

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: RICHIE ALASCO
Master, *Alnic MC*

On Board the *Alnic MC*

Monday,
August 28, 2017

APPEARANCES:

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

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

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

CAPT. KUNAL NAKRA
Transportation Safety Investigative Bureau (TSIB)
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EDWARD SHIN, Detective
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VINCENT BRADY
Flag State Liberia

CHRIS FARMER, Attorney
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(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

(10:13 a.m.)

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2
3 CWO [REDACTED] We're on board the *Alnic MC*. The date is August
4 28th; time is 1013 local. This is Chief Warrant Officer [REDACTED]
5 [REDACTED] lead investigator for the U.S. Coast Guard.

6 At this time I'd like everybody in the room to state their
7 name and position.

8 MR. [REDACTED] [REDACTED] [REDACTED] INCOE, U.S. Coast Guard.

9 LCDR [REDACTED] Lieutenant Commander [REDACTED] [REDACTED] U.S. Coast
10 Guard, Legal.

11 CAPT. NAKRA: Captain Kanul Nakra, Transport Safety
12 Investigation Bureau, Singapore.

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

14 DET. SHIN: Edwin Shin, Singapore (indiscernible).

15 MR. FARMER: Chris Farmer, Ince & Co., owner's legal
16 representative, London.

17 MR. WEIGEL: Alan Weigel from Blank Rome, owner's legal
18 representative, from New York.

19 MR. ALASCO: Captain Richie Alasco, master *Alnic MC*.

INTERVIEW OF RICHIE ALASCO

20
21 BY MR. [REDACTED]

22 Q. Okay. Captain, just a few preliminary questions that I have
23 just to develop some information and then we'll get to the point.
24 So the first question I have is, how long have you been in your
25 current position?

1 A. I've been in my current position almost 4 years now.

2 Q. All right. And how long have you been on board the vessel?

3 A. I've been on board the vessel for almost 5 months now. I
4 started in (indiscernible), 5 months.

5 Q. Okay. Have you sailed in this area before?

6 A. Yes, many times.

7 Q. Okay. How many, do you think? Guesstimate.

8 A. I cannot really guess how many, but the last one I've been
9 here was in the first of June.

10 Q. First of June? Okay.

11 A. Yes. 2017.

12 Q. All right. How much rest did you have before taking watch?

13 A. I have really a long rest because it was Sunday before it
14 happened, and we have all rest for all the crew and everybody
15 getting in Sunday port.

16 Q. Do you have an estimate of how many hours of rest that you
17 had?

18 A. I'd say more than 8 hours.

19 Q. Okay. And were there pre-checks completed before you came
20 into the TSS zone?

21 A. That is correct, sir.

22 Q. Okay. All right. And you were on the bridge at what -- and
23 give me --

24 A. Roughly after 4.

25 Q. 0400?

1 A. Yes, sir.

2 Q. Okay. And what was your position on the bridge?

3 A. Immediately I took over the con, of course, when I come to
4 the bridge, immediately when -- con on the bridge.

5 Q. Okay.

6 A. Without any -- just like automatically (indiscernible) on the
7 bridge.

8 Q. Okay. So you took the conning?

9 A. Yes, sir.

10 Q. All right. So just walk me through in your own words what
11 happened before, and then, you know, the timeline to after the
12 incident.

13 A. Okay, sir. All I can remember was that when I was on the
14 bridge, I was talking with most of the guys, checking my
15 equipment, see if everything is well and everything were normal.
16 And we're small -- I'm sailing small fleet. There are a few ships
17 around with me. I am, should I say, slower than other ships
18 because I'm just running like almost 10 knots that time, 11. And
19 some of the ships already overtook me on port and starboard side.
20 And we still haven't really heading towards the TSS that time.
21 It's roughly like 4 something that we turned to a course 2-3-1,
22 which is that's the course leading to the TSS for the Singapore
23 TSS, I mean.

24 And we have roughly just a few minutes I'm encountering a
25 counter current which is roughly 2 knots. So I give a set of

1 course to 312, 225, 227, because it's pushing me, the current
2 pushing me to the north. So I maintain that course, 225, 227,
3 until almost entering the traffic separation scheme, sir. On the
4 traffic separation scheme, I'm maintaining a course of 227 and I'm
5 getting a speed of around 9.3, 9.5, which is current against me of
6 exactly 2 knots. I could see it.

7 And everything was well. Visibility was okay. Weather, calm
8 seas. Again, most of the ships keep on overtaking me on either
9 side. And that's -- around 5, just after 5, I heard the Singapore
10 pilot on channel 20. It was the VHF channel 20, which is on our
11 port side, calling a USS warship.

12 On that time, I was already aware that there is a warship
13 around the area. I believe the pilot station on channel 20
14 calling them several times, but I didn't hear any answer. What I
15 did was, I looked on the starboard wing just to have a see, but I
16 didn't see any warship at all. I come back to my S-band radar,
17 just to look if there is any target. I have seen one of the small
18 target overtaking some of the ships, where the trails was really
19 quite long on the radar. So all I was thought that was the navy
20 ship because she's really fast compared to other trails of the
21 other ships.

22 And we were -- I can assume we were running on the same
23 course or parallel with us, because we are entering almost already
24 on our traffic separation scheme area. So it's only one course
25 that we normally do in our traffic separation scheme, almost

1 parallel, I mean, that one course.

2 And just 5 something, I try to check again my radar and she's
3 still behind, but I still could not identify if what is really
4 that very fast ship. So I went out to the bridge wing just to
5 have a look. I could see the other ship behind me, which I cannot
6 remember which ship is that. It was a Chinese something names.
7 But another ship that I was to remember that overtook me was the
8 *Team Oslo*. *Team Oslo* was just 3 cables away on my head. I'm on
9 the starboard bow, just 2, 2 points on the starboard bow, already
10 overtaking. So I still maintain my course and speed.

11 When I went out to the bridge wing, I see a warship just on
12 starboard quarter, just roughly on starboard quarter, almost
13 abeam. So I presume nothing. I said, okay, everything is clear.
14 Because I got two ships in between me -- me. There is the *Team*
15 *Oslo* ahead of me; there is another Chinese just on my stern. So I
16 presume, oh, this guy is overtaking; she's fast. That was around,
17 around 5:21 something when I went out to the door.

18 And then just when I came back inside just to check the radar
19 again, and standing just beside the console on the telegraph -- I
20 mean, on the steering. So I presume that she will be overtaking.
21 And suddenly when I look again on the radar, I could see that she
22 already turning to port quite rapidly. And when she turned to
23 port, I immediately informed the guys. I told them, hey, guys,
24 this guy could be passing us in between. But that was in
25 (indiscernible), I was -- then, oh, yes, this guy is passing in

1 between.

2 So on my, on my thoughts and everything, that was up around
3 5:20 or something like that. But she's naval ship. She has good
4 maneuverability. She's making fast speed. So I'm thinking, okay,
5 she can overtake in between us. But on my feeling that she was
6 overtaking us and she could deal with us, I could see the lights
7 that she's turning to port some more. And we just (indiscernible)
8 from the radar went to in between the telegraph and the steering
9 console. I could not do nothing anymore. It was really too close
10 to -- standing on my (indiscernible), like shaking the whole
11 thing, you know. I could not not really feel what to do anymore.
12 I could see already sides and it's too close.

13 And immediately just -- yes, I could anything to do. But by
14 the time I see that she was on my sides, I immediately try to
15 reduce for reduction speed, but without my -- how you call this.
16 I am panic and all this. All I was thinking was I pull it up to
17 stop, stop. But when I reviewed the VDR together with my lawyers,
18 they said it's not stopped. I put on the half. So -- but
19 anyways, you know, when you come from sea speed and then you put
20 it to half, it's just like an automatic change over to maneuvering
21 speed. This vessel was designed for that.

22 And then we hit. Of course, I seen here is almost like on
23 just after her bridge. And waited for a few seconds and then I
24 put on the deck lights. I call the guys on the paging system that
25 we have been hit. I called up the navy ship on channel 20. That

1 was the closest that I've -- VHF what I've seen was channel 20. I
2 call the "Navy ship, Navy ship," but nothing answer. I didn't get
3 any -- and she's ship's slowly coming, swinging to pass us on our
4 port side, and after that slowly moving away.

5 So I didn't do anything else, because when we have hit
6 because I already put stop. Then when we stopped, it slowly --
7 because we have some momentum, still moving, I didn't do anything
8 on the engine order. All the (indiscernible) on the bridge was
9 coming out. So we are in a panic situation already. I was
10 shocked and -- so my thinking was already safety of my crew and
11 what happened to my career and this (indiscernible). And then,
12 anyways it happened, then I just waited and -- on the logbooks and
13 everything and -- forgive me.

14 Q. Take your time, Captain. Just take your time.

15 Captain, do you need to take a break?

16 A. (Indiscernible)

17 Q. Do you need to take a break?

18 A. Yes, I mean --

19 CWO [REDACTED] Okay. We're breaking at this time.

20 (Off the record.)

21 (On the record.)

22 CWO [REDACTED] Okay. So we're going to resume the interview with
23 the captain of the *Alnic MC*. Time is 10:33.

24 BY CWO [REDACTED]

25 Q. Okay. Captain, if you're ready, please -- we were at you put

1 the engine in stop and you were briefing your crew.

2 A. Yes, sir. I put the engine stop and I brief the crew. I
3 instruct chief officer to do the investigation forward. I send
4 the (indiscernible) stations with the chief officer.
5 Communication (indiscernible) to do the (indiscernible), just to
6 inform that the warship was already somewhere behind us already.
7 She was quite far away behind us. She moved quite quick.

8 So inspect the damage, check the damage, if the ship is still
9 afloat or can be afloat or -- and I get information from the chief
10 that the damage was above the waterline and all other tanks was
11 inspected, checked. No oil spillage or nothing. Contact also the
12 other guys, and we were all okay. And we were then mustered. And
13 immediately I conduct the alcohol test. The ship is a dry ship
14 and we don't have any alcohol on board.

15 Then while in the process of that, we filled out most of the
16 documents. That's why one of the logbook, since I was in a panic
17 and all this, I told the officer to login. I put some notes in
18 the log. And when we are filling out most of the documents, we
19 are still -- like, for me, I was still shaking. That time I could
20 not do anything else because -- and also that time I called up the
21 pilot station at that time. And then that was (indiscernible)
22 when I was talking with the VTIS of the (indiscernible) a few
23 minutes later.

24 I didn't hear anything from the warship at all, nothing.
25 Only that was the last -- the first that I called the warship and

1 after that, I didn't hear anything. They were far behind me
2 after. We just been waiting there, drifting and waiting, and all
3 the other ships just passing by on us. I still didn't move
4 anything. I didn't do any engine at all until we are drifted just
5 almost outside of the TSS, closer to the Malaysian side, where I
6 kick a little bit because I don't like the ship to be aground at
7 the -- close to Malaysian side. That's the only movement. And
8 then after that, drift again and waiting the orders when the VTIS
9 will give us a order.

10 But then there was follow-up with all the calls and
11 (indiscernible) and all these -- VHF calls and -- so waited until
12 around 9, 9:00, or 10 when they advised me to proceed to the pilot
13 station at (indiscernible).

14 Q. So you talked about you noticed the warship first on you
15 radar?

16 A. No, sir. I noticed the warship when I hear it from the, how
17 you call it, the pilot station.

18 Q. Okay.

19 A. That they are calling the warship.

20 Q. And do you recall what channel that was that you --

21 A. That was channel 20.

22 Q. Channel 20?

23 A. Yes. We always stand by that channel.

24 Q. Okay. And is channel 20 the --

25 A. Pilot station.

1 Q. That's the pilot station?

2 A. Yes.

3 Q. Okay. And that's the approved channel for coming into the
4 TSS, what I believe is --

5 A. For the pilot, sir. Yes.

6 Q. For the pilots?

7 A. For the, how do you call this, for the VTIS. We haven't
8 reached yet the VTIS area for calling the Singapore VTIS. We are
9 still outside of the VTIS, how you call this, area.

10 Q. Okay.

11 A. The report line.

12 Q. All right.

13 A. That's channel 10 for the VTIS (indiscernible). So the other
14 VHF was on channel 16, the one that (indiscernible).

15 Q. Okay. So you heard it on channel 20 from the pilot --

16 A. Yes, sir.

17 Q. -- that, and then you noticed it on the radar?

18 A. Radar, sir. Yes, sir.

19 Q. Okay. Now did you acquire that as a target on the radar?

20 A. Yes. I acquired it on S-band radar.

21 Q. Okay, acquired on the S-band.

22 A. But the signal was keep on losing, that every time I put the
23 data on, it will get lost. And then plot back again, and then
24 gone off again.

25 Q. Okay.

1 A. I'm pretty sure it was a warship because I didn't see any AIS
2 at all. So it was -- that's my experience, when it's a warship
3 it's no AIS at all. And she's running in a very fast speed, so I
4 presume it was a warship. So I just plot it up, but keep losing
5 on S-band radar.

6 Q. Okay. So you said that you saw -- you were visually able to
7 see it, and what was the -- when you said that it was coming to
8 the port, it was swinging to the port, was there -- what was the
9 lighting scheme that -- on that, on the navy ship? Do you recall?

10 A. I do not recall, sir. I do not -- because I was already
11 inside by that time and I seen on the radar that she was showing
12 any lights or -- I went out to the bridge wing that time and just
13 before she was turned almost on our starboard quarter and almost
14 parallel to or abeam, that was when I see that -- confirm that she
15 was the, how do you call it, she was the warship.

16 But by the time she turned to port, that was only when I see
17 it on the radar by her trails, that immediately like right angle
18 that she turning by her trails. Okay. But why is this guys
19 turning to port? And that time is when I tell the guys, oh, she
20 might pass in between these -- *Team Oslo* and me, on my bow. So
21 that was when I presume, okay, she is making very good speed, she
22 will clear. But without thinking of it, that she's still swinging
23 to port, that's why when I see that it was really close, that's
24 the time I put the reduction in speed. It's supposed to stop it,
25 but I put the telegraph, based on the viewing on the VDR, it was

1 (indiscernible) half ahead and not stop.

2 Q. Okay. So you don't recall seeing any lights on the navy
3 ship?

4 A. I seen, sir, the -- how do you call it, the navigational
5 light, but I didn't see any lights. And, you know, it's quite a
6 lot of lights at the time. There is a back light also of the *Team*
7 *Oslo*. So just get confused which really the -- and I was inside
8 the bridge, so it's -- I could not really see the -- but all I
9 know is that she turned immediately on that --

10 Q. Okay.

11 A. But it keep -- and during the time when she turned, I keep
12 watching and -- it's really fast speeds. Everything happen really
13 fast speeds. Really, I could not do anything else. All I do is
14 just the reduction of speed, but it was not stop because I put on
15 half. So --

16 Q. Okay. And there was no communication, warnings --

17 A. Nothing at all.

18 Q. -- sound signals, from the navy?

19 A. Nothing at all, sir. Even called out or whistle or whatever,
20 nothing. We are on 20. We are 16. I didn't hear anything.

21 Q. And did you ever get in touch with the navy vessel or did you
22 guys ever talk?

23 A. Never did, sir.

24 Q. Never --

25 A. Not --

1 Q. Okay.

2 A. Even when I called him up right after the collision, "Navy
3 ship, Navy ship," never answer.

4 Q. And after, after the dust settled, everything settled out,
5 there was still no communications --

6 A. Nothing.

7 Q. -- with them? Okay.

8 A. Until she move away from my side, I didn't hear anything.

9 Q. Okay.

10 A. All I have to do is just make sure that my crew and my ship
11 is safe and afloat, and that's what I did. So --

12 Q. Okay. And --

13 A. And I hear that all my crew was safe and the damage on the
14 bow was above waterline. Yeah.

15 Q. Okay. Did any of the other ships in the vicinity call you,
16 say, hey, watch out? Any warnings?

17 A. Nothing else. Because we are all running on the same
18 parallel speed at all and other ships are overtaking, so I presume
19 they were be clearing from me all the time. I got one ship on my
20 port quarter overtaking, a big ship. There's a Chinese one
21 behind. The *Team Oslo* was already ahead of me, so -- no
22 information at all.

23 Because I really presumed that because a very fast ship and
24 it was a navy ship, so -- in my (indiscernible) it was really a
25 high maneuverability ship, they can turn wherever they want. You

1 know, he can just swing and -- I was just shocked when I see that
2 because he want to pass in between us and she's turning more to
3 port. Because I really don't know really what the thing is going
4 to do, you know, because she's really close and because that time
5 when I told the guys that, hey, this guy is passing in between us,
6 this -- and everybody was -- chief officer and AB was just like
7 standing and could not do anything. It was really close.

8 Q. So I'm sure you see a lot of navy vessels in your career
9 coming by, all of that.

10 A. Yes, sir. We always seen the U.S. warship.

11 Q. Okay. All right. What's generally the interaction that you
12 have with them? Is it -- do you communicate? Do they respond?

13 A. Nothing at all, sir.

14 Q. So they never say, hey, how you doing, Cap? Nothing --

15 A. Nothing at all, sir.

16 Q. Okay.

17 A. Except the one, the pilot was calling them and then I heard
18 the guys never, never replied. But several times he called them.

19 Q. And did they respond to the pilot?

20 A. Nothing at all. Because it's channel 20. On 16 I heard
21 them. They were talking one of the navy. That's all I -- I don't
22 know what navy where they were talking, but -- of course, I
23 already realized that there is a warship around the area, so I
24 really don't bother that each navy ship's talking to their own.

25 Q. Okay. So would you say that you feel comfortable contacting

1 the Navy or is it an unwritten rule or a bias of, hey, that's the
2 Navy, they do what they want? Or do you say --

3 A. Not really what I (indiscernible) with that.

4 Q. -- do you feel comfortable to say --

5 A. But, no, when ships already overtaking on my beam, I presume
6 that she will just go straight and overtake. On the very short
7 time frame, I could be, honestly, it slipped my mind to call
8 really anybody because I had to maneuver and do the thing. So the
9 first thing that I did was just to do the reduction without any
10 calling anybody or anything. That's the main thing because I'm
11 not really used to calling somebody, ships or other ships when I
12 see that, okay, she's clear, she's maintaining her course, she's
13 maintaining her speed. I don't bother them, you know, as long as
14 she's free with my course line or she's free with my bow and there
15 is no risk of collision, I never call.

16 Q. Okay. Now if any other commercial vessel was coming towards
17 you or that, would you get on the radio immediately and say, hey,
18 you know, Cap, what's your intention?

19 A. Yeah, it could be. But that will be -- you know, it still
20 verified, you can see the maneuver really of any, any -- I mean,
21 the maneuver on the, how you call it, the commercial ships. So,
22 as I said, when I went out to the bridge wing and I see that she's
23 overtaking with very long trails on the radar, I presume that,
24 okay, she will overtake the *Team Oslo* on the starboard as well.

25 Q. So I guess what I'm really asking here is, with all --

1 through your whole career, with the Navy, would you feel
2 comfortable calling the Navy, saying, hey, navy warship, you're
3 coming too close --

4 A. If it's really a concern to me, his maneuvers or he is
5 navigating not within the, how do you call this -- can obstruct my
6 course and she is not maintaining or whatever, I call the Navy as
7 a normal, how you call, normal commercial ships.

8 Q. Okay. So the engine was in bridge control?

9 A. Yes, sir.

10 Q. Okay. And how were you steering? Was it autopilot, manual?

11 A. Yes, sir. We are on autopilot. Yes, we are on autopilot at
12 the moment. I could still remember we are on autopilot at the
13 moment and, since everything was (indiscernible) and all this, so
14 we just maintain the autopilot course. It was 227.

15 Q. Okay. And was there a lookout posted? Do you generally have
16 a lookout posted in that area?

17 A. We have only one AB and the chief officer at that time on
18 bridge.

19 Q. Okay.

20 A. Yeah.

21 Q. So --

22 A. Other lookout went down just for, for a leak, or went down to
23 the toilet. That was the OS.

24 Q. And they were performing lookout duties --

25 A. Yes, sir.

1 Q. -- inside the bridge?

2 A. Inside the bridge, yes.

3 Q. So in your mind here, you said you had a vessel in front of
4 you?

5 A. Yes, sir.

6 Q. A vessel behind you?

7 A. Yes, sir, there is another one.

8 Q. One on your port side?

9 A. That's correct, sir, on the port quarter.

10 Q. Okay. Was there -- when you noticed that there was a risk of
11 collision, what could you have done, or if anything?

12 A. In that very short time, the movement that I did only was to
13 just reduce the speed at that point. All I have to do was just to
14 stop it. But as I said again, it was just only put to half, the
15 first thing that I could do. Because I was -- I mean, the first
16 thing, and the first movement and the first thing that come to my
17 mind is to put the stop first.

18 Q. Okay. Could you -- what would be your normal course of
19 action if you saw this coming at a -- say, just your normal course
20 of action to avoid a collision?

21 A. If this was normal, like we can still have a far distance and
22 all this, I could alter my course, and the reduction of speed of
23 course or stop the engine. But this was too short to really do
24 any maneuvers. That's the first thing I could do. Just maneuver
25 the ship, keep it clear, if time permits, and (indiscernible)

1 swing to either side, which one is the clear one.

2 Q. Okay. Would you ever back down, hard reverse?

3 A. You mean the engine hard reverse?

4 Q. Engine hard reverse?

5 A. You could. Yes, sir. You could do, but that's the first
6 thing I do was just, you know, stop. First come to my mind is to
7 stop the ship. Then it happened and should be -- that was also
8 not cross or I mean immediately come that I will need to have like
9 a reverse engine and all that.

10 Q. Okay. And is there a -- do you have a policy on board of
11 what -- of collision avoidance in your SMS?

12 A. Yes, sir. We have this SMS already (indiscernible).

13 Q. Do you have a navigational procedure to -- for avoid a --

14 A. Yes.

15 Q. Okay. And do you have that out on the bridge when you're
16 coming in?

17 A. Yes. We have the SMS on the bridge.

18 Q. Okay. But do you have that piece of information laid out as
19 you're entering port or anything to review?

20 A. I'm not really sure what I need to check the (indiscernible),
21 sir. I'm sure with that.

22 Q. No, I'm asking on your normal course of action, when you're
23 coming into ports or anything, do you break that SMS out, review
24 it, or have it there for your review?

25 A. Not normally, sir. We just have (indiscernible) and we put

1 it on the sites and --

2 CWO [REDACTED] Okay. Okay, Cap, I think that's pretty much it
3 for me. What I'd like to do now is -- my team here, if they have
4 any follow-on questions to ask you, and then we'll also, after
5 they're completed, anybody around the table, if they have any
6 follow-up questions to ask you, okay?

7 MR. ALASCO: No problem. All right, sir.

8 MR. [REDACTED] Hi, Captain. [REDACTED] [REDACTED] with the U.S. Coast
9 Guard.

10 BY MR. [REDACTED]

11 Q. Yeah, just a couple of follow-up questions --

12 A. Yes, sir.

13 Q. -- for you. You may have mentioned this already, but how
14 fast were you traveling at the time when you were in the traffic
15 separation scheme? At about this time, just prior to the
16 incident?

17 A. Yes, just roughly around 9.3 to around 9.5 something at that
18 time.

19 Q. Okay. And what about the navy ship, do you have any idea how
20 fast she might have been traveling as an estimate?

21 A. At that moment I presume she is more than that 12 knots, just
22 because of the trail that I was comparing with me and with other
23 ships. She got a really long radar trail, so -- since I keep
24 losing on the radar targets about the data, I could not really,
25 how you call it, see the speed, that when I put data it will

1 disappear. But I was presuming that time that because more than
2 12 knots and she is fast.

3 Q. Okay. And when you were inbound in the traffic scheme -- you
4 were inbound, correct?

5 A. Yes, sir. Yes, sir.

6 Q. And on the inbound journey you pretty much -- do you maintain
7 the middle of the traffic scheme or do you maintain the right side
8 of the scheme, or what's your normal?

9 A. Just normal is just only the middle, almost the middle.

10 Q. Okay.

11 A. Because we have just cleared the wreck just before the
12 traffic separation scheme. So most of the ships go into the port
13 and just come a little bit closer to the center --

14 Q. Okay.

15 A. -- where I just maintain my course until I have entered the
16 TSS.

17 Q. Okay. I gotcha. And where did you enter the traffic scheme
18 at; do you recall?

19 A. Just around 5 something on the plotter position there, 5.

20 Q. Do you know when the navy ship might have entered the scheme?

21 A. I could presume -- no, idea really. Only I heard that around
22 5:05 when the pilot station call them, that there is a warship.
23 So that time I really don't know which one, because it's a lot of
24 targets close by in between any targets behind me.

25 Q. Your ship. Okay.

1 A. So -- yeah, I really don't know when -- the position of the
2 warship during the time when I entered this one.

3 Q. Do you recall any outbound traffic that you might have met or
4 encountered?

5 A. Yes. It's quite a lot, sir, on my port bow, I think, passing
6 by.

7 Q. Okay. And as far as you can recall, the navy ship, the
8 warship --

9 A. Yes, sir.

10 Q. -- she was intending, you believe, to overtake you?

11 A. Yes, that's what I think. Because when I see it when I went
12 out on the bridge wing, she was just like starboard quarter with
13 me when she overtook maybe the ship behind me. And just within a
14 few seconds, she was almost on my beam with a parallel course and,
15 of course, I mean, and of course with a very fast speed.

16 Q. Okay.

17 A. So I presume it was clear and she will overtook me as well.
18 So I went inside the bridge and check again on the radar. I plot
19 it up; it disappeared, but -- and then stay continue like that.

20 And just within a few minutes was when I -- was when I see the
21 radar, turns to port immediately and then I have no time to --

22 Q. Which side did you presume that she was going to overtake you
23 on?

24 A. That was around 5:20 or something.

25 Q. I'm sorry. Which side?

1 A. Starboard side, sir. Starboard side.

2 Q. Starboard side? Your --

3 A. Well on the starboard side (indiscernible).

4 Q. Yes, sir. You presumed she was going to come up your
5 starboard side and overtake you?

6 A. Yes, yes, yes, yes.

7 Q. And that -- who would have been the privileged vessel in that
8 case? Stand-on?

9 A. I will be the stand-on.

10 Q. And did you make maneuvers?

11 A. Nothing at all, sir. I just maintain my course and speed
12 because I am slow speed as well and at 9.3. I just maintain my
13 course and speed and I don't do any changes at all in my course as
14 well.

15 Q. Okay.

16 A. We are on the traffic separation scheme.

17 Q. And I understand that you think -- you feel like you were
18 about the middle of the traffic scheme?

19 A. Yes, about the middle.

20 Q. Okay. Do you know how wide the traffic scheme is?

21 A. I don't really -- I'm not sure of that one, sir, how wide
22 this is. But I -- it's pretty clear that I'm almost close to the
23 separation zone at the middle where the other ship just pass by,
24 and I'm just -- not really in the middle itself. It's probably
25 more on the separation zone main course line that time.

1 Q. Do you have any idea how much space was between you, your
2 vessel's position --

3 A. Yes, sir.

4 Q. -- and the right limits or boundary of the traffic separation
5 scheme?

6 A. It would be like 3, almost 3 to 5 cables, that must be.

7 Q. Okay.

8 A. Three to 5 cables, I could remember. Because another ship
9 will overtake me on my behind was 3 cables.

10 Q. Okay. And how many or were there other vessels that overtook
11 you on your starboard side?

12 A. Yes, sir. That was *Team Oslo* overtook on the starboard side,
13 (indiscernible) also took, went by 3 cables.

14 Q. Okay. And approximately what kind of speed was she making
15 when she overtook you? Do you just --

16 A. I could remember roughly 11, just more than 11.

17 Q. Okay. And were there any communications between you and the
18 *Team Oslo* as far as --

19 A. Nothing at all.

20 Q. -- agreements or arrangements --

21 A. Nothing.

22 Q. -- of overtaking?

23 A. Nothing. They just overtook me on my starboard side.

24 Q. Okay. And as the navy ship was overtaking you --

25 A. Yes, sir.

1 Q. -- do you feel like she was closer to your position than what
2 the *Team Oslo* was, farther away, or about the same?

3 A. I think farther away, that was. Because I know it was more
4 than, more than 2.5 or almost 3 cables away. So that what I
5 presume that she will be well clear of me.

6 Q. Okay. You -- typically when you're in the traffic separation
7 scheme, you use ARPA?

8 A. Yes, sir. We use ARPA.

9 Q. Do you set any CPA alarm or controls on ARPA? Do you utilize
10 that?

11 A. Yes, sir. It's alarm, yeah.

12 Q. Did you have any alarms set in that morning?

13 A. Yes, sir. It was all set as well.

14 Q. Okay. What was your distance or what limits did you have set
15 on ARPA for a CPA? Was the navy ship targeted? Did you have her
16 targeted already?

17 A. No, because it keep losing, sir, the target. That's why when
18 I plot it up, it disappear. And then we tried to plot it up, it
19 disappears. So the detecting on the ARPA is not that really
20 pretty accurate because I could not plot the target, so --

21 Q. Right. Okay.

22 A. I just keep on losing it.

23 Q. Okay. From approximately -- or from where the incident took
24 place, where the collision took place --

25 A. Yes, sir.

1 Q. -- approximately how much farther did you have to go to make
2 your next maneuver? Turn?

3 A. You mean when the place was (indiscernible) it still a long
4 ways, sir, because we will be going to the pilot station, eastern
5 boarding ground pilot station.

6 Q. Okay. Roughly about how many miles, Captain? Roughly.

7 A. We presume that was 5:20, let's say, and I am adjusting my
8 speed to arrive 8:30 in the morning.

9 Q. Uh-huh.

10 A. So that speed of 9 knots, that will be 9 times --

11 MS. [REDACTED] Yeah. We're going to reference to Singapore
12 Straights and Eastern Approaches, Charts No. 2403, marked by the
13 crew the *Alnic*. And the Captain's going to refer to that chart.

14 MR. ALASCO: Yes, sir. The pilot station is here.

15 BY MR. [REDACTED]

16 Q. Okay.

17 A. And it happened somewhere in this area, just before we enter
18 here.

19 Q. Okay.

20 MR. [REDACTED] We're now referencing Chart 3831.

21 MR. ALASCO: Yes, sir. So the thing happen here, just before
22 the -- just right after entering the traffic separation scheme,
23 and we are going to the pilot station -- here it is. Here it is,
24 the eastern boarding ground.

25 BY MR. [REDACTED]

1 Q. All right. So you're saying that the incident took place
2 about here?

3 A. Yes, sir. This area.

4 Q. Okay. And the Captain is referencing this at approximately
5 522 mark on chart --

6 A. 522 (indiscernible) --

7 Q. -- entering the middle channel --

8 A. Yes, sir.

9 Q. -- of the scheme, right?

10 A. And we are going to the pilot station here.

11 Q. Okay. All right. So from here, your next turn would have
12 been --

13 A. Will be this one. Yes, sir.

14 Q. Okay. And are these marks your marks, your navigator marks?

15 A. Yes, sir.

16 Q. Okay. So about how much -- how far in distance would you
17 have had before you made your turn?

18 A. Yeah, that's roughly --

19 Q. And this is a rough --

20 A. Rough, rough, rough.

21 Q. Yeah, very rough, but an estimate just --

22 A. Almost 9, sir; 9 miles.

23 Q. Almost 9 miles. So there was about 9 miles from the time
24 that the navy -- the warship was overtaking you --

25 A. Yes, sir.

1 Q. -- before any turn had to be made.

2 A. Yes. Yes, sir.

3 Q. Correct?

4 A. Yes, sir.

5 Q. Okay. What about overall traffic density? Would you say --
6 you've sailed through this area before.

7 A. Yes, sir.

8 Q. Would you consider the traffic density that morning to have
9 been normal, heavy, a little bit less than what you recall it
10 being in the past?

11 A. Just before the thing happened, it was just like moderate to
12 not really heavy. I mean, moderate to not -- almost moderate,
13 because I got only three, four ships around. All other was far
14 behind, so --

15 Q. Okay.

16 A. And since we entered the traffic separation scheme all at the
17 same time, they are overtaking me, so I consider it moderate
18 and --

19 Q. Okay. Do you know if the warship, if she had taken --
20 overtaken anyone else prior to overtaking you?

21 A. Yes, it's quite a lot behind her because I could detect that
22 she just came out in some of the targets.

23 Q. Uh-huh.

24 A. I believe that when I first check it -- when I heard it, I
25 check the radar. It was a lot of targets with trails. And

1 suddenly appeared one small target in between the other targets.

2 Q. Okay. You said when you heard it. When you heard what?

3 A. Yes.

4 Q. What did you hear?

5 A. The pilot calling the warship.

6 Q. And I apologize, really. But what was the -- where would
7 that pilot have been? Was he on another vessel?

8 A. No, no. He's on the pilot station. The Singapore pilot --

9 Q. He was on the pilot station?

10 A. Singapore pilot, sir.

11 Q. Okay. And why would he have spoken to the navy ship?

12 A. I have no really idea. I think -- I don't know. I have no
13 idea really why they are calling the warships about it.

14 Q. Is that a customary thing?

15 A. It would be talking about the arrival of the thing. Because
16 you need 4 hours notice to --

17 Q. For pilot?

18 A. Yes, sir, 4 hours notice.

19 Q. Okay. For arrival at pilot station --

20 A. Station, yes, sir.

21 Q. -- to take on pilot.

22 A. Yes, sir.

23 Q. Right? Okay. And it brings up another point. Is it
24 customary --

25 A. Yes, sir.

1 Q. -- or let me say this. Not customary. Is it understood, as
2 far as you know, rules of the road, regulations, overtaking vessel
3 to contact the stand-on vessel for intentions? Is that a -- is
4 that a rule that you know of?

5 A. No, I don't think so. You need to call by VHF for
6 navigation, sir. But once you're just maintain your course and
7 speed, you're the following the correct rules.

8 Q. Okay. All right.

9 CWO [REDACTED] [REDACTED] could you -- I don't mean to interrupt
10 your --

11 MR. [REDACTED] No, no, that's fine. No.

12 CWO [REDACTED] I just want to make sure. You asked is it
13 customary for the ship that is overtaking to call the ship being
14 overtaken?

15 MR. [REDACTED] Yes.

16 CWO [REDACTED] Okay. That's --

17 MR. [REDACTED] Is it -- well, customary, but more so is that a
18 rule of the road? Is it a COLREG?

19 BY MR. [REDACTED]

20 Q. Is it in the COLREGs that an overtaking vessel should contact
21 or make arrangements of the overtaken vessel?

22 A. No other rules that I don't see -- I just --

23 Q. No. Okay. You mentioned also that the current, you felt the
24 current begin to push you harder.

25 A. Yes, sir.

1 Q. You begin to experience some stronger than --

2 A. It's against us already when we --

3 Q. I'm sorry?

4 A. It's against us when we entered already.

5 Q. Okay. And that current would have been -- against you, you
6 mean off your bow?

7 A. Yes, sir.

8 Q. And then it began to maybe -- or did you say that it began to
9 push you --

10 A. Push.

11 Q. -- to the north?

12 A. Yes, sir.

13 Q. So would that have -- current aspect would have been maybe
14 come from your port bow, on the port side of your vessel?

15 A. I presume because it had to have been. I don't know really
16 which side, but it -- upon entering, I could see the speed.

17 Q. Okay.

18 A. That it was 2 knots against the current.

19 Q. Yes, sir. And did you adjust for that?

20 A. Yes, sir. The speed that we have adjusting, that 9.3, 9.5
21 was supposed to be the speed for an ETA to pilot station of 8:30.

22 Q. Okay. How about adjustment in course? Did you make --

23 A. Nothing. I didn't do any course except the set only that we
24 are trying to put it on -- the course line was 231, but we put the
25 case to 227 just to counter out the swing.

1 Q. Okay. So I'm going to refer back to --

2 A. Yes, sir.

3 Q. -- Chart 3831 and ask that you take a look at something here
4 with me.

5 A. Yes, sir.

6 Q. So we can get a -- this would be you here, correct?

7 A. Yes, sir. Yes, sir.

8 Q. Okay. And I'm using a pen as a diagram, as an aid. And
9 you're saying that the current was beginning to push you to the
10 north?

11 A. No, sir.

12 Q. Go right ahead.

13 A. It was just pushing ahead. That's what I presume, she was
14 pushing ahead.

15 Q. Okay.

16 A. Because I could see that my speed was 2 knots less --

17 Q. Okay.

18 A. -- than what is showing on here, on the log.

19 Q. Okay.

20 A. So I presume she was ahead with me. The flow was against,
21 not sides, whatever, is against us. Because our course is still
22 maintaining around 227 without any changes at all and only the
23 speed that is dropping.

24 Q. Okay. So it didn't change your aspect any, in any way?

25 A. Nothing else, sir.

1 Q. It didn't change --

2 A. Nothing, sir.

3 Q. Nothing like that?

4 A. I didn't see it.

5 Q. Okay.

6 A. And the sideways nothing.

7 Q. So it would be safe to say that you didn't close -- your
8 vessel didn't close into the right side of that traffic separation
9 scheme?

10 A. Yes, sir.

11 Q. You did not --

12 A. No, nothing or something --

13 Q. Steering was steady and true --

14 A. Yes, yeah, yeah.

15 Q. -- right?

16 A. Steering steady and true, sir.

17 Q. Okay. All right. Good.

18 Were there any other vessels approaching from -- that were
19 meeting you --

20 A. Yes, sir.

21 Q. -- coming towards you that would have been in the middle or
22 to the -- to your starboard side just prior to the incident?

23 A. Nothing, sir. All the -- is coming from the port side, is
24 all westbound there.

25 Q. Everyone was on the port side --

1 A. Yes.

2 Q. -- right? And of course the passing agreement, and I know
3 I'm asking -- maybe it's silly, but the passing agreements in this
4 separation scheme are what? What are the passing agreements in
5 here?

6 A. Three cables would be safe (indiscernible) --

7 Q. What sides?

8 A. You mean on my -- on our side, other side, sir,
9 (indiscernible)

10 Q. Port to port?

11 A. Yes.

12 Q. Port to port passing, you agree?

13 A. Port to port with other ships --

14 Q. Yes. Coming out? Outbound, inbound, port to port?

15 A. Port to port, sir.

16 Q. Okay. Good. Okay. Did you happen to notice any types of
17 light signals, signal from the warship to attract your attention?

18 A. I didn't see any really, sir. I only see was the side lights
19 just when I went out.

20 Q. Okay.

21 A. And after that, I went back in again. I didn't see any, any
22 lights at all or anything that shows. Because I went out inside
23 the radar -- I mean, inside the bridge and I look up the radar.
24 And of course I tried to plot again this guy, which I presumed he
25 was already up here on my starboard beam. About the lights,

1 because of so many shore lights that on, I really didn't see any,
2 how do you call it, sir, nav lights or any lights at all.

3 Q. You didn't see any lights?

4 A. No, it's nav lights, but no other lights.

5 Q. Okay. What lights did you see?

6 A. Only the red light and then the mast light was what I see,
7 the forward mast light and aft mast lights. I --

8 Q. No other lights?

9 A. No other lights, (indiscernible).

10 Q. Okay. At any point do you recall hearing any whistles or --

11 A. Nothing else.

12 Q. -- bells?

13 A. Nothing else.

14 Q. Alarms?

15 A. Nothing else.

16 Q. Any alarms on your vessel?

17 A. On my vessel, I could not remember, sir, if -- because there
18 is alarm that coming like we are (indiscernible) alarm. We --

19 Q. Right.

20 A. -- press the, how do you call it, the button in one of the
21 radar and one of this ECDIS, some alarms that were common. So I
22 could not --

23 Q. Right. Did you happen to sound any alarms or whistles?

24 General alarm? Danger whistle? Anything?

25 A. Nothing else.

1 Q. Nothing.

2 A. I didn't sound any whistle, alarm or whatever.

3 Q. Okay. Approximately -- and it is approximately --

4 A. Yes, sir.

5 Q. -- but approximately from the time that you noticed the
6 warship abreast of your beam --

7 A. Yes, sir.

8 Q. -- and the time that actual collision occurred --

9 A. Yes, sir.

10 Q. -- how much time would you say lapsed, in your mind?

11 A. I presume it's very quick. First I was thinking was less
12 than, less than a minute, but I viewed it on the video. It was
13 more than 2 minutes. But the first thing come to my mind is
14 really fast, that I could do nothing. I was just like stop on one
15 -- on the radar and then I go in between the console and the
16 telegraph.

17 Q. Yes.

18 A. Immediately do like -- putting to stop, but it was --

19 Q. And she was --

20 A. -- too short, too short.

21 Q. Yes. Excuse me. I'm sorry. I apologize.

22 And you said she was approximately 3 cables off of your --

23 A. That's correct, sir. Yes.

24 Q. -- starboard side?

25 A. That's correct, sir.

1 MR. [REDACTED] I don't have any other questions at this time.

2 MR. ALASCO: Thank you -- thank you, sir.

3 UNIDENTIFIED SPEAKER: I have no further questions at this
4 time.

5 MR. ALASCO: Thank you, sir.

6 CWO [REDACTED] I have one follow-up question.

7 BY CWO [REDACTED]

8 Q. We have the logbook here, Captain.

9 A. Yes, sir.

10 Q. And there is an addendum in here --

11 A. Yes, sir.

12 Q. -- on some of the times and dates.

13 A. Yes, sir.

14 Q. So in the original logbook, the original record stated that
15 master was on bridge -- and this is at 0300.

16 A. Yes, sir.

17 Q. Master on bridge, switched on echo sounder printer.

18 A. Yes, sir.

19 Q. Position, lat and long. Radar PM test done; okay. And then,
20 master conning, steering switched to hand, BML2. Signed, second
21 officer. So there's an addendum that corrects that at 0300 hours
22 a strike through the "master on bridge." So you were not on the
23 bridge at 0300?

24 A. I was not on the bridge at that time. Actually, they called
25 me up 3:00, but of course, where I seen all this stuff and --

1 Q. Okay.

2 A. And when I woke up, I see the window, not much traffic and
3 all was clear, so I said, okay. I slowly, slowly prepare myself
4 before going up to the bridge.

5 Q. Okay. And so -- and then also there's a strike through
6 "master conning, steering switched to hand, BML2."

7 A. Yes, sir.

8 Q. So steering -- you weren't conning and the steering was not
9 switched to hand?

10 A. That's correct, sir.

11 Q. Okay. What does BML2 stand for?

12 A. Bridge management level -- bridge manning level.

13 Q. Bridge manning level? Okay. Now does that coincide with
14 your SMS that --

15 A. Yes, sir.

16 Q. -- how you're going to man the bridge and --

17 A. Yes, sir.

18 Q. Okay. Also, at 0400, it states that: Took over watch from
19 second officer as per GMS BCL12.

20 A. Yes, sir. That's my GMS. Yes, sir.

21 Q. So that's your SMS procedure?

22 A. Bridge checklist number 12.

23 Q. Okay. All is well with master conning, and there's a
24 strikeout "with master conning.:

25 A. Yeah, because I was on the bridge just after 4.

1 Q. So you were on the bridge, but you didn't have the con?

2 A. Yes. No, I took the con exactly at just after 4. It was
3 0405. When I came to the bridge, immediately before this con.

4 Q. Okay. So, and then now there's a new entry at 0405,
5 approximately. New entry: Master on bridge. So that's when you
6 arrived on the bridge?

7 A. Yes, sir, arrived on the bridge.

8 Q. Okay. And then there's another time correction from 0523 to
9 0524, vessel collided with U.S. warship number 46 in GPS position
10 001-2403 north and 104-26.29 east.

11 A. Yes, sir.

12 Q. Okay. Also a entry of --

13 A. Engine, sir.

14 Q. -- the engine stopped from 0522 with a strikeout to 0524:30.
15 That's when you ordered engine stop?

16 A. Yes, sir, that was engine stop.

17 Q. Okay.

18 A. Yeah.

19 Q. And then also a new entry at 0525, approximately. New entry:
20 steering switched to hand.

21 A. Yes.

22 Q. Okay. And this was signed by the chief mate and yourself?

23 A. Yes, sir.

24 Q. Okay. All right. Thank you.

25 UNIDENTIFIED SPEAKER: I have no -- I have no follow-ups.

1 MR. [REDACTED] A couple of follow-ups, Captain.

2 MR. ALASCO: Yes, sir.

3 BY MR. [REDACTED]

4 Q. One's going to be, can you define for us what a cable --

5 A. One cable, you mean?

6 Q. Yes. Yes, sir.

7 A. It's actually 185-54 -- 1,854 meters.

8 Q. Okay.

9 (Background conversation.)

10 UNIDENTIFIED SPEAKER: Captain, one cable --

11 MR. ALASCO: Is 1 --

12 UNIDENTIFIED SPEAKER: (indiscernible), Captain.

13 UNIDENTIFIED SPEAKER: It's not 1,000, it's 100 meters long.

14 MR. ALASCO: No -- yes, sir. The a -- 1 mile is 1,854 meters
15 and 1 cable is 185.4 meters.

16 BY MR. [REDACTED]

17 Q. Okay. Got it.

18 A. Correction, sir. Sorry about that.

19 Q. No problem. No, no, that's quite all right.

20 Another thing that I'd like to ask you was, did you say on
21 your port side, at about the same time, did you have another
22 vessel overtaking you then?

23 A. Yes, sir. There is one.

24 Q. Who was overtaking you then? Do you recall?

25 A. Some Chinese name, also, sir. But a big ship.

1 Q. Do you recall what type of speed they might have been making?

2 Estimated.

3 A. Not really because --

4 Q. Much faster than you?

5 A. She is faster than me because she is overtaking.

6 Q. Yeah. Okay.

7 A. I didn't mind, really, because that time I was already on
8 the, more on the side and keeping an eye on this warship.

9 Q. Okay. Sure. Sure.

10 How did you know that you had someone on your port side
11 overtaking you?

12 A. Because I see on the radar.

13 Q. You saw it on your radar. Okay.

14 A. Yeah, it was plotted on --

15 Q. Did the radar pick that up clearly?

16 A. Yes, yes.

17 Q. No problem?

18 A. It was a big ship, sir.

19 Q. All right. Let's see. Just from the time that the navy ship
20 was abreast of your beam --

21 A. Yes, sir.

22 Q. -- and the time that you realized that she was making a port
23 turn --

24 A. Yes, sir.

25 Q. -- she was beginning to the turn to the port, right?

1 A. Yes, sir.

2 Q. Or come over to you, she was coming towards your way, right?

3 A. Not -- sir, in between us. Because the first assumption I
4 have she turned to port --

5 Q. Okay.

6 A. -- and then she trying to -- which what I said to the guys,
7 oh, she's trying to pass in between the *Team Oslo* and me.

8 Q. Yeah, this way?

9 A. Yes, sir. Yes.

10 Q. Okay. All right. How much time was there between when you
11 saw her on your beam and when you realized that she was beginning
12 to make a port turn?

13 A. It could be less than a minute.

14 Q. Less than a minute --

15 A. I would say, yes, I think so.

16 Q. -- evolved?

17 A. Yes. Yes, sir.

18 Q. Okay. Which is different from when you actually made
19 collision, right?

20 A. Yes, sir.

21 Q. You understand?

22 A. Yes, I think.

23 Q. Okay. Okay.

24 A. So it's just less than a minute, when just turn and -- I was
25 just already on the radar, yeah.

1 Q. Sure. All right. Very good.

2 MR. [REDACTED] Thank you. No further.

3 MR. ALASCO: Okay. Thank you, sir.

4 UNIDENTIFIED SPEAKER: You guys had some questions?

5 CAPT. NAKRA: (Indiscernible) and I know my colleague has
6 already asked (indiscernible) --

7 MR. ALASCO: Yes, sir.

8 UNIDENTIFIED SPEAKER: -- (indiscernible) this discussion, I
9 just have few questions.

10 MR. ALASCO: Yes, sir. Go ahead, sir.

11 BY CAPT. NAKRA:

12 Q. And after the questions, I think it help to help me identify
13 the alarms which I recorded from the VDR.

14 A. All right, sir.

15 Q. I have one or two.

16 A. Okay, sir.

17 Q. You mentioned you acquired the warship on the S-band radar?

18 A. Yes, sir.

19 Q. And that was the one that you would normally use when you are
20 (indiscernible)?

21 A. Yes. I normally use that because it was on the center, close
22 to the steering and (indiscernible) close, and close to the
23 telegraph.

24 Q. S-band radar is located on the --

25 A. On the port side.

1 Q. Which is used by?

2 A. Officers and --

3 Q. Are you aware whether the X-band radar was (indiscernible) by
4 the warship by any of the officers of the watch? Did anybody
5 acquire that?

6 A. I don't think so. We have -- because the chief officer was
7 also keeping an eye on the starboard that time and by the time it
8 appears in the radar, I just concentrated on S-band. I really
9 don't cross to the other side to plot it up.

10 Q. Okay. And you mentioned your bridge watch level was level 2
11 as a company (indiscernible) --

12 A. Yes, sir.

13 Q. Could you quickly tell us what is a bridge level 2 comprised
14 of?

15 A. It should be two officers and then a duty AB, sir.

16 Q. Two officers, so yourself included?

17 A. Yes. Yes.

18 Q. So yourself and chief mate and duty AB?

19 A. On that bridge level 2 is, yes. It should be two. Is one
20 officer, one AB, and me. That's 2.

21 Q. The purpose of the AB is (indiscernible) --

22 A. Yes, as a lookout. The same time, in case we need it, he can
23 do the steering. But we have this OS, which is also on the bridge
24 that time, but went down because of call of nature. So --

25 Q. So is there a toilet on the bridge (indiscernible)?

1 A. Yes, we have one behind, but, I don't know, he went down
2 straight to his cabin and didn't come back.

3 Q. All right. What time did he go down, roughly?

4 A. I couldn't really -- no, I forgot the time really what time
5 he went down.

6 Q. How long was he away from the bridge for?

7 A. Hard to say really what time he come back, because I know was
8 back already after the incident, and --

9 Q. The CPA and TCB settings on your radar.

10 A. Yes, sir.

11 Q. Although you tried to (indiscernible), what are the settings
12 on your radar (indiscernible) around 4 a.m.? Typically what
13 settings do you use?

14 A. Normally on open sea we put it on 3 miles, but --

15 Q. In open sea?

16 A. Yeah, but here in the -- on, how do you call this, on the
17 congested area, we try to adjust it. I really forgot what's the
18 setting at that time.

19 Q. And the time was -- TCB open sea would be?

20 A. Twelve -- 12 minutes, sir.

21 Q. Twelve minutes. Did you experience a swing to starboard
22 immediately before the collision, as the navy vessel closed onto
23 you?

24 A. Nothing.

25 Q. Your understanding --

1 A. Nothing at all, sir. All I know is that it was the ship
2 maintaining her course, because just another ship just overtook me
3 and there's another ship just behind me. So --

4 Q. So as the naval vessel was coming towards you --

5 A. Yes, sir.

6 Q. -- did your heading swing to starboard a little bit?

7 A. No, nothing at all.

8 Q. (Indiscernible) all the way?

9 A. All the way, sir, when -- we touched, we have contact with
10 them, just swing to port.

11 Q. Did you observe any other vessel on your starboard side
12 beyond the navy ship that, in your opinion -- completely your
13 opinion; it doesn't have to be -- whatever you think -- may have
14 caused the naval ship to alter course to port? Did you see any
15 other vessel in the vicinity that could be making --

16 A. I don't think so. *Team Oslo* just overtook me. She is around
17 3 cables away from my starboard bow, around 2 points. I don't
18 know if really caused that one, for the warship to turn more.

19 Q. Yeah. Okay.

20 A. I presume that on that distance, when she was just on my
21 starboard quarter and just almost abeam with me, she will overtook
22 the two of us.

23 Q. And the wreck you mentioned earlier was way behind you?

24 A. Way behind, sir, the wreck. That was with the tugboats,
25 they're always on standby.

1 Q. Did you call the naval ship before the collision or after the
2 impact?

3 A. After the impact already, I called them up. No answer.

4 Q. From your -- within the bridge conversation in Tagalog --

5 A. Yes, sir.

6 Q. -- I asked one of my colleagues in the Philippines --

7 A. Yes, sir.

8 Q. -- to help us listen to the conversation and help me write
9 down something. My Tagalog is very bad, so I'm going to try and
10 read out --

11 A. Yes, sir.

12 Q. -- his transfer of the bridge in English, and I don't want to
13 (indiscernible) because I don't want to influence (indiscernible).

14 A. Yes, sir.

15 Q. And I want your help to tell me what is it that you were
16 saying or whoever was saying at this time.

17 A. Right, sir.

18 Q. So "(in Tagalog) AIS." What does this mean? "(In Tagalog)
19 AIS."

20 A. Look at the AIS. Look at the AIS.

21 Q. So do you remember having this conversation with any of your
22 crew, if at all? If you don't remember, it's fine, but --

23 A. No, I don't remember --

24 Q. -- if you remember at the time?

25 A. -- really which one is that, which ship. But when you say

1 "(in Tagalog) AIS," that's look out the AIS console.

2 Q. Okay. So we are on the right track, and that's fair enough.

3 Okay. (In Tagalog.)

4 A. Okay. (In Tagalog) supposed to be nothing, which means I
5 tell them he is good; she will pass in between us, in English.
6 She is good; she will pass in between us. That was I was talking
7 is in between me and the ship ahead was *Team Oslo*.

8 Q. And then you mentioned "Are you slowing it?" Is there a
9 word --

10 A. Yeah, yeah, yeah. Yeah, that's what we do before the thing
11 happen.

12 Q. Who is this phrase meant for? Are you talking to the crew of
13 your team, or are you making a --

14 A. Yeah, just like a garbled thing that I need to reduce speed
15 to something. That's why I think that's -- the thing happened
16 when I put reduction speed and it was put in half.

17 Q. Okay. "(In Tagalog) maneuver here."

18 A. That is wrong maneuver. (In Tagalog) is wrong.

19 Q. So that is a reference to your ship or the navy ship? Is it
20 (indiscernible)?

21 A. No, no, it's on the navy ship because we are talking about
22 the navy ship. And I tell him that okay, "(in Tagalog) maneuver,"
23 which means she got the wrong maneuver because she turned to port
24 and we are on the traffic separation scheme. Plus I was just
25 shocked why he was turning to port, you know.

1 Q. And one of your crewmembers, I don't know who it was, but
2 they said "peero, peero." What is this word? Because even my
3 colleague had no idea what this word is, so I just wanted to make
4 sure. I can strike it off my list, if doesn't mean anything.

5 A. I think it's not "peero." It could be "pero." Maybe
6 something. Yeah, maybe. Yeah.

7 Q. "Pero" okay. So "pero" means --

8 A. But I don't know -- I cannot remember really what --

9 Q. So -- all right. And (in Tagalog)?

10 A. I was talking that, okay, just leave it to them. Which I
11 presume, as I said, that she could maneuver, she could pass us
12 clearly. Because I already have the idea that she is a naval
13 ships, she can just (indiscernible) and meet with us with a good
14 speed and good maneuverability. So -- yeah.

15 Q. So that's the Tagalog (indiscernible) --

16 A. That's why I tell them leave it, like (in Tagalog), leave it.

17 Q. Thank you for helping with that.

18 A. Thank you, sir.

19 Q. And just the warning tones which we recorded from the bridge.

20 A. Yes, sir.

21 Q. We need your help to just help us identify.

22 A. Yeah.

23 Q. I'm not sure how I'm going to write that down, but I will try
24 to --

25 A. I try to remember which alarm, because it's plenty alarm,

1 yeah.

2 Q. Yeah. So let's see if I can get the volume up so everyone
3 can hear. So --

4 (Tones played.)

5 A. That alarm, second one, was, I think, the BNWAS alarm.

6 Q. So the second sound was the bridge navigation watch alarm?

7 A. Yeah, that was --

8 Q. Which is normally on even in bridge level 2?

9 A. Yes, all -- yeah, whatever. It's always on.

10 Q. So the first one (indiscernible), do you want me to rewind
11 that?

12 A. Yeah, I could -- it's a long tone. Like it could be a ECDIS.
13 It could be one of the Navtechs.

14 (Tone played.)

15 Yes, I could not remember. It could be a radar alarm or --
16 I'm not really sure which ones that will be.

17 Q. Okay.

18 A. It's plenty alarm when you come --

19 (Tone played)

20 Q. So this is when (indiscernible) --

21 A. Yes.

22 Q. Now this is just going on, not replaying it.

23 A. Yeah.

24 Q. So this first one is the third one.

25 (Tone played.)

1 A. That's the alarm, I can hardly (indiscernible).

2 Yeah, I know the BNWAS alarm was the one, but the second one
3 was -- I mean, the first one, I say, I could not really recognize.
4 It could be --

5 Q. The bridge navigation watch alarm would go off for 12 minutes
6 after you reset the alarm?

7 A. Yes, that's what I said.

8 Q. Sometimes (indiscernible) --

9 A. Yes, yes, yes.

10 Q. Okay.

11 (Tones played.)

12 Q. Do any of these alarms sound like your engine control panel
13 alarm?

14 A. They are (makes sound).

15 Q. Yeah, the load program or the (indiscernible)?

16 A. No, there is a different alarm, different alarm. But the
17 BNWAS is just a BNWAS alarm itself, yeah.

18 Q. Okay.

19 (Tone played.)

20 A. It's another alarm. I could not really say. It could be a
21 gyro alarm or it could be --

22 Q. All right. So that's the alarm from my side. Sorry for all
23 of your ears, but -- thank you. Thank you very much, Captain.
24 That it's for my (indiscernible).

25 A. Thank you, sir.

1 UNIDENTIFIED SPEAKER: I have one last one.

2 MR. ALASCO: Yes, sir.

3 BY UNIDENTIFIED SPEAKER:

4 Q. How about your own ship lights --

5 A. Yes, sir.

6 Q. In addition to your navigation light, are there any lights on
7 accommodation (indiscernible) in the aft by the ladders?

8 A. Nothing at all, sir.

9 Q. So --

10 A. Only except windows, of course. These lights are -- can see
11 it from the windows. But there are sometimes it's not close with
12 (indiscernible), so --

13 Q. And no deck lights or (indiscernible) lights?

14 A. No deck lights at all.

15 UNIDENTIFIED SPEAKER: That's all I have.

16 MR. ALASCO: Thank you, sir.

17 CWO [REDACTED] Anybody have anything else?

18 UNIDENTIFIED SPEAKER: Nope.

19 UNIDENTIFIED SPEAKER: No, no, I'm good.

20 UNIDENTIFIED SPEAKER: (Indiscernible), yeah.

21 CWO [REDACTED] Okay, Captain, thank you for your cooperation.

22 MR. ALASCO: Thank you, sir.

23 CWO [REDACTED] And if there's anything else that might come to
24 your mind that you might want to pass or something, reach out to
25 Alan and --

1 MR. ALASCO: I will, sir.

2 CWO [REDACTED] -- we can go from there. If there's something
3 that you're, oh, I wish I would have said this or what.

4 MR. WEIGEL: Yeah.

5 MR. ALASCO: I will do, sir.

6 CWO [REDACTED] Okay. I just bring that up so just in case you
7 want to get back to us --

8 MR. ALASCO: Will do, sir.

9 CWO [REDACTED] -- Alan will give that. So --

10 MR. WEIGEL: We'll debrief him.

11 CWO [REDACTED] Sure.

12 MR. WEIGEL: And if there's anything that we think maybe you
13 should've known, you didn't ask or -- you know, we'll let you
14 know.

15 CWO [REDACTED] Okay. So this will conclude the interview with
16 the master of the vessel, at 11:33 local time. Thank you.

17 (Whereupon, at 11:33 a.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 Richie Alasco

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 Maurer
Transcriber