

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: KUMAR ARVIND

September 7, 2016

BEFORE

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

APPEARANCES:

On Behalf of G&H Towing Company:

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On Behalf of the Aframax River:

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[REDACTED]

On Behalf of the Interviewee and Other
Individuals Involved in this Investigation:

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On Behalf of ITC:

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

3:52 p.m.

██████████ All right, Captain. So it is 3:52. We're onboard the Aframax River. We're conducting a post-casualty interview with the captain of the ship. We'll do a roll call, see who is -- who is here today, and so I will start with myself. I am ██████████ section Houston/Galveston, Investigations, and I am the investigator assigned to investigate the casualty.

MR. HATZEL: I am Cameron Hatzel, lawyer for the pilots.

MR. DAVIES: Bruce Davies, Chief, Investigations, Coast Guard, Houston.

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

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

MSTR ARVIND: Master, Aframax River.

PARTICIPANT: What's that?

MSTR ARVIND: Master, Aframax River.

CPT. SHARMA: Captain Sharma, Marine Superintendent for Executive Ship Management.

MR. HUFFMAN: Jay Huffman with Blank Rome on behalf of G&H Towing Company.

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1 (Simultaneous speaking.)

2 MR. USHER: Mike Usher, Pilot Board
3 Investigation Recommendation Committee.

4 PARTICIPANT: (indiscernible).

5 [REDACTED] All right, Captain. So we're
6 just going to go over some questioning.

7 MSTR ARVIND: Yes.

8 [REDACTED] And again, if you have any
9 questions or any issues with us, consult with Mr.
10 Bailey at any time. So I will start with asking a
11 little bit about your background in the maritime field,
12 if you could just elaborate on that, kind of give us a
13 brief history?

14 MSTR ARVIND: I went in 1998 at sea, and I
15 am working since 2013 as a master with Executive Ship
16 Management.

17 [REDACTED] 2013 as a master?

18 MSTR ARVIND: Yes.

19 [REDACTED] All right. And what size ships
20 have you sailed as a Master?

21 MSTR ARVIND: This almost same size,
22 Aframax, tanker.

23 [REDACTED] And approximately how many
24 trips would you say you have had onboard Aframax ships
25 since 2013?

1 MSTR ARVIND: 2013? I sailed eight ships.
2 [REDACTED] Okay.
3 MSTR ARVIND: This is my ninth --
4 [REDACTED] Since then --
5 MSTR ARVIND: Since --
6 [REDACTED] Since then, so --
7 MSTR ARVIND: Yeah.
8 [REDACTED] -- this is your ninth ship?
9 MSTR ARVIND: Yes, it is the ninth.
10 [REDACTED] All right. And how many trips
11 would you say you've done, I guess general trips from
12 inside -- inside of the Houston Channel, Ship Channel?
13 MSTR ARVIND: Inside the Houston Channel,
14 I've done around six, seven.
15 [REDACTED] Six, seven? Any issues at any
16 time?
17 MSTR ARVIND: Nothing, not really, sir.
18 [REDACTED] And those trips have been
19 onboard this ship, or --
20 MSTR ARVIND: The sister ship also, I sailed
21 the sister ship also, (indiscernible), I sailed the
22 sister ship also, and nothing further.
23 [REDACTED] And Captain, have you ever
24 sailed inside the Houston (indiscernible)? Have you
25 ever --

1 MSTR ARVIND: No, this is my first time
2 (indiscernible) --

3 [REDACTED] First time doing that? And
4 what day was that, the first time that you visited --

5 MSTR ARVIND: On the 4th of September.

6 [REDACTED] 4th of September?

7 MSTR ARVIND: Yes.

8 [REDACTED] Where were you coming from?

9 MSTR ARVIND: I came from Saint Lucia.

10 [REDACTED] Lucia? And was there any
11 issues during that voyage, Captain?

12 MSTR ARVIND: No, nothing, no issue at all.

13 [REDACTED] Any issues prior to that
14 voyage?

15 MSTR ARVIND: Just I ground (phonetic) in
16 Saint Lucia, so I don't know this, but I ground in
17 Saint Lucia, and then I came here.

18 [REDACTED] Okay. Have you had any issues
19 before --

20 MSTR ARVIND: No, no.

21 [REDACTED] -- aboard this vessel?

22 MSTR ARVIND: I never have.

23 [REDACTED] Well, Captain, on the -- on the
24 voyage on the 4th of September, when you came in, you
25 mentioned you -- you didn't have any issues, any

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1 concerns?

2 MSTR ARVIND: No.

3 [REDACTED] Did you communicate

4 (indiscernible) with the pilot --

5 MSTR ARVIND: Yes.

6 [REDACTED] -- onboard that vessel?

7 MSTR ARVIND: Yes.

8 [REDACTED] Okay. And how was that
9 exchange with that pilot?

10 MSTR ARVIND: (indiscernible).

11 [REDACTED] What kind of questions did he
12 ask, or what communications did you have with him?

13 MSTR ARVIND: Communications I had no
14 problem --

15 [REDACTED] No problem?

16 MSTR ARVIND: -- at all. No problem.

17 [REDACTED] Okay. Did he mention anything
18 about the ship handling different, or difficult, or any
19 --

20 MSTR ARVIND: No.

21 [REDACTED] -- difficulties handling the
22 ship?

23 MSTR ARVIND: No.

24 [REDACTED] All right, Captain. Well, let
25 me reference the 6th of September -- it was actually

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1 the 5th of September, when the voyage started. Can you
2 just go over a little bit about how that went from the
3 time the pilot -- well, actually, maybe you could go
4 back, before the pilot came onboard, were there any
5 issues with the ship prior to the pilot getting
6 onboard?

7 MSTR ARVIND: No.

8 [REDACTED] [REDACTED] Nothing was relayed to you from
9 the engineer department or --

10 MSTR ARVIND: The engineer department --

11 [REDACTED] [REDACTED] -- anyone else?

12 MSTR ARVIND: -- no, nothing on faults,
13 nothing.

14 [REDACTED] [REDACTED] Any kind of test, any kind of
15 preventative maintenance or any test conducted on the
16 ship --

17 MSTR ARVIND: Yes.

18 [REDACTED] [REDACTED] -- in that time frame?

19 MSTR ARVIND: Before arrival, we conducted
20 this, it was 33 CFR (phonetic), all the tests, pre-
21 arrival check, we carried out in full. No problem at
22 all.

23 [REDACTED] [REDACTED] You said before arrival. All
24 right, and did you do that prior to departing --

25 MSTR ARVIND: Yes.

1 (Simultaneous speaking.)

2 [REDACTED] -- the dock as well?

3 MSTR ARVIND: Yes, the dock also, on 5th,
4 also we did all the pre-arrival -- pre-departure
5 checks.

6 [REDACTED] And other than that, was there
7 any other maintenance going on in the engine room that
8 you were aware of, preventative maintenance?

9 (Simultaneous speaking.)

10 MSTR ARVIND: No, preventative maintenance
11 and all, nothing done in Houston.

12 [REDACTED] All right, Captain. Going back
13 to the time -- do you recall what time the pilots
14 boarded your vessel?

15 MSTR ARVIND: Pilot boarded 2306.

16 [REDACTED] 2306?

17 MSTR ARVIND: Yes.

18 [REDACTED] What time were you supposed to
19 sail?

20 MSTR ARVIND: 2330 --

21 [REDACTED] 2 --

22 MSTR ARVIND: -- 2330, supposed to be our
23 pilot boat, but pilot boat boarded a little early.

24 [REDACTED] So 2330, you said?

25 MSTR ARVIND: 2306.

1 [REDACTED] Okay. Well 2330 was the time
2 when you were supposed to sail?

3 MSTR ARVIND: 2330.

4 [REDACTED] 30, okay --

5 MSTR ARVIND: 30.

6 [REDACTED] -- 2330, you were supposed to
7 sail. And was that the time you actually sailed,
8 Captain?

9 MSTR ARVIND: Yes, we were ready for 2330.

10 [REDACTED] You were ready?

11 MSTR ARVIND: Yes.

12 [REDACTED] Any delays?

13 MSTR ARVIND: No delay at all. We finished
14 the cargo 2130, 2-1-3-0, and after two hours, we were
15 ready, all documentation parts, almost 2300, finished.

16 [REDACTED] Okay.

17 MSTR ARVIND: We were ready after that.

18 [REDACTED] All right. So when the pilots
19 came to the bridge, and did you guys have a
20 pilot/master exchange?

21 MSTR ARVIND: Yes.

22 [REDACTED] Okay.

23 MSTR ARVIND: I let them come on 2306. I
24 was on CCR (phonetic), and then after that, I went on
25 top 2312, and -- and then I did the pilot, master/pilot

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1 exchange and all.

2 [REDACTED] All right. And what was the --

3 PARTICIPANT: I am sorry to interrupt, but
4 can we take a break and identify our newest guest?

5 [REDACTED] Yes. Yeah, let's take a --
6 well, can you identify yourself?

7 MS. NORSTRUD: Sure. I am Stacey Norstrud
8 from Fowler Rodriguez. We represent ITC.

9 [REDACTED] ITC, all right, good.

10 All right, Captain. So at 2330 -- I am
11 sorry, before that, you said you met with the pilot.
12 Was it one pilot, two pilots?

13 MSTR ARVIND: Two pilots.

14 [REDACTED] Two pilots? Okay. Were you
15 communicating with both, or were you just --

16 MSTR ARVIND: One main pilot, so I would
17 communicate -- initially I communicate with both, and
18 then later on, a visit from the head pilot, then I
19 communicated with him.

20 [REDACTED] So during the pilot exchange,
21 you were communicating with --

22 MSTR ARVIND: One pilot.

23 [REDACTED] -- one pilot?

24 MSTR ARVIND: One.

25 [REDACTED] Okay.

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1 MSTR ARVIND: Which is in charge.

2 [REDACTED] All right. And what was that
3 communication like?

4 MSTR ARVIND: Communication like, no problem
5 at all.

6 [REDACTED] Do you recall what information
7 was passed to the --

8 MSTR ARVIND: Yes --

9 [REDACTED] -- pilot?

10 MSTR ARVIND: Yes.

11 [REDACTED] Can you tell us, what did you
12 pass to him, or -- ?

13 MSTR ARVIND: I asked -- I give the pilot
14 this -- my (indiscernible) so much. My (indiscernible)
15 6 and 8.6, and this, yeah, they're all in ballast
16 (phonetic) condition, and this cargo (indiscernible),
17 and any inborn traffic. Were we expecting any inborn
18 traffic, and I said not much because nighttime, so
19 that's all.

20 [REDACTED] All right. So do you recall if
21 the pilot had any concerns?

22 MSTR ARVIND: No.

23 (Simultaneous speaking.)

24 [REDACTED] All right. And to your
25 knowledge, the ship's equipment was operating?

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1 MSTR ARVIND: Yes. After did I -- myself, I
2 did this pre-departure, this engine telegraph test,
3 myself did, and dead slow ahead, I give them dead slow
4 ahead after the gangway off (phonetic), because
5 (indiscernible) gangway, so after I said
6 (indiscernible) gangway off, then I did this telegraph
7 test, and in the test, I did dead slow ahead, I
8 stopped, dead slow astern, then I stopped. And then
9 after that, I gave him the standby engine, standby
10 engine I gave, 2336. I tested engine, and then I gave
11 him the standby engine, and after that, I informed
12 pilot we are ready. Our engine is also ready.

13 [REDACTED] And during these tests, the
14 engine was in --

15 (Simultaneous speaking.)

16 [REDACTED] -- bridge control?

17 MSTR ARVIND: Bridge control, on bridge
18 control.

19 [REDACTED] Okay. All right. Do you
20 recall what time you got underway, Captain?

21 MSTR ARVIND: We were underway 2342, 2342.

22 [REDACTED] Can you go over that evolution?

23 MSTR ARVIND: Initially, all line casted
24 off, one-by-one all line casted off. After that,
25 (indiscernible), then all line unmoored, and then pilot

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1 give an order dead slow astern. I myself and one pilot
2 on bridge wing, the starboard side, bridge wing, the
3 starboard side, the long side, so myself and the pilot,
4 the starboard side, bridge wing, and inside, one pilot,
5 third officer, and helmsman is inside the bridge, so I
6 give to them their order, dead slow astern.

7 Then third officer call back dead slow
8 astern, and he give also movement dead slow astern. So
9 I send test RPM indicator from outside this, I let him
10 know, dead slow astern, then I engage the pilot and
11 looking this outside while the ship is moving. Then
12 after that, the ship is moving very fast, just like
13 dead slow never so fast.

14 Then (indiscernible) and pilot also both are
15 looking at this outside telegraph, them saying I feel
16 it's showing so much for dead slow astern. I said I
17 already gave him dead slow astern only. I asked third
18 officer at that moment, dead slow astern? Yes, dead
19 slow astern, engine on dead slow astern then, but RPM
20 is showing around 80. I am not sure from the distance
21 how much, but it is too much. This is not 30, because
22 30 is aligned with others.

23 So again, I asked again, what is RPM? Then
24 he said -- they said, then pilot said, (indiscernible).
25 Then I said not stopping enough. Then I again called,

1 third officer, why aren't you doing stopping now? Then
2 -- and then third officer informed me, he came outside
3 and saying this engine is not stopping. Then, he calls
4 this engine room and asks what happened. Then I learn
5 from there, pilot is crying stop engine. Give dead
6 slow ahead, slow ahead.

7 Then I run over inside the bridge, and then
8 I call the engine room. I send the engine on slowing.
9 There are these lights, the stop engine. But actually,
10 engine just coming out stopping, but not stopped
11 completely. Then I give them dead slow ahead. Myself,
12 I give them dead slow ahead. And then just I got
13 outside, port side, see to the outside area. This is
14 touching on what is going on.

15 Then after that, again, I called engine room
16 and I checked with the second engineer on watch. I
17 checked with second engineer. What happened? They say
18 engine is not responding. Then I said give me control
19 immediately, give me control. I said no time to give
20 control, take control.

21 Then I realized -- then I went outside, and
22 I asked the pilot, better we drop anchor. Then pilot
23 also said to drop anchor, drop boat anchor. Then I
24 informed chief officer, go forward, drop anchor. Then
25 I -- after (indiscernible) second officer, you also go

1 forward. Then boat went forward and we dropped anchor,
2 and in time, they said they're taking control, and
3 (indiscernible) stop, and then in the meantime, I
4 dropped anchor. That time, no time to see this taking
5 control or not taking control. It was hardly two
6 minutes' time. I give a moment, and then after that,
7 within two minutes, this all happened.

8 [REDACTED] All right, Captain. You
9 noticed he took the RPMs immediately after you asked
10 for dead slow ahead. You noticed the RPMs immediately
11 were --

12 MSTR ARVIND: Dead slow astern.

13 [REDACTED] I am sorry, dead slow astern.

14 MSTR ARVIND: Yes.

15 [REDACTED] You noticed the RPMs were not
16 where they should have been?

17 MSTR ARVIND: I seen them from outside.
18 This RPM, astern side.

19 [REDACTED] Okay.

20 MSTR ARVIND: But you cannot go and see it
21 from there in nighttime, you cannot see -- I checked
22 RPM, how much. But I send (indiscernible) RPM
23 telegraph showing astern side.

24 Okay. Then we see this is moving very fast
25 astern. Then we realize this RPM is showing 70, 80.

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1 [REDACTED] Okay. And when you
2 communicated with the second engineer, did he --

3 MSTR ARVIND: I communicated with -- I came
4 inside after that, I communicated with second engineer.
5 They say why not stopping? And I give them dead slow
6 ahead. Then I send this (indiscernible) stop. This
7 not responding at all, dead slow ahead. I give slow
8 ahead, in data logger (phonetic) you can see, I give
9 them dead slow ahead also because pilot is insisting
10 you full ahead, full ahead. How can I give full ahead?
11 I give them dead slow ahead, not responding at all,
12 then what I can do?

13 Then I talk to second engineer. They say
14 give control. (indiscernible) control, you take
15 control, and then communicate, send them then. Don't
16 have time, don't have choice.

17 [REDACTED] Okay. So do you know if the
18 second engineer actually went to the emergency station
19 and --

20 MSTR ARVIND: I don't know where he gone. I
21 gone outside and discuss with pilot. They say we drop
22 anchor, better we drop anchor. Pilot also suggested
23 drop anchor, both drop anchor, then we drop anchor.

24 [REDACTED] All right. Now in that
25 conversation with the second engineer, did he mention

1 anything to you, or even after -- immediately after
2 that, did he say Captain, I think we're having issues
3 with this, or I think this is what's going on, or was
4 there any mention of mechanical issues with the engine
5 at that time?

6 MSTR ARVIND: I don't know. I don't know
7 this mechanical issue, I don't know this.

8 MR. DAVIES: Captain, it's Bruce Davies with
9 the Coast Guard Investigations. You said that when you
10 went dead slow astern, that the RPMs kind of raised up,
11 you said between 70 and 80 RPMs, and that was the --

12 MSTR ARVIND: Initially, not going 70, 80
13 RPM. Initially --

14 MR. DAVIES: Yes, but I am saying it raised
15 up to that.

16 MSTR ARVIND: It raised up to 70, 80 RPM
17 gradually, right.

18 MR. DAVIES: And dead slow astern, what is
19 the RPM it's supposed to be?

20 MSTR ARVIND: 30, 32 RPM.

21 MR. DAVIES: Did you consider hitting the
22 emergency stop at that point?

23 MSTR ARVIND: At that time, I did not
24 realize. At that time, I not thought anything. I just
25 gone and drop anchor. At that time, I not thought. I

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1 just called engine room, I talked to second engineer,
2 this, what is happening? Engine is not responding.
3 Then he said give control, give control. Then I said
4 take control. And then I go outside and dropped
5 anchor. That time, I not thought -- not thought
6 anything.

7 MR. DAVIES: Okay. So when you dropped
8 anchor, the engine room had the engine control?

9 MSTR ARVIND: Yes. The engine room had
10 taken control, (indiscernible), I don't know. I gone
11 outside and drop anchor. In that particular case, I
12 never thought this -- to stop this, I just gone outside
13 and dropped anchor, because engine not responding, and
14 I -- stopping or not, if we stop, also, there's no have
15 time because we are in mid-channel.

16 MR. DAVIES: Okay, Captain. Let me tell
17 you, we have spoken with the pilots, and the pilots,
18 both of them told us that there was -- you were on the
19 bridge, along with the helmsman. Was there somebody on
20 the engine or the telegraph?

21 MSTR ARVIND: Somebody engine, the third
22 officer.

23 MR. DAVIES: The third officer. How were
24 the commands to the engine order telegraph given?

25 MSTR ARVIND: Through walkie-talkie, I give

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1 an order to third officer through walkie-talkie, on a
2 channel, walkie-talkie, and then he is communicating
3 with walkie-talkie.

4 MR. DAVIES: Why walkie-talkie? Were you
5 out on the bridge wing at the time?

6 MSTR ARVIND: Yes.

7 MR. DAVIES: And the second -- was the
8 second mate on the engine order telegraph?

9 MSTR ARVIND: Third officer --
10 (Simultaneous speaking.)

11 MR. DAVIES: Third officer, third officer,
12 and did he have a radio there?

13 MSTR ARVIND: Yeah, he had a radio.

14 MR. DAVIES: So you would -- the pilot would
15 give the order, and then you would relay the order to
16 the -- the third mate, and then he would --

17 MSTR ARVIND: He is getting command.

18 MR. DAVIES: All right. Did you ever have a
19 discussion with the chief engineer why the engine let's
20 say ramped up, or let's say sped up faster than you
21 expected, exceeded the RPMs? Did you talk to him about
22 that?

23 MSTR ARVIND: I talked, but he's saying I
24 don't know this, what happened, this mechanical fault,
25 I don't know this, I don't know.

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1 MR. DAVIES: The chief engineer said there
2 was a mechanical problem?

3 MSTR ARVIND: I don't know this.
4 (indiscernible), come and they will say this situation
5 --

6 MR. DAVIES: Well, I understand you don't
7 know that, but did the chief engineer tell you that
8 there was a mechanical problem?

9 MSTR ARVIND: I don't know. Ask the chief
10 engineer what he's saying. I am not able to say
11 something because I never faced this type of problem, I
12 don't know.

13 MR. DAVIES: Was the chief engineer aware
14 that the engine was exceeding the expected RPMs?

15 MSTR ARVIND: I don't know because I did not
16 talk with chief engineer, I talked with second
17 engineer, so --

18 MR. DAVIES: All right. Was the second
19 engineer aware that the engine was exceeding the RPMs?

20 MSTR ARVIND: Yes, second engineer is aware
21 of this.

22 MR. DAVIES: Did he offer any explanation as
23 to why?

24 MSTR ARVIND: I don't know. I asked the
25 chief engineer, but I never asked second engineer. I

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1 did not ask.

2 MR. DAVIES: All right. I've got no more
3 questions at this time, but I'll pass it over to NTSB.

4 MR. WISNIEWSKI: Hi Captain, Luke
5 Wisniewski, NTSB. I'd just like to go through -- you
6 mentioned in the beginning, let's just go back to the
7 pre-departure list. Is that a list that you fill out
8 because --

9 MSTR ARVIND: Yes.

10 MR. WISNIEWSKI: -- you said that you -- you
11 partake and participated, or you were the one in charge
12 of that? Is there a list that we can see? Is there a
13 record of that?

14 MSTR ARVIND: Yes.

15 MR. WISNIEWSKI: Okay. And how about with
16 the telegraph test, is that also a written procedure?

17 MSTR ARVIND: Telegraph logger is there. At
18 any moment you can get this logged automatically --

19 MR. WISNIEWSKI: Okay.

20 MSTR ARVIND: -- a logger is there.

21 MR. WISNIEWSKI: Do you have a bell book, or
22 does anyone up on the bridge write down --

23 MSTR ARVIND: We have bell book, but we have
24 log also that, due to this, we are not recording in
25 bell book. This is automatically printing in logger.

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1 MR. WISNIEWSKI: Okay. And when you tested
2 the engine before, you said you --

3 MSTR ARVIND: Yes, I --

4 (Simultaneous speaking.)

5 MR. WISNIEWSKI: You bumped it ahead,
6 forward?

7 MSTR ARVIND: Yes, not full --

8 MR. WISNIEWSKI: Yeah.

9 MSTR ARVIND: -- dead slow ahead.

10 MR. WISNIEWSKI: Right, dead slow ahead.

11 MSTR ARVIND: Dead slow ahead, and then I
12 see RPM, and then I stop, and then dead slow astern,
13 and then I stop. And then after that, I give a standby
14 --

15 MR. WISNIEWSKI: Okay. And you said that
16 time was again, standby?

17 MSTR ARVIND: That's -- that time, 2336
18 somewhere, 2336.

19 MR. WISNIEWSKI: Okay.

20 MSTR ARVIND: It's written in --

21 MR. WISNIEWSKI: Okay. Was there any work
22 that was performed while the -- the vessel was in port
23 when you tied up on the 4th? Are you aware of any work
24 that was performed in the engine room?

25 MSTR ARVIND: No. In my notice, nothing.

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1 MR. WISNIEWSKI: Okay. No -- no --

2 MSTR ARVIND: Nothing.

3 MR. WISNIEWSKI: -- no one was onboard, or -
4 - okay.

5 MSTR ARVIND: Nobody informed me, nothing, I
6 am not aware of this thing, but nothing.

7 MR. WISNIEWSKI: Okay. And you indicated
8 you were speaking directly with the second --

9 MSTR ARVIND: Second engineer.

10 MR. WISNIEWSKI: -- engineer?

11 MSTR ARVIND: Yes.

12 MR. WISNIEWSKI: At the time?

13 MSTR ARVIND: Yes, at the time.

14 MR. WISNIEWSKI: Okay. And on the bridge,
15 you have the emergency --

16 MSTR ARVIND: Yes, we have.

17 MR. WISNIEWSKI: -- stop button?

18 MSTR ARVIND: Yes --

19 (Simultaneous speaking.)

20 MR. WISNIEWSKI: For the main engine. Was
21 that pressed at all?

22 MSTR ARVIND: Not from there. I said in
23 that time, I talked, and then at that time, I did not
24 realize nothing. I gone outside, and then he's saying
25 give control in general. Then if you were taking

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1 control, then you are wasting of time.

2 MR. WISNIEWSKI: Right.

3 MSTR ARVIND: Wasting of -- we don't have
4 time. So we dropped anchor, we gone outside and
5 dropped anchor --

6 MR. WISNIEWSKI: Okay.

7 MSTR ARVIND: -- we discussed with pilot and
8 dropped anchor. I did not press the --

9 MR. WISNIEWSKI: Okay. So no one on the
10 bridge pressed that button either, it would just be --
11 it would be you?

12 MSTR ARVIND: No, nobody pressed it.

13 MR. WISNIEWSKI: Okay.

14 MSTR ARVIND: Later on, the engine room,
15 they pressed (phonetic), and then they said they tried
16 to rectify this, but I don't know what they did.

17 MR. WISNIEWSKI: And your communication with
18 the second engineer --

19 MSTR ARVIND: By phone.

20 MR. WISNIEWSKI: By phone?

21 MSTR ARVIND: By phone.

22 MR. WISNIEWSKI: Okay. I guess I would like
23 to just continue a little bit more with, could you just
24 go through the events that, after you dropped anchor,
25 when the general alarm went off, when you notified the

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1 crew, when they returned to their stations for fire?

2 MSTR ARVIND: As soon as --

3 MR. WISNIEWSKI: If you could just go
4 through that --

5 MSTR ARVIND: As soon as --

6 MR. WISNIEWSKI: -- chronologically.

7 MSTR ARVIND: -- I dropped anchor, meantime,
8 I seen this, port side, this flame is coming, this
9 whole fire. Then I -- they are dropping anchor, I go
10 on the port side, and I see this full of smoke. Then I
11 said, well, I don't know what happened. They say smoke
12 is coming. Then I raised directly this fire alarm, and
13 then I informed pilot also, just we need sore
14 assistance (phonetic), we need more sore assistance
15 (indiscernible). That particular time, we don't notice
16 what happened --

17 MR. WISNIEWSKI: Okay.

18 MSTR ARVIND: -- due to fire.

19 MR. WISNIEWSKI: Can you go through the
20 notifications that you or your bridge team --

21 MSTR ARVIND: Yes.

22 MR. WISNIEWSKI: -- made?

23 MSTR ARVIND: Yes.

24 MR. WISNIEWSKI: Can you go through and
25 discuss that a little bit?

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1 MSTR ARVIND: Yes. I call, after that, he
2 dropped anchor, and then I called the second officer on
3 top on bridge, and I said you just prepare your faster
4 notification, and he said notification.

5 MR. WISNIEWSKI: You know when they -- what
6 occurred, or who made those notifications?

7 MSTR ARVIND: He just typing, and then after
8 that, I was busy with fire. I busy with fire, I
9 called, I requested pilot, and then I was crying. I
10 was crying this. This (indiscernible), then emergency
11 fire, later on it started, and then we are fighting the
12 fire, and (indiscernible) all around the vessel to the
13 gangway. The starboard of gangway, it is all, we faced
14 fire.

15 MR. WISNIEWSKI: And --

16 MSTR ARVIND: Even the bridge also. The
17 fire, even myself and pilot and third officer, all, we
18 are fighting fire on the bridge, bridge wing port side.

19 MR. WISNIEWSKI: And how did you feel your
20 ship and crew responded to the firefighting --

21 MSTR ARVIND: Yes, they responded very well.

22 MR. WISNIEWSKI: Okay.

23 MSTR ARVIND: They responded very well.

24 MR. WISNIEWSKI: Was there any issues with
25 firefighting capability?

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1 MSTR ARVIND: No, no, not (indiscernible).

2 MR. WISNIEWSKI: No, you had fire pressure,
3 fire pressure?

4 MSTR ARVIND: Fire pressure a little,
5 because I am crying increase emergency fire pressure,
6 but because -- there, I don't know if they are
7 increasing or not because all came out, but this,
8 account of this (indiscernible), but all five monitors
9 are open, and all five -- at the time, 7565 (phonetic)
10 (indiscernible). Pilot is also crying increase
11 pressure, but this all are open, very difficult to
12 build up the pressure. At the same time, all are open.
13 If we open one, two, then pressure will build up.

14 MR. WISNIEWSKI: Do you know how the ship is
15 configured? Do you have a main fire pump? Do you have
16 a bilge and fire pump that you could --

17 MSTR ARVIND: Emergency fire pump.

18 MR. WISNIEWSKI: Yes, emergency fire pump --

19 MSTR ARVIND: Yes.

20 MR. WISNIEWSKI: -- that you can combine?

21 MSTR ARVIND: Yes, emergency fire pump, yes.

22 MR. WISNIEWSKI: Were they all running?

23 MSTR ARVIND: Yes.

24 MR. WISNIEWSKI: And how was your -- how was
25 your crew? Were they very good responding to your

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1 direction, or to the chief mate?

2 MSTR ARVIND: Yes. I am communicating with
3 the chief officer command, and (indiscernible) sending
4 this -- they are using walkie-talkies, so I am
5 communicating directly with chief officer command and
6 (indiscernible), because other -- they don't have
7 walkie-talkies. The second officer later come on
8 bridge, and third officer is there, and I send the
9 third officer down below in CCR (phonetic) to go and
10 try to start this fire pump, this ballast pump, so that
11 we can start ballast pump, then (indiscernible), and
12 then water will merit more pressure.

13 Then he informed, this pump room is full of
14 smoke. Then I said then stop, not to go, then they
15 stop. Then later on, they're preparing
16 (indiscernible), and they -- some of the crew gone down
17 and then open the valve and all, and then we started a
18 ballast pump as well.

19 MR. WISNIEWSKI: Is this part of your
20 procedures to press the ballast tanks up for cooling,
21 or is it something that you --

22 MSTR ARVIND: In case of emergency, what to
23 do.

24 MR. WISNIEWSKI: Okay.

25 MSTR ARVIND: They said during the

1 emergency, maximum possible accident, you can try.

2 MR. WISNIEWSKI: Okay.

3 MSTR ARVIND: Because fire pump was not too
4 much pressure, so just as we started this ballast pump
5 also so that at least more water of it on this side.

6 MR. WISNIEWSKI: Okay. That's all I have
7 right now. Thank you.

8 [REDACTED] Okay. I have one follow-up
9 before we open it up. You mentioned you had lookouts
10 on the stern?

11 MSTR ARVIND: Who?

12 [REDACTED] Did you have lookouts on the
13 stern of the ship --

14 MSTR ARVIND: Yes.

15 [REDACTED] -- before getting underway?

16 MSTR ARVIND: Yes, it was the second officer
17 and all crew stern side, they are reporting, they are
18 reporting distance is coming very close, 50 meters, 40
19 meters, they are reporting, second officer.

20 [REDACTED] All right. Do you know if that
21 -- that dolphin -- was there a light on there --

22 MSTR ARVIND: Yes.

23 [REDACTED] -- a light, flashing, no?

24 MSTR ARVIND: No, not flashing. This one
25 dolphin had a flashing light, and the other one is not

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1 flashing.

2 [REDACTED] [REDACTED] So the one you hit, did it have
3 a flashing light or --

4 MSTR ARVIND: Flashing light.

5 [REDACTED] [REDACTED] It did? Okay. All right.
6 I'll open it up to -- I am sorry.

7 MR. DAVIES: I have a couple other
8 questions. For the -- you said the emergency fire pump
9 was used, correct?

10 MSTR ARVIND: Yes, the fire pump.

11 MR. DAVIES: When was the last time you can
12 recall checking that?

13 MSTR ARVIND: It was during drill, I checked
14 that before this CFR meeting and the CFR tests.

15 MR. DAVIES: Okay. How did you check it?

16 MSTR ARVIND: This -- this is something that
17 only open (indiscernible) anchor was, and we checked
18 pressure from top, just how much pressure is showing
19 and in what density, fire control depends on how much
20 pressure, so --

21 MR. DAVIES: And you were satisfied at that
22 time that that pump --

23 MSTR ARVIND: Yes --

24 MR. DAVIES: -- was working correctly?

25 MSTR ARVIND: If two fire monitor

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1 (indiscernible), then it is sufficient pressure.

2 MR. DAVIES: Okay. And you said that the
3 fire pump, you had all the -- the valves open when you
4 were fighting the fire?

5 MSTR ARVIND: Yes.

6 MR. DAVIES: Well how many fire teams did
7 you have out there?

8 MSTR ARVIND: How many? Excuse me?

9 MR. DAVIES: How many persons were out there
10 fighting the fire?

11 MSTR ARVIND: Maximum, all the persons.

12 MR. DAVIES: Yeah, how many is that?

13 MSTR ARVIND: How many? It's bridge team
14 and engine room team, and then after that, this --
15 other -- (indiscernible), so all (indiscernible)
16 outside only, they are fighting the fire.

17 MR. DAVIES: I did not look at your deck
18 when I came in. Did you have fire monitors along the
19 main deck, monitors?

20 MSTR ARVIND: Yes.

21 MR. DAVIES: Were they all open?

22 MSTR ARVIND: Yes. I was communicating, I
23 was communicating openly. This one, just to go
24 forward, just open this one, just to go -- at that
25 time, it was full crazy, just --

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1 MR. DAVIES: Okay, Captain. The reason I am
2 asking that question, and I'll be honest with you, the
3 pilot said that the one hose looked like it was very
4 deficient in pressure. Now, if you have all of your
5 monitors open, that may explain why. That's why I am
6 asking the --

7 MSTR ARVIND: I --

8 MR. DAVIES: -- question, that's all.

9 MSTR ARVIND: -- I agree with you. Pilot is
10 saying all the time increase water pressure, increase
11 fire compressor. I was informing -- I call engine
12 room, I informing engine room, increase water pressure,
13 but they say I already increased all. What they
14 increased, I don't know. I also seen not too much
15 sufficient pressure. That's why I realized this
16 ballast pump also open, and then after that, I closed
17 some of the forward monitor, and then later, pressure
18 increased.

19 MR. DAVIES: Okay. I'm just trying to
20 explain why we asked the question, because of course,
21 the fire system was extremely important. We just had a
22 report that the -- the pressure was deficient. That
23 explains it.

24 MSTR ARVIND: In this condition of fire,
25 this -- only this from ship side is very difficult to

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1 extinguish. Wildfire all around the fire, if no
2 support from outside, if no support from shore side,
3 then very difficult, continuous while it is also
4 leaking, it's very difficult due to leak and all this
5 fire has spread to this other side forward.

6 MR. DAVIES: Well, what kind of support did
7 you get from the -- from the tugs that were assisting
8 you?

9 MSTR ARVIND: Even these two tugs
10 (indiscernible), the same tug also did the
11 firefighting. They -- and after that, four tugs came
12 onsite in 10, 15, 20 minutes, and then they also
13 supported very well.

14 MR. DAVIES: All right. Again, you were
15 saying that you were speaking with the second engineer,
16 correct?

17 MSTR ARVIND: Yes.

18 MR. DAVIES: During this evolution where we
19 had, let's say, a problem with the -- with the RPMs.
20 Who is normally in charge of the engine room during
21 mooring and unmooring operations?

22 MSTR ARVIND: As per our procedure, it is
23 supposed to be chief engineer, and in case chief
24 engineer (indiscernible) or he's taking rest and all,
25 because if maneuvering is too much, then second

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1 engineer, substitute is second engineer.

2 MR. DAVIES: Then why was the second
3 engineer apparently in charge in the engine room at
4 this time?

5 MSTR ARVIND: I don't know. I talked with
6 second engineer, I don't know.

7 MR. DAVIES: All right. I will pass it to
8 (indiscernible).

9 [REDACTED] Mr. Usher?

10 MR. USHER: Yes, thank you. Mike Usher with
11 the Houston Pilot Board. Thank you, Captain, for being
12 here today, and I'd also like to thank you and your
13 crew for the work that you did on this horrific
14 incident, and I think you responded very well. Thank
15 you that there were no injuries, no fatalities.

16 I have a couple of questions about your
17 lookouts. You had -- your second officer was on the
18 stern?

19 MSTR ARVIND: Yes.

20 MR. USHER: And did you have direct
21 communication with him?

22 MSTR ARVIND: Communicated through walkie-
23 talkie.

24 MR. USHER: Through walkie-talkie, not
25 radio, walkie-talkie?

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1 MSTR ARVIND: Walkie-talkie.

2 MR. USHER: Walkie-talkie. Did he see the
3 jetty as you were getting --

4 MSTR ARVIND: Yes.

5 MR. USHER: -- close to it? Did he
6 announce, he said -- or what --

7 MSTR ARVIND: Yes.

8 MR. USHER: -- did he say when he saw it?

9 MSTR ARVIND: Informing this, we are moving
10 fast, this distance is only 100 meters, 50 meters, he
11 is informing.

12 MR. USHER: Okay. Could you say that again?
13 How many meters? How did he -- how did he announce how
14 close you were getting? What did he say first, 100
15 meters, you said?

16 MSTR ARVIND: First, initially, 120 meters
17 or -- and then 100 meters, he said. I do not clearly
18 remember how much first he said, but first, 100 or 120
19 meters, he said. And then after that, he's saying
20 continuously, we are falling back, very fast moving up.
21 Then after reporting this, they started saying how much
22 distance. Then initially 120 or 100 meters, I do not
23 remember how much he said.

24 MR. USHER: Okay. So when you were at --
25 you were -- you had sternway --

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1 MSTR ARVIND: Yes.

2 MR. USHER: -- and when the pilot asked you
3 to stop engine --

4 MSTR ARVIND: Yes.

5 MR. USHER: -- is that when you saw --
6 excuse me -- is that when you saw the RPMs go up to 80?

7 MSTR ARVIND: Yes, saw this --

8 MR. USHER: Okay, okay.

9 MSTR ARVIND: -- RPM, very fast-moving.

10 MR. USHER: Okay. And you still had
11 sternway, and you saw the meters. The engine -- the
12 third officer on the OT (phonetic) with stoppage?

13 MSTR ARVIND: Yeah, I give the --

14 MR. USHER: Okay.

15 MSTR ARVIND: -- the stoppage in order to
16 stop engine.

17 MR. USHER: And then you saw 80 RPMs?

18 MSTR ARVIND: I saw in addition not
19 stopping. This is supposed to -- if you give the stop
20 engine movement, then hardly three, four second --
21 within three, four seconds, this is supposed to come to
22 zero, stop engine. Not stopping. Then I again said
23 stop engine, replying also stop engine, but not
24 stopping. Then the pilot is also planning stop engine,
25 giving dead slow ahead, full ahead. Then I run inside

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1 the bridge. Then I send this -- then he's saying this
2 engine not responding. Then I run inside.

3 MR. USHER: Okay. And you called the second
4 officer in bridge control by telephone?

5 MSTR ARVIND: Second engineer.

6 MR. USHER: Second engineer by -- he was in
7 the bridge control?

8 MSTR ARVIND: Yeah, I called the engine room
9 --

10 MR. USHER: Engine room.

11 MSTR ARVIND: -- ISP (phonetic) second
12 engineer.

13 MR. USHER: And where was the chief
14 engineer?

15 MSTR ARVIND: I don't know where the chief
16 engineer, I not spoken, so I don't know --

17 MR. USHER: Where was the chief officer?

18 MSTR ARVIND: Chief officer is in forward
19 station.

20 MR. USHER: Forward station?

21 MSTR ARVIND: Yes, he was forward station.

22 MR. USHER: Okay. So after you talked to
23 the second engineer by telephone in the engine room,
24 then you went back out to the starboard bridge wing --

25 MSTR ARVIND: Yes.

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1 MR. USHER: -- and you --

2 MSTR ARVIND: Port side bridge wing.

3 MR. USHER: Or port side?

4 MSTR ARVIND: Just port side to look in this
5 (indiscernible).

6 MR. USHER: Yes.

7 MSTR ARVIND: And then I again came back,
8 and then I again pressed this -- I starting press -- I
9 dead slow ahead, and then I again press slow ahead,
10 because pilot is going full ahead.

11 MR. USHER: Where was the pilot at?

12 MSTR ARVIND: Pilot is also just near the
13 door.

14 MR. USHER: In the bridge?

15 MSTR ARVIND: Not inside the bridge, he is
16 outside the bridge, just near the door --

17 (Simultaneous speaking.)

18 MR. USHER: Okay. On the starboard side?

19 MSTR ARVIND: The starboard side.

20 MR. USHER: Starboard side?

21 MSTR ARVIND: Starboard side.

22 MR. USHER: Second pilot?

23 MSTR ARVIND: Second pilot is port side.

24 MR. USHER: Port side, okay. So did the
25 pilot -- you and the pilot identified engine problems,

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1 or you wasn't getting engine response for slow ahead?

2 MSTR ARVIND: I give him slow ahead, but not

3 --

4 MR. USHER: Okay.

5 (Simultaneous speaking.)

6 MSTR ARVIND: -- slow ahead.

7 MR. USHER: So did the pilot recommend
8 dropping the anchors?

9 MSTR ARVIND: Yes, just when we going
10 outside, and then when we drop anchor, then pilot also
11 said we --

12 MR. USHER: Okay.

13 MSTR ARVIND: -- drop both anchors, drop
14 both anchors.

15 MR. USHER: Okay. Did you -- did you feel
16 the impact when you hit the -- the mooring dolphin, did
17 you feel it?

18 MSTR ARVIND: Impact?

19 MR. USHER: Yes, did you -- did you feel the
20 ship hit the mooring dolphin?

21 MSTR ARVIND: Yes, because we are dropping
22 anchor. We are dropping anchor and looking at the --
23 we never seen this again, this port side.

24 MR. USHER: Okay.

25 MSTR ARVIND: At that time, we are in -- the

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1 pilot is starboard side, and then again I not going
2 port side. No one have time to see it. Then I says,
3 drop anchor. I calls second officer on walkie-talkie
4 (indiscernible). After, he go forward and we drop
5 other anchor also.

6 MR. USHER: How many shackles?

7 MSTR ARVIND: We dropped three seconds on
8 that --

9 MR. USHER: Three?

10 MSTR ARVIND: Three seconds on that.

11 MR. USHER: On the water, three on the
12 water?

13 MSTR ARVIND: Three on the water.

14 MR. USHER: Did -- did the anchor fetch up,
15 stop you?

16 MSTR ARVIND: Yes, anchor took --

17 MR. USHER: That is what stopped you?

18 MSTR ARVIND: Yes.

19 MR. USHER: Okay.

20 MSTR ARVIND: And same time, they say engine
21 also, they said the -- you know, they pressed emergency
22 stop, going down, they stopped, but it will take time
23 to stop.

24 MR. USHER: Okay. After -- after you made
25 impact, after you hit the dolphin and the fire erupted,

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1 did -- did you get an engine order?

2 MSTR ARVIND: No. Then I was basically to
3 fight an extreme --

4 MR. USHER: Okay.

5 (Simultaneous speaking.)

6 MSTR ARVIND: Then I --

7 MR. USHER: How soon did you come ahead and
8 weigh anchor?

9 MSTR ARVIND: After the picking up anchor,
10 these four, five tug came, came fast, and then in
11 between, from that dock to here. Then pilot asked can
12 we try your engine, use the engine? Then I asked the
13 engine room, can we use the engine? Then they were
14 saying, just we check. Then after that, after 10, 15
15 minutes, they inform me, you can try. Then we use
16 engine, only dead slow ahead.

17 MR. USHER: Did the chief engineer ever come
18 to the bridge?

19 MSTR ARVIND: No. Chief engineer later on
20 came on.

21 MR. USHER: Did you speak with the chief
22 engineer?

23 MSTR ARVIND: Yes, later on I speak with the
24 chief engineer.

25 MR. USHER: Was that when you got to the

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1 dock here, or when he was coming --

2 MSTR ARVIND: Incoming, incoming --

3 MR. USHER: Coming to the dock. Did he --
4 did he -- did the engineer, did he say he had any
5 engine issues, any engine problems?

6 MSTR ARVIND: No. I asked, but he's saying
7 I -- I don't know this, I don't know this. If engineer
8 don't know, then how I can know? I asked him what
9 happened and why it is: I don't know this, I don't
10 know.

11 MR. USHER: Was he in the engine room?

12 MSTR ARVIND: This mechanical
13 (indiscernible), I don't know.

14 MR. USHER: Was the chief engineer in the
15 engine room when you were in this operation?

16 MSTR ARVIND: I called -- I talk with second
17 engineer, but chief engineer also, they are not -- I
18 not talk. I talk with second engineer.

19 MR. USHER: Okay. Okay, Captain, thank you.
20 I have no further questions.

21 PARTICIPANT: No questions.

22 MS. NORSTRUD: I have no questions.

23 MR. WISNIEWSKI: All right, sir. Luke
24 Wisniewski, NTSB. Just wanted to go back a little bit
25 further. Captain, you said this was the first time you

1 were on this vessel?

2 MSTR ARVIND: This vessel, first time, but
3 sister ship, we run, I have sister ship also, so this
4 size of vessel, I have done.

5 MR. WISNIEWSKI: This size --

6 MSTR ARVIND: And --

7 MR. WISNIEWSKI: -- a sister vessel?

8 MSTR ARVIND: This owner, I did it with this
9 owner.

10 MR. WISNIEWSKI: With this owner?

11 MSTR ARVIND: Yeah.

12 MR. WISNIEWSKI: Have you ever met -- okay,
13 so you -- have you ever worked with this engineering
14 crew before?

15 MSTR ARVIND: No, never, first time, first
16 chief engineer, second engineer, time. All engineers,
17 first time.

18 MR. WISNIEWSKI: Okay.

19 MSTR ARVIND: I never have before.

20 MR. WISNIEWSKI: And how do you feel
21 comfortable with your engineer, your engineering crew?

22 MSTR ARVIND: Yeah --

23 MR. WISNIEWSKI: Are you comfortable with
24 them?

25 MSTR ARVIND: Yes, I am comfortable with

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1 them.

2 MR. WISNIEWSKI: No disciplinary issues with
3 the --

4 MSTR ARVIND: No --

5 MR. WISNIEWSKI: -- chief --

6 MSTR ARVIND: -- no --

7 MR. WISNIEWSKI: -- second, anyone in there?

8 MSTR ARVIND: No, no.

9 MR. WISNIEWSKI: Okay.

10 MSTR ARVIND: No.

11 MR. WISNIEWSKI: That's all I have. Thank
12 you.

13 PARTICIPANT: No further.

14 PARTICIPANT: If I can ask a couple, I will.

15 [REDACTED] Go ahead.

16 PARTICIPANT: Okay. Captain, had you
17 experienced any issues with this vessel having an
18 accelerated RPM after giving a command, a movement
19 command?

20 MSTR ARVIND: An incident before this
21 incident?

22 PARTICIPANT: Before this incident.

23 MSTR ARVIND: Well, I never (indiscernible).

24 PARTICIPANT: Was any such incident or
25 problem with the vessel ever reported to you from

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1 either your -- your engineering crew, vessel
2 management, ship owners, anybody? Had they ever
3 reported any similar issue prior to this incident?

4 MSTR ARVIND: No.

5 PARTICIPANT: Your chief engineer, he --
6 well, let me back up. You all are investigating why
7 this happened with the RPM acceleration, correct?

8 MSTR ARVIND: This problem --

9 (Simultaneous speaking.)

10 PARTICIPANT: -- investigation?

11 MSTR ARVIND: Yes.

12 PARTICIPANT: We don't know why it happened,
13 correct?

14 MSTR ARVIND: Yes.

15 (Pause.)

16 PARTICIPANT: Actually, all right, that's
17 all I got.

18 [REDACTED] All right, Captain. Lastly, in
19 your personal and professional opinion, why do you
20 think this incident took place? Why do you think this
21 happened?

22 MSTR ARVIND: It's totally bad luck. We
23 never estimated this type of incident, and within
24 three, four minutes, everything happened.

25 [REDACTED] All right, Captain. Do you

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1 have any questions for us?

2 MSTR ARVIND: No questions.

3 [REDACTED] All right. That concludes the
4 interview. It is 1640.

5 (Whereupon, the interview went off the
6 record at 4:40 p.m.)

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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 Kumar Arvind

DATE: 09-07-16

I hereby certify that the attached transcription of page 1 to 48 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.



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