

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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DUKW 34 AND M/V CARIBBEAN SEA

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Docket No.: DCA-10-MM-025

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Telephonic Interview of: JAMES MICHAEL FORSYTH

Conference Room
Sector Delaware Bay
United States Coast Guard
Philadelphia, Pennsylvania

Sunday
July 11, 2010

The above-captioned matter convened, pursuant to notice,
at 3:33 p.m.

BEFORE: LIAM LARUE
Accident Investigator

APPEARANCES:

LIAM LARUE, Accident Investigator
National Transportation Safety Board
Office of Marine Safety
490 L'Enfant Plaza East, S.W.
Washington, D.C. 20594
(202) 314-6000

JOHN LAWRENCE, Vice President
Health, Safety, Quality and Environment
K-Sea Transportation

BILL GATLEY
Ride the Ducks Philadelphia

RICHARD GLADISH, Chief Warrant Officer
United States Coast Guard

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I N T E R V I E W

(3:33 p.m.)

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3 MR. LARUE: It is about 3:33 in the afternoon on Sunday,
4 July 11th. This is Liam LaRue from NTSB. I'm here to talk -- at
5 Sector Delaware Bay. We're going to talk to Mr. -- Captain?
6 Captain Mike Forsyth?

7 MR. FORSYTH: Well, I have a license that says master
8 1600 gross tons and master of towing vessels, but I'm currently
9 employed as chief mate on the ATV Stephen Rienauer.

10 MR. LARUE: Okay. And I'll have everybody else in the
11 room identify themselves.

12 MR. LAWRENCE: Captain John Lawrence from K-Sea
13 Transportation.

14 MR. GLADISH: Chief Warrant Officer Rick Gladish, U.S.
15 Coast Guard here in Philadelphia, on Casualty Investigations
16 Office.

17 MR. GATLEY: Bill Gatley with Ride the Ducks.

18 MR. LARUE: Great.

INTERVIEW OF JAMES MICHAEL FORSYTH

20 BY MR. LARUE:

21 Q. And Mike, can I have you spell your last name, please,
22 so we have it for the record?

23 A. Sure. It's F-O-R-S-Y-T-H. The full name is James
24 Michael Forsyth.

25 Q. Okay. And can I get your age too, please?

1 A. Age 57.

2 Q. Great. And I understand you were -- were you on the tug
3 on the day of the accident?

4 A. I was on the tug Stephen Rienauer. I was on the 12 to 6
5 watch in the afternoon and we were standing by, tied up at the
6 dock at the Sun Oil terminal at Girard Point on the Schuylkill
7 River.

8 Q. And how far away is that from the accident site?

9 A. Straight line distance is approximately four miles,
10 maybe a little more.

11 Q. Great. And if you don't mind, just maybe just walk us
12 through what you heard, what you saw from that day?

13 A. Sure. I happened to see the Caribbean Sea leave the
14 Schuylkill River with the barge Resource alongside, and I heard
15 them make a security call on channel 13 while they were still in
16 the Schuylkill River. Sometime later I had -- I still had one of
17 the wheelhouse radios on channel 13 and I heard a call that went
18 substantially as follows: Northbound tug with the barge, this is
19 the DUKW boat below the Ben Franklin Bridge. We have engine
20 problems. We're broken down. We're anchored. We cannot get out
21 of the way. And then maybe, maybe a minute later, shortly,
22 shortly after that, I heard pretty much the same thing repeated,
23 again, calling the northbound tug with the barge.

24 Then shortly after that I heard a different station. It
25 was a different voice and the signal sounded stronger and this

1 station, I heard him say, northbound tug with the barge, that DUKW
2 boat is trying to call you. He says he's broken down. He's
3 anchored. He can't get out of the way. Then after that I heard
4 like a partial transmission, and I'm not sure if it was the DUKW
5 boat or a different station, but I heard somebody say, northbound
6 tug with the barge, and then it was broken off. Then I, I didn't
7 hear anything further from, from the DUKW boat and I didn't hear
8 anything at all that I would identify as coming from the Caribbean
9 Sea.

10 Q. Okay. So the first call you heard, something to the
11 effect of northbound tug with barge, this is DUKW boat south of
12 the Ben Franklin Bridge and we have engine troubles, anchored and
13 can't move. Does that sound about right?

14 A. Right. Right.

15 Q. Okay. And then about a minute later you heard the same
16 thing?

17 A. Right. Pretty much the same thing.

18 Q. And those were -- you said those were on channel 13?
19 How do you know it was on 13?

20 A. I heard -- well, I had one wheelhouse radio on channel
21 80, which is a company channel in case somebody on our barge
22 wanted to call me on the tug for some reason, and I had the other
23 wheelhouse radio on channel 13, and this -- I -- one radio is
24 towards one side and the other one is towards the other and once I
25 started listening I could, I could hear which radio it was coming

1 from. Plus, you just wouldn't get that traffic on channel 80.
2 That's bridge-to-bridge traffic which would be on 13.

3 Q. Did you have another -- did you have a radio monitoring
4 16 as well?

5 A. No. I wasn't monitoring 16. We were tied up at the
6 dock --

7 Q. Okay. So it sounded like that was two calls from the
8 DUKW and then you said that --

9 A. Two calls, maybe, maybe a third that the last call that
10 I heard, I'm not, I'm not sure if that came from the DUKW or
11 another, another station, but two definitely from the DUKW, one
12 from somebody else saying the DUKW is calling you.

13 Q. Okay. Do you remember anything else that -- what was
14 said on the -- on that call from somebody else?

15 A. No. That's really it.

16 Q. Just trying, just trying to get the exact wording down,
17 if you remember.

18 A. Sure.

19 Q. And did you, did you see -- when they went by you, could
20 you see anybody on the tug?

21 A. I could see there was somebody in the wheelhouse.

22 Q. Which wheelhouse? Is that the main wheelhouse or the
23 upper wheelhouse?

24 A. You know, I think it was the upper wheelhouse.

25 Q. Okay.

1 A. I didn't pay a lot of attention to them when they went
2 by, other than that I had heard them on 13 and I kind of keep my
3 ear open for traffic at the Schuylkill River because if --
4 sometimes if somebody's coming into the berth immediately down
5 river, whereas I might have to move the tug to give them, to give
6 them some room to land there, so I heard it call somebody in the
7 Schuylkill River and I -- that just, that just got my -- sort of
8 got my attention and I saw it was somebody going out, not somebody
9 who would be coming into our berth. I didn't really pay that
10 much, much attention until, you know, after, after I had heard
11 that it was a -- you know, a sludge barge on the (indiscernible)
12 much later on.

13 Q. Okay. Great. That's all the questions I've got. I'll
14 see if anybody else has any.

15 BY MR. LAWRENCE:

16 Q. Yeah, Captain, this is John Lawrence. You said when you
17 heard the -- basically you said you heard the security call from
18 the Caribbean Sea on channel 13?

19 A. Yes.

20 Q. And that was on channel --

21 A. Right.

22 Q. That was on channel 13 that you heard them broadcast
23 that?

24 A. Right. I heard him on 13 while he was still on the
25 Schuylkill River.

1 Q. Okay. Okay. That's the only question I have for you,
2 Captain. Thank you.

3 A. Sure.

4 MR. GATLEY: I have no questions from Ride the Ducks.

5 BY MR. LARUE:

6 Q. All right. I think that's all the questions we got,
7 so -- and unless there's anything else you can think of that might
8 be important that you hadn't said already?

9 A. I think that covers it.

10 Q. Okay. Actually, we've got one question.

11 BY CWO GLADISH:

12 Q. Sir, this is Chief Officer Gladish with the Coast Guard.
13 I know Mr. LaRue asked you the question about what wheelhouse
14 that -- and you said you weren't sure?

15 A. Yeah. You know, I couldn't swear to it at this point.

16 Q. Were you -- how far were you from it -- the vessel when
17 you saw it transiting by you?

18 A. They were pretty much mid-channel in the Schuylkill,
19 maybe 150 feet, something like that. Within 200 feet, I'd say.

20 Q. Very good.

21 MR. LaRUE: All right. Well, thank you very much for
22 your time. I'm going to turn off the recorder now. You're okay
23 with us recording this?

24 MR. FORSYTH: Yeah.

25 MR. LaRUE: Okay.

1 MR. FORSYTH: Yeah, that's fine.

2 MR. LaRUE: Thank you.

3 (Whereupon, 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: DUKW 34 AND M/V CARIBBEAN SEA
 Telephonic Interview of
 James Michael Forsyth

DOCKET NUMBER: DCA-10-MM-025

PLACE: Philadelphia, Pennsylvania

DATE: July 11, 2010

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been compared to
the recording accomplished at the hearing.

Susan Ueberroth
Transcriber