

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD


* * * * *

Investigation of: *

*

CATHLAMET FERRY COLLISION *

NEAR WEST SEATTLE FAUNTLEROY *

Accident No.: 

DOCK IN SEATTLE, WASHINGTON *

ON JULY 28, 2022 *

*

* * * * *

Interview of: WILLIAM LARSEN, Quartermaster
Cathlamet

Onboard *Cathlamet*

Thursday
July 28, 2022

APPEARANCES:

██████████, Lieutenant
United States Coast Guard

██████████ Chief Warrant Officer
United States Coast Guard

I N D E X

ITEM

PAGE

Interview of William Larsen:

By LT [REDACTED]

4

I N T E R V I E W

(11:02 a.m.)

1
2
3 LT [REDACTED]: Good morning. My name is Lieutenant [REDACTED].
4 Today is the 28th of July 2022. It is 11:02, and we're here
5 onboard the *Cathlamet* to do the interview with the quartermaster
6 onboard at the time of the allision at the Fauntleroy Terminal
7 William Larsen.

8 In the room is myself, Lieutenant [REDACTED]. We have
9 William Larsen, the quartermaster on watch, and we have CW4 [REDACTED]
10 [REDACTED].

INTERVIEW OF WILLIAM LARSEN

11
12 BY LT [REDACTED]:

13 Q. So Mr. Larsen, in your own words can you describe your day
14 from the time that you guys departed Vashon and were headed to
15 Fauntleroy?

16 A. Are you talking the beginning of the day?

17 Q. We can start from the transit at the time of the incident.

18 A. 7:55 sailing out of Vashon. We had an ambulance that we had
19 to wait for. We didn't leave until about 8:03. Since we have an
20 ambulance onboard we tend to be in a bit of a hurry. So when they
21 transferred to me I took the transfer. Increased speed to handle
22 about eight and a half, which is just under or at 17 knots. The
23 course I took was 075. That takes me directly to the Fauntleroy
24 Dock. (Indiscernible) have a south approach; not a great one, but
25 a little south approach. We did the transit as normal as usual.

1 Dave came to the number two end and joined me soon as I was out of
2 dock. And just under half a mile Dave relieves me to do the
3 landing. I step back. When I step back, I started to the other
4 side, and stopped at the chart desk to look at a report of an
5 incident from the Sequena (ph.). Didn't realize I had gotten
6 distracted that long. When I realized I was distracted, I started
7 to go to the windows. As soon as I start to head for the windows
8 we collided.

9 Q. So you had been relieved of your duties though in regard to
10 handling the vessel that Captain Cole had taken --

11 A. Yeah.

12 Q. -- over at that time? So --

13 A. I was relieved from the helm.

14 Q. Okay. And when you say you were distracted were you
15 responsible for anything else while you were reading the report?

16 A. Normally what I'm responsible for is to keep an eye on what's
17 going on and witness the landing.

18 Q. Okay.

19 A. There's usually a pretty good lag time from a half mile out
20 'till we get to the landing. We didn't have quite that lag time.

21 Q. Okay. How fast would you say the vessel was approaching when
22 it did strike the dolphin?

23 A. I'd say it was probably going between four and five knots.

24 Q. And what was the weather conditions and the sea state from
25 your --

1 A. Clear and calm.

2 Q. I did want to talk about Captain Cole's demeanor. Did you
3 notice anything about any of your interactions with him today or
4 just general observations that you noted?

5 A. Not at all. Everything went just the way I'm used to. I've
6 landed the boat with Captain Cole hundreds of times. Everything
7 was just normal. The way he lands the boat was pretty normal from
8 what I'm accustomed.

9 Q. Does he normally land the boat at a little bit faster rate of
10 speed than say other captains that you work with?

11 A. No. Most captains want to be, well, actually between four
12 and five knots. Now, trust me, I'm not a real good judge of that
13 four to six knot area. See I, I don't land the boat. It's not my
14 job.

15 Q. And did you notice any alarms or anything that might have
16 been malfunctioning in regard to the equipment onboard the vessel?

17 A. No, I did not.

18 Q. No? Everything was running fine?

19 A. Everything seemed normal.

20 LT [REDACTED]: Okay, Mr. [REDACTED], did you have anything that you
21 wanted to ask him?

22 CWO [REDACTED]: No, not at this time I don't.

23 LT [REDACTED]: Okay.

24 BY LT [REDACTED]:

25 Q. And then, Mr. Larsen, did you have anything else that you

1 thought was important for us to know about the incident?

2 A. No.

3 Q. All right then I think that's all we needed from you at this
4 time, but I would like to grab your phone number just in case we
5 need to contact you.

6 A. [REDACTED] --

7 Q. Okay.

8 A. -- [REDACTED]. Would you like me e-mail address?

9 Q. Yeah. I will take it.

10 A. [REDACTED]. Just in case you need it.

11 LT [REDACTED]: All right, great. I'm going to stop the record
12 at this time.

13 (Whereupon, the interview was concluded.)

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: *CATHLAMET* FERRY COLLISION
NEAR WEST SEATTLE FAUNTLEROY
DOCK IN SEATTLE, WASHINGTON
ON JULY 28, 2022
Interview of William Larsen

ACCIDENT NO.: 

PLACE: Onboard *Cathlamet*

DATE: July 28, 2022

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



Katherine Motley
Transcriber