

UNITED STATES COAST GUARD

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Investigation of: \*  
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ANCHOR DRAGGING PORT OF \*  
LOS ANGELES, CALIFORNIA \*  
ON JANUARY 25, 2021 \*  
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Transcript of the U.S. Coast Guard Recording of the  
Interview of: ROBERT LEDESMA, 2nd Mate, *Beijing*  
For the Coast Guard Marine Casualty Investigation

Onboard *Beijing*, Outer Anchorages

Friday,  
November 26, 2021

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I N T E R V I E W

(11:27 a.m. PST)

1  
2  
3 MR. ZWEIBACK: So the one thing I wanted to state so it's  
4 clear for the record or the recording just before start, it's  
5 obviously very difficult because we're all sitting here behind  
6 masks.

7 Mr. Ledesma does speak English pretty fluently. However, it  
8 is his second language and if you go fast, so I'd ask you to slow  
9 down in your questioning. It does make it difficult sometimes for  
10 him to understand the full question and to give you a complete  
11 answer.

12 So I think for efficiency's sake, I would just ask everyone  
13 to understand that given our COVID circumstances, it makes it  
14 difficult and also given the fact that Mr. Ledesma is not a native  
15 English speaker that we just ask you to be a little bit slower in  
16 your questioning.

17 He also understands it's voluntary and thank you for the  
18 comments that you made early. There may be points in time where  
19 he needs to clarify things with me --

20 UNIDENTIFIED SPEAKER: Sure.

21 MR. ZWEIBACK: -- and I've explained to him that, as you all  
22 understand the process, that that is completely permissible and  
23 that we will just simply take a quick break and step outside.

24 UNIDENTIFIED SPEAKER: Perfect.

25 MR. ZWEIBACK: I think with that, we're ready to go.

1 MR. LEDESMA: Okay.

2 UNIDENTIFIED SPEAKER: Mike?

3 MR. COYNE: Okay. I'm sorry. I'll take the lead. My name  
4 is Mike Coyne with Fish and Wildlife. I'm Dennis' counterpart.  
5 I'm an Oil Spill Prevention Specialist.

6 A little bit about myself. I'm a master mariner. I have  
7 dragged anchor before. I understand how that goes and what the  
8 tempo is like on the bridge when that happens. I've had my anchor  
9 chain break, set adrift. So I kind of have a concept of what  
10 might've happened to you that day on January 25th.

11 MR. LEDESMA: Yes, sir.

12 MR. COYNE: But that's just a little bit about my background.  
13 I'm going to go through these questions and I'm going to just kind  
14 of read off the -- I have a couple categories. First one we were  
15 going to ask is about your experience and qualifications. We've  
16 got several questions about that.

17 I'm going to ask about your watching standing duties --

18 MR. LEDESMA: Yes.

19 MR. COYNE: -- for the ship as they pertain to January 25th.

20 MR. LEDESMA: Yeah.

21 MR. COYNE: And then we're going to get into some specific  
22 questions about January 25th.

23 MR. LEDESMA: Okay.

24 UNIDENTIFIED SPEAKER: And just to make clear, we understand  
25 that it's been awhile. All we ask is to answer to the best of

1 your recollection, yeah.

2 MR. LEDESMA: Okay.

3 UNIDENTIFIED SPEAKER: That's all we ask.

4 MR. LEDESMA: Okay, sir.

5 MR. ZWEIBACK: And I've explained to him that there are going  
6 to be things he doesn't remember --

7 MR. COYNE: Yeah.

8 UNIDENTIFIED SPEAKER: -- and that I don't recall or I don't  
9 remember are perfectly permissible answers.

10 MR. COYNE: Yep.

11 MR. ZWEIBACK: You're only here to get the truth. He wants  
12 to give you a truthful statement. So he -- thank you for that.

13 MR. COYNE: Okay. So with that, I'll begin.

14 INTERVIEW OF ROBERT LEDESMA

15 BY MR. COYNE:

16 Q. Well, you already answered the first question. We know your  
17 name. So the second question is, how long have you been a  
18 licensed mariner?

19 A. I've been second officer since 1997, sir.

20 Q. 1997? Okay. So that -- is it the Philippine government that  
21 issued your license?

22 A. Yes, sir.

23 Q. Or not Liberia or --

24 A. Philippine license.

25 Q. Philippine license?

1 A. Yeah.

2 Q. What license do you current have now, a chief mate or --

3 A. Second officer.

4 Q. Second officer, and do you normally sail as second officer --

5 A. Yes, sir.

6 Q. -- routinely? Okay. Can you briefly describe very generally  
7 the duties of a second officer?

8 A. Yes, sir. Second officer was designated by the master to be  
9 the navigating officer. I was -- I am responsible for making this  
10 passage planning and after a while, the master will review it and  
11 maybe he will some comment to change some other things. The final  
12 decision is on the master.

13 So at the -- during navigation, my duty's from 12:00 midnight  
14 to 4:00 in the morning and in afternoon from 12:00 noon to 4:00 in  
15 the afternoon. So --

16 Q. Okay.

17 A. -- I am in charge of (indiscernible) this GMDSS radio and  
18 (indiscernible).

19 Q. Very good. Have you ever been a part of an anchor detail or  
20 going to the bow to let go of the anchor or pick up the anchor?

21 A. Yeah. Mostly the chief officer always assigned to the  
22 forward.

23 Q. Okay. Mostly?

24 A. Yeah, mostly.

25 Q. But have you ever gone to the bow to help?

1 A. At that time, the -- on the 25th, I was -- only watch in the  
2 bow.

3 Q. Okay.

4 A. I was told by captain to go the bow.

5 Q. Did you think that was unusual to go to the bow for the  
6 second mate or was that generally accepted?

7 A. Yes, unusual because it's always the chief officer --

8 Q. Okay.

9 A. -- assigned there. But during the time and the master  
10 ordered me to go immediately to the bow.

11 Q. Do you have an understanding of the captain's -- why you were  
12 sent to the bow?

13 A. As I understand he -- it's done in an emergency cases, he  
14 want immediately some officer --

15 Q. Okay.

16 A. -- stand by in the forward.

17 Q. Okay. You were answering several questions that  
18 (indiscernible) so I'm crossing some off the list as we move  
19 along. Have you trained or practiced for emergency scenarios  
20 either at any time in your career for, like, inclement weather,  
21 high winds or anchor dragging or --

22 A. Yes, sir. We are following this master order in case of some  
23 anchor dragging or bad weather.

24 MR. ZWEIBACK: Did you understand his question though, which  
25 was do you have any specific training in bad weather or how to



1 deal with bad weather or high winds separate and apart from what  
2 you were told.

3 MR. LEDESMA: Uh-huh.

4 UNIDENTIFIED SPEAKER: But any other experience or training?

5 MR. LEDESMA: Well, in Philippines it's only a little video  
6 showing but not really a training. Not really.

7 BY MR. COYNE:

8 Q. Okay, no shipboard emergency drills or any drills?

9 A. We have some drills but for alcohol, drugging. We don't have  
10 drill for this anchor dragging.

11 Q. On the -- you have an electronic chart system onboard here,  
12 is that correct?

13 A. Yes, sir.

14 Q. Is there a J -- what brand is it? Do you remember?

15 A. GRC.

16 Q. GRC. Do you recognize the symbol for a pipeline on --

17 A. Yes, sir.

18 Q. And can you describe generally what that symbol on that unit  
19 looks like?

20 A. Yeah. It's color red and with circle with some that's  
21 around --

22 Q. I got it.

23 A. -- (indiscernible).

24 Q. Yeah. Okay, and thank you. On January 25th, you were --  
25 this vessel at the beginning of the day was anchored and you had

1 -- there was a pipeline that was about a half mile away -- half  
2 nautical mile. Did you know that pipeline was near?

3 A. Yes, sir. I know that.

4 Q. Did you express any concerns to anyone about being anchored a  
5 half mile away from a pipeline?

6 A. Yeah, a little. I am concern about that.

7 Q. You had your concerns?

8 A. Yeah.

9 Q. Did you tell anybody?

10 A. When I came onboard on my duty, they already drop anchor in  
11 that position.

12 Q. Yeah.

13 A. So the master decided to drop there. But as I remember,  
14 before we drop anchor we ask permission to the San Pedro Traffic.  
15 But I was not there when the --

16 Q. You were not there.

17 A. -- that happened. When I came on board, I on the bridge.  
18 They already drop anchor. So --

19 Q. Okay.

20 A. -- it was master decision to --

21 Q. Uh-huh.

22 A. -- to drop on that (indiscernible).

23 Q. Yes. Okay. What day did you come onboard the ship?

24 A. I was came onboard on the ship last December 9, 2020.

25 Q. You've been onboard a long time?

1 A. Yes, sir.

2 Q. Is -- how long have you been waiting for relief?

3 A. Since they planned to relieve me last June, July, August  
4 until -- until now.

5 Q. Is that because of COVID?

6 A. Yeah, COVID. No port of convenience.

7 Q. Yeah. Can you explain the process for determining if a ship  
8 is dragging anchor?

9 A. Yes, sir. After dropping the anchor, we set this anchor  
10 watch alarm on the electronic --

11 Q. Uh-huh.

12 A. -- on the ECDIS and we set this alarm depending on the length  
13 of the chain, we have a drop. So if the vessel touch this circle,  
14 the radius, they -- this will trigger an alarm. It will be -- it  
15 will blink light and it will -- eventually this alarm anchor is  
16 dragging.

17 Q. It blinks? Is there an audio? Does it make a sound?

18 A. Yeah, there's an audio.

19 MR. COYNE: All right. I'm just marking off some questions  
20 because you already answered them.

21 BY MR. COYNE:

22 Q. A little bit about watch standing. What are your normal  
23 duties, routine duties as a watch officer when you're anchored?

24 A. Yes, sir. We are always checking this anchor. How early my  
25 colleague, the AB on duty, reporting what is the chain direction.

1 Q. Uh-huh.

2 A. But usually I am only touring the position, like, the GPS,  
3 the radar and the ECDIS.

4 (Pause.)

5 BY MR. COYNE:

6 Q. I'd like to ask some -- now get into some specific questions  
7 about January 25th. But first, have you ever -- besides January,  
8 before January, have you ever dragged anchor before?

9 A. No, sir.

10 Q. On January 25th, do you recall any discussions about letting  
11 go a second anchor?

12 A. No, sir.

13 Q. Do you recall any discussion about paying our more chain?

14 A. No, sir.

15 Q. Was any chain -- any additional chain payed out?

16 A. No, sir.

17 Q. Okay. We understand that there was a problem heaving the  
18 anchor home on January 25th?

19 A. Yes, sir.

20 Q. Can you talk a little bit about what was the problem?

21 A. Yes, sir. I was in forward before we hear about the anchor  
22 and the captain told me that to stand by and wait for instruction  
23 before heaving up because we are waiting for the engine to be  
24 ready.

25 Q. Uh-huh.

1 A. Then later on when the engine is ready, he told me to start  
2 heaving up the anchor. So I order bosun to open brake and remove  
3 the -- the lap, the stopper, then start heave up, the anchor. He  
4 started heaving anchor. It's already slack but very slow, heaving  
5 up very slow.

6 So the bosun told me that it's very slow. I told him just  
7 continue heaving --

8 Q. Uh-huh.

9 A. Then while we are heaving, I am reporting to the master what  
10 is the direction of the chain. So at that time, the wind is  
11 really strong. It's almost, like, 20 out of the ship holding and  
12 later on, a few minutes, maybe three or maybe five minutes and it  
13 should only be five minutes, we stop heaving.

14 The motor lose -- I lose contact or no power --

15 Q. Uh-huh.

16 A. -- and later on, it will heave up again, then lose contact  
17 again. So I reported to the master that, "We cannot heave up.  
18 The motor is sometimes lose the power." He said, "Try again." I  
19 said, "We can -- we cannot heave up anymore." So he called  
20 electrician and maybe about five or 10 minutes after, the chief  
21 mate arrived first, then the second electrician arrive also.

22 Then later on, they are talking with the radio with their own  
23 language. The --

24 Q. Croatian?

25 A. -- Ukrainian language.

1 Q. Ukrainian?

2 A. So, but I still reporting the position of the anchor -- the  
3 chain because captain is adjusting, not to be very tight using the  
4 engine and the bow thruster. So later on, we heave up again  
5 slowly, then stop again. The electrician going down maybe some  
6 reset. I'm not sure what they are doing.

7 Then we can heave up slowly, then stop again. So maybe  
8 something wrong with the motor.

9 Q. Uh-huh.

10 A. Then later on, the other chief officer was in charge already.  
11 I'm other in charge reporting the direction of the chain. So the  
12 chief mate is reporting to the captain and they are talking with  
13 the electrician. So later on, heave up a little bit, stop, little  
14 heave up, then stop then.

15 Until we stop already, we cannot heave up. So maybe already  
16 past 5:00. We cannot heave up anymore. Then after 7:00, captain  
17 told me to go back to the bridge. So I don't know what happened  
18 in there in forward anymore. I was told to go back to the bridge.

19 So captain told me to make the statement of fact, a rough  
20 draft in the computer. So --

21 Q. Uh-huh.

22 A. -- and make some statement of fact. Then I show to him and  
23 he correct it, correct, correct. Then I make again until --

24 MR. ZWEIBACK: Why don't you let him ask the next question.

25 (Laughter.)

1 MR. COYNE: He's going through all my questions.

2 MR. LEDESMA: Go ahead.

3 UNIDENTIFIED SPEAKER: No, nothing wrong with that.

4 MR. COYNE: Yeah. Thank you, though. It's very, very  
5 informative.

6 BY MR. COYNE:

7 Q. Did you ever see or give the -- or at any time, did it seem  
8 like the anchor chain was under -- or windlass was under excessive  
9 strain like it was laboring, like, it was --

10 A. No, sir.

11 Q. So it was working fine and then --

12 A. Working fine but it lose power.

13 Q. It just would lose power?

14 A. Yeah.

15 Q. All right. Okay. Now let's talk about that day. You're  
16 standing the 4:00 to 8:00. You stand the 4:00 to 8:00 watch?

17 A. 12:00 to 4:00.

18 Q. 12:00 to 4:00?

19 A. 12:00 to 4:00.

20 Q. Excuse me, and you come up on the bridge. At what point did  
21 you learn that the ship was actively dragging anchor?

22 A. Around -- maybe around 15 minutes before 4:00.

23 Q. Okay.

24 A. About because I'm about to fall -- wake up call for the chief  
25 officer.

- 1 Q. Okay.
- 2 A. So the ECDIS alarm, when I see it dragging and I immediately  
3 call the master that we are inform him anchor about the dragging.
- 4 Q. So you relieve the second mate?
- 5 A. Yes. I am the second mate.
- 6 Q. Pardon me. I mean who stood the -- did the 4:00 watch?
- 7 A. The chief mate is about relieve to me 4:00, but when captain  
8 send me forward a few minutes ago, he called the third officer  
9 to --
- 10 Q. Okay.
- 11 A. -- stay on the bridge.
- 12 Q. So it was the chief mate that was on watch from midnight to  
13 4:00?
- 14 A. From midnight to 4:00, I am the watch.
- 15 Q. You were --
- 16 A. I -- the time dragging is 15 minutes before 4:00.
- 17 Q. Gotcha. Let me try -- I'll try to rephrase. Okay. You -- I  
18 understand you stand the 4:00 to 8:00?
- 19 A. No, 12:00 to 4:00.
- 20 Q. You stand 12:00 to 4:00?
- 21 A. Yeah.
- 22 Q. Okay.
- 23 A. 12:00 to 4:00.
- 24 Q. Okay. Never mind. I've got it straight now. Sorry. On my  
25 ships, the second mate stood the 4:00 to 8:00. That's a



1 preconceived notion that I had. All right.

2 UNIDENTIFIED SPEAKER: You said you relieved the third mate?  
3 I didn't hear that.

4 MR. LEDESMA: I relieved the third mate midnight.

5 UNIDENTIFIED SPEAKER: Okay.

6 MR. LEDESMA: I took the watch 12:00 to 4:00.

7 UNIDENTIFIED SPEAKER: Thank you.

8 BY MR. COYNE:

9 Q. And you notified the captain once you realized you were  
10 dragging --

11 A. Yeah.

12 Q. -- anchor?

13 A. Immediately I called the captain.

14 Q. Did the captain come right up?

15 A. Yes, sir. He come immediately.

16 Q. Do you recall what the captain's response, what actions did  
17 he take?

18 A. When I advise him --

19 MR. ZWEIBACK: At what point?

20 BY MR. COYNE:

21 Q. Upon arriving on the bridge assessing the situation? What  
22 was -- did he give -- did he seem in command or did he give  
23 orders? Do you remember?

24 A. Yeah. When I call him about the anchor dragging, he told me  
25 that, "Call the engine (indiscernible) immediately."

1 Q. Do you recall receiving weather reports prior to January  
2 25th? Did you understand that the winds were going to pick up,  
3 become strong that day?

4 A. Prior to January 25, the weather is good. I think no  
5 forecast for bad weather.

6 Q. So you thought the weather was going to be good on January  
7 25th?

8 A. Yes, sir.

9 Q. Do you recall receiving a VHF communications with the VTS on  
10 January 25th about how the second anchor ready to let go, put your  
11 engines on standby? Do you remember?

12 A. I recall some broadcasting that they are expecting that the  
13 wind will be going stronger --

14 Q. Uh-huh.

15 A. -- and I'm not sure that the order to make the second anchor  
16 ready. But normally that will be. They say that we are expecting  
17 the weather will be -- the wind will be getting stronger, so be  
18 careful. Check your anchor position and be ready with your engine  
19 -- standby your engine and be ready anytime.

20 Q. And at that time were both anchors, anchor windlass fully  
21 operational?

22 A. Yes, sir. Yes.

23 UNIDENTIFIED SPEAKER: Follow up on the windlass. Were there  
24 any problems with the anchor motor prior to January 25th  
25 (indiscernible)?

1 A. No, sir. No report.

2 MR. ZWEIBACK: So you didn't observe any issues with  
3 -- do you understand the question?

4 MR. LEDESMA: Yes, sir.

5 MR. ZWEIBACK: Okay. You did not observe any issues with the  
6 motor prior to the 25th?

7 MR. LEDESMA: No, sir.

8 MR. ZWEIBACK: (Indiscernible).

9 BY UNIDENTIFIED SPEAKER:

10 Q. I understand that you're not the ankle -- anchor windlass  
11 expert, but was not aware of anything?

12 A. Yeah.

13 Q. When you're at anchor and you're taking -- fixing the  
14 vessel's position, is there -- where do you record that  
15 information?

16 A. In the bell book, sir.

17 Q. In the bell book.

18 BY MR. COYNE:

19 Q. Okay. I think I may be asking a question I may have already  
20 asked, but so bear with me. At any time was the second anchor  
21 prepared to let go?

22 A. No orders, sir.

23 Q. No orders.

24 BY UNIDENTIFIED SPEAKER:

25 Q. Sorry. Was it prepared to let go but you never got the order

1 or --

2 A. Yeah. It's ready to let go but no order.

3 Q. It was ready. Okay.

4 A. Yeah.

5 BY MR. COYNE:

6 Q. Do you recall if there was any consideration or talk about  
7 just paying out more chain?

8 A. No, sir.

9 MR. ZWEIBACK: Not that you heard?

10 MR. LEDESMA: Yeah. I didn't hear.

11 BY MR. COYNE:

12 Q. So you were on the bow most of the -- during this period so  
13 you would not -- do you know of any VHF conversations that the  
14 master may have had --

15 A. No, sir.

16 Q. -- during this period?

17 MR. ZWEIBACK: With respect to the anchor?

18 MR. COYNE: The anchor dragging.

19 MR. ZWEIBACK: Yeah.

20 BY MR. COYNE:

21 Q. Who is on the bow with you on January 25th?

22 A. The bosun, the OS, one AB, and later on chief mate and  
23 electrician.

24 Q. Do you recall if anyone -- there was any talk about perhaps  
25 maybe the anchor might be stuck on the pipeline?

- 1 A. I didn't heard any talking about that.
- 2 Q. No discussion about that?
- 3 A. No discussion.
- 4 Q. It was the port anchor, correct?
- 5 A. Yes, sir.
- 6 Q. Do you always use the port anchor?
- 7 A. The last time use the starboard.
- 8 Q. Are both anchors, anchor windlass and chains, fully  
9 operational today?
- 10 A. Yes, sir.
- 11 Q. That you're aware of?
- 12 A. Yes.
- 13 Q. Okay. Do you believe that on January 25th it took longer to  
14 heave up the anchor?
- 15 A. Yes, sir.
- 16 Q. And for reasons I think you've already described. I  
17 understand you were on the bow, but did it seem like the master  
18 was using a lot of bow thrust order, engine orders, that were  
19 uncharacteristic, not normal for heaving an anchor?
- 20 A. I think it's normal so if the chain is very tight --
- 21 Q. Yeah.
- 22 A. -- you want to slacken the chain so you have to use the  
23 engine.
- 24 Q. Uh-huh.
- 25 A. -- and if the bow is also moving away from the anchor --

1 Q. Uh-huh.

2 A. -- he also moving this bow closer that not to put the weight  
3 on the -- the windlass.

4 Q. Sure. Yeah. So it seemed normal to you on January 25th, the  
5 captain's maneuverings?

6 A. It's captain on the bridge, he can see the -- the position of  
7 the vessel and we are reporting the direction and the --

8 Q. Uh-huh.

9 A. -- tension of that, sir. So it's his decision to use the  
10 engine and the bow --

11 Q. Sure. Sure.

12 A. -- thruster as much --

13 Q. I understand. I was just curious if you thought it was not,  
14 you know, more than --

15 A. Yeah.

16 Q. -- than it should have or was it just a general -- just did  
17 it seem normal? Does that anchor -- bringing up that anchor seem  
18 normal?

19 A. Yeah.

20 Q. It did?

21 A. Yes, it's normal using the engine and the bow thruster.

22 Q. I believe you started that day with six shots at the water?

23 A. Yes, sir.

24 Q. Or shackles? You call them shackles or --

25 A. Yeah, shackles. Shackles.

1 Q. So there was no -- you had no kind of indication that your  
2 anchor may be stuck on something?

3 A. I'm not sure, but I do not find any indication that the  
4 anchor was stuck.

5 Q. And the captain gave the order to heave anchor?

6 A. Yes, sir.

7 Q. So during the mid to 4:00 watch, the wind must've been  
8 picking up and becoming stronger --

9 A. Yes, sir.

10 Q. -- increasing? Did you think about the need to put out more  
11 anchor -- anchor chain?

12 A. I'm --

13 Q. For, like, rough weather?

14 A. Yeah. At the time, for me, I think we need a little -- be  
15 out a little bit but, again, it's for the captain also decision to  
16 --

17 Q. Sure.

18 A. -- be out of (indiscernible).

19 Q. Sure. Do you think the captain may have known the weather  
20 was -- the wind was going to be strong that day or was he  
21 surprised do you think the wind was strong?

22 A. I think he surprised because from the previous day, the  
23 weather is good.

24 Q. You were anchored in a position SF12. Do you recall that  
25 position, SF12, on the chart for that charted position?

1 A. In the time of 8:00 to 12:00?

2 Q. Back in January 25th, the anchor -- where you were anchored  
3 was next to the pipeline on January 25th. Do you think the ship  
4 may be too big for that anchorage considering how close it is to a  
5 pipeline?

6 A. I'm not sure with this but the vessel is really too big. But  
7 as I said, I do not hear the confirmation from the San Pedro  
8 Traffic --

9 Q. Yeah. Yeah.

10 A. -- because before we drop -- before the vessel drop anchor,  
11 we always ask permission to the -- San Pedro Traffic --

12 Q. Uh-huh. Uh-huh.

13 A. -- the drop on this position --

14 Q. Yeah.

15 A. -- and I think we San Pedro Traffic also give that position.

16 Q. Yeah. Yeah.

17 A. (Indiscernible) that position.

18 Q. Just in your opinion, if you had to go back -- if they said  
19 go to that same location and drop your anchor with this ship, you  
20 know, if you were in charge, what would you do?

21 A. I will not drop anchor in that position.

22 Q. No. Okay.

23 A. Maybe I will stay about four miles or more from the pipeline.

24 Q. Do you think the anchor locations are too close to the  
25 pipeline?



1 A. I think --

2 MR. ZWEIBACK: His personal opinion?

3 MR. COYNE: His personal.

4 MR. ZWEIBACK: Okay.

5 MR. COYNE: His professional --

6 MR. LEDESMA: Yeah.

7 MR. COYNE: -- opinion.

8 MR. LEDESMA: For dropping on that position, I think maybe a  
9 little bit close to this --

10 MR. COYNE: Yeah.

11 MR. LEDESMA: -- half mile is close.

12 BY MR. COYNE:

13 Q. I've got more questions here on collision avoidance. We  
14 understand you were not -- this ship was not the only ship that  
15 dragged anchor that day.

16 A. Yes, sir.

17 Q. There was two other ships near you -- near your vessel that  
18 were dragging anchor. Were you concerned about those other  
19 vessels?

20 A. Yes, sir.

21 Q. Do you think that somehow those -- the other vessels played a  
22 role in the captain's decision making? Was he concerned about  
23 those other vessels were going to hit him?

24 MR. ZWEIBACK: Do you want him to speculate this?

25 MR. COYNE: Yeah, I guess it would be speculative.

1 MR. LEDESMA: I'm not sure (indiscernible).

2 MR. COYNE: (Indiscernible).

3 MR. ZWEIBACK: Ask the question.

4 MR. COYNE: Never mind. Never mind.

5 MR. ZWEIBACK: Yikes.

6 MR. COYNE: No need to rephrase. I don't do this every day

7 so --

8 MR. ZWEIBACK: No.

9 MR. COYNE: -- so bear with me.

10 MR. ZWEIBACK: Understood.

11 MR. COYNE: (Laughs.)

12 BY MR. COYNE:

13 Q. Do you know of any avoidance action that had to be taken by  
14 this ship because --

15 UNIDENTIFIED SPEAKER: Let me rephrase that.

16 MR. COYNE: Okay.

17 BY UNIDENTIFIED SPEAKER:

18 Q. When you were on watch, did you have to deal with any vessel  
19 avoidance?

20 A. Yes, sir. We are monitoring each vessel around the -- and  
21 also not only our position. So if ever some vessel dragging  
22 beside us, we are calling this vessel that you are dragging  
23 (indiscernible).

24 Q. And --

25 A. But we have called some radios that (indiscernible) three

1 cables that if they come more closer, we will alert the official  
2 traffic and the vessel jus that the vessel is dragging. So --

3 Q. So on that January 25th, did you contact any other vessels?

4 A. No, sir.

5 (Pause.)

6 MR. ZWEIBACK: Just to be clear, he, himself, did not contact  
7 any --

8 MR. COYNE: Right, right.

9 MR. ZWEIBACK: -- other vessels.

10 MR. COYNE: Correct. Correct.

11 MR. ZWEIBACK: You don't know if anyone else may have  
12 contacted?

13 MR. LEDESMA: Yes, sir, I do not.

14 BY UNIDENTIFIED SPEAKER:

15 Q. That they under -- while you were watch, you didn't -- you  
16 were up on the bridge on watch from midnight to 04?

17 A. Yes, sir.

18 UNIDENTIFIED SPEAKER: He was on watch, but he wasn't on the  
19 bridge.

20 UNIDENTIFIED SPEAKER: Oh.

21 UNIDENTIFIED SPEAKER: He was on the bow.

22 UNIDENTIFIED SPEAKER: Thank you for clarifying.

23 BY UNIDENTIFIED SPEAKER:

24 Q. From -- no, no, from midnight to 04, your normal watch --

25 A. From midnight to 3:45 --

- 1 Q. Correct. Correct.
- 2 A. -- 3:45 only.
- 3 Q. Correct.
- 4 A. Because when the drag -- anchor dragging around 3:45 or 3:50.
- 5 UNIDENTIFIED SPEAKER: Well --
- 6 UNIDENTIFIED SPEAKER: So you (indiscernible) --
- 7 UNIDENTIFIED SPEAKER: -- I'd like to clarify this question.
- 8 BY UNIDENTIFIED SPEAKER:
- 9 Q. Where were you? Were you up on the bridge or on the bow?
- 10 A. I was on the bridge from midnight to around 3:45 or 3:50.
- 11 Q. Right. Then you were directed by the master --
- 12 A. To go to the bow.
- 13 Q. -- to go to the bow?
- 14 A. Yeah.
- 15 Q. While you were on watch up on the bridge, you didn't have to
- 16 contact any other vessels --
- 17 A. I --
- 18 Q. -- or Vessel Traffic Service --
- 19 A. No, sir. I didn't.
- 20 Q. -- (indiscernible) proximity? Okay.
- 21 BY MR. COYNE:
- 22 Q. A quick question about the Vessel Traffic Service. On
- 23 January 25th, did you find the Vessel Traffic Service helpful?
- 24 A. What helpful?
- 25 Q. For they -- uh, do they provide good guidance?

1 A. Yes, sir.

2 Q. The Vessel Traffic Service did?

3 A. Yes, sir. Yeah. They are providing good data.

4 MR. ZWEIBACK: As to what?

5 MR. COYNE: As to the weather and preparing a second anchor  
6 to let go and put your engines on standby? Were they helpful  
7 or --

8 MR. ZWEIBACK: Did they provide guidance with respect to  
9 that?

10 MR. LEDESMA: They are forecasting this that --

11 MR. COYNE: They were forecasting?

12 MR. LEDESMA: -- our engine must be on standby and the other  
13 anchors on standby in case of emergency use the other anchor.

14 BY MR. COYNE:

15 Q. Do you normally leave the NAVTEX on in port while you're at  
16 anchor? The NAVTEX?

17 A. Yes, sir.

18 Q. Is it on --

19 A. Yes.

20 Q. -- during anchor?

21 A. Yes, sir.

22 Q. And what about for INMARSAT-C, is it on during anchor?

23 A. Yes, sir.

24 UNIDENTIFIED SPEAKER: I have a question.

25 BY UNIDENTIFIED SPEAKER:

1 Q. You were down -- you went down to the bow of the ship and the  
2 chief officer who was relieving you of watch at 04, right?

3 A. Yeah. He's about to relieve me 4:00.

4 Q. So and then the chief was down on the bow with you?

5 A. Before 4:00, I was ordered to go to the bow. I went -- I  
6 arrive in the bow first.

7 Q. Okay.

8 A. And the chief officer arrive about maybe after, after 10 to  
9 15 minutes.

10 Q. Okay. Okay, and then do you know, at that time, who was on  
11 the bridge?

12 A. It's captain and AB, but I don't remember -- I don't see that  
13 the third mate was there but when I arrive -- when I came back to  
14 the bridge, I see this bell book was written the third mate since  
15 4:12, I think, 0412, the third was the one logging this in the  
16 bell book. So --

17 Q. Okay.

18 A. -- master called the third mate at that time I go to the  
19 forward.

20 Q. Do you know if there was any type of near miss report filed  
21 with your shop, with your company?

22 A. I did not see, sir.

23 Q. Okay.

24 A. I'm not sure.

25 Q. You -- the anchor windlass, we understand they took the

1 electric motor off the starboard anchor windlass and put it on the  
2 port anchor windlass?

3 A. Yes, sir.

4 Q. When did they fix the starboard -- go back and fix the  
5 starboard anchor windlass motor?

6 A. I'm not quite sure what date they fix the starboard  
7 because --

8 Q. Did you come into port with only one functioning anchor?

9 A. Yes, sir. Only one functioning.

10 Q. Oh, okay. Do you know if a report was made to the Coast  
11 Guard about your one functioning anchor?

12 A. I could not -- I don't know sir.

13 Q. You don't know. That might be a captain --

14 A. Yeah.

15 Q. -- office type thing.

16 A. Yeah.

17 Q. Okay. Are you aware of any conditions of class about that  
18 only having one anchor?

19 A. I'm not sure, but --

20 Q. Okay.

21 A. -- but maybe. I'm not --

22 Q. (Indiscernible). Yeah. It's more of a (indiscernible)  
23 executive management thing. Is there anything you would like to  
24 add, any personal comments?

25 A. No, sir.

1 Q. Okay.

2 A. Yeah.

3 MR. COYNE: Fellas, any questions to ask?

4 UNIDENTIFIED SPEAKER: (Indiscernible) questions. Paul, any  
5 follow up questions?

6 MR. ZURAWSKI: We have a few clarifying ones. Is that okay?

7 UNIDENTIFIED SPEAKER: Yeah.

8 MR. ZURAWSKI: Thanks.

9 BY MR. ZURAWSKI:

10 Q. So this is Special Agent Paul Zurawski. I'm showing you a  
11 copy of some documentation we received from the vessel. I'm just  
12 trying to clarify that this is the bill book you're talking about?

13 A. Yes, sir.

14 Q. It's not listed with a page number, but it's just a bill  
15 book --

16 A. Yeah, yeah.

17 Q. -- right? Yeah, it's a bill book?

18 A. Yeah.

19 Q. So out of curiosity will bill books, do you guys have, like,  
20 an internal policy that states how frequently the books should get  
21 updated and by who?

22 A. We usually make some normal entry every one hour in during  
23 the anchorage.

24 Q. Gotcha.

25 A. Yeah.



- 1 Q. The reason I'm asking is because I see an entry on here from  
2 January 21st -- or excuse me -- January 24th, 2021, which runs  
3 until about 1600 hours and then there's a --
- 4 A. An already --
- 5 Q. -- a gap --
- 6 A. Yeah.
- 7 Q. -- from 1600 hours on that day to 0416 hours on the 25th --
- 8 A. Yes, sir.
- 9 Q. -- and you took watch starting midnight --
- 10 A. Yeah.
- 11 Q. 0000 hours on the 25th, correct?
- 12 A. Yes, sir.
- 13 Q. Was there any information that needed to be plotted in the  
14 bill book from the time you took watch to --
- 15 A. Yeah.
- 16 Q. -- 0400 hours?
- 17 A. Yes, sir. We write down this directed the deck logbook not  
18 anymore in the bell book, sir.
- 19 Q. Oh, the big, larger --
- 20 A. The big --
- 21 Q. -- logbook?
- 22 A. -- (indiscernible), yeah. So --
- 23 Q. Okay. So that wouldn't --
- 24 A. -- from --
- 25 Q. -- be in the book?

1 A. Yeah. Yeah. We write down everyone in the bell book -- deck  
2 logbook. Not anymore in the little bell. Direct to the deck  
3 logbook.

4 Q. Oh, there's another logbook?

5 UNIDENTIFIED SPEAKER: Is -- Glen, is that the one that you  
6 stipulated that there might times or something the line that you  
7 guys are --

8 MR. PIPER: I'm not -- honestly, I'm not sure what -- so, I'm  
9 sorry, what's the time period gap that you referred to?

10 MR. ZURAWSKI: Yeah. So we go on the -- it's handwritten  
11 here. It's January 24th, it picks up some time there and it goes  
12 until 1600 hours on that day --

13 MR. PIPER: Uh-huh.

14 MR. ZURAWSKI: -- and then we have January 25th written in  
15 here and it starts at 0416 hours.

16 MR. LEDESMA: Yeah.

17 BY MR. ZURAWSKI:

18 Q. So I'm just kind of curious because when you came onto watch  
19 at midnight --

20 A. Yes, sir.

21 Q. -- how was the weather state at that point?

22 A. The weather is -- the wind -- the Beaufort Scale around 4,  
23 Beaufort 4 about maybe 15 knots on this.

24 Q. So nothing crazy, severe at that point?

25 A. Nothing crazy, sir, yeah. It's the weather is okay.

1 Q. Okay, and, again, to clarify. About what time did the  
2 weather start to get really bad?

3 A. Exactly I'm not --

4 Q. Approximate's okay.

5 A. Yeah. Approximately maybe about 3 -- 3:40, 3:35, 3:40.

6 Q. Okay.

7 A. Yeah, about that.

8 Q. Did you log that into the other logbook, that the weather was  
9 unfavorable at that point?

10 A. No, sir, I did not (indiscernible).

11 Q. You did not?

12 A. I did not (indiscernible).

13 Q. Okay. Approximately at what time did you guys notice that  
14 you were starting to drag anchor?

15 A. About 15 minutes before 4:00.

16 Q. Okay, about roughly 0345 hours?

17 A. Yeah, around 0345.

18 Q. Was it the marine exchange or VTS that notified you that you  
19 were dragging anchor or was it your own anchor alarm on your  
20 vessel?

21 A. Our own alarm, sir.

22 Q. Okay.

23 A. The ECDIS alarm.

24 Q. And it was probably asked. Did VTS contact you guys? I know  
25 that they were putting out broadcasts about have your engines on

1 standby. Have an anchor --

2 A. Yes, sir.

3 Q. -- second anchor ready. Did they ever contact you guys

4 directly --

5 A. No, sir.

6 Q. -- and say that we see that you guys are dragging anchor?

7 A. They did not contact --

8 Q. Did they --

9 A. -- directly.

10 Q. Okay. They did not contact you directly. Okay.

11 BY UNIDENTIFIED SPEAKER:

12 Q. Well, sorry. You don't know if there was any contact from

13 VTS?

14 A. On my duty, the hour after dragging I was went to the

15 forward --

16 Q. Yeah.

17 A. -- so --

18 Q. Yeah. But --

19 A. -- on my duty, I --

20 UNIDENTIFIED SPEAKER: And it's only --

21 MR. LEDESMA: -- I did not hear.

22 UNIDENTIFIED SPEAKER: -- on his watch.

23 MR. LEDESMA: I was not --

24 UNIDENTIFIED SPEAKER: He doesn't --

25 UNIDENTIFIED SPEAKER: Yeah. I'm just --

1 BY UNIDENTIFIED SPEAKER:

2 Q. Yeah, but on that time period you should've been on the  
3 bridge at that point. So you think that's where you would get the  
4 radio communication from, right? I was just curious if --

5 A. When the anchor dragging, the captain arrived immediately.  
6 So I did not heard any conversation.

7 Q. Gotcha. No, that's fine. Thank you. I asked about that.  
8 In regards -- oh, I have a few more questions here. In regard,  
9 you stated that the anchor chain was very tight. Was that a  
10 normal type of tightness to be having considering your ocean floor  
11 at this point is sand and shells?

12 A. Yeah.

13 Q. That's normal? What would cause the anchor chain to be so  
14 tight?

15 A. I think because of the strong wind.

16 Q. Strong wind?

17 A. Yes. With big waves, sir.

18 Q. Okay. Did you guys ever figure out why the portside windlass  
19 electrical motor failed?

20 A. I have, I have no idea about the motor, sir.

21 Q. No.

22 A. It's (indiscernible) on the only electrician.

23 Q. Gotcha. So at the point you were on the bridge when you  
24 noticed that you were dragging anchor, did you happen to see on  
25 your electronic chart system where the vehicle -- where the

1 vessel's position was in relation to the pipeline?

2 A. Yes, sir.

3 Q. And where was that?

4 A. We are moving only a little bit to the -- I think I'm not  
5 sure, because there's some circle on the anchor alarm. When it  
6 move, touch the circle, it will alarm. I'm not quite sure if  
7 going to the pipeline or away from the pipeline, but I -- when I  
8 see the alarm, I call the captain and later on (indiscernible). I  
9 was not able to --

10 Q. Yeah. At that point --

11 A. -- to see (indiscernible).

12 Q. -- you were on the bow of the vessel?

13 A. Yeah. I was not able to figure out this pipeline because my  
14 attention is only inform captain and then later on I went to the  
15 bow.

16 Q. Okay, and I think it was already asked. Was there any  
17 indication that the anchor was fouled on anything?

18 A. I don't see any indications, sir.

19 Q. Any visual indication on the anchor? Any damage? Any weird  
20 wear marks or anything?

21 A. I did not see --

22 Q. Okay.

23 A. -- this anchor in already up. I was in the bridge already.

24 MR. ZURAWSKI: Well, thank you, sir. That's all I have.

25 BY UNIDENTIFIED SPEAKER:

1 Q. Do you recall the diameter or the size of your alarm circle  
2 anchorage?

3 A. About 560 meters or 570 around.

4 Q. Okay.

5 A. Yeah.

6 Q. And it's you -- you guys enter that? You put that in?

7 A. It was the third mate input that one.

8 Q. I see.

9 A. And then I check it's okay.

10 Q. From the original anchor point?

11 A. Yes, sir.

12 Q. Is that what you said then?

13 A. Yes. When we drop anchor and (indiscernible).

14 (Pause.)

15 BY UNIDENTIFIED SPEAKER:

16 Q. Sorry. Just to clarify. You said when you guys came into  
17 port that week of January 25th, the both anchors were not  
18 functional?

19 A. The port anchor is functional but the starboard is not  
20 functional.

21 Q. Okay.

22 UNIDENTIFIED SPEAKER: I'm sorry.

23 MR. LEDESMA: Yes, sir.

24 UNIDENTIFIED SPEAKER: I'm sorry. What was -- was it -- can  
25 you repeat your question for me?

1 UNIDENTIFIED SPEAKER: When they came in to port the week of  
2 the 25th if the boat anchors were functional --

3 UNIDENTIFIED SPEAKER: Yes.

4 UNIDENTIFIED SPEAKER: -- and from my understanding, he said  
5 that the port anchor was, the starboard was not.

6 MR. LEDESMA: When we drop this anchor when we arrive on  
7 24th, they are both functional.

8 UNIDENTIFIED SPEAKER: Yeah.

9 UNIDENTIFIED SPEAKER: Okay.

10 MR. LEDESMA: No problem with this anchor.

11 UNIDENTIFIED SPEAKER: I think by port --

12 UNIDENTIFIED SPEAKER: The confusion --

13 UNIDENTIFIED SPEAKER: -- he means --

14 UNIDENTIFIED SPEAKER: -- is where --

15 UNIDENTIFIED SPEAKER: -- he means coming --

16 UNIDENTIFIED SPEAKER: -- you're coming --

17 UNIDENTIFIED SPEAKER: -- into the port.

18 MR. LEDESMA: I am thinking only when we going to berth.

19 UNIDENTIFIED SPEAKER: Yes.

20 UNIDENTIFIED SPEAKER: Yes.

21 MR. LEDESMA: It's only the port is functional. The  
22 starboard --

23 UNIDENTIFIED SPEAKER: Oh, gotcha.

24 MR. LEDESMA: -- is not.

25 UNIDENTIFIED SPEAKER: Yeah.



1 UNIDENTIFIED SPEAKER: That's -- okay.

2 (Pause.)

3 UNIDENTIFIED SPEAKER: Good.

4 MR. COYNE: Paul, Lennie, any follow ups?

5 UNIDENTIFIED SPEAKER: I'm good.

6 MR. COYNE: Dennis?

7 MR. CHASTAIN: I don't see. I think we're good.

8 MR. COYNE: Be a moment. Just take another minute just to  
9 make sure.

10 MR. ZWEIBACK: Yeah, sure.

11 UNIDENTIFIED SPEAKER: Yeah.

12 LT [REDACTED]: Should we take a little bathroom break or  
13 something.

14 MR. ZWEIBACK: Yeah, that sounds good.

15 LT [REDACTED]: Yeah. Yeah. I don't know what I drank this  
16 morning, but --

17 UNIDENTIFIED SPEAKER: It's your early warning.

18 LT [REDACTED]: Man.

19 UNIDENTIFIED SPEAKER: Good bottle of water.

20 LT [REDACTED]: Yes. That's right. I almost drank the whole  
21 thing.

22 MR. ZWEIBACK: It's dry.

23 LT [REDACTED]: This is Lieutenant [REDACTED]. The time is 12:26. I'm  
24 going to pause the interview recording for a bathroom break.

25 (Off the record at 12:26 p.m. PST)

1 (On the record at 12:38 p.m. PST)

2 LT [REDACTED]: Time is 12:38. It's Lieutenant [REDACTED]. We're going  
3 to continue the interview with the second mate.

4 UNIDENTIFIED SPEAKER: So I just had a couple of follow up  
5 questions about the weather.

6 BY UNIDENTIFIED SPEAKER:

7 Q. So when you're on watch, did the captain have any standing  
8 orders or night orders to be notified if the wind picked up to a  
9 certain level?

10 A. Yes, sir.

11 Q. Do you recall what those were, sir?

12 A. Not actually on the wind but he said that take position  
13 frequently and some shift around. Then if you're in doubt, call  
14 the master. Only --

15 Q. What was the first? What was the first?

16 A. Always check the anchor position and then shift around when  
17 they carry also always frequently. But no specific about this  
18 already normal that if the wind very strong, you have to let the  
19 master.

20 Q. Okay. Nothing specific about January 25th --

21 A. Yeah, nothing --

22 Q. -- about the wind?

23 A. -- specific about the wind, yeah.

24 Q. In general?

25 A. In general, not -- nothing specific.

1 Q. Okay, and when you came on watch, did you look at the  
2 forecasted weather for your watch and beyond?

3 A. I did not see the -- I did not see the forecast. But when I  
4 came on my watch, that way there was okay, fine, but I did not see  
5 the forecast.

6 Q. Okay. You were aware that at anchorage -- at anchor, when  
7 winds exceed 40 knots or depending on I think the regulation is 40  
8 knots and then for Los Angeles/Long Beach, I think 35 knots, 30  
9 knots. I can't remember exactly. But are you aware when winds  
10 are high, right, that the requirements of the main engine being on  
11 standby, second anchor, like, those safety precautions?

12 A. Yes, sir.

13 Q. Do you recall what the winds were at?

14 A. During my watch or before the anchor dragging, the wind is  
15 only about 15 knots.

16 Q. Fifteen?

17 A. Fifteen, 15 to 20 knots only.

18 Q. 1-5?

19 UNIDENTIFIED SPEAKER: Yeah, 1-5.

20 MR. LEDESMA: It was --

21 UNIDENTIFIED SPEAKER: 1-5, 2-0? Okay.

22 BY UNIDENTIFIED SPEAKER:

23 Q. And then when you're on the -- when you began -- when you  
24 noticed you were dragging anchor, did you have an indication of  
25 what the wind -- what the knots were then or how windy it was?

1 A. Before dragging anchor and checking the wind, it's getting  
2 stronger. Maybe about 30 knots, 25 to 30 now.

3 Q. 2-5 to 3-0?

4 A. 2-5 to 3-0, and after maybe five to -- before 10 minutes, the  
5 wind getting stronger, about 35, 25 to 35, sir, on and off.

6 UNIDENTIFIED SPEAKER: Okay. Did I miss anything?

7 MR. WASHINGTON: Yeah, question. This is Lennie Washington,  
8 Orange County DA's Office.

9 MR. LEDESMA: Yes, sir.

10 BY MR. WASHINGTON:

11 Q. Whenever you come on shift, do you commonly check for the  
12 weather?

13 A. Yes, sir.

14 Q. That a common thing to check for the weather when you come on  
15 shift? And throughout the shift, do you check for the weather or  
16 is this --

17 A. Do check --

18 Q. -- initially --

19 A. -- at this time -- at the time when I came, I'm looking only  
20 for this electronic weather. But still, the forecast is still  
21 okay. No forecasted that there's some bad weather.

22 MR. WASHINGTON: Thank you.

23 UNIDENTIFIED SPEAKER: That it?

24 BY UNIDENTIFIED SPEAKER:

25 Q. When you're checking the weather, do you look at the

1 barometer?

2 A. Yes, sir.

3 Q. And then how often do you check the barometer?

4 A. Usually, at the time, we check the barometer only every end  
5 of the watch only, every four hours.

6 UNIDENTIFIED SPEAKER: I'm good. You guys good?

7 UNIDENTIFIED SPEAKER: Yes.

8 UNIDENTIFIED SPEAKER: Yep.

9 UNIDENTIFIED SPEAKER: Yes.

10 LT [REDACTED]: Thank you, sir. Appreciate you --

11 MR. LEDESMA: Thank you.

12 UNIDENTIFIED SPEAKER: (Indiscernible).

13 LT [REDACTED]: The time is 12:43. Lieutenant [REDACTED], I'm going to  
14 turn off the recording from the interview with the second mate.

15 (Off the record at 12:43 p.m. PST)

16 (On the record 12:56 p.m. PST)

17 LT [REDACTED]: Good afternoon. This is Lieutenant [REDACTED] with  
18 the United States Coast Guard. We are onboard the *Beijing* at Long  
19 Beach Container Terminal. Today is November 26th, 2021. The time  
20 is 12:56 and we're going to speak with the second mate.

21 Do introductions real quick.

22 MR. [REDACTED]: [REDACTED], Coast Guard.

23 MR. ZWEIBACK: Michael Zweiback on behalf Mr. Ledesma.

24 MR. LEDESMA: Robert Ledesma.

25 MR. PIPER: And Glen Piper.

1 LT [REDACTED]: And if any time if you need to take a break or use  
2 the restroom, please let me know and I will stop the recording.

3 MR. LEDESMA: Okay, sir.

4 BY LT [REDACTED]:

5 Q. So we just had some additional questions from the  
6 conversation earlier. Do you -- were you onboard the vessel when  
7 it initially anchored in the port of Los Angeles in January?

8 A. Yes, I was onboard, sir.

9 Q. Do you recall when how -- what day, roughly, the vessel  
10 initially anchored, how many days before January 25th?

11 A. We dropped anchor on the 23rd before midnight I think around  
12 2348 hour we drop anchor.

13 Q. Around when?

14 A. 2348 hours.

15 Q. Okay.

16 A. On the 23rd.

17 UNIDENTIFIED SPEAKER: I'm sorry. What time?

18 MR. LEDESMA: 2348, 11:48 p.m., around then, because when I  
19 come onboard midnight, we already drop the anchor.

20 LT [REDACTED]: Okay.

21 BY LT [REDACTED]:

22 Q. Did you -- were you on the bridge or were you involved in  
23 that anchoring?

24 A. I was not involved, sir.

25 Q. Okay, and where was the vessel coming from?

1 A. From China. I'm not sure of the port. I think Yantain, also  
2 from Yantian, China.

3 Q. Okay. When you reported to watch that night on the 23rd, was  
4 the vessel already anchored?

5 A. Yeah, on the 24th, midnight, 00 hours, the *Beijing* already  
6 dropped the anchor but still paying out the chain no yet  
7 completed.

8 Q. Could you explain what your involvement was during that watch  
9 with the anchoring?

10 A. I was not involved. It was the chief officer on the bow and  
11 the third mates was and captain on the bridge. They had the duty  
12 with the AB. I'm -- my watch was midnight to 4:00. When I  
13 arrived on the bridge, they already dropped anchor. I'm also  
14 already finishing -- finish this anchoring position.

15 So only after that, the third officer come over to tell me  
16 that we have already anchored and he reported to the San Pedro  
17 Traffic that the vessel is holding good and (indiscernible)  
18 anchoring.

19 Q. Okay. Do you recall any problems or any issues while you  
20 were on the bridge with anchoring or --

21 A. No any (indiscernible), sir.

22 Q. Okay. Okay. While you're standing watch while the vessel is  
23 anchored, which VHF radio channels do you monitor?

24 A. We are monitoring the Channel 14 for the San Pedro Traffic  
25 and the Channel 12 for Long Beach pilot and other one is Channel

1 16.

2 Q. So you're -- you monitor three different VHF channels while  
3 you're on watch?

4 A. Yes, I do, and the other one is -- we have three monitor but  
5 I'm not sure with other one or on the Channel 12 or the 22 Alpha.

6 Q. Okay. Okay.

7 A. I think we are listening also this 22 Alpha for the Coast  
8 Guard broadcast.

9 Q. Okay. Is that on the same radio you monitor the 12 and the  
10 22 Alpha?

11 A. I'm not sure if it's 12 or 22 Alpha.

12 Q. Oh, okay.

13 A. (Indiscernible).

14 Q. Understood.

15 A. Other one is 14, 16, another one I'm not sure. I think maybe  
16 22 Alpha --

17 Q. Okay.

18 A. -- not 12.

19 Q. Okay, and you said that you were in charge of the GMDSS  
20 equipment?

21 A. Yes, sir.

22 Q. Okay. Have you had any -- well, in January, were you  
23 experiencing any issues or problems with your radios, with your  
24 VHF radios?

25 A. No, sir. No, they just working good then --



- 1 Q. Was --
- 2 A. -- but yeah.
- 3 Q. Okay. Was all the bridge equipment --
- 4 A. Yeah.
- 5 Q. -- working properly?
- 6 A. Working properly.
- 7 Q. Okay. For the -- you spoke about an alarm on the ECDIS while
- 8 the vessel was anchored?
- 9 A. Yes.
- 10 Q. Who sets that alarm and who does the calculations for that
- 11 alarm?
- 12 A. The third mate and I think he also ask the captain, but
- 13 because when I arrive, it's already set up.
- 14 Q. Okay. Okay, and -- okay. So during your watch on the
- 15 bridge, could you just explain in a little more detail what you
- 16 log in the deck logbook and at what times you log those items?
- 17 A. During my --
- 18 Q. During your anchor watch, what do you log in the deck
- 19 logbook?
- 20 A. Every one hour we write down the GPS position.
- 21 Q. Okay.
- 22 A. So 1:00, 2:00, (indiscernible) 4:00.
- 23 Q. Okay.
- 24 A. And at that time, on the 24th, is -- there's no any other
- 25 issue on the anchor dragging.

1 Q. Okay.

2 A. On the 25th, early morning when I time past midnight, there's  
3 also no issue about this anchor dragging. The weather is good  
4 until around 3:30, I think the weather's still okay. But after  
5 3:30, after 3:40, 3:40, 3:35, the wind are getting stronger.

6 Q. Okay.

7 A. And about quarter to hour, 15 minutes before 4:00, I see this  
8 anchor's dragging ECDIS alarm. Then I checking to see that it's  
9 already touched this anchor watch alarm, also a little bit  
10 movement on the vessel. So I confirm that this is dragging,  
11 immediately called the captain, inform him anchor dragging.

12 Then they told me, "Call the engine chief officer." I called  
13 the engine. I told the GOT oiler to prepare the engine  
14 immediately because we are dragging. After that, I call the chief  
15 officer, told to standby forward, called bosun, OS, and go to  
16 forward immediately and wait for instruction. Just waiting there.

17 After, I think, two minutes only, captain on the bridge told  
18 me -- he ordered me to go to forward. So chief officer was not  
19 yet around. I was sent forward within -- then I arrived there.  
20 We just ready but we did not open brake, we did not take the  
21 stopper.

22 We wait and we are standing by for order of the captain, that  
23 we are waiting for the captain order.

24 MR. ZWEIBACK: I think let him ask a follow up question.

25 MR. LEDESMA: Yeah. Sorry.

1 MR. ZWEIBACK: Yeah.

2 LT [REDACTED]: No. Thank you. Thank you for discussing the  
3 events.

4 BY LT [REDACTED]:

5 Q. Going back to the weather. Do you log the weather on any  
6 logbooks during your watch?

7 A. I don't remember if we logged. We are in deck logbook only.  
8 After our watch only, we write down the wind direction --

9 Q. Okay.

10 A. -- the force and the sea and the -- the sea direction and the  
11 sea condition also. So --

12 Q. Okay, and --

13 A. -- and --

14 Q. -- that's at the end of your watch?

15 A. Yeah. After watching.

16 Q. Is that --

17 A. The watch -- in watch only.

18 Q. Okay. Is that also when you check the barometer, the  
19 pressure?

20 A. Yes.

21 Q. Okay. You mentioned earlier that you received a weather  
22 forecast from an electronic display. Which display was that and  
23 what does it tell you?

24 A. At this, we have some computer this with the -- we call it  
25 SPOS weather monitoring also.

- 1 Q. Okay. Could you spell that? It's you said SPOS?
- 2 A. It's Sierra Papa Oscar Sierra.
- 3 Q. Okay, and that tells you the -- it gives you weather  
4 forecasts --
- 5 A. Yeah. The weather forecast --
- 6 Q. -- on the bridge?
- 7 A. Yeah.
- 8 Q. Okay. Did it -- did the weather -- does it give you  
9 warnings, like, if there's bad weather approaching or high winds?
- 10 A. You can see this some bad weather with some barometer  
11 reading --
- 12 Q. Okay.
- 13 A. -- is weather will look.
- 14 Q. And did you receive any bad weather alarms on that watch?
- 15 A. No. No bad weather alarms. No.
- 16 Q. Okay.
- 17 UNIDENTIFIED SPEAKER: I'm sorry. So it does get an alarm?
- 18 MR. LEDESMA: No. It's (indiscernible) bridge alarm. No  
19 alarm. You cannot see or hear alarm on your --
- 20 LT [REDACTED]: Okay.
- 21 MR. LEDESMA: -- (indiscernible) --
- 22 LT [REDACTED]: So you would --
- 23 MR. LEDESMA: -- alarm.
- 24 BY LT [REDACTED]:
- 25 Q. You would have to read it and --

- 1 A. You have to open the program and check it.
- 2 Q. Okay, and is that a program that you frequently check while  
3 you're on watch when you're -- the vessel's anchored?
- 4 A. Yes, anchored.
- 5 Q. Okay. How often do you check it?
- 6 A. Sometimes only once a watch, sir.
- 7 Q. Okay. Is it -- do you check that at the end of your watch  
8 when you make your log for your weather?
- 9 A. Yes, I am.
- 10 Q. Okay. How do you check the wind?
- 11 A. We have some anemometer and there's some monitor there that  
12 showing the direction and the force of the wind. So --
- 13 Q. And where is that? Where's that reading? Is that on --
- 14 A. From 3:00 -- from midnight to I think 2:00 I could see the  
15 direction of the wind and the force of the wind. It's not too  
16 strong until about -- about maybe about 15 to 20 knots, only 25,  
17 not too strong still and the anchor is okay.
- 18 Q. Okay. Have you been anchored -- you mentioned earlier that  
19 you hadn't experienced an anchor dragging before January 25th, is  
20 that correct?
- 21 A. Before January 25th?
- 22 Q. Yeah.
- 23 A. No, sir. We don't have dragging.
- 24 Q. Have you been anchored in heavy weather before, in high winds  
25 similar?

1 A. In this vessel? No. But in a previous vessel, yes.

2 Q. Okay.

3 A. But if very bad weather, I just (indiscernible) chief officer  
4 or stand up forward. So it's depend on the hard captain. If bad  
5 weather, if he drop anchor or he will go to drifting only. It's  
6 captain decision what he will do.

7 Q. In your experiences, what's the normal course of action for  
8 heavy winds similar to the event?

9 A. In my experience from the previous, some captain and the  
10 master, they pay out more shackle -- chain --

11 Q. Okay.

12 A. -- additional chain. So but this captain, I don't know what  
13 he's thinking. I ordered to him but they are not paying this  
14 chain. So maybe is thinking that --

15 MR. ZWEIBACK: No. Yeah, you don't need to speculate, sir.

16 MR. LEDESMA: Okay.

17 MR. ZWEIBACK: Yeah.

18 LT [REDACTED]: Okay.

19 BY LT [REDACTED]:

20 Q. You mentioned that you -- after you were up forward  
21 attempting to retrieve the anchor, you went back up to the bridge  
22 and helped draft a finding of fact?

23 A. Yeah, 7:00, 7:00 in the morning I go back to the bridge.

24 Q. Okay, and what is that for?

25 A. It's captain order to make this statement of fact. Maybe he

1 will defer to the office maybe, but --

2 UNIDENTIFIED SPEAKER: Do you know?

3 MR. LEDESMA: I don't know.

4 UNIDENTIFIED SPEAKER: Okay.

5 LT [REDACTED]: Okay. That's fine.

6 MR. LEDESMA: It's his order to make this and I don't know  
7 what to tell his purpose.

8 LT [REDACTED]: Okay.

9 MR. LEDESMA: I'm not sure.

10 LT [REDACTED]: That's fine.

11 BY LT [REDACTED]:

12 Q. Do you have any shipboard procedures or SMS related to  
13 anchoring this vessel and this company?

14 A. I think so in our company VMS, sir.

15 Q. In your what?

16 A. VMS, Vessel Management System.

17 Q. Okay, and could you just explain what that covers and when  
18 would you refer to that or when have you read through it?

19 A. It's been a long time. I didn't have it with this anchoring  
20 (indiscernible) the VMS. I cannot recall this.

21 Q. Okay. Have you -- did you read it in the past when you  
22 reported or is it part of training or do you remember reviewing it  
23 any time?

24 A. At the time it happened, I haven't reviewed it, sir.

25 Q. Okay. So you -- at the -- are you speaking on January 25th

1 you did not review it or prior to then did you --

2 A. Yes, sir. I was not -- I was not able to review -- I did not  
3 review it prior to that.

4 Q. Okay. When would you? Is there a scenario where you would  
5 review it? When would you think to -- that you need to open the  
6 VMA and to review an item or do you not refer to it frequently?

7 A. I did not check.

8 Q. Okay. That's fine. Did you -- and sorry. I'm trying to get  
9 a little better timeframe. Do you remember approximately what  
10 time you heard the first broadcast on the VHF radio from VTS?

11 A. Around maybe 3:30.

12 Q. Roughly?

13 A. Yeah.

14 MR. PIPER: And, I'm sorry, you're asking specifically with  
15 regard to VTS contacting the *Beijing* or just hearing radio traffic  
16 from VTS?

17 LT [REDACTED]: Yeah. No.

18 BY LT [REDACTED]:

19 Q. The first time you heard radio traffic on January 25th on  
20 your watch that you heard VTS on the VHS radio. Do you know what  
21 time that was roughly?

22 A. Roughly only maybe about 3:30.

23 Q. Okay, and what did that initial transmission -- do you  
24 remember what that initial transmission said?

25 A. Yeah. They are saying that they are expecting strong wind



1 weather coming, so vessel should anytime stand by the engine for  
2 emergency use also and stand by the other anchor in case of  
3 emergency.

4 Q. Okay, and when you received that broad -- when you heard that  
5 broadcast, did you take any actions from that broadcast?

6 A. No, sir. I just monitoring our position and our engine is in  
7 15 minutes notice, so I'm checking the positions still okay and  
8 the wind is not -- is still okay.

9 Q. Okay, and when you say the position was still okay, how do  
10 you verify that?

11 A. The GPS position is not changing and we have some bearing and  
12 range of this radar. It's almost the same, not changing. So if  
13 we check the GPS position, it's only a very small different  
14 (indiscernible) so --

15 Q. Okay. Okay, and then before you received the alarm on the  
16 ECDIS, the anchor dragging alarm, did you hear any other  
17 broadcasts or any other -- do you remember any other traffic, VHF  
18 radio traffic?

19 A. No, sir.

20 Q. Okay.

21 A. I do not remember that.

22 Q. Okay, and then what about after you received the anchor  
23 dragging alarm? Do you recall any other VHF radio traffic before  
24 the master arrived on the bridge?

25 A. No, I could not remember. I think not.

- 1 Q. Okay.
- 2 A. I'm not --
- 3 Q. That's fine, and did you make any VHF radio transmissions on  
4 that watch?
- 5 A. No, sir.
- 6 Q. Okay. So it's -- it seems like it was very fast. At 3:30,  
7 you heard the initial broadcast. You checked your position with  
8 no change in position and then by 3:45 you received the alarm.
- 9 A. Yes.
- 10 Q. Was it a sudden --
- 11 A. Yeah.
- 12 Q. -- increase in wind?
- 13 A. Yeah. A sudden increase of wind.
- 14 Q. Okay, and how did the seas look to you -- appear to you?
- 15 A. The wind -- the seas estimated maybe about three, three to  
16 four meters, and it's very, very rough.
- 17 Q. Wow. Have you experienced a sudden increase in wind and sea  
18 state similar to that before?
- 19 A. Yes, sir.
- 20 Q. Okay. How frequently or as it -- have you experienced that  
21 multiple times?
- 22 A. Very seldom that happens ever.
- 23 Q. Very seldom?
- 24 A. Yeah.
- 25 Q. Okay. After you -- I think our discussions so far, you

1 covered up to the point of being on the bridge and assisting the  
2 master in drafting the finding of fact. Could you explain the  
3 rest of that day? You know, what time were the repairs completed  
4 that you're aware of?

5 What time was the vessel back under way? Your next watch?  
6 What --

7 A. Yes, sir. I was on the bridge from 7:00 in the morning until  
8 7:20 p.m.

9 Q. Wow.

10 A. So, well, I -- at the time, I go down 7:00 -- I think 7:20  
11 p.m. and I return back on my duty midnight again.

12 Q. And what were you doing for that whole length of time?

13 A. On the bridge?

14 Q. On the bridge for so long?

15 A. Well, only for this needing this statement captain want to  
16 make.

17 Q. So for the entire day, you were assisting --

18 A. Yeah.

19 Q. -- the master on the bridge?

20 A. Yeah.

21 Q. Okay.

22 A. And report the making of this statement.

23 Q. Is that -- that seems like a very long time. Was it a long  
24 statement?

25 A. (Indiscernible).

1 Q. Okay.

2 A. Not too long, but every time we finish I give to him, he wish  
3 change this, change this or change again. So sometimes I was just  
4 waiting for his order and then --

5 Q. Yeah.

6 A. -- standby already there, so it's how long does waiting.

7 Q. Okay. Was the statement -- was it accurate to your watch and  
8 to your experience on the bridge?

9 MR. ZWEIBACK: Well, did you see the final statement?

10 MR. LEDESMA: I just see this final statement lately, because  
11 after I finish the statement, I went down. I told him that the  
12 statement was on the desktop computer. So it's up to him to  
13 finalize that plan.

14 LT [REDACTED]: Okay.

15 MR. LEDESMA: No, I didn't see it, the final already.

16 LT [REDACTED]: Okay.

17 MR. LEDESMA: And I come back midnight. They are heaving up  
18 the anchor almost after operating after midnight the following  
19 day.

20 BY LT [REDACTED]:

21 Q. When you reviewed the final statement, did it appear accurate  
22 to you?

23 A. I could not remember exactly everything, but maybe a little  
24 -- maybe some little I could notice, but I am not sure already  
25 because it's already about 10 months already passed. So the time

1 specifically, I'm not sure.

2 Q. Okay. Was there -- what kind of stands out that might've  
3 been a little different or inaccurate?

4 A. Only I notice about this the remaining shackle on the anchor,  
5 it was reading on the bell book 1.5 shackle remaining. But when I  
6 left there about 7:00, I'm not also sure --

7 Q. Yeah. That's fine.

8 A. -- but about maybe five shackle or little less to five  
9 shackle remain.

10 Q. Okay. So you're saying was this when the motor -- the port  
11 anchor windlass motor, when that broke, how many shackles were  
12 still out for the anchor?

13 A. It's basically because I'm not sure but roughly maybe five  
14 shackle remain maybe.

15 Q. Okay.

16 A. Because the fact that the other chief mate was already in  
17 charge.

18 Q. Okay. So if there's anything -- what stood out to you was  
19 potentially that you remember there were five shackles of anchor  
20 chains still out when the anchor windlass motor broke?

21 A. Yeah. Yeah. Around --

22 Q. Okay.

23 A. Around five maybe.

24 Q. And the statement may have said a different number?

25 A. Yeah. It's 1.5 shackle remain only on that statement.

1 Q. Okay.

2 A. Yeah.

3 Q. Okay. I think I understand. Okay. Do you -- was that  
4 something that you logged?

5 A. I did not log it.

6 Q. Okay.

7 A. For bell book, the third officer is the one who write down in  
8 the bell book.

9 Q. Okay.

10 UNIDENTIFIED SPEAKER: Who did?

11 MR. LEDESMA: The third officer is the one who write down in  
12 the bell book.

13 LT [REDACTED]: Okay.

14 BY LT [REDACTED]:

15 Q. Why did that stand out to you? Do you know?

16 A. Maybe because it, for my opinion only, if 1.5 shackle remain,  
17 maybe it will not hold anymore because the depth of the sea is  
18 about 30 meters. So one shackle is 25.7 meters. So from the sea  
19 to going to the forward of the bow basically is about not many  
20 meters more.

21 So if 1.5 shackle, I think it will not hold anymore at 1.5  
22 shackle.

23 Q. Okay. So you're saying that if there were at the depth -- do  
24 you remember what the depth was at the anchorage?

25 A. About 29 or 30 meters.

1 Q. Okay. Okay. So 29, 30 meters, and how long is each shackle,  
2 how many meters?

3 A. We need round -- one shackle is 27.5 meters.

4 Q. Okay. One shackle. Okay, and what you were just saying is  
5 that you think at 1.5 shackles, would the anchor still be down?

6 A. Still in the bottom.

7 Q. Still on the bottom?

8 A. But only a short chain remain.

9 Q. Short chain. Okay. Okay. Do you know why that -- there  
10 might've been that discrepancy on the finding of fact?

11 A. I don't know, sir.

12 Q. Gotcha. Okay. Okay, and then I just had one other question.  
13 For your anchor, for the anchor perimeter when your vessel is  
14 anchored, the distance, you said earlier that it was the diameter  
15 was 560?

16 A. Yeah, 560 or 570.

17 Q. Is that meters?

18 A. Yeah, meters.

19 LT [REDACTED]: Okay. Thank you. Okay. Do you have questions?

20 MR. [REDACTED]: Yeah. Just a couple of follow up questions,  
21 2nd.

22 BY MR. [REDACTED]:

23 Q. You got to the bridge at 7:00. So you got off watch at 3:45  
24 to go down to the bow?

25 A. Yes, sir.

- 1 Q. You go down to the bow until about 7:00?
- 2 A. Yes, sir.
- 3 Q. And the captain told you to go up to the bridge?
- 4 A. Yes, sir.
- 5 Q. And you stayed on the bridge for about 12 hours?
- 6 A. Yes, about 12 hours.
- 7 Q. Twelve hours to write the statement?
- 8 A. Yes.
- 9 Q. So did you type the statement onto the computer or --
- 10 A. Yeah, on the computer only, sir. It's --
- 11 Q. And then you show him the -- what you typed up and --
- 12 A. Yeah.
- 13 Q. -- did you print it out or --
- 14 A. I print and I show him, then he some --
- 15 Q. Okay.
- 16 A. -- he's correcting.
- 17 Q. Okay. Did you keep any of the copies?
- 18 A. No. No.
- 19 MR. ZWEIBACK: Did anyone else participate with you?
- 20 MR. LEDESMA: What's that?
- 21 MR. ZWEIBACK: Did anyone else participate with you,
- 22 including the captain?
- 23 MR. LEDESMA: No. Only me and captain.
- 24 BY MR. [REDACTED]:
- 25 Q. Not the mate -- not third mate? No chief officer?



1 A. No.

2 Q. No. So you were aboard as of December 9th --

3 A. Yes, sir.

4 Q. -- 2020?

5 A. Yeah.

6 Q. And you're still aboard now?

7 A. Yes, sir.

8 Q. Wow. Okay. So when the ship initially dropped anchor on the  
9 24th -- 23rd, 24th and you came on watch, did you have any concern  
10 -- I think you said you have a concern about that location?

11 A. Yes, sir.

12 Q. Maybe, and what was the concern?

13 A. I say I saw this a little bit have my (indiscernible) but I  
14 told, the third mate said we are holding now and that current  
15 position is okay. So they go down and they go down and they  
16 (indiscernible) check there but I see this little bit have my  
17 concern (indiscernible) but I think it was my speculation of -- it  
18 was my master call decision to drop in that area.

19 Q. Okay.

20 UNIDENTIFIED SPEAKER: I'm sorry. Could you repeat that?

21 UNIDENTIFIED SPEAKER: Yeah.

22 MR. LEDESMA: So we dropping of anchor, this master  
23 decision --

24 MR. [REDACTED]: I'm sorry.

25 MR. LEDESMA: -- where he drop -- where he want to drop.

- 1 So --
- 2 MR. [REDACTED]: Yeah.
- 3 MR. LEDESMA: (Indiscernible).
- 4 BY MR. [REDACTED]:
- 5 Q. Did the tell the master anything about the pipeline?
- 6 A. No, sir, but --
- 7 Q. Did he tell you anything about the pipeline?
- 8 A. He did not tell me anything, but I know he saw this line and
- 9 the VTS, the San Pedro Traffic also give that position. The VTS
- 10 already (indiscernible) --
- 11 Q. Right. They gave you that position.
- 12 A. -- asking that before you drop anchor, you have to call --
- 13 Q. Yes.
- 14 A. -- and then we do the drop anchor.
- 15 Q. Right. Right.
- 16 BY UNIDENTIFIED SPEAKER:
- 17 Q. So the vessel dropped anchor where VTS told it to drop its
- 18 anchor, correct?
- 19 A. Yeah. At that time, I was not around --
- 20 Q. Okay.
- 21 A. -- when they dropped anchor.
- 22 Q. But so you --
- 23 A. But normal.
- 24 Q. Normal procedure would be --
- 25 A. Before you drop, you have to call the VTS.

- 1 Q. -- you call VTS and tell them where you are --
- 2 A. Yeah.
- 3 Q. -- and ask if --
- 4 A. Permission to drop --
- 5 Q. -- you can drop --
- 6 A. -- anchor.
- 7 Q. -- and then they approve that?
- 8 A. Yeah.
- 9 Q. So --
- 10 A. They approve the drop anchor.
- 11 Q. -- with regard to when this vessel anchored on the 23rd,
- 12 24th, do you have any information as to how that position was
- 13 determined as to dropping anchor?
- 14 A. I have no information because we not -- when you arrive, the
- 15 vessel already -- when I already anchored and after they
- 16 completed, they would say to me that second, okay, we already
- 17 finished dropping anchor. This is the position they're holding.
- 18 Q. Okay.
- 19 A. So and then he and the captain go down so (indiscernible).
- 20 Q. So you weren't there when any of the radio communications
- 21 were made with VTS about the location and to drop the anchor in
- 22 that position?
- 23 A. I was not there.
- 24 Q. Okay, and did anyone talk to you about what occurred during
- 25 that anchoring process? So did the captain tell you later or did

1 the third mate or anyone tell you, oh, we dropped the anchor where  
2 the VTS told us to drop the anchor?

3 A. No, sir.

4 Q. Okay. So you don't have any information about what -- how  
5 the vessel was directed to drop anchor --

6 A. Yeah. I was not.

7 Q. Okay.

8 A. I don't have information. But after dropping the anchor, the  
9 third officer reported to the VTS, San Pedro Traffic, that we  
10 already drop anchor and the anchor's holding good.

11 Q. Okay.

12 A. The VTS is manage okay.

13 Q. Yeah.

14 A. Standby Channel 14 all the times.

15 Q. Okay, and the VTS didn't say, oh, you're not in the right  
16 spot or anything --

17 A. No.

18 Q. -- like that, right?

19 A. No.

20 Q. They confirmed?

21 A. They confirmed the position and they said, okay, they  
22 understand you already drop anchor. Just standing by Channel 14  
23 every time, all the times.

24 Q. Thank you, and I'm sorry. Channel 1's?

25 A. 1-4.

1 Q. 1-4.

2 MR. [REDACTED]: VTS.

3 MR. LEDESMA: San Pedro Traffic.

4 MR. [REDACTED]: Right.

5 BY MR. [REDACTED]:

6 Q. And then when you were down on the bow -- the -- so what time  
7 did you -- so 3:45 on the 25th, you -- the vessel started dragging  
8 anchor and then you told the captain. The captain told you at  
9 some point to go down to the bow?

10 A. Yes, sir.

11 Q. How much later was -- what -- after your watch was over?

12 A. No. At that time, the captain come up I'm immediately told  
13 to go to bow also right away change jacket, very cold. So I run  
14 to the forward.

15 Q. Okay, and then when you got there, the chief mate, AB, bosun?

16 A. Bosun and OS was there.

17 Q. Okay.

18 A. Only three of us. Then later on, AB.

19 Q. Okay, and when you got to the bow, what did you do?

20 A. I reported to captain the anchor chain direction --

21 Q. Okay.

22 A. -- and he told me, "Okay, stand by and wait for my  
23 instruction."

24 Q. Okay.

25 A. So I just told bosun to prepare to engage this gear --

1 Q. Yeah.

2 A. -- the anchor windlass --

3 Q. Yeah.

4 A. -- and do not touch the brake. We will wait for instruction.

5 Q. Okay, and then did the instructions come?

6 A. Yeah. When the instructions come, that start heave up  
7 anchor. So I told bosun to open brake, take off stopper. Then we  
8 start heave up the anchor. So I reported to captain we start  
9 heave up anchor.

10 Q. So did -- while you were on the bow, did you lose any anchor  
11 chain or was it always coming back onboard slowly?

12 A. It's slowly coming back slowly.

13 Q. Okay.

14 A. Coming up.

15 Q. Okay, and so that's why at 7:00, when you left the bow, the  
16 anchor, you thought it was about five shackles?

17 A. Yeah, about five shackle.

18 Q. Okay. Are you aware of the policy to if you have a dragging  
19 anchor and you can't get it back to let that anchor go?

20 A. Yes, sir. Yeah.

21 Q. Did that come up at all or during discussion?

22 A. I don't recall any discussion of this.

23 MR. [REDACTED]: Yeah. Okay. Okay. That's all I have.

24 UNIDENTIFIED SPEAKER: I just have a couple clarifying  
25 questions.

1 BY UNIDENTIFIED SPEAKER:

2 Q. With regard the amount of shackles in the water, what do you  
3 base that on?

4 A. Understand shackle in every 27.5. So one shackle then  
5 there's a marking if how many shackle. So every time you come up,  
6 you're going to see just how many shackle. There's some marking  
7 different kind of on the chain.

8 Q. So and is -- are those markings the same color at every --

9 A. Yeah.

10 Q. -- you know --

11 A. For example --

12 Q. -- shackle --

13 A. Yeah. For example, this shackle is red and the following is  
14 white.

15 Q. Okay.

16 A. So there's three white and it's three shackle. But usually  
17 these paint already payed out. But people some (indiscernible)  
18 only --

19 Q. Okay.

20 A. -- marking.

21 Q. So your observation of how many shackles are in the water is  
22 based on what you were seeing during the windstorm at night and  
23 trying to read the paint markings on the chain?

24 A. We can read only the chain when we already anchored on the  
25 hawsepipe already.

- 1 Q. Okay. So you're reading it on the hawsepiper?
- 2 A. Yeah, on the lower down it's too dark. Our torch is not so  
3 strong.
- 4 Q. Okay. So you're looking down into the hawsepiper --
- 5 A. Yeah.
- 6 Q. -- and with a flashlight and trying to read --
- 7 A. Yeah.
- 8 Q. -- the paint markings?
- 9 A. On the hawsepiper and the chain coming up you could see this  
10 all -- everything marking.
- 11 Q. Okay.
- 12 A. But only see, it's only approximate. It was -- it's not so  
13 clear.
- 14 Q. Yeah. Is there a readout that shows how many shackles are in  
15 the water?
- 16 A. There's a readout on the near the bosun control.
- 17 Q. Okay.
- 18 A. It's on the indicator.
- 19 Q. So there's an indicator that tells how --
- 20 A. Yeah.
- 21 Q. -- many shackles are in the water?
- 22 A. Yeah.
- 23 Q. Was there somebody who was reading that --
- 24 A. Yeah.
- 25 Q. -- information?



- 1 A. The bosun.
- 2 Q. Okay. So you weren't reading that off the readout, correct?
- 3 A. No.
- 4 Q. Do you have any information what the bosun was reporting as
- 5 -- so was he reporting those readouts to the bridge?
- 6 A. No. He reported the readout to me.
- 7 Q. Okay. Did he report those numbers to you?
- 8 A. The five shackle, I'm not sure if he report because I could
- 9 see and also the OS standby on the hawsepipe. So if he could see,
- 10 then they make some signal to me: "Second, five." Because then I
- 11 see. So I know is that five is coming, but very slowly.
- 12 Q. Yeah. So but did he actually report -- well, at what -- so
- 13 at what point did he report five shackles to you or did he --
- 14 sorry. Did he report five shackles to you?
- 15 A. I cannot recall, but during my -- during that time I was in
- 16 charge. The five shackle was not yet out, but doing chief officer
- 17 come, he talk over this report to the bridge. He --
- 18 Q. Yeah.
- 19 A. -- (indiscernible) bridge. So I only reporting to chief
- 20 officer or to the master about the direction of the chain.
- 21 Q. The angle of the chain?
- 22 MR. [REDACTED]: Yeah.
- 23 MR. LEDESMA: The angle only.
- 24 UNIDENTIFIED SPEAKER: Okay.
- 25 BY UNIDENTIFIED SPEAKER:

1 Q. So you weren't -- to be clear, you weren't monitoring the  
2 readout that said how many shackles --

3 A. Yeah.

4 Q. -- were in or out of -- or in the water, correct?

5 A. Yes, sir.

6 Q. Okay.

7 MR. [REDACTED]: Yes, you were monitoring or --

8 UNIDENTIFIED SPEAKER: No, he was not.

9 MR. [REDACTED]: -- no you weren't?

10 MR. ZWEIBACK: He was not.

11 MR. [REDACTED]: Okay.

12 BY MR. [REDACTED]:

13 Q. And then when the motor got switched out from the starboard  
14 to the port, the windlass motor, and they started heaving to  
15 starboard -- the port anchor eventually?

16 A. I was not there in --

17 Q. Okay. Well, you not --

18 A. -- (indiscernible) anymore.

19 Q. You did not see any of that?

20 A. I did not see anything.

21 MR. [REDACTED]: Okay. Okay. That's it.

22 LT [REDACTED]: Okay. Is there anything else that you would like  
23 us to know?

24 MR. LEDESMA: No more, sir.

25 LT [REDACTED]: Okay. The time is 1336 and I'm going to stop the

1 record. We've finished our interview with the second mate.

2 (Whereupon, at 1:36 p.m. PST, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

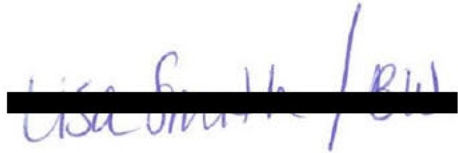
UNITED STATES COAST GUARD

IN THE MATTER OF: ANCHOR DRAGGING PORT OF  
LOS ANGELES, CALIFORNIA  
ON JANUARY 25, 2021  
Interview of Robert Ledesma

PLACE: Onboard *Beijing*, Outer Anchorages

DATE: November 26, 2021

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.



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Lisa Smith  
Transcriber