

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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M/V *CONTI PERIDOT* COLLISION WITH

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THE M/T *CARLA MAERSK* IN THE

*

HOUSTON SHIP CHANNEL

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MARCH 9, 2015

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Docket No.: DCA-15-MM-017

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Interview of: ROLDAN LUZANO OLMEDO

Houston, Texas

Wednesday,

March 18, 2015

The above-captioned matter convened, pursuant to notice.

BEFORE: ROB JONES

Senior Marine Accident Investigator

APPEARANCES:

ROB JONES, Senior Marine Investigator
Deck Operations Group Chairman
National Transportation Safety Board

CARRIE BELL, Marine Accident Investigator
National Transportation Safety Board

[REDACTED]
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MIKE USHER
Board of Pilot Commissioners for
Harris County Ports

MIKE MORRIS
Houston Pilots Association

NICK KOTSOVOLOS, Senior Marine Superintendent
Maersk Tankers

MADS NIELSON, Maritime Accident Investigator, DMAIB
THOMAS DAVIDSEN, Maritime Accident Investigator, DMAIB
(On behalf of the Maersk-Denmark Flag State)

DAVID BETTS
(On behalf of *Conti Peridot*-Liberia Flag)

JAMES BAILEY, Attorney
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(On behalf of *Carla Maersk*)

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MR. JONES: This is Rob Jones with the National Transportation Safety Board, group chairman for the Deck Operations, and we're investigating the *Carla Maersk* and *Conti Peridot* collision, which occurred on March 9. Today is the 18th of March, and we're aboard the *Carla Maersk* interviewing the Helmsman Article Number 16, and we'll get a spelling for that later. With me today is:

MS. BELL: Carrie Bell, NTSB.

MR. KOTSOVOLOS: Nick Kotsovolos, Maersk Tankers.

MR. DAVIDSEN: Thomas Davidsen, Danish Maritime Accident Investigation Board.

MR. NIELSON: My name is Mads. I'm a colleague of Thomas.

MR. OLMEDO: My name Roldan Olmedo, able-bodied seaman on *Carla Maersk*.

MR. BAILEY: James Bailey, attorney for the *Carla Maersk*.

MR. MORRIS: Mike Morris, Houston Pilots.

MR. USHER: Mike Usher, Board of Pilot Commissioners for Harris County Ports.

MR. BETTS: David Betts, Liberian Ship Registry.

1 MR. JONES: Okay, we're all on -- Rob Jones again.

2 INTERVIEW OF ROLDAN LUZANO OLMEDO

3 BY MR. JONES:

4 Q. Could you tell me a little bit about your, just your
5 maritime background? How long you've been sailing?

6 A. Yeah, I just sail around in -- 11 years. So I just
7 couple of years already as a experience as a able-bodied seaman is
8 around 6 years ago.

9 Q. Okay, and you got your AB's papers from the Philippines?

10 A. Yeah.

11 Q. Okay.

12 A. Yes, sir.

13 Q. And have you been with this company for a while, *Maersk*?

14 A. I've been here since 2011.

15 Q. And how about aboard this ship? How long have you been
16 on this ship?

17 A. This ship, aboard almost 4 months this time.

18 Q. Is this the first time on this ship, or have you been on
19 here before?

20 A. No, first time this year.

21 Q. First time. Okay. And so you've been AB the entire
22 time on board, for 4 months?

23 A. Yeah, yeah.

24 Q. And you've steered before, in and out of port and rivers
25 and channels?

1 A. Yeah, yeah.

2 Q. Okay. How does this ship steer?

3 A. It steers good. It's nothing probably (indiscernible).

4 Q. Okay. So let's go to the morning of the accident or --

5 A. I just --

6 Q. -- the day of the accident. What watch were you on that

7 day?

8 A. I watched 12:00 to 6:00.

9 Q. Twelve to 6:00?

10 A. Yeah.

11 Q. So you would come off watch at 0600 that morning? Were

12 you on --

13 A. Yeah, yeah.

14 Q. -- at the docks?

15 A. Six hundred morning.

16 Q. Okay. What -- so you were on from midnight to 6:00 in

17 the morning?

18 A. Six in the morning, right.

19 Q. And were you loading cargo at the time?

20 A. That time, yeah.

21 Q. Yeah? So you -- then you went to bed?

22 A. Yeah, I just go bed around until 11:00 in the morning.

23 Q. And what time did you go to bed?

24 A. Around 7:00 --

25 Q. Do you eat breakfast?

1 A. -- because I ate --

2 Q. Ate breakfast? And, I'm sorry, what time did you wake
3 up?

4 A. Eleven o'clock in the morning.

5 Q. Okay.

6 A. Because I had to get (indiscernible) first before.

7 Q. All right. And when you came up to watch, just tell me
8 what happened next. You came up on the bridge?

9 A. Yeah, I go on the bridge around 11:55 to relieve my
10 coworkers. (Indiscernible). Then I'm the -- taking the wheel
11 until that happened, so as -- what I heard first, my coworkers
12 (indiscernible) forward, so they report one ship coming
13 (indiscernible) portside. Then this continue again, report again
14 this -- another barge coming in our portside. Then after that,
15 this period of -- they reported also (indiscernible) that one ship
16 coming in our portside. So that's what I heard only. Then after
17 that, and me and she become closer, so it's giving like a turning.
18 Then captain -- I heard captain that, "What happened this ship?
19 It's -- she's turning." Then that's -- pilot give me order to
20 starboard, tell me get to starboard too.

21 Q. Okay, and did the rudder go hard to starboard?

22 A. Yeah. The rudder hard to go to starboard, so that's my
23 last rudder that I've been steering.

24 Q. Okay.

25 A. Hard to starboard. Then the *Peridot*, she hit in our

1 portside.

2 Q. Okay. Before -- how did the -- your coworkers
3 inform -- how did you hear that there were one ship portside? How
4 did you know they were saying that?

5 A. Yeah, because we have radio --

6 Q. Okay.

7 A. -- (indiscernible) by officer.

8 Q. You know what channel that's on?

9 A. Yeah, it's channel 2, I think, in our radio -- ship's
10 radio.

11 Q. Channel -- what channel?

12 A. Channel 2.

13 Q. Two.

14 A. Yeah.

15 Q. Okay. And that's the bow coworkers calling you --
16 calling the bridge?

17 A. No, that -- coworker (indiscernible) standby for work.

18 Q. Standby?

19 A. Yeah, because that visibility is not so --

20 Q. Okay.

21 A. -- good, so -- and most of the time (indiscernible) in
22 case of emergency.

23 Q. When you were up there on the wheel, could you estimate
24 the visibility? Do you know how far you could see?

25 A. I cannot see about how many meters or how many --

1 Q. Okay. When you were steering, when you came up, you
2 relieved the other AB?

3 A. AB, yeah.

4 Q. Okay. Do you have a -- when you relieve, do you talk
5 about it?

6 A. Yeah, hand over about the current or what --

7 Q. Okay. And what did he tell you, anything?

8 A. Yeah, he didn't -- it's okay, the current is still good.
9 And --

10 Q. Okay.

11 A. -- everything is okay. Steering is working.

12 Q. Okay. The pilot was given orders to the previous
13 helmsman (indiscernible)?

14 A. Yeah, pilot is -- he's nice to give orders us.

15 Q. Okay.

16 A. It's nothing probably for me, so --

17 Q. Okay, so now you're up there at 12:00? You can take a
18 drink if you want.

19 A. Yeah, yeah.

20 Q. Okay. So you're up there at 12:00, and now you're
21 following -- you're listening to the pilot.

22 A. Yes, sir.

23 Q. Are you steering courses or just left 20, right 20,
24 star -- port --

25 A. Yeah. Starboard 20, starboard.

1 Q. Were you steering courses at all, like 3-1 or 1-6-2
2 or --

3 A. No, it's giving order only for --

4 Q. Rudder.

5 A. Yeah, rudder.

6 Q. Okay. And when you -- when the pilot gives you that
7 rudder order, you tell the pilot, you respond back to the pilot?

8 A. Yeah, yeah. That's --

9 Q. All right.

10 A. -- normal for us.

11 Q. Okay. And do you look at any meters or dials and see
12 the rudder and make sure it's working okay?

13 A. Yeah, I see the -- because we have a repeater, a rudder
14 repeater on the top so I can see everything is working and the
15 (indiscernible).

16 Q. Okay, so from the time you came up at noontime up to the
17 collision, the rudder did what it was supposed to do?

18 A. Yeah.

19 Q. Okay.

20 A. No problem.

21 Q. All right. The -- when the -- when the standby up
22 forward said the *Conti* -- the ship, one ship portside, did you
23 look up? Could you see the ship?

24 A. Yeah, I can see maybe around two cables or three cables,
25 I can see the ship.

1 Q. Okay, two or three cables?

2 A. Yeah.

3 Q. Is there anything else you can remember while you were
4 steering and --

5 A. No, no. It's -- that's all I can (indiscernible).

6 Q. Could you feel the -- your ship get hit?

7 A. Yeah, could feel this hit, but (indiscernible) --

8 Q. Yeah.

9 A. -- (indiscernible).

10 Q. And --

11 A. But I want -- I don't go anywhere. I stayed in my
12 steering until captain told me that you go down and check
13 everything (indiscernible).

14 Q. Okay. All right, I just want to -- you're up there
15 steering and concentrating on the wheel and listening to the
16 pilot. Where was the pilot standing?

17 A. Pilot is standing beside me because he looks the
18 (indiscernible) radar now is because aside from my (indiscernible)
19 radar so that time is not (indiscernible) poor visibility, so
20 maybe he did it comfortable to look at his -- his small --

21 Q. His computer?

22 A. Yeah, yeah, his computer.

23 Q. Okay.

24 A. And he --

25 Q. And where was his computer?

1 A. It's standing front of me, well --
2 Q. On the windowsill?
3 A. Sorry?
4 Q. Up on the window?
5 A. Yeah, yeah.
6 Q. Okay.
7 A. Front of window.
8 Q. Okay. And --
9 A. So at that time, the visibility's worse, so he come to
10 the radar, and together with his (indiscernible).
11 Q. Okay. And where's the captain?
12 A. Captain is beside, from my right side. And officer
13 also, second officer in my right side also, together window.
14 Q. Okay. By the telegraph?
15 A. Telegraph is -- he's standing with the second officer.
16 Q. Okay. The -- was the captain moving around at all, or
17 just --
18 A. Yeah, he's moving from my back, and that's why he
19 noticed that the ship is -- this *Peridot* is going turn around.
20 Q. All right. Okay, and the last rudder order, you -- when
21 you said hard starboard --
22 A. Yeah.
23 Q. -- before that, were you steering course or no, just
24 giving rudder orders?
25 A. I'm steering course that time, but I cannot remember --

1 Q. Okay. So you went from steady on a certain course; you
2 just don't --

3 A. Yes.

4 Q. -- know the number. So you were steering that yourself.

5 A. Yeah. No -- (indiscernible) pilot that course.

6 Q. But the pilot gave you a number, like 162 or 160? Or
7 just starboard 10, port --

8 A. Yeah, yeah. That's -- starboard.

9 Q. All right. All right, I might have confused you there.
10 Sorry. So the last rudder order, then, you remember before the
11 collision was?

12 A. Hard starboard.

13 Q. Okay. And did you hold it through hard starboard and
14 the collision, and then you had the collision?

15 A. Yeah, I hold the hard starboard until the collision. I
16 stand by (indiscernible) --

17 Q. Okay.

18 A. -- hard starboard.

19 Q. And were there any more rudder orders after that?

20 A. No more rudders.

21 Q. Do you know what the engines were --

22 A. Engine is stop.

23 Q. When you did the hard starboard, do you remember any
24 engine orders before the collision?

25 A. That engine is -- is slow ahead.

1 Q. Okay.

2 A. Then they give -- they give, what you call, it's full
3 ahead.

4 Q. Full ahead? So maybe --

5 A. Yeah, (indiscernible).

6 Q. Okay. Full ahead and hard starboard?

7 A. Yeah, yeah.

8 Q. Around that, if you can remember?

9 A. Uh-huh.

10 Q. Okay.

11 MR. JONES: All right. That's all I have right now.

12 I --

13 UNIDENTIFIED SPEAKER: No questions.

14 BY MR. BETTS:

15 Q. Just one question. Have you been in to Houston many
16 times?

17 A. Houston many times?

18 Q. Yes, have you been here -- is this your first time?

19 A. Yeah, I've been here lots of time.

20 Q. Okay. That's it. Thank you very much.

21 UNIDENTIFIED SPEAKER: No questions.

22 UNIDENTIFIED SPEAKER: No questions.

23 UNIDENTIFIED SPEAKER: No questions.

24 UNIDENTIFIED SPEAKER: No questions.

25 BY MS. BELL:

1 Q. Just one question. You said you got up at 7:00 -- or
2 you went to bed at 7:00 a.m. and you got up at 11:00?

3 A. Yeah.

4 Q. So you got about 4 hours of sleep. Is that typical
5 between watches, to get about that amount of sleep?

6 A. No, it's okay. Four hours or 5 hours sleep, it's okay.

7 Q. That's what you normally get?

8 A. (indiscernible) for going (indiscernible) it's okay.

9 MS. BELL: That's my only question.

10 MR. JONES: Okay. So, well, this is Rob Jones with
11 NTSB.

12 BY MR. JONES:

13 Q. So going back when you're off watch at 6:00 at night,
14 before midnight, do you sleep 4 or 5 hours then too?

15 A. Yeah, yeah.

16 Q. So --

17 A. Five hours.

18 Q. So when you're off watch, you sleep 5 hours in the
19 morning, and when you're off watch, you sleep 5 hours --

20 A. Five hours.

21 Q. -- at night? About?

22 A. Yeah, yeah.

23 Q. Okay. Mr. Betts asked you about, you've been in the
24 Houston Ship Channel before?

25 A. Yes.

1 Q. Have -- and you steered up and down the channel?

2 A. Yes.

3 Q. You've steered when other ships are coming at you?

4 A. Yeah, yeah. Going --

5 Q. Okay. Do you -- is that something you see anywhere
6 else? You see that -- no? Does this ship handle well when the
7 ship goes around other ships when you meet and pass --

8 A. Yeah.

9 Q. -- when you're at -- yeah? No problems?

10 A. No problem.

11 Q. All right.

12 MR. JONES: All right, that's all I have. Appreciate
13 it. This concludes the interview with you. Thank you very much.

14 MR. OLMEDO: Thank you.

15 (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: M/V *CONTI PERIDOT* COLLISION WITH
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PLACE: Houston, Texas

DATE: March 18, 2015

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.

Trevy Thomas
Transcriber