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 NATIONAL TRANSPORTATION SAFETY BOARD
 OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of:

COSCO BUSAN/BRIDGE ALLISION
 SAN FRANCISCO, CALIFORNIA

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Interview of: PETTY OFFICER DREW COOPER

Pilot Commission Office
 Pier 9
 San Francisco, California

BEFORE: LARRY D. BOWLING
 National Transportation Safety Board

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I N T E R V I E W

MR. BOWLING: Okay, we are recording, gentlemen. This is Larry Bowling with the NTSB. I am still -- have the same membership I had at the first interview in the operations cell. We've done some informal type communications with Petty Officer Drew Cooper with the U.S. Coast Guard off the record to save time on the batteries. At that point we're going to pick up the interview.

INTERVIEW OF PETTY OFFICER DREW COOPER

BY MR. BOWLING:

Q. And, Petty Officer Cooper, we already have your vital information that we need to get a hold of you from a contact standpoint. Can you walk me through your education and training post-high school, please?

A. Yes, sir. Attended junior college in Simi, California -- Community College. After that, I joined the Coast Guard, went to OSA school. Since completing that, I've taken courses through Columbia College.

Q. Okay. Where is OSA school?

A. It's in Panaloma, California.

Q. In Panaloma?

A. Yes, sir.

Q. Okay. When did you graduate from A School?

A. 28 November 2005.

Q. 28 November 2005. All right, at that point you obtained

1 the rank of third class?

2 A. Yes, sir.

3 Q. Congratulations. All right. Have you -- what was your
4 first assignment out of A School?

5 A. This my first assignment out of A School.

6 Q. Okay, good. As far as your time prior to attending A
7 School, what were you doing?

8 A. I was on the Coast Cutter Monroe.

9 Q. Monroe? And serving as a E-3, a non-rate?

10 A. Yes, sir.

11 Q. What functions were you performing on the Coast Guard
12 Cutter Monroe?

13 A. I was just a basic non-rate doing deck equip work until
14 about two months before I went to OSA school, I worked in CIC
15 before attending A School.

16 Q. Okay. Did you -- do you hold a license or --

17 UNIDENTIFIED SPEAKER: Translate CIC.

18 PETTY OFFICER COOPER: Combat Information Center.

19 MR. BOWLING: Sorry.

20 UNIDENTIFIED SPEAKER: Combat Information --

21 MR. BOWLING: Thank you. And please on that keep me
22 honest in the acronyms because --

23 BY MR. BOWLING:

24 Q. So with regard to the question I was headed toward, do
25 you hold a merchant mariner's document or a license or any type?

1 A. No, sir.

2 Q. Okay. All right. Vessel Traffic Service, San
3 Francisco, was your first duty station upon graduation, correct?

4 A. Yes, sir.

5 Q. So once you reported into the unit, can you walk me
6 through what you went through from a training standpoint before
7 you assumed the watch here?

8 A. The first couple of months of training were studying
9 geography, studying just the R and A's, different rules. How to
10 use the equipment. Second part of training is simulation. We
11 have a simulator that we work on. After that, you go for OJ --
12 on-the-job training with a qualified operator. After that you
13 have an oral board, and upon completion of the oral board
14 qualified operator.

15 Q. All right. You talk about as fast as I do, but I don't
16 write that fast. Simulation was on the second stage of the OJT,
17 working on simulators?

18 A. Correct.

19 Q. What were the third and the other stages you mentioned?

20 A. The third stage is OJT where you're actually doing the
21 job with a qualified operator looking over you. And after that,
22 you have a oral board.

23 Q. All right.

24 A. And then once you've completed that, you become an
25 operator.

1 Q. Okay. And when you say OJT with qualified operator,
2 you're basically in the, the center at that point actively working
3 with traffic, and you have a qualified person in you vicinity to
4 assure you're doing it properly, correct? What do you mean by
5 that?

6 A. You -- they give you -- they gradually work you in to
7 doing the traffic. So you -- it just varies. They gradually work
8 you in. They'll take -- excuse me. They'll take the other
9 calls --

10 Q. Okay.

11 A. -- until you start getting proficient at it, and then
12 they -- you go from there.

13 Q. But during that stage, who is responsible to the
14 supervisor for the performance of that work? Is it you as a
15 trainee or the qualified --

16 A. Qualified operator.

17 Q. Okay. All right, so on -- after that, you go through
18 that training period, then you sit for Qual Board. Can you tell
19 me what did you mean by sit for an oral Qual Board or oral board?

20 A. A -- it's -- they go over all the, all the different
21 things that you should know. You have -- there's different people
22 that -- a supervisor, qualified operator, and there will be a
23 training coordinator or other people in there that are involved
24 and they'll ask you questions -- ask you questions, situations,
25 scenarios, to see how you respond, how you'd handle them.

1 Q. Okay. Are you -- upon completion of that board,
2 assuming you're successful, what happens next?

3 A. After the letter is signed by the captain, then you
4 become a qualified operator.

5 Q. All right. When you say the letter is signed by the
6 captain, what are you referring to?

7 A. Your qualification letter.

8 Q. All right. And you have a qualification letter in
9 your --

10 A. Yes, sir.

11 Q. -- training record?

12 A. Yes, sir.

13 Q. All right. Okay. So when did you accept -- when did
14 you complete the qualification board and get your qualification
15 letter issued? Do you recall?

16 A. I do not.

17 Q. All right. Generally speaking, when did you assume
18 watch responsibilities as a qualified watch stander at VTS here?

19 A. An approximate time or --

20 Q. Yes.

21 A. Year and a half ago.

22 Q. Okay. So your experience as a qualified watch stander
23 started approximately in mid-2006, somewhere in there?

24 A. Sounds correct.

25 Q. Okay. And I want to go back a couple of days prior to

1 the seventh. We're here to investigate the incident with the
2 Cosco Busan. Can you tell me in -- I want to look at how you were
3 from a standpoint of being rested and health-wise. Were there any
4 issues on the date of the 5th or the 6th in your personal life
5 that you recall where you -- they allowed you to not get enough
6 sleep or were you healthy, were you sick?

7 A. Not that I recall.

8 Q. Okay. Do you recall any of the events leading up in the
9 6th prior to the 7th, did you -- do you recall what time you went
10 to be that night before you took watch on the 7th?

11 A. I can't say an exact time.

12 Q. Okay.

13 A. I go to bed early.

14 Q. Nothing out of the norm?

15 A. Nothing out of the norm, correct.

16 Q. And that's fine. On the date of the 7th, do you
17 recall -- November the 7th, do you recall what time you reported
18 to work for watch?

19 A. I relieved the watch at 0600.

20 Q. Relieved the watch at 0600. Who else is in your watch
21 section?

22 A. That day was Mr. Sheppard, Mr. Zudan (ph.), myself, and
23 Mr. Perez was the supervisor.

24 Q. Okay, all right. When you relieved the watch, it was
25 around 6 o'clock, correct?

1 A. Correct.

2 Q. What role within the team did you -- what function did
3 you relieve?

4 A. I was the watch sup assistant.

5 Q. Okay. And just briefly, can you tell us what that
6 function entails?

7 A. Take care of paperwork for the supervisor, things
8 that -- update the pilot list, who is going to be coming and who
9 is going to be sailing that bar watch and the next watch. I
10 update that from the previous watch.

11 Q. Okay.

12 A. And any other things that the supervisor needs me to do
13 for him.

14 Q. Okay. Do you -- is that section approximately an hour
15 and 20 minutes in duration -- that function before you rotate to
16 the next function you, you --

17 A. Yes.

18 Q. So what time did you switch over to your next position?

19 A. 7:20.

20 Q. And what position did you go to?

21 A. The Ocean and Delta.

22 Q. All right, Ocean and Delta. We've had a little bit of a
23 brief at this point, but just for the record, would you kind of
24 tell me what area that entails?

25 A. It's offshore. It excludes -- it's 38 nautical miles

1 from Mt. Temothias (ph.), excluding the offshore precautionary
2 area, from New York Point up to Stockton and Sacramento.

3 Q. Okay. All right. When you changed over to the offshore
4 section, and I think is it -- you referred to it in your statement
5 as Ocean, Ocean and Bay Sector?

6 A. Ocean and Delta.

7 Q. Ocean and Delta.

8 A. It's --

9 Q. Okay.

10 A. -- but the proper term is Ocean and Delta.

11 Q. Ocean and Delta. Okay. Let me make sure we have that.
12 All right. Do you ever recall having any radio communications or
13 taking any radio communications from a local pilot, goes by the
14 call, the Unit Romeo?

15 A. Ask the question again.

16 Q. Are you familiar with -- on that watch when you changed
17 over and you were monitoring offshore area, there was -- you were
18 on channel frequency 12, correct, VH --

19 A. Correct.

20 Q. Did you have any communication on Channel 12 with a
21 pilot known as Romeo?

22 A. No.

23 Q. Okay. When you're maintaining this watch, are you
24 assisting in certain -- I don't want you to -- don't misinterpret
25 my term assisting, but are you working with the other watch

1 stander who is maintaining the central bay watch just to ensure
2 you're maintaining awareness of what's going on within the whole
3 system in some regard?

4 A. Yes. We try to traffic permitting, as we're able to, we
5 will try to assist -- operator because traffic is heavier there
6 typically.

7 Q. Okay. Do you recall overhearing anything going on with
8 the other watch at that point involving a pilot with the unit name
9 Romeo?

10 A. No. I do not.

11 Q. What about evolution or what about any vessel for the
12 Cosco Busan?

13 A. No.

14 Q. Okay.

15 MR. BOWLING: Captain, you want -- for the State a
16 little more, you want to go ahead and introduce yourself and pick
17 up some questions? Go to the right --

18 BY CAPTAIN AGA:

19 Q. Nagarajan, Fleet Management. We were told that all the
20 watch -- all the watch standers can cross-hear what the other
21 person is saying, so would you have heard Unit Romeo check in?

22 A. Romeo check in?

23 UNIDENTIFIED SPEAKER: Are you asking specifically did
24 he hear?

25 BY CAPTAIN AGA:

1 Q. Did he hear. If you don't remember, you can say you
2 don't remember.

3 A. If Unit Romeo checked in prior to 0720, then I would, I
4 would not have heard him check in.

5 Q. Thank you. At this moment no --

6 MR. TOLEDO: I do have a question.

7 MR. BOWLING: Yeah.

8 BY MR. TOLEDO:

9 Q. Gary Toledo with OSPR. Petty Officer Cooper, in your
10 experience, your present position, you've been in this position
11 since mid-2006, is that correct?

12 A. Correct.

13 Q. How frequent, can you tell me how frequently you have
14 observed low visibility conditions in the Bay?

15 A. It depends on the season.

16 Q. Was this particular season more foggy than, than normal
17 in your --

18 A. I can't --

19 MR. BOWLING: Well, yeah. On that day.

20 BY MR. TOLEDO:

21 Q. On that day.

22 A. On that day visibility was poor.

23 MR. TOLEDO: Okay. Can I also refer to the transcript?

24 MR. BOWLING: I'm going to go there -- I wanted to --
25 I'll cover that, but --

1 MR. TOLEDO: Sure. Go ahead. I'll wait until you --

2 UNIDENTIFIED SPEAKER: I'll wait for you.

3 MR. BOWLING: And again, I'm starting over here, because
4 I hadn't really had time to digest a lot of this, and I'm going to
5 refer to your statement.

6 BY MR. BOWLING:

7 Q. Do you have that in front of you?

8 A. Yes, sir.

9 Q. About midway there, I've got a good idea of what's going
10 on, but I want to ask you just some stuff related to the
11 statement. You did prepare this?

12 A. Yes.

13 Q. Okay. About midway -- I'm just going to read the first
14 couple of words in there. I want you to pick it up and explain to
15 me. It says soon as I changed -- you were basically working this,
16 this team concept, and that's great. I mean you, you were helping
17 your fellow watch stander there. You say as soon as I changed my
18 chart to the central San Francisco Bay chart, I noticed an
19 anomaly. Walk me through what you're, what you're describing in
20 your statement. What are you referring to there?

21 A. I switched charts to -- I was radar tracking contacts --
22 not -- radar tracking but vessels offshore that weren't checking
23 through the system --

24 Q. Right.

25 A. -- because of low visibility.

1 Q. Right.

2 A. Wanted to go help out, do the same thing in central bay.
3 When I switched to the central bay chart, I saw Unit Romeo, and I
4 saw that -- it said he intended the Delta Echo span of the Bay
5 Bridge, but from the angle that the ship -- the angle the ship was
6 turned from the speed reader as well as from the actual video
7 footage that we were getting did not look like he intended to
8 Delta -- look like he was going to the Delta Echo span.

9 Q. And that was based upon your experience here standing
10 watch and seeing other passages of vessels through that area?

11 A. Yes, sir.

12 Q. Okay. Back to the statement. I'm sure there was a lot
13 going on at the time, but you -- here you refer to Frank, which
14 Frank Sheppard, your fellow watch stander, and we know where he
15 was at based on your statement. You made the comment, what the
16 hell is Romeo doing? That was just internally?

17 A. That was internally.

18 Q. Okay. And was that before Mr. Sheppard brought the
19 vessel up on VTS or on VHF or after? Do you recall?

20 A. That's before he went out to ask him about his course.

21 Q. You say he went out --

22 A. We said that and then he -- as soon as that was said
23 between us, then he went out and hailed Unit Romeo --

24 Q. Via VHF?

25 A. Correct.

1 Q. Okay. All right, so that's when you say went out,
2 that's what you're referring to. Okay. So Mr. Sheppard went out
3 on the radio and we already have -- we already -- we've covered
4 that and we've gotten some transcript here. So he asked basically
5 the vessel's intentions. Then pick me back up. See, Mr. Sheppard
6 notified Unit Romeo that he had him on course that looked unusual.
7 Have you seen the radio transcript there?

8 A. It's right here.

9 Q. Just look at 1, 2 -- if you would, I think it's on my
10 2nd page. Bear with me. It's not on my 2nd page. It's over my
11 3rd page, around time 8:29:50.

12 A. Okay.

13 Q. Do you see that transcript with the wording there?
14 That -- and I'll read this. It says Unit Romeo, Traffic, this is
15 ETS outbound. AIS shows you on a 2 3 5 heading. What are your
16 intentions? Over. Is that what you're referring to when you said
17 Frank notified Unit Romeo?

18 UNIDENTIFIED SPEAKER: He's -- I see he's looking to see
19 if there were any previous --

20 UNIDENTIFIED SPEAKER: Yeah. I can give you a hint.
21 There are not.

22 PETTY OFFICER COOPER: I would say that it's -- that
23 8:29:26 is when we asked -- that would be the initial call out
24 there, we asked what the hell Romeo was doing.

25 BY MR. BOWLING:

1 Q. I got you. Okay. So basically so 8:29:26 VTS went out,
2 Mr. Sheppard, Unit Romeo, Traffic, and 8:29:32, vessel comes back,
3 Traffic, Romeo, acknowledgement of the radio call. And then
4 8:29:35, Mr. Sheppard, Roger Captain, are you still proceeding
5 out? That -- okay. So that's where you -- trying to -- you were
6 describing here --

7 A. Correct.

8 Q. -- your statement here? Okay. I'd ask you to read
9 that. I mean, if you don't mind, read on down to about the 8:30:23
10 mark.

11 A. From where?

12 Q. From position 8:29:26 down to 8:30:23. About 7 or 8
13 rows there.

14 A. Okay. VTS at 08:29:26, Unit Romeo, Traffic, Unit Romeo
15 at 08:29:32, Traffic, Romeo, VTS at 08:29:35, roger, Captain. Are
16 you still proceeding out? Unit Romeo at 08:29 --

17 Q. We've got the time --

18 A. VTS, Unit Romeo, Traffic, and it shows heading of 2 3 5,
19 correction, and shows you on a 2 3 5 heading. What are your
20 intentions? Over. Unit Romeo, I am coming around. I'm steering
21 280 right now. VTS, Roger, understand, you still intend Delta
22 Echo span? Over. Unit Romeo, yeah, we're still Delta Echo. VTS,
23 roger Captain.

24 Q. Okay. At that point, what was happening in the watch
25 center?

1 A. Everyone is, is looking at what's going on with Romeo
2 and Central Bay right there.

3 Q. You say everyone, as far as the watch --

4 A. Myself, the supervisor, we're all --

5 Q. Okay.

6 A. -- focused on what's going on right there.

7 Q. All right. You have another comment here in you
8 statement, back to your statement. You say, Frank, referring to
9 Mr. Sheppard, notified Unit Romeo that he had him on a course
10 that, that was -- looked unusual to us. Unit Romeo stated he was
11 going to use the Delta Echo span of the Bay Bridge like he said.
12 When you were referring to -- said looked unusual to us, what,
13 what are you conveying there to --

14 A. Traffic actually giving what heading we have him on.
15 We -- in Central Bay, Traffic very rarely goes out to a vessel and
16 says we have you on this heading, what are your intentions?

17 Q. Okay. All right. Then you get down toward the end of
18 your statement, and a couple of minutes later we received a call
19 from Unit Romeo stating he had bumped the Delta Tower. And soon
20 as you heard that, you started the MISLE case. Can you tell me
21 what -- walk me through there. Basically you got the radio call
22 or you -- you didn't take. Who took the radio call?

23 A. Frank took the radio call, Frank took the radio call.

24 Q. All right, and soon as you heard that radio call, what
25 were your next steps?

1 A. Soon as we heard that, I went over, logged on to MISLE,
2 started the, started the MISLE case as the sup was making his
3 calls down to notify --

4 Q. Okay. And you say started the missile case. That's an
5 acronym for the Marine Information Safety Law Enforcement --

6 A. Correct.

7 Q. -- System.

8 A. Correct.

9 Q. Don't let me put words in your mouth. All right. So
10 you started the MISLE, you started the MISLE case, and when you
11 say case, you're talking about the overall case, not the activity,
12 correct?

13 A. I started the initial case and put the initial
14 activities at VTS --

15 Q. What functions did that -- why did you do that?

16 A. That's how we document things like this. And also it's
17 a way that Sector, they can put what they, what they did into the,
18 the system as well so we all are on the same page, having all the
19 same information.

20 Q. Okay. And is that normal procedure for you or any watch
21 stander's situation? Whether say a grounding or an allision, is
22 that standard? Is it -- was that out of the norm for you or is
23 that something you trained to do?

24 A. MISLE is how we handle all, all of our major events.

25 Q. Okay. So you started the MISLE case. And can you walk

1 me through the next 30 minutes of your watch at that point?

2 A. Started the MISLE case and from there -- I mean that's,
3 that's all I can remember top of my head.

4 Q. Okay.

5 A. There was a lot of things going on at one time.

6 Q. All right. But at any time did you have to relay this
7 information up to Mr. Perez that the bridge was alighted with or
8 did -- would Mr. Perez --

9 A. Mr. Perez was listening as well.

10 Q. Okay.

11 A. Everyone heard it the same time when he said that.

12 Q. Okay. All right. Once you got the MISLE case
13 initiated, you got a case number, what did you do at that point?

14 A. I began to put information in.

15 Q. When you say put information in, into the MISLE
16 database?

17 A. Correct.

18 Q. Okay. What kind of information are you dumping into
19 that database?

20 A. Initial information that we get, things that we're
21 doing.

22 Q. Okay. The -- I realize that you've only been on
23 watch -- you've been working in VTS a year and a half. The --
24 back to your statement, you said that with regard to reason you
25 were helping out with the Central Bay area was that it looked to

1 you like they -- there was just some traffic going on there. You
2 were going to help your fellow watch stander out. Why did chop
3 over again?

4 A. Visibility as so poor and such -- reports that we'd got,
5 so I went and see if I could radar track any contacts, make the
6 Central Bay operator's job any easier so he doesn't have any, any
7 major problems.

8 Q. Okay. How was visibility offshore? Do you have any
9 idea?

10 A. I do not know. I know it was poor.

11 Q. Okay. All right. But you said there was some traffic
12 movement within your area of responsibility, the offshore area,
13 before you chopped over. You were always on that, you just -- you
14 went over to help. You're still working your area at the same
15 time, right?

16 A. Yes.

17 Q. But there was some traffic moving in your area of
18 responsibility, in the offshore sector?

19 A. Yes, sir.

20 Q. How much traffic was moving out there? Do you know?

21 A. Little traffic. We had -- we didn't have very many
22 vessels checked in to the system offshore.

23 Q. But there was traffic moving there?

24 A. There was.

25 Q. Okay. The traffic, level of traffic -- the Central Bay

1 area, do you know how much traffic was moving in there?

2 A. I do not know exactly, no.

3 Q. But there was enough where you wanted to assist your
4 fellow watch stander?

5 A. Yes. Due to the low visibility, I decided to help the
6 Central Bay operator.

7 Q. Okay. Again, just only with what you saw that day.
8 Have you seen fog or visibility reduced, further reduced as the
9 result of elements or how would you characterize the fog that day
10 on your watch that you saw?

11 A. That day for Central Bay was probably the worst I've
12 seen the fog in Central Bay.

13 Q. And clarify that. Within what time? Is it -- your year
14 and a half tenure here?

15 A. Correct.

16 Q. Okay. What's your estimate of the visibility distance?
17 Again, your -- just from what you were using with these -- all
18 these resources and tools performing your job, what would you --

19 A. Couldn't give an estimate.

20 Q. That's fine. Okay. With regard to -- once you got the
21 MISLE case put together, was there any direction from Mr. Perez
22 related to the incident that you recall?

23 A. Not that I recall.

24 Q. Okay. When did you rotate? What watch did you rotate
25 to after you got off the offshore Delta watch?

1 A. From offshore Delta, I went to Central Bay.

2 Q. Central Bay. So you would have picked that up at
3 approximately 8:40?

4 A. Correct.

5 Q. All right. And, again, I don't want to put words in
6 your mouth. I'm just trying to get a calculation here, so -- 8:40
7 generally speaking you -- restroom break or what have you,
8 somewhere along you picked up the watch at that point. How --
9 once you assumed the watch on the Central Bay desk, how was the
10 state of operations at that point? Was there a lot of radio
11 traffic going on?

12 UNIDENTIFIED SPEAKER: If you don't remember --

13 UNIDENTIFIED SPEAKER: Don't remember, yeah -- okay.

14 BY MR. BOWLING:

15 Q. I don't think you have this on here, but I'm going to
16 hand this down. This is NTSB 44. This was provided somewhere
17 when all the evidence came -- I want you to look at -- I don't
18 have this -- give me timelines, but let Petty Officer Cooper take
19 a look at it. Take a look at that. That's a transcript from
20 Channel 14, which should be for Central Bay desk, watch desk, and
21 see if you recognize any of the --

22 A. This is, this is when I was on the radio.

23 Q. Okay. So you were at that point, that, that particular
24 document, that's a transcript from 14 that the Coast Guard
25 provided to us --

1 UNIDENTIFIED SPEAKER: May I ask him to identify --

2 MR. BOWLING: Sure.

3 UNIDENTIFIED SPEAKER: -- how he knows this is --

4 UNIDENTIFIED SPEAKER: Yes, please. I mean does the
5 communication refresh your memory or --

6 PETTY OFFICER COOPER: I was, I was on Central Bay when
7 Unit Romeo was relieved by Unit 37.

8 BY MR. BOWLING:

9 Q. All right, so looking at that transcript, can you walk
10 me through what was going on there and then just give me the
11 timelines because I don't have it in front of me? Tell me what
12 times you're showing there, and you don't have to be -- you know,
13 just the significant timelines there with regard to Unit Romeo
14 being relieved.

15 A. What was the question again?

16 Q. Can you tell by the interaction on that radio log when
17 Unit Romeo was relieved or at least you were -- VTS was informed
18 that Unit Romeo was relieved?

19 A. 0901.

20 Q. 0901. All right, and what's the nature of that
21 communication?

22 A. That Unit 37 had relieved Unit Romeo onboard the Cosco
23 Busan.

24 Q. Okay. And do you, do you know either pilot by
25 personal -- just by call sign or --

1 A. Just by call sign.

2 Q. Okay. All right. Do you recall on -- after that point,
3 do you recall any, any communications going on with you and any of
4 the response vessels that may have been underway

5 A. No, I do not.

6 Q. Okay.

7 MR. BOWLING: I don't -- Pat -- any questions over here?

8 MR. HURT: I have a question.

9 MR. BOWLING: Okay.

10 BY MR. HURT:

11 Q. Thanks for being here. Rick Hurt, San Francisco Bar
12 Pilots'. I'm trying to get a sense of the conditions the morning
13 of the incident on the 7th with the Busan. The conditions between
14 the open Bar Channel and the Delta Echo Span, and your experience
15 as a watch stander. I realize you said -- have fog in the bay
16 routinely. Your experience as a watch stander, would you say that
17 that's routine or, or -- can you quantify at all how routine fog
18 between the open Bar Channel and the Delta Echo Span is given your
19 experience as a, as a watch stander?

20 A. Not often, not, not that heavy, not that, not in that
21 area.

22 Q. Thank you.

23 MR. HURT: That's all I have.

24 MR. BOWLING: Okay.

25 BY MR. SCHAEFER:

1 Q. Commander Scott Schaefer. Looking back at your
2 statement, just clarifying, in Line 2, it says, I was monitoring
3 traffic in the Ocean and Bay Sector. I think you meant Ocean and
4 Delta Sector, is that correct?

5 A. Correct. Ocean and Delta Sector.

6 UNIDENTIFIED SPEAKER: And I have that, I --

7 MR. BOWLING: What I'd ask you to do, I'm going to hang
8 on to these. We've already got them, but again with approval --
9 LT, I'd like you to go ahead and line that out. Just correctly
10 put Delta there for me, and you can do mine and just sign it, and
11 that -- again I want to make sure that that is clear if that's
12 okay with the LT.

13 Okay.

14 UNIDENTIFIED SPEAKER: I'm sorry --

15 MR. BOWLING: I'll give you a chance to finish that.

16 BY UNIDENTIFIED SPEAKER:

17 Q. Okay. During the rest of your watch that day, what time
18 did you get relieved from the end of your shift?

19 A. I don't remember.

20 Q. Approximately.

21 A. Approximately 1400.

22 Q. Do you recall talking to any -- response vessels at any
23 time or anybody else talking to them?

24 A. We don't, we don't -- smaller vessels like that do not
25 check in with the VTS. So we did not have -- not that I remember

1 that we had any communications with them.

2 Q. We were going through your statement earlier, and you
3 were asked something about was there something audio that led you
4 to believe something was happening with Romeo. Was that a audio
5 or a visual that first cued you in to -- I, I'm leading up to your
6 statement of what the hell is Romeo doing. And what -- describe a
7 little bit more about -- visually that cued you in to --

8 A. From -- when a vessel leaves the Bar Channel, when they
9 line up for Delta Echo, it looks the same pretty much every time.
10 When he was turning out of the Bar Channel, when I saw, it did not
11 look like he was bound for Delta Echo, but it said that in the
12 handling field of his card. So when I saw that, that's what made
13 me want to know what he was doing, what his intentions were.

14 Q. So was it just the course or was it a combination of
15 course and location?

16 A. It was the fact that we had, we had the one intention
17 inside of his card said he intended Delta Echo, but from the radar
18 image that we were receiving and the vector from AIS did not show
19 what he was saying he wanted to do.

20 Q. Thank you.

21 CAPTAIN AGA: Last question.

22 MR. BOWLING: Okay.

23 BY CAPTAIN AGA:

24 Q. Nagarajan with Fleet Management again. Did you see the
25 RACON on the radar screen?

1 A. I don't know.

2 BY MR. BOWLING:

3 Q. I actually wanted to ask you that. I just -- my mind is
4 many different places. Have you seen RACON before on the span
5 Delta Echo? Do you recall seeing that --

6 (Simultaneous comments.)

7 A. I don't believe our radar picks that up.

8 Q. Why do you say that?

9 A. Because I recall time before when we had some vessels
10 that were transiting under the Bay Bridge when one of the RACONS
11 was out that they are receiving a signal. So I don't believe that
12 we receive -- we can get that.

13 UNIDENTIFIED SPEAKER: Commander Schaefer, are you
14 looking at a raw, raw radar picture or is this some sort of
15 process display you've got?

16 MR. SCHAEFER: It's a process display. It's video.
17 It's not a raw radar.

18 UNIDENTIFIED SPEAKER: When you say process display for
19 the non-VTS, what do you mean by that?

20 UNIDENTIFIED SPEAKER: It's filtered by a computer
21 system before it comes to us.

22 MR. BOWLING: Okay, and we'll explore that later,
23 gentlemen, if I might, with Mr. Perez.

24 BY MR. BOWLING:

25 Q. I -- did you use the term SOP or was that one of the

1 earlier interviews?

2 A. Okay.

3 Q. Do you know what the term SOP is?

4 A. Yes.

5 Q. What is it?

6 A. Standard operating procedures.

7 Q. Are there -- is there a list of standard operating
8 procedures in each watch station and where are they kept for VTS?

9 A. I don't think they're at every watch station.

10 Q. Okay.

11 A. There's a binder in the center of the room that has the
12 SOP.

13 Q. Okay. If you had a question related to a process within
14 your responsibility on watch here, what would you refer to?

15 A. The supervisor.

16 Q. Okay. But are there -- SOP's, are they written
17 resources for you to access?

18 A. Yes.

19 Q. Have you accessed those before in the course of your
20 duties here?

21 A. No.

22 Q. All right.

23 MR. BOWLING: Gentlemen, any other questions?

24 Captain?

25 MR. HOLLY: I just have one.

1 BY MR. HOLLY:

2 Q. Rick Holly, Fish and Game. Could you describe for me
3 the difference between your reduced visibility procedures and just
4 a normal day? Anything you do differently up here?

5 A. Reduced visibility procedures, anyone who has AIS,
6 anyone -- any vessels that we can track on radar, we start
7 tracking them on radar. And any vessels that we have AIS on we
8 launch, even though they may not be checked into the system. And
9 we report -- we'll report them to other vessels so everyone knows
10 about everyone as much as possible that we can do. As much as we
11 can do, we'll let them know that we have a couple of unidentified
12 radar contacts in this area or that area along their route, just
13 to make things safe so that everyone knows where everything is at.
14 On a typical day, when there is hundreds of sailing boats in the
15 Bay, we're not going to -- we don't try to -- we don't attempt to
16 radar track them. We -- and we don't check -- if vessels don't
17 check in with us, we don't automatically launch their AIS tracks.
18 So it's a lot, it's a lot more reporting on low visibility.

19 Q. Thank you.

20 MR. BROWN: Follow-up real quick. Steve Brown with the
21 American Pilots' Association.

22 BY MR. BROWN:

23 Q. What triggers that switch from clear to, to limited
24 visibility? I mean obviously it's fog or something, but I mean
25 who makes the call and --

1 A. Once visibility gets reported anywhere in Central Bay or
2 offshore for that, that's less than a nautical mile then we go
3 into the low visibility procedures.

4 MR. BOWLING: Okay, any further questions, gentlemen?
5 No?

6 Somebody will hand me the recorder, we'll kill the --
7 (Whereupon, the interview of Petty Officer Cooper was
8 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 Petty Officer Drew Cooper

DOCKET NUMBER: DCA-08-MM-004

PLACE: San Francisco, CA

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.

Katherine Motley
Transcriber

