

## UNITED STATES OF AMERICA

## NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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M/V *CONTI PERIDOT* COLLISION WITH

\*

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: VALERIY YEGOROV

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

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MIKE USHER  
Board of Pilot Commissioners for  
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MIKE MORRIS  
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DAVID ANDERSON  
(On behalf of Maersk Tankers)

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

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1 I N T E R V I E W

MR. JONES: This is Rob Jones with the NTSB, the Deck Operations group chairman. We're investigating the collision between the *Carla Maersk* and the *Conti Peridot*. With me today is:

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

MR. MORRIS: Mike Morris with the Houston Pilots.

MR. PULMER: Henning Pulmer, BBG.

MR. UNGER: John Unger, Royston Rayzor.

MR. YEGOROV: Valeriy Yegorov, chief officer  
(indiscernible) vessel *Conti Peridot*.

MR. JONES: Thank you.

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

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

MR. ANDERSON: David Anderson, owner's rep from Maersk Tankers.

MR. Jones: Okay. This is Rob Jones again. Appreciate you being here. We're tape recording this interview and I just wanted to acknowledge that that's okay with you.

1 MR. YEGOROV: Yes.

2 MR. JONES: Okay. And that you have representation here  
3 today with you, Mr. Unger?

4 MR. YEGOROV: Yeah.

5 MR. JONES: Okay. And again, we're here to just conduct  
6 a safety investigation, just to find out the circumstances of this  
7 accident and what evidence and what your -- you saw to it and what  
8 you can bring to the -- to our investigation to help us, and  
9 possibly make safety recommendations down the road when we write  
10 our report. All right?

11 INTERVIEW OF VALERIY YEGOROV

12 BY MR. JONES:

13 Q. So I'd like to just start off with some background  
14 information. How long have you been going to sea?

15 A. At around six months. Six months (indiscernible).

16 Q. Well, how about your career? How long have you been  
17 going to sea?

18 A. I came out about 26 of August.

19 Q. Okay. You're the chief mate on board?

20 A. Yes.

21 Q. All right. When did you -- not the *Conti*, your career  
22 at sea. When did you first start going to sea? Ten years ago, as  
23 a third mate, second mate?

24 A. Oh, yes. At the beginning?

25 Q. Yes, there you go.

1           A.    At the beginning. It must be calculate. It's 1975 I  
2 start work.

3           Q.    Okay. And was that as an officer? Did you go to a  
4 school, or did you work?

5           A.    Yes, after marine college. After marine college, I go  
6 to work at (indiscernible) company, at that time. It was  
7 (indiscernible) company, and completed the (indiscernible) at the  
8 marine college in 1975.

9           Q.    Okay. That's when you had your first third mate's  
10 license? Or officer's license?

11          A.    Yes. One by one, I come in up, up, up.

12          Q.    Okay.

13          A.    I have some period no work at sea, beside my problem, my  
14 tasks with my wife, with home. After (indiscernible).

15          Q.    Okay. And how long have you been with this ship?

16          A.    From 26 of August, 2014.

17          Q.    Okay. And were you on this ship before that, other  
18 times, or is this the first time on this ship?

19          A.    No, second time on this ship.

20          Q.    Second time. And can you describe your duties on board  
21 the ship? Do you stand a watch? Are you a day worker?

22          A.    For that time?

23          Q.    For this time, the voyage.

24          A.    Yes, of course, I have a -- we have navigational voyage.  
25 I called in schedule. And during voyage, we keeping that watch at

1 sea -- watch at sea.

2 Q. Which watch do you stand?

3 A. From 4:00 morning time until 8:00 morning time and  
4 second watch was from 1600 to 2000.

5 Q. Okay. And do you hold a chief mate license, is that the  
6 highest, or do you -- are you -- do you have a captain's license  
7 also?

8 A. Yes, I have captain's license.

9 Q. You do. Have you ever sailed as captain?

10 A. But I'm not working by captain.

11 Q. No, but did you -- have you sailed as captain before,  
12 previously?

13 A. Previously no work as captain.

14 Q. So --

15 A. Only have license.

16 Q. Okay. How long have you sailed as chief mate, career?

17 A. Just a moment. It's about -- I don't even know. Just  
18 one moment. Calculate.

19 Q. About.

20 A. About. Minimum six years.

21 Q. Six years as chief mate. Okay.

22 A. Minimum six years. Yes. More, more than six, but --

23 Q. Okay.

24 A. I no (indiscernible) that question.

25 Q. That's fine.

1           A.    Calculate.

2           Q.    That's fine.  Have you been to Houston before?

3           A.    Yes, I've been in Houston before.

4           Q.    Approximately how many times?

5           A.    Two times.

6           Q.    Two times.  As a chief mate?

7           A.    As a chief mate, one time.

8           Q.    And what was the other time?

9           A.    Other one time, I was second mate.

10          Q.    So at that other time as second mate, were you on the

11 bridge during the transit from the anchorage or out to sea up to

12 the berth?

13          A.    Yes, yes, yes.

14          Q.    Okay.

15          A.    We came Houston.

16          Q.    Okay.  Now, if we could talk about the day of the

17 accident, for day watch, were you on watch in the morning at

18 anchor?

19          A.    Yes, I was.

20          Q.    Okay.

21          A.    I watch (indiscernible) at anchor.

22          Q.    Okay, so --

23          A.    At 8:00, I give watch for third mate.

24          Q.    Okay, and when did the -- describe that watch to me.

25    You were at anchor first, and then did you transition to underway?



1 A. No, no. I'm (indiscernible) hand over watch at 8:00.

2 It was -- we was at anchor that time.

3 Q. Okay.

4 A. But that time, anchor wasn't progress, heave up.

5 Q. Heave up.

6 A. Yes.

7 Q. Okay. What happened -- what happened next after you  
8 heave up the anchor?

9 A. After, I go -- for me?

10 Q. Yeah.

11 A. I go down because I need -- I have must -- I have time  
12 for breakfast. After breakfast, I make (indiscernible) paper job.

13 Q. Paperwork?

14 A. Paperwork, yes.

15 Q. Okay.

16 A. Paperwork. (Indiscernible).

17 Q. And do you know when the pilot came aboard?

18 A. I don't know exact, but before we have information,  
19 pilot coming on board first time, pilot coming on board 7:30  
20 (indiscernible). They change it. Houston pilot change it. Pilot  
21 on board will be coming, they say he will be coming at 9:30.

22 Q. Excuse me?

23 A. At 9:30.

24 Q. 9:30?

25 A. Yes, 9:30. How exactly, I don't know what time pilot on

1 board.

2 Q. Okay. Because you were --

3 A. Because not my watch.

4 Q. Paperwork. Okay. Was it -- when you got off watch,

5 still at anchor --

6 A. Yes.

7 Q. -- at 8:00 --

8 A. Yes.

9 Q. -- was it daylight?

10 A. Not daylight -- yes, (indiscernible) go out.

11 Q. Okay.

12 A. It was -- visibility was good.

13 Q. Visibility was good?

14 A. At anchor -- yes, visibility was good.

15 Q. Okay. At about the time the pilot came on board, were

16 you out on deck at all? Could you tell the visibility around

17 9:30?

18 A. 9:30, no. I been -- I been -- don't know exact. Up in

19 cargo office, or in cabin because same in cabin have computer.

20 Q. Okay.

21 A. Some -- I have some job in cabin same -- in office

22 cabin.

23 Q. All right. So the anchor was heaving, pilot comes

24 aboard at 9:30. Correct?

25 A. No, I don't know what time pilot come in.

1 Q. Was -- okay.

2 A. I tell Houston pilot informed us 9:30 pilot will be on  
3 board.

4 Q. Okay. But sometime after your watch, the vessel gets  
5 underway.

6 A. After my watch, not yet. After my watch, vessel was at  
7 anchor. But I tell you, coming to finish heave up anchor.

8 Q. Okay.

9 A. But at my watch, we not heave up full anchor. All clear  
10 --

11 Q. All right.

12 A. -- anchor.

13 Q. Now, do you know when the vessel got underway?

14 A. Pardon?

15 Q. Do you know what time you did weigh anchor and get  
16 underway?

17 A. I don't know -- exactly, I don't know.

18 Q. Okay.

19 A. We must check at logbook.

20 Q. All right. So from the time you were doing paperwork  
21 after breakfast and when -- did you go up on the bridge at all, or  
22 out on deck?

23 A. No, I'm -- go on bridge after 12:00, because 12:00  
24 coming lunch time.

25 Q. All right.

1           A.    I work on crew, on officer's salon, officer's mess room,  
2 take lunch. And I see window, it was very bad visibility.

3    (indiscernible) very difficult to (indiscernible) very difficult.

4           Q.    And what time was this?

5           A.    It was at 12:10, 12:15 at (indiscernible) not checking  
6 time.

7           Q.    Okay. And before that, did you hear your ship's whistle  
8 at all? Can you hear your ship's whistle --

9           A.    The whistle?

10          Q.    -- horn from inside the house?

11          A.    From inside? I don't -- sometimes. I no speak. I  
12 don't know.

13          Q.    That's fine. If you don't know, you don't know.

14          A.    Yes, I don't know.

15          Q.    All right. So tell me, you -- tell me about, you come  
16 up to the bridge, why, and now what did you see?

17          A.    I came on the bridge for -- first receive some  
18 information, more exact information for what time come in. Two  
19 bells whistle because must inform crew and prepare some  
20 (indiscernible) change (indiscernible) and prepare for mooring  
21 operation. And first question.

22                Second question: I asked captain when I came, I asked  
23 captain maybe you need something, maybe, I will call mess man for  
24 you because you stay long time on bridge and no eat. And he said,  
25 "No, no need to." And second question, I ask if him, maybe you go

1 down few minutes or not, and he said no. Visibility was not so  
2 good. He said I am not going (indiscernible) never I go  
3 (indiscernible). And that's all, what is the reason which I came.  
4 Three question.

5 Q. Okay. And that's why you went up there, up to the  
6 bridge?

7 A. Yes. First (indiscernible) visibility no good, maybe  
8 need some assist because difficult visibility. In this case, we  
9 have practice every time. If have free time, possible additional  
10 (indiscernible) for looking outside.

11 Q. Okay. Now, did you stay -- when you came up on the  
12 bridge to ask that, did you stay up on the bridge the entire time  
13 through the collision?

14 A. Yes.

15 Q. Okay. So tell me everything that you saw from the time  
16 you came up and asked the captain if he wanted a break up to the  
17 collision, what you can remember.

18 A. Up to the collision? Okay. At that moment which when I  
19 came on bridge and first I see -- yes, I see some sound from buoys  
20 or from vessel because I came I don't know from where. But on  
21 bridge, very good listen -- the doors was open for wings.

22 Q. Bridge wing doors (indiscernible).

23 A. Yes. And after I see, from port side, (indiscernible)  
24 vessel, (indiscernible). I don't know remember his  
25 (indiscernible) color, but (indiscernible) big vessel,

1 (indiscernible), which mean a car carrier. And he is going good,  
2 but distance was about 15, 20 meters, no more, between us and that  
3 vessel. But visibility at that time was very bad because I see  
4 that vessel about to hold number two, hold number. This is  
5 distance about less than hundred meters from bridge visibility.

6 Because same boat, sometimes visibility change very  
7 quick. Sometimes no possible good look other boat, sometimes  
8 open. And when passed that vessel and the captain say, "No, no  
9 need nothing," and I see very difficult situation on bridge during  
10 visibility, I no make any question more because I no like take  
11 attention for me, and looked only.

12 At that one time from port side (indiscernible). I see  
13 pilot was little nervous. I see coming one vessel, and he is  
14 keeping -- he is keeping course in middle part of channel, right  
15 in middle part of channel. And (indiscernible) little starboard  
16 because we is passing that vessel, (indiscernible) is going good.  
17 And the captain was nervous and he tried to spoke with -- but I  
18 don't know with who. Only -- I no pay for him so much attention;  
19 I only look for that.

20 And after that, I see it's visibility not so good and I  
21 change position from port side to starboard side. And stay -- no  
22 make any question or give because all attention forward and  
23 captain talking like that, second mate near telegraph, and  
24 helmsman every time (indiscernible) command from pilot and make  
25 action according pilot told him.

1           And other one. When coming that situation, I look at by  
2 my eyes, and nothing, no possible look -- no possible look  
3 anything, any buoy, any marks from other (indiscernible) line of  
4 channel, and only listen from pilot. Pilot call *Carla*, it's  
5 vessel front of us, *Carla*, call by VHF, by his VHF, walkie-talkie.  
6 And *Carla* not answer, I remember. And pilot was nervous.

7           Before, maybe he speak with *Carla*. I not pay attention  
8 for that time. When coming that situation, I don't know. I feel  
9 not so very good and I listen second time pilot call *Carla*. And  
10 he -- something reply. I don't -- I don't remember what he  
11 replied, but I remember only second time when he called *Carla*.  
12 But before he change -- he give command for helmsman, port side,  
13 yes.

14           And call second time *Carla*. And he said -- I don't  
15 speak exactly, but I remember port. "I go port," or, "I keep  
16 port." And *Carla* not give answer. After his call again and *Carla*  
17 speak only one word, "No." I remember his -- *Carla* give answer  
18 only, "No." Captain -- pilot again call *Carla* ask, "Why no? Why  
19 no?" *Carla* not answer. After that, in a few minutes -- not few  
20 minutes, few -- maybe one minute, (indiscernible) collision.

21       Q.    Okay.

22       A.    Yes.

23       Q.    As long as we're talking about the collision right  
24 there, did you feel the collision?

25       A.    Yes.

1 Q. Did the ship move, or did the ship stop --

2 A. Yes, I look at that collision when open *Carla* vessel.  
3 It's open very quick, in one, two seconds maybe, open very quick.  
4 And I see he's crossing our course. And not only have all vessel  
5 quickly open, aft not so very good looking, but forward and middle  
6 very quick.

7 In this situation -- in this situation, I don't remember  
8 what say pilot, our pilot. I don't remember because I seen  
9 about -- because not have time for any maneuver, not have time.  
10 And I seen about (indiscernible) because bosun and some other guys  
11 was (indiscernible) in front of us a tanker. First my mind,  
12 explosion when come in collision. This one I see.

13 After -- but after, when coming collision,  
14 (indiscernible) vessel too much vibration, water's coming from  
15 (indiscernible) bridge down, and stop at vessel. I remember only  
16 pilot say (indiscernible). That time when vessel move from *Carla*  
17 (indiscernible) little more, I inform captain, I go down because I  
18 must inspect what is condition of vessel forward. And captain  
19 say, "Okay." I go down.

20 Q. Okay. Now let me just try to just get a little more  
21 detail while you were up there, before you went down to do  
22 soundings and inspect for damage. You said the pilot on board  
23 your vessel -- actually, let's go back a little further. The  
24 pilot on your vessel was calling the *Carla*. Did he use the name,  
25 *Carla*?



1           A.    I don't remember.

2           Q.    How do you --

3           A.    I don't remember.

4           Q.    How do you know he's talking to the *Carla* or the other  
5 pilot?

6           A.    How I think? But I think because no any vessels make  
7 trouble for us.

8           Q.    Okay.

9           A.    We no have other vessel on the channel.

10          Q.    So you --

11          A.    That vessel is passing. We not speak with that vessel,  
12 the (indiscernible) which passed us.

13          Q.    Okay. The -- that's fine. When you saw the car carrier  
14 go by --

15          A.    Yeah.

16          Q.    -- did the visibility get worse from that time to when  
17 you saw the *Carla*, or was it about the same?

18          A.    Visibility -- no, from when we passing the car carrier,  
19 visibility was very bad, very bad. It's mean 60, 70 meters, maybe  
20 no more than 100 meters visibility. No more.

21          Q.    Okay. Okay. Let's just go back then to when you heard  
22 the pilots talking, which, you assumed he was talking to the pilot  
23 on the *Carla*, right?

24          A.    Yeah.

25          Q.    And he -- you heard -- he says -- the other pilot says,

1 "No."

2 A. "No," only one. "No," and anything more.

3 Q. Okay. But -- and your pilot says, from what you  
4 remember, "Why no? Why no?"

5 A. Yes.

6 Q. All right.

7 A. He ask it --

8 Q. Okay.

9 A. -- two times maybe. Ask it, "Why no?"

10 Q. All right. Do you remember what the commands to your  
11 vessel were at that time from the pilot, what the engines were on,  
12 what the -- was he giving rudder orders?

13 A. Something maybe, but I don't remember. Some -- I don't  
14 remember the time because my mind was going to the collision, and  
15 I don't remember this one. When I open that vessel, it was stress  
16 (indiscernible) stress.

17 Q. Okay. Was the pilot, at this time that you saw  
18 everything, was the pilot and the captain -- the pilot on your  
19 vessel, your captain, were they talking? Were they close  
20 together?

21 A. No. Pilot was near window, little port from middle  
22 part --

23 Q. Okay.

24 A. -- from (indiscernible) position. Captain was near  
25 ladder, starboard side front of (indiscernible) starboard side;

1 very close. And -- yeah.

2 Q. All right.

3 A. I was more starboard, near starboard door entrance to  
4 mid-starboard. In this case, maybe I -- I'm listen something  
5 pilot say. Maybe give command (indiscernible). I don't speak  
6 exact. If I listen exact, I tell.

7 Q. Okay. Do you remember if you were looking up at the  
8 rudder when the pilot was giving orders, and was the rudder  
9 responding, the helmsman? Once he -- once he followed the pilot's  
10 order, did the rudder respond? Were you looking at the rudder  
11 angle indicator?

12 A. Only few -- only few moments when I shifting from port  
13 side to starboard side. But it's -- our AB --

14 Q. Yeah.

15 A. -- was number one. He's very clever, very good,  
16 experienced.

17 Q. The helmsman?

18 A. Yes.

19 Q. Did you hear while you were up there anybody complain  
20 that the helm wasn't responding to an order? Was anything --

21 A. No, no, no, no, no, no.

22 Q. No?

23 A. I know -- I know -- I don't remember. Because -- no, I  
24 don't remember. He -- I remember only that time when I was on  
25 bridge and take -- pay attention for (indiscernible) before

1 collision. Pilot very often give command for AB helmsman, yes.  
2 And helmsman every time make action, some (indiscernible) little  
3 time, very correct and very quick maneuvers vessel, steering.

4 Q. Okay. And just before I go on, I just have a quick --  
5 as -- you've got a captain's license, you've been chief mate now  
6 for quite a while, so how would you assess this ship as a steering  
7 ship? Does she steer well? Good? Bad?

8 A. No, very good.

9 Q. Very good?

10 A. Very good.

11 Q. Okay. Any bow thruster on this ship? Bow thruster?  
12 No?

13 A. No, no, no.

14 Q. No? Single propeller?

15 A. Yes.

16 Q. Single rudder?

17 A. Yes.

18 Q. Okay. That's all I have right now.

19 [REDACTED] [REDACTED] [REDACTED]  
20 [REDACTED] [REDACTED]

21 [REDACTED]

22 Q. When you originally came up, you told us that you  
23 were -- first you were on the port side of the vessel? Is that --  
24 port side of the bridge wing, correct, when you first came up to  
25 the bridge?

1 A. When I came up to the bridge?

2 Q. Yeah.

3 A. Repeat, again, your question.

4 Q. When you came up to the bridge -- when you first came up  
5 to the bridge, where were you on the bridge wing? Where were you  
6 at?

7 A. My position?

8 Q. Yeah.

9 A. Port side.

10 Q. Okay, you were port side.

11 A. I come in port side near window of entrance to wings,  
12 port side.

13 Q. Okay. And at that time, you told us that you observed  
14 the second mate, he was over at the engine controls doing the bell  
15 book? Is that correct?

16 A. Again, repeat your question.

17 Q. I'm sorry. I just want to clarify the location of  
18 everybody that was on the bridge wing at that time, where  
19 everybody was at when you came up and you were on the port side.

20 A. Understand. Understand. When I came that time, pilot  
21 was same position, near window, about few meters from -- not few  
22 meters, little (indiscernible).

23 Q. Okay.

24 A. And watching his computer --

25 Q. Okay.

1           A.    -- on the channel.  And that time, captain was same,  
2   port, port side, because I remember I spoke with him that place.  
3   Yes, because this coming car carrier and he same check it, this  
4   position of car carrier, and he was port side.

5           Q.    Okay.

6           A.    And the helmsman, of course, every time on the rudder.

7           Q.    Yeah.

8           A.    And second mate, every time, this is our rules, we never  
9   broke it, this rule.  Every time was near telegraph, from  
10  telegraph, little (indiscernible) --

11          Q.    Okay.

12          A.    -- watching (indiscernible) watching radar and control  
13  telegraph.

14          Q.    Okay.  And the master, where was the master at?  The  
15  captain?

16          A.    The captain was little port to the port side.

17          Q.    Okay.

18          A.    Near exit of bridge door.

19          Q.    Okay.  Pilot was in front of the PPU.  Was there anybody  
20  on the -- of the bridge team that was actively utilizing the  
21  radar?  And it could be pilot included.  Anybody actively  
22  utilizing the ship's radars, ship's ECDIS, from what you can  
23  recall?

24          A.    Captain, every time very often watch it ECDIS.

25          Q.    Okay.

1           A.    And second mate, of course, is close.  Very easy watch  
2   it.

3           Q.    Okay.

4           A.    And his other bell book was closed --

5           Q.    Okay.

6           A.    -- (indiscernible) second mate, and he's right at --  
7   when we passing some marks or buoy.

8           Q.    Okay.

9           A.    And sometimes pilot coming, because when I see pilot his  
10   computer, but sometimes he look at situation (indiscernible).

11          Q.    Okay.

12          A.    Just few minutes only.

13          Q.    Sure.  In terms of assessing traffic, utilizing the  
14   radars, I mean, are we -- are we talking -- are they actively  
15   acquiring targets on the radar?  How are they -- how are they  
16   assessing by using the radar?

17          A.    Not exactly understand your question.  Repeat again?

18          Q.    Did you witness any of the ship's bridge team or the  
19   pilot, did you witness anybody actively acquire targets on the  
20   radar?

21          A.    I don't speak about this question because not have  
22   information from me, exactly.

23          Q.    Okay.  In these conditions, and I'm speaking towards  
24   your experience, I'm not actually speaking towards what happened  
25   in this instance, but are there any, you know, either master's

1 orders or policy or seamanship for things to be set up on the  
2 radar or the ECDIS when visibility is bad? Guard zones, any  
3 things of that nature?

4 A. Repeat, please, again.

5 Q. Because the visibility is bad, is there any additional  
6 precautions that the bridge team would take on utilizing the  
7 radars and the ECDIS, like additional measures that you could put  
8 in place on either the ECDIS or the radars?

9 A. We have two ECDIS and two radars, starboard ECDIS and  
10 the (indiscernible) starboard every time watch second mate and  
11 captain. Port side, pilot makes his -- adjust his radar by his --  
12 by his condition, (indiscernible) --

13 Q. Okay.

14 A. -- checking targets.

15 Q. Okay.

16 A. And not have more information about this.

17 Q. Okay.

18 A. I know no more speaking about it because questions --  
19 not exactly.

20 Q. Okay. That's fine. In terms of communication, did  
21 you -- did you witness any request for the pilot, for any  
22 assistance from the bridge team, or -- well, I'll start with that  
23 one first. Did you witness any request for assistance from the  
24 pilot to the bridge team? Was there any things that he wanted  
25 assistance with?



1           A.    What does mean, assistance? I not understand.

2           Q.    If he was there at his personal pilot unit looking at  
3 his computer and he was trying to monitor traffic, did he reach to  
4 any of the bridge team to help assess traffic situations? Did he  
5 say, "Hey," you know, "guys, I need help acquiring and identifying  
6 targets" or anything like that?

7           A.    No, no, no.

8           Q.    Okay.

9           A.    No, this is not my (indiscernible). I am not meeting  
10 pilot. I am not speaking with pilot.

11          Q.    Okay. But did you hear anything from walking on the  
12 bridge? Do you hear any of that type of communication?

13          A.    No, communication from bridge with whom?

14          Q.    Between the pilot and the -- and the ship's officers on  
15 watch.

16          A.    No, pilot speaking every time with captain, give with  
17 helmsman, and captain, if need, and give command, if need, for  
18 engine (indiscernible) second officer responsible.

19          Q.    Okay.

20          A.    For that time only, when I came, I listen from pilot  
21 commands so often commands for helmsman.

22          Q.    Okay. When you come aboard the vessel, in terms of  
23 company policy, do you have to review your company policy for the  
24 vessel? Safety management system?

25          A.    Yes, of course.

1 Q. Okay. Does your safety management system speak to watch  
2 conditions?

3 A. Yes.

4 Q. Do they have special manning conditions for when you  
5 are --

6 A. Yes, when -- this is formal. It is for first day when  
7 coming on board. We have formalities.

8 Q. Okay. Are you aware --

9 A. (Indiscernible) special rules.

10 Q. Okay.

11 A. We must recognize many things. This is --

12 Q. Are there any special requirements for manning for when  
13 you have a pilot on board?

14 A. Oh, for pilot on board? We have on board on bridge, we  
15 have checklist --

16 Q. Okay.

17 A. -- with all details before arrival, pilot come on board,  
18 pilot (indiscernible) every time doing with this orders.

19 Q. Okay. Are there policies in place for when you  
20 encounter, you know, adverse weather conditions or restrictive  
21 visibility? Are there policies for manning for that?

22 A. Yes, since -- so yes. I now speak -- just a moment.  
23 Questions not so clear. Understand. During situation, you speak  
24 about visibility bad.

25 Q. Right. What I'm getting at, sir, is if the company has

1 requirements set forth for how many persons are to be on the  
2 bridge at certain times of watch. How many persons are to be on  
3 the bridge when you're at sea, how many persons to be on the  
4 bridge when you're inbound taking arrival, outbound for  
5 departures.

6 A. Yes, understand. Yes, of course. It's (indiscernible)  
7 job.

8 Q. Okay.

9 A. We have all information when we come -- when coming on  
10 board. Some people first formalization with equipment, with  
11 responsibilities, with anything.

12 Q. Okay. So my next question is do you know if the bridge  
13 was manned in accordance with what the company requires? So you  
14 were taking arrival -- so you're taking arrival, right, you're  
15 coming in under pilotage, if you were manned in accordance with  
16 what the company laid out, but then additionally, because you were  
17 encountering very bad visibility, if you had all the persons on  
18 the bridge necessary.

19 A. Yes. Of course. Of course. Because at that time when  
20 coming pilot on board, it was third mate watch, third mate watch.  
21 And at that time, (indiscernible) it was visibility good. I don't  
22 know sure. It's not my watch. I been inside in accommodation.  
23 And about your some questions, we -- no, it was about -- we make  
24 (indiscernible) every time when no good visibility. We keeping  
25 watch, double watch is help special (indiscernible). And for this

1 bad visibility, it was additional watch bosun and OS  
2 (indiscernible).

3 Q. (Indiscernible).

4 A. Yes. This every time. This is automatic.  
5 Automatically.

6 Q. Okay. Would there be anything for requirement --  
7 because pilot's on board looking at the PPU, but he also has that  
8 radar that he can use. Master's there assisting pilot making sure  
9 everything's running smoothly. You've got the second mate, and  
10 the second mate's doing the engine telegraph orders and the bell  
11 book. But would there be a requirement for an additional person  
12 to help assist monitor ECDIS and the radar, is what I'm -- what  
13 I'm asking.

14 A. You answer for your question I no understand. Repeat  
15 again.

16 Q. I guess, given the conditions -- because it seems like  
17 under those conditions you would have an additional person on the  
18 bridge as well to assist, not just the second mate, the captain,  
19 the helmsman and the pilot. It seems like the -- it seems like,  
20 under those conditions, you would -- you would want to have an  
21 additional body on the bridge. That's why I'm asking if that's  
22 required by a company, that if you're under pilotage and you're in  
23 restricted visibility, if that would require an additional ship's  
24 officer on the bridge. That's what I'm asking.

25 A. Yes, understand. For the -- I tell you before, for this

1 situation, I came -- I look at visibility not so good --

2 Q. Sure.

3 A. -- I came on bridge. Yes, for assist, for additional  
4 eyes for visibility, no good visibility, and we have additional  
5 watch forward, bosun and some AB I called in, I called in  
6 schedule.

7 Q. Okay. All right. Did you witness the ECDIS or the  
8 radar when you were on the bridge? Did you have the opportunity  
9 to look at that during the transit inbound, when you came up? And  
10 I'm not talking about when you were on watch, but when you came up  
11 to the bridge afterwards. Did you look at the radar or the ECDIS?

12 A. Yes, I see with -- I said, before, when I came and spoke  
13 with captain --

14 Q. Sure.

15 A. -- after, I moved little to ECDIS and ECDIS and the  
16 radar. I see this --

17 Q. Okay.

18 A. -- situation. I see that vessel, but that time I don't  
19 know what is *Carla* or not. Only look at first time.

20 Q. Okay.

21 A. That vessel was dangerous position going. And that time  
22 pilot was not so good, not -- I see so he's little nervous. And  
23 this case, I no go from bridge. I left, not make any additional  
24 ask, no, because situation not so good. I moved from port side to  
25 starboard side on bridge position and watching, additional

1 watching.

2 Q. Did you get an opportunity to look at the ECDIS when the  
3 *Conti Peridot* had traffic encounters with the car carrier and with  
4 the tank ship? Did you get an opportunity to look at the track  
5 line and where the vessel was when these traffic encounters  
6 happen?

7 A. I not speak exact because I came only and look at --  
8 first, I look at that vessel, car carrier, that vessel  
9 (indiscernible). Spoke with captain after I looked to that and  
10 ECDIS. And first, I see that vessel *Carla*. First, I see that  
11 vessel *Carla*, and I not go down because, again, I tell you,  
12 pilot -- I feel pilot not so very good. He spoke. I don't speak  
13 now exactly, that vessels answer or not, but he spoke with it. I  
14 seen (indiscernible) vessel because for us, no more  
15 (indiscernible) vessel that time. Car carrier passed. Only that  
16 vessel, target number one.

17 Q. Okay.

18 A. Finish.

19 Q. All right. In the prior traffic engagements prior to  
20 the *Carla Maersk*, did you get an opportunity to monitor where the  
21 vessel was on the ECDIS in relation to the channel?

22 A. Vessel was in the ECDIS, yes. But I not pay for that  
23 vessel attention for ECDIS.

24 Q. Okay.

25 A. I went starboard side. And starboard side captain was

1 radar and second was near ECDIS, and I'm not like interrupt that  
2 much --

3 Q. Sure.

4 A. -- only look at from the distance. Distance not so very  
5 good. I no speak exact.

6 Q. Okay. After the collision with the *Carla Maersk*, did  
7 you see on the ECDIS what the position on the vessel -- what the  
8 position of the vessel was in relation to the channel?

9 A. Yes, understand. No.

10 Q. Okay. The only other question I have regards to VHF  
11 communications. How were VHF communications for traffic being  
12 made with other vessels? Who was conducting that?

13 A. We have two VHF on board. Every time when coming pilot,  
14 he additional adjust (indiscernible) channel keep first VHF near  
15 center near pilot for him more easy and second VHF.

16 Q. Okay. But how were -- how as the -- like who was -- who  
17 was making the traffic calls? Who was making -- who was handling  
18 other vessels? Who was doing that?

19 A. Every time, pilot. Every time, pilot spoke and make  
20 communication. Additional have channel, but sometimes if somebody  
21 call, call only pilot.

22 Q. Okay.

23 A. We have open two VHF every time.

24 Q. Was he using the ship's VHF or was he using his handheld  
25 unit?

1           A.    Yes, ship's VHF, but most -- more often pilot spoke with  
2 his walkie-talkie, handheld VHF.

3           Q.    Okay. And with the communications that he made to the  
4 *Carla Maersk*, was he using his handheld?

5           A.    No, I don't remember. I don't remember.

6           Q.    Okay.

7           A.    Because it was (indiscernible) if he's using  
8 (indiscernible).

9           Q.    Okay. That's all (indiscernible).

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

11           BY MR. MORRIS:

12           Q.    Do you know what your drafts were when you arrived at  
13 port?

14           A.    Draft?

15           Q.    Draft forward and aft?

16           A.    Other draft.

17           Q.    Yeah.

18           A.    Yes. We was freshwater draft, 9-58 aft and 9-56  
19 forward. Yes.

20           MR. MORRIS: Okay. Thank you. That's the only question  
21 I had.

22           MR. PULMER: I have no questions.

23           MR. USHER: I have no questions, thank you.

24           MR. BETTS: One question. David Betts, Liberia.

25           BY MR. BETTS:



1 Q. Your telegraph, it's automatic recording, so you don't  
2 have to write in the bell book every engine movement, you're just  
3 putting in, "passing buoy 20," or something like that?

4 A. We are officers on watch write in log book position,  
5 which buoy we passed.

6 Q. But every time you change the engine speed, that's  
7 recorded automatically?

8 A. Engine -- yes. Engine, every time, automatically.

9 MR. BETTS: Okay. That's it, thank you.

10 [REDACTED] I have no questions.

11 DR. STRAUCH: Yes. Barry Strauch with the NTSB.

12 BY DR. STRAUCH:

13 Q. You said you were on the vessel once before? You served  
14 on this vessel once before?

15 A. Yes, yes, yes.

16 Q. When was that?

17 A. Two years before.

18 Q. And how long were you on the vessel?

19 A. I think for five months. I don't remember now exactly.

20 Q. Okay. And this particular captain who was on the vessel  
21 on this voyage, had you served with him before?

22 A. Repeat again (indiscernible) question.

23 Q. Had you served as chief mate with this captain before on  
24 any vessel?

25 A. No, first time.

1 Q. How long had you worked together with him on this  
2 vessel?

3 A. With me?

4 Q. Yes.

5 A. With me, two weeks, I think. So from (indiscernible).  
6 And before that vessel, he -- for his end of contract, end of  
7 agreement, maybe -- I don't remember, maybe three weeks maybe it's  
8 about because he's -- or four weeks -- because when I came first,  
9 I came on board of this vessel, that captain was on board. And  
10 after (indiscernible) voyage, he sign off.

11 Q. Okay.

12 A. (Indiscernible) and then now, in (indiscernible) coming  
13 again this captain, for this my contract, only for my contract  
14 (indiscernible).

15 Q. Now in your experience, how would you describe him as a  
16 captain? Was he a good captain, a not-so-good captain, compared  
17 with the other captains you've worked with?

18 A. In my mind?

19 Q. Yes.

20 A. For our captain? For this captain here?

21 Q. In your own experience, yes.

22 A. He's a good captain. My mind. He's a good captain.

23 Q. What made him a good captain?

24 A. It's mean for navigational, for communication with all  
25 crew, for organization, for -- same as captain. I not have for

1 him any some questions, "Why you make this? Why is it --" he's --  
2 good practice. He has good practice.

3 Q. And one of the things you just said about this captain  
4 was his communications was good. But you had a crew of both -- of  
5 different nationalities.

6 A. Yes.

7 Q. Is that correct?

8 A. Yes.

9 Q. Nationalities were Filipino and Ukrainian?

10 A. Yes.

11 Q. How did everybody communicate?

12 A. By English language only.

13 Q. Now, we've talked to crew members whose English wasn't  
14 as good as yours. So how good was the communications among the  
15 crew members if nobody had English as a native language?

16 A. This is questions -- difficult questions. If crew is  
17 friendly, it's very easy understand. And every time we speak  
18 between different nationalities, only -- in English language. If  
19 not, somebody no understand, explanation, explain as  
20 (indiscernible). Same for me, if I give some order or give some  
21 command and I see somebody not so good understand me, I try to  
22 found other way for explanation (indiscernible). And we no have  
23 any trouble, any problem during my service in -- on this boat.

24 Q. Was this a friendly crew?

25 A. I think so friendly. Not have -- we no have any

1 problem. I don't remember problems with this.

2 Q. Now, I imagine after the collision things got a little  
3 tense, right? I mean, there's been an emergency, a collision.  
4 How was communications then?

5 A. After that -- yes, we have some information -- no, give  
6 me few seconds for my organization my thoughts. When come in this  
7 situation, captain spoke by VHF. I listen bosun voice. In this  
8 case, I understand captain give some orders for him, but that time  
9 no have any time for asking him what is it because I know my  
10 responsibilities. I inform captain, I go down quick because not  
11 have any times for blah, blah, for speaking. And finish, I go  
12 down quickly.

13 Q. So you understood what to do and you did it, and you  
14 didn't have to ask the question -- ask the captain any follow-up  
15 questions?

16 A. Yes, sometimes (indiscernible). Sometimes captain speak  
17 more easy by his language because bosun same, Filipino, and he  
18 more easy understand his language.

19 Q. How did the other crew members act after the emergency?  
20 Did they act the same way you did? They knew what to do and just  
21 did it?

22 A. Repeat again.

23 Q. The other crew members --

24 A. Yeah.

25 Q. -- from your observation, how well did they act after

1 the collision?

2 A. Different situation. Many people no understand what  
3 this -- why is this one situation happen with us. And this is  
4 different reaction, but not nervous, not any (indiscernible), not  
5 any -- we keeping, you see, between sky and earth position, not --

6 Q. Didn't change.

7 A. Yes. Not any -- not have any information, nothing.  
8 Some part of crew must be sent off here and same. Nobody knows  
9 what is -- what time will be final. In this case, from my side, I  
10 don't under -- I no speak exactly what is it. But same as before,  
11 but little have no (indiscernible) -- all crew feeling no good  
12 condition for this collision.

13 Q. Okay. Now, you said the -- you heard the pilot say  
14 something to the other pilot on *Carla Maersk* and you heard the  
15 other pilot return and say, "No." You did not hear what the pilot  
16 on your vessel asked him. Is that correct?

17 A. It's my -- I repeat, again, our pilot call before I  
18 spoke, but I don't know what he spoke. I not pay attention for  
19 that time because I (indiscernible) starboard side. It was  
20 distance more bigger. And only -- I am just -- only -- I think so  
21 only my mind. It's *Carla* in going front of us. In this case,  
22 pilot spoke (indiscernible), but this my mind.

23 Q. Okay.

24 A. This is --

25 Q. At that time, did you see the *Carla Maersk*?

1           A.   (indiscernible) because (indiscernible) that time, I not  
2   checking the time exactly because I have other one I  
3   (indiscernible). It was 12:45 local time.

4           Q.   Okay. So when you heard this interaction between your  
5   pilot and the pilot on the *Carla Maersk*, you were busy, you were  
6   doing something else at the time?

7           A.   Repeat again?

8           Q.   Okay. What were you doing when this interaction between  
9   your pilot and the pilot on the *Carla Maersk* occurred? When you  
10   heard the other pilot say, "No."

11          A.   Before?

12          Q.   At the time.

13          A.   At the time?

14          Q.   During that interaction, yes.

15          A.   At that time, I listen only -- I listen only very good  
16   and clear from the pilot command when coming this situation, full  
17   astern.

18          Q.   Okay.

19          A.   Finish. Before, maybe pilot give command, but I not pay  
20   that attention because I understand to be collision, very short  
21   distance and speed. No possible maneuver anywhere.

22          Q.   So when the other pilot said, "No," the collision was  
23   about to happen?

24          A.   The pilot say, "No, no." We not look at that vessel.  
25   We no look at the time with that vessel. *Carla* did not look it.

1 Q. Oh, so you couldn't see the vessel at the time?

2 A. Yes, yes. Before it was -- before.

3 Q. Okay. What was your pilot's reaction when the other  
4 pilot said, "No"? What did he do? How did he seem?

5 A. From other pilot?

6 Q. Yeah, how did he react to the other pilot saying, "No"?

7 A. Reaction. Reaction, yes. This way (indiscernible).

8 Q. Okay, so you're making --

9 A. (Indiscernible) going out and no speak nothing about --

10 Q. Is it fair to say -- would you characterize it that he  
11 was frustrated? I mean, that seems what your -- what your hand  
12 expressions are. I'm just saying that for the benefit of the  
13 transcriber. Did he seem frustrated? I think -- that's how I  
14 interpreted what you just did.

15 A. I no -- please repeat your question.

16 Q. If you had to put a word on how the pilot reacted, what  
17 word would you use? You just showed us hand gestures, but I'm  
18 saying if you could put a word into it, what word would you use to  
19 describe his reaction?

20 A. I no listen that well, only one -- only one command,  
21 last command. "Full astern," and few second when I look at  
22 distance going out --

23 Q. Okay.

24 A. I inform him go down, inform captain I go down. I don't  
25 speak more about it.

1           Q.    Okay.  And you've been a first officer for -- a chief  
2   mate for a number of years.  You've seen many pilots.  How did  
3   this pilot -- what did you think of this pilot's capabilities, of  
4   his performance?

5           A.    I see different pilots, same in Houston, one pilots  
6   (indiscernible) too much problem.  Other pilots very good.  
7   There's different pilots I have (indiscernible) this pilot.  It's  
8   normal.  Pilots only one way for my mind.  No good communication  
9   with *Carla*.  *Carla* every time shut up.  If *Carla* speaking every  
10  time, I think that this collision not happen.  It's my mind.

11          Q.    So in your mind, your pilot did okay, the pilot on the  
12  *Carla Maersk* didn't.

13          A.    Yes, because before, when I came first time look at  
14  position that vessel, it was *Carla*.  And I look it's not so good  
15  and that time pilot call.  I don't know sure, but I think that  
16  pilot call that vessel.  And nothing received information after  
17  some, again, called but this -- I not remember exactly.

18          Q.    You said if the other pilot had communicated better  
19  there wouldn't have been a collision.

20          A.    First, when -- before that collision, other pilot call  
21  and nothing answer.  He said I -- he call and speaking, "I go  
22  port.  I go port," or, "I turn port," only.  And the -- not  
23  answer.  Pilot say again and only one answer, very short, Pilot  
24  received, "No."  Why not?  He ask, "Why no?  Why no?"  Not any  
25  answer from *Carla*.  Finish.



1 Q. From your experience, what kind of communications would  
2 you have expected of the pilot on the *Carla Maersk*?

3 A. From the pilot -- be careful, I remember not exactly,  
4 but remember (indiscernible) was open. And the other one, I don't  
5 see (indiscernible). But that time, pilot spoke by his walkie-  
6 talkie, by pilot's walkie-talkie. And I don't know if sure before  
7 his use it our VHF. I don't speak about.

8 Q. Right.

9 A. But I move it (indiscernible). It's (indiscernible) of  
10 other (indiscernible) ship was very close to pilot.

11 Q. Right. But I'm talking now about just before the  
12 collision.

13 A. Before, yeah.

14 Q. What kind of communications? What should -- what were  
15 you -- what should the pilot on the *Carla Maersk* have said in  
16 response to the communications from your pilot, in your opinion?

17 A. Not exactly understand because (indiscernible).

18 Q. Okay. You made a point that you think if the pilot on  
19 the *Carla Maersk* had communicated better, there wouldn't have been  
20 an accident.

21 A. Yes.

22 Q. So I'm asking you what kind of communications should the  
23 pilot on the *Carla Maersk* have said, in your experience, that  
24 could have avoided the accident.

25 A. Must be open every time channel. I don't speak about it

1 exactly because 16 channel at the sea international channel for  
2 communications between vessels. It's a common channel. And here  
3 when pilot come (indiscernible) channel he requested for fix it.  
4 I don't speak because I don't know. I don't know.

5 Q. Okay. Just a couple more questions. You said you had,  
6 I think, what, the 0400 to 0800, and then -- watch, and then 1600  
7 to 2000 watch. Is that correct?

8 A. Yeah, from 4:00 to 8:00, from 1600 to 2000.

9 Q. Okay. The night before the accident, what time did you  
10 go to sleep?

11 A. Before I watch, I go sleep about -- every time my watch  
12 at that time before day, my watch finish 2000, I'm go, make  
13 (indiscernible) for my private (indiscernible) and I go sleep  
14 because I know tomorrow will be with (indiscernible) going in  
15 channel. In this case, we every time, yes, always be safe,  
16 because every time before when I go sleep, I going down and check  
17 it, so make rounds.

18 I know (indiscernible) because sometimes they watch TV.  
19 No, because people (indiscernible) might be sleeping before  
20 because too much work. We going inside, we'll be additional  
21 (indiscernible) after coming (indiscernible) so many job. In this  
22 case, all people was down and sleeping. And I'm not tired, if you  
23 ask about it. I'm not tired.

24 Q. Okay. I'm just trying to get a -- just know what time  
25 you went to sleep and what time you got up.

1 A. I don't (indiscernible).

2 Q. You don't remember?

3 A. Exactly. One half-hour after watch finish --

4 Q. Okay.

5 A. -- and I go sleep.

6 Q. And what time did you get up?

7 A. What time? Before? Twenty minutes before.

8 Q. Okay.

9 A. Sometimes 15 minutes before, 20 minutes before. I come  
10 and -- yes.

11 Q. And what about the two days before the accident?

12 A. Oh, two days before? Just a moment. Eight, six -- it  
13 was six -- (indiscernible). And my watch was same at sea, from  
14 4:00 to 8:00, and from 2000 -- from 1600 to 2000.

15 Q. So went to sleep around the same time?

16 A. No, half sleep. At that time my watch. After watch,  
17 for day time, I have additional job; for evening time, no. For  
18 day time, additional job for every time for -- if you ask about  
19 this time before collision, when I finish my watch,  
20 (indiscernible) book because you asking me what time heave up  
21 anchor is before (indiscernible).

22 Q. Right. Somebody else asked.

23 A. But when finish my watch, I start (indiscernible) log  
24 book. And this time I notice 805, 810, I don't remember exactly,  
25 it's unclear because I was on bridge at time when I

1 (indiscernible), finish, after I go down, take breakfast, and I  
2 have some additional work, about one or two hours, with  
3 organization with checking and prepare some paper.

4 Q. Okay. I think what we'll do is maybe ask you when you  
5 get back, if you could just write out on a piece of paper what  
6 time you went to sleep and what time you got up and it'd just make  
7 it easier for us so we don't have to do this during the interview.  
8 But we just need to know as far back as you could remember what  
9 time you went to sleep and what time you got up in the days before  
10 the accident. But I have no further questions. Thank you.

11 A. It was 8 of March. It was 8 of March. Yes, it was  
12 Sunday.

13 Q. Oh, okay.

14 A. It was Sunday, is the birthday of my wife.

15 Q. Yes.

16 A. But no nothing, not have any party, nothing  
17 (indiscernible).

18 Q. Didn't celebrate, no.

19 A. Because, yes, I won't go home. In this case, what is  
20 it, I have party -- I have my wife wait and I have party in my  
21 home.

22 Q. So you missed the birthday party? You weren't there for  
23 her birthday party? You were at sea?

24 A. Yes. But night 9 of March, I must go. I must sign off  
25 and must go to home. In this case, I am was able to time near

1 that position, checking so many papers, if something make, we'll  
2 put it on files, fix it all for final for prepare my job for  
3 final, for other one.

4 DR. STRAUCH: Okay, thank you. Thank you, Mate.

5 MR. JONES: All right, we'll go around one more time. I  
6 have no questions.

7 MR. YEGOROV: Yes.

8 UNIDENTIFIED SPEAKER: I just have one question, sir.

9 BY UNIDENTIFIED SPEAKER:

10 Q. You said that the bridge door was open during your time  
11 on the bridge, during the transit in. Did you hear any sound  
12 signals produced from the *Conti Peridot*? Did (indiscernible)?

13 A. Yes, I listened yes.

14 Q. What signals were those?

15 A. One exact. The other one, I don't know because I go  
16 down and change.

17 Q. Okay.

18 A. Yes, I listen, yes. And before, more -- maybe two times  
19 listen, but I don't know from our vessel or from that car  
20 carrier --

21 Q. Okay.

22 A. -- because it's got the same. And that time, I don't  
23 know from that vessel or from other vessel same. But one,  
24 exactly, I listen one sound.

25 Q. Okay. And how many -- what signals did you hear?

1           A.    Long blast, a long signal.

2           Q.    Okay.  But you don't know if that was from your vessel,  
3 from the *Conti Peridot*?  You don't -- you don't know if that was  
4 from the *Conti Peridot*?

5           A.    From *Conti Peridot*, I listen one time, listen, exactly,  
6 because I was open (indiscernible).  And after finish, I go down  
7 and no listen.

8           Q.    Okay.  Do you know if the *Conti Peridot*, were they  
9 sounding fog signals?

10          A.    Fog signals?  (Indiscernible) fog signals.

11          Q.    Okay, from *Conti Peridot*?

12          A.    Yes, from the *Conti Peridot*.  One time, I listen  
13 exactly.

14          Q.    Okay.

15          A.    But I don't know time exactly, but it was before.

16          Q.    Okay.

17          A.    It was before collision.  Maybe a second, maybe two  
18 times, maybe because I coming inside.

19          Q.    Sure.  Okay.

20               MR. JONES:  Okay.  Morris?

21               MR. MORRIS:  No further questions.

22               UNIDENTIFIED SPEAKER:  No further questions.

23               UNIDENTIFIED SPEAKER:  No, thank you.

24               UNIDENTIFIED SPEAKER:  No further questions.

25               MR. JONES:  Okay.  I'll wrap it up.  Just -- I

1 appreciate your time, Mate. All right?

2 MR. YEGOROV: Yeah.

3 MR. JONES: And that concludes the interview. All  
4 right. Thank you very much.

5 (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 Valeriy Yegorov

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.

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Trevy Thomas  
Transcriber