

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: BERNARD RESURRECION CANEDO

Houston, Texas

Thursday,

March 12, 2015

The above-captioned matter convened, pursuant to notice.

BEFORE: ROB JONES

Senior Marine Accident Investigator

APPEARANCES:

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National Transportation Safety Board

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(On behalf of Maersk Tankers)

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1 I N T E R V I E W

MR. JONES: This is Rob Jones, with the National Transportation Safety Board. We're conducting an investigation into the *Carla Maersk* and *Conti Peridot* accident. We're interviewing second officer aboard that vessel right now, and I'll go around the room and everybody introduce themselves.

7. [REDACTED] [REDACTED]

[REDACTED] [REDACTED]

9 DR. STRAUCH: Hi, I'm Barry Strauch with the NTSB.

10 MR. MORRIS: Mike Morris with the Houston Pilots.

11 MR. PULMER: Henning Pulmer, BBG.

12 MR. UNGER: John Unger, Royston & Rayzor.

13 MR. CANEDO: Second officer Bernard Canedo.

14 MR. USHER: Mike Usher on behalf of the Board of Pilot
15 Commissioners for Harris County Ports.

16 MR. BETTS: Captain David Betts, flag state Liberia.

17 MR. ANDERSON: David Anderson, owner's rep for Maersk
18 Tankers.

19 MR. DAVIES: Bruce Davies, Coast Guard Investigations,
20 Houston.

21 [REDACTED] [REDACTED]

[REDACTED] [REDACTED]

23 MR. JONES: Yeah, this is Rob Jones again, with the
24 Transportation Safety Board.

25 INTERVIEW OF BERNARD RESURRECION CANEDO

1 BY MR. JONES:

2 Q. Can I call you Bernard?

3 A. Yes, sir.

4 Q. All right. Can you tell me a little bit about your
5 maritime history, when you started and the ranks you've held and
6 for how long you've been sailing?

7 A. I started as cadet 1999.

8 Q. If you could just talk up a little more for the --

9 A. Okay. I started at 1999 as cadet, and probably in 2002
10 I sailed continuously, so I have more or less seven contract, plus
11 third (indiscernible). Here I have four vessels in previous
12 company.

13 Q. Okay.

14 A. Yeah.

15 Q. When did you receive your first license after you were a
16 cadet in 1999?

17 A. I received my license 2007. 2007, yeah.

18 Q. As a third? Third mate?

19 A. Yes.

20 Q. Okay.

21 A. But actually 2007 I take the board exam, then I pass,
22 then I wait for a little bit, then get my junior third officer.

23 Q. Junior third officer?

24 A. Yeah.

25 Q. So from 1999 till 2007 you were a cadet?

1 A. No.

2 Q. Okay. Well --

3 A. 1999 I was a cadet.

4 Q. Right.

5 A. And when I go back to school, then continues for 2

6 years, then after 2 years I graduated 2002 continuously, then I

7 (indiscernible) first then to OS, then --

8 Q. So you went to OS?

9 A. Yeah.

10 Q. All right. So you sailed unlicensed for a while?

11 A. Yeah. Yes, sir.

12 Q. All right. And then what happened after OS?

13 A. Afterwards I talk about (indiscernible), then --

14 Q. Did you go sail AB?

15 A. No, I didn't. AB. Only -- didn't have to do with that.

16 Q. Okay, all right. Did you go to a maritime academy?

17 A. Yeah.

18 Q. And how long were you there?

19 A. Actually university, university of (indiscernible)

20 and --

21 Q. Okay.

22 A. -- 3 years, yes.

23 Q. Three years?

24 A. Yes.

25 Q. And that's a maritime university?

1 A. Yeah, right. Yes, sir.

2 Q. And you received your third mate's in 2007?

3 A. 2007.

4 Q. And how long did you sail as third mate?

5 A. First two, junior third mate. Then I got, if I'm not
6 mistaken, three, third mate. Then, plus here, three. Yeah
7 (indiscernible).

8 Q. How many years, approximately?

9 A. Approximately --

10 Q. Well, when did you go second?

11 A. Just now I get a second, second officer's license.

12 Q. A second officer's license? When did you receive that?

13 A. I boarded this vessel. I started with it. Then I was
14 promoted as a second officer.

15 Q. How long ago?

16 A. It was at November 25.

17 Q. Okay.

18 A. Last year.

19 Q. And how long have you been on board the *Conti Peridot*?

20 A. Eight months and 5 days.

21 Q. I'm sorry?

22 A. Eight months and 5 days.

23 Q. Okay. Have you been on this ship before?

24 A. Yes.

25 Q. Yeah?

1 A. Yeah. I am a third mate before this *Conti Peridot*.
2 Q. All right.
3 A. My first (indiscernible).
4 Q. All right. And describe to me your duties as second
5 mate.
6 A. As a second mate, I'm the one who making the bridge
7 planning.
8 Q. Okay. Again, can you speak up just a little louder?
9 A. I'm in charge of the bridge planning. So I take charge
10 of the equipment and the one who taking charge, communications.
11 Q. Okay. What watch did you stand?
12 A. Sorry, sir?
13 Q. What watch do you stand on board the vessel?
14 A. Maybe stupid, sir. I --
15 Q. Your seagoing watch.
16 A. I'm sorry. Yeah, 12 to 4, sir.
17 A. Twelve to 4.
18 Q. So 4 on, 8 hours off?
19 A. Yes, sir.
20 Q. Four hours on?
21 A. Yes, sir.
22 Q. So midnight to 4, and noon to 4?
23 A. Noon to 4. Yes.
24 Q. 16:00.
25 A. Yes, sir.

1 Q. Yeah, okay. Do you work other times?

2 A. Sometimes, yeah.

3 Q. All right. Is this the watch you were on, on the last
4 voyage, this last -- before you came to Houston, you were on this
5 watch the entire time?

6 A. I can -- sorry, sir.

7 Q. Okay. This is your seagoing watch, 12 to 4?

8 A. Yes, sir.

9 Q. All right. And you were on that watch from the last
10 port? Where did the ship depart?

11 A. Where?

12 Q. Before the Houston.

13 A. Manzanillo.

14 Q. Manzanillo, Mexico?

15 A. Yes, sir.

16 Q. All right. And were you on the 12 to 4?

17 A. Yeah, 12 to 4.

18 Q. Okay. So then you come to Houston and you go to anchor?

19 A. Yeah. We go to anchor.

20 Q. All right. And how long were you at anchor?

21 A. Anchor for how many days? (murmuring) I can't
22 remember.

23 Q. About. We can check the log book. About.

24 A. Yeah.

25 Q. A couple days?

1 A. A couple of days.

2 Q. All right. And on the day of the accident, what watch
3 were you on?

4 A. Twelve to 4, sir.

5 Q. Okay.

6 A. Yes, sir.

7 Q. So you were on the bridge at the time of the accident?

8 A. Yes, sir.

9 Q. How long had you been on the bridge? When did you come
10 up?

11 A. Twelve o'clock, sir.

12 Q. Twelve o'clock?

13 A. Yeah.

14 Q. All right. Were you up earlier?

15 A. Yes. Up earlier.

16 Q. All right. And were you out on deck or up on the bridge
17 as the ship was coming up the channel?

18 A. Approximately 30 minutes before eleven, because I went
19 to take my lunchtime, --

20 Q. Lunch?

21 A. -- 11:30, so I just visit the bridge then.

22 Q. Okay.

23 A. Just a couple of --

24 Q. Before you came up to the bridge, could you look
25 outside? Could you estimate the visibility?

1 A. I am not so sure the visibility what it looks like.

2 Q. Okay.

3 A. Whatever fog looks like.

4 Q. All right. That's fine. Well, now that you come up on
5 the bridge, --

6 A. Yeah.

7 Q. -- now you're taking over the watch as the mate on
8 watch.

9 A. Yes, sir.

10 Q. How's the visibility?

11 A. Not so good.

12 Q. Approximately.

13 A. Approximate. Sorry, I can't exactly --

14 Q. Okay. Well, then, I just want you to think. You're the
15 mate on watch.

16 A. Yeah.

17 Q. You've got radar.

18 A. Yes, sir.

19 Q. You can estimate distances by looking at the radar, and
20 if you can see something and see the distance on the radar, do you
21 remember seeing anything like that where you can estimate the
22 visibility?

23 A. (indiscernible) I'm not so sure, sir.

24 Q. Okay. All right. When you're up on the bridge now at
25 12:00, who's up there with you?

1 A. Third officer.

2 Q. All right. And what's he doing? What's the third
3 officer doing?

4 A. We are just really -- we haven't --

5 Q. Oh, okay, yeah. All right. You've relieved the third
6 officer.

7 A. Yes.

8 Q. Now you're up there. You've got the watch.

9 A. Yes, sir. Okay.

10 Q. All right. You're the man on watch. Who else is on the
11 bridge?

12 A. Captain, --

13 Q. All right.

14 A. -- helmsman, --

15 Q. All right.

16 A. -- pilot.

17 Q. Okay.

18 A. That's it.

19 Q. All right. And what are you doing? What's your duties
20 while you're underway with a pilot?

21 A. At that times I'm focused on this. I run the telegraph.

22 Q. Okay.

23 A. Now because I'm there. So I just (indiscernible) the
24 command of the pilot.

25 Q. Right.

1 A. So at the time I'm on the telegraph.
2 Q. Okay. Is that close to the helmsman?
3 A. Yeah, it's close to the helmsman.
4 Q. All right. Are you watching the helmsman, what he does?
5 A. Yes, yes. Yes, sir.
6 Q. Are you making log book entries? All right so your
7 duties are the telegraph?
8 A. Yeah.
9 Q. And the log book?
10 A. Only the bell book, yes.
11 Q. The bell book.
12 A. Yeah.
13 Q. Okay. And watching the helmsman?
14 A. Yeah.
15 Q. All right. Well, where's the pilot standing?
16 A. He's standing on the port side. Then when -- near to
17 the (indiscernible) close to the repeater.
18 Q. Okay. I'm not to collision yet. When you come up on
19 watch and were still about, oh, 30 minutes away from the
20 collision.
21 A. He is on the port side.
22 Q. Okay. And where's the captain?
23 A. The captain is walking.
24 Q. Walking around?
25 A. Yeah.

1 Q. All right. And both radars, are they on?

2 A. Yes.

3 Q. ECDIS?

4 A. Yes, sir.

5 Q. How's the visibility look now when you look out the

6 window?

7 A. At that time, sir, not too good.

8 Q. Could you see other ships?

9 A. Very close, yes.

10 Q. Could you see them on -- when you saw them visibly in

11 front of you, could you look at the radar and see how far away

12 they were?

13 A. I really forget the distance.

14 Q. Okay, all right. Was the pilot using a computer?

15 A. Yes, (indiscernible).

16 Q. And where was that computer located?

17 A. We have the table on the port side and starboard, so he

18 use the starboard, and sometimes we go to the window if he brought

19 up his computer.

20 Q. His own computer?

21 A. Yeah.

22 Q. Was it plugged in anywhere? Was there a cord for it?

23 A. Yeah, but it's a plug. And sometimes he

24 (indiscernible).

25 Q. Was it a pilot plug or electric plug? Do you know what

1 the pilot plug is? He plugs into your system?

2 A. Yeah, yeah.

3 Q. Was he using that?

4 A. Yes, he using sir.

5 Q. All right. Plus a power cord?

6 A. He have some equipment (indiscernible) and some -- I
7 don't know.

8 Q. And antenna?

9 A. Antenna, yeah.

10 Q. All right. Where was the antenna hooked up?

11 A. Antenna is -- they point it outside near
12 (indiscernible).

13 Q. All right, all right. Just tell me -- I just wanted to
14 set the stage, where everybody was standing. You've come up and
15 you've relieved the third mate. You've got the watch.

16 A. Yes, sir.

17 Q. You're at the telegraph. Helmsman's steering. Just
18 tell me next what you remember or what you saw up to the accident,
19 up to the *Carla Maersk* and the accident, everything you can
20 remember.

21 A. Okay. So first I remember when we passed this one DL
22 Leader, car ship, --

23 Q. Car ship. Okay.

24 A. -- it was to get so close. So the next (indiscernible),
25 we are on starboard side. So --

1 Q. Again, a little louder, please. Take your time.

2 A. That's okay.

3 Q. Do you need water? Do you need --?

4 A. It's okay, sir. Thank you.

5 Q. You sure?

6 A. Yeah. So, well, we're going -- we continue. So pilot's
7 (indiscernible) to port, because we -- so we see the *Carla Maersk*
8 on (indiscernible) starboard (indiscernible) going like this.
9 We're out there like this. So the pilots talking with each other.

10 Q. The pilots are talking with each other?

11 A. Yeah, yeah, they are talking to. And until the
12 collision, we are on the -- like this, heading like this, and they
13 are leaning also like this. So the pilot altered the starboard.
14 It was like altered the starboard. So we hit the *Carla Maersk*
15 (indiscernible).

16 Q. Okay. You said the pilot altered the starboard?

17 A. Yes, sir.

18 Q. When you could see the *Carla Maersk* when he was altering
19 to starboard, if you could describe that again.

20 A. Yeah. I can only -- she's on our -- like this. We are
21 heading like this and she's also like this. So our pilot
22 is -- when we get where it goes (indiscernible), our pilot hard to
23 starboard.

24 Q. Okay.

25 A. So -- at the time. So he said to me, "Full ahead."

1 Before the collision he said, "Full ahead."
2 Q. I want to just --
3 A. (indiscernible)
4 Q. Okay. I just want to go back a little further from what
5 you've just described.
6 A. Yeah.
7 Q. What was the engines on?
8 A. Half ahead.
9 Q. Half ahead?
10 A. Yes, sir.
11 Q. Do you remember what the speed?
12 A. I'm not so sure. Around 8 knot? Eight or more, 8 knot.
13 Q. Okay.
14 A. Yeah.
15 Q. And the pilot how is -- the pilot is giving orders to
16 the helmsman?
17 A. By twenty, sometimes hard or --
18 Q. Okay.
19 A. -- full starboard.
20 Q. Okay. Is he giving courses or --?
21 A. At the time (indiscernible).
22 Q. Twenty left, twenty right?
23 A. Yeah.
24 Q. Okay.
25 A. Hard starboard.

1 Q. And is the rudder responding?

2 A. Yes, sir. The rudder is responding.

3 Q. Okay. And did the pilot have no problems with the
4 rudder?

5 A. No problem with the rudder.

6 Q. Okay. Were you watching the rudder move?

7 A. Yes, I'm watching the rudder.

8 Q. All right. When the pilot gave the order for the rudder
9 to move, did it do what he was asking --

10 A. Yes.

11 Q. -- you to do --

12 A. Yeah.

13 Q. -- when the helmsman moved it over?

14 A. Yeah.

15 Q. Okay. All right. I'm just trying to -- could you
16 estimate the first time you saw the *Carla Maersk* how far away it
17 was?

18 A. Cannot say, but very close when we see (indiscernible).

19 Q. One ship length?

20 A. Less.

21 Q. Less than --

22 A. Yeah.

23 Q. -- your ship's length?

24 A. Yes, sir.

25 Q. Okay. All right. After the pilot gave the orders, what

1 happened next? The last one you said was the pilot gave a hard
2 starboard and full ahead.

3 A. Yeah. So at the time the collision exists.

4 Q. Okay. After the hard starboard and full ahead, just
5 describe what happened, to me.

6 A. So he asked me to stop engine, full astern.

7 Q. Before the collision?

8 A. No. Right after collision.

9 Q. All right, all right. Let's just go back to -- the
10 engines are at half ahead.

11 A. Yeah.

12 Q. The pilot says hard starboard; is that right?

13 A. Yes.

14 Q. And full ahead?

15 A. Yeah. We go full ahead.

16 Q. And you go full ahead.

17 A. Um-hum.

18 Q. What happens next?

19 A. So we collide with the *Carla Maersk*.

20 Q. A little more detail, Bernard. All right. Where in
21 respect to -- you're looking out your window.

22 A. Yeah.

23 Q. And what does the *Carla Maersk* look like to you? You
24 see out the bow or the port side? How'd the aspect of the *Carla*
25 *Maersk* as you look out the window at it?

1 A. You can see on their port side.

2 Q. All right. Now, and what's -- describe the movement of
3 your ship to me as it approaches the *Carla Maersk*. Because you
4 ordered hard -- the pilot's ordered hard starboard. Now what does
5 your ship do?

6 A. Yeah, we -- yeah, we're hitting like this.

7 Q. Okay.

8 A. So he's coming on the starboard side, hitting like this.
9 So we're very close, so the pilots are talking with each other
10 maybe. I don't know. So he ordered hard to starboard.

11 Q. Okay. And did he keep the rudder there the whole time,
12 hard starboard?

13 A. Yeah. Keep for hard starboard.

14 Q. All right. So you're at hard starboard and full ahead.

15 A. Yeah and (indiscernible) full ahead.

16 Q. Okay. And then the collision happens?

17 A. Then the collision happened, so --

18 Q. All right.

19 A. -- so stop engine.

20 Q. Stop engines after the collision?

21 A. Yeah.

22 Q. Or before?

23 A. After the collision.

24 Q. Okay. And what about the rudder?

25 A. Still hard starboard.

1 Q. Okay, all right. Now, after that, tell me what happens
2 next that you can remember.

3 A. Only a little--

4 Q. I'm sorry?

5 A. Sorry sir. Only I can't remember.

6 Q. Okay. Well, just take a minute and just think about it.
7 You're still at the telegraph; right?

8 A. Yeah. I'm still at telegraph.

9 Q. All right. Helmsman's still there?

10 A. Yeah.

11 Q. Do you remember the next orders the captain gave to --

12 A. Yeah. The captain tried to run (indiscernible)
13 telegraph (indiscernible).

14 Q. Okay.

15 A. Yeah.

16 Q. And did you make a logbook entry? Did you write down
17 the latitude and longitude of the collision or --?

18 A. Yeah, I --

19 Q. -- what did you do next?

20 A. So, well, at the time?

21 Q. Yeah. After the collision.

22 A. So we advised the guys.

23 Q. Advise what guys?

24 A. The guys that collision was just -- so everyone started
25 just started the emergency plan.

1 Q. Okay.

2 A. Only I can't -- I just can't remember the --

3 Q. Okay. Did you feel the collision?

4 A. Yes.

5 Q. Describe that to me. Well, you were standing by the
6 telegraph.

7 A. Yeah.

8 Q. Did you have to hold on? Did you fall --

9 A. I hold like this --

10 Q. Yeah.

11 A. -- when collision exists.

12 Q. Okay. And what did the captain do next?

13 A. I just can't remember, sir.

14 Q. All right.

15 A. -- everything all right.

16 Q. Do you remember what the pilot did next?

17 A. All I remember is pilot when we collide he is walking.
18 I don't know what he's doing now.

19 MR. JONES: Okay, all right. That's all I have right
20 now. I'm going to turn it over to the lieutenant and we'll go
21 around the room.

22 MR. CANEDO: Okay.

23

24 Q. Good morning, sir.

25 A. Morning.

1 Q. [REDACTED]

2 A. Yes, sir.

3 Q. As second officer, you say that you're responsible for
4 the passage plan of the vessel?

5 A. Um-hum, yes.

6 Q. Okay. How was your passage plan to Houston? Where did
7 you get your passage plan at Houston end?

8 A. Berth to berth.

9 Q. Okay. So you had something from the anchorage to city
10 dock? You had a plan?

11 A. (indiscernible) continue from Manzanillo
12 (indiscernible).

13 Q. Okay.

14 A. Yes, sir.

15 Q. All right. And that was city dock?

16 A. City dock, yes.

17 Q. Okay. And when you have the passage plan, you create
18 it?

19 A. Yes, sir.

20 Q. And the master -- who reviews it? Who reviews the
21 passage plan? Are they reviewed?

22 A. The captain, shipmate and third officer.

23 Q. Okay.

24 A. Yes.

25 Q. Did you have any contingency plans on that passage plan?

1 A. Only some remarks in the --

2 Q. Okay. Anything about emergency anchorage?

3 A. Sorry. No.

4 Q. No emergency anchorage? Was there any berths identified
5 that you could have gone to if you were to have trouble?

6 A. No.

7 Q. Okay. So once that passage plan is created and master
8 reviews it, what happens then? Do you guys -- I mean what do you
9 do when the passage plan is created? Do you talk about it? Do
10 you have a meeting about it afterwards?

11 A. Meeting for the -- before the plan, sir?

12 Q. Correct.

13 A. No. Sorry.

14 Q. No. Okay.

15 A. But the guys read this plan.

16 Q. Okay.

17 A. Yeah.

18 Q. So the master -- did they, you know, give you a debrief
19 coming into Houston and look over the passage plan?

20 A. He also give some advice.

21 Q. Okay. The master?

22 A. Um-hum.

23 Q. The master gave you advice, the deck officers? The
24 master gives -- did he give you -- did he do a briefing?

25 A. The whole briefing no sir.

1 Q. Okay.

2 A. Yeah.

3 Q. All right. So let's go to when the pilot came on -- you
4 weren't present because you came up to relieve the third mate.

5 A. Yes, sir.

6 Q. So you weren't present. Were you present on the bridge
7 at the time of the master pilot exchange, or no? Did that already
8 happen? The pilot already had conduct of the vessel by the time
9 you came up to the bridge?

10 A. The pilot's already there.

11 Q. Okay.

12 A. Yes.

13 Q. All right. Let's talk about the -- so I know we did
14 talk about -- briefly about the positions on the bridge. All
15 right. You said you were monitoring the bell book and you're
16 doing the engine over telegraph.

17 A. Yes.

18 Q. Okay. If I could, if you could just do a position on
19 this sheet of paper. Well, we'll give him this blank piece.
20 Yeah, that's fine. That will work. All right. So if that's the
21 bridge wing. All right. If you could just draw, you know, where
22 your radars are, where your ECDISs are, and just show me, you
23 know, a rough position of the helm, where the helmsman is, where
24 the captain is, where the pilot is, when you were on board there.

25 A. So I will draw --

1 Q. Yeah.

2 A. Okay.

3 Q. Just draw like -- so, say, this here is the -- it
4 doesn't have to be perfect. You know, this can be center console.
5 This could be where the helmsman is. Just give me an idea of
6 where everybody was located, and you can do it by "C" for captain,
7 2 for yourself for second mate.

8 A. Okay. Let's do it like this. So this is the
9 (indiscernible).

10 Q. Okay.

11 A. So this is the RPA. This is the telegraph. Helmsman
12 here. I am standing here --

13 Q. Okay.

14 A. -- near the telegraph.

15 Q. And if you can just put, you know, second -- "2" for
16 yourself for second mate, 2-M; "H" for helmsman, "C" for captain,
17 "P" for pilot.

18 A. Okay.

19 Q. That way we can kind of get an idea.

20 A. Okay. The pilot is here.

21 Q. Okay.

22 A. And during the collision, pilot is here and computer.

23 Q. Okay.

24 A. The captain is close to me here.

25 Q. Okay.

1 A. (indiscernible) like this (indiscernible).

2 Q. Okay. And if you can just write with the boxes, do like
3 an "R" for the radar. Yeah. Just, yeah, that way I know what's
4 what there.

5 A. So I'm second officer. (murmuring) There's the
6 computer. (indiscernible) Sometimes he's --

7 Q. Okay. That's perfect. That way I just have a little
8 bit of a better concept here. So you said going forward, your
9 position, you were doing the engine over telegraph, --

10 A. Yes.

11 Q. -- you were doing the bell book, you were watching the
12 helmsman. So the pilot was over on the port side of the bridge
13 there by the bridge way.

14 A. (indiscernible)

15 Q. Okay, all right. So who -- what was the chief -- who
16 was monitoring for traffic? Was there a deck officer that was
17 overall responsible for monitoring for traffic?

18 A. No. Actually the chief mate was at the bridge, at that
19 time.

20 Q. Okay. During that inbound transit, who was monitoring
21 the radars and the ECDIS and the RPA? Who was on that?

22 A. On that port-side radar. Pilot's at this port-side
23 radar.

24 Q. Okay.

25 A. So we can use or re-use the starboard radar.

1 Q. Okay. And who --

2 A. At this one. And that is when I relieved third officer.

3 Q. Okay. Were you in charge of --

4 A. Yeah, we can use the radar, but he said on this --

5 Q. The starboard, you could use the radar?

6 A. (indiscernible) Port-side RPA.

7 Q. Okay, all right. So who was -- I mean was there

8 somebody manning the radar for that, --

9 A. (indiscernible)

10 Q. -- for the deck officer manning the radar?

11 A. No.

12 Q. Okay.

13 A. But me I'm on the -- close to the radar or to the --

14 Q. Okay. So in between doing the bridge -- doing the

15 engine controls and the bell book, were you utilizing that radar

16 at all?

17 A. Not exactly, sir.

18 Q. Okay. And there was --

19 A. And this book was in this (indiscernible), --

20 Q. Okay.

21 A. -- because I don't want to be mistaken with

22 (indiscernible).

23 Q. Okay. And any other deck officers utilizing this on the

24 radar?

25 A. No, no other deck officer.

1 Q. Okay. Are you aware if there were guard zones set up on
2 the radar?

3 A. After we pulled into port we report the headings.

4 Q. Okay. But like a guard zone that you'd get an alarm on?

5 A. No, no.

6 Q. Okay, all right. Was the pilot -- I mean was he
7 utilizing that port radar?

8 A. He's sitting the port (indiscernible), yes.

9 Q. Okay. But do you -- I mean are you witnessing like
10 targets being acquired or anything else like that?

11 A. No because on my watch I didn't see this.

12 Q. Okay.

13 A. -- because he's always on his --

14 Q. All right.

15 A. -- laptop.

16 Q. Okay. But he's using the portable pilot unit?

17 A. Yes. Yes, sir. Yes.

18 Q. Okay, all right. And how about communications? Do you
19 recall what -- first of all, how many VHF radios do you have?

20 A. Two VHF

21 Q. Okay.

22 A. And the pilots have VHF radios.

23 Q. Okay. What channels were you monitoring?

24 A. Actually they change all of the time. Sometimes he call
25 in 30, 12, sometime.

1 Q. Okay. Do you know what -- do you know if -- you know,
2 what you guys were standing guard on for radios?

3 A. I'm sorry. (indiscernible)

4 Q. Do you know what you were monitoring on the bridge for
5 radios? Do you know what channel?

6 A. Yes. 13.

7 Q. 13? Any other channels?

8 A. Sorry I can't remember.

9 Q. Okay, all right. And as far as communications, who was
10 handling traffic? Who was making calls for traffic?

11 A. Totally the pilot, sir.

12 Q. The pilot was? Was he utilizing the shipboard VHF or
13 was he using his own --

14 A. Using sometimes on the ship's midship and sometimes all
15 the time on his midship.

16 Q. Okay.

17 A. Yes.

18 Q. The ship's VHF?

19 A. Ship's VHF also. He was also utilizing this one.

20 [REDACTED] Okay, all right. Stand by here. I'm
21 sorry. Actually, you know what? That's fine if we want to go
22 around while I'm reflecting. We can go around, sir, if you
23 want --

24 MR. MORRIS: Mike Morris with the Houston Pilots.

25 BY MR. MORRIS:

1 Q. What time did the collision occur?

2 A. 12:35, sir.

3 Q. 12:35? And what time did you get on the bridge for your
4 watch?

5 A. Under my watch, 12:00, sir.

6 Q. 12:00? And had visibility got worse during that time
7 from 12:00?

8 A. At the time, getting worse. Yes, sir.

9 Q. Okay. It was getting worse?

10 A. Yes.

11 Q. And then I just want -- I don't think its makes any
12 difference, but I think the ordinary seaman said you guys had come
13 from -- your last port was Korea and then the Panama Canal, but
14 you said you were in Mexico?

15 A. Last port is sir, Manzanillo, Mexico.

16 Q. Okay.

17 A. Yeah. Then we went to Panama.

18 Q. Okay. But before that, I guess, Korea?

19 A. Yes, sir, (indiscernible). Yes.

20 MR. MORRIS: That's all the questions I have.

21 MR. PULMER: Henning Pulmer, BBG.

22 BY MR. PULMER:

23 Q. When you first visually saw the *Carla Maersk*, what did
24 you see of the *Carla Maersk*? Did you see the bow section or the
25 complete side of the vessel? What did you see?

1 A. Yeah. Sorry sir you cannot -- on the bow, you cannot
2 see on the starboard side, because it was like this. So with this
3 area, you can only -- so it is (indiscernible).

4 Q. You saw the (indiscernible) bow of the *Carla Maersk*?

5 A. Yes, sir.

6 Q. And where did you see that first thing, what you saw of
7 the *Carla Maersk*? Where did you see it? Did you see it well on
8 the starboard side or dead ahead or already on your port side?

9 A. Sorry, sir. Please --

10 Q. Where did you see the *Carla Maersk* in relation to your
11 vessel's heading? Did you see her already on your port side or
12 still on your starboard side --?

13 A. Starboard side. Still on starboard side.

14 Q. -- or already dead ahead?

15 A. Not dead ahead, sir. Starboard side.

16 Q. So if the *Carla Maersk* would have been a stationary
17 object, the *Conti Peridot* would have passed the *Carla Maersk* if
18 she would have been stationary?

19 A. If stationary?

20 Q. If she would have stopped.

21 A. Yeah.

22 Q. If she would have -- at anchor, for example. So if this
23 is your ship, did you see the first part of the *Carla Maersk* well
24 on your starboard side?

25 A. Yes, sir.

1 Q. Or already --

2 A. On the starboard side, sir.

3 Q. -- ahead of you?

4 A. On the starboard side, sir.

5 MR. PULMER: Okay. Thank you.

6 MR. CANEDO: Yes, sir.

7 MR. USHER: Mike Usher.

8 BY MR. USHER:

9 Q. When you saw, was it visually?

10 A. Yes, sir.

11 Q. You looked through the windows on the bridge and you saw

12 it visually?

13 A. Yes, sir.

14 Q. And the *Carla Maersk* was to your starboard --

15 A. Yes.

16 Q. -- bow?

17 A. Starboard bow.

18 Q. And how far a distance do you think that was?

19 A. (indiscernible)

20 Q. Approximately, if you can.

21 A. I can't think approximately.

22 Q. Okay. That's fine. When the *Carla Maersk* was to your

23 starboard bow, --

24 A. Yes.

25 Q. -- what did your ship do when you saw it to starboard?

1 A. We're hitting like this, sir. So when we see this
2 (indiscernible), this *Carla Maersk*, then the pilots talking with
3 each other. So he finally told me hard to starboard.

4 Q. So after you saw the starboard -- the *Carla Maersk* to
5 starboard, you heard the pilots talk and then your ship was
6 ordered by the pilot to go hard to starboard?

7 A. Yes.

8 Q. And how long had that maneuver -- how long did that
9 take? I mean how long were you at hard starboard?

10 A. I can't say exactly. I am very sorry.

11 Q. Okay. What happened with your ship after you went hard
12 starboard? Where was the *Carla Maersk* after your bow went hard
13 starboard or your ship went hard starboard?

14 A. Then we went hard starboard, so we past the bow *Carla*
15 *Maersk*, but we just hit his -- a little more closely to number 2
16 or number 3, so (indiscernible).

17 Q. So when your ship -- this is your ship.

18 A. Yes, sir.

19 Q. The *Carla Maersk*? That's what you say? It's to
20 starboard?

21 A. Like this. Yeah, (indiscernible) starboard.

22 Q. Okay. And so your ship went hard to starboard?

23 A. Yeah. We go to hard starboard.

24 Q. And your bow cleared the bow --

25 A. Yeah.

1 Q. -- of the *Carla Maersk*?

2 A. We cleared the bow.

3 Q. And then impact?

4 A. This is what happened, sir. So we go like this. The
5 pilot said, "Okay, hard starboard." So hit like this.

6 Q. Okay. So your bow cleared the *Carla Maersk's* bow.
7 *Carla Maersk* was to starboard. This is your ship. That's the
8 *Carla Maersk*.

9 A. Yeah.

10 Q. I'm identifying this by objects on the tabletop. I'm
11 sorry. But your ship -- the *Carla Maersk* was to the starboard of
12 your bow?

13 A. Yeah.

14 Q. Yes? Okay. And so you went hard to starboard and then
15 your bows cleared. Your bow cleared the bow of the *Carla Maersk*;
16 is that correct?

17 A. Excuse me, sir. I just wanted to clear --

18 Q. Okay.

19 A. Yeah. Because we are heading like this, sir. So we
20 are -- she's on our starboard bow, because we're hitting like
21 this. So, like this. So we're getting closer and closer. So the
22 pilot ordered to hard starboard. He said to hard starboard. So
23 we cleared this bow, but we hit. But still we hit the *Carla*
24 *Maersk*.

25 MR. USHER: Okay. Well, for the record and the objects

1 I have on the tabletop for this demonstration is -- the witness
2 has identified, prior to the impact of the collision, the
3 starboard -- or, excuse me -- the *Carla Maersk* was starboard to
4 his vessel, the *Conti Peridot*, and the order was given to hard
5 starboard rudder of the *Conti Peridot* just prior to impact. Thank
6 you. That's all I have. Thank you.

7 MR. JONES: I'm going to just go off the record for a
8 minute and -- just for a second.

9 (Off the record.)

10 (On the record.)

11 MR. JONES: We're back on the record, and Capt. Betts,
12 go.

13 MR. BETTS: Capt. David Betts, flag state.

14 BY MR. BETTS:

15 Q. Two questions, and you might not remember it well. How
16 long before the collision did you hear the two pilots starting to
17 communicate, your pilot and the *Carla Maersk* pilot?

18 A. You mean, sir, how many minutes or --

19 Q. Yeah. Ten minutes, 5 minutes, or just before the
20 accident?

21 A. Sorry. I cannot --

22 Q. Okay. That's fine. I understand. And you said after
23 the collision you stopped, the engines were stopped, and then
24 somebody told you to go full astern?

25 A. Yes, sir.

1 Q. Who told you to go full astern?

2 A. Probably pilot and captain also.

3 Q. So the pilot and captain both went full --

4 A. Yeah.

5 Q. Okay. And that was after the collision?

6 A. After the collision, yes.

7 MR. BETTS: Okay. I'm finished. Thank you. Sorry.

8 MR. ANDERSON: Yes. David Anderson with Maersk.

9 BY MR. ANDERSON:

10 Q. Prior to the collision, did anyone on your bridge team
11 sound the ship's whistle?

12 A. I can't remember, sir.

13 Q. Second question. It's noted that it was yourself, the
14 pilot, the captain and the helmsman on the bridge at the time?

15 A. Yes.

16 Q. There were no other lookouts on the bridge wings or --

17 A. No lookout.

18 MR. ANDERSON: Okay. That's all.

19 DR. STRAUCH: Yeah. This Barry Strauch from the NTSB.
20 I just have a couple of -- just a few questions.

21 BY DR. STRAUCH:

22 Q. You've been sailing for about, what, 12, 13 years or so?
23 Well, it's 14 years since you started as a cadet; is that correct?

24 A. Since cadet, more or less.

25 Q. How many times have you been to Houston?

1 A. First time.

2 Q. This is your first time?

3 A. Yes.

4 Q. How many times have you sailed with this captain?

5 A. With this --

6 Q. The captain on the vessel.

7 A. First time we sailed with this captain.

8 Q. What was your impression of him as a captain?

9 A. He was a good captain.

10 Q. In what way was he good?

11 A. He (indiscernible). I cannot explain what way. By

12 giving command. Everything is (indiscernible). He's good.

13 Q. Okay. How many different pilots have you -- would you

14 estimate that you've worked with on a vessel as an officer?

15 A. So would you please --?

16 Q. You've worked with a lot of pilots; right?

17 A. Yes, yes.

18 Q. All over the world?

19 A. Yes.

20 Q. You want to estimate how many pilots you've worked with?

21 A. Yeah.

22 Q. How many?

23 A. More than I have recorded. Twenty or more than 20. I

24 don't know.

25 Q. More than 20. Okay.

1 A. Yes.

2 Q. How did this pilot compare with the other pilots you've
3 sailed with?

4 A. I just feel that it's good, yes.

5 Q. What made him good?

6 A. He's just calm.

7 Q. He was calm throughout?

8 A. Um-hum. He ordered -- he order to those men clearly.

9 Q. Um-hum. Now, you said you heard him talk to the pilot
10 of the *Carla Maersk*.

11 A. Yeah.

12 Q. All right. How did you know that was the pilot he was
13 talking to?

14 A. Because we do talk (indiscernible) with (indiscernible),
15 so we are more formally aware of near to collisions or --

16 Q. Did the other pilot in his communications identify that
17 he was on the *Carla Maersk* at any time?

18 A. Sorry, sir. I can't.

19 Q. Did he say he was on the *Carla Maersk*, --?

20 A. (indiscernible)

21 Q. -- the other pilot? Did he use the words "Carl
22 Maersk" --

23 A. No.

24 Q. -- in any of his communications?

25 A. Sorry. (indiscernible)

1 Q. Okay. Did he refer to himself as the pilot on the *Carla*
2 *Maersk* or did he use another term when he referred to himself?

3 A. I'm sorry. I can't (indiscernible).

4 Q. Okay. How did he -- what did he use to acknowledge
5 himself on the radio? What term did he use?

6 A. What term?

7 Q. Do you remember?

8 A. Sir --

9 Q. Okay. Well, we'll hear it anyway. Okay. At some point
10 just before the collision you heard, "Full ahead"?

11 A. Yeah.

12 Q. Who said -- who ordered that?

13 A. Pilot.

14 Q. The pilot ordered that. Okay. And you gave us your
15 hours of your watch schedule. What time did you go to sleep the
16 night before the accident?

17 A. The night before accident.

18 Q. Yeah.

19 A. I think (indiscernible). Up there 4:00, so I go to
20 rest.

21 Q. 04:00? Four p.m. or 4 a.m., in the morning?

22 A. A.m., sir -- a.m., sir, a.m.

23 Q. 4 a.m.?

24 A. Yes, sir.

25 Q. Okay. So you got up what time, then?

1 A. I have rest from 4 a.m. Then I wake up eleven -- around
2 eleven.

3 Q. Okay. And is that the schedule of sleeping and waking
4 that you maintained on the vessel for the days before the
5 accident? Going to sleep around 4 a.m. and then getting up around
6 eleven?

7 A. Before the accident, yes, I go to sleep, take some rest,
8 yes. I have a good --

9 DR. STRAUCH: Okay, all right. Thank you.

10 MR. JONES: Okay. Second, I have a few follow-up
11 questions.

12 BY MR. JONES:

13 Q. Did you -- your vessel uses ECDIS?

14 A. Yes, sir.

15 Q. All right. No charts?

16 A. No, sir.

17 Q. Okay. So it's completely an ECDIS vessel?

18 A. Yes, sir.

19 Q. All right. AIS?

20 A. Yes, sir.

21 Q. Displayed on the vessels?

22 A. Yes, sir.

23 Q. All right. Was "AIS" displayed for the *Carla Maersk*?

24 A. Yes, sir.

25 Q. Was "AIS" displayed for the car carrier you saw before?

1 A. Yes, sir.

2 Q. All right. When the pilot was -- when you saw the car
3 carrier, where was the pilot?

4 A. Car carrier. Sure.

5 Q. As the car carrier went by, port side, and is that in
6 front of the ECDIS?

7 A. No, not in the front of ECDIS.

8 Q. It's not? He's not?

9 A. Not in the front of the ECDIS.

10 Q. Is your console right up against the windows?

11 A. No.

12 Q. Or can you walk between the window?

13 A. You can walk between the windows.

14 Q. Okay. So he's got his portable unit?

15 A. Yes. (indiscernible)

16 Q. All right. Is the pilot in front of the radar?

17 A. In front of our radar, no. In the ship's radar?

18 Q. Yeah. Is he standing in front of the radar, or behind
19 it? Is he looking at the radar?

20 A. We have the radar, because our console is here.

21 Q. Right.

22 A. So we have space in the front.

23 Q. Right.

24 A. So his computer is there with that table.

25 Q. Right.

1 A. He's standing there.

2 Q. Okay. Did he come back and look at the radar at all?

3 A. I can't tell you. No, sir.

4 Q. Okay. When you saw the car carrier come by port

5 side, --

6 A. Yes, sir.

7 Q. -- did you hear the pilot talk to the car carrier first?

8 A. Sorry, sir.

9 Q. Okay. Do you listen for what the pilot commands?

10 A. Yeah. I listen to the pilot command.

11 Q. All right.

12 A. For signal, pilot command.

13 Q. All right. Did the pilot talk to the captain about the

14 car carrier before it passed?

15 A. (indiscernible)

16 Q. Okay. How long have you been -- have you been on the

17 bridge of this ship for many river transits with a pilot?

18 A. Yes, sir.

19 Q. All right. So you've watched the ship steer and watch

20 the helmsman steer?

21 A. Yes, sir.

22 Q. Tell me about the steering of the ship. Is it easy? Is

23 it hard? Is it --?

24 A. (indiscernible) we (indiscernible) do this job with.

25 Q. Not the helmsman. Does the ship -- is the ship easy to

1 steer?

2 A. I'm not so sure, sir, because as I saw in
3 (indiscernible) and Haiti, he (indiscernible).

4 Q. She --

5 A. She steers good.

6 MR. JONES: Okay, okay. That's all I've got. Now we'll
7 go around again.

8 BY UNIDENTIFIED SPEAKER:

9 Q. Sorry. Just for the last thing on this drawing, did you
10 put down the location of the chief main? Did you put him down on
11 there?

12 A. Chief main. Sorry. What is the chief main?

13 Q. NCA. I'm just curious.

14 A. What is chief --

15 Q. If you can recall, if you can remember.

16 A. You know, I cannot figure out who is chief at that time.

17 Q. Okay, all right. But from where you were, from your
18 position as you denoted on here, you pretty much were in front of
19 the ECDIS, pretty close to the ECDIS?

20 A. Yes, sir.

21 Q. Okay. Were you viewing the ECDIS as you're doing the
22 inbound transit?

23 A. (indiscernible)

24 Q. Were you looking at the ECDIS as you guys were inbound?

25 A. Yeah. (indiscernible)

1 Q. Okay. So when you guys had traffic scenarios with other
2 vessels, did you see, you know the position of your vessel after
3 the traffic scenarios on the ECDIS?

4 A. Yeah, but I just can't remember what --

5 Q. Okay. What I'm trying to gather, sir, is if you saw
6 your vessel in relation to the channel, --

7 A. Um-hum.

8 Q. -- if you saw it, you know, after the traffic scenarios,
9 if you went over to the port side of the channel, if you saw any
10 of that as part of, you know, any traffic that you encountered.
11 Did you see any of that? Did you see that happen?

12 A. No. When we pass this, the (indiscernible) starboard
13 side.

14 Q. Okay, all right. And then the visibility with the car
15 carrier, we said -- you said earlier with the *Carla Maersk*, when
16 you first visually acquired the *Carla Maersk*; it was less than a
17 ship length. How was it with the car carrier? Was it the same?
18 Better? Worse?

19 A. Little bit close. Little bit --

20 Q. Closer? Like, so visibility was worse with the car
21 carrier?

22 A. Yeah -- no, no. I mean car carrier's much closer
23 compared to the *Carla Maersk* when we saw the *Carla Maersk*.

24 Q. Okay. So was the visibility better when you encountered
25 the car carrier?

1 A. Not better.

2 Q. Okay.

3 A. It's not better.

4 Q. Okay, all right. Visibility being what it was, I mean
5 were you guys -- do you recall sound signals being used?

6 A. Sorry sir, no.

7 Q. Okay.

8 A. (indiscernible)

9 Q. So there was never any, you know, signals for restricted
10 visibility?

11 A. (indiscernible)

12 Q. All right, okay. So you recall the *Carla Maersk*.

13 Before the *Carla Maersk*, it was the car carrier.

14 A. Um-hum.

15 Q. Yes?

16 A. Yes, sir.

17 Q. And then before the car carrier, did you encounter any
18 other traffic?

19 A. I don't remember (indiscernible) that time.

20 Q. Okay.

21 A. Very short, short time.

22 Q. Okay. And then the master. If you can remember, do you
23 know what the master was doing on the bridge while you were up
24 there?

25 A. Yeah. He was monitoring.

1 Q. What was he monitoring?

2 A. (indiscernible) He's also watching on the seat of the
3 pilot, yeah.

4 Q. Okay. Was he -- you show that he was behind you on the
5 drawing, --?

6 A. Yeah.

7 Q. -- sitting. Was he --?

8 A. He's behind me when -- near the collision.

9 Q. Okay. Was he sitting in his -- was he sitting in the
10 chair on the bridge? Was he --?

11 A. No, not sitting. Nothing to sit in, in the bridge.

12 Q. Okay. At any time, you know, was there information
13 being passed to the pilot? Did you see any members of the bridge
14 team, be it yourself or the chief mate or the master was there
15 information being passed to the pilot?

16 A. I don't know. Sorry, sir. No, I can't remember.

17 UNIDENTIFIED SPEAKER: Okay. That's all I have. Thank
18 you.

19 MR. CANEDO: Thank you, sir.

20 MR. JONES: Okay. Morris.

21 MR. MORRIS: No further questions. Thank you.

22 MR. PULMER: Henning Pulmer.

23 BY MR. PULMER:

24 Q. A final question. The chief mate was also on the
25 bridge?

1 A. Yes, sir.

2 Q. But was he actually on duty at that time?

3 A. No. He was --

4 Q. So he just came up --

5 A. Yeah.

6 Q. -- occasionally?

7 A. (indiscernible)

8 Q. Okay. When you were -- you were looking also at the
9 ECDIS. Did you realize where your vessel was positioned inside
10 the channel inside the channel lane? Have you been on the
11 starboard lane, more or less in the center of the lane, or more
12 close to the center of the channel or more close to the side of
13 the channel?

14 A. As I remember, sir, when we passed this TL Leader we
15 were on the starboard side (indiscernible).

16 Q. So the vessel was very much on the starboard side.
17 Okay. And did you also by chance see light buoys on the sides?

18 A. Yeah, definitely.

19 Q. And so you also saw there visually where the vessel was
20 positioned inside the channel when you were passing?

21 A. Well, inside the buoys there, yes.

22 Q. Yeah. Inside the buoys?

23 A. Inside the buoys, yes.

24 Q. But more to the starboard side or more to the center of
25 the channel? Was it the same distance, port side, starboard side?

1 A. I just can't remember what --

2 MR. PULMER: Okay. Thank you.

3 MR. JONES: Mike.

4 MR. USHER: Yes. Mike Usher.

5 BY MR. USHER:

6 Q. Just before the collision, did you -- were you aware of
7 any equipment failures?

8 A. Sorry, sir.

9 Q. Did you hear any alarms because you lost equipment --?

10 A. No.

11 Q. -- before the collision?

12 A. No, no.

13 MR. USHER: And do you know what -- I guess, never mind.
14 Thank you. That's all I have.

15 MR. BETTS: Nothing more. Thank you.

16 MR. JONES: David?

17 MR. ANDERSON: I just have one follow-up. Oh, I'm
18 sorry.

19 UNIDENTIFIED SPEAKER: Yeah, just a couple questions.

20 BY UNIDENTIFIED SPEAKER:

21 Q. You said the order of full ahead and hard starboard,
22 those two orders came very -- you know, together?

23 A. I just can't remember, sir.

24 Q. Okay. And, but you said it was the pilot who ordered
25 them?

1 A. Yep. Pilot ordered.

2 Q. How soon after you saw the *Carla Maersk* did you hear
3 these orders?

4 A. No, I cannot tell exactly, sir. Sorry, I can't. I
5 don't know. You want me to say how many minutes (indiscernible)?

6 Q. Seconds, minutes. Was it a long time? As soon as you
7 saw the vessel, did you hear the orders?

8 A. Not long time, but I cannot tell how many minute because
9 I'm not sure.

10 Q. Okay. Was there some time or was it immediate after you
11 saw the vessel?

12 A. Sorry.

13 Q. Okay. You said the captain was monitoring before the
14 collision, and I think you asked what he was monitoring; is that
15 correct?

16 A. Yeah, I -- yes, sir.

17 Q. Okay. Did you hear any exchanges between the captain
18 and the pilot?

19 A. Sorry. I don't know about that.

20 Q. Okay. Was the captain talking to anybody on bridge at
21 the time?

22 A. Talking to anybody? I don't know.

23 Q. You don't remember? Okay. Do you remember if you were
24 talking to anybody on the bridge, or you were just monitoring
25 things?

1 A. Please say --

2 Q. Were you talking to anybody on the bridge at the time?

3 A. Me at the time?

4 Q. Yes.

5 A. No.

6 Q. Did you hear -- do you remember if you heard anything

7 from VTS at the time? VTS.

8 A. VTS?

9 Q. Yeah. Did you hear anything from VTS before the

10 collision?

11 A. Sorry. Another -- I don't remember.

12 UNIDENTIFIED SPEAKER: Okay. Thank you.

13 MR. CANEDO: Yes.

14 MR. JONES: This is Rob Jones, NTSB.

15 MR. CANEDO: Yes, sir.

16 BY MR. JONES:

17 Q. Just one final follow-up. When you went from half ahead

18 to full, --

19 A. Yes, sir.

20 Q. -- did you see the rpm on the engine go to full?

21 A. Go to full?

22 Q. Full ahead? Did the engines go from half ahead to full?

23 A. Sorry, sir. I cannot -- I didn't notice at all. I just

24 only --

25 Q. Okay.

1 A. -- (indiscernible), because (indiscernible).

2 Q. Right.

3 A. (indiscernible)

4 Q. Very fast.

5 A. Yes, very fast.

6 Q. But you have an rpm gauge in front of you.

7 A. Yes, we have that. Yes, sir.

8 Q. All right. And you can see it.

9 A. Yeah, we can see it.

10 Q. You just don't remember if you looked.

11 A. No. Just (indiscernible).

12 Q. Okay. How about when you went from full ahead to stop
13 or astern? Do you remember it going -- the engine going astern?

14 A. I just can't remember.

15 MR. JONES: Okay, all right. All right. That's all I
16 have. That will conclude this interview. All right. Thank you
17 very much.

18 (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
 THE M/T *CARLA MAERSK* IN THE
 HOUSTON SHIP CHANNEL
 MARCH 9, 2015
 Interview of Bernard Canedo

DOCKET NUMBER: DCA-15-MM-017

PLACE: HOUSTON, TEXAS

DATE: March 12, 2015

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.

Karen L. Banks
Transcriber