

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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CONTACT OF TANKER GAS ARES *

WITH MOORED TOWING VESSEL *

Accident No.: DCA22FM006

SABINE NEAR PORT NECHES, *

TEXAS, ON NOVEMBER 25, 2021 *

*

* * * * *

Interview of: GINA GOTTSCHALK, Captain
Sabine Pilots Services

Via telephone

Thursday,

December 16, 2021

APPEARANCES:

ADAM TUCKER, Investigator
National Transportation Safety Board

LCDR [REDACTED] [REDACTED] Marine Safety Unit Port Arthur
United States Coast Guard

LTJG [REDACTED] [REDACTED] Marine Safety Unit Port Arthur
United States Coast Guard

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I N T E R V I E W

1
2 Okay, so I was just able to get my recorder to start going.
3 So, Captain Gottschalk, just to let you know, we're now recording.
4 Just -- I know you know who I am, but I'm [REDACTED] [REDACTED] I'm
5 with -- I'm a lieutenant commander at Coast Guard Marine Safety
6 Unit Port Arthur. As I already explained, I've got with me
7 Lieutenant Junior Grade [REDACTED] [REDACTED] also from Coast Guard
8 Marine Safety Unit Port Arthur and Adam Tucker, he is with the
9 NTSB. Just to confirm, on the phone we've got Paxton Crew --

10 Is that correct -- Mr. Crew, is that correct -- your name
11 correct?

12 MR. CREW: I'm here.

13 LCDR [REDACTED] And you're the attorney for Captain Gottschalk,
14 correct?

15 MR. CREW: I am.

16 LCDR [REDACTED] And Captain Gottschalk, if you could just state
17 your name?

18 CAPT GOTTSCHALK: Gina Gottschalk.

19 LCDR [REDACTED] Can you spell that?

20 CAPT GOTTSCHALK: Gottschalk, G O T T S C H A L K.

21 LCDR [REDACTED] Okay, thanks, Captain, and did I tell you that I
22 was going to be recording this interview?

23 CAPT GOTTSCHALK: You did.

24 LCDR [REDACTED] Okay, great, and I know we're on the phone, but
25 if you could just raise your right hand for me and state -- just

1 respond to the question I'm about to ask. Do you have your right
2 hand raised?

3 CAPT GOTTSCHALK: Yes, ma'am.

4 (Whereupon,

5 GINA GOTTSCHALK

6 having been duly sworn, was interviewed, and testified, as
7 follows:)

8 INTERVIEW OF GINA GOTTSCHALK

9 BY LCDR [REDACTED]

10 Q. All right, Captain, I know you know kind of why we're talking
11 today, but do you remember what you were doing -- well, actually,
12 before we begin, can you kind of tell us a little bit
13 about -- what is your current job?

14 A. I'm a ship harbor pilot.

15 Q. Ship harbor pilot for what company -- or what organization?

16 A. Yes, for the Sabine Pilots.

17 Q. Okay, and where do you normally operate and what does that
18 area -- what does that mean -- like, what is your job?

19 A. We operate vessels from the sea buoy -- the SB buoy all the
20 way up to the Port of Beaumont, and Orange, and surrounding areas.

21 Q. Okay, and how long have you been with the Sabine Pilots?

22 A. Going on three years since I got accepted.

23 Q. Okay, and what is your I guess title with the Sabine Pilots
24 right now?

25 A. I'm a senior deputy.

1 Q. Can you explain what that means -- what does it mean to be a
2 senior deputy?

3 A. There's two -- there's three levels in our training.

4 Q. Okay.

5 A. The first level is an apprentice, after we complete our
6 apprentice year, we become junior deputies for one year, and after
7 the first year, then we become senior deputies for the following
8 year before we become full pilots.

9 Q. Okay, so you've been with the Sabine Pilots for three years,
10 and you're kind of on track on your third year as being a senior
11 deputy, and then next year you'd be on track to be a full pilot?

12 A. Yes, ma'am, July 1st, 2022.

13 Q. Okay, awesome. Okay, what did you do kind of before you were
14 with the Sabine Pilots?

15 A. I sailed commercially on tankers.

16 Q. Okay.

17 A. And then operated the Jones Fleet.

18 Q. You're kind of cutting in and out. Just -- I don't know if
19 it's your phone, but I heard you sailed commercially and then I
20 heard something about the Jones Act?

21 A. Yes, I sailed commercially for nine years prior to be
22 accepted with the pilots, the last of which were in the Jones
23 Fleet.

24 Q. Nine years -- oh, okay, got it, tankers -- and where did you
25 sail?

1 A. The first four years I sailed deep sea and the last five
2 years with Seabulk Tankers operating --

3 Q. Seabulk Tankers?

4 A. Yes.

5 Q. Okay, where were you operating? Captain?

6 A. Yes, primarily operating on the East Coast and the Gulf of
7 Mexico.

8 Q. Okay, and what did you do before you sailed?

9 A. I went to college and high school.

10 Q. What college did you go to?

11 A. United States Merchant Marines Academy.

12 Q. So, Kings Point?

13 A. Yes, ma'am.

14 Q. Okay, cool. All right, so just to get this clear, from Kings
15 Point, you sailed for about nine years before becoming a Sabine
16 pilot?

17 A. Yes, ma'am.

18 Q. And it was primarily on tankers and then you did -- you said
19 you did deep sea for four years and then Seabulk Tankers on the
20 East Coast and the Gulf?

21 A. Yes.

22 Q. And these are, like, oil tankers?

23 A. Yes, ma'am.

24 Q. Okay, what about -- did you ever sail on any gas ships?

25 A. No.

1 Q. Okay, great. Okay, so let's go kind of back to -- you said
2 you're -- sorry -- a senior deputy right now with the Sabine
3 Pilots?

4 A. Yes.

5 Q. Were you on duty on the 25th of November?

6 A. I was.

7 Q. Okay, and how long had you been on duty that day?

8 A. That was my first job for the day and I had just started
9 my -- that was only my second job of my watch.

10 Q. Okay, second job of your -- when does your watch start?

11 A. On Wednesday.

12 Q. Okay.

13 A. The 24th.

14 Q. Okay, how long is a normal, like, watch period?

15 A. Normal watch period is two weeks on, two weeks off.

16 Q. Okay, and during that watch period, is there, like, a certain
17 number of hours that you're on and then a certain number of hours
18 that you're off?

19 A. We do one job and then we go to the bottom of the list until
20 everyone else has had a job and then our names comes back up and
21 then we get assigned to our second -- to the next vessel, which is
22 most of the time (audio glitch).

23 Q. I'm sorry, what was the last thing you said? Most of the
24 time --

25 A. The next -- the following day.

1 Q. Okay, great. So, can you kind of just go through your day on
2 the 25th of November and kind of what you did and particularly on
3 your voyage on the *Gas Ares*, how that started?

4 A. You want to know about my day prior to boarding the *Gas Ares*?

5 Q. No, the day that you were on the -- basically, I want to know
6 about your voyage, how did you end up getting on the *Gas Ares*, you
7 know, did you get any notification from the pilots? Just kind of
8 what was your day like as far as that voyage was concerned?

9 A. Okay, yes, I did get notification from the dispatch, we get a
10 two-and-a-half hour call out. I was to board the *Gas Ares* at
11 1800. I boarded the *Gas Ares*, then I had completed a master-pilot
12 conference with the ship's captain, then we -- you want to know
13 about my whole -- the whole day or just my time on board?

14 Q. Yeah, just give me -- yeah, please -- no, give me your
15 whole -- the whole thing. You said master-pilots conference with
16 the ship's captain?

17 A. Yes.

18 Q. Okay, what is that?

19 A. What is what?

20 Q. What is a master-pilots conference, what do you -- what is
21 that -- can you explain what that is?

22 A. It's an exchange of information of the vessel between the
23 ship's captain and the pilot.

24 Q. Okay, and this was, like, right when you boarded or before
25 you boarded?

- 1 A. No, right when you board.
- 2 Q. Okay.
- 3 A. Board -- that's -- (audio glitch).
- 4 Q. Okay, and where was -- where did you board the vessel?
- 5 A. I boarded to -- at the sea buoy.
- 6 Q. At the sea buoy? Okay, which sea buoy? Okay.
- 7 A. I'm sorry, I didn't hear you.
- 8 Q. Could you just specify which sea buoy?
- 9 A. The SC buoy.
- 10 Q. Okay. All right, and when you got on board the vessel, what
11 did you kind of discuss during your exchange with the captain?
- 12 A. We exchanged the sea draft of the vessel, the air draft of
13 the vessel, the tension characteristics of the vessel, the
14 critical RPMs of the vessel, a stern tower of the vessel, where
15 we're going to get tugboats, where we're going to dock, where
16 we're going to turn, what the tie-up of the ship is.
- 17 Q. Okay.
- 18 A. And how much (indiscernible) they need for tugboats, for
19 crew, the current, the outbound traffic. That I think covers it
20 all.
- 21 Q. Okay, so -- but can you go over the specifics -- oh --
- 22 A. Where we also -- that we're going to need a lookout on the
23 bow in case of emergency to be able to release the anchors.
- 24 Q. Okay.
- 25 A. And anything else that is on the captain's checklist for his

1 vessel.

2 Q. So, the captain had a checklist when you boarded? Sorry,
3 Captain Gottschalk?

4 A. They have -- yes?

5 Q. Sorry.

6 A. They have a master-pilot exchange form that they're
7 too -- that they complete.

8 Q. Do you have a copy of that?

9 A. I don't.

10 Q. Okay, did the captain express any concerns to you about the
11 voyage or anything that he wanted you to be aware of when you came
12 on board?

13 A. He did not.

14 Q. Okay, did you express anything to him of concern or note that
15 might be different from a standard voyage?

16 A. Nothing different from a standard voyage, no.

17 Q. Okay, you said you talked about assist tugs when you came on
18 board, what was the discussion in regard to assist tugs?

19 A. That we would get an escort tug due to the weather and that I
20 requested a second tractor test for turning the vessel with the
21 wind conditions.

22 Q. Okay, so you requested a second tractor tug in addition to
23 the escort tug, but that was for the turn?

24 A. That's for docking.

25 Q. For docking, okay.

1 A. For docking, yes.

2 Q. Got it, and you said due to the wind conditions, what were
3 the wind conditions?

4 A. That was after we had already continued -- started out
5 inbound transit once I was able -- once I determined that the
6 winds were hired than I wanted to work with a conventional
7 tugboat.

8 Q. Okay, so while you were inbound, that's when you asked for a
9 second tug, because of the winds?

10 A. Yes, ma'am.

11 Q. Okay, and around where was that?

12 A. Well, we -- I requested for a second tugboat for turning and
13 docking.

14 Q. Right.

15 A. After the master-pilot conference, I called into my dispatch
16 and asked for tugboats. Once the wind had picked up, I asked who
17 my second tugboat was going to be and I was told it wasn't
18 conventional tug and I asked out dispatch to arrange that we had a
19 tractor tug available because I didn't want to turn the ship
20 inbound in the -- with the conventional.

21 Q. Got it. Okay, so just so I know, were you the only pilot on
22 board, or did you board with somebody else?

23 A. No, I was the only pilot on board.

24 Q. Is that usual?

25 A. Yes, ma'am for those vessels of that size.

1 Q. Okay, at what point do you need two pilots, like, what's the
2 size kind of guidelines?

3 A. When the beam is greater than 40 meters.

4 Q. Okay, so if the beam is greater than 40 meters, then you need
5 a second pilot?

6 A. Yes.

7 Q. Okay, do you know what the beam was on this vessel?

8 A. I do.

9 Q. Okay, what was it?

10 A. 32.25 meters.

11 Q. Okay, so basically, they sent you out kind of by yourself,
12 you get on board, you have this conversation with the master, what
13 did you discuss about turning?

14 A. We discussed whether my tug -- where the tugboats would be
15 positioned, that we would make a starboard turn right off the
16 dock, and that we would back into the (indiscernible).

17 Q. This is at Sonoco, correct?

18 A. Yes, ma'am.

19 Q. Okay.

20 A. By Sonoco One.

21 Q. Sonoco One, and where did you turn?

22 A. Right offside the dock, below sun lower --

23 Q. Is that the new turning basin?

24 A. It is.

25 Q. Okay, so you got on at the sea buoy, can you just kind of

1 give us a play-by-play of your voyage into Sonoco?

2 A. Yes. I boarded the *Gas Ares* at the sea buoy, I completed my
3 master-pilot exchange with the captain, we proceeded. I picked up
4 an escort tug at the Texaco intersection. I requested --

5 Q. I'm sorry, which intersection?

6 A. Texaco Island.

7 Q. Okay, thank you.

8 A. I requested a second tractor tug for turning and docking due
9 to the high winds. The trip was uneventful until just after the
10 Rainbow Bridge. I encountered a dredge working at Rainbow Bulk,
11 they have small boats working along side them and then there was
12 also outbound traffic. Then I met my first outbound tow in
13 between Fina Anchorages. I started slowing the ship prior to
14 reaching Huntsman and the pipeline project, which is directly
15 across Huntsman. They also have a bunch of small boats working
16 alongside. Then the wind started effecting my maneuverability of
17 the vessel as I was getting slower. I used the escort tug to help
18 keep my stern off the moored vessel and the shoreline and once it
19 became apparent that the bow was falling closer to the tugboats at
20 Motiva Port Neches Number One, I sounded the danger signal, I
21 dropped the starboard anchor, and went emergency forward stern.

22 Q. Okay, so is it pretty standard to only have one escort tug in
23 the conditions you were in or is there a normal --

24 A. In the conditions I was in with the draft of the vessel, it's
25 not uncommon to not have any tugboats as escorts.

1 Q. Okay, so you had more tugboats -- you had an escort and
2 usually you'd go in without one?

3 A. That's correct, on vessels with those characteristics.

4 Q. What was the draft?

5 A. 8.2 meters on the stern.

6 Q. And so, they were --

7 A. And 6.4 meters on the bow.

8 Q. They were in ballast?

9 A. Yes, ma'am.

10 Q. Okay, so -- and what were the winds?

11 A. They were predicted to be 18 to 25 knots.

12 Q. Okay, and then you said it ended up being more than you had
13 initially anticipated, so what did the winds end up -- what winds
14 did you encounter?

15 A. It was more out -- it was more offshore, so that's where I
16 decided to get the tugboats, when the wind offshore was stronger
17 than I was anticipating. So, I figured --

18 Q. So -- okay, so you're say before you came in --

19 A. So, it was prudent to get an escort tug for those conditions.

20 Q. Okay, so I guess you're saying when you were at the sea buoy,
21 winds were stronger than you anticipated?

22 A. Yes, ma'am.

23 Q. So, what were you anticipating the winds being at the sea
24 buoy?

25 A. They were predicted to be able 25 -- 28 to 34 knots.

- 1 Q. Okay, and then what were they?
- 2 A. I had 50 knot relatives.
- 3 Q. Okay.
- 4 A. About -- approximately.
- 5 Q. Okay, so you said that you encountered a dredge --
- 6 A. Relative to the vessels because -- relative to the
- 7 vessel -- 50 knots relative.
- 8 Q. Okay, you said you encountered a dredge along the way into
- 9 Sonoco?
- 10 A. Yes, ma'am.
- 11 Q. Was that the --
- 12 A. Berto Pordova (ph.)
- 13 Q. Berto -- can you spell that? I'm sorry.
- 14 A. Oh, I really -- no.
- 15 Q. Let me just -- Berto --
- 16 A. I don't know the spelling of it.
- 17 Q. Okay.
- 18 A. We could look it up on the AIS.
- 19 Q. Okay, and where was the dredge.
- 20 A. The dredge was working off Rainbow Bulk and had about a mile
- 21 of pipeline to Fina Anchorage.
- 22 Q. Okay, do you know what time it was that you encountered the
- 23 dredge approximately?
- 24 A. Approximately 2200.
- 25 Q. 2200, okay. All right, and so you said this was by

1 Rainbow --

2 A. By -- I mean, I'm not sure exactly, but, I mean, that would
3 be approximately, not exactly.

4 Q. Okay, and how far was this before you reached Motiva?

5 A. About less than two miles.

6 Q. Less than two miles. Okay, and sorry, what side of the
7 channel was the dredge on?

8 A. I was going inbound, the dredge was on the port side of the
9 channel.

10 Q. Okay, so the dredge was on the portside.

11 A. There was also a work barge on the starboard side by the Fina
12 Highline.

13 Q. And is that right around Motiva?

14 A. Less than two miles below Motiva closer to a mile-and-a-half.

15 Q. Okay, so to pass the dredge, that was on your portside, I
16 assume you stayed on the starboard side there or --

17 A. Yes, ma'am, starboard side.

18 Q. And then you got -- and then you had to pass the work barge
19 at Fina Highline?

20 A. Yes, ma'am, on my starboard side, so I went to the portside.

21 Q. Then you went to -- okay, and then you had to pass eventually
22 the *Chad Douglas*, is that right?

23 A. Yes, actually. Yes.

24 Q. Okay, was that before or after the work barge that you passed
25 the *Chad Douglas*?

- 1 A. It was after.
- 2 Q. Okay.
- 3 A. There was one before the *Chad Douglas*.
- 4 Q. Okay, sorry, so who did you have to pass before the *Chad*
5 *Douglas*?
- 6 A. The *Sabine*.
- 7 Q. I'm sorry, one more time?
- 8 A. The *Sabine*.
- 9 Q. Oh, you had to pass the *Sabine*?
- 10 A. Yeah, it's the tow, not the tug.
- 11 Q. Okay, so a different *Sabine*?
- 12 A. Yes, ma'am.
- 13 Q. Okay, that's pretty confusing. But all right, so you're
14 going in, first you're passing this dredge at the portside of the
15 channel, that's at the Rainbow Bulk?
- 16 A. Yes.
- 17 Q. That's at around 2200. Then how much later did you have to
18 pass this work barge by Fina?
- 19 A. Two minutes approximate.
- 20 Q. About two minutes -- so, let's just say 2202 approximately
21 and then you had to pass the push boat *Sabine*, how much later was
22 that?
- 23 A. Maybe three minutes or so.
- 24 Q. Okay, so we'll call it --
- 25 A. It's all approximate. I don't have -- I didn't have a watch

1 on, so I didn't look at what time I was passing them, but
2 approximate.

3 Q. Okay, so you're passing the *Sabine* and they were on your
4 starboard or your portside?

5 A. Starboard.

6 Q. Okay, so you were on your starboard. So, you passed
7 starboard to starboard with the *Sabine*?

8 A. Yes, ma'am, it was agreed upon.

9 Q. I'm sorry?

10 A. It was agreed upon, starboard to starboard, yes, ma'am.

11 Q. Is there a reason just that you passed that way?

12 A. Yes, because all that dredge equipment was on that portside
13 and they get all the way over -- they can get all the way over on
14 that starboard side and give us plenty of room.

15 Q. Okay, so you asked them to pass --

16 A. It's also to get out of the channel.

17 Q. I understand. So, you asked them to pass starboard to
18 starboard in order to avoid the dredge equipment?

19 A. I asked him if it would be better for him if we sailed
20 starboard to starboard. We can meet them either port to port or
21 starboard to starboard. He was already favoring the starboard
22 side of the channel, so I asked if that would help him set up
23 better for the dredge so that we wouldn't have to do such an
24 invasive maneuver after meeting me to avoid all the dredge
25 equipment.

- 1 Q. That makes sense, okay. All right.
- 2 A. I figured it was the most -- safest and prudent at the time.
- 3 Q. Okay, so then you passed the *Sabine* at 2205 approximately, I
- 4 know this isn't exact, and that goes okay, no issues passing the
- 5 *Sabine*?
- 6 A. That's correct.
- 7 Q. Okay, what was the next I guess obstacle or other vessel that
- 8 you might've encountered going --
- 9 A. The next obstacle was slowing down the ships to safely pass
- 10 the vessel at Huntsman and the pipeline we're going on as to not
- 11 injure anyone.
- 12 Q. Okay, so as you near Huntsman, you start slowing down because
- 13 of the pipeline work on -- that's on the starboard side of the
- 14 channel?
- 15 A. Yes, directly across from Huntsman.
- 16 Q. Okay, so --
- 17 A. And I said ship, but it's a sea going unit that was at
- 18 Huntsman.
- 19 Q. I'm sorry, the what unit?
- 20 A. It's called a sea going unit, but I called it a ship.
- 21 Q. Sea going unit -- oh, that's fine. For some reason, like,
- 22 you -- I -- like, you keep cutting out just a little bit, so I'm
- 23 not trying to be -- that's why I keep asking you to repeat things.
- 24 It's just --
- 25 A. No problem.

1 Q. So -- okay, so what time did you pass Huntsman and the sea
2 going unit?

3 A. It was very shortly after the *Sabine*; less than maybe three
4 minutes.

5 Q. Okay, so --

6 A. But I don't know exactly.

7 Q. Okay, let's just say around 2210, is that
8 fair -- approximately -- give or take?

9 A. It might've been a little bit later, but determining from the
10 time I dropped the anchor, that would be the only (audio glitch).

11 Q. I'm sorry, so did you drop the anchor before you slowed down
12 for Huntsman?

13 A. No.

14 Q. Okay, so -- all right, so you passed Huntsman. Did you pass
15 Huntsman okay?

16 A. Can you repeat that?

17 Q. Everything go okay passing Huntsman?

18 A. That's where I was experiencing the wind sending me down onto
19 Huntsman.

20 Q. Okay.

21 A. That's where it all kind of started. As I slowed the vessel,
22 there was more wind effect.

23 Q. Okay, so you slowing down at Huntsman and you start feeling,
24 like, a stronger wind effect on the vessel?

25 A. I slowed down prior to Huntsman.

- 1 Q. Prior -- but anticipating the work at Huntsman?
- 2 A. Anticipating the work at Huntsman and the vessel more to the
3 dock at Huntsman, yes, ma'am, which I had to go between both of
4 them.
- 5 Q. And there was a -- so, there's a vessel moored at the dock at
6 Huntsman on your portside and then on your starboard side is the
7 sea going ship -- unit that's doing work on the pipeline?
- 8 A. The sea going unit was at the dock at Huntsman and the dredge
9 pipeline work was going across the dock at Huntsman.
- 10 Q. Okay, so the sea going unit is on your portside at Huntsman
11 and then across on the starboard side is the pipeline work?
- 12 A. The pipeline work, yes, ma'am.
- 13 Q. Got it, do you know what was left from the -- I guess what
14 obstacles were there from the pipeline work on your starboard?
- 15 A. There's a dredge and a work boat.
- 16 Q. Okay.
- 17 A. Or a work -- like, a barge and small vessels that assist.
- 18 Q. Were they, like, working or were they moored?
- 19 A. They're all working.
- 20 Q. They were working at 22-whatever, that late at night?
- 21 A. Yeah, all I could see what just the (indiscernible) of light.
- 22 Q. Okay.
- 23 A. So -- yes.
- 24 Q. Okay, so you saw the light, so you assumed they were working
25 because of the lights?

1 A. Well, I didn't assume anything, I was slowing down to avoid
2 damaging any equipment or overturning any small workboats by
3 speeding by them.

4 Q. No, I understand. I guess -- but how do you know that -- or
5 why did you think they were working versus, like, stopped for the
6 evening is kind of what I mean?

7 A. Well, it doesn't matter if they were working or they weren't
8 working. They were there and I needed to slow down to go by them.

9 Q. Okay, but you're not sure whether or not they were actually
10 working at that point in time?

11 A. That's correct.

12 Q. All right, were there -- like, did you know kind of in
13 advance of getting to Huntsman that this work was going on, were
14 there any notifications that had gone out or anything? Like, did
15 you know that work was going on there or was it kind of a
16 surprise?

17 A. I knew there was work going on at Rainbow Bulk because when I
18 checked in with traffic, they told me that dredge needed one hour
19 notice.

20 Q. Okay.

21 A. I was not told that the pipeline project was still continuing
22 as that was my first time inbound that far up -- inbound on that
23 watch.

24 Q. Okay, so you checked in with VTS, they told you about Rainbow
25 Bulk, but did not tell you about the pipeline?

1 A. That's correct.

2 Q. We're there any, like -- was there anything on, like, the
3 radio, any sort of, like, notice to mariners or anything about
4 this other traffic that you're -- this other work that you were
5 even aware of?

6 A. No ma'am.

7 Q. Okay, and do the pilots -- like, when they send you out on a
8 job, do they kind of tell you if there's anything going on? Like,
9 how does that -- do they give you any kind of updates when they
10 send you out on a job?

11 A. Dispatch notified of vessels that we're in traffic with.

12 Q. I'm sorry?

13 A. They -- our dispatch notifies us of other vessels that we're
14 in traffic with in case we can't meet them in certain places based
15 on traffic rules.

16 Q. Oh, okay, they'll let you know if there's --

17 A. We depend on vessel traffic to inform us of other stuff
18 operating in the channel, especially after we've just come back
19 from watch and especially at night.

20 Q. Okay, got it. All right, so you're on the radio, you're
21 speaking to vessel traffic, they tell you about this initial
22 dredge, but not the dredge by -- across from Huntsman
23 basically -- Huntsman and Motiva are pretty much next to each
24 other, right?

25 A. I missed the last part of your question. But the first part,

1 they told me about the dredge working. The second part, the
2 pipeline removal project, I was comfortable that (audio glitch).

3 Q. Okay, so you're slowing down there because you're seeing
4 this, what do you -- what is your speed after you slow down?
5 Like, what was your speed before and after?

6 A. I don't know exactly.

7 Q. Okay, and was anybody else on -- who else was on the bridge
8 with you at this time?

9 A. The captain was on the bridge, mate was on the bridge, and
10 helmsman was on the bridge.

11 Q. Okay, did any of them give you a heads up about anything or
12 what kind of guidance did you get from them?

13 A. Nothing.

14 Q. Okay, did you have anybody just as a lookout on either the
15 port or starboard side and where were you kind of this entire
16 time?

17 A. Are you talking about the entire transit or just at what
18 point are you asking?

19 Q. Just around when you start -- when you first notice the
20 traffic at Huntsman and you see that there's all this work going
21 on, kind of what was your position on the bridge and where was
22 everybody else?

23 A. I was at the front of the bridge. I had a bow lookout at
24 forward.

25 Q. Okay, where was the mate and the captain?

- 1 A. They were behind me, so I can't tell you exactly.
- 2 Q. Okay, and then there was somebody -- who was controlling the
3 engine -- like, the radio telegraph?
- 4 A. I believe it would be the mate, but I was the one controlling
5 the helm orders and engine orders.
- 6 Q. Okay, so you were giving helm and engine orders and who were
7 you giving the helm orders to?
- 8 A. The helmsman.
- 9 Q. Okay, was that an AB, do you know?
- 10 A. I don't know who they -- I do not know the ranks of the
11 person that they had on the helm at the time.
- 12 Q. Okay. All right, so you see this, nobody says anything to
13 you about -- you kind of notice it on your own and you slow down.
14 What are your orders at that point in time?
- 15 A. I don't remember the exact orders at the exact time in the
16 exact order.
- 17 Q. Okay, I mean, you can just a vague idea. It doesn't have to
18 be exact?
- 19 A. What do you want -- at what point are you wanting?
- 20 Q. Kind of right around when you're getting to --
- 21 A. Where are we in this?
- 22 Q. You're getting to Huntsman, you're slowing down the vessel,
23 what -- can you just kind of explain what happens next and what
24 you did?
- 25 A. As I slowed down the vessel, the wind started effecting the

1 maneuverability of the stern, which was then pushing the ship more
2 towards the portside of the channel, which is the side of the
3 (indiscernible). And I was giving command to my tugboat to pull
4 my stern to starboard while I controlled the back with my helm
5 command and increased the ship engine to get speed and more
6 maneuverability to help be able to overcome the winds that was
7 setting me onto the dock and that also there was more water going
8 over the rudder and having a better maneuverability and that's
9 what I did.

10 Q. Okay, and when does the *Chad Douglas* come in after this?

11 A. The *Chad Douglas* comes in -- I was -- it showed that I was
12 meeting him up Port Neches One, closer to Sterling Shipyard.
13 However, when I noticed all the pipeline work going on, the
14 starboard side of Huntsman, and the ship at Huntsman, I asked him
15 to hold up so that we were not congested and meeting three wide
16 across from Motiva Port Neches. He was more than happy -- he held
17 up for me and -- just to let me get by all that stuff before he
18 came outbound.

19 Q. Okay.

20 A. And he was -- he ended up stopping around Sterling Shipyard
21 PPC area and he comes into play after I passed the ATV at
22 Brownsville when I told him to continue outbound so I didn't have
23 to worry about him being that I needed to aim exactly where he was
24 in order to get the ship stern off the dock.

25 Q. Okay, so you slowed down around Huntsman and then how much

1 after that are you talking -- did you continue at that point or
2 did you kind of stay where you were and then how long after that
3 did you talk to the *Chad Douglas*?

4 A. I slowed down prior to Huntsman.

5 Q. Right.

6 A. When I got to Huntsman, I'd seen that I was having issues
7 with the wind sending me to the dock. I then had the *Chad Douglas*
8 drive on so that way he would be out of the way in case something
9 happened where I needed to angle all the way to where he was or
10 even worse case scenario. I was trying to plan ahead.

11 Q. So, he passed -- you kind of tried to stay in one spot and he
12 went past you?

13 A. I didn't -- after I talked to the *Chad Douglas*, I said get
14 out of the way as fast as you can and then I worried about the
15 ship.

16 Q. Okay, so at what point did he pass you -- like, how long
17 after, was it at Huntsman?

18 A. It was after I passed Huntsman.

19 Q. After Huntsman?

20 A. It was around Port Neche too, which is only two docks up.

21 Q. Okay, two docks after.

22 A. There's a barge dock and then Motiva Port Neche Number Two.

23 Q. Okay. All right. Okay, and then you said -- did you say
24 something about another towing vessel as well or an ATV or
25 something aside from his vessel?

- 1 A. The ATV was the vessel at Huntsman.
- 2 Q. Okay, so it's the same one that we've -- you talked about
3 earlier?
- 4 A. Correct.
- 5 Q. That's the sea going unit?
- 6 A. Yes, ma'am.
- 7 Q. Got it, okay. I'm just making sure that we're talking about
8 the same thing. And do you know --
- 9 A. No problem.
- 10 Q. So, what time does *Chad Douglas* pass you -- about?
- 11 A. I don't know.
- 12 Q. Or *Charles Douglas* -- *Chad* --
- 13 A. Not much longer after I got to Huntsman.
- 14 Q. Okay, so I think you said he started to slow -- let's say
15 around 2210, so was this, like, five minutes later, ten minutes
16 later, something like that?
- 17 A. Probably five minutes later.
- 18 Q. All right, so we'll just call a quarter after? All right, so
19 after he passes you, how did he --
- 20 A. Unfortunately, I don't have exact times, but I know traffic
21 has the recording of when I called them when I was in -- that I
22 was having issues.
- 23 Q. Okay.
- 24 A. So, all this then backs from there.
- 25 Q. Okay, I'll make sure I get that. I'm just getting, again,

1 right now, like, a basic timeline. I know it's not going to be
2 perfect and I'm not holding you to, you know, know exactly the
3 time. I'm just trying to get a basic idea.

4 A. Okay, I appreciate that.

5 Q. So -- all right, so after the *Chad Douglas* passes you, what
6 do you next?

7 A. I was doing everything to avoid hitting the ship at Motiva
8 Port Neches with my stern.

9 Q. Okay, and what ship was at Motiva?

10 A. *Wonder Polaris*.

11 Q. Okay, is that a tank vessel?

12 A. I would believe so.

13 Q. Okay, and they're at the first dock at Motiva, I guess?

14 A. Well, they were dock number two, it's the first one I would
15 encounter inbound.

16 Q. Dock number two -- okay, dock two, and is the second one dock
17 one, then?

18 A. Inbound, yes, is dock one.

19 Q. Okay, and is -- so, okay, how did you -- so, you gave some
20 commands to -- you said the tug at your stern?

21 A. I did.

22 Q. Okay, so -- and this was to avoid hitting the *Wonder Polaris*?

23 A. That's correct.

24 Q. Okay, and so what were the commands that you gave to your
25 stern tug?

- 1 A. Keep my stern off of the ship at Motiva.
- 2 Q. Okay.
- 3 A. But I did -- pull away on a 45 starboard was the exact
4 command.
- 5 Q. Okay.
- 6 A. All the while telling him to keep my stern off that ship.
- 7 Q. Do you know what he was supposed to do -- I mean, did the tug
8 do what you wanted him to do?
- 9 A. Yes, he did. He was fantastic.
- 10 Q. Okay, so what kind of happens next?
- 11 A. What happens next is we kept the stern off of the ship at
12 Motiva and did everything that we could to do that while the stern
13 tug was pulling on a full 45 to starboard and I was giving
14 commands to keep my bow. However, the bow was going more towards
15 Motiva Port Neches Number One and there were two tugboats tied
16 along side and one side we realized that we were not able to drive
17 out of this. I sounded the danger signal to alert everyone, I
18 told the ship to drop the starboard anchor and asked for emergency
19 pull of stern.
- 20 Q. Okay, did they do what you wanted them to do?
- 21 A. I think so, but I had to ask multiple times to ensure.
- 22 Q. Okay, so you're not I guess -- you have to keep asking them
23 if they did what you were -- if were responding basically?
- 24 A. That's correct.
- 25 Q. Do you know if there was any delay in any of your requests in

1 their asking for them?

2 A. I don't know if there was a delay in them acting on my
3 request, but there was a delay in getting a response when I was
4 confirming that I thought the commands worked.

5 Q. So -- and who were you expecting a response from, like which
6 party up on the bridge?

7 A. The captain and the mate.

8 Q. Okay, so they were the ones not responding to you?

9 A. I had asked the captain specifically and it was taking time
10 to get a response from him, correct.

11 Q. What did you ask the captain -- like, what was the item that
12 you kind of were asking him to confirm?

13 A. Captain, did you drop the starboard anchor? Captain, how
14 much shots did you put into the water?

15 Q. Okay.

16 A. Captain, are we emergency pulling stern?

17 Q. Got it, so he wasn't responding initially to let -- you
18 would've expected a quicker response from him?

19 A. That's correct.

20 Q. Okay, got it, so you're not sure, like, whether there was a
21 delay or not in terms of them doing any of these things?

22 A. That's correct, I was looking at the vessel and trying to do
23 everything I could to keep us from hitting the ship at Motiva.

24 Q. Right, okay. So, eventually, the captain responds to you or
25 did he --

1 A. Eventually.

2 Q. Eventually, okay. About -- if you don't -- I'm not -- again,
3 you don't have to be exact, but around how long do you think it
4 took him to finally respond?

5 A. At least third ask.

6 Q. Third ask, okay. All right.

7 A. Which there was other things going on in between that, so I
8 can't tell you an exact time of distance between asks.

9 Q. Yeah, understood. What was he doing when you were asking him
10 these questions?

11 A. I can't tell you what he was doing or thinking.

12 Q. Okay, was he just -- he was up there with you, though?

13 A. Yes, he was up there with me.

14 Q. Okay, was he, like, helping out anyone else, or was he kind
15 of standing next to you?

16 A. He was just standing there.

17 Q. Okay.

18 A. He was calling and asking on the bow, how many shots after I
19 asked him a couple times.

20 Q. Okay.

21 A. But it still took a long time to get a response.

22 Q. Do you think -- I know he's Korean, correct, the Captain?

23 A. I believe so, but I can't confirm.

24 Q. I mean, do you think -- I'm just asking if you think he
25 understood you or do you think he had trouble understanding you

1 when you asked him maybe -- just if you have any --
2 A. I can't assume if he knew what I was say or didn't.
3 Q. Okay.
4 A. But I would hope so being that English is our main operating
5 language.
6 Q. Okay. All right, so eventually he responds. I mean -- I
7 guess -- did you make contact with the vessels at dock one?
8 A. With the tugboat at dock one?
9 Q. Yeah.
10 A. I made contact with the *Sabine*, yes.
11 Q. Okay.
12 A. I believe so.
13 Q. All right, and how hard was the impact?
14 A. We didn't feel much on the ship (audio glitch).
15 Q. Okay.
16 A. And I didn't hear any sound of impact.
17 Q. Okay. All right, do you know, how was the *Sabine* kind
18 of -- what was their position, do you remember at the time of --
19 A. Their position was head in, moored to the dock at Motiva
20 Number One alongside the *Florida* -- outboard of it.
21 Q. Okay, were they, like -- so, they were outboard of the
22 *Florida*?
23 A. They were.
24 Q. Okay, did they -- I guess what happened after you guys
25 finally makes some contact -- what happens next?

1 A. At that time, I had received the emergency pull stern, so I
2 was making sternway and the *Sabine* came off the dock and drove
3 inbound to assess damage and the *Florida* came to my starboard bow
4 to make (indiscernible).

5 Q. Okay, did that all work out, did you stabilize after that?

6 A. Yes, the anchor kept our bow from going farther towards the
7 dock.

8 Q. Okay.

9 A. That enabled them to get off the barge.

10 Q. Okay, did you get any additional assist tugs after this
11 happened aside from the *Sabine* coming to help you out?

12 A. The *Sabine* did not come and help me, the *Florida* came and
13 helped me. The *Sabine* went to assist damage -- not to assist
14 damage, to analyze damage. The *Florida* came, put a line up on my
15 starboard bow. The *Goliath* showed up, put a line up on our
16 starboard quarter and the tug, *Eleanor*, was coming down and
17 assisted as needed, following us inbound.

18 Q. Okay, and just to confirm, the tug on your stern, I don't
19 think I asked you, was that the *Hayley Moran*?

20 A. Yes, ma'am.

21 Q. Okay, and then so you had -- and then after -- you're saying
22 after all this happened, the *Florida* came and helped you, the
23 *Sabine* was analyzing damage, the *Goliath* was, I'm sorry, where?

24 A. Assisting. He put a line on the starboard quarter.

25 Q. Okay, and the *Eleanor*?

1 A. The *Eleanor* assisted -- was available for assistance on our
2 portside, which I later made back on our port now.

3 Q. Okay, was that for your turn?

4 A. No, that was for going into (indiscernible). We headed deep
5 on the starboard side because that's where the best water is. So,
6 I then let go the *Florida* and the *Goliath* so that way I didn't put
7 them in danger being so close to the bank and continued down with
8 the *Eleanor* being fast on our port bow, which then assisted in my
9 turn.

10 Q. Okay, so you turned with the *Eleanor* and the *Hayley Moran*?

11 A. Yes, ma'am.

12 Q. Okay, and that all went okay -- any issues there?

13 A. No issues and the captain was the one that said he was
14 comfortable going towards -- to the berth, rather than the
15 anchorage.

16 Q. Okay, so at what point in time did that discussion happen
17 where you talked about going to berth versus anchorage?

18 A. After we got the vessel under control, I called traffic and I
19 called the dispatcher, and I was told that we could either go to
20 the berth or to the anchorage.

21 Q. Got it.

22 A. And I asked the captain what he was -- if he was -- I told
23 him we were going to go to the anchorage and then I then asked him
24 if he was comfortable going to the dock if that's what he wanted
25 to do. He said he wanted to go to the berth, so then I moored him

1 to the berth.

2 Q. Did he or anybody else on the vessel take any steps, like,
3 after all this happened to determine the condition of the vessel?
4 Did you notice them doing anything after the impact?

5 A. I did not notice anything of them doing, but I did ask them
6 if there was any alarm or any issues with their ballast tanks or
7 anything like that with the vessel and they said nothing -- he
8 said there was no issue.

9 Q. Okay, so no alarms, nothing with their ballast tanks, he
10 didn't notice anything?

11 A. Yes.

12 Q. Okay.

13 A. He didn't notice -- yeah, he was okay with the ship and he
14 was comfortable continuing -- that he was first off comfortable
15 continuing inbound and second off comfortable going to the dock.

16 Q. Got it. Okay, do you know which direction the wind was
17 coming from when all of this happened?

18 A. From the north.

19 Q. From the north, and how were tides?

20 A. It was flooding at the time.

21 Q. Okay.

22 A. About a half knot -- the current, sorry.

23 Q. Okay, anything else of note or any other obstacles or
24 anything that you remember that you think we would want to know
25 about?

1 A. I think we mentioned everything. We talked about the dredge,
2 the wind, the current, the ship at the docks. I think that's
3 everything.

4 Q. Okay, did the captain every express to you that he wasn't
5 comfortable going in? Like, I'm talking about before this
6 incident -- before you had the -- made contact. Like, when you
7 first got on the vessel, did he say anything?

8 A. No, ma'am.

9 LCDR ██████ Okay, I'm going to see if anybody else has
10 any --

11 Does anybody else here have any questions?

12 LTJG ██████ So, I just have a question about --

13 LCDR ██████ Just so you know, that's ██████ ██████ talking.

14 BY LTJG ██████

15 Q. I have a question about -- so, once you slowed your speed,
16 you felt the wind was affecting you more, you were very conscious
17 of keeping your stern away from the moored vessel. You said you
18 were having the stern tug assist keeping your stern away, that was
19 the priority and they were helping you do that. And you mentioned
20 keeping the bow away with the helm commands, this was prior to
21 dropping the anchor on the starboard bow. So, what were the helm
22 commands to keep the -- that you were trying to keep the bow from
23 swinging to port?

24 A. Start over to starboard.

25 Q. And you felt that you could not increase your speed due to

1 your very close proximity to the moored vessel?

2 A. That is incorrect. I set speed all the way up to full ahead,
3 I did not get any additional speed even with full ahead, so that's
4 as fast as I can go. At that point, I determined that I need to
5 slow -- stop everything and try to stay away from those tugboats
6 at Motiva Port Neches.

7 LTJG [REDACTED] Okay, thank you.

8 LCDR [REDACTED] Do you have anything?

9 MR. TUCKER: Yep.

10 BY MR. TUCKER:

11 Q. Hi, Captain, my name is Adam Tucker. As mentioned earlier,
12 I'm with the NTSB and working with the Coast Guard on this
13 investigation. The Coast Guard is leading this investigation, so
14 I just work with them, we collect the same facts regarding this
15 accident.

16 A. Okay.

17 Q. And a couple follow-on questions, the Coast Guard were very
18 detailed and thorough in asking you pretty much everything I had
19 in the back of my mind. Just staying though to what you had
20 mentioned, you went full ahead, but you did not get any additional
21 speed. I'm curious, were you informed by the crew either by the
22 master-pilot exchange or at any time that the vessel had any type
23 of load-limiting program or any reason to not get that increase of
24 speed -- or RPM?

25 A. No, I was not informed of anything like that. But I can

1 (audio glitch). Yeah, I was not told about that. I just
2 don't -- yeah, that's it.

3 MR. TUCKER: Okay.

4 LCDR ██████ Do you have any -- sorry --

5 CAPT GOTTSCHALK: I'm just not sure how long I had the
6 (indiscernible) that was actually by the time it got the RPM. I'm
7 not sure how long their load program took to get up to the RPM. I
8 just knew at a certain point, I need to stop everything and keep
9 the safety of the vessel, the safety of the surrounding stuff, and
10 the safety of the channel -- you know, try to do the best I could
11 to mitigate any potential hazards or damage.

12 BY MR. TUCKER:

13 Q. Got it. Again, I'm just kind of working backwards here, just
14 some follow-ons and if you don't know, that's fine. We've got
15 other sources of information, you know, in the area. But you
16 mentioned that moored tanker and the objective was keeping your
17 stern off of him and just curious, what direction was that tanker
18 moored? Was she portside, starboard side, do you remember?

19 A. He was portside to head in.

20 Q. Okay.

21 A. His head was inbound the channel, so we were facing the same
22 direction as I was going inbound to portside alongside the
23 dock -- the side to the dock is charging.

24 Q. Understood, and I apologize in advance, I may ask a couple of
25 dumb questions because I'm just not familiar with this area. They

1 keep me working a lot in the Mississippi River area, so this
2 is -- I may have to ask a couple follow-ons because of my
3 familiarity.

4 A. Okay.

5 Q. And with that I will ask, what's the channel width of that
6 particular location you were at -- navigable?

7 A. 400 feet.

8 Q. Okay, and just by the fact that, of course, it's -- you know,
9 it's a very busy waterway, we've got VTS here, everything, are
10 there any limitation to passing any type of vessel and/or are you
11 limited by any speed or passings in that area?

12 A. We're limited by the beam of the two vessels meeting and
13 that's controlled by the pilot.

14 Q. Okay, and so limited by two vessels meeting, so that means
15 you have know the beam of the other vessel that you're meeting, is
16 that correct, did he tell you that?

17 A. For the beam of any outbound in traffic that we're meeting,
18 we schedule our traffic based on we can't be more than half the
19 channel width with the added beams. So, I do not know the beams
20 of the dredge, or for the pipeline removal project, or the tows.
21 But any ship traffic we know the beams of and we base our
22 dispatching and meeting situations based on our traffic rules of
23 not exceeding half the channel was based on our added beams.

24 Q. Okay, I understand that. So, you're based on ship traffic,
25 that is obviously a known item by dispatch, so that's all

1 organized through them for your meeting point -- for where vessels
2 meet? Let's see, we talked of the wind and the current. Again,
3 me not being familiar, do you have -- what were your sources of
4 the wind forecast first?

5 A. (Audio glitch) -- the weather channel for the windspeed.

6 Q. Yeah, so you cut out a little bit. I understood weather
7 channel and weather apps is that correct?

8 A. Can you repeat that? I'm sorry, you went in and out.

9 Q. No problem. I understood weather channel and I believe you
10 said weather apps, is that correct?

11 A. Yeah, that's what I meant by -- yeah, the weather apps for
12 the weather on the ground, WRI Gulf and all these -- just
13 different weather sources.

14 Q. Okay, and the currents --

15 A. Weather routes, apps that tell you the direction and the
16 windspeed, and Siri -- I ask Siri.

17 Q. Siri, all right. Siri's helpful. And the currents, what is
18 your source of information for the currents, do you have, like, a
19 pilot book or just --

20 A. NOAA, the website.

21 Q. Okay.

22 A. Tides and currents from NOAA.

23 Q. Okay. All right, understood.

24 A. For our port, it has currents at the *Sabine* (indiscernible),
25 it has West Port Arthur Bridge, Port Arthur, other ports.

1 Q. Understood, and earlier -- I'm going to go back in my notes
2 here, so earlier you mentioned passing the tow, *Sabine*, not the
3 actual tug, but the tow, *Sabine*. Do you remember what its tow
4 configuration was?

5 A. I do not.

6 Q. Okay.

7 A. He was pushing ahead, but that would be on a traffic
8 recording.

9 Q. Okay, and had how about the *Chad*, do you recall his tow
10 configuration?

11 A. I don't recall the configurations. But the same thing,
12 traffic announces it on their traffic channel every 30 minutes or
13 so.

14 Q. And that's another -- great lead in for another question.
15 Again, my unfamiliarity, so I know pilots very commonly work two
16 different frequencies, maybe a vessel to vessel and vessel
17 traffic. Can you tell me about the frequencies you were working
18 that night?

19 A. I had 13 on the ship VHS, I had 20 international, I had my
20 tugboat channel, 64, and I was monitoring traffic on channel 01A
21 and 65A.

22 Q. All right, so 13 for ships, 20 international, tugs was 64 and
23 can you repeat the traffic again?

24 A. Yeah, the tugboats was 64A and the traffic was 01A and 65A.

25 Q. Okay, so that was a lot of frequencies specific to the area.

1 Like, was there one traffic frequency you were supposed to talk on
2 or both?

3 A. Above our (indiscernible), we monitor 65 and below the
4 (indiscernible), we monitor 01A for traffic reports.

5 Q. Got it, okay, and pilots often carry -- you mentioned a ship
6 radio, I know pilots always have the handheld, what frequency did
7 you have for your handheld?

8 A. My handheld was 64A for my tugboat and monitoring traffic was
9 on 01 below the (indiscernible) and 65 about the (indiscernible).

10 Q. Okay, understood. Let's see, we mentioned the drafts of the
11 vessel. Okay, yeah, we mentioned the master and pilot exchange,
12 that's one thing I wanted to go back on. I understood you boarded
13 the ship at the SR buoy, proceeded inbound. The master had a
14 checklist that he used for the master-pilot exchange, did he
15 require you to sign any type of document related to the master-
16 pilot exchange?

17 A. I signed the pilots card and I -- yeah, I signed the pilots
18 card and all the other -- yeah, documents that they needed
19 signatures on.

20 Q. Okay, did he inform you -- or maybe you just gathered it all
21 on your own, I don't know -- did he inform you of what direction
22 the rudder -- sorry, the propellor turned?

23 A. Do you mean when backing?

24 Q. Yeah.

25 A. Well, we talked about that during the master-pilot exchange.

1 I confirmed that it was a fixed pitch, righthanded, turning
2 propellor, when you back the engine, the bow goes to starboard and
3 he confirmed all of that.

4 Q. Okay, so we have fixed pitch, righthand turning, which is the
5 standard propellor turns -- fixed pitch and bow goes to starboard
6 backing?

7 A. Yes.

8 Q. Understood. Okay, what type of rudder -- did he explain to
9 you the type of rudder that you would've had -- that you had on
10 board, standard, Becker, and limitations for steering?

11 A. He did not.

12 Q. Okay, do you know what type of rudder it was from the pilot
13 card or anything?

14 A. I do not.

15 Q. Okay, last question on the rudder is did the master inform
16 you that they were operating in a two-pump configuration, single
17 pump, and/or if there was any time limits based on those?

18 A. I do not recall.

19 Q. Okay.

20 A. I believe they had two steering pumps and that we confirmed
21 that it was on two steering pumps, but I don't recall for sure.

22 Q. That's fine. I can't remember what I had for breakfast this
23 morning, so no worries.

24 A. I'm glad you understand.

25 Q. Yeah, all right.

1 A. The reaction time of the rudder was standard of having two
2 steering pumps, I can say that.

3 Q. Okay.

4 A. It wasn't like I was waiting, waiting, waiting for it for to
5 go from one side hard over to the other side hard over.

6 Q. Understood, and staying in the line of steering, was there
7 any problems with the helmsman, anything where you noticed that he
8 was erroneously -- or were there any errors in responding to the
9 orders -- the helm orders you were giving?

10 A. They changed helmsmen throughout the night, so I can't
11 confirm or deny if I had any issues with that helmsman at the
12 time.

13 Q. Okay, let's see -- bear with me, some of these are just
14 standard questions I have to ask.

15 A. I might've had -- I think I might've had one wrong rudder,
16 but I don't know if it was the helmsman at the time or not, there
17 was so much going on.

18 Q. Understood.

19 A. But I check the rudder every time I give a command, so it
20 might've been one or two times throughout the night.

21 Q. Speaking of that, so I understood you were positioned ahead
22 of the master, ahead of the second mate, they were behind you, so
23 you don't really have a visibility -- you're not looking
24 backwards, I understand that. The question is what type of bridge
25 was there? I haven't been on the ship yet, is it -- was it, like,

1 a cockpit style bridge or just kind of an open placement of
2 equipment everywhere? What do you remember about that?

3 A. It was an open bridge that -- I'm not sure what you're
4 considering by a cockpit, but it had open bridge where -- but it
5 did have curtains to shut at night to block off the computer and
6 the normal door entryway and stuff like that. But all the
7 equipment was out in open and the bridgeways were outside
8 bridgeways -- it did not have enclosed bridgeways.

9 Q. Okay, and that was kind of a -- what I was getting at.

10 A. I was sitting at the front of the bridge, centerline, and the
11 equipment was behind me.

12 Q. Got it.

13 A. All the indication -- all the indicators were in front of me,
14 for the rudder, for the RPMs, for the -- and above me.

15 Q. They were above, okay.

16 A. Above and in front.

17 Q. I know you just answered the question, the equipment was all
18 behind you, so were you using the radar at any point and if so,
19 what radar were you using?

20 A. I had the X-band radar set up. That was the one I was using;
21 it was towards the torque side and that was the only radar I was
22 using through the night.

23 Q. Okay, were you using it at the time of the contact with
24 the -- or just before the contact with the two tugs -- with the
25 tug?

- 1 A. Can you repeat that?
- 2 Q. Were you using the X-band radar just before the contact was
3 made with the tug?
- 4 A. No.
- 5 Q. Okay.
- 6 A. I was using my personal pilot equipment.
- 7 Q. Okay.
- 8 A. And my eyes, looking out the window and seeing what was
9 happening.
- 10 Q. Got it, and that was another question that I was going to
11 have for you as well is the PPU, personal pilot unit, were -- was
12 this plugged into the AIS port or were you using a separate -- a
13 different position source?
- 14 A. It's over Bluetooth I believe.
- 15 Q. Okay.
- 16 A. It connects via their AIS, but not directly plugged in, it
17 gets the signal from their AIS output.
- 18 Q. Got it, and the type of PPU they --
- 19 A. And I do want to say one thing back on -- okay, go ahead --
- 20 Q. Nope, go ahead.
- 21 A. In regards to the rudder coming in, I did have one issue
22 where I gave a helms command and they didn't get to the course
23 that I wanted, so I took it back into hand steering and got it to
24 where we needed to go. But that was an issue that I did have with
25 the helmsman.

1 Q. Okay, so I understood you had -- this has to do with the
2 course and a helm command and you had to -- they had to go back
3 into hand steering, that means they were in autopilot just before
4 that?

5 A. No, not in autopilot, but where I would give rudder commands
6 instead of a course.

7 Q. Understood, okay.

8 A. Steady on 294 versus starboard ten, port ten, mid ship.

9 Q. And did this happen -- any ballpark of where this took place?

10 A. They were in hand steering the whole entire time from when I
11 got on board.

12 Q. Okay, do you recall, like, where that particular event took
13 place?

14 A. No.

15 Q. Okay. I'm getting down there. I apologize, some of these
16 are standard questions I have to ask. We spoke of the PPU, I just
17 wanted to go back to that. So, I understood there's Bluetooth
18 connected to the ships AIS output port, is the PPU a tablet, or a
19 phone, or a laptop?

20 A. I think it's considered a tablet, but it might be considered
21 a laptop. I'm not certain what they -- what you would call it.

22 Q. Okay.

23 A. But it's a -- but there's a program on the computer that they
24 issued to us.

25 Q. Okay, and that program is?

1 A. CIQ.

2 Q. CIQ, got it. And let's see, we spoke of language as well and
3 I know this is -- can be a challenge. Not saying it is here, but
4 I understood you have dialogue, master-pilot exchange with the
5 master, did you have or feel that there was any communication
6 issues with the master either during your master-pilot exchange or
7 anyway during the transit?

8 A. Did you ask if I had any communication issues with the
9 captain, is that what I'm --

10 Q. Correct.

11 A. Can you repeat that?

12 Q. Yeah, correct, you know, with respect to language, accent,
13 understanding English communications?

14 A. As far as helm and engine commands, I did not have any
15 communication issues. The only time I was having an issue was
16 getting a response from when I -- you know, drop the anchor, let
17 go of the starboard anchor, emergency pull of stern, with not
18 being able to -- when asking how many shots do we have out,
19 Captain and not getting the response, then I think there might've
20 been a language barrier based on the excitement of everything
21 going on essentially.

22 Q. Understood.

23 A. The best I can -- I probably -- I don't know, maybe he
24 understood me, maybe he didn't, that's all.

25 Q. I'm curious on that, is -- do you recall what their internal

1 communications were amongst each other, was it in English or
2 another language? So, for example, you know, you gave your drop
3 the anchor, did they communicate that in English or do you -- any
4 recall on that?

5 A. All I know is what they answered me in. When the captain
6 said -- after I said drop the starboard anchor, he -- do you want
7 me to drop the starboard anchor, so let go of the starboard
8 anchor. So, he answered me back in English. I do not recall what
9 communications they had between themselves.

10 Q. Okay, back to the master-pilot exchange conference, whatever
11 we call it, I know there's a lot of detail here, was there any
12 discussions on the winds, and the weather, and the current? What
13 do you recall of that?

14 A. Yes, there was discussion on the wind, and the current, and
15 the weather.

16 Q. Okay, and did the master express to you any concerns or
17 issues with those conditions?

18 A. No, he had no concern. I was the one telling him about the
19 weather, current, and winds.

20 Q. Okay, he didn't ask you about any extra tugs or suggest there
21 was any extra tugs or -- nothing of that nature?

22 A. Did he have an issue with the tugs, is that what you asked?

23 Q. Yeah, or did he make any specific requests for extra tugs or
24 anything?

25 A. No, he did not.

1 Q. Okay.

2 A. I was the one that mentioned getting a tugboat and I told him
3 I requested a different tug for docking because of the wind.

4 Q. Got it. Let's see, speaking of tugs, I just wanted to
5 confirm, the -- again, I apologize, the *Moran* tug that was -- that
6 you had escort you, did you have him made fast or was he just
7 following?

8 A. No, he was made fast and our lead dock.

9 Q. Okay.

10 A. The *Hayley Moran*.

11 Q. And do you remember where he was made fast?

12 A. Yes, center lead out.

13 Q. Okay, and, like -- but what location he was made fast?

14 Like --

15 A. The center lead, the most center part of the ship.

16 LCDR ██████ Like, where during the voyage? Like, what part
17 of the --

18 MR. TUCKER: Yeah, the (indiscernible).

19 LCDR ██████ Yeah, like, was it immediately at the sea buoy
20 or later on, like, when did he tie up?

21 CAPT GOTTSCHALK: Oh, I'm sorry for that miscommunication. I
22 thought you were asking where.

23 MR. TUCKER: No problem.

24 CAPT GOTTSCHALK: He -- we made fast below the below the
25 Texaco Island Intersection.

1 LCDR ██████ I'm sorry, which -- I didn't hear you.

2 CAPT GOTTSCHALK: The Texaco Island.

3 LCDR ██████ Oh, Texaco, thank you.

4 BY MR. TUCKER:

5 Q. All right, that is understood. Captain, quite after -- quite
6 often after an event, there can be a dialogue between the mater
7 and pilot -- I'm talking post casualty. Did the master speak to
8 you after the accident or did you speak with him and if you
9 wouldn't mind sharing any detail if there was any conversation?

10 A. He asked me what he needed to report and other than that, we
11 didn't talk about anything else.

12 Q. Okay.

13 A. Besides -- he did ask me about damage for the -- he asked me
14 the tugboat's name and any damage to the tugboat and that was it.

15 Q. What was your advice when he asked what to report -- or what
16 he needed to report?

17 A. I -- well, I had said that I was on -- I was talking to
18 traffic and that he had said he had talked to his agent already
19 and -- with the company, so that was it.

20 Q. Got it.

21 A. I don't know what their ship protocols are, so I wasn't able
22 to tell him what his ship protocol was for necessary steps. I
23 just was able to do what I was trained.

24 Q. Understood. See, I'm getting down there. Captain, the other
25 question I have -- again, completely unfamiliar with this area.

1 I'm aware you informed us the draft of the ship, I believe it was
2 around eight meters aft, six meters forward. Just for that
3 particular area, are there any issues or known areas where -- that
4 would affect that vessel at that draft, any silting, or any
5 soundings that the pilots know locally?

6 A. No.

7 Q. Okay.

8 A. No, it's -- that's actually a light draft in bow of ship.
9 That's a draft that is not uncommon for people to not even have an
10 escort tug. So, nothing else on that.

11 Q. Okay, let's see. Curious on the whistle, I understood it was
12 the -- you asked for the -- just to clarify, you asked for the
13 danger signal or was it you that was physically blowing the
14 whistle?

15 A. No, I asked him to blow the danger signal and by short and
16 rapid blasts and we sounded it -- I had him sound it twice.

17 LCDR [REDACTED] You asked the captain?

18 CAPT GOTTSCHALK: I just asked the bridge, I didn't
19 specifically captain. I said let's sound the danger signal, five
20 short and rapid blasts and I don't know who did it, but it
21 happened and we did it twice.

22 BY MR. TUCKER:

23 Q. Okay, I understood you were -- I believe -- just clarifying
24 here, you were informed that there was a lookout on the bow of the
25 vessel, were you informed of who that person was? Was it a

1 boatswain, an AB, a mate, what do you remember of that?

2 A. I don't know who they had on the bow, but when I boarded, I
3 let them know where it was required for them to have a bow lookout
4 capable of releasing an anchor in emergency and gave them 30-
5 minute notice for that lookout and they confirmed that they had
6 someone on the bow capable of releasing the anchor in emergency.
7 That is all I know.

8 Q. Okay, got it. Again, I apologize, I'm catching up on my
9 notes. Quite often, Captain, after an accident or an event, cell
10 phones are used to take pictures, video, gather information, did
11 you use your phone to gather any type of information before you
12 departed the ship?

13 A. No.

14 Q. Okay. All right, let's see -- oh, back to some follow ons
15 here. Sail tanker's nine years, Jones Act tankers, understood
16 that. At what capacity did you said in those nine years?

17 A. I didn't work tankers the whole nine years, I just sailed for
18 nine years. I sailed the highest rank chief mate on limited
19 tonnage.

20 Q. Okay.

21 A. In that time, I did my masters in limited tonnage.

22 Q. Understood. Okay, and just how long as chief mate did you
23 sail?

24 A. For about four years.

25 Q. Got it, let's see, I had noted here -- let's see -- I'm just

1 going back -- I believe it was my poor writing on my part, but I
2 believe you said the -- you passed the *Sabine* tow, starboard to
3 starboard agreed, passed that way because all the dredge equipment
4 was on the portside I have here. Is that correct or did I capture
5 that wrong?

6 A. Yeah, that's correct. It's not abnormal to see a tow on the
7 two over there. But there was a bunch of -- all the dredge
8 equipment was on the portside of the channel and he had about a
9 mile of pipeline and another work barge on the portside. So,
10 where we were meeting, it would give him -- it would be the most
11 safest navigation to meet him on the starboard to starboard.

12 (Verbatim)

13 Q. Right. Okay, so that was my point of clarification.

14 A. Because that was their -- they normally get right on the
15 channel edge to give us all the room that we need and if he was on
16 the portside, then -- and I don't know if he was able to see the
17 dredge pipeline wasn't very well lit where the port barge was, so
18 I was trying to look out for him so that he didn't run into it on
19 the portside. So, I asked if -- what side would work better for
20 him and we talked -- we agreed on the two whistles -- starboard to
21 starboard.

22 Q. Okay, so that was maybe my confusion. So, the dredge
23 equipment was on his portside?

24 LCDR [REDACTED] No.

25 MR. TUCKER: Oh, okay.

1 LCDR ████████ Sorry --

2 CAPT GOTTSCHALK: The dredge equipment was on my portside and
3 I had just passed it.

4 MR. TUCKER: On your portside.

5 CAPT GOTTSCHALK: And more inbound of the dredge equipment,
6 there was pipeline and then a work barge that went all the way
7 from Rainbow Bulk to Fina Highline and I just wasn't sure if the
8 pipeline was and the barge was well lit enough for him to be able
9 to see it. (Verbatim) So, being that he's getting so far on the
10 edge of the channel for us to give us the most safe navigation, I
11 asked him if the two whistles would be the best for him and he
12 agreed. So, we agreed to meet on the starboard to starboard so
13 that he would not have to meet me and immediately dart to the
14 other side of the channel to avoid the pipeline.

15 BY MR. TUCKER:

16 Q. Understood. Okay, I'm glad I clarified that. The -- I'm
17 getting down there. I said that, like, ten -- five minutes ago,
18 ten minutes ago. The -- I know we mentioned wind and you had the
19 wind on the starboard side, did the master at any time speak with
20 you or inform you of the effect of the wind on the hull, and wind
21 pressures on the hull, swept path, anything like that?

22 A. No, he did not.

23 Q. Okay, we mentioned as well lighting, curtain, did you have
24 any issues with nighttime visibility, deck lights, deck
25 obstructions, anything in that matter?

- 1 A. No, the curtains were closed.
- 2 Q. Okay, and deck lighting, any problems?
- 3 A. No, everything was secured.
- 4 Q. Okay.
- 5 A. Besides, I had a steering light.
- 6 Q. Okay. All right, last question, it was asked earlier, I
7 think I just got bad notes again was -- your location understood,
8 you were sitting on the bridge forward and when all this started
9 to happen, when you reduced the speed, when you started noticing
10 you're getting kind of pushed up against the tanker that was
11 alongside, what was your movements again? Did you stand up, did
12 you go to the bridge wings, what do you remember of your
13 movements?
- 14 A. Yeah, I was standing up and I was going back and forth from
15 the bridge wing to the bridge.
- 16 Q. Okay.
- 17 A. The verified distance off of the ship at Motiva Number Two.
18 The captain was out there as with a radio, communicating to the
19 bridge.
- 20 Q. Okay, did you physically go out -- yeah, you went outside, is
21 that correct -- and then back in?
- 22 A. I did, yes. I was back and forth, inside and outside, yes.
- 23 Q. Okay, understood. Did you hear any communications from the
24 master, like distances -- did he have anybody called distances for
25 you from your port quarter to the other vessel -- to that moored

1 tanker?

2 A. I had asked before all that to let me know when we cleared
3 the stern of the vessel at Huntsman -- did we clear the -- are we
4 cleared of the stern at Huntsman because I wanted to be able to
5 angle across the channel to try to drive out of it and I was
6 confirmed that we cleared the vessel at Huntsman and
7 then -- that's all the communication.

8 Q. Okay, in your estimate -- do you have an estimate of how
9 close you came to that -- the port quarter or the portside came to
10 that moored vessel at Huntsman?

11 A. No, I don't. We cleared it and there was -- seemed to be no
12 concern from the ship crew.

13 Q. Okay. All right, I think that's --

14 A. They didn't say -- yeah.

15 MR. TUCKER: Understood. I think I've bombarded you with
16 plenty questions. Let's see if --

17 BY LCDR [REDACTED]

18 Q. I only have one more question, do you remember, like, where
19 you were in the channel when the helmsman -- basically, it sounds
20 like you issued a rudder command and they went kind of in the
21 wrong direction, do you remember about where you were in the
22 channel?

23 A. I can't recall exactly. I do know at one point I gave them a
24 course to steer -- changed the course about two degrees and it was
25 taking to get -- like, he took too long to get there, so I took

1 back into -- I took control of the rudder coming on.

2 Q. Oh, so you took -- okay, so you took control of the helm, or
3 you just --

4 A. No, I gave him rudder commands instead of course to steer,
5 (indiscernible), for example.

6 Q. I understand, okay, I get it now.

7 A. Don't quote me on that command, but for example, I gave
8 commands instead of saying steer course 286.

9 Q. Got it, now I understand. But you don't remember
10 when -- about during your -- like, during the voyage that you
11 changed from giving, like, course directions to, you know,
12 commands -- course commands?

13 A. Well, it wasn't for a whole entire transit that I gave
14 course -- that I gave rudder commands. It was in that instance,
15 it wasn't going, you know, where we needed to go, we were
16 getting -- you know, (indiscernible) was getting set and I needed
17 to go to that course here a little bit sooner.

18 Q. Got it.

19 A. So, that's why I took over and said the command that needed
20 because say if we needed starboard ten and he was giving me
21 midship, then we're not getting there very quickly for example.

22 LCDR [REDACTED] I understand. Got it, okay.

23 BY MR. TUCKER:

24 Q. I've got one last one, I just caught up on my notes here. I
25 understood you had visibility of the rudder angle indicator adjust

1 to various displays, had you noticed the windspeed -- the
2 anemometer, was that in your area of view -- your field of view?

3 A. Yeah, I went and looked at the anemometers.

4 Q. Okay, do you remember during the actual event when again, you
5 slowed down, the wind started pushing you up on those -- on that
6 tanker at Huntsman, what was your last recall of the windspeed on
7 that anemometer?

8 A. Oh, I don't recall what it was over there. It was just
9 multiple times in my transit I had been checking the windspeed.
10 But once everything was happening, I had more things -- I was
11 doing more things -- reacting than looking at the windspeed. I
12 was trying to control the vessel from hitting the other vessel.

13 Q. Got it, and so the wind, in your estimation, would be on the
14 starboard beam, forward the starboard beam, aft?

15 A. It was a north wind that went back to 28 knots.

16 MR. TUCKER: Okay.

17 BY LCDR [REDACTED]

18 Q. I have a final question, I'm sorry. Had the master of the
19 *Gas Ares* told you that he wasn't comfortable with the voyage at
20 night, would you have brought the ship in?

21 A. Of course not. If the captain told me he was uncomfortable
22 proceeding, we would've went to -- we would've either stayed at
23 anchor, or we would've went to the anchorage at 2930. Or if any
24 point around there that he wasn't comfortable, we would've (audio
25 glitch).

1 Q. All right, thank you. Do you have any questions for me or
2 anything else?

3 LCDR [REDACTED] Do you want to pass?

4 MR. TUCKER: No.

5 LTJG [REDACTED] No, I do not.

6 LCDR [REDACTED] So, here's the thing, Mr. Crew, you're probably
7 familiar with the 96-hour work rest form?

8 MR. CREW: I beg your pardon?

9 LCDR [REDACTED] Are you familiar with our 96-hour work rest
10 form?

11 MR. CREW: Are you talking about STCW? She doesn't stand
12 watches.

13 LCDR [REDACTED] It's not exactly STCW, it's just a -- it goes
14 back from the casualty date and time 96 hours and usually when we
15 have a casualty, the people involved, they have to fill out a
16 form. It's got kind of a code, like if they ate, if they slept,
17 if they were on watch, if they were doing literally -- and it's as
18 far as people remember.

19 I know it's been a while and Captain Gottschalk, if you don't
20 remember everything, that's completely fine, but it's a pretty
21 self-explanatory form. We're required to -- you know, to get it
22 in this instance.

23 MR. CREW: I don't usually let my -- I usually don't let my
24 clients fill them out. I mean, you're allowed to have some
25 questions about what they were doing and recreate it, but they

1 don't stand watches. I mean, they're not subject to STCW.

2 LCDR [REDACTED] No, this has -- this isn't --

3 MR. CREW: So, I mean I know that's the standard that's been
4 imposed upon pilots, but they have their own standards that are
5 regulated by the Jefferson and Orange County Pilot Boards.

6 LCDR [REDACTED] This isn't STCW related. This is just marine
7 casualty related.

8 MR. CREW: Yeah, I mean, I get that, but, I mean, is she
9 under investigation? Is her license going to be prosecuted
10 against?

11 LCDR [REDACTED] No, this has nothing to do with that. This is a
12 Part Four investigation. So, we collect these in Part Four
13 investigations, this has nothing to do with suspension, revocation
14 whatsoever.

15 MR. CREW: I understand. I mean, we're cooperating, you
16 know, if you wanted to ask her about what she was doing -- I think
17 he said that she'd just come back on watch. So, I mean, I don't
18 have any problem with you asking, I just find that these forms are
19 somewhat intrusive and I don't like the data-gathering exercises
20 being performed. (Indiscernible) Part Four.

21 LCDR [REDACTED] I just -- I'm not sure that you -- I just want
22 to make sure you know what form we're talking about because this
23 is really basic. It's got --

24 MR. CREW: Yeah.

25 LCDR [REDACTED] You do?

1 MR. CREW: Yeah, I mean --

2 LCDR [REDACTED] It's not an STCW.

3 MR. CREW: (Indiscernible) guidelines.

4 LCDR [REDACTED] It has nothing to do with STCW. It's
5 literally -- it's a marine casualty 96-hour work rest history
6 form.

7 MR. CREW: I mean, usually you can ask mariners that you have
8 jurisdictions on their licenses to fill those out.

9 LCDR [REDACTED] It has nothing.

10 MR. CREW: She's operating under her state commission in this
11 case.

12 LCDR [REDACTED] We don't --

13 MR. CREW: That's what I'm saying, I don't -- you know, I'll
14 take a look at it.

15 LCDR [REDACTED] Yeah, we do this even for unlicensed people.
16 Like even if this was T-boat and she was just, like, a deckhand or
17 something, we'd still ask for this form. It has zero to with
18 weather or not they have a license.

19 MR. CREW: I mean, I know you guys ask for all kinds of
20 stuff. I don't mind cooperating, but some of it is -- you know, I
21 mean, you ask for her phone and all that stuff, I wouldn't give
22 you her phone, you know, all this stuff. We're trying to
23 cooperate to try and fill in the gaps for your Part Four, I get
24 it. But I'm just telling you that in standard, I don't have my
25 clients fill those out. We'll give you a statement, you know,

1 something that's kind of general statement about what she's doing,
2 but I've seen that form before, so I know what you're talking
3 about.

4 LCDR [REDACTED] Okay, why don't I send it to you and, you know,
5 I'm asking you to please fill it out. It is something that I'm
6 supposed to gather, so if you could, I appreciate it. If not, we
7 can go over it on another date, I guess.

8 MR. CREW: Well, we can certainly discuss it.

9 LCDR [REDACTED] Well, I mean.

10 CAPT GOTTSCHALK: Like we had said, I had only just come onto
11 watch on that Wednesday, so that was my work -- one job before
12 was --

13 LCDR [REDACTED] It does have, like, watch on it, but it
14 basically says, like, did you sleep, when did you go to bed, when
15 did you have lunch? It's very basic stuff like meal -- and again,
16 I understand if you don't remember and, like, if you don't
17 remember, literally the answer could be don't remember. But I'm
18 supposed to try to collect it. So, I'm going to send --

19 MR. CREW: I'll tell you what, just send it to me and we'll
20 do what we can to help you out. How's that?

21 LCDR [REDACTED] All right, thank you, I appreciate that.

22 CAPT GOTTSCHALK: No problem.

23 LCDR [REDACTED] All right, have a good day.

24 MR. TUCKER: Captain --

25 CAPT GOTTSCHALK: Is that everything?

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LCDR [REDACTED] Thank you very much for your time.

MR. TUCKER: Thank you.

CAPT GOTTSCHALK: All right, have a good one.

LCDR [REDACTED] All right, we're good? Thanks, bye, guys.

(Whereupon, the interview was concluded.)

CERTIFICATE

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


IN THE MATTER OF: CONTACT OF TANKER GAS ARES
WITH MOORED TOWING VESSEL SABINE
ON NOVEMBER 25, 2021
Interview of Gina Gottschalk

ACCIDENT NO.: DCA22MA009

PLACE: Via telephone

DATE: December 16, 2021

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.

A black rectangular redaction box covers the signature of Carolyn Hanna. A handwritten flourish is visible above the box.

Carolyn Hanna
Transcriber