

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:



U.S. Coast Guard Facilities
New Orleans, Louisiana

Wednesday,
May 10, 2017

APPEARANCES:

LUKE WISNIEWSKI, Marine Accident Investigator
National Transportation Safety Board

[REDACTED] [REDACTED] [REDACTED]
Sector New Orleans
United States Coast Guard

[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
District 8
United States Coast Guard

[REDACTED] [REDACTED] [REDACTED]
District 8 Legal
United States Coast Guard

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I N T E R V I E W

(1:56 p.m.)

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2
3 MR. WISNIEWSKI: Good afternoon. My name is Luke Wisniewski.
4 And I am at Station New Orleans. Today is Wednesday, May 10th.
5 The time is 1:56. We're here to interview --

6 Can you state your name?

7 MR. [REDACTED] BM1 [REDACTED] [REDACTED]

8 MR. WISNIEWSKI: And spell it for the record.

9 MR. [REDACTED] [REDACTED], [REDACTED]s.

10 MR. WISNIEWSKI: Okay. Thank you.

11 So we are here today, NTSB is here to determine the cause
12 and contributing factors of this incident that occurred with the
13 Coast Guard vessel CG29113 and sailing vessel *Vanguard*.

14 Could we go around the room and identify everyone that's here
15 present?

16 [REDACTED] [REDACTED] Good afternoon. It's [REDACTED] [REDACTED] [REDACTED]
17 [REDACTED] with Sector New Orleans.

18 [REDACTED] [REDACTED] Good afternoon. [REDACTED] [REDACTED] [REDACTED] [REDACTED]
19 [REDACTED] [REDACTED] from District 8.

20 [REDACTED] [REDACTED] Good afternoon. [REDACTED] [REDACTED] [REDACTED] from
21 District 8 Legal.

22 MR. WISNIEWSKI: NTSB is an independent federal agency
23 charged with determining the probable cause of this accident and
24 promoting transportation safety.

25 The purpose of this investigation is to increase safety.

1 It's not to assign fault, blame or liability. However, NTSB
2 cannot offer any guarantee or confidentiality or immunity from
3 legal or license actions.

4 We'd like to record this interview. Is that okay with you?

5 MR. [REDACTED] That's fine.

6 MR. WISNIEWSKI: Thank you. A transcript, or the summary of
7 this conversation will be brought forward to you, and will go
8 eventually on the public docket. Before it goes on our public
9 docket, you'll have the opportunity to review it for its factual
10 content and provide any corrections that's needed.

11 Are you aware that you can have a representative present
12 during this interview, but you elected not to have one?

13 MR. [REDACTED] I wasn't aware. But I'm fine without having
14 one.

15 MR. WISNIEWSKI: Oh. Well, I apologize for not telling you
16 beforehand, before we started this. But, yes, as far as NTSB,
17 under our rules, you can have anyone. So if you'd like to have
18 someone present right now, and it could be a lawyer, or it could
19 be just a friend. But they really can't speak or say anything.
20 They're really just there for you.

21 MR. [REDACTED] I'm fine.

22 MR. WISNIEWSKI: Okay.

23 MR. [REDACTED] Yeah.

24 MR. WISNIEWSKI: Thank you. No. I just wanted to clear that
25 up.

1 INTERVIEW OF MR. [REDACTED]

2 BY MR. WISNIEWSKI:

3 Q. So let's go through and start off with your maritime
4 background. How many years you been in the Coast Guard?

5 A. I've been in the Coast Guard for over 12 years, [REDACTED] mate,
6 operational my entire tenure. So this is my third station. I've
7 had one cutter. And I'm here. That's about it.

8 Q. When did you enter the Coast Guard?

9 A. 2005. First unit Grand Isle, right after Katrina went into
10 Grand Isle, 2 months after. So, yeah, that's where it all
11 started. Beautiful place.

12 And then after Grand Isle, went to the Cutter *Bonito* out of
13 Pensacola. After that I went to Station Fort Pierce for 4 years.
14 And then I made my way over to beautiful New Orleans, and got a
15 year left here, so -- (indiscernible) outside, that's all I care
16 about.

17 Q. All right. Well thank you for that.

18 Other than your time in the Coast Guard do you have any other
19 maritime experience, have you, recreational sailing vessels, or
20 power boats?

21 A. I'm from Atlanta. Never been on the ocean until I joined the
22 Coast Guard. So zero until the Coast Guard.

23 Q. Can you go through your educational background?

24 A. I do have a associate's degree.

25 Q. In?

1 A. Art. It's a general one. And it's going to follow into my
2 bachelor's when I decide to start that back up, which I've been
3 dragging my feet but it's coming, hopefully. So somewhat college
4 educated, 3.89 GPA.

5 Q. Nice.

6 A. I hang my hat on that one.

7 Q. Sounds good. Yeah, continue on with your education. You
8 never stop learning.

9 A. Yeah. I want to get to the top. So we'll see. We need that
10 TA to come back, though.

11 Q. So let's go right into the first time you heard about the
12 sailing vessel *Vanguard* and your interaction. But first, what was
13 your position, or role you were filling at the time?

14 A. I was the CDO for the week.

15 Q. Discuss a little bit what the CDO, what functions, what's the
16 responsibility, authority you have.

17 A. Well, that's the command duty officer. And basically I'm
18 working under the CO helping to make decisions on day-to-day
19 operation of the station, search and rescue, law enforcement
20 missions. OOD calls me, I make the call. There's times that I do
21 call the CO on things. So this was my week to have it. There's
22 three of us in a rotation where we rotate weekly through the CDO.
23 It was my week.

24 Q. Approximately what time -- state the time and date like you
25 went on as CDO.

1 A. That Monday. I'm not sure what the date was.

2 [REDACTED] Monday the 1st.

3 MR. [REDACTED] So Monday morning I did my relief.

4 BY MR. WISNIEWSKI:

5 Q. Okay. 8 a.m.? 9?

6 A. Mondays are kind of hectic. It could have been at 8 or 9.

7 Not sure. It was morning time, though. I like to sit down with
8 the off going CDO, that's what we do, we go through ALMIS (ph.),
9 check the, you know, the boat records, and, you know, talk with
10 the engineer department, TCTOs, what boat's going down and up, and
11 operations, and get with training on the snapshot of the week,
12 what we're trying to accomplish, just so we can kind of paint a
13 picture of the entire week.

14 I think last week we had the TEC Fall (ph.), too. So that
15 was a very big event that we do, law enforcement wise. So try and
16 plan for that. So it's a good relief.

17 Q. And you felt comfortable coming on board? There was nothing
18 outstanding --

19 A. Yep.

20 Q. -- or anything?

21 A. Yes, sir. Absolutely.

22 Q. So please go into your interaction, the first time you had
23 with the sailing vessel *Vanguard*.

24 A. The first time I dealt with the sailing boat was, I believe,
25 that Tuesday. I was sending two boats out to the Rigolets to do

1 two-boat training. And then I got a call that there was a sailing
2 boat aground with two people on it. And the Sector wanted us to
3 go check it out.

4 My boat went, checked it out, the people didn't want to come
5 off. And I guess it was back and forth between the couple. The
6 wife wanted off, but then she didn't want off.

7 And, actually, on our transit over there, we found a life
8 jacket. And that prompted us to stop two-boat training and we
9 went into running some search patterns. So that was a separate
10 thing that we were dealing with. So we got done with that, and
11 working with the Sector, discussing first light, trying to get a
12 helo rogered up, and they did. So we were off the hook for the
13 first light.

14 And later that not, I'm not sure of the time, we got the call
15 back that the couple now wanted off because they felt endangered.
16 So we had to go back out to get them off. Got them off. That
17 sortie was complete, done.

18 Next day, operations, whatnot, I got off work that afternoon,
19 heading to my house, that's when I got the call that there's a
20 sailboat adrift between the bridges, and Sector would like us to
21 go verify and see if it was the boat from the previously day.

22 I'll just go all the way with it. So I said fine. We talked
23 about the crew and decided to send the crew that went.

24 Crew got on scene -- and this is, so I'm done now. Say,
25 okay, yeah, send them. So we sent the crew. They got on scene

1 -- because I was concerned about the weather. I was watching the
2 first front that came through was pretty serious. But this was
3 right after that. And there was probably, I felt like, a 4- or 5-
4 hour window before the second front came through. And it seemed
5 like a good case to send her on. So said cool.

6 So she got underway, I got a call back from the OOD, because
7 I said I want to know the weather. It was like 1 to 2, 5 to 10
8 knot winds, I think. And I said fine. You know, go with it.

9 Next phone call I got was the OOD called me again stating, I
10 guess, Sector said go ahead, thumbs up to put the boat in tow,
11 because it was getting close. So I knew about that. I said okay,
12 fine.

13 And then, unfortunately, the next call I got was the call
14 that, from Spellman, basically he heard from [REDACTED] he knew
15 something had happened with the bridge. He didn't have all the
16 facts. And I told him to calm down. Call the boat back. Call
17 somebody else. Get the facts. So that took a couple minutes.
18 And then he called me back and I learned what happened. And then
19 I told him to get the boat to the closest safe haven, which was
20 Oak Harbor.

21 I called the CO with what I knew at the time. And I put my
22 uniform on, and then I went the boat crew at the dock to kind of
23 help them out and take over. Because they were pretty distraught,
24 so --

25 Then we waited, and she refused to drive. She was pretty

1 shaken up. She said she doesn't want to drive anymore. So I told
2 her don't worry, I got it.

3 And then the trailer got there. I put the boat on the
4 trailer. And then the second front hit us, thank God, right after
5 I got the boat on the trailer. And then we secured it, brought it
6 back.

7 And that was the summary.

8 Q. Luke Wisniewski, NTSB, can you go back through, though, that
9 discussion that you had, because I'm trying to understand a little
10 bit better as far as the discussion you had with the Sector and
11 that you relayed to the boat as far as now, as it turned in from
12 just simply taking a picture and getting the registration number
13 off the boat to now we're towing. Just discuss that a little bit
14 more. And take your time.

15 A. Yeah.

16 Q. Slow down.

17 A. Because, I'm trying to -- I know everything now. So I'm
18 trying to speak to at the moment. Because I only had a few phone
19 calls.

20 So the call was to go verify. But in discussions with the
21 OOD, I was already telling Shannon, because she was breaking in,
22 but the OOD was beside her, so they kind of were working hand in
23 hand. I was telling them that I'm 100 percent we're going to have
24 to tow this boat. I mean, there's a sailboat adrift, bridge,
25 wind, this, that and the other. I said go ahead, let's start

1 thinking about places where we can take it.

2 So, you know, in our heads, we knew that it was a possibility
3 we had to tow the boat. But the tasking was just go check, on it.
4 So I was good with that. Let's go verify this is the boat. And
5 that's all I knew. We're going to verify that this is the boat
6 from last night.

7 And then once they're on scene, they verified it, then was
8 then I got the call back that Sector gave us the thumbs up to go
9 ahead and tow. I think it came from Mr. Powell. These are very
10 short conversations, you know, and I hear them, I, okay. Okay,
11 good. So let's put it in tow. I knew that was going to come.
12 Especially with a boat like that, and, you know, with the bridge.
13 It made sense, you know, and we already talked about, I think Oak
14 Harbor would have been the best place to take it safely.

15 And then I was telling her to try to make arrangements with
16 the owners of the boat to see if they can go over there and get
17 it. Because the day before, the owners of the boat said that they
18 were going to get the boat that morning, which would have been the
19 day the incident happened. They were supposed to -- they said
20 they were going to have everything set up to get it. I guess
21 somebody didn't follow up, or it fell through, but they didn't
22 salvage -- or they didn't go get their boat.

23 So decision to tow was made. And I was fine with it. And
24 then, like I said, the next call I got was it happened. So --
25 Q. I want to now go back a little bit farther, to the day

1 before, when the vessel was grounded, and there was a decision to
2 go out there first to identify, but then two to come back and take
3 the passengers off.

4 Did you have any discussion directly with the coxon onboard
5 as far as the condition of that sailing vessel, or any type of --
6 what information, I guess, one, was relayed to you on day one,
7 that was either transcribed, or laid out for everyone?

8 A. Like, it's kind of hard to go back and think, you know, about
9 everything. But day one, I only talked to the OOD. I didn't talk
10 to Petty [REDACTED] [REDACTED] I think [REDACTED] was the coxon.

11 And we were already heading out there for training. So it
12 wasn't a, you know, moving mountains to get a boat out there. We
13 were already there. And the tasking, if I remember correctly, was
14 to go check on the people. Because they're calling that they were
15 aground. And we were there. So that was the original tasking.

16 And then that's when they told us that they were fine, they
17 don't want to come off the boat.

18 And then after we ran that other case, search patterns,
19 whatnot, throughout the night, actually, when we got back, that's
20 when they called up again and said that now they feel endangered,
21 so that's when we went back out to go get them. Same crew went
22 and get them off the boat.

23 Q. And the search pattern for the life jacket that you found,
24 was there any way that was linked back to this sailing vessel? Or
25 is that -- could you make any link? Or --

1 A. They asked them. I can't make any link. And before the
2 search patterns, think, for an hour I had both our boats going
3 boat to boat asking boaters around them, hey, is this yours, have
4 you seen anything abnormal.

5 So we kind of canvassed the area to try to -- because we want
6 to find the owner of this life jacket. We want it to end. No
7 owner, we know that it's search pattern time.

8 Yeah, so we did our due diligence to try to find that owner.
9 Couldn't find it. So --

10 Q. Again, roughly, time wise, how long was that Search and
11 Rescue, or search pattern for?

12 A. It was a couple hours. I want to say it was at least 4
13 hours. Because it lasted later on in the night. So -- I'm not
14 100 percent sure. But it did last a little bit, though.

15 Because we're trying to find a stopping point. Because we
16 were thinking first light, too. Because they told us that. So we
17 were trying to -- you know, with your crews, you're shuffling
18 everybody around, you're watching hours. You know, you're trying
19 to plan, so --

20 Q. Was anyone up on their hours?

21 A. No.

22 Q. Their work/rest?

23 A. Nobody reached their fatigue limits. As CDO, I really, I try
24 to stay away from that.

25 Q. And what's the limit set for this station, and for this --

1 what's the limit of hours allowed?

2 A. Well, for that situation, it would have been 8 hours, because
3 they were under 4 foot seas. And they were only 20 knots. So it
4 would have been 8 hours.

5 Q. Can you go through and discuss a little bit about -- you
6 indicated that maybe they dropped the ball with trying to make
7 arrangements with the owners. Or was there discussions that you
8 had, or --

9 A. I had with the OOD. And -- okay, as a CDO, you know, trying
10 to make decisions, and, you know, you always think, and you always
11 want to project out as far as you can to try to take care of
12 situations.

13 So, yeah, I was talking to the OOD about, hey, we need to get
14 this figured out, owner-wise, getting this boat off in the
15 morning. Not us. But, I mean, Sector was working on it. The
16 owners need to get their boat. And the word back that I got from
17 the OOD speaking with Sector is yes, they owner is making
18 arrangements to go get the boat in the morning.

19 Because, I mean, if he doesn't, it's going to be an issue
20 again. It's not going to stay there forever. It's going to come
21 off. So that was the discussion, that we need to make
22 arrangements. Okay, Sector's making arrangements. Okay, fine.
23 So --

24 Q. Was there any follow-up from the Station to Sector?

25 A. About the arrangements made?

1 Q. Yeah, well, can you --

2 A. No.

3 Q. -- give me an update. You know, can you tell me what's going
4 on with this --

5 A. No, because when they --

6 Q. -- vessel?

7 A. When they say they have it, I mean, we -- okay, you're going
8 to make arrangements, so you got it. You know.

9 Q. Is it common for Sector to get back to you regarding
10 finalizing or any update on the --

11 A. It could be common. Every situation we deal with, they're
12 never the same. They're always twisted and little different,
13 little different, little different. So, yeah, I mean, it's,
14 normally they get back with us on things. But for them not to get
15 back with us, I mean, we would, you know -- they're really good
16 with doing something, and taking care of it.

17 So I didn't feel a need to call the Sector to ask them. I
18 felt like they had it. So --

19 MR. WISNIEWSKI: Thank you. That's all I have at this time.

20 BY [REDACTED] [REDACTED]

21 Q. Good afternoon. [REDACTED] [REDACTED] [REDACTED] Thanks again
22 for your narrative. I really appreciate that, BM1.

23 A. Yes, sir.

24 Q. As we go back and look at the crew that was sent out for this
25 particular mission, did you play a role as the CDO in selecting

1 the crewmembers to participate?

2 A. I did. It was my decision.

3 Q. Can you walk us through how you made that decision?

4 A. She's newly qualified. I knew that. So the only question I
5 really had was is she certified in the system. Because she's
6 really newly qualified. And then everything's certified all the
7 way up, good to go. And, of course, I mean, I sit here now, a
8 week to digest everything, could have, would have, should have, I
9 mean, I could have done 100 different things. But I stick by my
10 decision that I sent her. Because a coxon's never going to learn
11 anything without going out and doing it.

12 And, you know, me, at that time, with the big picture, the
13 weather, there was supposed to be a break. I was looking at it.
14 Obviously, something, a little front came through and got her.
15 But there was supposed to be a break.

16 The call was to go verify, possible tow. Okay. That's a
17 good first case. You know. That meant -- she knows the area,
18 easy peasy.

19 But I stick by the decision. She had a very experienced
20 crew. Two of the guys are inching making coxon. So, I mean, you
21 fast forward this three months down the road, and you're talking
22 about three coxons on the boat.

23 And then the crewmembers he had is one of our most senior. If
24 I were to pick any crewmember to go with me, he would be it. I
25 mean, he's a seaman, and he's engineer qualified. You know what I

1 mean? They don't do that. I mean, he does. And so, Cabrera's a
2 rock star. So I'll stick by it. Yeah.

3 Q. Great. And I appreciate that.

4 And then you've talked a few times about your role as the
5 Command Duty [REDACTED] and the Officer of the Day, and interactions
6 with Sector. Can you explain how that relationship works to me?

7 A. I usually, I do not interact with Sector unless the SAR
8 Mission Controller wants to speak to me directly about something,
9 or, you know, Stations and Sectors sometimes don't play well in
10 the sandbox. So, if the OOD's, you know, if he's got grief about
11 something, or there's a search pattern going over land, and, you
12 know, I'll intervene then and call them. But usually I'll let the
13 OOD communicate with Sector up and down. And then, you know, they
14 give it to me on the side, and we make a decision. So not much.
15 So --

16 Q. Great. Thank you, sir.

17 I don't have no further questions.

18 BY [REDACTED]

19 Q. Good afternoon. This is [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
20 Got numerous questions for you. So if you need a cup of coffee or
21 anything --

22 A. I'm all right, sir.

23 Q. All right.

24 A. Yeah, I'm good.

25 Q. So first question I'll ask you is where you aware that BM3

1 [REDACTED] was on a daytime only restriction as a coxon?

2 A. Yes. Yes, sir.

3 Q. Thank you for that.

4 Second question. You said that on the previous day, when
5 BM-2 [REDACTED] was the coxon on scene, the first contact with the
6 sailing vessel *Vanguard*, you spoke with the OOD. So you were
7 getting briefed from that OOD. Was that the OOD, or was it the
8 break-in OOD, [REDACTED] [REDACTED]

9 A. It was the break-in.

10 Q. So [REDACTED] [REDACTED] was feeding you the information that [REDACTED]
11 saw on scene?

12 A. Yes, sir.

13 Q. Fast forward to -- well, we'll stay on that day. So how long
14 have you been a CDO for?

15 A. Startney (ph.) left, 4 is 5 months is when we started. Maybe
16 6 months. I'm not 100 percent sure. But -- sorry, sir.

17 Q. Go ahead.

18 A. I as the CDO at my previous unit --

19 Q. Correct.

20 A. -- at Fort Pierce.

21 Q. Good point.

22 A. We ran the same program.

23 Q. And how long were you a CDO at Station Fort Pierce for?

24 A. Almost three years. Little different operations, but same
25 CAT (ph.), so --

1 Q. So, again, when -- as the CDO, when would you call the CO?

2 A. In our instruction that we have, there's like 30 different
3 things. But whenever in doubt.

4 Q. Right.

5 A. You know, mishaps, elevated GAR score, injuries to our
6 people, waivers, limitations being reached. All that. I mean,
7 there's a lot of stuff you contact him with.

8 Q. All right. Thank you for that. So you, so the CO was going
9 to be going through surgery. So that Tuesday, he was in
10 preparation for that surgery Wednesday morning.

11 A. Sure.

12 Q. So who was -- was the CO still in command? So you would
13 still have called the CO for everything?

14 A. Yes. Yeah, he was never incapacitated.

15 Q. Incapacitated.

16 A. Except for, I guess, maybe the 30 minutes that he went down
17 for his, whatever he had done.

18 Q. For his procedure.

19 A. Yes, sir.

20 Q. Did that have any bearing in whether you would call him or
21 not call him that first day, the Tuesday? Did you brief the CO at
22 all on Tuesday with your first visit to the sailing vessel
23 *Vanguard*, the second visit to the sailing vessel *Vanguard*. And
24 then, of course, you also had a case where you were looking, you
25 had a life vest. Did you brief him at all on any of those cases?

1 A. No, sir. Usually with these cases, I'll run it. If any of
2 the things come up in this criteria, of course, I'll call him.
3 But -- you know more than anybody. These things run all night.

4 Q. Right.

5 A. When I have the CDO, I can't tell you how much sleep I lose.
6 So usually I'll run the case, and then -- if I can run it by
7 myself. And then in the morning, I like to brief him.

8 So, if Wednesday morning, he would have been briefed.

9 Q. So the first day, all of your communications were with the
10 break-in OOD, which is [REDACTED] [REDACTED] Fast forward the second day,
11 which is Wednesday. And you're arguably -- how much sleep did you
12 get the night before?

13 A. Oh, I don't remember. Maybe four hours. I have, my son, he
14 still does the same stuff.

15 Q. Same stuff.

16 A. He gets me up all the time.

17 Q. So did you go to work as normal Wednesday morning? So you
18 showed up at work as normal Wednesday morning.

19 Did anyone hot wash or brief you that Wednesday morning, this
20 is what went down, whether it was the break-in OOD, the OOD? Did
21 you -- I guess I was going to day did you feel like you had the
22 bubble for what was going on, to start, to go into Wednesday?

23 A. I felt like I had the bubble --

24 Q. The whole time?

25 A. Tuesday night.

1 Q. Tuesday night? All right.

2 A. Because I, when I -- I can't really go to sleep until I'm
3 good with everything.

4 Q. Right.

5 A. It can't be doubt. So I felt like I was fine with it Tuesday
6 night.

7 Q. Did the OOD, the break-in OOD give you a picture of, a mental
8 picture of this sailboat, it's condition, you know, did you have a
9 good idea of the condition of that sailboat, the fact that it was
10 aground, heeled over?

11 A. If I remember correctly, I knew it was aground. He might
12 have called it -- and excuse my language. He might have called it
13 a piece of shit. So I knew it wasn't in great condition, so --
14 but, mentally how it's sitting, how was it riding? I wasn't 100
15 percent sure. No, sir.

16 Q. Were you aware it was a 32 footer?

17 A. Um-hum.

18 Q. So fast forward, here, now, we've -- it's Wednesday morning.
19 And what time -- and we had bad storms Wednesday morning. Were
20 you watching the weather?

21 A. Yes, sir. Yeah. That's one of the largest things as a CDO.
22 You know, and I try to watch the weather, project it all the way
23 out, too. Because we're looking at TEC Fall, as well.

24 Q. Right.

25 A. So, I mean, we're trying to, you know, you want to find out

1 that time frame, we had a patrol, well, I'm going to shift it this
2 way because we're going to miss this storm, you know, we're always
3 looking at it.

4 Q. So Wednesday morning, it's a whole new OD.

5 A. Um-hum.

6 Q. And it's a brand new duty section.

7 A. Um-hum.

8 Q. You have a primary boat crew. It's written on the board.
9 You have a secondary boat crew written on the board. Do you
10 recall who that primary and secondary coxons were? Or any of
11 that?

12 A. I don't. Because we shift primary and secondary a lot of
13 times to -- anything comes up, we'll take a person here, there.
14 So I don't. Yeah.

15 Q. That's a great answer.

16 So what time did you call it quits for that day, and you were
17 headed back home to Slidell?

18 A. It wasn't an early day. Maybe 4. I don't know.

19 Q. So 16:00.

20 A. Little bit after 3, sometime maybe.

21 Q. Between 15:00 and 16:00.

22 A. Um-hum.

23 Q. So you're headed back to the house.

24 A. I got the call when I was going over the twin span.

25 Q. So you could -- and what was the weather like at that time,

1 when you were crossing the twin span?

2 A. The sun just poked. So that first front was moved out. And
3 it was okay.

4 Q. Right.

5 A. All right.

6 Q. Could you see the sailboat? I mean, I guess if you'd have --
7 if you were in a large truck, you probably could have seen the
8 sailboat against the --

9 A. You probably could have seen it. I wasn't looking. I was
10 focused on driving.

11 Q. Fair question.

12 A. It, the drivers here --

13 Q. Very fair question. So you were going across the twin span,
14 and you're trying to drive, and you talk to who? Did you talk to
15 the break-in OOD?

16 A. Talked to the break-in. Yes.

17 Q. So say it's 16:00. How many hours of light have you got
18 left?

19 A. Until sunset?

20 Q. Correct.

21 A. Like 3½.

22 Q. And then you said you were aware that BM3 [REDACTED] was a
23 daytime only coxon. And that's good, in my opinion is a fairly
24 routine, you got a brand new coxon like that.

25 A. You try to, you know, new coxons --

1 Q. Set them up for success.

2 A. You try to pick their cases. You truly can't put them on
3 primary, because, you know, if you get the case --

4 Q. Right.

5 A. -- you have to adjust it. So --

6 Q. I completely agree.

7 So you discussed with BM3 [REDACTED] who should respond to this
8 case, and who should be on that crew. And then you were also
9 thinking -- you know, we always talk about having a plan -- this
10 is the original, this is what the mission's supposed to be. But
11 there's a plan B, a plan C. This could turn in to a tow. So you
12 set her up for success with arguably the A team. Okay.

13 A. That's what I felt.

14 Q. Right. Understood.

15 So now you've told [REDACTED] that you would like to, that
16 [REDACTED] going to launch. And we're going to trailer to --
17 did the trailer to?

18 A. Rigolets.

19 Q. Rigolets.

20 A. Yes.

21 Q. So they trailer to Rigolets. And does the OOD call you and
22 say this is the GAR score?

23 A. Um-hum.

24 Q. And do you recall what that GAR score was?

25 A. 21, it was green.

1 Q. Highest was what? Environment? Or you don't remember what
2 the highest category was?

3 A. I was concerned about that. But I really wanted to know the
4 weather.

5 Q. Right.

6 A. Because if she would have got there, and, you know, you're
7 looking on the radar, you're looking at thing. I'm insulated.
8 I'm feeling it out, you know. If she would have got there, and
9 the weather, for some reason, would have turned, I wouldn't have
10 let her get underway. In my I already projected that. I almost
11 sent the 45 around. But I wanted to give her the opportunity to
12 get this boat and get this case.

13 Q. So another question concerned cell phone use. Have you ever
14 contacted the -- as the CDO, contacted the coxon to get an on
15 scene assessment of what's going on?

16 A. Yes.

17 Q. You're at home, you have that coxon's cell phone number, you
18 don't have access to VHF radio, so you would call them on the call
19 phone, as long as they're not driving.

20 A. Absolutely.

21 Q. And then you would get a --

22 A. Better picture.

23 Q. This is when I got a better picture.

24 A. Because once you start filtering, you know, like the game
25 where you whisper something in someone's ear, it goes all the way

1 around --

2 Q. Oh, yeah.

3 A. -- it gets distorted. Sometimes it's better to talk right at
4 the coxon. I didn't do it that day, though.

5 Q. That's -- but you have done it in the past. It is an
6 effective tool?

7 A. Very effective.

8 Q. In that kind of scenario. Okay. At any time during that
9 case -- so you get the call from BM3 O'Connor, she's going to --
10 you've agreed on the crew, you're going to launch, and you
11 discussed the possibility of towing?

12 A. Yes. Yeah, we're projecting out, if we had to tow, where we
13 wanted to take it.

14 Q. All right. That's just --

15 Were you aware of the conditions -- did the OOD call you when
16 the vessel was on scene?

17 A. Yes.

18 Q. And what was relayed to you when the vessel -- okay, boat's
19 here, they're on scene. Boom. Tell me what you were told.

20 A. What I remember was that they were on scene, they verified
21 the boat, it was the boat. And then they got the okay to tow.
22 And I said okay, let's do it.

23 Q. So, okay, so let's back up a little bit. Originally you said
24 that Sector had told you just go out and verify this is the
25 sailboat. So was there any discussion about the sailboat is

1 headed to the Highway 11 or Highway 10 bridge, it's going allide
2 [sic] with the bridge? Did you have any idea that the sailboat
3 was that close to the bridge?

4 A. Not at that time. But I knew where the boat, where they said
5 it was floating at. And it's going to go one way or the other.

6 Q. Right.

7 A. So that's why we had the discussion. And that's not a good
8 place to have a boat floating around --

9 Q. Right.

10 A. -- with all the hardware over there.

11 Q. Right.

12 A. So --

13 Q. And just backtrack again, you were aware that it was how long
14 a boat, how large a boat?

15 A. At the time, they told me 33. So a little bit over, I think.

16 Q. So, 33 foot. Is the 29 foot capable of safely towing the 33
17 foot sailboat in your opinion?

18 A. Absolutely, sir.

19 Q. Great.

20 A. Absolutely. That's why we took the 29. It was a better
21 platform.

22 Q. Good. So vessel's on scene. Was it ever relayed to you the
23 condition of the boat?

24 A. No, sir. Not that day.

25 Q. No one discussed that, hey, this is not going to be a

1 standard tow, that we can't hook up, or do a normal hookup? They
2 never discussed that there was sails in front of the bow sprint,
3 so you couldn't hook up normally?

4 A. No, sir. Yeah. I'm trying my best not to -- I know that
5 now.

6 Q. Right. Right. Exactly.

7 A. Yeah, but, at the time, it was -- we can give them thumbs up,
8 we're going to try to tow it. Great, let me know how it goes.
9 Call me back -- you know. And then I was just waiting and
10 waiting. Then --

11 Q. All right. So you were -- were you given the on scene
12 conditions, so, all right, boat's here, they're on scene, what's
13 going on in your mind?

14 A. I don't remember them changing anything with the conditions.
15 If they said anything, would have been the conditions are the
16 same. So at that time, the conditions should have been the same.

17 Q. Were you ever concerned that the boat might be taking on
18 water because it was --

19 A. Raining?

20 Q. -- hard aground the other day, I mean, it was listing over on
21 its side? I mean, it was heeled over pretty good, apparently?

22 A. Yes, sir. You know, of course, you know, that's something
23 you think about. Especially you think about it now. With all the
24 rain, I was thinking about how the rain maybe could have filled it
25 up a little bit But if the boat was listing hard to one side or

1 the other. Initially, when she was on scene it was coxon, you
2 know, you want to look at the boat before you touch it.

3 Q. Right.

4 A. And if it was listing or acting in a way that it was taking
5 on water, I feel they would have told me. So --

6 Q. Right.

7 A. So I can't say what she saw. But it seemed that it was all
8 there.

9 Q. And BM3 [REDACTED] was the break-in OOD, and you were
10 communicating with her. Your assumption that the OOD was standing
11 by her?

12 A. He was right beside her. Yeah, I can hear Spellman. I mean,
13 they ran everything together.

14 Q. Right. Well, that's perfect. That's perfect

15 Were you under the impression that there was some immediacy
16 to tow this vessel? I mean, did you feel pressured in any way
17 that you got to take this vessel in tow? Or do you think -- did
18 you imply to the OOD that maybe it trickled down to the coxon
19 that you got to tow this boat?

20 A. None of that got down. So there was no pressure that we had
21 to tow. You know, because it was very distinct, they wanted us to
22 verify the boat. You know. I'm thinking in my head why are we
23 verifying it? It's a vessel adrift, and it's near a bridge. No
24 matter what boat it is, you know, we need to get it -- this is in
25 my head, thinking.

1 Q. Right. No, that's perfect.

2 A. So it, there was no pressure on the coxon. The coxon knew
3 I'm just going to check the boat out. And as a coxon you also
4 know I might have to tow thing as well. So there should be no,
5 there's no pressure from my end.

6 Q. Were you on the check rides with BM3 [REDACTED] for her
7 coxon?

8 A. I was not, sir.

9 Q. Have you been on her check rides for crew?

10 A. I've been underway with her. But I wasn't on any of the
11 check rides. I kind of stay away from the check rides. I'm the
12 First [REDACTED]

13 Q. Right. And they --

14 A. There's a pressure.

15 Q. -- and [REDACTED] would work directly for you?

16 A. Well, she did work for me. She just got transferred to
17 training last week. So she actually works under BM1 DeSilva now.

18 [REDACTED] I don't have any further questions right now.

19 If someone wants to go next, I'm --

20 BY MR. WISNIEWSKI:

21 Q. Sure. Luke, NTSB.

22 You indicated, you know, you were kind of tired, based on all
23 the responsibility of the CDO. Did you fill out a work rest, or
24 anything, 72-hour profile or anything?

25 A. No, sir.

1 Q. 96? No one's asked you for that?

2 A. No, sir. If I felt that sleep was hindering me in any way
3 where I couldn't do my job, or I couldn't come in, the CO's very,
4 very flexible. I just would have called him and said, sir, you
5 know, I need to get some rest. When he was here, he did the same
6 thing. If you need it, you get it. There's absolutely no
7 pressure in coming in. I felt coming in. If I needed it, I would
8 have called and just told the CO I'll be in at 10 or 11, and so --

9 Q. No, thanks for clarifying that.

10 A. Yes, sir.

11 Q. So, I'm still trying to understand, and this goes back to the
12 day before, with the coxon and his assessment of the vessel going
13 out there and taking the crew off. And what information, you
14 know, was relayed to you, either from the OOD or the break-in
15 regarding that, that whole evolution? I'm trying to -- I guess
16 I'm still not clear in that. So I'm just -- I don't have a
17 question, really, to formulate. But I'm just trying to -- help me
18 understand what you knew about that vessel from the previous day,
19 that you had run in the back of your mind, because you realized,
20 okay, this is the same vessel from the day before.

21 A. So what I knew on the first day?

22 Q. Yes.

23 A. Well, like I said, there was a couple things going on.
24 Because a life jacket was -- you know, that was the exact same
25 time. All this happened together.

1 So the two boats went out to the Rigolets for training. Then
2 we got the call that that boat ran aground, and Sector wanted us
3 to go query the boat. We're already heading that way. Great.

4 That's when we found the life jacket. So we sent that up,
5 and now they're processing that, as well.

6 And so we checked the boat, we got on scene, I got the call
7 back that the people don't want to come off the boat. Fine.
8 There's nothing we can do. They're refusing to come off. You
9 know, we're done.

10 So then, Sector good, done. And then we peeled off from
11 that, and then we started our search patters for the life jacket
12 in the water.

13 After doing all that, later on in the night, all the boats
14 come back, that boat called the Sector back. I guess it might
15 have got rougher. They felt like they needed to come off the boat
16 now. So that's when we packed everybody back up, went back out
17 there, took them off the boat. And then brought them over to the
18 dock. And then that was the end of that sortie.

19 So other than that, I don't, I mean, I have nothing else with
20 that.

21 Q. Were you involved with any of the discussion, do we tow those
22 boat, what are we doing with this boat?

23 A. I'm involved in all discussions, I guess. But we never
24 discussed towing it. And I wasn't going to pull it off. So there
25 was no discussions to tow it then, you know, because we got other

1 stuff going on.

2 Q. Sure.

3 A. So they're aground. My main, as the CDO, the main thing I
4 care about is you guys come with me, you know, let's get you to
5 safe haven. I care about the people. The boat aground is
6 something that we can figure out later, which the guy did -- I
7 mean, this is Sector to the OD to me, said that he was going to
8 get commercial salvage to get his boat first thing in the morning.
9 Fine. I just care about the people. People safe? Good.

10 But then, okay, we've got this other thing we're working on,
11 too. We got this other case. So that's kind of my thought
12 process with them that night.

13 Q. Understood. I was just bringing this up again because the
14 coxon brought up to us that there was no way that he would be
15 towing that vessel in the condition that it was in. And I just
16 wanted to see how that was relayed, or if that made it to you at
17 all.

18 A. It might have made it to me, the story --

19 Q. Or to the OOD.

20 A. Yeah, but --

21 Q. In your discussions.

22 A. I'll lose some things in my head. It could have been, and I
23 just don't remember.

24 Q. No, that, fair enough. I just want to -- that's all I have.

25 MR. WISNIEWSKI: Go around again.

1 BY [REDACTED]

2 Q. This is [REDACTED] [REDACTED] [REDACTED] [REDACTED] again.

3 Mike, so when the boat got on scene, was there ever any
4 updated GAR score or anything for that? Did you prompt the OOD,
5 hey, you know, I -- what's going on, where's the crew at? Where's
6 this brand new coxon, where is she at mentally?

7 A. There wasn't. I can't speak for her. But, you know, just me
8 speaking out loud, I don't think anything changed as she got
9 there. Maybe it should have.

10 Now, at the time, I don't know how the, I don't know about
11 the mast being down, and them not being able to hook it on the
12 bow. That should have prompted an updated GAR score. But, me, as
13 the CDO, I didn't know. I didn't know to prompt it, because
14 everything's peachy, we're going to try to tow this boat. You
15 know, so, no, I didn't prompt an updated GAR score.

16 Q. Was there ever any discussion between you and Shannon, BM3
17 O'Connor, that hey, this coxon is a daytime flyer only, she has a
18 limitation. And then we only have three hours' worth of light,
19 and it's going to take an hour to an hour and a half to get to the
20 Rigolets, so you're only going to have an hour of usable light.
21 Did you discuss that when you --

22 What I'm getting at is was, so it was pointed out that
23 [REDACTED] didn't really work a lot with [REDACTED]

24 A. Yeah.

25 Q. So she had only just -- so the brand new coxon, boom, going

1 into a brand new section, working with a new, or a break-in OOD,
2 [REDACTED] admitted that she had not worked with [REDACTED] --

3 A. Um-hum.

4 Q. -- and that's, I'm just wondering if it was articulated
5 either by you or by the CO or by the Training Petty [REDACTED] if
6 [REDACTED] was a daytime only coxon, and if that would have
7 changed the calculus, so to speak.

8 A. We talked about it initially. And I was doing the math in my
9 car. Okay. She had time to do this. Because, like I said
10 earlier, these cases, not what happened, on paper, initially, when
11 you're looking at it, these cases are sometimes hard to get for
12 new coxons. So, you know, you're thinking, okay, seems like a
13 simple case, good first case for her.

14 Q. Right.

15 A. She's a daytime coxon, one, two, three, four, okay, she has
16 time. Let's do it.

17 Q. Good.

18 A. So, I meant, that was my thought process.

19 Q. Yeah. And I'm just trying to get in your head and figure out
20 what information you had available to you, what information that
21 you and the break-in OOD, because there's a lot of break-ins here.

22 A. Um-hum.

23 Q. And sometimes that gets, I mean, there's a break-in from the
24 day before on the OOD side. There's a break-in on that day. So
25 when you add break-ins, you're --

1 A. You're add --

2 Q. -- it starts to, you're like, oh, my gosh, where are we? So,
3 and you're the one that -- all the information is coming to you.

4 A. Um-hum.

5 Q. And at the end of the day, you're making that decision to
6 launch. And I just want to make sure that all this data was
7 getting dumped on you.

8 [REDACTED] [REDACTED] Can we --

9 MR. WISNIEWSKI: Have a discussion?

10 [REDACTED] [REDACTED] Yes, please.

11 MR. WISNIEWSKI: Okay. We'll take a brief pause here.

12 (Off the record.)

13 (On the record.)

14 MR. WISNIEWSKI: The time is 2:57. We're reconvening the
15 interview with the CDO.

16 BY [REDACTED] [REDACTED]

17 Q. And this is [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] again.

18 So BM1, I just, for the record, again, I want to discuss cell
19 phone use. You said that in the past you have used cell phone,
20 you've called, talked directly to the coxon?

21 A. Yes, sir.

22 Q. To get a better feel for what the coxon's -- what's going
23 through the coxon's mind?

24 A. Um-hum.

25 Q. Did you do that in this case?

1 A. I did not, sir.

2 Q. Why? Why not?

3 A. Because leading into that situation, and to the last phone
4 call I got before the incident, there was no reason for me to talk
5 to the coxon. Everything was looked at, weather, daylight, GAR
6 was good, on scene weather was good for me as a CDO sitting. So
7 it wasn't a prompted situation where I would talk to the coxon.

8 Usually when I'm doing that, it's, I mean, it's a more
9 adverse, you know, this turned out to be adverse, but a situation
10 that I would be more comfortable kind of going through risk
11 assessment, you know, their idea, what are you thinking about
12 doing. Well, have you thought about this. It didn't feel like
13 the time to call the coxon.

14 Q. In listening to, or talking with the OOD, the break-in OOD,
15 we were under the impression that this mission was solely to --
16 for the boat crew to go out, identify, take a picture, and report
17 back. That that was going to be the mission.

18 A. Um-hum.

19 Q. The GAR was done, 21, for that particular mission.

20 Boat gets on scene. Would you have expected a phone call
21 from the OOD, because the OOD was under the impression it was just
22 to go take a picture and verify. Would the OOD have called you
23 for permission to take the boat in tow because it was a -- at this
24 time, it's not distress. It's a salvage situation, correct?

25 A. It is.

1 Q. It is. So would your expectation been that the OOD would
2 have called you and said BM1, boat's on scene, GAR is, weather is,
3 requesting permission to take boat in tow? Would -- was that an
4 expectation?

5 A. Yes. And they called me before the tow. And Sector gave us
6 the thumbs up to tow. Because, you know, their tasking was, you
7 know, to identify that this was the boat. So within me and BM3s
8 conversation, basically I gave her the, okay, I'm good, too.
9 Let's do it. So that conversation did happen, where I was good
10 with the two. The Sector was good with the tow. All right.
11 Let's make it happen.

12 And as far as [REDACTED] I wish I knew every fact so I can tell
13 you guys everything properly. She might have had the
14 understanding that here could be a tow. There's a possibility
15 that was into her GAR score. Because I see which direction you're
16 going, if her mindset was I'm just checking it. And then,
17 obviously, if the story changed, the GAR should have changed. So
18 she might have been at an understanding that there could have been
19 a tow, and that that went into her GAR score. So, you know, I
20 mean, looking back, I could, you know, do 100 different things
21 differently, so that might be the reason she didn't re-GAR.

22 And that's the reason that -- I wasn't thinking of a re-GAR.
23 Because it was all being talked about. So, you know.

24 Q. Based on your experience at Station New Orleans, and based on
25 your past experience as coxon at Station New Orleans, and as the

1 CDO at Station New Orleans, do you feel like an environment
2 existed where if the coxon did not feel comfortable, that that
3 coxon would have said I don't feel comfortable with this tow, and
4 I'm not going to do it?

5 A. Absolutely. Yeah. Especially being new. We promote, if
6 this is out of your wheelhouse, people can openly speak. You
7 know, just how she told me, you know, when I got there, she's like
8 I'm not driving the boat. I can't do it. And this is exactly,
9 okay, fine. I got it. I'll drive it. Good to go.

10 And that's what, you know I would feel that's would be with
11 any situation. Especially in non-distress. Of course we promote
12 that. So, absolutely. There's no feeling of repercussion if I
13 don't do this.

14 [REDACTED] [REDACTED] No further questions from me at this time.

15 BY MR. WISNIEWSKI:

16 Q. Luke, NTSB. Just looking through the Station New Orleans,
17 this is Station New Orleans, and the header has it as 16114, and
18 it lays out the command notification requirements that you spoke
19 of earlier, you know, when in doubt. And there's a lot of things
20 that, you know, the CO wants to be notified. And I just want to
21 hone in on one that has laid out as far as -- in the event that
22 there's a conflict between the tasking received from the Sector
23 Command Center, or the OOD, or the coxon that's deemed safe.

24 And just to clarify, like there was no time that there was
25 anything unsafe reported back to you or from the coxon regarding

1 this evolution?

2 A. No, sir. No. The thing that I was the most concerned about
3 was the weather. And I was watching that really hard on my phone.
4 So -- CDO point of view, I never felt like anything was unsafe.
5 So --

6 Q. So you said you were watching the weather. So how does the
7 OOD, yourself, did anyone relay back information as far as the
8 existing weather conditions as they were unfolding to the coxon?
9 Or because they have the weather onboard, and they have ability to
10 see, you know -- I'm just trying to understand, you know, should
11 that question be raised. Or how information regarding weather, if
12 you see something ashore, as the OOD or the CDO, from your home --

13 A. Yeah that works up and down.

14 Q. Can you just go through --

15 A. Vigorously.

16 Q. Like how would that be discussed?

17 A. So coxons, and if you put yourself in a coxon mindset, you
18 want to be prepared. That's why you check the boat checks in the
19 morning. If I'm primary, or any coxon, checking the weather.

20 So if I see something as a COD, anything that I don't like
21 all the way down, I'll call the OOD, and then, you know, it makes
22 its way all the way down to the bottom. The coxon might see
23 something, you know, it comes all the way up. And they're really
24 good about checking weather before they go. And the OOD's always
25 all over, you know, checking everything. And me, as the CDO, you

1 know, I'm always checking it. Because now I'm in charge, you
2 know, I got to be 100 percent.

3 So from the bottom to the top, everybody's involved in the
4 checking the weather, so --

5 Q. And I guess one of the final ones I just have, as far as your
6 level of confidence and comfort with making this decision.

7 Obviously, the CO was out on medical. And did you feel
8 comfortable going back to the Sector if you had to make, if you
9 needed their input or discussion?

10 A. I feel fully comfortable talking to anybody at Sector about
11 decision that I'm going to make or about to make. I'm 100 percent
12 confident that I can make any decision, and that I can talk to
13 anybody over there. Absolutely.

14 MR. WISNIEWSKI: Great. That's all I have. Thank you.

15 [REDACTED] [REDACTED] No further question.

16 BY [REDACTED] [REDACTED]

17 Q. This is [REDACTED] [REDACTED] [REDACTED] again. Just a couple short ones.
18 During this situation on Wednesday, did it ever occur to you, did
19 you ever hesitate to call the CO because you knew he'd just gone
20 through a surgical procedure?

21 A. No, sir. Not at all. Because -- yeah, I always call and
22 text him.

23 Q. Thank you.

24 A. No problem for that.

25 Q. Let's talk about weather, again. Weather may or may not have

1 played a big factor in this. But weather was changing, dynamic,
2 very dynamic, and it was changing fast.

3 What tools does the coxon have to know that there's a cell
4 inbound, and the weather's going to change within five minutes,
5 other than just visually looking at the horizon?

6 A. There's small tools on the boat that you can use. But to
7 project out, the coxon, the OOD, the CDO, I mean, it sounds dumb,
8 but we all have the weathers aps and stuff on our phone. And
9 we're always checking it. And then, you know, we use NOAA. You
10 know, the COMS is hourly checking it. So the coxon has a lot of
11 resources available to check the projected weather.

12 Q. To your knowledge, was there ever any pan-pan, any
13 information broadcast over VHF from the Sector of this impending
14 weather change? We'd already been through one cell. We knew
15 another one was on the way.

16 A. I'm not near the radios -- I didn't -- so I can't speak if
17 they were doing it or not, so --

18 [REDACTED] No further questions for me.

19 MR. WISNIEWSKI: Okay. Thank you.

20 BY MR. WISNIEWSKI:

21 Q. Before we conclude, is there anything you'd like to change or
22 add to your discussion here today?

23 A. No, sir.

24 Q. I know we talked about as far as, do you have any suggestions
25 for like how to prevent this reoccurrence? I know you've talked

1 with a lot of your colleagues, now, and you said there's 100
2 things you would have changed. But, really, like what do you
3 think would help -- you know, I still understand we're in the fact
4 finding stage. But we're --

5 A. (Indiscernible), yeah.

6 Q. Yeah, we're after more, you know, just your thoughts on it.
7 You're the first hand.

8 A. And, you know, of course, I could speak a little bit better
9 on it if I had everything. But just from what I heard, there
10 could have been a couple things that would have prevented this.

11 The following up to, between the Sector and the boat owner to
12 get that boat salvaged. If that would have happened, this case
13 wouldn't have happened.

14 As far as she's concerned, underway, maybe me -- maybe me
15 prompting a GAR. But I didn't see the need to do so. I felt like
16 we were in the same mission. I felt like, you know, she had a
17 good crew.

18 Me, as a CDO, on my end, I made all the right decisions. I
19 mean, now, I wish I would have sent somebody else, or took a 45,
20 or something different. But during the time, and the information
21 that I had, there's nothing else I could have done.

22 Just, maybe if the boat was salvaged, then the whole thing
23 wouldn't have existed. But that's all I really got.

24 MR. WISNIEWSKI: Okay.

25 Go around, anything, anyone else? No.

1 [REDACTED] [REDACTED] Nothing further.

2 MR. WISNIEWSKI: All right. Well, thank you.

3 This will conclude the interview. The time is 3:10 p.m.

4 (Whereupon, at 3:10 p.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 [REDACTED] [REDACTED]

ACCIDENT NO.: DCA17PM012

PLACE: New Orleans, Louisiana

DATE: May 10, 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.

Karen Coen Brooks
Transcriber