

UNITED STATES OF AMERICA
 NATIONAL TRANSPORTATION SAFETY BOARD
 OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of: *

COSCO BUSAN/BRIDGE ALLISION *

SAN FRANCISCO, CALIFORNIA * Docket No.: DCA-08-MM-004

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Interview of: CAPT. ARTHUR GRANT

Office of Marine Safety
 National Transportation Safety Board
 Washington, D.C.

Thursday,
 December 20, 1007

The above-captioned matter convened, pursuant to Notice,
 at 12:00 p.m.

BEFORE: ROB JONES
 National Transportation Safety Board

APPEARANCES:

ROB JONES
National Transportation Safety Board

TOM JACOBSEN, President
Jacobsen Pilot Service

VIC SCHISLER, Senior Pilot
Jacobsen Pilot Service

JOHN STRONG, Vice President
Jacobsen Pilot Service

I N D E XITEMPAGE

Interview of Capt. Arthur Grant, Long Beach
Pilot, Jacobsen Pilot Service on board
Cosco Busan - Outbound

By Mr. Jones

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I N T E R V I E W

(12:00 noon)

MR. JONES: Okay. We're going to start now. This is Rob Jones with the NTSB. We are interviewing Capt. Arthur Grant from the Jacobsen Pilot Service who was aboard the container vessel, Cosco Busan, on its in or outbound transit into Long Beach.

It is the 20th of December, at approximately 12:00 East Coast Time.

With me is Mr. Tom Jacobsen, the President of the Pilot Service, Vic Schisler, S-c-h-i-s-l-e-r, who is a Senior Pilot with that Service, and Mr. John Strong who is the Vice President with Jacobsen Pilot Service.

And the Pilot again is Capt. Arthur, A-r-t-h-u-r, Grant, G-r-a-n-t.

INTERVIEW OF CAPT. ARTHUR GRANT

BY MR. JONES:

Q. Captain Grant, if you could just give us a quick background of your experience, and it doesn't have to be too laborious. Just if you had any schooling or if you came up through the tugs or (indiscernible) pipe, tell us how long you've been a pilot and, you know, just a little background and then we'll get into the actual event.

A. Okay. I went to Cal Maritime Academy, graduated 1986, and went to sea shortly thereafter on the BC commercial vessels,

1 the large vessels, worked my way up to master and the last 3 years
2 of my 10 years at sea, I sailed master on a commercial vessel. I
3 came to work for Jacobsen Pilot Service in 1996, where I've been a
4 pilot ever since. That's a little over 11 years.

5 Q. Okay. And so 11 years. About how many transits could
6 you estimate or pilot jobs you have per year?

7 A. I would estimate I move 500 ships per year. So it's
8 thereabout 5,000 ships in, a little over 5,000 ships in 11 years.

9 Q. Okay. And those ships per year, is that anything from
10 tankers, containers, the greatest in size, smallest in size, and
11 you just give a brief -- a rough estimate. I know that's a lot to
12 ask for but as rough as you can?

13 A. In Long Beach, we handle vessels anything over 300 gross
14 tons and that would include small (indiscernible) cargo vessels of
15 say 400 feet or so on up to all of the various sizes of container
16 vessels and tankers. The largest tankers that we handle now are
17 1100 feet long, 200 feet on the beam, drawing 64 foot of draft
18 that we take into our berth. They're somewhere around 300,000
19 tons and take them in. The container ships are nearly the same
20 size, 1100 feet in length, 140 foot beam and, you know, drawing up
21 to about 43, 44 feet, that we move around into the very inner
22 harbor in Long Beach. So we handle a wide variety of ships in
23 Long Beach of which we do routinely all the different sizes.

24 Q. Okay. And the Cosco Busan, would you consider that a
25 normal size vessel for what you've handled? Is that pretty much a

1 standard operation?

2 A. That is, that is a standard operation. That size ship
3 is on the larger end of container ships that we do handle.
4 They're not the largest ones we handle but they are, they are I
5 would say larger than the average size that we handle and, yes, I
6 would consider that to be a fairly routine job for us.

7 Q. Okay. And how about -- now is there a docking pilot
8 employed with you or do you take it all the way to the dock and do
9 the -- and command the tugs or concomitant with the tugs?

10 A. We, we just have one pilot board at the C Buoy and that
11 pilot takes it all the way to the berth and vice versa. We board
12 at the berth, take it all the way out to past the breakwater when
13 the ships depart. In fact, with the Cosco Busan that was my role.
14 I sailed the ship when it departed Long Beach.

15 Q. And how many tugs did you use coming off the dock?

16 A. With a ship like that that has a working bow thruster,
17 we only require one tug and I had that tug made up in the center
18 lead out.

19 Q. And how long did you keep that tug there?

20 A. I kept the tug until the ship had cleared the middle
21 harbor at the pilot station, and then he was released.

22 Q. Can you just -- I do have a chart here, the 18751.
23 Don't worry about the date. It's probably pretty dated for us,
24 but I did have one of the charts here. Where is that area where
25 you just described. The middle --

1 A. If you look at the middle harbor, it's referred to as
2 the West Basin. There's the Hangin Terminal (ph.) which I don't
3 believe is marked on the chart, but can you see the pilot station
4 here on Pier F, on the corner of Pier F just across from the Navy
5 Mole?

6 Q. I might have to walk down here. The West Basin, is that
7 where they were docked? Is that 140 --

8 A. That's correct.

9 Q. -- all the way up in the corner.

10 A. That's right.

11 Q. Okay. So coming down there out to sea, then you have
12 that next turning basin with a bridge you go underneath.

13 A. Okay. Yeah, and when we go to sea, however, we take it
14 from the West Basin and we proceed southeast across the West
15 Basin, past the Navy Mole and pilot station gap there, and then we
16 head out to the gate, head southeast and then eventually head
17 south out the Long Beach Gate.

18 Q. Okay. All right. I think I see where you're at. That
19 pilot station and then Reservation Point out there?

20 A. No, you're over on the LA side. You need to come over
21 on the Long Beach side.

22 Q. Oh, okay. That's why I've got you guys here for the
23 local knowledge.

24 A. Yeah.

25 Q. Okay. Now we're on the Long Beach side.

1 A. Okay.

2 Q. Okay. All right. Now where was that Pier 140?

3 A. Pier 140, if you look in -- can you find Pier F and the
4 pilot station? It's right on a narrow gap between the Navy Mole
5 and Pier F.

6 Q. Right.

7 A. Okay. And then you see the West Basin just west of
8 that.

9 A. Right. And then Berth 140 is all the way up in the
10 northwest corner of that basin.

11 Q. Okay. So it's in that basin.

12 A. Correct.

13 Q. Yeah, I don't think it shows the berths. It just shows
14 a lot of the piers and the pier numbers.

15 A. Okay. That's an old chart you have.

16 Q. Right.

17 A. All the piers are gone.

18 Q. Right.

19 A. That's about 5,000 feet of wharf now.

20 Q. Okay. And just labeled accordingly for the berths?

21 A. That's right. 140 is at the west end and then works
22 down to 132 on the eastern end.

23 Q. Okay. And again just now, back to when you left the tug
24 go was around the pilot's station or just, just straighten me out
25 there?

1 A. That's correct, Rob. We got underway from Berth 140
2 there all the way up in the west end of the West Basin. We
3 proceeded southeast towards the gap between the pilot station and
4 the Navy Mole and as is customary, when a ship is cleared, the
5 pilot station and Navy Mole gap, we release the tugboat.

6 Q. Okay. And then out through the Long Beach Channel and
7 out to the pilot operating area.

8 A. That's correct. Once we depart the gate and get the
9 ship headed on their course, informed of traffic, and we depart
10 the vessel there once we've cleared the gate.

11 Q. And once you're away from the berth and using that tug
12 through the center chock you said?

13 A. That's correct. Center lead out.

14 Q. And what's, what's it's main purpose there?

15 A. The main purpose, well, first of all, assisting in
16 getting the ship off of the berth. We'll have them pull at a 90
17 degree angle for the ship and in conjunction with the thruster,
18 we'll breast the ship away from the berth and get her pointed in a
19 such a fashion that we can clear the berth safely, and the reason
20 we keep the tug tethered until we pass the pilot basin is in case
21 we were to have some sort of a mechanical or steering issue with
22 the ship, that we would need the tug to either stop or help turn
23 the ship, and then since the container ships aren't required to
24 have an escort further than that point, and again, that's
25 customary. That's our policy.

1 Q. Sure.

2 A. We release the tug.

3 Q. Okay. Do you use that tug as a breaking maneuver for
4 that ship?

5 A. It can be. Certainly it can be.

6 Q. Okay. Was it a tractor tug?

7 A. It was a tractor tug.

8 Q. Okay. All right. Anything else you can think of about
9 that vessel? How did it handle? Have you been on it before?

10 A. You know what? We could look that up and see if I had.
11 I vaguely remember being on it before, you know, I handled a lot
12 of ships as I mentioned.

13 Q. Sure.

14 A. And as I wrote in my statement -- did you see my
15 statement, Rob?

16 A. Yes, I did. I have it in front of me.

17 Q. Okay. So as I recall, the crew had just taken over the
18 ship, and that became pretty obvious to me when I came on board.
19 You know, as a pilot we've learned to make, you know, very quick
20 assessments of the situation when we get on board the ship, and
21 first of all, a dead give away was that the ship was -- had Hangin
22 (ph.) written on the side yet it was named the Cosco Busan. And
23 when I got into the wheelhouse, as I wrote down there, there were
24 a couple of Indian gentlemen working with the Chinese crew over on
25 the console who, it was apparent, although there was no discussion

1 with me about this, that they were trying to get the ship, get the
2 bridge control the engine, and the Captain did inform me that they
3 were -- the engine was not yet ready and that it would be 10 more
4 minutes, and none of that is unusual and although I did make a
5 mental note that there was a new crew to the ship, and I factored
6 that into how I proceed with the job.

7 Q. Okay. I would say that would be prudent. Anything
8 about the -- now you handle a lot of ships as you say, and I
9 stopped sailing about four years ago, and I don't think the
10 American sailors and American flag has increased any since then.
11 So I imagine you handle mostly foreign ships.

12 A. That's correct.

13 Q. Can you describe this ship or its crew, you know, just a
14 generalization as compared to other Chinese crew vessels that you
15 had, you know, just your thought there?

16 A. They were what I would refer to as a fairly typical
17 Chinese crew and again it was apparent that they had just taken
18 over the management of the vessel, and I didn't know when that had
19 occurred but it was obviously fairly recent and that was my
20 impression. The Captain seemed to speak fairly good English as I
21 make it part of my routine to just ask a few questions and just
22 see what his responses are so that I can gain, you know, an
23 appreciation of how much English he has. Though I would say there
24 was nothing unusual about the quality of the crew, et cetera. Now
25 as I believe I wrote in my statement, once we did get underway and

1 we were proceeding across that West Basin, the speed limit there
2 is six knots, and I think that slow bell on that ship is more than
3 six as I recall, seven or so.

4 Q. I think you're right.

5 A. And she was fairly light and not wanting to exceed the
6 speed limit as I was about halfway across standing in front of the
7 console, about halfway across the basin, I asked the mate who was
8 standing in front of the radar which will have a GPS speed input,
9 I asked him what is the GPS speed, and I'm pretty sure he was a
10 mate. He could have possibly been a cadet but he looked at me
11 like he either didn't understand what I meant or didn't know what
12 a GPS speed was. The captain quickly ran around the console to
13 look in the radar for me and tell me what the GPS speed was. So
14 then that was further noted in my mind that, wow, maybe they were
15 really fresh on this ship. So I just -- I continued on with that
16 knowledge and I, you know, that doesn't go unobserved by me.

17 Q. Okay. Do you bring a laptop about, Captain?

18 A. You know, we do and, you know, in a few situations.
19 Certainly in that visibility we bring our own tablet computers
20 with different GPS input and also if the job is such that it's a
21 large vessel that we're taking back to the inner harbor, if you
22 look on your chart there, we take the largest container ships that
23 we handle back up through the inner harbor underneath that Gerald
24 Desmond Bridge and turn them 90 degrees in that channel and back
25 them up in the Cerritos Channel up toward the lift bridge that's

1 back up in there. So, for example, in that situation, yes, we
2 take more than one of our computers on that job and then we also
3 use them for training, when we're working with the trainees, so we
4 can replay the job afterwards and talk about certain things with
5 the trainees and again, most importantly, in poor visibility, we
6 will bring the laptop. In good visibility, in a fairly routine
7 job such as the one I'm describing, no, I wouldn't bring it.

8 Q. So you didn't have one?

9 A. No, I didn't.

10 Q. Okay. Staying with the laptop, or at least that
11 display, their Ectus, how would you evaluate their Ectus display
12 if you, if you, you know, remember that at all?

13 A. I didn't notice anything unusual about the radars or the
14 Ectus. It was good visibility. So as is customary, I took a
15 cursory walk around the wheelhouse, looked in the radars and the
16 Ectus and noticed that they were working and that was the extent
17 of my use of them since the visibility was so good, I took just a
18 cursory glance in them. In fact, I stood forward of the console
19 throughout most of the transit as I recall and that's why I had to
20 estimate what the speed was because where he was standing. I was
21 up standing forward next to the (indiscernible) line repeater and
22 all of the equipment was behind me.

23 Q. Right. The -- when you came aboard, were the radars and
24 Ectus fired up?

25 A. I believe they were.

1 Q. And from what you saw at the, you know, did you do any
2 adjusting or did the -- the picture was satisfactory to what you
3 saw?

4 A. It was satisfactory and as I always do, I asked the
5 captain is everything working properly?

6 Q. And his answer was?

7 A. He said yes.

8 Q. Okay.

9 A. Well, he said yes and then he said the engine would be
10 10 more minutes.

11 Q. Okay. How about just your overall -- off the bridge
12 now. You went down a pilot ladder I'm assuming to a pilot -- a
13 tugboat or a pilot boat?

14 A. Pilot boat.

15 Q. And how did everything go there? Their overall
16 presentation, the pilot ladder, assisting you down. I mean did
17 everything okay there?

18 A. Everything was normal.

19 Q. Okay. Did you go out a side port or go down a gangway?

20 A. I can't recall.

21 Q. Okay.

22 A. I think on that ship, I sailed one similar to that last
23 night, and we did go down through the engine room out a side port,
24 and I cannot recall what it was like on the Cosco Busan.

25 Q. You mentioned before she was light. Do you recall the

1 draft at all, deep draft, as she departed?

2 A. No, but I would say it was in the neighborhood of 10
3 meters.

4 Q. Okay. 33. How did the ship handle for you?

5 A. She handled normally.

6 Q. And so answer to the bells okay, speed came up, the
7 steering was all right. Am I -- I don't want to put words in your
8 mouth but I just want to elaborate a little on normally if you
9 could.

10 A. I didn't notice any -- I didn't have any problem with
11 the maneuvering of the ship at all. As I explained before, the
12 captain said it would be 10 minutes before the engine was ready,
13 and once we -- the tugboat and the thruster, we breasted the ship
14 off the dock, and after that, full ahead, the engine started as it
15 should and I never had to stop the engines throughout the job.
16 The helm and helmsman performed normally. There were no
17 (indiscernible) helm orders. Everything functioned as it should,
18 and the crew did, with the exception of the mate or cadet in front
19 of the radar not understanding what I wanted or knowing what I
20 meant when I asked for a GPS speed.

21 Q. Okay. And like letting the tug go, that was no issues
22 there, that was not a problem?

23 A. No issues whatsoever.

24 Q. Okay. With all the vessels that you do handle coming in
25 and our of there, I'm sure you see variations or different

1 manufacturers with regard to Ectus displays. Is that -- the
2 differences, are they manageable? Do you see any cause for
3 concern there or do you, even though it's a different
4 manufacturer, you understand what that chart looks like as you
5 either ride that vessel in or out?

6 A. Well, that's a very good question. There are several
7 different manufacturers of Ectus systems, and particularly if the
8 weather is looking like it might close in, the visibility might
9 close in, I am familiarizing myself with the different type of
10 Ectus (indiscernible) that the ship will have. If they have one,
11 I am certainly interested in checking its positioning against what
12 I see on the radar and what I can see visually, if I've still got
13 good visibility and also how to do things like change the scales
14 and move the ship's position on the screen around if I want to see
15 more of what's ahead of us on our intended track. I want to know
16 how to move our position on the screen around and I do familiarize
17 myself with the different Ectus that are out there. However, as I
18 said, on this ship, good visibility, clear night. I took just a
19 cursory glance, didn't even touch the controls.

20 Q. Okay. The -- and I appreciate if you want to just keep
21 it to this vessel, but your knowledge is helpful to me. Ectus was
22 just kind of coming on board when I stopped.

23 A. Uh-huh.

24 Q. So, you know, we do see different symbology with regard
25 to the buoys and you know that harbor better than, of course, the

1 vessel coming in. Some of the buoys can be red triangles, black
2 triangles. Is it that different or is there just like three or
3 four standard types? I mean I've got to look into this a little
4 further but I'd like to just get your opinion if it's okay. I
5 mean I'm kind of trying to tell people here, comparing it to, you
6 know, a Defense mapping chart or a NOAA chart compared to a BA
7 chart.

8 A. Right. You know, I have never had a problem in looking
9 at an Ectus and figuring out where I was and what the different
10 symbols are, but it doesn't even really cross my mind that this
11 was a different display than that one. Especially since we do
12 carry our own and rely on that than we do on the ship's gear but
13 that -- to me, that's not even -- I can't even tell you, I don't
14 even -- I know what my favorite one is. It's JRC and they have a
15 new one out that matches the -- the controls are very similar to
16 the controls on the radar and the most user friendly ones out
17 there. And as far as the rest of them, as long as I can see the
18 ship, where it's passing down the channel, being a pilot, I know
19 where the buoys are. I know where all the marks are. You know,
20 it doesn't even register to me if they might have a triangle or a
21 square or a different symbol for a buoy.

22 Q. Okay. Great. No, I appreciate that. Just because I've
23 got such old charts, do you have any RACONS on your way out from
24 the, from the West Basin there or out to the pilot area?

25 A. We do. We have one on the C Buoy, on the LB Buoy.

1 Q. That's the one further to the east -- further to the
2 west?

3 A. Looking at the Long Beach Gate there, on the southern
4 end of pilot (indiscernible) area, you'll see the LB RACON buoy.

5 Q. Okay. Yeah, that's not even listed on this thing. It's
6 just -- it's more say but with a whistle. So do you remember if
7 you saw that RACON firing on the radar that they had?

8 A. No, I didn't see it firing on the radar. And again I
9 turned out and saw the light blasting on the buoy, the Morris A
10 (ph.) light flashing, and again because the visibility was so
11 good, I didn't even look in the radar.

12 Q. Okay. Yeah, understandable.

13 A. Yeah, and, yeah, your chart, your harbor chart there
14 cuts off right about halfway through the pilot (indiscernible)
15 area. So you wouldn't see it on that, 2751.

16 Q. Well, I've got the other one, took, 18749, but like I
17 said, I've got, I've got old editions. So, yeah, the LB, I see it
18 at the very edge, the southern edge of the pilot area.

19 A. Yes.

20 Q. Yeah. It's just got a more Morris A with a whistle.
21 But --

22 A. Okay.

23 Q. But -- okay. Yeah, how about when you were standing in
24 front of the center line there in front of the helmsman, do you
25 remember where the captain stood or mate stood?

1 A. Yeah, the captain stood next to me.

2 Q. Forward of the console?

3 A. Forward of the console, to my left.

4 Q. Okay.

5 A. The mate was standing in front of the radar on the port
6 side of the wheelhouse.

7 Q. Okay.

8 A. And there were, as I recall, I think there were two
9 helmsmen. I think there was one helmsman steering and one
10 helmsman was (indiscernible) which under the circumstances is not
11 unusual. As I mentioned, I can tell that they had just taken over
12 the ship. So they were either training someone or being doubly
13 sure that they were calling, you know, steering the ship properly,
14 and then there were -- also in the wheelhouse, like I said, there
15 were a couple of Indian gentlemen --

16 Q. Okay.

17 A. -- and another mate over on the (indiscernible)
18 telegraph.

19 Q. Okay. When you came aboard -- how early do you come
20 aboard prior to the ship getting underway?

21 A. Our policy is to arrive 15 minutes before the set
22 underway time, so that they have time to pick up the gangway, et
23 cetera, and then actually make up the tug and get underway at that
24 time, and I believe I was there at about 15 minutes before the set
25 time.

1 Q. And did someone meet you at the gangway and bring you up
2 to the bridge?

3 A. Yes, they did.

4 Q. And was the captain on the bridge when you got up there?

5 A. Yes, sir, he was.

6 Q. Can you take me through the master/pilot exchange?

7 A. Okay. I introduced myself. I think I gave him a
8 business card. I carry around a card to identify myself, and he
9 informed me at that -- I asked him if everything was working
10 properly. He said, yes, but it's going to be 10 minutes before we
11 have the engine. He said engine not yet ready, and I said okay.
12 And then they asked if -- I went and looked at the pilot card and
13 he asked if I wanted something to drink, and I said I'll have a
14 bottle of water which they brought me and I sat there and drank my
15 water and watched them working on the engine or the telegraph.

16 Q. Okay. Now did he give you anything to sign? Was there
17 a check off list or --

18 A. I don't recall.

19 Q. Okay. You said a pilot card. He gave you that though.
20 What was that? Characteristics of the vessel.

21 A. Yes, characteristics and I mostly look at the draft. I
22 look at the engine bells. It's like I said, I recall that the
23 dead flow was greater than the speed limit in the middle harbor
24 there and I asked mate what the speed was going across. So, I do
25 recall looking at the bells and looking at the draft, and also a

1 draft is something I discuss with the captain in our master/pilot
2 exchange. We talk about if everything is working properly and
3 what's the draft, et cetera.

4 Q. Okay. That's about all I have right now.

5 MR. JONES: John, did you want to jump in with anything?

6 MR. STRONG: Just for your information, Rob, a couple of
7 questions you asked Grant. Art did have at one other time an
8 inbound that was on June 15th and on the order for the sailing of
9 the ship, it showed a 12-meter draft.

10 MR. JONES: Okay.

11 BY MR. JONES:

12 Q. Going back to a couple of other areas, Captain. Do you,
13 do you -- are you guys a member of the APA?

14 A. Negative.

15 Q. Okay. Now do you -- what kind of training do you take
16 and how often? Have you had bridge resource management or bridge
17 resource management for pilots?

18 A. Yes, I have. That's one of our requirements and I just
19 had that course recently. Vic, you could probably tell Rob the
20 date on that. I just had that class.

21 Q. Do you go back every few years or is it just a one-time
22 thing?

23 A. No, it's every few years.

24 THE WITNESS: Is it every five years, Vic?

25 MR. SCHISLER: Yes, we have a five-year requirement for

1 bridge resource management and we normally do a two and a half
2 year cycle for simulator training.

3 MR. JONES: And where do you go for simulator training?

4 MR. SCHISLER: We've been using Marine Safety in San
5 Diego and they have recently closed and we haven't picked a new
6 site yet.

7 MR. JONES: Okay.

8 BY MR. JONES:

9 Q. And how often, Captain, do you do Ectus, ARCA, you know,
10 any of the electronics?

11 A. Well, we're required to keep our radar endorsements
12 current, and that's every five years.

13 Q. Okay.

14 UNIDENTIFIED SPEAKER: We also have a session when we do
15 the marine safety, we have a session with electronic charts in
16 that three day period.

17 MR. JONES: And the bridge resource management course,
18 is that -- you said that's every five years?

19 UNIDENTIFIED SPEAKER: Yes.

20 MR. JONES: And is that the one for pilots or is it just
21 the BRM?

22 UNIDENTIFIED SPEAKER: For pilots.

23 MR. JONES: Okay.

24 BY MR. JONES:

25 Q. Captain, have you had any issues with the foreign crews,

1 maybe not coming forward with you and not so much contradicting a
2 move you make, but have you seen any hesitancy on their part? Is
3 this something you're aware of or have seen where maybe U.S. crews
4 would be a little bit more aggressive?

5 A. Yeah. That's some -- you're not going to make me
6 stereotype --

7 Q. No, no, it's actually an issue that's developing I think
8 worldwide, and I'll be very frank with it. It's more the Chinese,
9 Filipino, Indian crews, and this was brought to not only my
10 attention by some of owners of vessels but, you know, with regards
11 to those types of crews, whether it be crew and officers, with
12 regard to the more northern European, American, Australian, you
13 know, pilots. So I'm not making you stereotype anything. I'm
14 just asking for your observations and basically it's almost a
15 numbers game. There's less and less U.S. or British or anything
16 like that, crews pulling into U.S. ports. So you have the U.S.
17 pilots and you have, you know, these Indian, Filipino or Chinese
18 crews. But, yeah, your thoughts on that or your observations.

19 A. Okay. I find that every nationality that I work with
20 has good and bad sailors and good and bad bridge teams.
21 Certainly -- and that goes for American also. Certainly the
22 language barrier can be difficult and the Chinese I would say are
23 the toughest barrier. They will understand the English commands
24 and sometimes they're limited to that. They understand the engine
25 orders and the helm orders, and I will speak to the captain and he

1 will translate it into Chinese for the rest of the wheelhouse
2 team. So -- and Russian, they'll speak English but they'll --
3 oftentimes the sailor on the wheel doesn't speak English and
4 they'll translate into their language. That's why as a pilot I
5 will speak directly to the captain and I will let him say it loud
6 enough for everyone to hear, but I will let him decide if he wants
7 to say it in English to his bridge team or if he's going to repeat
8 my commands in their native language. And as far as the
9 competency and willingness to question a move that I make, I would
10 say that certainly American captains are more comfortable with the
11 English language. They can discuss with me if a maneuver that I'm
12 doing, maybe if they're not comfortable or they don't understand
13 what I'm doing, they can ask me a question, whereas on ships -- a
14 Chinese ship for example, they may not be able to put that into --
15 their feeling into words, you know, if for instance they think the
16 speed's too much, they might be able to mention that but by and
17 large, when, when a pilot gets on the bridge of a ship, you are --
18 as far as bridge resource management goes, it's still I think a
19 fairly new concept that we're integrating into the entire bridge
20 team. It's still my impression that when I get on the bridge of
21 the ship, I have to watch out for myself. I'm the one who will
22 find oftentimes, I'm the only one checking the helm when I say
23 hard to starboard, I'm watching that rudder angle indicator and
24 I'll be the only one in the wheelhouse watching it. More often
25 than not, that's the case. And that's not industry-wide. I was

1 on an American container ship recently, and I was the only one
2 noticing that the helmsman was going the wrong way. So if you're
3 asking me if it's a weakness out there that's less apparent on
4 American, British, the Northern European ships, I would say that
5 to a lesser extent, that weakness is obvious on American, British
6 and Northern European ships than it is on say Filipinos and
7 Chinese, yeah. You would see that more on those ships, where the
8 pilot gets on board and everyone will relax, and I still see that,
9 and I'm like, hey, I take bridge resource management, don't you
10 people, and sometimes that crosses my mind.

11 Q. Okay. I think you touched on it a little, and I don't
12 want to go too far with it, because if it's not something you've
13 observed, I don't want to lead you down a path, but really what I
14 was trying to see -- I mean what you described goes a little bit
15 more to almost overall training regardless of culture. I'll just
16 make a quick example. If -- and I don't think you do anything
17 wrong. I'm just saying if you were -- if you did give a command
18 that a question would -- a captain would find questionable, and it
19 was obvious to him and he was going to -- he should take some type
20 of action at that point, do you think the Americans or Northern
21 Europeans would be quicker to act and confront you or, you know,
22 not to --

23 A. Yes.

24 Q. -- as opposed to the Chinese or Filipinos or Indians?
25 Are they more submissive is what I was trying to --

1 A. I would agree with that, yes.

2 Q. Okay.

3 A. The Northern European, British and American would be
4 quicker to question my action and are more involved in the transit
5 itself as a rule than are say the Asians.

6 Q. Okay. So when you're saying you see that, you know,
7 you've -- you really have to watch out, it seems like you're the
8 only one that's conning the ship so to speak without much
9 assistance, do you think it's more of a -- that they're deferring
10 to you because of your culture and -- than it is, they're just not
11 sitting back and saying, well, he's got it, we don't have to do
12 anything?

13 A. I think that they have tremendous faith in my ability.
14 That's what I think and that -- I mean that's wonderful, and we
15 work very hard to maintain that type of respect in the industry
16 but still, you know, they can't relax, and I'm not saying that
17 they entirely relax, but it's a really tough one. Yes.

18 Q. No, no, without going further, I think you covered it
19 and I think I've got a picture of what you're saying. That's
20 really all I have, Captain.

21 MR. JONES: If anybody else wants to say anything or
22 thought of a question while I was talking to Captain Grant,
23 just --

24 THE WITNESS: Just one more thing, Rob.

25 MR. JONES: Sure.

1 THE WITNESS: You know, knowing -- getting that
2 impression and especially on the Asian ships where they might be
3 reluctant to speak up, I make an effort to make eye contact, have
4 a couple of words, say hello to everyone in that wheelhouse. I
5 say hello to the mate. I say hello to the helmsman. I -- that's
6 why I asked the mate rather than myself walk over and look in the
7 radar to find out the speed. That's why I ask the mate because I
8 want him to be -- I want to encourage discourse in the wheelhouse.
9 I want these guys talking to me and so, you know, sometimes I have
10 to draw it out of them.

11 MR. JONES: I understand and I think that's a pretty
12 good way to approach it, Captain. You know, it's definitely
13 applaudable going at it that way. I know from my side, the other
14 way, when I would take ships, you know, foreign countries, you
15 know, you are assessing that pilot for the first time you're
16 seeing them and he's taking your ship into whether it's Malaysia
17 or, you know, anywhere else. So I do understand what you're going
18 through, and you do that on a daily basis with a foreign crew each
19 time just about. So --

20 THE WITNESS: That's true.

21 MR. JONES: But that's all I have, Captain. We can
22 conclude the interview now if no one else has anything?

23 MR. STRONG: I'm good.

24 MR. SCHISLER: No.

25 MR. JONES: Okay. We'll conclude the interview with

1 Captain Grant and thank you for your time.

2 THE WITNESS: Yes, sir. My pleasure.

3 (Whereupon, at 12:39 p.m., the interview in the above-
4 entitled matter 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: The Investigation of the Cosco
 Busan/Bridge Allision
 San Francisco, California
 Interview of Capt. Arthur Grant

DOCKET NUMBER: DCA-08-MM-004

PLACE: Washington, D.C.

DATE: December 20, 2007

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been compared to
the recording accomplished at the hearing.

Kathryn A. Mirfin
Transcriber