

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD


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Investigation of: *

*

CATHLAMET FERRY COLLISION *

NEAR WEST SEATTLE FAUNTLEROY *

Accident No.: 

DOCK IN SEATTLE, WASHINGTON *

ON JULY 28, 2022 *

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Interview of: JAMES BOATRIGHT, Traffic Attendant
Fauntleroy Ferry Terminal

Fauntleroy Ferry Terminal Office

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 James Boatright:

By LT [REDACTED]

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I N T E R V I E W

(3:16 p.m.)

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3 LT [REDACTED]: Good afternoon. This is Lieutenant [REDACTED]
4 [REDACTED] here at the Fauntleroy Ferry Terminal. Today's date is
5 the 28th of July 2022, and the time is 1516.

6 In the room is myself, Lieutenant [REDACTED].

7 MR. BOATRRIGHT: James Boatright, traffic attendant.

8 CWO [REDACTED]: Chief Warrant Officer [REDACTED].

9 LT [REDACTED]: And we're here today to discuss the collision
10 that took place between the Washington State Ferry *Cathlamet* and
11 the Fauntleroy Ferry Terminal.

INTERVIEW OF JAMES BOATRRIGHT

12
13 BY LT [REDACTED]:

14 Q. So in your own words would you mind just describing what you
15 observed as the vessel made the approach and then the collision?

16 A. Yeah. Well, I was, like normal, I'm in the break room. I
17 watch vessel watch when they get closer so I can get a nice --
18 okay, they're going to call in pretty soon. Saw them starting to
19 arrive from the distance. So I just went scanned motorcycles, and
20 then once I got to the transfer span, I was just beginning to walk
21 onto it, and I saw that the boat was kind of curving a little bit
22 to my left, and I'm just, like, oh --

23 (Speaker interference)

24 A. -- different angle kind of, which is normal. They always go
25 with the wind or the waves or something like that. And before I

1 could radio into them because I didn't see any green water
2 underneath that means they weren't reversing at all, then I just
3 heard a bang, and they hit the -- they hit a dolphin on the -- the
4 first dolphin on the left side. And then, and then they, and then
5 they finally reversed it when it go over to, like, parallel with
6 the terminal, but I did not hear the five honks. I didn't -- they
7 didn't call in at all. So it was kind of radio silence. So I
8 thought I would hear something, like, you know, Fauntleroy lookout
9 or something to the extent. So there was miscommunication there.
10 But after, after they hit the dolphin fin seems like they got
11 control back to the vessel if that's the case. I have no idea.
12 But they reversed, and then they safely made it into the dock
13 after that. And that's kind of all I can really think of. But,
14 yeah, something was odd there. It was -- normally they're a lot
15 better at communicating.

16 Q. And so do they normally speak directly to you at all or they
17 come in through -- it's like constant during the day reporting to
18 you?

19 (Phone ringing.)

20 A. Sorry about that. Well, the -- oh, when it comes to them
21 just radio in to us?

22 Q. Yeah. To let you know they're making the approach?

23 A. Yeah, yeah, yeah. They radio in on a -- it's a -- it's our
24 dock channel.

25 Q. Okay.

1 A. And they just, like, hey, *Cathlamet* on approach. It's what
2 they --

3 Q. And it's normally -- sorry. I didn't mean to cut you off.
4 So it's normally the master of the vessel that's approaching that
5 reaches out?

6 A. Yeah. It's normally the one that's driving. It's either the
7 -- maybe the captain or the quartermaster. I'm not sure, but it's
8 always, it's always someone, whoever has the wheel it's, like,
9 hey, *Cathlamet's* on approach or something to that extent.

10 Q. Okay.

11 A. Those words.

12 Q. And then is there anything else that you think might be
13 important for us to know?

14 A. Not that I can think of at this time.

15 LT [REDACTED]: [REDACTED], you have anything?

16 Okay. Well, I think that's all we have for you today, but
17 thank you so much. And then we'll be in touch about your
18 statement, and then just following up with anything that you might
19 have for us.

20 But this concludes the interview. The time is 1520.

21 (Whereupon, at 3:20 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 James Boatright

ACCIDENT NO.: [REDACTED]

PLACE: Fauntleroy Ferry Terminal Office

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.

[REDACTED]

Katherine Motley
Transcriber