A. At first.

21 Q. Who were sitting in the back?

22 A. Yes.

23 Q. The rear two seats?

24 A. Um-hum.

25 Q. Okay. You said this was the coxon's first case?

1 A. Yes.

2 Q. How did his qual process go? Were there any issues that you
3 know of?

4 A. No.

5 Q. As far as you could tell, it was pretty smooth?

6 A. Yes.

7 Q. Okay. When did you get that -- when did you guys do the GAR?
8 Before you got underway or when you got on scene?

9 A. When we were leaving the station.

10 Q. Okay. So kind of like as you're cruising out?

11 A. Um-hum.

12 Q. Okay. Did you, did you guys do the GAR again ever?

13 A. No.

14 Q. Okay. When you got on scene, could you see how much
15 freeboard was on the side? I know it's hard to say like how much
16 water was in the boat, but did it have a good amount of freeboard
17 or could you tell how it was riding at all, or as best you can
18 remember?

19 A. It was riding decent. I don't really remember.

20 Q. Okay. Did, did you guys ever communicate back to the station
21 that it would have been hard to take the vessel and to tow it from
22 the bow? Was that ever passed back?

23 A. I don't remember. I didn't do those coms.

24 Q. Okay. When you realized that you weren't making way because
25 it kept getting swamped --

1 A. Um-hum.

2 Q. -- and if I understand you correctly, you were like kind of
3 in the process of shortening tow. Is that right?

4 A. Yeah, we were trying to adjust lines.

5 Q. So was that kind of shortening tow so you could break tow?
6 Do I have it correct?

7 A. No.

8 Q. Can you walk me -- can you explain it to me then? So how, so
9 how were you going to break tow? Like were you going to actually
10 take -- the original plan, I guess, is what I'm trying to say.
11 Were you going to take --

12 A. We were going to break the double beackets, the knots.

13 Q. And then just --

14 A. And then just get out of there.

15 Q. Okay. So you weren't going to actually take anything off the
16 sailboat?

17 A. I don't -- no.

18 Q. No. Okay. So -- okay. So you were just going to break,
19 break the knot like you said, right?

20 A. Um-hum.

21 Q. And then sacrifice the lines?

22 A. Yes.

23 Q. All right. So is that when the props got fouled up, when you
24 tossed the lines overboard or try -- can you walk me through that?

25 A. Well, as soon as they threw it over, the mast came down. So

1 I guess in the process of taking the mast off, the lines probably
2 got caught in the props at that time.

3 Q. Okay. And how close was the sailboat when you guys were
4 actually throwing the line over?

5 A. We were like 5 feet.

6 Q. Okay.

7 A. We were beam to. We can push on them.

8 Q. Oh, you were beam to. Was it still in tow basically?

9 A. Yeah, in the process of breaking tow.

10 Q. Yeah. Was the -- okay. I'm trying, because -- all right.
11 So you're beam to with the stern and the bow in opposite
12 directions? Is that right? Correct, because the tow was --
13 because you were towing stern to stern, correct? Do I have it
14 right?

15 A. No. I can draw it out.

16 MR. WISNIEWSKI: Yeah, can we just grab a piece of paper out
17 of the pack?

18 BM3 [REDACTED] I know how it works --

19 MR. WISNIEWSKI: No, that's fine. And we'll label it as an
20 exhibit. You'll sign it.

21 BM3 [REDACTED] So stern to stern tow -- our vessel. There's
22 the sailing vessel. We had lines going out, one there, one there.

23 BY [REDACTED]

24 Q. Who's who?

25 A. This is us. So --

1 Q. Okay. And where's the -- so these are the sacrificial
2 mooring lines?

3 A. Yes.

4 Q. And where's the knot?

5 A. The knots would be like right here.

6 Q. Okay.

7 MR. WISNIEWSKI: Do you mind labeling them? Just -- where
8 the knot is.

9 BM3 [REDACTED] Knot or --

10 MR. WISNIEWSKI: Just say knot or an arrow to it.

11 BM3 [REDACTED] Knot.

12 MR. WISNIEWSKI: Because what I'll do is I'll take a picture
13 of this and we'll label it as Exhibit 1.

14 BM3 [REDACTED] Do you know how to spell sacrificial?

15 MR. WISNIEWSKI: That's fine.

16 BY [REDACTED]

17 Q. Just say mooring line 1, mooring line 2, whatever's easiest.
18 So that's kind of like before, right? Like before things went --

19 A. Yeah, this is when we were done.

20 Q. Okay. And if you can show me when -- can you maybe below --

21 A. Um-hum.

22 Q. -- just draw after, I guess, as you're in the process, like
23 when you're beam to with --

24 A. Okay.

25 Q. As best you can.

1 A. It's hard to draw that. Waves were coming this way.

2 Q. Where's the bridge in relation to this?

3 A. The bridge is like over here.

4 Q. Where's the bow of the 29?

5 A. The bow's right here. So not exactly --

6 Q. So you weren't exactly beamed to, right?

7 A. Not exactly, but --

8 Q. Do you want to say bow?

9 A. Yeah, I can do that.

10 Q. Okay. And this is right before the mast came down?

11 A. Yes.

12 Q. And how far were you from the bridge at that point?

13 A. I don't know, probably a couple hundred yards.

14 Q. Okay. So you're trying to, you're trying to break the knot

15 right there?

16 A. Yeah, we're trying to break these knots.

17 Q. So you're taking in this line here?

18 A. Um-hum.

19 Q. All right. And then they're getting about 5 feet away. Is

20 that right?

21 A. Yeah.

22 Q. And so were you able to break the knot or --

23 A. Yeah, I got the knots broken.

24 Q. Okay. And then -- so then these guys just started --

25 A. And then --

1 Q. -- doing -- dangling, right?

2 A. Well, he threw them over and then the mast fell --

3 Q. You were able to handle -- you were actually able to get a
4 hand on each of those?

5 A. Yeah, we were able to.

6 Q. So you tried to throw it on the boat?

7 A. Yeah, tried to, yeah.

8 Q. Okay. And do while this was going on, where's the, where's
9 the wave action? Oh, you've already wrote it here.

10 A. Yeah, elements, waves and wind.

11 Q. Okay. And then -- so the mast came down --

12 A. On the taffrail, back of the boat.

13 Q. But you said it seemed -- it didn't seem to, like, ride with
14 the rest of the boat. It snapped off. Is that correct?

15 A. That's what I saw.

16 Q. Okay. And then so you just try to get the mast off, and the
17 wires attached to the mast, off the horn?

18 A. Yes.

19 Q. Okay. Can I have you just put Exhibit 1 on the top and then
20 print and sign your name on the bottom?

21 A. How to you spell that?

22 Q. E-x-h-i-b-i-t.

23 A. Sir, I mean, if you'd like -- I'm good.

24 Q. Real quick, why don't you just put a dividing line between
25 the 1 and the 2.

1 A. Yep. There you go.

2 Q. And so this is prior --

3 A. Yes.

4 Q. When you had it underway in tow, and that was just before
5 you --

6 A. Broke, yeah.

7 Q. -- broke the lines. Okay.

8 MR. WISNIEWSKI: Luke Wisniewski, NTSB.

9 BY MR. WISNIEWSKI:

10 Q. I just have a couple more questions. So how many tow
11 evolutions have you been part of on this type of vessel? Just an
12 estimation.

13 A. I don't think I've been in an evolution towing a sailboard
14 before.

15 Q. I mean the 29.

16 A. On the 29?

17 Q. On the 29.

18 A. I've been on a lot. We do training every day almost, towing.

19 Q. But an actual response, an actual SAR?

20 A. I don't think any on the 29.

21 Q. Are you a qualified coxon?

22 A. I'm breaking in.

23 Q. Okay. How many training evolutions have you conducted where
24 you tow a vessel to stern?

25 A. I don't know. I don't think any.

1 Q. As far as -- I just want to go through a little now on your
2 background. When did you enter the Coast Guard?

3 A. Two years ago.

4 Q. What date and year?

5 A. I think it was February 2015 or so.

6 Q. Okay. And how many different duty stations? Is this your
7 first duty station?

8 A. My first station.

9 Q. Prior to joining the Coast Guard, did you have any maritime
10 or waterfront experience?

11 A. No.

12 Q. Any, you know, personal watercraft or anything?

13 A. No.

14 Q. Okay. I think that's all I have at this time.

15 MR. WISNIEWSKI: Go around again?

16 [REDACTED] No more questions.

17 BY MR. WISNIEWSKI:

18 Q. Okay. At this time, before we conclude, I just want to go
19 through and ask you, is there anything that you'd like to change
20 based on what you've told us here today or anything you want to
21 further elaborate on based on our discussions?

22 A. Not that I can think of.

23 Q. Okay. Do you have any suggestions or anything that you can
24 -- you think we should look into to like reduce this type of
25 occurrence?

1 A. I can't think of anything.

2 MR. WISNIEWSKI: Okay. Well, at this time, this concludes
3 the interview. The time is 11:41.

4 (Whereupon, at 11:41 a.m., 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: COAST GUARD VESSEL CG 29113
AND SAILING VESSEL VANGUARD
TOWING ACCIDENT MAY 3, 2017
Interview of BM3 [REDACTED] [REDACTED]

ACCIDENT NO.: DCA17PM012

PLACE: New Orleans, Louisiana

DATE: May 9, 2017

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.

Kathryn A. Mirfin
Transcriber



National Transportation Safety Board
Washington, D.C. 20594

Transcript Errata

Subj: USCGC NOLA RB-S 9113 and S/V Vanguard towing accident on May 3rd, 2017

Accident No.: DCA17PM012

To: BM3 [REDACTED], USCG

Dear BM3 [REDACTED],

Enclosed with this email is a copy of the transcript of interview for the towing accident that occurred on the evening of May 3rd, 2017 with United States Coast Guard Station New Orleans CG NOLA RB-S 291113 and S/V Vanguard in Lake Pontchartrain, Louisiana. Kindly review this transcript for accuracy and provide corrections, if any, in the attached table. Please print, sign, and return it to me via email by September 15th, 2017.

Thank you in advance for your attention to this matter. If you have any question regarding the process please feel free to contact me.

I look forward to your response.

Best Regards,

Luke Wisniewski

Investigator-in-Charge (IIC)
Office of Marine Safety
National Transportation Safety Board
490 L'Enfant Plaza East, S.W.
Washington, DC 20594
Office: [REDACTED]
Fax: [REDACTED]
[REDACTED]

