

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*

*

M/V *CONTI PERIDOT* COLLISION WITH

*

THE M/T *CARLA MAERSK* IN THE

*

HOUSTON SHIP CHANNEL

*

Docket No.: DCA-15-MM-017

MARCH 9, 2015

*

*

* * * * *

Interview of: MARVIN ALAC GALOLA

Houston, Texas

Thursday,

March 12, 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

BARRY STRAUCH, Ph.D., Supervisory Investigator
National Transportation Safety Board

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

MIKE USHER
Board of Pilot Commissioners for
Harris County Ports

MIKE MORRIS
Houston Pilots Association

HENNING PULMER
BBG

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

DAVID ANDERSON
(On behalf of Maersk Tankers)

JOHN UNGER, Esq.
Royston Rayzor
(On behalf of Mr. Galola)

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Marvin Alac Galola:		
By Mr. Jones		5
By Unidentified Speaker		25
By Mr. Morris		25
By Mr. Usher		26
By Mr. Betts		26
By Mr. Anderson		27
By Dr. Strauch		28
By Unidentified Speaker		31
By Mr. Usher		34

1 I N T E R V I E W

I N T E R V I E W

MR. JONES: This is Rob Jones with the National
Transportation Safety Board, interviewing Bosun Marvin Galola --

MR. GALOLA: Yes, sir.

MR. JONES: -- from the *Conti Peridot*, as we're going to be interviewing with regards to the safety investigation --

MR. GALOLA: Okay.

MR. JONES: -- into the collision that occurred the other day. We're going to tape record this interview. Is that okay with you?

MS. GALOLA: No problem, sir.

MR. JONES: Okay, and I see that you have Mr. Unger as representing with you today. I'm going to go around the room and everybody can introduce themselves, and to my left is:

MR. GALOLA: Nice meeting you, sir.

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

MR. GALOLA: (Indiscernible).

MR. MORRIS: Mike Morris with the Houston Pilots.

MR. PULMER: Henning Pulmer, BBG.

MR. UNGER: John Unger, Royston Rayzor.

MR. GALOLA: I'm Marvin Galola from the *Conti Peridot* as
a bosun.

MR. USHER: Mike Usher on behalf of the Board of Pilot

1 Commissioners for Harris County Ports.

2 MR. BETTS: David Betts, Flag State Liberia.

3 MR. ANDERSON: David Anderson, owners' rep from Maersk
4 Tankers.

5 [REDACTED] [REDACTED]

6 [REDACTED]

7 [REDACTED]: [REDACTED]

8 [REDACTED]

9 MR. JONES: Okay, Bos, this is Rob Jones with the
10 Transportation Safety Board again. Thank you for being here. We
11 appreciate what you're going to be able to tell us today.

12 INTERVIEW OF GALOLA MARVIN ALAC

13 BY MR. JONES:

14 Q. Can you tell me, Bos, how long have you been aboard this
15 ship?

16 A. I was on board on -- no -- September 20, sir. Almost 5
17 months on this 20 this month.

18 Q. Okay, and have you been aboard her before?

19 A. Yes, sir, on this company, but not this vessel.

20 Q. Not this vessel?

21 A. Yes, sir.

22 Q. Okay. And can you tell me a little bit about your
23 seagoing career? When did you start going to sea?

24 A. I'm start going to sea, sir, September 20, 2003, sir.

25 Q. Okay, and where did you get your original certificates

1 for seagoing, seafaring?

2 A. Certificates are in the -- in the old certificate
3 training certificate in the Philippine, sir.

4 Q. Philippine?

5 A. Aye, sir.

6 Q. Okay, and I assume since you're bosun, have you come up
7 through the ranks? What was your first position you held?

8 A. I was second (indiscernible), sir, 1 year cadet.

9 Q. And then?

10 A. And then I am quickly promoted as an OS.

11 Q. Ordinary seaman?

12 A. Yes, sir. And then for the next month, about a 1-year
13 contract. Because the (indiscernible) contract is 1 year.

14 Q. Okay, ordinary seaman for 1 year?

15 A. Ordinary seaman. And then quickly promoted as a -- as
16 an AB, sir, and after 6 months, and then for the next contract, I
17 was promoted for the AB and then for the next contract, again, I
18 promoted as a bosun, sir.

19 Q. Okay. And you --

20 A. (Indiscernible), sir.

21 Q. All right. And you can take your time --

22 A. Okay, sir.

23 Q. -- when you're answering, okay?

24 A. No problem, sir.

25 Q. All right, no rush. What type of ships have you worked

1 on?

2 A. I working with (indiscernible) general cargo.

3 Q. Mostly?

4 A. Mostly general cargo, (indiscernible) sir.

5 Q. Excuse me?

6 A. Log ship.

7 Q. Glog?

8 A. Log, yes.

9 Q. So trees?

10 A. Yeah.

11 Q. Okay. Similar to the ship you're on now?

12 A. No, sir. But I am working here seem like three shifts
13 on this company. I just, you know, 3 years working, I was on this
14 company, sir.

15 Q. Okay. And were the previous ships like this one?

16 A. Yes, sir.

17 Q. Are they sister ships, do you know?

18 A. No, sir.

19 Q. Okay. But bulk carriers?

20 A. Bulk carriers, sir.

21 Q. All right. And did you stand any watches on board this
22 ship?

23 A. Sorry, sir. Can you just repeat?

24 Q. Did you stand a sea watch? Did you ever steer the ship
25 as a helmsman at all, or --

1 A. No, sir.

2 Q. No, just --

3 A. Because I am bosun, sir.

4 Q. Just bosun. So day --

5 A. Yes, sir.

6 Q. -- worker?

7 A. Day worker, sir.

8 Q. All right. Have you ever steered this ship before?

9 A. No, sir.

10 Q. All right. Well, let's go to the -- tell me about the
11 morning of the accident. What was your duties like that morning?
12 When did you first wake up or what were you doing?

13 A. I wake up 7:30 in the morning.

14 Q. Okay.

15 A. And then -- because chief officer call me to help stand
16 by in the forward. And then after that, I stay on forward to look
17 out because a little bit fog. And then captain said that pilot
18 coming, ready starboard accommodation ladder.

19 Q. Okay, so if we go back just a -- so when you got called
20 at 7:30, the ship was still out to sea?

21 A. Yes, sir, out, sir.

22 Q. All right. So you weren't in anchor?

23 A. No, sir.

24 Q. All right.

25 A. We had an anchor, sir, and we bring everything up on

1 board at that time.

2 Q. Oh, okay. After 7:30, or before?

3 A. After 7:30, sir.

4 Q. Okay. So you got called to heave up the anchor?

5 A. Yes. Yes, sir.

6 Q. All right. So the ship was underway and then you were
7 told to get ready the starboard pilot ladder, accommodation
8 ladder?

9 A. Accommodation ladder, sir.

10 Q. And did you use a pilot ladder with her, or just the
11 accommodation ladder?

12 A. Just accommodation, sir.

13 Q. Okay.

14 A. Because that pilot boat is so bigger so.

15 Q. Okay. So are you there when the pilot gets aboard?

16 A. Yes, sir.

17 Q. Do you take him up to the bridge?

18 A. No, sir.

19 Q. Who does?

20 A. AB, sir.

21 Q. All right. And then what do you do next?

22 A. And go immediately to forward, sir.

23 Q. Okay. You bring the accommodation ladder back up?

24 A. Yes. Yes, because --

25 Q. And --

1 A. -- back up. That is port side. I can't remember
2 really.

3 Q. Okay. So now the pilot's aboard and you go forward.
4 Who --

5 A. Yes, sir.

6 Q. With anybody?

7 A. With Gallo, sir.

8 Q. Lookout?

9 A. Preparing some anchor, sir. Disengage anchor and take
10 out the lassing.

11 Q. Okay. When the pilot came aboard, is it daylight?

12 A. Yes, sir, daylight, sir. But a little bit fog, sir.

13 Q. A little bit of fog?

14 A. Yes, sir.

15 Q. About how far can you see?

16 A. I can see 500 meters.

17 Q. Five hundred meters. Okay. Now, you're on the bow for
18 the entire trip now, from the pilot to the collision?

19 A. Yeah, on the bow because I go eat first and --

20 Q. Okay.

21 A. -- then they change, OS is there, and I eat. And then
22 after eating and then OS -- and then I change OS and then I go
23 forward, sir.

24 Q. Okay. Does the visibility change?

25 A. No, sir.

1 Q. The fog?

2 A. No, sir.

3 Q. All right. Does it get worse? Does it get better?

4 A. No, it doesn't get worser.

5 Q. Okay. Of -- is this for the entire ride up the channel

6 when --

7 A. No --

8 Q. -- you're on -- when you're up there?

9 A. -- little bit worse when we go in the channel, sir.

10 Q. All right. All right, is -- after you eat, about how

11 long after you eat are you up on the bow?

12 A. I eat only 10 minutes, sir.

13 Q. At what time?

14 A. And only one egg I ate, because that is not good if I --

15 I stay long time on the accommodation, sir. Because my job is on

16 the forward, sir.

17 Q. All right. So what time did you eat?

18 A. I ate about 8:45, sir. Or 7:45, sir.

19 Q. 7:45.

20 A. Yes, sir.

21 Q. And then you went back to the bow?

22 A. I back to the bow almost 8:00, sir.

23 Q. And you're on the bow from 8:00 to the time of the

24 collision?

25 A. Yes, sir.

1 Q. Okay. So, again, from that time you got back on the bow
2 up to the collision, describe the visibility for 4 hours.

3 A. That's visibility, sir, I saw about only 300 meters,
4 200, something like that, coming worse of visibility, sir.

5 Q. Okay. Was your ship blowing whistles?

6 A. Sorry, sir, can you please repeat?

7 Q. Was there a whistle signal? Did you hear whistle
8 signals?

9 A. A whistle signal and --

10 Q. Horn. Horn?

11 A. No, sir. No, sir.

12 Q. No. From other ships in the area?

13 A. No, sir.

14 Q. No? From your ship?

15 A. No. No, sir.

16 Q. Okay, let's -- just before the -- tell me about the
17 minutes before the collision, what you saw.

18 A. The minutes before --

19 Q. Were there -- yeah, about -- prior to the collision,
20 what do you remember seeing?

21 A. Basically, sir, I hear one horn.

22 Q. From where?

23 A. I don't remember where it is, sir, because I'm really
24 confused because one car ship is almost hit our ship.

25 Q. Okay. Tell me about the car ship. When did you see

1 that?

2 A. At port side, sir.

3 Q. Okay. How long before the collision had you seen the
4 car ship, do you remember?

5 A. About 10 to 20 minutes, sir.

6 Q. Were there other ships before the car ship that you
7 passed or met after breakfast?

8 A. I observe, yeah, is a tanker, Stolt tanker.

9 Q. Okay.

10 A. Before car ship.

11 Q. All right, any more?

12 A. I don't remember really, sir.

13 Q. How about tow boats? Tug boats? Did you see any tug
14 boats pushing barges?

15 A. I don't remember, sir.

16 Q. Okay. All right, so after breakfast right now there was
17 a Stolt ship that you're meeting?

18 A. Yes. Yes, sir.

19 Q. And it came down your port side?

20 A. Our port side, sir.

21 Q. All right. And then a car carrier.

22 A. A car carrier, sir.

23 Q. All right. Now, you said it almost hit you. Why do you
24 think -- why do you say it almost hit?

25 A. Because I'm afraid, sir, because all -- about 32 meters

1 on this, sir.

2 Q. All right.

3 A. On port side.

4 Q. Could you -- how far away could you see the car ship

5 when you first saw it?

6 A. I saw -- I saw about 300 meters, sir.

7 Q. Did you hear a whistle from the car ship?

8 A. No, sir.

9 Q. What do you do if you do hear a whistle from another

10 ship?

11 A. I report it to our captain, sir.

12 Q. When you saw the car ship, what did you do?

13 A. I report to captain, sir.

14 Q. And how do you report to the captain?

15 A. Sir, this about 300 meters, car ship.

16 Q. How do you -- how do you talk to the captain? How do

17 you let the captain know you see a car ship?

18 A. I call on the VHF radio, sir.

19 Q. A radio?

20 A. Yes, sir.

21 Q. Handheld that's on --

22 A. Yes, sir, on my (indiscernible).

23 Q. Okay. What channel?

24 A. Channel 7, sir.

25 Q. Okay. Does the lookout have a radio or just the bosun?

1 A. Only me, sir.

2 Q. All right. Did any -- did the captain say anything
3 about the car ship to you over the radio?

4 A. Just officer.

5 Q. Okay. Just he confirmed it?

6 A. Yes, sir.

7 Q. All right. Now, next, after the car ship, tell me the
8 first time you see the *Carla Maersk* and what's it doing and what
9 do you do.

10 A. Sorry, sir. Can you please repeat?

11 Q. After the car ship goes by --

12 A. Yes.

13 Q. -- anything happen? Do you see anything between that
14 time and the next time you see the -- when you see the *Carla*
15 *Maersk*?

16 A. No, sir.

17 Q. No? All right. Visibility change?

18 A. Visibility change, sir.

19 Q. No, did it change?

20 A. Oh, yeah. It --

21 Q. Did it get better or worse?

22 A. Oh, worse, sir.

23 Q. All right. How much was the visibility now?

24 A. About 400, sir; 400 meters.

25 Q. Okay. I think you might have said you saw the car

1 carrier at 300 meters?

2 A. Yes, sir.

3 Q. So 400 meters means the visibility --

4 A. Yeah --

5 Q. -- is getting better. Would it get -- was it getting
6 worse or better?

7 A. Better, sir. A little bit better. Because I saw a boat
8 300 -- at 400 -- and something like that, sir.

9 Q. All right. So something like that.

10 A. Yeah. Because I cannot --

11 Q. I understand.

12 A. -- that, sir.

13 Q. All right, so describe to me what you saw when you saw
14 the *Carla Maersk* -- just try to remember the event.

15 A. Yes, sir.

16 Q. When you first see the *Carla* --

17 A. Sir, I can (indiscernible) --

18 Q. Okay. And what you did.

19 A. Yes.

20 Q. All right, go ahead.

21 A. Yeah. The *Carla Maersk* is I saw -- is -- I'm viewing
22 through the starboard, like that. And then I hearing a horn.

23 Q. From?

24 A. I don't know. Like I said, what that can come, and I
25 saw some buoy on the outside, the starboard side.

1 Q. Your side?

2 A. Yes.

3 Q. The starboard side? Okay.

4 A. Getting closer.

5 Q. What color was the buoy?

6 A. Red, sir.

7 Q. All right. And then after that when I saw -- I saw our
8 vessel going to port side and I saw the -- our vessel going to
9 port side and then that vessel, *Carla Maersk*, going to our
10 starboard side. And then --

11 Q. I'm sorry, Marvin. When you say the *Carla Maersk*
12 going --

13 A. Yeah, moving, going toward --

14 Q. -- is the vessel going to starboard or --

15 A. Going little bit to starboard, sir.

16 Q. The vessel? The *Carla Maersk*?

17 A. Yeah, because that time that it -- some little bit
18 toward the channel.

19 Q. Okay.

20 A. Before they go in the -- and then when our ship is going
21 to port side and then I saw that ship is little bit moved to --
22 headed starboard side, sir.

23 Q. Okay.

24 A. And then, I ran immediately, sir. Because I'm confused
25 because I already confused because I have formerly been with some

1 collision, sir, because I have already experienced collision.

2 Q. So you -- you're saying you ran?

3 A. Yes, sir.

4 Q. You ran aft? You ran away from the bow?

5 A. Yeah, I -- away from the bow, sir, number 1 cargo wing.

6 Q. Okay. Did you get told to do that over the radio, or
7 it's just because --

8 A. No. No, sir.

9 Q. Okay.

10 A. And -- no, sir. No, sir.

11 Q. All right. Did anything -- was anything said to you
12 over the radio?

13 A. No, sir.

14 Q. You just saw what was happening and you ran.

15 A. Yes, sir.

16 Q. Okay.

17 A. Yes, sir.

18 Q. Well, how about the lookout? What did he do?

19 A. The lookout? The other officer?

20 Q. Yes.

21 A. Yes. I didn't know -- I don't know, really, sir,
22 because maybe he ran already also.

23 Q. Okay. And which side of the ship did you run back --

24 A. Starboard side, sir --

25 Q. Okay, do you --

1 A. -- on the ladder what sticks --
2 Q. Down the ladder?
3 A. Yes. Yes, sir.
4 Q. Okay. Describe the collision to me. Could you feel it?
5 A. Yes, sir.
6 Q. Did you have to hold on? Were you knocked down?
7 A. Yeah. No, sir. Just a little bit impact, sir.
8 Q. A little bit.
9 A. Yeah. Little bit impact.
10 Q. Okay. What do you --
11 A. So I just hold on on the railings, and little -- when
12 the (indiscernible) was only a little bit, I hold on -
13 Q. Okay.
14 A. -- like more, sir.
15 Q. Before the collision, did you hear your ship blow a
16 whistle?
17 A. I heard -- I don't really remember, sir --
18 Q. Okay.
19 A. -- if I heard one horn.
20 Q. All right. After the collision, what did you do next?
21 A. After the collision, sir?
22 Q. Yeah.
23 A. I go back to (indiscernible), sir.
24 Q. All right. So you're back up the ladder?
25 A. Yes, sir.

1 Q. Back up to the --
2 A. But that --
3 Q. -- back --
4 A. -- already -- *Carla Maersk* is already astern, sir.
5 Already out of the bow.
6 Q. Okay. So you went back up to the ladder, back up to the
7 anchor windless (ph.) --
8 A. Yes, sir.
9 Q. -- and what did you do next?
10 A. And saw the damage, sir. Check the damage.
11 Q. And what --
12 A. Report to captain the damage, sir.
13 Q. Over the radio?
14 A. And also the anchor. And chief officer coming on the --
15 on the (indiscernible), sir.
16 Q. Okay, what about the anchor?
17 A. (Indiscernible) anchor, sir.
18 Q. Which anchor?
19 A. Port side, sir.
20 Q. Okay. So did the -- what did the captain tell you to do
21 next, or what were told to do next?
22 A. Sounding all sides of the ship, sir. (indiscernible),
23 sir. (Indiscernible).
24 Q. Okay.
25 A. And then one guy, AB, come and make sounding and check

1 the -- which space is no water, only the (indiscernible) coming,
2 the water coming higher.

3 Q. Okay. Were you given orders to drop the anchor at all?

4 A. Yes, sir.

5 Q. Okay. How soon after the collision were you told to
6 drop the anchor?

7 A. When the *Maersk* is already astern and captain said drop
8 anchor.

9 Q. Okay.

10 A. Yes.

11 Q. How long did you remain up on the bow?

12 A. Sorry, sir?

13 Q. How long did you stay up the -- after you dropped the
14 anchor, how long did you stay up on the bow?

15 A. Oh, I stay until noontime, sir.

16 Q. Okay.

17 A. Yeah. They just bring me some coffee on
18 (indiscernible).

19 Q. So when -- a long time? How long, hours?

20 A. And when the collision happen, I stay until 5:00.

21 Q. Okay.

22 A. And then somebody sends me, sir.

23 Q. Did the -- after the collision, did the visibility get
24 worse, better, the same?

25 A. Better, sir.

1 Q. Better?

2 A. Yes, sir.

3 Q. Did you smell anything?

4 A. Yes. Yes, sir.

5 Q. What do you --

6 A. Because I'm already crying when I feel pressure and I

7 already crying on that time.

8 Q. Okay. Why?

9 A. That smell is very bad, sir.

10 Q. Okay.

11 A. And then I called the captain.

12 Q. And what did he say -- about what, the smell?

13 A. The smell.

14 Q. Okay.

15 A. Captain said be careful. That's why I take mask on the

16 (indiscernible). Put mask.

17 Q. What kind of mask?

18 A. This -- the disposable mask, sir.

19 Q. Just like what you use when you're --

20 A. Yes. Yes, sir.

21 Q. -- chipping paint?

22 A. Yes, sir.

23 Q. For dust?

24 A. That's (indiscernible).

25 Q. All right. Didn't -- not filters?

1 A. (indiscernible) dust mask, but I speak to captain that
2 that's not good.

3 Q. All right.

4 A. I take the (indiscernible) the big one.

5 Q. Okay.

6 A. But it still, I smell still, but only a little.

7 Q. Okay. And how long -- how long after the collision did
8 you put the mask on with the filters?

9 A. Immediately, sir, when I smell bad on that disposable
10 mask.

11 Q. Right. How long, about?

12 A. About 5 minutes, sir.

13 Q. Oh, okay.

14 A. Because I go down (indiscernible) on the (indiscernible)
15 open the store and take this mask. I take (indiscernible), sir.

16 Q. Okay. Did anybody stay up there with you on the bow?
17 You say you -- they brought food. How --

18 A. Yes, sir. Have one guy. This guy, Gallo.

19 Q. Oh, okay.

20 A. Together with me.

21 Q. Did he --

22 A. And one OS bring us some food with the coffee.

23 Q. Did he have the mask, too?

24 A. They have mask, sir.

25 Q. With the filters?

1 A. With the filter.

2 Q. All right. And then how long again were you up there?

3 A. Sorry, sir?

4 Q. How long did you stay up there?

5 A. After on the --

6 Q. After collision?

7 A. Collision. I stay what I said, sir, until 5:00, sir.

8 Q. Five o'clock, okay. Yeah, I thought you said that. I'm

9 sorry.

10 A. Yes.

11 Q. And were you -- who relieved you after 5:00?

12 A. After 5:00, sir? The watchmans. Watchmans, but captain

13 said watchman only on the bridge because the fumes is coming

14 harder.

15 Q. Okay, so then no one on the bow?

16 A. No one on the -- on deck, sir.

17 Q. On deck.

18 A. Close all the ventilation --

19 Q. Okay.

20 A. -- the stairway ventilation and (indiscernible), sir.

21 Q. Okay. So you were the last persons up there at 5.

22 A. Yes, sir.

23 MR. JONES: Okay. All right, that's all I have right

24 now. Thank you.

25 MR. GALOLA: Thank you very much, sir.

1 BY UNIDENTIFIED SPEAKER:

2 Q. It is -- just one question. You said when you saw the
3 *Maersk*, the *Carla Maersk*, did you actually physically see the ship
4 or did you see the lights before --

5 A. No, sir.

6 Q. -- you saw the ship?

7 A. I saw the color, the color of the ship, light blue.

8 Q. The light --

9 A. Yes. And --

10 Q. Oh, the light blue of the ship --

11 A. Light blue and the red (indiscernible) on the pipes.

12 Q. Okay. So you actually saw the -- physically saw the
13 ship before you even --

14 A. Yes. Yes.

15 Q. -- noticed the lights?

16 A. Yes, sir.

17 Q. Okay. That's all I have.

18 MR. MORRIS: When the pilot --

19 MR. JONES: Can you identify, Mike?

20 MR. MORRIS: Oh, Mike Morris with the Pilots.

21 MR. GALOLA: Okay, sir.

22 BY MR. MORRIS:

23 Q. When the pilot first came aboard, up the ladder --

24 A. Yes, sir.

25 Q. -- how was visibility?

1 A. The visibility is not so good, sir. Because I didn't
2 see some ship far from our ship.

3 Q. So one mile, 2 miles, 5 miles?

4 A. No 5 miles, sir. Maybe one mile, I saw.

5 Q. And when -- how long before the collision did it get
6 down to 300 meters?

7 A. Before the collision, maybe 20 minutes, sir. Twenty,
8 30 minutes, sir. Because I saw already this (indiscernible) on
9 the side with stones, grass.

10 MR. MORRIS: That's all the questions for him.

11 UNIDENTIFIED SPEAKER: No questions.

12 MR. USHER: Yes, Mike Usher.

13 BY MR. USHER:

14 Q. When you saw the *Carla Maersk* go to starboard --

15 A. Yes, sir.

16 Q. -- did your vessel heading change, or what did your
17 vessel do?

18 A. Head into port side, sir. A little bit port side.

19 Q. A little bit port side?

20 A. Yes, sir.

21 MR. USHER: Okay, thank you. That's all I have.

22 MR. BETTS: David Betts, Flag State.

23 BY MR. BETTS:

24 Q. You're saying the -- your ship off the course to port or
25 to starboard when you saw the *Maersk*?

1 A. The *Maersk* --

2 Q. What did your ship do?

3 A. Steady on our lane, sir. The starboard side.

4 Q. You say steadying. No -- it had -- did not change?

5 A. Changed when that ship is not change their course,
6 because we are changing to port side, sir, a little bit, and then
7 when I saw the -- that *Maersk* is going to the starboard side, I
8 saw our ship go into starboard --

9 Q. Starboard side. So you were going to port and then you
10 went back to starboard?

11 A. Yes, sir.

12 Q. Okay, one more question. Was your vessel at anchor
13 prior to you picking up the pilot? Had you been waiting at
14 anchor?

15 A. Yes, sir. We were waiting, sir.

16 Q. So you'd had plenty of rest before you picked up the
17 pilot?

18 A. Yes, sir.

19 MR. BETTS: Yeah, thank you. Finished, thank you.

20 MR. ANDERSON: David Anderson with --

21 MR. GALOLA: Yes, sir.

22 MR. ANDERSON: -- owner's rep for *Maersk*.

23 BY MR. ANDERSON:

24 Q. You said that you heard a -- you heard a whistle prior
25 to the collision. Was --

1 A. Oh, I think I heard the whistle --

2 Q. Was it a continuous blast of whistle, or was it
3 intermittent?

4 A. Whistle of the *Maersk* is continue, sir.

5 Q. Continue. Okay, thank you.

6 A. That this (indiscernible).

7 Q. Thank you.

8 A. Emergency, sir.

9 DR. STRAUCH: Yeah, hi. You said you'd been sailing for
10 about 10 years or so?

11 MR. JONES: Can you just identify, Barry?

12 DR. STRAUCH: Oh, yeah, I'm sorry. I'm Barry Strauch
13 with the NTSB.

14 BY DR. STRAUCH:

15 Q. You said you'd been sailing for about 10 years? Is that
16 correct?

17 A. More than 10 years, sir.

18 Q. How many years?

19 A. I start 2003 until now.

20 Q. So 12 years?

21 A. Twelve years, sir.

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

23 A. This is my first time, sir.

24 Q. Oh, okay. Have you been to other waterways where you
25 came as close as you did in this collision?

1 A. Yes, sir. Germany, Suez Canal, Panama.

2 Q. What was different about this time other than the fact
3 that there was an accident?

4 A. The difference, sir, is quite little bit wide on the
5 other (indiscernible) than here, sir.

6 Q. This is narrower water.

7 A. Narrow. Yes, sir.

8 Q. You said you've been in other collisions before?

9 A. Yes, sir.

10 Q. How many collisions have you been --

11 A. I've been -- one, sir.

12 Q. And what were the circumstances?

13 A. Circumstances, sir, is not so easy, sir, for me, sir.
14 The circumstances.

15 Q. It's difficult to remember, or --

16 A. Yes. Yes, sir. Well, if I tell you -- tell you that
17 one, sir, because I have also banging my head on the -- on the
18 wind glass, sir --

19 Q. Oh, okay.

20 A. -- because that is strong collision, sir. But that one
21 is really lucky because I have helmet and strap, sir.

22 Q. When was that?

23 A. That was 5 years ago, sir.

24 Q. And where did that occur?

25 A. Sorry, sir. Can you repeat --

1 Q. Where was the location of the collision? Where did that
2 occur?

3 A. That is on the front, sir.

4 Q. Oh, I see. And what kind of vessel were you on at the
5 time?

6 A. That is (indiscernible), sir.

7 Q. And what was the other vessel?

8 A. Sorry, sir?

9 Q. What was the other vessel?

10 A. The other vessel (indiscernible) us is two tug boats,
11 sir.

12 Q. What was the visibility like at that time?

13 A. That time is very clear, sir.

14 Q. So that -- one of the difference is in here, the
15 visibility wasn't as good?

16 A. Yes, sir.

17 Q. Now, in your 11, 12 years of experience, you've sailed
18 in visibility like this before. Is that true?

19 A. Yes, sir.

20 Q. I see. Much worse than this? Have you sailed --

21 A. Yes, sir. China, sir.

22 Q. Much worse.

23 A. On China, sir.

24 Q. Yeah. I see.

25 A. (Indiscernible) I cannot say (indiscernible).

1 Q. Okay. And you said you got up at 7:30 that morning?

2 A. Yes, sir.

3 Q. What time did you go to sleep the night before?

4 A. I sleep early, sir, 9:00, sir.

5 Q. Okay.

6 A. Because captain said that 1:00 or 2:00 pilot come and
7 that he tell me, you go quick rest and I call you later.

8 Q. Okay. How about the day before? Did you go to sleep
9 and get up about the same time?

10 A. Yes, sir. I get up 6:30, sir.

11 Q. And what time --

12 A. I sleep --

13 Q. -- did you go to sleep?

14 A. I sleep 10:00, sir.

15 DR. STRAUCH: Okay. All right, thank you. I have no
16 further questions.

17 MR. JONES: Bosun, I don't have any more at this time.
18 We'll go around the room one more time and --

19 MR. GALOLA: Okay.

20 BY UNIDENTIFIED SPEAKER:

21 Q. Bosun, yes. Clarify one question here. Now,
22 you mentioned you saw the *Maersk, Carla*, the *Carla Maersk* --

23 A. Yes, sir.

24 Q. -- the hull? Okay. Did you -- did you report this
25 target to the master?

1 A. Yes, sir.

2 Q. Okay. Approximately, do you remember what time between
3 the time you reported it and the time of the collision?

4 A. That was -- that was 12:25. Almost 12:30, sir.

5 Q. Okay, so 12:25 --

6 A. Yes.

7 Q. -- between 12:25 and 12:30, you report it to the master
8 that you saw --

9 A. 12:20 to -- not 30, sir. Twenty to 25, something like
10 that.

11 Q. 12:20 to 12:25, okay.

12 A. Yeah, something like that, sir.

13 Q. All right. And what was the master's response at this
14 time when you mentioned it?

15 A. Just okay, sir.

16 Q. I'm sorry?

17 A. Just okay, sir.

18 Q. He acknowledged?

19 A. Yes. Yes, sir.

20 Q. Okay. And then how long between that time and the time
21 You actually heard a whistle, between the time that you reported
22 that you saw this target and that master acknowledged --

23 A. Yes.

24 Q. -- that he received -- then --

25 A. Someone one horn, sir.

1 Q. You heard one horn. Approximately how --
2 A. Yeah.
3 Q. -- the time, how far out after you --
4 A. No, I don't remember, really, sir.
5 Q. Okay.
6 A. Sorry, I don't remember, really, sir. Because I'm
7 already confused when that (indiscernible), sir.
8 Q. Okay. But you -- okay. So you mentioned -- called the
9 master, you let him know that --
10 A. Yes, sir.
11 Q. -- you saw the target.
12 A. Yes, sir.
13 Q. And then there's a collision. So --
14 A. Yes, sir.
15 Q. -- then there was a whistle between that time --
16 A. On that collision, sir, I was already down on the stair,
17 sir.
18 Q. Okay.
19 A. Because I know that this, tanker, if some fire up and
20 I'm already dead.
21 Q. All right. But on your way --
22 A. Hundred percent dead.
23 Q. Did you say you heard the whistle before you felt the
24 shake?
25 A. Yes, sir. Yes, sir.

1 Q. You heard the whistle --

2 A. And I heard continuous ringing of whistle and bell on
3 the other vessel.

4 Q. On the other vessel?

5 A. When they had already collision.

6 Q. Did you hear anything from your vessel?

7 A. I don't remember, really, sir.

8 Q. So you don't remember if you heard any sound --

9 A. Yes, sir.

10 Q. -- signals from your vessel?

11 A. Because I'm already run.

12 UNIDENTIFIED SPEAKER: I understand. I understand.

13 Okay. That's all I have. Thank you.

14 MR. GALOLA: Okay, welcome, sir.

15 UNIDENTIFIED SPEAKER: No further questions.

16 MR. GALOLA: Okay, sir.

17 MR. USHER: Yes, Mike Usher again.

18 MR. GALOLA: Yes, sir.

19 BY MR. USHER:

20 Q. When you -- when you identified the *Carla Maersk* going
21 to starboard --

22 A. Yes, sir.

23 Q. -- and you said your vessel went to port --

24 A. Yes, sir.

25 Q. -- at the same time --

1 A. Yes, sir.

2 Q. -- how far apart was your ship from the *Carla Maersk*
3 when that happened?

4 A. Oh, when that happened --

5 Q. Approximately.

6 A. Approximately, about 15, 20 meters.

7 Q. How many?

8 A. Fifteen, twenty meters, sir.

9 Q. Fifteen or twenty meters?

10 A. Yes. Yes, sir.

11 Q. Okay. Okay, thank you.

12 MR. GALOLA: Welcome, sir.

13 MR. USHER: That's all I have.

14 UNIDENTIFIED SPEAKER: No, thank you.

15 UNIDENTIFIED SPEAKER: Nothing.

16 MR. JONES: Okay, Bos, I appreciate your time. That
17 finishes this interview.

18 MR. GALOLA: You're welcome, sir.

19 MR. JONES: Thank you.

20 (Whereupon, the interview was concluded.)

21

22

23

24

25

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 Marvin Alac Galola

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 transcribed
to the best of my skill and ability.

Trevy Thomas
Transcriber