

UNITED STATES OF AMERICA

COAST GUARD

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Investigation of: *

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TUGBOAT *GEORGE M* COLLIDES WITH *

CONTAINERSHIP *MSC AQUARIUS* IN * Accident No.: DCA22FM015

HOUSTON, TEXAS ON APRIL 14, 2022 *

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Interview of: RYAN LANDERS, Mate, Tugboat *George M*
G&H Towing Company

Houston, Texas

Thursday,
April 14, 2022

APPEARANCES:

██████████, Investigator
Coast Guard

RUSSELL GIBSON, Senior Port Captain
G&H Towing Company

ZACHARY WYATTE, Attorney
Blank Rome LLP

I N D E X

ITEM

PAGE

Interview of Ryan Landers:

By LT [REDACTED]

4

I N T E R V I E W

(12:46 p.m.)

1
2
3 LT [REDACTED]: All right. My name is Lieutenant [REDACTED]
4 [REDACTED], Coast Guard Investigations. I am onboard the *George M*,
5 and we are at G&H Spilman Terminal. It is April 14, 2022, and it
6 is approximately 12:46 p.m.

INTERVIEW OF RYAN LANDERS

7
8 BY LT [REDACTED]:

9 Q. If you would, please, sir, state your name and your position.

10 A. Ryan Landers. I'm a mate here at G&H.

11 Q. And do I have your permission to record our conversation?

12 A. Yes.

13 Q. Okay. Thank you. If you would, please, just going to ask
14 you -- so you're a mate here at G&H. How long have you been
15 working for the company?

16 A. Started October 2018.

17 Q. Okay. And how long have you been a first mate?

18 A. 2016, '17.

19 Q. Okay. And can you give me like a little bit of a brief about
20 what's your, what's your experience with regarding to driving Z-
21 drive vessels?

22 A. I guess it started here at G&H. I started on the *Thor*, 30-
23 75, I guess earlier Big Zs as far as the Big Zs go, I guess. I
24 spent maybe a watch or two on the Mini Zs, and then I went
25 straight to the Big Zs. I guess I spent some time on -- 5, 4 to 6

1 months on the *Thor* with the same captain. So got comfortable with
2 that boat. Then something happened, like that boat got laid up or
3 something. Then I was put on another *Matthew K*, (indiscernible)
4 boats. They're different class boat. They're I guess, the first
5 real Z-drives G&H had. But I was on there for a little bit. I
6 was almost signed off, and I got swapped back to the *Thor*, which
7 is down in Freeport or was down in Freeport for a lot of that.
8 And then I went from *Thor* to *Evelena*, same class and style
9 (indiscernible), and then couple months ago I got swapped, swapped
10 over to -- oh, no, that was the (indiscernible).

11 LT [REDACTED] Okay. And then I forgot to mention before we --
12 or when we started, but also there's a couple other people in the
13 room that have -- that are joining us.

14 If you would, sir, would you please state your name and your
15 position?

16 MR. GIBSON: Russell Gibson, Senior Port Captain, G&H Towing
17 Company.

18 LT [REDACTED]: Thank you, sir.

19 MR. WYATTE: I'm Zachary Wyatte, counsel for G&H Towing.

20 LT [REDACTED]: Perfect. Okay. Thank you.

21 BY LT [REDACTED]:

22 Q. So essentially what you were telling me is that you've been
23 since -- is it 2018 that you're operating Z-drive vessels?

24 A. Yes.

25 Q. So like soon as you came on with this company you were

1 operating those?

2 A. No. I was on conventionals for the first 8 or 9 months.

3 Q. Oh, okay, okay.

4 A. So --

5 Q. Okay. And then, and when did you, when did you start with
6 G&H?

7 A. October of 2018.

8 Q. 2018. Okay. So has your whole career been on Z-drives?

9 A. No. I started push boats right out of high school.

10 Q. Oh, okay.

11 A. Then went deep sea on ships. Then I got tired of that, then
12 went to deep sea tugs for Crowley with Charles, and then I was
13 over there for five years. Then I went and got my license, and
14 then I went to the ATVs for the last five years, and then few
15 years ago I came here because I liked the schedule.

16 Q. Yeah.

17 A. I also -- on ATVs you get no -- there's no experience
18 driving. You go from sea buoy to sea buoy and pick up the pilot,
19 and that's all the maintenance. There's no boat handling. So
20 really my first like behind the wheel as a mate is here at G&H.

21 Q. Got you. Okay. All right, and then so you were on -- prior
22 to this vessel, you were, you were on a different, a different
23 vessel.

24 A. Yes.

25 Q. Is it different? So --

1 A. It's a different class vessel. It's a 30-75, little less
2 power. Different style drives. Slightly wide -- narrower --
3 roughly the same length. I guess they, they do handle very --
4 their handling characteristics are different.

5 Q. They're very different?

6 A. (No audible response.)

7 Q. Okay. So handle differently. And in what way? What would
8 you -- how are they different?

9 A. The time it takes to, I guess, easier -- to get your -- the
10 orders you give to the vessel it takes a little bit longer on this
11 vessel. And power up is a little slower, I guess, I'm learning
12 now, and it's not like -- I guess I was comfortable in like the
13 maneuver that I did, I've done it plenty of times on the other
14 boats without, like a -- that's why when this happened I wasn't
15 scared. I wasn't like out of my element. I was more like mad at
16 what was going on because like I knew I had pointed the drives in
17 the right direction. I powered up when I needed to power up, and
18 it didn't do what I was familiar with. There was an unfamiliar
19 reaction to the vessel.

20 Q. Gotcha.

21 A. That's kind of what I guess (indiscernible) happened scared
22 really.

23 Q. That's understandable. Now, so when you -- how long -- like
24 this class of vessel -- so you were on the 30-75. What is this
25 one?

1 A. It's a 30-80.

2 Q. 30-80?

3 A. Gen3 30-80. So it's the earliest -- it's the most recent
4 (indiscernible).

5 Q. Okay. So when you got on the -- on this vessel, how long ago
6 or when did you get on this vessel?

7 A. Wednesday.

8 Q. On Wednesday. And that was the first time you've been on
9 this class of a vessel?

10 A. Yes.

11 Q. Okay. All right. And so since from Wednesday until -- I
12 mean, that's really like a day, right?

13 A. Yes.

14 Q. You've been on the vessel for like a --

15 A. Yeah. I guess, I -- how do you like -- I mean, I, you know,
16 I did, I took the job. So I set in the seat, and it's very
17 familiar. All the -- everything is familiar the same -- on the
18 other vessels. The way you angle the drives, it -- everything is
19 similar, but it, it doesn't handle as, unique -- I guess, that's
20 kind of, I guess, why the brain's thinking that I knew what I was
21 doing, but I clearly don't on this vessel, you know, like I
22 thought, you know, like it's all -- the similarity -- there's so
23 many similarities it's hard to make the judgment call when, when
24 you're the, the new guy. It's, yeah, I've done this. Everything
25 on here looks just like the other boat.

1 Q. For you -- were you told -- so you were trained, you were
2 trained under the master being on this vessel, right, like -- or
3 how does that work?

4 A. I guess I was never really, you know, he asked like do you
5 feel comfortable? Yeah. Of course I feel comfortable. It's the
6 same as the boat I just got off. It looks just like it. And I
7 did, I guess, three jobs prior to what happened, and it was a
8 little sluggish and slow, you know, but like that's part of like
9 getting used to it. And, you know, that, I guess, that, that job
10 is -- requires a little quicker response, a little more like, you
11 know. So like I felt when he, you know, when he asked me like do
12 you feel comfortable up here? Yeah, I do. It's -- I'm in my
13 comfort zone. Everything's --

14 Q. Seems familiar.

15 A. Yeah. But (indiscernible) characteristics are very
16 different.

17 Q. So but back to my question like so you were for all intents
18 and purposes you were under the master, right? Like or are you
19 guys two of the same position? I mean, he's the master, you're
20 the first mate, right?

21 A. Right.

22 Q. So essentially he's your supervisor onboard the vessel, and
23 then you're training under him or how does that work for you guys?

24 A. He's -- he is signed on to run master on this vessel. He's
25 not the normal master. He, I guess, he runs the mate on the --

1 usually he runs the mate's spot. So like because I worked with
2 him when I was on *Evelena*. He's like on the mate's spot on the
3 *Evelena*. He's the mate spot over here. So like I've worked with
4 him before, you know, doing similar jobs with different boats. We
5 hear each other on the radio so we know who we're working with,
6 and what they expect out of them. So like but, I guess like I
7 said, he's not the normal master on this vessel.

8 Q. So is he not allowed to sign off like, your training
9 procedures?

10 A. I wouldn't say not allowed. I would say that maybe a master
11 that -- a good normal master that he's, you know, he's not filling
12 in as probably shouldn't be doing (indiscernible).

13 Q. Can you explain that to me a little bit as far as like normal
14 master? And like I'm not sure, like in my mind -- let me just
15 hear me out. Like in my mind like a master is a master. So I
16 don't understand. Can you explain to me what the difference is?

17 A. I guess the regular master is the same. Captain comes back
18 to the same boat, same watch every single time.

19 Q. Okay.

20 A. And he's not one of -- he's not, I guess, I don't know where
21 -- maybe they needed him somewhere else. I don't even know
22 (indiscernible). I know who he is, but I didn't -- I haven't
23 talked to (indiscernible) totally clear. But and I know that
24 Fernando is -- he signed off master to run this vessel as master.
25 I don't know if he signed off to -- or I don't know what the -- if

1 there's a, a master qualification to sign off for a Z-drive or --
2 yeah, Z-drive.

3 Q. Okay. It seems like there's a little bit of a disconnect as
4 far as like is he, is he supposed to be here in the capacity of
5 overseeing you as, as someone who is learning the role
6 potentially?

7 A. I would say no.

8 Q. Yeah. And let me ask you this. When you came onboard and
9 everything, did he give you any kind of guidance as far as like,
10 hey, just giving you a heads up this vessel does not respond the
11 same as the other vessels so be aware of that?

12 A. Yeah. He watched me do several jobs.

13 Q. Okay.

14 A. You know, he was up here, you know, walked me through it.
15 Did one job by myself no problem. So like everything was -- so
16 far I felt pretty -- I was getting, I guess, a confidence comfort
17 level was building, but probably should not have done a stem job.
18 Plus (indiscernible) on that level of driving this boat
19 (indiscernible).

20 Q. Got you. Okay. So that kind of helps me to have an
21 understanding of, of kind of the background. Now, if you would,
22 just, just kind of like walk me through what happened. Like, give
23 me a timeline of, you know, hey, this is where I was at, this is
24 what I decided to do, radio communications with the vessel, if
25 there were any, and kind of just, just tell me what happened.

1 Walk me through it.

2 A. So get called out 2:30, I think it was, call was 2:30. Take
3 off, head that way, and we stop right around the corner here --
4 vessel at 87, 88 marker dot here. Ship makes contact with us.
5 Tells me, tells me center lead forward, okay, other tug center
6 lead aft, other tug takes off for the lineup, and then I get in
7 the middle of channel, and there's no traffic -- there was no
8 traffic on this (indiscernible). There's no inbound, outbound.
9 Just the ship coming. Sitting in the middle of the channel. As
10 he's getting closer, I turn the lights on (indiscernible), called
11 the guy on the deck and then I start making stern way. It's
12 coming up. Drives are straight back. Ship's coming at me, and
13 then he sits, you know, the ship's starting to get pretty close to
14 whatever. I started slowing down after I, I matched speed. So
15 we're both going this way, and then I start easing up, easing up,
16 easing up to it to the light. It's all the same maneuvers as the
17 other boats too. So that's the familiarity.

18 Q. Sure.

19 A. And so the speeds matched. The messenger comes down, Tristan
20 ties it off and sends it up, and then I start walking the winch
21 out, and feeding it up, and as I'm feeding it up like it's, you
22 know, like on bow it kind of -- the *Evelena* tracks -- it goes in a
23 straight line fairly well. You don't have to fight it, nothing.
24 This boat does not now that I know that, and it started getting
25 kind of squirrely a little bit, walking -- kind of going to the

1 port side. I was trying to get it back over, and it seemed, it
2 seemed like I kept needing to add power, and turn, keep turning,
3 add power, keep turning it because I was falling off down his
4 ship's starboard bow, and the line is still going up. Was trying
5 not to get too far down there because once the line goes up, other
6 problems could happen then -- like the guys up on deck if they're
7 still holding it, it could mess them up too. But -- getting my
8 thoughts here. Line's going up, and then, you know, I'm fighting
9 to kind of keep it or maneuver it right, you know, keep it in a
10 safe spot, and it just keeps, like, I guess, controls or -- it
11 was, it was taking more than I was accustomed to. More throttle
12 and more angle than I was accustomed to using. It seemed like it
13 was like this -- something's -- it needs more power and needs more
14 angle than I feel needed really. And then, I guess, like, I'm
15 like this is, you know, something's going on here. So I gave it
16 more power, you know, more power. Started angling over, and then
17 it, then it started yawing, and it started going the bow -- the
18 starboard bow caught the starboard bow of the ship as I was
19 cutting across. It angled quicker than I, I expected the power to
20 go back quicker than across, and it cut across before the power
21 got there, I guess.

22 Q. So essentially you were positioned so that you're coming
23 alongside them, but you're going to be bow-to-bow?

24 A. Right. I'm running --

25 Q Right? So you're running aft. And then as you made maneuver

1 to come to swing in front of them at the same time of gaining
2 distance it, it seemed to come over quicker than it gained
3 distance. So --

4 A. Right.

5 Q. Okay.

6 A. It came over quicker than -- instead of going up and over, it
7 came across and caught the bow. It more -- it didn't really catch
8 the bow. It hit, and that was the first big hit that I guess
9 Fernando felt, and it hit more than -- it landed, it hit pretty
10 hard.

11 Q. So it would hit starboard to --

12 A. Starboard-to-starboard.

13 Q. Starboard-to-starboard.

14 A. As I was cutting across.

15 Q. Okay.

16 A. And I had enough power on it, then the power showed up, and
17 it shot me kind of far out. Then that's when I'm trying to swing
18 back to come back in, and then that's when I'm over steering most
19 likely to get it back in, and then that's when I realized like
20 after that slap, slapping across the front, I've never done that
21 before. That's definitely not part of -- it's not what -- not
22 supposed to happen. And came full, full stern 'till like
23 realizing that this is going south pretty quick, and I had to get
24 out of there. And then I turned my drives that way to go out, and
25 it was -- it already routed, and it was already coming across this

1 way, and that bulbous bow was under the water, and that's --
2 grabbed the -- hit the Z-drive unit. Slap. Hit it, folded, and
3 then started going this -- and I was full stern as they hit, and I
4 was -- full stern is this way, and I was sliding this way. And
5 still -- and then I guess the -- that's when the mast caught the,
6 the arc of the bow, and it stopped me right there. And so then
7 more power moving this way and so --

8 Q. So were you up on the bulbous bow or, or, I guess it would be
9 hard for you to tell from here, right? I don't know.

10 A. Once that adrenaline dumps, it's really hard to like explain
11 what I was feeling.

12 Q. I got you.

13 A. Even if I explained it, it could be like off or like wrong.
14 I'm not trying to like not trying to bullshit or anything.

15 Q. No, no. I appreciate it. I can -- just --

16 A. Yeah. Once the stern came back and caught it, and I guess,
17 yeah, it probably went up. Felt like it, you know, it felt like
18 even though it was going this way, it dips on -- dips on that
19 side, it feels like -- I don't remember how -- don't remember it
20 dipping. I do remember it hitting though, and it slapping when it
21 slid down and stopping. And I had full astern trying to like
22 back out of it.

23 Q. So then how did you -- so now you're like kind of up on it,
24 and you're kind of caught in that where the, where the rig kind of
25 comes and meets the bulbous bow. Seems like it's kind of caught

- 1 into that. How did you get off of there?
- 2 A. I was not. I was straight sideways.
- 3 Q. Oh, you're straight to one side.
- 4 A. Pulled alongside.
- 5 Q. Okay.
- 6 A. I think that bulbous bow hit that drive, and that's what
7 folded me. Like I don't really remember -- like I remember
8 looking back, and I could see the anchor, I guess, I could see the
9 anchor right here. So like I -- we originally thought that we
10 were hung up in the anchor. That's what stopped -- what we
11 thought stopped us. And then once Fernando ran up here, you know,
12 he was looking out to see how we get out of this.
- 13 Q. Right.
- 14 A. And the anchor wasn't even touching the boat. It was
15 completely above the handrails.
- 16 Q. Okay.
- 17 A. So, yeah, we're completely sideways like --
- 18 Q. So it seems like, like here's your vessel, here's their
19 vessel, and you're trying to get ahead of them.
- 20 A. Right.
- 21 Q. And then you start to make your move to come over, and it
22 came over a lot quicker than you expected. That's when you had a
23 starboard-to-starboard hit or contact. That's where you collided
24 with it, and that kicked you around like this, right?
- 25 A. It had -- yeah. It had enough power, or, well, I had enough

1 power on it to where it was more of like I said a drag. So it
2 didn't really, it didn't really affect like, I mean, it obviously
3 did, but it -- I wasn't at a 90. I hit, and it drug. Like I
4 still had my drives facing away. So I was able to straighten up -
5 -

6 Q. Okay. So when --

7 A. -- on the --

8 Q. -- it did this, you were still able to kind of get ahead of
9 it?

10 A. Yeah, just like, like not a whole lot. Like, I mean, it
11 slapped, and it was just a little bit.

12 Q. But then as things were moving it kind of -- and then it did
13 this?

14 A. Yeah.

15 Q. Essentially.

16 A. And it --

17 Q. Okay. I'm trying to understand this.

18 A. Yeah, I know it was -- and that all happened pretty quick
19 too.

20 Q. I imagine. Okay. All right. And then at that point, that's
21 when Fernando, the Master, had come up to see what was going on.

22 A. Right.

23 Q. And at that point, you're already like side-to-side --

24 A. I was already --

25 Q. -- port-to-port now?

1 (Crosstalk)

2 A. Yeah, correct.

3 Q. And then he, he kind of like took over the controls or?

4 A. He -- I was still -- since we weren't moving, I -- full
5 astern he was like -- so just he went to -- wanted to look and see
6 like if we were hung on the anchor, what he needed to do to get
7 out, and then that's when I called the -- he stepped out -- called
8 the pilot. Hey, I need, I need to slow down. Like we're caught
9 in your anchor, having problems here. And then he came back
10 inside and then he relieved me. So he assessed what was going on,
11 then he came in (indiscernible).

12 Q. Okay. All right. And then who actually drove you, got you
13 kind of un-hung from that situation?

14 A. Fernando.

15 Q. So he took controls at that point?

16 A. Yeah.

17 Q. And then -- got you. Okay. All right. One other question I
18 have that -- I'm just -- because you kind of had mentioned about
19 -- at least it sounded to me that you after, after being in the
20 situation, and, and whatnot, that you weren't really comfortable
21 with this vessel as far as familiarity compared to what you were
22 expecting, and then what you ended up with in that maneuver and
23 that situation.

24 A. How do you tell somebody that's never been on this boat --
25 you allow them to say, yeah, I'm comfortable when they've never

1 been on the boat? But, I mean, I'm not putting that on Fernando
2 at all. Like he's excellent. I've worked with him like I've
3 worked with him across boats whatever. So like not putting that
4 on him, but like, I mean, shouldn't I have -- should I have been
5 crewed up on this boat to begin with as a mate? Maybe an MTO
6 would have been probably a better choice. But even, I hold the
7 license. I'm experienced on 20 -- 30-75s, that, you know, that
8 like I feel confident because I'm confident on that boat. I come
9 over here, and it's -- it is the same boat so I do have real
10 familiarity, but it's, it still is a different boat. I should not
11 have said -- I should not have taken the wheel on it, but that's
12 -- that does follow me. But at the same time, should I have been
13 placed in that position to make that choice even though I'm the
14 trainee? That's --

15 Q. So let me ask you this question. Is that -- because,
16 because you've been with the company for -- you had to get trained
17 up on the other boat, the 30-75, right?

18 A. Right.

19 Q. When you got trained up on the 30-75, and you were working
20 under a master or maybe a couple of them, I'm not sure, was --
21 would something like this have been -- is that kind of like the
22 standard practice kind of like, you know, sink or swim or, you
23 know, pushed out of the nest and fly and don't hit the ground?
24 Like --

25 A. That kind of falls on the master, the trainer.

1 Q. Okay.

2 A. If you've got personalities that collide, and you're the
3 trainee, and the master, it kind of, like, it's hard to like, you
4 know, put it squarely on the company because there's so many hands
5 involved in this. The company does rely on the masters to make --

6 Q. Decisions.

7 A. -- decisions. So it's kind of -- and also like the master is
8 supposed to make, break, you know, write decisions, take it back
9 to them so that they know how to, you know, like so it's -- there
10 is a lot of hands going on here that, you know.

11 Q. Let me, let me ask you, let me ask you in a different way.
12 Because you're -- I mean, being in your position, and getting to
13 your position you kind of like know what the roadmap is in front
14 of you, how to get there, like what you need to do to get there,
15 right? So in that process, so you have like a qualification
16 standard of -- for, for the platform or the vessel that you're on.
17 So for, let's say for example the 30-75. When you start out on
18 the 30-75, here's a list of performance factors that you need to
19 complete under the guidance of, of an authorized master --

20 A. Right.

21 Q. -- who can sign that stuff off, right? And as you go through
22 that, you're getting these things done. At a certain point then
23 you'll be -- and correct me if I'm wrong -- once that's all
24 completed, then you'll be given opportunity to be kind of by
25 yourself as like trial run, but there's still somebody here. And

1 eventually you're fully signed off. You're fully good to go. And
2 as long as they, they're confident in your abilities, and you've
3 got your stuff signed off, now you're afforded that position in
4 the company. Is that kind of like the order of events of how that
5 goes or is it mixed bag or how does that play out?

6 A. Yeah, that's how it's supposed to.

7 Q. Okay.

8 A. And at the same time like -- going down the list and checking
9 off. Like I can do one thing on that list, and get it checked
10 off. That doesn't make me proficient.

11 Q. Right.

12 A. So just because it's checked off, you know, I did it once,
13 like, I -- you know, and it says that I can do it, like, but that
14 one time maybe the current was running one way, and it was in my
15 favor, and then the next time I wasn't aware of something that,
16 you know, like, so it's -- it really is hard to put a piece of
17 paper to what somebody's knowledge is. Like they may -- but,
18 yeah, like you said, that is kind of -- that's the way it's
19 supposed to work.

20 Q. Okay.

21 A. As the master feels that you've done -- you are done it,
22 questioned you, and you're proficient in it, then they give you a
23 letter, the master signs it. It's supposed to be the same master
24 give you a letter that (indiscernible).

25 Q. So are you, technically, are you allowed to, to basically be

1 allowed be on your own driving the vessel without that letter?

2 A. Apparently. I'm on this boat without a 30-80 letter. I have
3 a 30-75 letter.

4 Q. Is that something that's acceptable if you have a letter on
5 one that it's like a blanket across the board?

6 A. That falls on -- crew coordinator, the master, the company,
7 the person that's actually -- yeah, I can do it, you know, like so
8 I mean -- bunch of -- I guess there needs to be somebody that
9 says, yes and no, and it seems like there's a bunch of -- yeah,
10 he can do it on this boat so he should be able to do it on this
11 boat. So and we need somebody on this boat so, yeah, I can go in,
12 you know. And they're obviously trying to mitigate that with the
13 ZDAR and they're trying to, trying to work on that.

14 Q. When you say ZDAR what does that, what does that mean?

15 A. A Z-Drive Assessment --

16 Q. Oh, okay, record?

17 A. Record.

18 Q. Got you. Okay. Real quick, can you tell me what were the,
19 what were the conditions that this -- early this morning as far as
20 like the weather conditions? What was the sea state? What was it
21 like?

22 A. Clear skies. It was a little bit windy because he ordered a
23 third tug, and when he had made the five mile down there, he
24 cancelled the third tug. So it was good. Like I said, no
25 traffic. Pilot did cancel the third tug. I guess because

1 (indiscernible) it was windy down, I guess, down around the
2 (indiscernible).

3 Q. What would you say it was approximately? Like 10 knots or?

4 A. 15, somewhere in there.

5 UNIDENTIFIED SPEAKER: You said 10?

6 LT [REDACTED]: Yeah.

7 UNIDENTIFIED SPEAKER: That's his coordinates.

8 LT [REDACTED]: This is your, okay, this is the assessment
9 checklist?

10 UNIDENTIFIED SPEAKER: Yes.

11 BY LT [REDACTED]:

12 Q. Okay. So looks like it was max speed of the current was
13 .45 knots. And visibility 10, 10 nautical miles. Wind speed 10
14 knots. So that -- would you say it's like pretty current or
15 common?

16 A. Yeah, it was -- it's fairly common, yeah. I mean, anything,
17 anything over a knot and a half kind of catches -- I guess knot
18 and a half is excessive here, and like that's like anything over a
19 knot really I take notice of.

20 Q. For current?

21 A. Yeah.

22 Q. And it was -- it looks like it says .45. So it was less than
23 half a knot.

24 A. Yeah.

25 Q. So it wasn't something that would get your attention.

1 A. These things walk sideways at three knots.

2 Q. Got you.

3 A. So that's (indiscernible).

4 Q. And visibility was, well, it says 10, 10 nautical miles. So
5 clear.

6 A. It was clear. I could see, I could see (indiscernible). I
7 could see my ranges five miles or five miles (indiscernible) past
8 it. So --

9 Q. Okay. All right. And what was your, what was your crew rest
10 as far as like leading up to that moment? Were you fairly well
11 rested?

12 A. Yeah. (Indiscernible) we had plenty of rest.

13 Q. Plenty of rest.

14 A. (Indiscernible) that morning I was, I was wide awake. Sleep
15 was not an issue. I had plenty of sleep. I wasn't tired.

16 Q. Okay. All right, sir. Well, I appreciate it. That's -- that
17 will conclude our interview. Do you have any questions for me
18 before we end?

19 A. Sorry I ruined your day. I don't -- try not to -- this is, I
20 guess, my first big incident. This is not like (indiscernible)
21 right now.

22 LT [REDACTED]: I understand. All right, sir, well, this is
23 going to conclude our interview. So I'm going to end it now.

24 (Whereupon, the interview was concluded.)

25

CERTIFICATE

This is to certify that the attached proceeding before the

UNITED STATES COAST GUARD

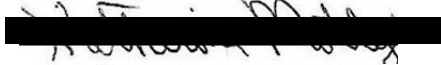
IN THE MATTER OF: TUGBOAT *GEORGE M* COLLIDES WITH
CONTAINERSHIP *MSC AQUARIUS* IN
HOUSTON, TEXAS ON APRIL 14, 2022
Interview of Ryan Landers

ACCIDENT NO.: DCA22FM015

PLACE: Houston, Texas

DATE: April 14, 2022

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Katherine Motley
Transcriber