

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

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Investigation of:

COSCO BUSAN/BRIDGE AILLISON
 SAN FRANCISCO, CALIFORNIA

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Docket No.: DCA-08-MM-004

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Interview of: ABDUL RACHMAN ZEDON

San Francisco, California

The above-captioned matter convened, pursuant to Notice.

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 National Transportation Safety Board

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I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Abdul Rachman Zedon, USCG Sector San Francisco:	
By Mr. Bowling	5
By Unidentified Speaker	21
By Mr. Bowling	22
By Unidentified Speaker	24
By Mr. Bowling	24
By Mr. Moloney	25
By Mr. Bowling	26

I N T E R V I E W

(No time noted.)

MR. BOWLING: All right. We are on the microphone, gentlemen. I think the air muffs is up far up as I can get it. Mr. Zedon, we've gone through a series of preliminary exchange of information off the record. But just to clarify, all the members of the party from our earlier interview are still present.

INTERVIEW OF ABDUL RACHMAN ZEDON

BY MR. BOWLING:

Q. For the record, would you state your name and give me some contact information on yourself, preferably an address and the phone number?

A. Sure. It's Abdul Rachman Zedon. Phone number -----
----. And my address is -----
Dublin, California 94568.

Q. Okay. Thank you. Can you tell me -- I want to try to get a little background on you. Can you give me your post high school education and training?

A. Sure. In reference to the Coast Guard and this type of work or --

Q. To get you to present. Just overall.

A. Overall. Okay. Two years of college in architectural engineering. First year in Cairo, second year in Alexandria, Egypt. Next couple years of college was financial, business world. Different colleges. First two years at Cairo University.

1 Second year, Alexandria, Arab Academy for Science and Technology.

2 Those were the two architectural engineering schools. The
3 schools afterward include Santa Rosa JC, Columbia College, Cal
4 State East Bay.

5 Coast Guard-wise, radar school. Different schools, including
6 when I was in the Coast Guard, the Operation Specialist A school.

7 There was a bridge resource management. I believe that was a
8 week school. Radar, ARPA schools, each was a week. And then
9 local vessel traffic training here with Scott Humphrey, and I
10 believe that lasted about six to seven months, just becoming a
11 vessel traffic operator.

12 Q. All right. Are you a licensed or documented mariner?

13 A. No. I'm not.

14 Q. Okay. You mentioned in your background that you had
15 some Coast Guard experience.

16 A. Yes.

17 Q. What -- you -- by that, you refer to active duty time?

18 A. Yes.

19 Q. What rate or rank --

20 A. I was a Second Class Operations Specialist.

21 Q. Okay.

22 A. So that would be equivalent to a telecommunications
23 specialist or radarman.

24 Q. Okay.

25 MR. BOWLING: Lieutenant, if you don't mind, would you

1 go ahead and shut the door? We're getting, we're getting
2 a lot of background noise. I want to make sure we get everything
3 captured.

4 BY MR. BOWLING:

5 Q. Okay. How long were you in the Coast Guard active duty?

6 A. Four years.

7 Q. Okay. How much experience do you have in the vessel
8 traffic services with the Coast Guard?

9 A. Three plus years. About three years and a couple of
10 months.

11 Q. Does that span the civilian and military --

12 A. Yes. Both civilian and military.

13 Q. It does. Okay. Can you give me the timelines? How
14 much military, how much civilian?

15 A. Two years military, one year civilian.

16 Q. Okay. Now, was all that here at VTS?

17 A. Yes.

18 Q. The San Fran?

19 A. VTS San Francisco, all of it.

20 Q. Okay. So when did you hire in with the Coast Guard as a
21 civilian?

22 A. October, 2006.

23 Q. Okay.

24 A. October 29, 2006.

25 Q. All right. And when did you first begin your tenure

1 here in VTS San Fran? Was it as a, was it as a military?

2 A. Yes. I first started as a military.

3 Q. When was that?

4 A. I want to say August, 2005.

5 Q. Okay. And again, just generally speaking. So since
6 August of 2005, you've been performing various functions related
7 to watch standing with VTS San Francisco?

8 A. Yes.

9 Q. Okay. What kind of training do you have related to your
10 position description now with the Vessel Traffic Service? Did you
11 go through the on-the-job training?

12 A. Yes. I believe I was in OJT -- on-the-job training for
13 about two months after -- there was a couple of months in between
14 where you were just becoming familiar with the job. They gave you
15 the area outline, and we've got geography training. We went to a
16 couple of schools, some of them that I previously mentioned.
17 Resource -- Fleet Resource Management, ARPA, radar plotting, and I
18 don't remember the name of the fourth school.

19 But there's extensive period of OJT. You spend that period
20 working with various different qualified controllers. After about
21 two months, you get evaluated for a board. And then you stand
22 alone, I believe, 10 to 14 watches. Once you qualify on those
23 watches, you go for a board. And it's inclusive. It involves
24 everything from the day you started training, anything in the San
25 Francisco Bay, maritime-wise that they might bring up. And that

1 all goes into the board.

2 Q. Okay. And all that training is documented and recorded?

3 A. Yes, it is.

4 Q. And you have a training record?

5 A. Yes, I do.

6 Q. All right. You obviously know why the - where the
7 membership is here to talk to you today. So I want to start back
8 around -- somewhere around the 5th or the 6th, just to get an idea
9 of your physical and mental state coming into watch on the 7th.

10 A. Okay.

11 Q. How much rest did you have in the two or three days
12 preceding up to the 7th?

13 A. Honestly, I couldn't say. I don't remember.

14 Q. Okay. That's fine. If you don't know, just you don't
15 know. What about the evening of the 6th? Do you know what you
16 were doing at that point?

17 A. No, I don't.

18 Q. All right. When did you assume the watch on the 7th?

19 A. I want to say around -- anywhere between 0545 to 0550 --

20 Q. All right.

21 A. -- is when I assumed the watch.

22 Q. Who were the other members on your watch?

23 A. That were standing watch with me?

24 Q. Uh-huh.

25 A. OS2 Cooper --

1 Q. All right.

2 A. He was a Cooper. And Mr. Frank Sheppard.

3 Q. Okay.

4 A. The watch supervisor was Mr. Mont Perez.

5 Q. Okay. When you assumed the watch on the -- at 0545,
6 what position did you assume within the VTS operations?

7 A. That's a good question. Let's see, I was on 0848, so
8 0848 through 0720, I was on central. And -- Central Bay.

9 Q. So you -- when you started watch --

10 A. Yes.

11 Q. -- you went to the Central Bay functions?

12 A. Central Bay.

13 Q. All right. And how long -- is that watch consistent
14 with what was reported with the previous -- Mr. Sheppard said it
15 was an hour and 20 minutes --

16 A. Yes.

17 Q. -- in each position?

18 A. An hour, 20 minutes.

19 Q. Okay. So you were on that watch. If you assumed it at
20 5:45, what time were you holding that watch to, in Central Bay.

21 A. Probably to 0725.

22 Q. Okay.

23 A. I mean, there's a five-minute period between when the
24 offshore controller gets relieved, usually goes to the bathroom or
25 has a drink. He comes back in five minutes for those round 07

1 people.

2 Q. Okay. Little bit of overlap as you --

3 A. Yes.

4 Q. -- the team rotates positions. Okay. All right. So
5 you assume the Central Bay watch at 5:45. Do you recall from an
6 environmental standpoint -- can you, can you tell us what you were
7 seeing out there at that point, with any camera visibility?

8 A. Absolutely nothing. I couldn't see anything.
9 Visibility was anywhere from an 8th to a quarter mile.

10 Q. Okay.

11 A. I usually have that inability. None of our cameras
12 serve any purpose. It's just fogged up. So physically could not
13 see anything. Using radar and AIS, you know, it depends on the
14 different scenarios. We could -- with AIS we could see radar,
15 depending on where it is.

16 Q. Okay. How much traffic was moving around, do you
17 recall -- and when you first assumed the watch?

18 A. Unfortunately, no, I don't.

19 Q. Okay. Once you assumed that watch, do you recall any
20 interactions with a San Francisco pilot -- bar pilot known as unit
21 Romeo?

22 A. Yes. I checked him in for the passage that day.

23 Q. Okay. When you say check him in for the passage, what
24 do you mean?

25 A. His pre-call. Basically --

1 Q. Pre-call.

2 A. -- pre-call the unit Romeo, preparing to get underway.
3 I want to say it was Oakland 58. It was Oakland 58 that day, when
4 he got underway.

5 Q. Yeah. Oakland 56.

6 A. Oakland 56 to sea. He gives you his working frequency,
7 if he had tugs, what channel he's working, his intentions for that
8 voyage. So let's say he's going, you know, Delta Echo, whatever
9 lane into Central Bay he's going to be using.

10 Q. Right.

11 A. You'd turn that information around to him, and then you
12 give him a report of all the traffic in his area.

13 Q. Okay. When you say you turn that information around to
14 him, what do you mean you turn it around to him?

15 A. Basically I read back. So just to confirm that we have
16 all the correct information, we would do a read back.

17 Q. Okay.

18 A. And I performed a read back, and then gave him any
19 applicable traffic in that area.

20 Q. Okay. All right. Is that something you normally do --

21 A. Yes.

22 Q. -- at all times or is that something just weather-
23 related on the read backs?

24 A. No. At all times.

25 Q. Okay.

1 A. Depending on the type of vessel. So ferry boats do not
2 get read backs.

3 Q. Okay.

4 A. Tugs, container ships, commercial -- any of those large
5 commercial vessels, container ships, they all get read back.

6 Q. Okay. And is that spelled out in a procedure somewhere?

7 A. Yes. That is.

8 Q. All right. What procedure is that?

9 A. I would have to find a reference for that. That's --

10 Q. That's okay.

11 A. -- that's what we have in, probably in our SOP.

12 Q. All right. All right. Are those SOPs readily available
13 at each watch station --

14 A. Yes.

15 Q. -- or do you know? Okay.

16 A. Yeah. We have -- yeah -- those are our references where
17 we need them.

18 Q. Okay. Back to the radio exchange between you and
19 pilot -- the pilot unit known as Romeo, on a pre-call, do you
20 recall the extent, again, of what he fed you? Or what he provided
21 to you via VHF that was -- what were the items, again, he passed
22 to you?

23 A. For sure, I know he passed what unit he was, what vessel
24 he was on, the Constantinople Son --

25 Q. Okay.

1 A. One he was getting in the way from. I know for a fact
2 that his intentions were Delta Echo.

3 Q. Okay.

4 A. Central Bay intentions, I don't recall.

5 Q. Okay.

6 A. And --

7 Q. Do you recall what time that was? Do you have any logs
8 or --

9 A. I would have to pull out the --

10 Q. Okay. We could follow that up.

11 A. Yeah. We could follow that. It's recorded at the time.
12 I can find the timestamp for you.

13 MR. SCHAEFER: As Commander Schaefer. Under Mr. Perez's
14 statement, he listed a couple approximate times.

15 MR. ZEDON: Yeah.

16 MR. BOWLING: I know they're approximate. I -- Larry
17 Bowling. We'll have to get together as a team. We're going to
18 need to expand this a little bit in the data call. So we'll be
19 asking you down the road for, both the BHF expanding transcripts
20 here on channel 14, and also the telephonic recordings that --
21 coming in and out. It's not related to you. We're just talking
22 here. I'm sorry.

23 MR. ZEDON: Okay.

24 BY MR. BOWLING:

25 Q. Okay. So during this pre-call, were there any behaviors

1 verbally that you picked up on the radio with regard to unit Romeo
2 that were unusual or was it normal watch? Can you walk me
3 through --

4 A. Yeah. Usually -- it was pretty normal. He did ask for
5 the tug, Solana, a couple of times, but that could have been due
6 to number of kind of things. I'm sure Romeo could answer to that.

7 But that -- about that, that's about the only thing. I mean, it
8 was procedure. He called in exactly before he should have. And
9 he gave us where he was going. We gave him traffic. He asked for
10 the Solana once or twice, but that was about it.

11 Q. Okay.

12 A. Nothing, nothing unusual. The --

13 Q. Nothing unusual?

14 A. Yeah.

15 Q. And you refer to the verbal tones or his communications
16 ability, what do you mean, nothing unusual?

17 A. Well, in reference to the question, nothing that I
18 noticed at the time that would've shown the red flag or --

19 Q. All right. No slurred speech or anything like that?

20 A. Oh, no. Nothing like that.

21 Q. Okay. All right. What about further communication
22 after the pre-call?

23 A. I only had the pre-call with Romeo. When he got
24 underway, I believe it was on Frank's watch. Let me find the --

25 Q. Frank, you're referring to --

1 A. Mr. Sheppard.

2 Q. Okay.

3 A. Let me find that -- yeah. I believe he got underway on
4 Frank Sheppard's watch.

5 Q. Okay. And Frank Sheppard would have picked up the
6 Central Bay watch --

7 A. Around 0725.

8 Q. Okay. Around 0725?

9 A. Yes. I would estimate, though.

10 Q. That's fine. And we realize that, so somewhere in
11 there.

12 A. Yeah.

13 Q. All right. But you had until that point?

14 A. Yes.

15 Q. All right. And you said you didn't recall any further
16 radio communication directly to VTS from Romeo, other than the
17 pre-call?

18 A. You know, I'm looking at Mr. -- I believe this was Mr.
19 Perez's statement. And I do recall, now that I see it, that he
20 did delay initially for paperwork. I believe Unit Romeo had
21 called us and said they were at a delay because of the paperwork.

22 Q. Okay.

23 A. And I believe at that point, we gave them some more
24 traffic. But that was the -- I believe, to my recollection, that
25 was the extent of --

1 Q. Okay. How frequently have you seen these environmental
2 conditions that existed on the 7th? Has that been common,
3 uncommon?

4 A. This time of year, very common.

5 Q. It is?

6 A. Yeah.

7 Q. What -- do you know, just again, in your experience, say
8 in the last -- since 2005, the -- what do you see with regard to
9 the situations regarding fog in your -- giving -- what -- tell me
10 what you see -- what you've seen when you're standing watch.

11 A. Oh. Just bad visibility. Usually when we have bad
12 visibility, our procedures change a little. We start reporting
13 everyone to everyone. For instance, I mentioned earlier that
14 ferry boats are -- we don't do read backs.

15 Q. Right.

16 A. But they're also exempt vessels, meaning that they check
17 in with us. They get -- but they don't give us a final report, if
18 they don't check out. And we don't usually report them to each
19 other. So I wouldn't call Romeo and say -- unless it was bad
20 visibility, I would not call Romeo and tell him, you know, there
21 is the Solano, ferry boat in the middle of -- in low vis
22 procedures, that all shuts off.

23 Q. So --

24 A. We're reporting people we don't even know. Like, let's
25 say you see a radar track. There's an unidentified radar track

1 and it's going this way.

2 Q. Okay. And we'll explore this with the -- Mr. Perez.

3 But what do you mean by -- you used the term, not voluntary,

4 but --

5 A. Exempt.

6 Q. -- exempt.

7 A. Ferry boats are what we call an exempt vessel. Exempt,
8 meaning that they have a different sail plan and a final plan.
9 They give you a sail plan and a sail deviation. So if anything
10 changes during their initial sail plan, they'll call you up.
11 Other than that, we don't expect them to call us secured. You
12 know, we don't expect them to give us their Delta Echo or -- so
13 they have a different plan than let's say, Romeo, who is required
14 to call us.

15 Q. Right.

16 A. And then before he gets underway, 15 minutes prior.
17 He's required to call us when he gets underway. He's required to
18 call us if anything changes. And then he's required to check out
19 with us.

20 Q. Okay. Is that done to minimize the radio communications
21 on a vessel that is frequently in the system? That question might
22 call for a little bit of speculation.

23 A. Yeah. I wouldn't -- I, I wouldn't know.

24 Q. Why are vessels exempted? Why are vessels --

25 A. That's another good question.

1 MR. QUIGLEY: You might want to ask him if he has a
2 basis of understanding, which would allow him to explain that
3 difference. This is Ross Quigley with the Coast Guard. Perhaps
4 we'd like to ask him, you know, foundational questions, like
5 what's his background experience, whether or not he can answer
6 this particular question. Or he may not have any --

7 BY MR. BOWLING:

8 Q. Yeah. If you don't know the answer, don't --

9 A. Yeah. I honestly can't say from --

10 Q. Okay.

11 A. -- with the facts, what the answer to that is.

12 Q. Okay. That's something we'll follow up with Mr. Perez.
13 Again, you know, don't misinterpret it. If you don't know,
14 then --

15 A. I don't know.

16 Q. Cosco Busan. The -- were you watching or were you --
17 did you see any of the vessel movement on the radar?

18 A. I was not on watch at the time. I had been relieved by
19 Frank Sheppard.

20 Q. Because he hadn't got in the way at that point.

21 A. Yes.

22 Q. That's right. You got relieved at about 7:25?

23 A. Yes.

24 Q. Okay. If your statement -- let me -- give me one second
25 here. Let me --

1 MR. BOWLING: Captain, would you like to go ahead and
2 introduce yourself and start -- why not just start to the left? I
3 want to review the statement real quick, and see if there's
4 anything further we need to -- questions we need to ask. Start
5 here with the Coast Guard.

6 MR. QUIGLEY: This is Ross Quigley with the Coast Guard,
7 and I have no questions for you at this time.

8 BY MR. BOWLING:

9 Q. I thought that Zedon referred to the statement
10 they were reading.

11 A. No.

12 Q. Okay.

13 A I, I didn't actually write a statement. I didn't
14 want -- Mr. Perez's.

15 Q. All right. So you were referring to Mr. Perez's
16 statement?

17 A. Yes.

18 Q. Okay.

19 A. Yeah.

20 Q. Yeah. We want -- we'll talk to Mr. Perez separately.
21 I'm sorry, I heard the statement. I didn't hear the last thing.

22 A. Oh, no. I didn't, I didn't actually write a statement.

23 Q. Okay. We will ask you to do that.

24 A. Okay.

25 Q. All right. And I would ask at this point, don't refer

1 to Mr. Perez's statement. We just want to know what you know.

2 A. Okay.

3 Q. We'll talk to Mr. Perez about his statement. I'm sorry.

4 You know, when I heard statement, didn't hear the two. So
5 Lieutenant, if you would, we'll ask you to provide that, and,
6 again, just what you know.

7 A. Okay.

8 Q. Okay? My apologies. I --

9 A. Okay.

10 Q. -- I'm not connecting -- I heard statement -- do Perez.
11 Okay. So at that point -- I mean, I don't really have any
12 further questions in my mind that -- over here.

13 BY UNIDENTIFIED SPEAKER:

14 Q. Couple. You mentioned the Solano. What kind of vessel
15 is that?

16 A. Oh, it's a ferry. That was a -- just a -- an example in
17 reference to the exempt vessel.

18 Q. And the Solano is the vessel that you were talking to
19 the Unit Romeo about?

20 A. Oh, no. He had asked me what an exempt vessel was, so I
21 was referring to the Solano as a -- you know, just as a ferry.
22 Just as a name. I don't believe the Solano was checked in at that
23 time.

24 MR. KING: This is Lieutenant King. I think maybe I can
25 clarify that. There, in one of your answers, when you were

1 initially talking to Unit Romeo, you said he was asking for the
2 Solano. And I think you were referring to it.

3 THE WITNESS: Oh, I'm sorry. That's correct. We do --
4 so we have both a Solano, a ferry, and a Solana, a tug. And --
5 sorry about that.

6 MR. KING: No, that's fine. You just talk what you do.

7 THE WITNESS: The Solana, he was, he was at the Oakland
8 Bay Bridge, going down. And I don't recall what his destination
9 was, but it was -- he was going down south. And I gave him to
10 Romeo when he checked in.

11 BY MR. BOWLING:

12 Q. And for the record, with the input toward me, that's why
13 I was referring, because I don't have this local knowledge. So
14 back to that line of questioning --

15 A. All right.

16 Q. -- which Solana was exempted and which one is not?

17 A. The ferry boat is exempted. The boat I was talking to
18 Romeo about is not. He's a tugboat.

19 Q. Okay.

20 A. Sorry about that confusion. I should have been more
21 clearer.

22 Q. All right. No, it's -- pardon me. Just keep in mind
23 that a lot of us are not from here.

24 A. Oh, I'm sorry.

25 Q. So -- yeah, it's -- and I wouldn't -- I know where

1 you're going. So the Solano, the vessel that is not exempted --

2 A. Yes.

3 Q. -- what was the extent of the communication to pilot
4 Romeo at that point or Unit Romeo at that point?

5 A. His position, his destination, what type of tug
6 configuration he has.

7 Q. Okay.

8 A. So pushing the barge ahead greater than.

9 Q. Okay.

10 A. That, in that particular instance, was very important
11 because of the RNA.

12 Q. Right.

13 A. The Solano, the Solano was greater than -- pushing a tug
14 greater than, and Romeo was a container ship. So they couldn't
15 both be present in the RNA at the same time.

16 Q. All right. And RNA, you're referring to a Restricted
17 Navigation Area?

18 A. Yes. The Oakland RNA.

19 Q. Okay.

20 A. And that's why we continuously had to update him on
21 their position.

22 Q. Right. Okay. All right. We will need to get copies of
23 that RNA, gentlemen. We'll get that from Mr. Perez. Because he
24 should be able to provide that. Hopefully --

25 UNIDENTIFIED SPEAKER: It's under 18649.

1 MR. BOWLING: Yeah. I want to get a copy for the
2 record, though, from VTS. Just -- ensure that it's -- I don't
3 know if it's re-typed or it's a photocopy of the CFR or what have
4 you. I -- we can go from there, but -- all right. Questions
5 related to -- gentlemen, I'm going to want -- I don't want to go
6 back to the Solano, but I'm sorry. So Captain, go ahead or
7 Commander.

8 BY UNIDENTIFIED SPEAKER:

9 Q. Okay. I think we -- let us know if we've got this
10 right. The Solano is a ferry, and the Solana is a tug?

11 A. Yes.

12 Q. All right. Solano, Solana. Thank you.

13 A. Sorry about that --

14 Q. That's fine. I'm creating a lot of confusion, so my
15 bad.

16 BY MR. BOWLING:

17 Q. And another question. When you have Romeo checked in,
18 is there something physically you do to acquire him or how's that
19 work on your display?

20 A. Yes. I type him in into our data or into our UTC field.
21 It's just a -- it looks like a little card. When you type in the
22 name of the vessel, and it pulls up the vessel's name, the type of
23 vessel, what size it is. And then you type in Romeo to reference
24 the pilot on that vessel. And just whatever information he gives
25 you.

1 Q. Okay.

2 A. And then that -- you hit control-A, and that physically
3 puts them on your plot. So you see his AIS feedback, then.

4 Q. So when Mr. Sheppard relieved you, you'd already done
5 the --

6 A. Yes.

7 Q. -- acquired --

8 A. He was already on plot.

9 Q. Thank you.

10 A. Not, not underway, but he was on plot.

11 Q. Referring to the Cosco Busan.

12 A. Yes. The vessel was checked in at sea.

13 MR. BOWLING: Thank you.

14 THE WITNESS: You're welcome.

15 BY MR. MOLONEY:

16 Q. Pat Moloney, Board of Pilot Commissioners. You said the
17 visibility is frequently very bad. How often during your time
18 here have you seen -- or in this case, not seen, the extremely low
19 visibility up in the Oakland Estuary?

20 UNIDENTIFIED SPEAKER: That question kind of calls for a
21 little bit of a generalization. If he's uncomfortable answering
22 that, I would ask him not, you know, not to speculate.

23 BY MR. MOLONEY:

24 Q. Okay. And -- all right.

25 A. I can't say -- you know, there's been visibility there

1 before, but how much, I can't give you a definite answer.

2 Q. Okay.

3 UNIDENTIFIED SPEAKER: No questions.

4 UNIDENTIFIED SPEAKER: No questions.

5 UNIDENTIFIED SPEAKER: No questions.

6 MR. ZEDON: I like the sound of that.

7 UNIDENTIFIED SPEAKER: Yeah. We're easy.

8 BY MR. BOWLING:

9 Q. One final, one final follow-up question from me. And
10 again, we're trying to get an assessment or a situational
11 awareness in my mind of the traffic going on. There was a -- and,
12 again, you don't have -- this didn't happen on your watch, but
13 there's a timeline I'd asked you to take a look at on the Coast
14 Guard transcripts. And we probably will get -- we'll clear this
15 with Mr. Perez, but if you look down at minute 0745.11, these are
16 taking from VHF and put into type. Did you ever check in a vessel
17 called Cosco Brusco on your watch? I just -- you see me down
18 there?

19 A. Yeah.

20 Q. So is it possible that's a mistype or --

21 A. I'm sorry --

22 Q. -- a misinterpretation of VHF? Okay.

23 A. Brusco was a tug. That would be --

24 Q. So the only Cosco vessel in the system at that time was
25 the Cosco Busan?

1 A. Yes.

2 Q. Okay. All right.

3 A. And that's going to be a --

4 Q. That's no issue. We just wanted to clarify that so we
5 didn't get -- there's another Cosco vessel floating around.

6 A. No. That's --

7 Q. Okay.

8 UNIDENTIFIED SPEAKER: It has to be a some name -- first
9 name Brusco.

10 MR. BOWLING: Right. Okay.

11 THE WITNESS: No, usually the last. So like the Heidi
12 Brusco.

13 UNIDENTIFIED SPEAKER: Well, yeah, that's what I'm
14 saying. It would be the Heidi Brusco or something like that.

15 BY MR. BOWLING:

16 Q. All right. But if you were reading it -- again, this
17 didn't happen on your watch, what's that tell you? That's Unit
18 Romeo on what vessel?

19 A. According to this?

20 Q. Uh-huh.

21 A. It says the Cosco Brusco.

22 Q. Okay. But that's just a missed -- a typo on the name,
23 correct?

24 A. That -- the typist --

25 UNIDENTIFIED SPEAKER: He has the Cosco Busan.

1 BY MR. BOWLING:

2 Q. All right. Okay. Thank you.

3 A. That person out there --

4 Q. No, I know. It's just -- it's somebody's -- it was just
5 spelling, so just wanted to make sure we didn't have a third
6 player in here. I'm just -- you know, you've got to keep in mind
7 the level of scrutiny this goes through, so I got to just cover
8 all my bases. Anything else? Thank you so much.

9 A. Oh, you're welcome.

10 Q. And we appreciate you stepping up and coming in
11 without -- I mean, we really didn't anticipate interviewing you
12 when we came aboard, but you -- your name came up as checking the
13 vessel in with -- prior to the --

14 A. Oh, no problem.

15 Q. All right. Thank you.

16 (Whereupon, the interview in the above-entitled matter
17 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 Abdul Rachman Zedon

DOCKET NUMBER: DCA-08-MM-004

PLACE: San Francisco, California

DATE:

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.

David Martini
Transcriber