

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

\*

CATHLAMET FERRY COLLISION \*

NEAR WEST SEATTLE FAUNTLEROY \* Accident No.: [REDACTED]

DOCK IN SEATTLE, WASHINGTON \*

ON JULY 28, 2022 \*

\*

\* \* \* \* \*

Interview of: WILLIAM LARSEN, Quartermaster  
Cathlamet

Monday  
August 8, 2022

APPEARANCES:

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

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

DOUG LORIG, IBU Business Agent, Patrolman

DAVID FLAHERTY  
National Transportation Safety Board

BILL MICHAEL, Investigator  
Washington State Ferry's Liaison

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I N T E R V I E W

(1:55 p.m.)

1  
2  
3 LT [REDACTED]: Good afternoon. Today's date is the 8th of  
4 August 2022, and the time is 14 -- or 1355. I am here conducting  
5 an interview in regards to the allision that took place on the  
6 Washington State Ferry *Cathlamet* on the 20th of July 2022.

7 In the room is myself, Lieutenant [REDACTED]. Last name  
8 is spelled [REDACTED].

9 CWO [REDACTED]: Chief Warrant Officer [REDACTED], [REDACTED].

10 MR. LORIG: IBU Business Agent, Patrolman, Doug Lorig,  
11 L-o-r-i-g.

12 MR. LARSEN: William Larsen, quartermaster on the *Cathlamet*  
13 at the time. Name is L-a-r-s-e-n.

14 MR. FLAHERTY: Hi. My name is David Flaherty. I'm with the  
15 National Transportation Safety Board. Last name is spelled  
16 F-l-a-h-e-r-t-y.

17 MR. MICHAEL: And I'm Bill Michael, the assigned investigator  
18 for Washington State Ferry. My last name is spelled  
19 M-i-c-h-a-e-l.

20 LT [REDACTED]: Great. Thank you everybody.

## INTERVIEW OF WILLIAM LARSEN

21  
22 BY LT [REDACTED]:

23 Q. So just to begin, Mr. Larsen, would you mind explaining to me  
24 what a normal run for you entails from Vashon to Fauntleroy acting  
25 ion the capacity of the quartermaster?

1 A. Originally just before departure time I call traffic, make  
2 sure there isn't any traffic, or know what traffic there is. I  
3 plot them on the, on the radars for the captain and the mate.  
4 When the captain and mate -- or mate show up, I tell them what we  
5 have. They determine how they want to handle it. Usually they  
6 will transfer steering to me first. I accept steering, check the  
7 steering, and then they'll send power, accept power, then I'll  
8 advance. Usually three on the stern, full feather on the bow.  
9 Then we commence the crossing.

10 Q. Okay. So are you actually in control of the vessel when they  
11 unmoor, or is the master unmoors the vessel, and then you take  
12 over?

13 A. I am in control.

14 Q. You are in control.

15 A. When we come out of mooring.

16 Q. Okay. So only the master lands the vessel?

17 A. The master and the mate land the vessel.

18 Q. Okay. Would you mind walking me through the events that  
19 happened on the 28th from the time that you got onboard the vessel  
20 until the vessel was safely moored in Fauntleroy?

21 A. Do you want it for that one sailing or do you want it from  
22 first thing in the morning?

23 Q. We can start from first thing in the morning.

24 A. Now I got to remember. Okay. We got onto the vessel about  
25 4:40, normal. Get the startup going, make sure all the radars are

1 up, all the lights are functioning. I usually take care of the  
2 logbook. So I fill in the logbook. The crew, we had a regular  
3 crew. We did our first departure at 4:05, which is crossing the  
4 Fauntleroy. Called traffic. I don't remember -- there was no  
5 report of traffic that I remember. We left the dock like say  
6 start off at three and full feather, and then I advance to handle  
7 eight. Usually gives us between 15 and 16 knots. Get into  
8 Fauntleroy. Before we get into Fauntleroy the mate relieves me at  
9 about half a mile off, and then does the landing. And generally I  
10 witness the landing, make sure everything is going okay. Usually  
11 we'll relieve the lookout once we get within a quarter mile.

12 Q. Okay. And so the first run of the day you were the  
13 quartermaster, and the chief made was -- had the conn --

14 A. Yes.

15 Q. -- was driving the vessel? Okay. So when did the -- when  
16 did Captain Cole assume the duties from the mate?

17 A. Captain Cole didn't assume duties from the mate until 7:20.

18 Q. Okay. And when the mate is the conn do they normally make  
19 the checks with the engine control room about the bow being  
20 engaged, or is that your duties before he is relieved?

21 A. They usually engage about after he's removed me from steering  
22 the boat --

23 Q. Okay.

24 A. -- from the conn.

25 Q. And you mentioned a lookout. Do you guys -- is it company

1 policy to always have a lookout on the bridge?

2 A. Only during hours of darkness.

3 Q. Only during hours of darkness. Okay. So when do you  
4 remember the lookout was relieved that day?

5 A. Oh, that first lookout? I believe he was relieved just as we  
6 got engagement, and that's usually 3/10th of a mile, quarter mile.

7 Q. On the first run of --

8 A. On the first run of the day.

9 Q. With the chief mate --

10 A. Yes.

11 Q. -- still at the helm? Okay. So if you wouldn't mind, can  
12 you continue throughout the day until the allision?

13 A. It's pretty much the same. We do our 4:25 departure for  
14 Fauntleroy. It's the same procedure only we go direct to  
15 Southworth. When we're coming to Southworth at half a mile the  
16 mate or the captain whoever was there -- happened to be the mate  
17 -- does the same thing. They relieve me. I step back to witness  
18 the landing. And at -- once they get engagement we'll usually let  
19 the lookout go. The lookout has to be on the bow when we get into  
20 the dock.

21 Q. Okay. And you can just continue on from --

22 A. Okay. Same thing from Southworth to Vashon. Only at  
23 Southworth before we leave I'm on the back of the boat on the  
24 number two end. I have lookout to make sure there's no traffic,  
25 no sailboats, nothing in the way. I call traffic to see if we

1 have any traffic. I report that to the mate before he backs the  
2 boat out.

3 Q. Okay.

4 A. Once he backs the boat out as soon as he starts to have  
5 forward progress I go back to the wheelhouse, and then I take over  
6 the conn.

7 Q. Okay.

8 A. And same landing procedure when we get to Vashon.

9 Q. Okay. So how many runs did you act as the quartermaster that  
10 day before Captain Cole took over?

11 A. Four.

12 Q. Okay. And how many runs did Captain Cole make before the  
13 allision?

14 A. Captain Cole took over at 7:20. Our next departure that was  
15 from Fauntleroy to Vashon. Our next departure from Vashon is 4:55  
16 -- or 7:55. We were a little late because we had an aide car  
17 coming on. So few minutes late we departed Vashon. Same  
18 procedure going across to Fauntleroy.

19 Q. Okay, and that -- so it was basically his second run of the  
20 day?

21 A. His second crossing.

22 Q. Okay. Second crossing. Okay. So had you interacted with  
23 Mr. Cole at all before he came up to assume the conn and relieve  
24 the mate?

25 A. Just a few moments when we first got on the vessel.



1 Q. Okay. And I know that he had mentioned, obviously, he came  
2 onboard quite early when the runs of the day began, but didn't  
3 actually assume the conn until 7:30. But is it customary for the  
4 quartermaster that it was your job to as soon as you got onboard  
5 you assumed the watch as the quartermaster? You had no delay in  
6 taking it?

7 A. No. I have no delay.

8 Q. Okay. Were you going to be relieved at any point throughout  
9 the day or were you intending on continuing to work the whole --

10 A. At seven o'clock I get a wheel relief.

11 Q. Okay.

12 A. One of the other AVs comes up and covers me into Fauntleroy.

13 Q. Okay.

14 A. Generally I return to the wheelhouse before we get into  
15 Fauntleroy, and just because that's where I figure I should be.

16 Q. Okay. So you had just had a relief from an AB, had returned  
17 to the wheelhouse on the run that led up to the allision?

18 A. The one prior to that, yes.

19 Q. Prior to the allision. Okay. So once you returned up to the  
20 bridge where -- and you took over the helm, do you normally  
21 utilize the radar at all of do you use visual references when  
22 you --

23 A. I use both.

24 Q. Both. Okay. And does the captain, is he maintaining -- or  
25 what is, what are his roles on the bridge while you're acting as

1 the quartermaster?

2 A. Basically as a conn. He's in control.

3 Q. Okay.

4 A. I keep him informed of what's going on that I see from  
5 steering. He lets me know what he wants to do about it.

6 Q. Okay. So he gives you steering and throttle commands?

7 A. Yes.

8 Q. Okay.

9 A. Now, you have to remember our run is repetitions. I've been  
10 quartering on that run for nearly 10 years now. So it's pretty  
11 routine, and you fall into a routine. So I've done hundreds of  
12 landings with Captain Cole.

13 Q. Okay. So after you depart Vashon can you walk me through  
14 exactly what happened from the time you guys left until the  
15 allision occurred?

16 A. Yes. We left Vashon just after 7:55. We were a few minutes  
17 late because of the aide car. I immediately after I take steering  
18 and take power and start the boat out I advance it to handle  
19 eight. Since we had an aide car onboard we pushed the head to  
20 about eight and a quarter. That gives us a little over 16 knots.  
21 Basically, we went 075 -- between 075 and 070 for our course.  
22 This is normal for me. When we got to just at half a mile, I had  
23 the boat hang directly for the north dolphin where I could see  
24 down the bridge, and Captain Cole relieved me. At that time I  
25 stepped back. I made the mistake of looking down and reading part

1 of an incident that happened at (indiscernible), and I must have  
2 read a little too far because things didn't quite seem right. So  
3 I started back to the front, and that's when we collided.

4 Q. So where were you standing in the bridge when the allision  
5 occurred?

6 A. You've got a console that comes this way. I was right on the  
7 corner of the chart desk between the chart desk and the console.

8 Q. Okay. And you were looking down reading a report when the  
9 allision occurred?

10 A. No. I had started forward.

11 Q. Okay. Where was Captain Cole that you noticed at the time of  
12 the allision?

13 A. Right where he always is.

14 Q. Where would that be?

15 A. He was at the controls, and slightly lean forward.

16 Q. Okay. Did he say anything prior to the allision?

17 A. No. He did not.

18 Q. Okay. Do you know if Captain Cole typically utilizes the  
19 radar during his transit or if he uses visual references or do you  
20 guys ever discuss any type of navigation?

21 A. We do both.

22 Q. Okay. Do you know if he was utilizing the radar or visual  
23 references on the approach?

24 A. I know he looked at the radar before he took, took over  
25 control.

1 Q. I know that when I had spoken with the Engineering Department  
2 they had mentioned that there was a call from the bridge  
3 confirming bow engagement prior to the allision.

4 A. Yes.

5 Q. Do you know -- did you make that call or did Captain --

6 A. Dave makes that call.

7 Q. Captain Cole made the call. Okay. Are you aware if there  
8 was any notification to the ferry terminal prior to arrival?

9 A. I did not hear it.

10 Q. Okay. And, normally, is that done by Captain Cole via a  
11 hand-held radio or --

12 A. Usually that's done by Captain Cole.

13 Q. Okay. In regards to the speed of the vessel, did you feel  
14 the vessel slow or any -- make normal transition before landing?

15 A. No.

16 Q. And did you ask Captain Cole what happened?

17 A. No, I did not. Captain Cole as soon as he hit, and I ended  
18 up right next to him, he asked me what happened.

19 Q. Okay. Did he say anything after that?

20 A. No.

21 Q. What was his demeanor like at that point?

22 A. Panicked.

23 Q. Did you notice that he was -- he had a cell phone in his hand  
24 or he was using his cell phone at any point?

25 A. No, I did not.

1 Q. And how would you describe his demeanor before the allision?

2 A. Normal.

3 Q. Normal. Had he mentioned anything that was potentially,  
4 like, causing him stress or that was on his mind earlier that day?

5 A. No. I usually don't converse with Dave when he's landing the  
6 boat.

7 Q. Okay.

8 A. All that I said to Dave when he asked me what happened was I  
9 told him three times to back out.

10 Q. Because at that point was the vessel still moving forward?

11 A. We were drifting forward toward a sailboat and another  
12 aluminum vessel.

13 Q. What do you think happened that led up to the allision?

14 A. That would be hearsay and a guess. Is that what you want?

15 Q. I guess, I would just like to hear from your experience. It  
16 sounds like you've been with the ferry system in the maritime  
17 environment for a long time. So it's just it's good for us to  
18 kind of hear your opinion on this.

19 A. It's opinion only. I can't swear to anything. I think he  
20 dozed off.

21 Q. Okay. I appreciate that.

22 LT [REDACTED]: I guess at this point I'm going to pass it off  
23 to NTSB.

24 BY MR. FLAHERTY:

25 Q. Sir, how are you doing?

- 1 A. Doing fine.
- 2 Q. That's good. Few questions. How many years again have you  
3 been working with the ferry system?
- 4 A. 27 years.
- 5 Q. And how long of those 27 years have you been a quartermaster?
- 6 A. Easily 10.
- 7 Q. Do you have any other -- do you have any -- outside of  
8 certificate do you have any other licenses from the Coast Guard?
- 9 A. No, I do not.
- 10 Q. And how long have you been on this particular run where the  
11 casualty occurred?
- 12 A. On that run?
- 13 Q. Yeah.
- 14 A. Most of my 27 years.
- 15 Q. Okay. So when you were reading the document what was the  
16 document again, please?
- 17 A. It was about a close call at Mukilteo, and I couldn't quite  
18 decipher whether it was about a bull, a yard bull, or whether it  
19 was about a boat. It was very poorly written.
- 20 Q. Is it normal for members of the bridge team to be reading  
21 while they're on that run?
- 22 A. No, it is not.
- 23 Q. So when you're reading that document were you facing away  
24 from the helm or towards the helm?
- 25 A. Towards the helm.

1 Q. All right. At any moment prior to when you're reading did  
2 you feel that something wasn't right about the approach?

3 A. Yes. That's why I started advance forward right away.

4 Q. What was that? What was that indication to you?

5 A. The timing was wrong.

6 Q. Could you elaborate?

7 A. Like I say, I've done a lot of landings with Cole, and I  
8 spent a lot of time in the wheelhouse. There should have been  
9 more of a slow down. It seemed to take -- it should have taken  
10 longer to the dock. It just didn't feel right.

11 Q. Okay.

12 A. When you do something enough, you notice when something  
13 doesn't feel right.

14 Q. Right. Understood. When you handed the helm over to the  
15 captain could you describe what the relief process is?

16 A. Dave would walk up behind me, and tell me, Bill, I've got  
17 you. I would just back up, and he would step in.

18 Q. There's no speed heading repeating or anything like that?

19 A. No. The only thing I inform him of is you're not, you're not  
20 engaged to make sure he knows that he isn't.

21 Q. Okay.

22 A. The speed and the heading just out of repetition are always  
23 the same.

24 Q. All right. Were you -- was the vessel on its regular course  
25 or were you -- or was the vessel veering off course a bit that

1 evening prior to the casualty?

2 A. No. The vessel was on its regular course.

3 Q. Then do you have a -- do you have an idea why the vessel was  
4 so far to starboard that evening prior to hitting the dolphin?

5 A. I can't say it was so far to starboard, but Dave always came  
6 to Fauntleroy from the south. If when he relieved me it wasn't  
7 far enough south, he would move it south. So then he could hook  
8 the boat in.

9 Q. So it was never a straight dead-on course. He would go  
10 further south, and then come in from the south, and then dock in.  
11 So he would, he would use the, the dolphins and the -- what are  
12 those things called -- the wall on the -- it would be on the  
13 southern side if I've got my directions correctly, to help guide  
14 the vessel in?

15 A. He didn't so much use the wall to guide the vessel in. He  
16 would come in from the south basically headed for the north  
17 dolphin.

18 Q. Okay.

19 A. Then he'd slow the boat down from the bow, and bring the  
20 stern around.

21 Q. So for when he started to head south from your experience how  
22 much of a rudder angle would he give the vessel?

23 A. To head south?

24 Q. Yeah.

25 A. If he was going to go a little farther south he didn't really



1 use much of a rudder angle. It was barely even noticeable what he  
2 would to do go south.

3 Q. Okay. So you just felt all of a sudden things weren't right.  
4 So you were -- as you described you were by the chart table on  
5 what would be essentially the starboard side of the vessel at the  
6 time?

7 A. Yes.

8 Q. Okay. So you moved forward. If you can again describe. You  
9 moved forward to where?

10 A. Okay. You got the radars on the right. You've got the  
11 console on your left. The corner of the chart table is not quite  
12 between them; more to the center of the boat.

13 Q. Okay.

14 A. And I moved between the radar and the console.

15 Q. Okay. So you were just slightly to the captain's right?

16 A. Yes.

17 Q. Okay. If you had not read so long where would you have been  
18 standing normally?

19 A. Just fore of the radars between the radars and the console.

20 Q. Okay. And just from your experience how many minutes out  
21 from mooring would you do that?

22 A. When I --

23 Q. -- when you moved from your -- at that position.

24 A. When I would get to that position?

25 Q. Yeah.

1 A. I can't really say how many minutes, but we'd still be a boat  
2 length off of the dolphin.

3 Q. Okay. All right. So describe what you saw, if you don't  
4 mind, sir. So you just moved -- you sensed something was wrong.  
5 You just moved up. You're standing to the right of the captain.  
6 Can you describe in as much detail as you can what you saw and  
7 experienced and heard?

8 A. When I moved up next to the captain?

9 Q. Yeah.

10 A. Just before I got there we hit the dolphin.

11 Q. Okay.

12 A. I nearly fell down. When I got my feet under me Dave yelled  
13 at me what happened? I had no idea. He asked me that twice. So  
14 when I looked out the window we were starting to continue on to  
15 the beach, and I started telling him to back out. Three times I  
16 told him to back out.

17 Q. Okay.

18 A. If you're wondering, I saw no whitewater when I first stepped  
19 up there. Right there there's a problem.

20 Q. Okay. So was it you who put the vessel in reverse?

21 A. No. Dave put it in reverse.

22 Q. Okay.

23 A. I would have had to have been in front of Dave to do it. The  
24 third time I told him he pulled it back into reverse. As it was  
25 backing out Captain Al came in and took over.

1 Q. All right.

2 A. And Al put it into the dock.

3 Q. All right. Did the Captain Al and Captain Cole did you  
4 witness exchange of information between them prior to or just  
5 after mooring?

6 A. Not that I could legibly tell you what they were saying.

7 Q. Okay. Did Captain Al talk with you at all?

8 A. No, just very briefly. No more than what we've just covered.

9 MR. FLAHERTY: Okay. All right. Lieutenant, that's the  
10 questions I have for now. Thank you.

11 LT [REDACTED]: Okay. Great.

12 Do you have anything to add?

13 BY UNIDENTIFIED SPEAKER:

14 Q. So are phones allowed up on the, on the bridge?

15 A. Who?

16 Q. Phones, cell phones.

17 A. Yes. They're allowed up on the bridge.

18 Q. And do you guys, you know, when you get relieved do you get  
19 on there, check messages, captains do that, mates do that? Is  
20 that a routine thing?

21 A. Everybody does that when you're relieved.

22 Q. Okay. So it would be kind of like if I'm going to read an  
23 incident report or I'm checking up on --

24 A. Um-hmm.

25 Q. -- or whatever that -- and that's allowed by the ferries?

1 A. I couldn't tell you whether it was allowed or not.

2 Q. Okay.

3 A. But if I'm on the offshore end waiting to leave, and I'm sure  
4 everything is clear in back, and it's not time to call the  
5 traffic, every now and then I'll check my messages. Personally I  
6 have -- I don't like the phone.

7 Q. Sure. Okay. That's that electronic caller. Nobody -- none  
8 of us like it. Okay. So do you guys -- so you say you do this  
9 all the time, and I'm sure you can probably almost close your eyes  
10 and do this run, but do you guys follow a track line? Do you set  
11 that up to say, hey, we're following it so in case you drift any  
12 alarms?

13 A. There's not so much a track line set up. We have our normal  
14 courses that we follow.

15 Q. Okay.

16 A. And if we vary from those courses there has to be a reason.

17 Q. But there's no audible alarm that says, hey, you're drifting  
18 --

19 A. No.

20 Q. -- to the right, to port or starboard --

21 A. No.

22 Q. -- or anything like that? Okay. And then your radar. Do  
23 you set that to any distance, you know, half mile out, quarter  
24 mile out, or anything to, you know, radar ring to say, hey,  
25 there's something in there, collision alert type?

1 A. I have a radar when I'm steering. It sits right here. It's  
2 a repeater. I'll set that up so I can see if there's anything  
3 nearby, and that's out to about a mile and a half maybe a little  
4 more depending on what's going on.

5 Q. Okay.

6 A. And I will actually go to the radar and plot anything I see  
7 so that I know where it is.

8 Q. Okay. So just to be -- those are the, those are AIS  
9 contacts?

10 A. Yes.

11 Q. And they'll -- you'll track --

12 A. Well, they also give us bleeps on smaller vessels too so I  
13 know if something's there.

14 Q. Sure. But that will give you -- now, do you set up alarms  
15 for proximities on those contacts?

16 A. I do not.

17 Q. Do the master or mates do that?

18 A. The mate will. I believe Dave will sometimes. But our  
19 traffic pattern down there is relatively small. A lot of the  
20 stuff we see doesn't even show up on radar.

21 Q. Okay.

22 A. So it's largely visual.

23 Q. Okay. So a lot of recreational vessels?

24 A. Yes.

25 Q. Okay. All right. Now, do you know if Captain Cole changed

1 the radar settings at all when he, when he relieved you, or set up  
2 any other contacts or anything?

3 A. No, I do not.

4 Q. Okay. And then I just got a question. So if I'm tracking  
5 right here, when he makes that Fauntleroy landing he basically  
6 kind of does a button hook to a certain extent. Goes south and  
7 then --

8 A. He likes to come in from the south. And what he does is he  
9 comes in, he slows his bow, and spins his stern and comes in.

10 Q. Okay. Almost like splitting the throttle type?

11 A. Pretty much, yeah.

12 Q. Okay. And is he the only one that does it that way?

13 A. No. A lot of captains do.

14 Q. Okay.

15 A. A lot of the ones I've worked with do.

16 Q. And why is that? Is there a current that pushes?

17 A. Fauntleroy has currents that push both ways.

18 Q. Okay.

19 A. And they will surprise you. Sometimes they'll actually spin  
20 on you.

21 Q. Okay.

22 A. So according to Dave what it does is it decreases what the  
23 wind and the current can do the boat. It gives him better control  
24 coming into the dock.

25 Q. All right. So they're trying to take control of mother

1 nature --

2 A. Yes.

3 Q. Okay. And on that day do you remember if there was any  
4 strong currents or winds pushing one way or the other port or  
5 starboard?

6 A. There was next to no wind. It was calm. The current didn't  
7 seem to be that much of a problem. But, like I say, Fauntleroy  
8 you can come in one time and the current will be pushing you to  
9 port; before you get to the dock, it will push starboard.

10 Q. Okay. All right. And so, I guess, I'm a little, little  
11 confused on that, you know, you've been doing this a long time  
12 with Captain Cole --

13 A. Yes.

14 Q. -- and that, and you were saying that there wasn't really  
15 much chatter on the bridge --

16 A. No.

17 Q. -- between the two of you. I mean, I've been underway with  
18 people a long time, and it's, you know, especially a long time  
19 we're not doing anything, it's kind of a bullshit session, you  
20 know, talking, hey, how was your weekend or anything like that.  
21 There was nothing -- you had no idea of how --

22 A. I am not chatty.

23 Q. Okay. All right. But there was no indication the captain  
24 was a little off or anything, his demeanor?

25 A. Dave in the -- doesn't do mornings well. Dave is always

1 tired in the morning.

2 Q. And what do you mean by tired? That he didn't get enough  
3 sleep or does he stay out late at night?

4 A. I don't ask him.

5 Q. He doesn't divulge it?

6 A. No.

7 Q. Okay.

8 UNIDENTIFIED SPEAKER: If I can say one thing real quick.  
9 His watch is like the earliest watch we have (indiscernible) start  
10 at like four days a week they start at 3:45. So it would be  
11 genera. I mean, a general sentiment probably that some of the  
12 people are little tired. So --

13 BY UNIDENTIFIED SPEAKER:

14 Q. Sure. No. I've stood that 04 to 08 watch many times, and  
15 you get some people are chatty because they're tired, and they,  
16 you know, other times they're just, you know, dead set don't talk  
17 to me. I haven't had enough coffee yet. So that's all. I'm just  
18 trying to get a feeling of what your guys' relationship out there  
19 is.

20 A. Very quiet. Personal lives I don't get into.

21 Q. Okay. Fair enough. Fair enough.

22 LT [REDACTED]: Mr. Michael, did you have anything that you'd  
23 like to add?

24 MR. MICHAEL: I'm sorry. Did you say my name?

25 LT [REDACTED]: Yeah. I was just seeing if you had anything to



1 add.

2 MR. MICHAEL: No. Not right not.

3 LT [REDACTED]: Okay.

4 MR. MICHAEL: Thank you.

5 LT [REDACTED]: David, any last thoughts or comments?

6 BY MR. FLAHERTY:

7 Q. Yeah, I just want to -- when the captain came on the bridge  
8 he never expressed to you that he was exhausted?

9 A. No, he didn't.

10 Q. But you saw that from the way he looked?

11 A. His demeanor.

12 Q. Could you describe?

13 A. He just seemed tired.

14 Q. Like droopy, slow talking?

15 A. I really couldn't expound on that. That time of morning when  
16 Dave first gets to work he doesn't do mornings well. He always  
17 seems tired.

18 Q. All right. Did he have a cup of coffee or anything while he  
19 was up on the bridge?

20 A. Always.

21 Q. Okay. How many -- did you see how many cups of coffee he may  
22 have had prior to the casualty?

23 A. No, I did not.

24 Q. Okay.

25 A. But I can tell you that we only went through one pot for the

1 whole crew.

2 Q. Okay. At any time did he -- was he sitting down?

3 A. He sits at the computer quite often.

4 Q. All right. When he was sitting down, was he sitting down  
5 prior to him relieving you?

6 A. Yes, he was.

7 Q. All right. Did you have to remind him that it was his turn  
8 to take over the helm?

9 A. No, I did not.

10 Q. All right. So he got up from the computer, and walked over  
11 no problem?

12 A. He got up from the computer, walked over to the radars,  
13 looked at them, then walked up behind me, and said Bill I got you.

14 Q. All right.

15 A. And then I stepped back.

16 Q. By chance does the captain snore?

17 A. I really don't know.

18 Q. I'm sorry?

19 A. I have no idea.

20 Q. Have you ever seen him asleep at any prior time?

21 A. No.

22 Q. All right. So at the time at the helm he was standing up --

23 A. He was --

24 (Crosstalk)

25 A. -- standing up.

1 Q. -- little bit? Where were his hands? Did you see?

2 A. He had his hands on -- one on the throttle and one on the  
3 tiller from what I could tell.

4 Q. And he was just leaning forward?

5 A. Yes.

6 Q. Okay. All right. So when you're reading documents and stuff  
7 like that, so that's allowed on the bridge?

8 A. Normally I don't read documents.

9 Q. Okay.

10 A. That happened to be sitting there, and I'd seen it earlier  
11 while I was waiting to leave Southworth, and I just flipped it on  
12 to read a couple more because I couldn't quit figure out what the  
13 heck was going on at Mukilteo.

14 Q. All right.

15 A. And the document didn't make sense. Curiosity.

16 Q. I've read stuff like that. What other responsibilities do  
17 you have when you're on the bridge? If you could just go over  
18 those.

19 A. Other responsibilities?

20 Q. Yes.

21 A. Keeping the bridge clean. Making sure the windows are clean.  
22 Making sure everything is running right. Letting the captain --  
23 mate know if there's anything different on that particular trip.

24 Q. Is there a requirement for -- how many people are -- does the  
25 company have a requirement on how many people are supposed to be

1 on the bridge when both getting underway and when mooring?

2 A. Yes, there is.

3 Q. What's that requirement?

4 A. Getting underway there should be two people on the bridge.

5 Q. How about when mooring?

6 A. When mooring two people on the bridge.

7 Q. Okay.

8 A. That's in daylight. In the dark you should have a lookout  
9 too.

10 MR. FLAHERTY: Okay. All right. That's all the questions I  
11 have, sir. Thank you.

12 LT [REDACTED]: I think that's everything that we need from you  
13 today.

14 QUARTERMASTER LARSEN: Okay.

15 LT [REDACTED]: Unless anybody has any last comments or  
16 questions I'm going to conclude the recording, and we can just  
17 wrap up.

18 MR. MICHAEL: I actually do have one question.

19 BY MR. MICHAEL:

20 Q. I'm sorry. I'm sure you've covered this already, but that  
21 was Captain Cole's first landing of the day?

22 A. Second.

23 Q. Second? Okay. Where was his first one at?

24 A. At Vashon.

25 Q. Vashon. Okay. Is that typical?

1 A. That's been typical, yes.

2 Q. Okay. For him.

3 UNIDENTIFIED SPEAKER: Okay. Thank you, that's it.

4 LT [REDACTED]: Thanks, Bill.

5 BY LT [REDACTED]:

6 Q. And I was just trying to confirm on the for like my own  
7 understanding of the timeline of events. Based on this schedule,  
8 so it would have been -- the ferry was running a little late.

9 A. Wrong boat.

10 Q. This is the wrong boat?

11 A. That's the wrong boat. This is the boat you need.

12 Q. Okay. So which landing was his first one? It would have  
13 been --

14 A. His first landing would have been 7 --

15 Q. 7:55?

16 A. -- it's about 7:45 at Vashon.

17 Q. Okay.

18 A. 7:55 is the departure. 8:30 is when we pump sewage, but  
19 that's when he hit the dolphin.

20 Q. So this was when the allision took place?

21 A. Yes.

22 Q. And this -- he relieved captain -- or the chief mate about  
23 this time?

24 A. Yes.

25 Q. Okay. Thank you for clarifying that.

1           LT [REDACTED]: Okay, well, at this time I'm going to conclude  
2 the recording. The time is 1433.

3           (Whereupon, at 2:33 p.m., the interview was concluded.)  
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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.:



DATE:                            August 8, 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