

NATIONAL TRANSPORTATION SAFETY BOARD

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 IN RE: :
 :
 THE ALLISION INVOLVING THE : NTSB Accident No.
 AFRAMAX RIVER ON THE HOUSTON : DCA16FM055
 SHIP CHANNEL ON SEPTEMBER 6, :
 2016 :
 :
 -----:

INTERVIEW OF: EMMANUEL SAJEEV

Thursday,
 September 8, 2016

BEFORE

■ ■ ■ ■ ■ USCG
 BRUCE DAVIES, USCG
 LUKE WISNIEWSKI, NTSB
 MIKE USHER, Pilot Board Investigation and
 Recommendation Committee
 ANANT SHARMA, Aframax River Marine
 Superintendent

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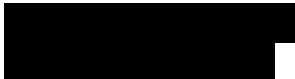
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P-R-O-C-E-E-D-I-N-G-S

1122 hours

■ ■ All right, well, good morning.
So we're conducting a post-casualty interview with the
third mate. It is approximately 1122. We are onboard
the Aframax River. It is the 8th of September. I am
■ ■ ■ section Houston/Galveston. I
am the investigator on duty. We'll go around the
table, have everyone introduce themselves.

MS. NORSTRUD: Stacey Norstrud, Fowler
Rodriguez, representing ITC.

MR. HUFFMAN: Jay Huffman with Blank Rome
representing G&H Towing.

MR. USHER: Mike Usher representing -- on
behalf, rather, of the PBIRC.

MR. WISNIEWSKI: Luke Wisniewski, National
Transportation Safety Board.

MR. DAVIES: Bruce Davies, U.S. Coast Guard,
Investigations.

CPT. SHARMA: Captain Sharma, Executive Ship
Management.

MR. BAILEY: James Bailey with Eastham,
Watson, representing the Aframax River.

■ ■ All right. And just so you
understand, we're just here trying to figure out what

1 happened --

2 MR. SAJEEV: Yes.

3 [REDACTED] -- try to prevent it from
4 happening again. We're not here to put the blame on
5 anyone, so --

6 MR. SAJEEV: Yes.

7 [REDACTED] But any time you have any
8 questions, feel free to stop us and ask questions, or
9 you can ask Mr. Bailey. And do you have any questions
10 for us before we begin?

11 MR. SAJEEV: No.

12 [REDACTED] No? All right. I'll try to
13 slow down, speak slower. I know it is -- well, thank
14 you for being here. I'd like to start by asking you a
15 little bit about your training, education, and
16 background.

17 MR. SAJEEV: Yes. I got a COC from
18 (indiscernible) in India, competency of certificate
19 from (indiscernible) in India, (indiscernible) India.

20 [REDACTED] Okay.

21 MR. SAJEEV: And BC course (phonetic), I
22 have from Mumbai, India a one-year diploma. After
23 that, I went for 18 months through training on ship.
24 After 18 months of sea service, I went for a COC exam.
25 I passed the COC exam, and I got the COC, so I

1 (indiscernible), but basically, one-year diploma, and I
2 have -- I have been to (indiscernible).

3 [REDACTED] Okay. All right. And how many
4 -- how many years have you been sailing after receiving
5 your certificate?

6 MR. SAJEEV: After the certificate, I
7 started my sea service five years back.

8 [REDACTED] So okay, so five years ago,
9 2009?

10 MR. SAJEEV: Yeah.

11 [REDACTED] 2011, 2011?

12 MSTR SAJEEV: '11.

13 [REDACTED] As a cadet?

14 MR. SAJEEV: Cadet, as a cadet.

15 [REDACTED] Okay.

16 MR. SAJEEV: And I have completed my 18
17 months of sea service as a cadet, and I go back to
18 home, and I have prepared for my COC exams to take it
19 in one-and-a-half years. So after that, I completed my
20 COC exam. Around three months (indiscernible). I
21 joined as a junior officer, first mate (phonetic),
22 first -- but I guess junior officer, and I got onboard
23 promotion on my last trip across (indiscernible). And
24 after that, I signed up (indiscernible) on May 14th.

25 [REDACTED] So May 14th.

1 MR. SAJEEV: And I joined here, here on 25th
2 of August --

3 [REDACTED] 25th --

4 (Simultaneous speaking.)

5 [REDACTED] 25th of August?

6 MR. SAJEEV: Yes.

7 [REDACTED] As a --

8 (Simultaneous speaking.)

9 [REDACTED] So overall, experience as a
10 third officer, how many years would you say you had as
11 a --

12 MR. SAJEEV: It's around --

13 [REDACTED] -- third officer?

14 MR. SAJEEV: -- three months.

15 [REDACTED] Three months?

16 MR. SAJEEV: Three months.

17 [REDACTED] Three months, okay.

18 MR. SAJEEV: Yes.

19 [REDACTED] All right.

20 MR. SAJEEV: And I have -- I spent as a
21 junior officer four months.

22 [REDACTED] Four months as a junior
23 officer?

24 MR. SAJEEV: Yes.

25 [REDACTED] And how many voyages do you

1 have on this class vessel?

2 MR. SAJEEV: How many?

3 [REDACTED] How many voyages --

4 MR. SAJEEV: Voyages --

5 [REDACTED] -- trips, ships?

6 MR. SAJEEV: Including both ships, the last
7 ship on this --

8 [REDACTED] So this is your second ship
9 you've been on as an --

10 MR. SAJEEV: Yes.

11 [REDACTED] -- officer? All right.

12 MR. SAJEEV: This is my second ship. It's
13 my second -- first voyage --

14 [REDACTED] First voyage --

15 MR. SAJEEV: -- on this ship.

16 [REDACTED] -- on this ship?

17 MR. SAJEEV: Yeah. On the last ship, it was
18 a short one. I have (indiscernible).

19 [REDACTED] How long were you onboard?

20 MR. SAJEEV: More than 10 voyages, on the
21 last ship, I don't know, more than 10 voyages.

22 [REDACTED] More than 10 voyages on your
23 last ship?

24 MR. SAJEEV: Yes.

25 [REDACTED] And was your last ship an

1 Aframax ship also?

2 MR. SAJEEV: No, it's not Aframax, it's
3 around 180 lengths.

4 [REDACTED] 180 meters?

5 (Simultaneous speaking.)

6 MR. SAJEEV: Its length was 180.

7 [REDACTED] All right.

8 MR. SAJEEV: 179.9 some, yeah.

9 [REDACTED] All right. And what are your
10 normal duties as a third officer?

11 MR. SAJEEV: My first duty was to keep
12 navigation watch, and at the port, I have to keep port
13 watches during the status (phonetic) and loading, and
14 other thing, I have to assist the captain to maintain
15 the (indiscernible) onboard the ship, and also during
16 the personnel level, I had to be on the bridge on my
17 duty on my duty time and assist the captain.

18 [REDACTED] During arrivals and -- and
19 departures --

20 MR. SAJEEV: Yes.

21 [REDACTED] -- you're on the bridge --

22 MR. SAJEEV: Yes.

23 [REDACTED] -- assisting the --

24 MR. SAJEEV: But during arrival in port,
25 only my duty times, my duty times are 8-12 and 2000-

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1 2200 (phonetic).

2 [REDACTED] Okay. All right. All right.

3 Let's move on to the 4th of -- September 4th, your
4 inbound voyage from Saint Lucia?

5 MR. SAJEEV: Saint Lucia, Saint Lucia.

6 [REDACTED] Okay.

7 MR. SAJEEV: My last port was Saint Lucia.

8 [REDACTED] Were you on the bridge watch
9 while navigating in the Houston Ship Channel?

10 MR. SAJEEV: Yeah.

11 [REDACTED] And did -- and what were your
12 duties that day on the bridge?

13 MR. SAJEEV: Duties? I had to keep watch
14 and stay clear of all hazards and keep monitoring all
15 the traffic in the Houston Channel, the Houston
16 Channel. It was safe, it was.

17 [REDACTED] Okay. Did you man the engine
18 order telegraph or any other equipment during that
19 voyage?

20 MR. SAJEEV: Before the arrival at the
21 Houston Channel, we tried out the main engine locally
22 and from the bridge, and also we had tried out the
23 emergency generator (indiscernible). At that time, I
24 was on the bridge.

25 [REDACTED] Okay.

1 MR. SAJEEV: So --

2 (Simultaneous speaking.)

3 [REDACTED] All good? No issues?

4 MR. SAJEEV: No issues.

5 [REDACTED] All right. And you -- you

6 mentioned during the voyage inbound, you were on the
7 bridge --

8 MR. SAJEEV: Yeah.

9 [REDACTED] -- doing your normal duties --

10 MR. SAJEEV: Yeah.

11 [REDACTED] -- and you didn't experience
12 any issues --

13 MR. SAJEEV: No issues --

14 [REDACTED] -- any alarms?

15 MR. SAJEEV: -- no issues, no alarms, all
16 good.

17 [REDACTED] All good? All right. Now
18 let's go back to let's say the 5th of September, now,
19 when you were supposed to -- the day of the incident,
20 when you were unmooring --

21 MR. SAJEEV: Yes.

22 [REDACTED] -- from Houston --

23 (Simultaneous speaking.)

24 [REDACTED] Okay. Were you on watch that
25 day?

1 MR. SAJEEV: I was on watch, I was on duty.

2 [REDACTED] What time did you come onboard?

3 MR. SAJEEV: After completion of my port
4 watch, I came on just to prepare the bridge for our
5 departure, so I had done all pre-departure checks, so
6 steering, we had tried out, our telegraph, we tried
7 out, everything was good.

8 [REDACTED] All right. And what time was
9 that, approximately?

10 MR. SAJEEV: Around one-and-a-half or two
11 hours before departure.

12 [REDACTED] One-and-a-half to two hours --

13 MR. SAJEEV: Sadly I don't know -- I don't
14 know that, sadly.

15 [REDACTED] Okay.

16 MR. SAJEEV: Almost -- before -- one or two
17 hours before departure.

18 [REDACTED] When you conduct these tests,
19 do you have like a checklist?

20 MR. SAJEEV: Yeah, yeah, we have a checklist
21 now, 2, company checklist, it's Navigation 2
22 (phonetic), it's a pre-arrival departure checklist.

23 [REDACTED] All right. And who --

24 MR. SAJEEV: Completed that checklist. I
25 have done all checks based on that checklist, Nav 2.

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1 [REDACTED] Nav 2.

2 MR. SAJEEV: Nav 2 checklist.

3 [REDACTED] Okay.

4 MR. SAJEEV: Pre-departure arrival
5 checklist.

6 [REDACTED] Okay. And who else sees this
7 checklist? Once you complete, do you --

8 MR. SAJEEV: The master has to sign the
9 checklist, the master has to check, recheck all the
10 things, and then he will sign the checklist.

11 [REDACTED] Okay. And just to reiterate,
12 you mentioned there was nothing wrong?

13 MR. SAJEEV: No, nothing.

14 [REDACTED] Okay. Now, sorry, you said you
15 went -- what time did you -- were you actually on a
16 watch after the -- the pre-departure checks were done,
17 what time were you on a watch --

18 MR. SAJEEV: After the pre-departure checks,
19 I continued on bridge because the (indiscernible).

20 [REDACTED] Okay.

21 MR. SAJEEV: So I just remained on bridge,
22 on duty.

23 [REDACTED] And who else was on the bridge
24 with you?

25 MR. SAJEEV: Captain.

1 [REDACTED] The captain?

2 MR. SAJEEV: The captain also has come. The
3 (indiscernible) is with the master already.

4 [REDACTED] So it was just yourself and the
5 master?

6 MR. SAJEEV: Yes.

7 [REDACTED] Was there anyone else on the
8 bridge?

9 MR. SAJEEV: And pilot also was there. The
10 pilot came around 2300, I think.

11 [REDACTED] There's two pilots?

12 MR. SAJEEV: Two pilots.

13 [REDACTED] Okay. All right. So what did
14 the master have you man, or what were the duties the
15 master assigned you to do during this departure voyage,
16 or as part of the dock?

17 MR. SAJEEV: During the departure time?

18 [REDACTED] Yes. Now, you said you did the
19 pre-checks, pre-departure checks?

20 MR. SAJEEV: I have done the pre-checks.

21 [REDACTED] Okay.

22 MR. SAJEEV: That was my -- my main duty, to
23 carry out all six --

24 [REDACTED] All right.

25 MR. SAJEEV: -- (indiscernible), main

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1 engine, non-main engine, the telegraph. And everything
2 I have done, all elements are in good condition.

3 [REDACTED] All right. This is done
4 locally?

5 MR. SAJEEV: Yes.

6 [REDACTED] From the bridge?

7 MR. SAJEEV: Yes, from the bridge.

8 [REDACTED] Okay. Now before -- before you
9 actually got underway, did you meet with the pilot and
10 the master at all? Did you guys have any kind of --

11 MR. SAJEEV: Yeah --

12 [REDACTED] -- game plan?

13 MR. SAJEEV: We -- yeah, we would discuss
14 the warning patterns. We have another checklist for
15 the master/pilot exchange, so I gave the pilot card --
16 pilot -- and two cards, pilot card and master/pilot
17 exchange card. So the pilot card, I gave to the main
18 pilot. I don't know his name, but he just went through
19 all this, especially the draft, all the particulars.
20 And I gave the -- also he signed the checklists, both
21 he signed after checking the ship particulars, he
22 signed these two checklists.

23 [REDACTED] No issues?

24 MR. SAJEEV: Yeah.

25 [REDACTED] All right. So what were your

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1 duties during this departure?

2 MR. SAJEEV: During departure, I was
3 standing near the telegraph to give the command.

4 [REDACTED] All right.

5 MR. SAJEEV: It goes to the master and the
6 pilot to go on starboard side bridge wing --

7 [REDACTED] Okay.

8 MR. SAJEEV: -- to have a look on the
9 boarding, so by standing telegraph, he will give orders
10 through walkie-talkie. My communication was through
11 walkie-talkie only because we are standing on the
12 (indiscernible), I wasn't able to hear what he is
13 saying or what orders he is giving, so he was giving
14 orders through walkie-talkie. I listen to orders and
15 I repeat the orders through walkie-talkie.

16 [REDACTED] And this is the master or the
17 pilot?

18 MR. SAJEEV: Master.

19 [REDACTED] The master.

20 MR. SAJEEV: But the master -- master gave
21 orders, master to pilot.

22 [REDACTED] Okay. So he'd give you an
23 order --

24 MR. SAJEEV: Yeah.

25 [REDACTED] -- and you would relay that?

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1 MR. SAJEEV: Yeah.

2 [REDACTED] All right. Before we -- just
3 going back, you said you were manning the engine order
4 telegraph. Have you manned that before, ever? On
5 other voyages, have you manned the --

6 MR. SAJEEV: Yeah --

7 [REDACTED] -- engine order telegraph?

8 MR. SAJEEV: Yeah. During our departure
9 from the last port, departure, so I have, yes.

10 [REDACTED] Do you recall how many times
11 you have manned during departure or arrivals --

12 MR. SAJEEV: Yeah --

13 [REDACTED] -- you have experienced --

14 MR. SAJEEV: -- yeah --

15 [REDACTED] -- do you know how many times,
16 approximately, you have manned the --

17 MR. SAJEEV: The last was also, I have done
18 these things, the telegraph and --

19 [REDACTED] Okay. So you feel comfortable
20 with the --

21 MR. SAJEEV: Yes.

22 [REDACTED] All right. So do you recall
23 the first command that was given to you by the master?

24 MR. SAJEEV: That was given me, dead slow
25 astern.

1 [REDACTED] Dead slow astern?

2 MR. SAJEEV: Yes.

3 [REDACTED] Okay.

4 MR. SAJEEV: Dead slow astern, and I just
5 repeat the order, which was slow astern, and I will set
6 for the telegraph too dead slow astern. So after that,
7 I give back, I just repeat the order. Once I do that,
8 (indiscernible), make sure that the RPM moves from 0 to
9 30, which is the RPM for this thing, dead slow astern
10 was 30 -- 30, so it moves to 30. I just confirm with
11 the captain that the engine is moving dead slow astern,
12 and also I reported that (indiscernible).

13 [REDACTED] All right.

14 (Simultaneous speaking.)

15 [REDACTED] -- was midship?

16 MR. SAJEEV: Yes.

17 [REDACTED] Okay. And you saw it move to
18 30?

19 MR. SAJEEV: 30.

20 [REDACTED] And did you see it stop at 30?

21 MR. SAJEEV: Yeah.

22 [REDACTED] And did it keep going?

23 MR. SAJEEV: No. When I see the 30, I just
24 report to captain that it's -- you know, engine is on
25 dead slow ahead, and I (indiscernible), so I am

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1 suddenly -- after that, I got a call from engine,
2 engine room. The second engineer was there. Second
3 engineer asked me to check whether the RPM on the
4 engine room, the RPM on this console, is it showing 80,
5 because the engine room, it is showing 80 RPM.

6 So I just go to find. I just checked the
7 RPM. Now, at that time, I see that it is going 80, 80
8 RPM. So suddenly, I just call back engine room that is
9 there to tell them that, 80 RPM, we are going to
10 maintain this 80 RPM, because the standard RPM is 30
11 for the dead slow astern. Suddenly, he gave me the
12 order to stop the engine, second engineer. So at the
13 same time, the captain was standing on the starboard
14 wing. He gave me the order to stop engine because the
15 pilot asked him to stop engine, so same time, stop
16 engine, so I just stopped the engine.

17 Stop engine, and I just looked at the RPM.
18 I looked at that RPM indicator, it is not coming back
19 to 0. So I -- immediately after, I just report to
20 master that the engine is not responding. It's not
21 coming to 0, it's not stopping. So suddenly, the
22 master came inside. He can't see from the starboard
23 the RPM, so he came inside, and he -- he was standing
24 at the telegraph, and he -- at the same time, the pilot
25 gave order to dead slow ahead, dead slow ahead, just to

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1 stop the momentum of the ship.

2 So he gave the order -- he gave the dead
3 slow ahead, but it's not coming. Still, it is showing
4 80 RPM. So after that, suddenly, after this order --
5 gave the dead slow ahead order gave the pilot, he gave
6 the order that slow ahead. So still, he just put the -
7 - by the time the control, the control is going inside,
8 going to the engine room because we don't have control.
9 Still, he -- he put the telegraph on slow ahead.

10 [REDACTED] He the -- who did?

11 MR. SAJEEV: The master.

12 [REDACTED] The master?

13 MR. SAJEEV: Yeah.

14 [REDACTED] Okay.

15 MR. SAJEEV: But still, it is 80 RPM. By
16 that time, we have seen black smoke -- I have seen
17 black smoke is coming from the port side,
18 (indiscernible). So --

19 [REDACTED] Just going back a little bit,
20 do you recall, from the time you saw 30 RPMs to the
21 time you -- you logged, you know --

22 (Simultaneous speaking.)

23 [REDACTED] -- the entries into the bell
24 book --

25 MR. SAJEEV: Yeah, bell book.

1 [REDACTED] -- do you recall how long was
2 there between the time you saw 30 RPMs, the time you
3 logged, and then the time you got the phone call when
4 you realized it was 80 --

5 MR. SAJEEV: Not much time.

6 [REDACTED] -- RPMs? Not much time?

7 MR. SAJEEV: I don't exactly remember the
8 exact time.

9 [REDACTED] Okay. All right. Okay. Well,
10 before we move into the post-casualty portion, we'll
11 give it -- if Mr. Davies wants to ask any questions?

12 MR. DAVIES: Yes, Bruce Davies from the
13 Coast Guard, Investigations. When you were on the
14 engine order telegraph, and I was up on the bridge, and
15 I can't remember, do you have an RPM indicator where
16 you can see it?

17 MR. SAJEEV: Yes. I can see it from the
18 door, sir. We have an RPM indicator on the bridge,
19 port wing, starboard wing.

20 MR. DAVIES: So from your position, when you
21 were giving the command "dead slow astern," could you
22 see the RPMs going --

23 MR. SAJEEV: Yes. Normally, what we will
24 do, we will do dead slow astern or dead slow -- but the
25 moment we -- we receive the report (phonetic), we will

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1 do the (indiscernible) dead slow astern order, we will
2 put the telegraph on dead slow astern. After that, we
3 will check with the (indiscernible). If it is showing
4 0, then it is not responding, the system is stopped.
5 But if it is moving on 0 to the descent RPM (phonetic),
6 then normally we will report to the master that the
7 engine is on the particular speed, dead slow ahead,
8 dead slow -- quarter of dead slow.

9 MR. DAVIES: How many RPMs is dead slow
10 astern?

11 MR. SAJEEV: Dead slow astern is 30.

12 MR. DAVIES: Did you see the RPM indicator
13 reach 30?

14 MR. SAJEEV: Yes, 30, yes.

15 MR. DAVIES: Did --

16 MR. SAJEEV: After that, I reported to the
17 master that the engine is on dead slow astern.

18 MR. DAVIES: Right. Did you witness it
19 continue going past 30?

20 MR. SAJEEV: But after this, after the RPMs
21 came to 30, normally, we will think that is 30, so I
22 just -- just, I -- I was just -- wrote down my timings
23 for the unloading (phonetic) time. I didn't log down
24 the unloading time. When I came to 30, I just started
25 logging my timings, but I didn't see this coming beyond

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1 -- beyond 30.

2 MR. DAVIES: Well, when did you first
3 realize --

4 MR. SAJEEV: Yeah.

5 MR. DAVIES: -- that it didn't stop at 30?

6 MR. SAJEEV: When I received the quote from
7 the engine room, then I checked with the RPM indicator,
8 it showed 80, because back then, I was logging down my
9 timings for the events, the unloading time.

10 MR. DAVIES: Is that your usual practice to
11 do that?

12 MR. SAJEEV: Yes yes, we have to -- same
13 thing, we have to log down the timings also in the bell
14 book.

15 MR. DAVIES: For example, if they had given
16 you the -- the order to go dead slow ahead, now, I
17 assume that's about 30 RPM ahead.

18 MR. SAJEEV: Yeah.

19 MR. DAVIES: Would you look at the RPM, and
20 when it hit 30 RPM ahead, you would log that in your
21 book?

22 MR. SAJEEV: Yeah.

23 MR. DAVIES: All right. When the engine
24 room called you --

25 MR. SAJEEV: Yeah.

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1 MR. DAVIES: -- they -- what did they tell
2 you?

3 MR. SAJEEV: He said -- he said that this
4 one -- he wanted to confirm the engine room -- in
5 engine room control, it's showing 80 RPM, and he wanted
6 to confirm that is it saying on the bridge control, he
7 wanted to just make sure that both bridge control and
8 engine room control is showing 80 RPM.

9 MR. DAVIES: And is that the time you looked
10 at the RPM --

11 MR. SAJEEV: Yeah --

12 MR. DAVIES: -- gauge?

13 MR. SAJEEV: -- then I just, I looked at --
14 I look at the RPM indicator, it's showing 80 RPMs,
15 almost 80 RPM.

16 MR. DAVIES: Okay. Now what did you think
17 when you saw it at 80 RPM?

18 MR. SAJEEV: I think -- I -- then I call
19 back second engineer, then I said sir it's 80 RPM, 80
20 RPM now, the RPM indicator is showing 80 RPM, so he
21 suddenly asked me to stop engine, suddenly. So
22 immediately, he gave me orders to stop engine.

23 At the same time, the captain from the
24 bridge, starboard side, bridge wing, he gave me the
25 order, stop engine, because the pilot wants to stop

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1 engine. So same time, it happened the same time, so I
2 just stop the engine.

3 MR. DAVIES: What was the --

4 MR. SAJEEV: I was on the phone, and I got
5 the order through the walkie-talkie from the captain.
6 I was on the phone, and I got the stop order from the
7 captain through walkie-talkie.

8 MR. DAVIES: Now, you were on the -- the
9 engine order telegraph, and you had a -- a radio --

10 MR. SAJEEV: Yeah --

11 MR. DAVIES: -- clipped?

12 MR. SAJEEV: -- yeah.

13 MR. DAVIES: Did you tell the captain we're
14 at 80 RPMs?

15 MR. SAJEEV: Yeah, I already report to
16 master through walkie-talkie, and also, I just went to
17 the bridge wing door, and I -- I just said loudly to
18 the captain in starboard, the engine is not stopping,
19 and it is not responding. But at that time, he came
20 inside, he came inside and we did other things.

21 MR. DAVIES: Did you -- I'll say did you
22 feel anything when it -- when you -- you hit the
23 dolphins, could you feel that?

24 MR. SAJEEV: No no. I didn't feel anything,
25 but I just seen the black smoke is coming on the port

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1 side, port side. That's all I have seen.

2 MR. DAVIES: Okay. We'll stop there, and
3 I'll pass it. We'll get into the firefighting in a
4 little bit. I will pass it to NTSB. Thank you.

5 MR. WISNIEWSKI: Luke Wisniewski, NTSB.
6 Just wanted to go through, you discussed the
7 communication on the bridge --

8 MR. SAJEEV: Yes.

9 MR. WISNIEWSKI: -- how the information was
10 relayed from the captain to you. Was there any direct
11 orders, or did you receive anything from the pilots to
12 do, or was everything through the captain?

13 MR. SAJEEV: The pilot was also there, and
14 one pilot was trying to extinguish the fire, which is
15 on the port wing. The port wing, we had some sandbags,
16 so the sandbags also caught fire, so he was trying to
17 extinguish the fire, one pilot. The main pilot was on
18 the bridge, and I also helped another pilot to
19 extinguish the fire on the port -- port wing.

20 MR. WISNIEWSKI: Okay. But, you know, we're
21 going into post-casualty. I am just curious of any
22 direction that you received from the pilot --

23 MR. SAJEEV: Yeah --

24 MR. WISNIEWSKI: -- or how --

25 (Simultaneous speaking.)

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1 MR. SAJEEV: -- that the pilot gave -- pilot
2 gave the order to drop all the anchors immediately. We
3 -- we barely had seen the smoke from the far corner,
4 the pilot gave the order to master to drop all the
5 anchors. So the master relayed the message to chief
6 orderly (phonetic). Chief orderly was far away, far
7 away, so immediately, we drop the anchor, as the master
8 -- at the pilot's instruction.

9 MR. WISNIEWSKI: Okay. But did the pilot
10 talk directly to you, or through the captain?

11 MR. SAJEEV: Directly to the master.

12 MR. WISNIEWSKI: To the master?

13 MR. SAJEEV: Yes.

14 MR. WISNIEWSKI: That's all I have. Thank
15 you.

16 [REDACTED] Mr. Usher?

17 MR. USHER: I have no questions. Thank you.

18 [REDACTED] (indiscernible)?

19 PARTICIPANT: No questions.

20 MS. NORSTRUD: No questions.

21 [REDACTED] All right. So if you don't
22 mind, can you just go -- go a little bit into what
23 happened after the incident, the firefighting? After
24 you saw the black smoke and --

25 MR. SAJEEV: After I seen the black smoke,

1 the captain gave me the order to close the doors, the
2 bridge wing doors.

3 [REDACTED] Close the bridge wing door?

4 MR. SAJEEV: Yes. After that, he gave me
5 the order to make an announcement, so I made an
6 announcement through the SS channel (phonetic), please
7 (indiscernible) and proceed to your muster stations
8 (phonetic), your respective muster stations. After
9 that, I have seen another pilot is fighting with the --
10 fighting the fire on the port wing. So he is -- he is
11 -- he was using the portable CO2 extinguisher, which
12 was kept on the port wing, so I -- maybe he brought the
13 (indiscernible), and I have used that foam monitor
14 (phonetic) to extinguish the fire. The fire was
15 extinguished, and after that, I came inside, and I
16 called second mate for further communications as per
17 master's instruction.

18 [REDACTED] Do you -- did you have
19 communications with the lookouts on the stern? Did you
20 --

21 MR. SAJEEV: Yeah, the second
22 (indiscernible) was there, the aft. He was trying to
23 extinguish the -- extinguish the fire in the aft, but I
24 don't know, I was on the starboard, I was on the
25 bridge, and I was helping the pilot in fighting,

1 (indiscernible), so I don't know much about the
2 (indiscernible).

3 [REDACTED] You stayed on the bridge, the
4 whole, during --

5 MR. SAJEEV: Yeah.

6 [REDACTED] -- the entire fire?

7 MR. SAJEEV: Yes.

8 [REDACTED] All right.

9 PARTICIPANT: Yeah. You said you saw the
10 black smoke. Did any smoke get into the bridge?

11 MR. SAJEEV: No no. The smoke -- had it
12 came inside the bridge?

13 PARTICIPANT: Yes. Was there smoke inside
14 the pilot house?

15 MR. SAJEEV: No no, we just closed the door
16 before that.

17 PARTICIPANT: And you said there was a pilot
18 fighting the fire with the portable extinguisher?

19 MR. SAJEEV: Yes.

20 PARTICIPANT: What wing did you say he was
21 on, port, starboard, where was he?

22 MR. SAJEEV: Port side, port side.

23 PARTICIPANT: Port side? Did you assist
24 that pilot?

25 MR. SAJEEV: Yes.

1 PARTICIPANT: All right. Now what was
2 burning?

3 MR. SAJEEV: The sandbag, the sandbag was --
4 the sand was kept inside the plastic cover, and so the
5 plastic cover caught fire.

6 PARTICIPANT: And the -- you said you called
7 the second mate.

8 MR. SAJEEV: Yes.

9 PARTICIPANT: And why did you call him?

10 MR. SAJEEV: As per master's instruction.

11 PARTICIPANT: Do you know why the master
12 wanted you to talk to him? Where was the second mate?

13 MR. SAJEEV: He was inside of aft station.

14 PARTICIPANT: Okay. I don't have any --

15 MR. SAJEEV: Oh, this happened after the
16 fire --

17 (Simultaneous speaking.)

18 PARTICIPANT: Yes.

19 MR. SAJEEV: At that particular moment,
20 after the -- everything was over, then I called him.

21 PARTICIPANT: Right, so you called the
22 second mate after the fire was out?

23 MR. SAJEEV: Yes.

24 PARTICIPANT: And what did you discuss?

25 MR. SAJEEV: For -- I don't know,

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1 communication, for the communication of these things,
2 (indiscernible) communication.

3 PARTICIPANT: I mean, did you ask him how he
4 was, whether or not there were anybody hurt or anything
5 like that?

6 MR. SAJEEV: No, nobody injured. We got a
7 report from forward and aft stations, all were safe.

8 PARTICIPANT: That is what I mean. Did the
9 second mate tell you that no one was hurt in the aft
10 station?

11 MR. SAJEEV: (indiscernible), forward and
12 aft. He got the word that everybody is safe.

13 PARTICIPANT: All right. Pass it to NT.

14 MR. WISNIEWSKI: NTSB. Just real quick,
15 were you involved with any notifications ashore? Did
16 you -- were you involved with the vessel --

17 MR. SAJEEV: No.

18 MR. WISNIEWSKI: -- response plan? Who did
19 that --

20 MR. SAJEEV: The master.

21 MR. WISNIEWSKI: The master made all those
22 notifications?

23 MR. SAJEEV: Yes.

24 MR. WISNIEWSKI: For the captain to report
25 back to the QI?

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1 MR. SAJEEV: Yes.

2 MR. WISNIEWSKI: That was the master --

3 MR. SAJEEV: The master.

4 MR. WISNIEWSKI: -- who performed that?

5 Okay. That's all I have. Thank you.

6 [REDACTED] Does anyone else have any
7 questions?

8 (No audible response.)

9 [REDACTED] All right. Well that concludes
10 the interview. Thank you very much.

11 MR. SAJEEV: Yes.

12 [REDACTED] Do you have any questions for
13 us?

14 MR. SAJEEV: None.

15 [REDACTED] All right. Thank you.

16 (Whereupon, the interview went off the
17 record at 1150 hours.)

18

19

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C E R T I F I C A T E

MATTER: Allision Involving the Aframax River
on the Houston Ship Channel, Sept. 6, 2016
Accident No. DCA16FM055
Interview of Emmanuel Sajeev

DATE: 09-08-16

I hereby certify that the attached transcription of page 1 to 32 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.

[Redacted Signature]

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