

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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COLLISION OF THE USS *McCain* AND  
M/V *ALNIC MC* ON AUGUST 21, 2017

\* ACCIDENT NO.: DCA17PM024

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Interview of: WILFREDO ALBA JABASA  
Chief Engineer, *Alnic MC*

On Board the *Alnic MC*

Monday,  
August 28, 2017

## APPEARANCES:

CWO [REDACTED] [REDACTED] Lead Investigating Officer  
U.S. Coast Guard

LCDR [REDACTED] [REDACTED]  
U.S. Coast Guard

CWO [REDACTED]  
U.S. Coast Guard

CAPT. KUNAL NAKRA  
Transportation Safety Investigative Bureau (TSIB)  
Singapore

EDWARD SHIN, Detective  
Singapore

VINCENT BRADY  
Flag State Liberia

CHRIS FARMER, Attorney  
Ince & Co., London  
(On behalf of the Owners)

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Blank Rome  
(On behalf of the Owners)

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I N T E R V I E W

(2:35 p.m.)

1  
2  
3 CWO [REDACTED] Okay. So the date is 28 August '17, on the *Alnic*  
4 *MC*. The time is 1435. We'll be conducting an interview with the  
5 chief engineer. I am Chief Warrant Officer [REDACTED] [REDACTED] with the  
6 U.S. Coast Guard.

7 If everyone in the room, please state their name and the  
8 agency that they're working for?

9 CWO [REDACTED] Chief Warrant Officer [REDACTED] [REDACTED] with U.S. Coast  
10 Guard.

11 LCDR [REDACTED] Lieutenant Commander [REDACTED] [REDACTED] Coast Guard.

12 CAPT. NAKRA: Captain Kanul Nakra, TSIB Singapore.

13 MR. BRADY: Vincent Brady, Flag State Liberia.

14 DET. SHIN: Detective Shin with (indiscernible), Singapore,  
15 (indiscernible).

16 MR. FARMER: Chris Farmer, Ince & Co., London. Lawyers for  
17 the owners.

18 MR. WEIGEL: Alan Weigel, Blank Rome, New York. Lawyers for  
19 owner.

20 MR. ALBA JABASA: I Wilfredo Alba Jabasa. Whiskey-India-  
21 Lima-Foxtrot-Romeo-Echo-Delta-Oscar. My mother middle name is  
22 Alpha-Lima-Bravo-Alpha. And my family name Juliette-Alpha-Bravo-  
23 Alpha-Sierra-Alpha.

24 INTERVIEW OF WILFREDO ALBA JABASA

25 BY CWO [REDACTED]

1 Q. Okay. And your position is?

2 A. Chief engineer.

3 Q. Okay. And how long have you been a chief engineer?

4 A. Continue on board is 4 years.

5 Q. Four years on --

6 A. Yes.

7 Q. -- on this vessel?

8 A. Continue on board.

9 Q. On this vessel?

10 A. This 5 months (indiscernible) on this vessel.

11 Q. Okay. So 4 years as a chief engineer?

12 A. Yes, continue on board.

13 Q. Okay. And 5 months on this vessel?

14 A. Yes.

15 Q. How much rest did you have before taking the watch?

16 A. Second engineer call me before standby and, you know, 1 hour

17 before.

18 Q. One hour?

19 A. (indiscernible)

20 Q. So you weren't on watch?

21 A. No. Second engineer was.

22 Q. Okay. And you just --

23 A. Go, you know, second engineer call me. Then go and get on to

24 stand by.

25 Q. So how long were you -- so the day of the incident, in your

1 own words, what did you see, hear, from the time that you were --

2 A. At that time in the accident, I already stand by the engine  
3 room. But I got no what exactly time to have that happen.

4 Q. Okay. So you don't know what time it happened, but -- so  
5 what did you -- did you hear any alarms from the -- or from the  
6 bridge before the collision, after the collision?

7 A. Only after the collision, only I hear alarm in announcement,  
8 but not exactly what time.

9 Q. Okay. And so you heard an announcement alarm or --

10 A. On public address.

11 Q. PA?

12 A. Yeah.

13 Q. Okay. And what was that notification?

14 A. Not exact -- I mean, because the engine room too noise that  
15 I'm not sure exactly what, what I hear.

16 Q. You heard something coming from the PA system?

17 A. Yes.

18 Q. Okay. Before the collision was there any engine commands or  
19 steering commands from the pilothouse?

20 A. Only the -- I see that one only half ahead, I see that. But  
21 -- because the engine no other really sound bell, the telegraph.

22 Q. And before the collision was there any problems with steering  
23 or the engine or the reduction gear, any of that equipment? Was  
24 there any discrepancies?

25 A. No problem.

1 Q. No problems?

2 A. No problem.

3 Q. So what position was the control of the engine? Was it in  
4 engine room control or --

5 A. Bridge control.

6 Q. Bridge control? How about steering?

7 A. Also bridge control.

8 Q. Bridge control? And do you know -- do you recall if it was  
9 manual steering or autopilot, or do you even know if that's --

10 A. (Inaudible response.)

11 Q. Okay. How many steering pumps were on?

12 A. Two. Two.

13 Q. Two were engaged? Two were on?

14 A. Two on. Two were automatic.

15 Q. And is that normal to have two online?

16 A. Excuse me?

17 Q. Is that normal to have two steering pumps online?

18 A. Yes, normal.

19 Q. And that's all the time or just coming into --

20 A. Every time if coming, standby maneuvering, two.

21 Q. So that's a standby maneuvering, you would have --

22 A. Yeah.

23 Q. So if there was any problems with steering or engine control,  
24 what is the normal policy from the -- what is the interaction  
25 between the bridge and the engine room?

1 A. Because that one only the engine room only selector. After  
2 time the engine on the local side, then we need to change over to  
3 the bridge control.

4 Q. Okay.

5 A. During --

6 Q. Now do they -- how do you know that they want you to take  
7 control? Do they --

8 A. Have a selector.

9 Q. They have a selector?

10 A. They have a selector to engine room -- from engine room to  
11 bridge control.

12 Q. Okay. But how do you get notified from the bridge to take  
13 control of the engine or steering? Do they call you? Do they  
14 radio you?

15 A. For?

16 Q. For you to take control. If there was a casualty up on the  
17 bridge, how do they contact you?

18 A. They call by telephone.

19 Q. By telephone?

20 A. Yes.

21 Q. And can you hear that telephone when you're in the engine  
22 room?

23 A. Yes.

24 Q. Okay. So -- but -- so it's louder than the PA system?

25 A. Yeah, it's (indiscernible) outside the control, I hear,



1 because of sound and then have a like a telephone or alarm.

2 Q. Okay. So if the telephone rings, it alarms?

3 A. Yes.

4 Q. Okay. So were you in the -- so you couldn't hear the PA  
5 system because you were in the engine room? You weren't in the --

6 A. Yes.

7 Q. -- control station?

8 A. Yes.

9 Q. Okay. All right. And to your recollection there was no  
10 request for you to take control of steering or --

11 A. No.

12 Q. -- engine? When did you become aware of the collision? You  
13 said before that you heard something on the PA system. Did you go  
14 into the control room then to find out what was going on or --

15 A. For me that one, what happen, only shaking. Then I'm  
16 thinking like, what happened? But I cannot know what happened  
17 outside. Only shaking ship.

18 Q. So you felt the vessel shake?

19 A. Yeah, shake only.

20 Q. And -- okay.

21 A. But I cannot know that time without (indiscernible).

22 Q. Did the captain contact you to do anything after --

23 A. No.

24 Q. -- collision?

25 A. No. Only that when he say stand by the (indiscernible)

1 because I waiting for what's -- move again, when we start or --  
2 because that time the engine already stop.

3 Q. The generator stopped?

4 A. Main engine.

5 Q. Oh, main engine stopped. Okay. So the main engine stopped  
6 because of the collision or somebody stopped it?

7 A. That one I think the captain.

8 Q. The captain?

9 A. Yeah. Because that's on the bridge control. The engine room  
10 cannot stop because of the bridge control.

11 Q. So there's -- to stop the engine from the bridge --

12 A. Yes.

13 Q. -- is that throttle or secure the engine as it stopped the  
14 engine?

15 A. Yeah. Because have the control in telegraph in the bridge  
16 control. From engine room no. Because that selector is at bridge  
17 control.

18 Q. Okay.

19 A. That's why remote there in the bridge, not the engine room.

20 Q. Okay. So they stopped the engine?

21 A. The bridge.

22 Q. From the bridge. Okay. So by stopping the engine, do you  
23 mean that it was no longer propelling the boat or it secured the  
24 engine, shut the engine off?

25 A. Yeah, shut the --

1 Q. It shut the engine off?

2 A. After that when stop the -- after the telegraph stop  
3 position, the main engine stop already.

4 Q. Okay. So it -- bear with me here, Chief.

5 A. Yeah.

6 Q. I'm trying to get this. So when you say stop -- so I'm on  
7 the vessel, I'm going through the water --

8 A. Yeah.

9 Q. -- and they select stop.

10 A. Yes.

11 Q. Does the engine just go into neutral or does the engine shut  
12 down to where you have to restart the engine?

13 CWO [REDACTED] Let me interject real quick. This is Chief  
14 Warrant Officer [REDACTED]

15 BY CWO [REDACTED]

16 Q. You have a two-stroke diesel direct engine.

17 A. Yes.

18 Q. Main propulsion.

19 A. Yes.

20 Q. So when you secure the engine to stop, the engine stops,  
21 correct?

22 A. Yeah, engine.

23 Q. If you half ahead, it restarts the engine; half astern it  
24 restarts it in reverse?

25 A. Yes.

1 Q. So a two-stroke diesel direct engine?

2 A. Yes.

3 (Background conversation.)

4 BY CWO [REDACTED]

5 Q. So when you -- when the selector from the bridge goes to  
6 stop --

7 A. Yes.

8 Q. -- the engine stops?

9 A. Stops running.

10 Q. Stops running. That's typical for a two-stroke diesel direct  
11 engine.

12 CAPT. NAKRA: (Indiscernible) what would happen would be that  
13 the engine is still usable from the bridge until they take over  
14 control in the engine control room and then bridge can't use it.  
15 So until the time they take over control in the engine room, the  
16 engine is still usable from the bridge by moving the telegraph.  
17 So in this case, they would have stopped it if they moved the  
18 telegraph whichever way, the (indiscernible) turn, the engine  
19 would move.

20 BY CWO [REDACTED]

21 Q. Can you take control at any time?

22 A. Yeah, but permission from bridge that -- because the bridge  
23 control cannot operate when the engine control.

24 CAPT. NAKRA: The bridge has to press a button for them to  
25 take over. They can't take over without the bridge giving them

1 permission. Bridge (indiscernible) to press.

2 UNIDENTIFIED SPEAKER: Yeah, you match throttles, requested,  
3 they gave you permission to --

4 CAPT. NAKRA: Yeah. So typically they would have to  
5 (indiscernible) throttle to zero, stop. And the bridge, when they  
6 say I want to take over engine control, the bridge has to  
7 acknowledge the engine control room. Then they can take it. So  
8 (indiscernible) --

9 UNIDENTIFIED SPEAKER: Yeah.

10 CAPT. NAKRA: -- they can, they can proceed to  
11 (indiscernible) --

12 UNIDENTIFIED SPEAKER: It's typical, yeah.

13 (Crosstalk.)

14 CWO [REDACTED] All right. Let's stop. Let's stop. Let's stop.  
15 If you're going to speak, please state your name and who you're  
16 with, okay?

17 BY CWO [REDACTED]

18 Q. So after the collision, did you -- what did you do?

19 A. Just stand by in the control room.

20 Q. Just stand by in the engine room control room.

21 A. Yeah.

22 Q. So no --

23 A. I cannot know what happened outside.

24 Q. But nobody asked you to go check if there was damage or  
25 anything like that? You stayed in the --

1 A. Yeah.

2 Q. -- engine room control booth? Okay.

3 CWO [REDACTED] Okay. That's all I have. Anybody else?

4 CWO [REDACTED] I have a few questions.

5 BY CWO [REDACTED]

6 Q. This is Chief Warrant [REDACTED] Any alarms during the collision  
7 or when you felt the shuddering? Any alarms at all?

8 A. No. Not -- I hear nothing.

9 Q. So at the time -- we looked at your alarms earlier today.  
10 You had one alarm for a high-high alarm on one of your fuel tanks.

11 A. No, that one, because before -- that one alarm before.

12 Q. So that had nothing --

13 A. Nothing, uh-huh.

14 Q. Unrelated? Okay.

15 A. Unrelated.

16 Q. When you're -- when you are entering a TSS or a restricted  
17 area, is there a specific nav detail that the engine room has to  
18 cover? Like we just found out that on the bridge there is a  
19 requirement that there's four people on the bridge watch when  
20 you're entering a TSS or in restricted maneuver. Is there a  
21 similar requirement in the engine room to have extra manning in a  
22 restricted or in a traffic separation scheme arrangement?

23 A. Yeah, that one, because the second engineer call me 1 hour  
24 notice to stand by. That's why I go down to engine room for  
25 standby.

1 Q. Okay. So normally you -- you said you weren't on watch. You  
2 were just there as part of the requirements for a nav detail  
3 entering the traffic separation scheme?

4 A. Yes.

5 Q. Okay. And the -- were your bilge -- high-level alarm, bilge  
6 alarms --

7 A. No.

8 Q. -- inhibited or were they working properly?

9 A. That time were working properly.

10 Q. They were worked -- they were working properly. When you're  
11 -- you're manned fully, right? The engine room is always manned?

12 A. Yes, always manned.

13 Q. If you have a high-level alarm in the engine room, does it  
14 also ring on the bridge?

15 A. No. I think.

16 Q. Are there any alarms, other than steering --

17 A. Yeah.

18 Q. -- problems, that if it alarms in the engine that it also  
19 alarms on the bridge?

20 A. Yes.

21 Q. What systems are those?

22 A. But no, mostly no conning alarm in the steering. Because  
23 that was only for testing conning alarm. But normally in the  
24 navigation, no conning alarm in the steering.

25 Q. Okay. So if you had a -- well, part of the nav detail -- I

- 1 forgot. Sorry. I want to back up. Part of the nav detail, you  
2 have extra manning. Do you also have an extra generator running?
- 3 A. Yes.
- 4 Q. You have two generators running?
- 5 A. Two running.
- 6 Q. Did you have both the generators running?
- 7 A. Yeah.
- 8 Q. Were they load sharing?
- 9 A. Yes.
- 10 Q. Okay.
- 11 A. Always two are running.
- 12 Q. Load sharing -- did they have plenty of room on either one to  
13 put more load on?
- 14 A. Not more.
- 15 Q. There was -- it had enough --
- 16 A. Yeah.
- 17 Q. -- it had enough to cover any load that you needed?
- 18 A. Yes, yes.
- 19 Q. Okay. So if you have, for instance, a failure of one of  
20 those generators and it had an overspeed or it had an issue, would  
21 it alarm on the bridge or would it only alarm --
- 22 A. Engine room. Engine room.
- 23 Q. Only in the ECR?
- 24 A. ECR.
- 25 Q. Main engine problem, would it alarm on the bridge or --



1 A. Yeah, conning alarm the bridge.

2 Q. Okay. Because they have control over it?

3 A. Yes.

4 Q. Bilge alarms would not alarm on the bridge, only in the ECR?

5 A. Only ECR.

6 Q. ECR. Okay. I'm trying to track down the alarms.

7 What about if they took steering from autopilot to manual,

8 would that alarm?

9 A. Yes, conning alarm.

10 Q. And what would that alarm sound like? And it would just be

11 in the bridge or in ECR also?

12 A. Here in the bridge, it will sound the bridge, yeah.

13 Q. What would that sound like?

14 A. Alarm (indiscernible) at that time.

15 Q. So would it be a continuous alarm or would it be a --

16 A. No, (indiscernible).

17 Q. Okay. But when you switch that from auto to manual --

18 A. Manual.

19 Q. -- you get an alarm.

20 A. Yes.

21 Q. Is that a solid beep or is it a beep-beep-beep or type --

22 A. Sound.

23 UNIDENTIFIED SPEAKER: (Indiscernible)

24 CWO [REDACTED] Yeah.

25 UNIDENTIFIED SPEAKER: What's it sound like?

1 BY CWO [REDACTED]

2 Q. What does it sound like?

3 A. Same sound alarm.

4 Q. Is it solid? One tone?

5 A. What -- (indiscernible) alarm. Same alarm the engine room.

6 Q. So is it -- excuse me here, but beeeep or beep-beep-beep-beep

7 or --

8 A. No.

9 UNIDENTIFIED SPEAKER: In the engine room it's a horn. It's  
10 a loud horn.

11 MR. ALBA JABASA: By air. It's by air.

12 CWO [REDACTED] Okay.

13 UNIDENTIFIED SPEAKER: (Indiscernible) he would know what the  
14 alarm on the bridge sounded like.

15 CWO [REDACTED] Okay. Anybody else? Any more?

16 CAPT. NAKRA: Yeah, a few questions.

17 BY CAPT. NAKRA:

18 Q. Since we started this topic of the alarms, I just want to  
19 clarify.

20 A. Yes.

21 Q. When the bridge changes from autopilot to hand steering,  
22 there's an alarm on the bridge, correct?

23 A. Yeah.

24 Q. Do you get an alarm in the engine room as well?

25 A. Yes. But that's only that when it change over here in the

1 bridge officer on watch or the engineer wants -- so example, a  
2 changeover, because --

3 Q. Let me rephrase. When the AB on the watch changes from  
4 autopilot to hand steering --

5 A. No conning alarm.

6 Q. -- does it alarm on the bridge?

7 A. No conning alarm.

8 Q. So that (indiscernible) --

9 A. No conning alarm.

10 Q. -- clarifies there is no alarm in the engine room when the  
11 AB --

12 A. No.

13 Q. -- changes from autopilot to hand steering?

14 A. Yes.

15 Q. So we're clear on that. Okay.

16 A. No conning alarm.

17 Q. You said engine room is always manned on this ship?

18 A. Yes.

19 Q. So your class --

20 A. Every time.

21 Q. -- your (indiscernible) is set manually?

22 A. Yeah, manual, every time.

23 Q. What rpm were the engines on when you came down to the engine  
24 room?

25 A. Excuse me?

1 Q. What rpm?

2 A. Rpm?

3 Q. Yes.

4 A. 85.

5 Q. 85?

6 A. Yes.

7 Q. And is that maneuvering rpm or is that --

8 A. Yeah, it's full maneuvering.

9 Q. Full maneuvering.

10 A. Yes.

11 Q. So when you're at full maneuvering at 85 rpms --

12 A. Yes, rpm.

13 Q. -- can the bridge reduce it if any problem as per their

14 requirements?

15 A. Yes. Yes, because bridge control.

16 Q. It's on bridge control and 85 rpm and you had two generators

17 running --

18 A. Yes, because --

19 Q. -- and the bridge has no concerns (indiscernible) --

20 A. Yeah.

21 Q. You mentioned that there are two steering motors, right?

22 A. Yes.

23 Q. I just want to clarify. There are two steering motors on

24 this ship, yes?

25 A. Yes.

1 Q. But is there are indication in the engine control room that  
2 both steering motors are running?

3 A. Yes.

4 Q. So you're saying before the incident both steering motors are  
5 on?

6 A. Yes.

7 Q. And you're sure of that?

8 A. Yes, sir.

9 Q. A couple of more questions. When you were in the engine  
10 room, not within the ECR, you were outside and you were in front  
11 of (indiscernible) the vessel shake?

12 A. Yeah, before that time I enter, enter that door.

13 Q. You were entering the door of the --

14 A. Yes.

15 Q. -- ECR, from the engine room to the ECR?

16 A. Yes.

17 Q. You saw the vessel or felt the vessel shake. Did you check  
18 what time it was?

19 A. No, not I remember.

20 Q. Approximate timing that you can think of?

21 A. No. They check that, what time.

22 Q. And regarding the PA system, inside the ECR you can hear the  
23 PA system very clearly?

24 A. What you mean?

25 Q. The PA system, can you hear it within the ECR?

1 A. Yes.

2 Q. So the PA announcement was after the collision or before the  
3 collision?

4 A. After.

5 Q. After the collision. And you were within the ECR at that  
6 time?

7 A. Yeah.

8 Q. So what was the announcement that you heard in the ECR?

9 A. I know (indiscernible) because -- but I don't --

10 Q. Was the speaker clear?

11 A. Yeah, yes.

12 Q. Or it was -- so it's not that you don't, you can't hear, but  
13 you (indiscernible). Is that how I understood it correctly?

14 A. Yes.

15 CAPT. NAKRA: That's it for me.

16 BY UNIDENTIFIED SPEAKER:

17 Q. Chief, in the engine room --

18 A. Yes.

19 Q. -- you have a second engineer and a chief engineer?

20 A. Yes.

21 Q. And which one (indiscernible)?

22 A. (Indiscernible) engineer.

23 Q. Fourth engineer and third engine?

24 A. Yes.

25 Q. All on duty?

1 A. Yeah. No, no.

2 Q. Who was on -- no, who was on duty?

3 A. Second engineer.

4 Q. No wipers?

5 A. Have (indiscernible) wiper. One (indiscernible)

6 Q. So a total of three?

7 A. Three.

8 Q. Wiper, second, two?

9 A. Yeah.

10 UNIDENTIFIED SPEAKER: No further questions.

11 CWO [REDACTED] Anybody else (indiscernible)?

12 UNIDENTIFIED SPEAKER: One quick follow-up.

13 CAPT. NAKRA: The alarm -- chief, we have some alarms --

14 UNIDENTIFIED SPEAKER: One quick follow-up. Sorry.

15 BY UNIDENTIFIED SPEAKER:

16 Q. Half ahead is 85 rpm?

17 A. No.

18 Q. Okay. So you said -- you mentioned half ahead.

19 A. That -- half ahead, yeah.

20 Q. Was that right before the collision?

21 A. Yeah, before.

22 Q. Like immediately before the collision?

23 A. Yeah.

24 Q. So but when you got on -- or when you came down there, it was

25 at 85 rpm?

1 A. Yes.

2 Q. What rpm is half ahead?

3 A. I think -- rpm is 55 or -- but I'm not sure it is 55

4 (indiscernible)

5 Q. All right.

6 CWO [REDACTED] All right --

7 UNIDENTIFIED SPEAKER: You're all done?

8 CAPT. NAKRA: I just have the alarms that I'd like to --

9 UNIDENTIFIED SPEAKER: Well --

10 CAPT. NAKRA: (indiscernible) --

11 UNIDENTIFIED SPEAKER: Okay. If you want to play them back,  
12 fine, but he's not a bridge watchstander, so if you play bridge  
13 alarms for him it may --

14 CAPT. NAKRA: My personal experience is being on board for  
15 such a long time, he may be (indiscernible) some alarms. So I  
16 suppose --

17 UNIDENTIFIED SPEAKER: Okay. I mean, I -- if you want to, go  
18 ahead.

19 BY CAPT. NAKRA:

20 Q. Chief, we have some alarms from the bridge. Can you help us  
21 to identify any alarms that you think sound familiar? It's okay  
22 if you can't, that's fine.

23 A. What -- I mean, (indiscernible) alarm?

24 Q. The alarms which we recorded from the VDR. We have some  
25 alarms, so we're just trying to see if you can help us identify



1 some of the alarms. It's okay if you cannot.

2 A. Okay. Okay.

3 Q. Just try.

4 (Tone played.)

5 A. That one I think would be the telegraph.

6 Q. First one, telegraph?

7 A. That one -- I don't know what sound is that sound.

8 Q. This one?

9 (Tone played.)

10 A. No, I'm not (indiscernible) because I know (indiscernible).

11 Q. So none of these alarms (indiscernible)? That's fine. It's  
12 okay. That's fine.

13 CAPT. NAKRA: All right. That's it.

14 UNIDENTIFIED SPEAKER: I have one question, Chief.

15 BY UNIDENTIFIED SPEAKER:

16 Q. When you first came to the engine room --

17 A. Yes.

18 Q. -- you're sure the engine was on 85 rpms?

19 A. Yeah, and full -- because the full rpm is 85.

20 Q. Yeah, but that's not what I asked. I know full rpm is 85.  
21 But were you on -- doing 85 rpms or were you doing more than 85  
22 rpms?

23 A. No, because I go down in the engine room, second engineer was  
24 there. Because that one when we stand by always 85.

25 Q. So do you know how -- have you ever looked at the VDR on the

1 ship?

2 A. No.

3 Q. Okay. So you don't know if the VDR is accurate with respect  
4 to what the -- it records, as opposed to what the engine's  
5 actually doing?

6 A. I don't know.

7 Q. You don't know. Okay.

8 UNIDENTIFIED SPEAKER: All right. I have no questions.

9 CWO [REDACTED] Okay. All right. This will conclude the  
10 interview with the chief engineer. The time is 1501.

11 (Whereupon, at 3:01 p.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

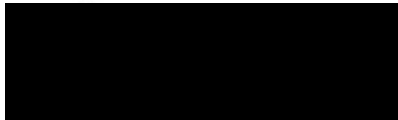
IN THE MATTER OF:                    COLLISION OF THE USS *McCain* AND  
   M/V *Alnic MC* ON AUGUST 21, 2017  
   Interview of Wilfredo Alba Jabasa

ACCIDENT NO.:                        DCA17PM024

PLACE:                                 On Board the *Alnic MC*

DATE:                                  August 28, 2017

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.

  
\_\_\_\_\_  
Kay Maurex  
Transcriber