

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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BOW TRIUMPH VESSEL CRASH *

INTO WHARF BRAVO PIER NEAR *

Accident No.: DCA22FM040

CHARLESTON, SOUTH CAROLINA *

ON SEPTEMBER 5, 2022 *

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Interview of: JOEMARC BANDILLA ALMIREZ, Helmsman
Bow Triumph

Onboard Bow Triumph

Thursday,
September 8, 2022

APPEARANCES:

LIEUTENANT [REDACTED] [REDACTED] Investigator
U.S. Coast Guard, Sector Charleston

BRIAN GILSON
Counsel for *Bow Triumph* owner and technical managers

[REDACTED] [REDACTED]
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[REDACTED] [REDACTED] Investigator
U.S. Coast Guard, Sector Charleston

MICHAEL KARR, Investigator
National Transportation Safety Board

JOHN CAMERON
Charleston Pilot

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I N T E R V I E W

(2:02 p.m.)

1
2
3 LT. [REDACTED] All right. Good afternoon. This is Lieutenant
4 [REDACTED] [REDACTED] with Coast Guard Sector Charleston investigation.
5 Today is September 8, 2022, and the time is 1402.

6 We're on board the Bow Triumph conducting an investigation
7 into the incident that occurred on September 5 which was an
8 allusion with the joint base Charleston Pier Bravo, and we are
9 going to conduct an interview with Mr. Joemarc Almirez, who was
10 the helmsman at the time of that incident.

11 So right now we'll go around and do introductions. So if you
12 just say your name and your job position.

13 MR. ALMIREZ: Good afternoon, everyone. My name is Joemarc
14 Almirez. I am the helmsman of Bow Triumph when the incident
15 happened.

16 MR. GILSON: Brian Gilson, counsel for the vessel owner and
17 manager.

18 MR. [REDACTED] [REDACTED] [REDACTED] (ph.), Coast Guard, Sector
19 Charleston.

20 MR. [REDACTED] Lieutenant Junior Grade [REDACTED] [REDACTED] (ph.),
21 Coast Guard, Sector Charleston investigation.

22 MR. CAMERON: John Cameron (ph.), Charleston pilot and also
23 representing pilot John Thomas.

24 MR. KARR: And Michael Karr with the NTSB.

25 LT. [REDACTED] Okay.

INTERVIEW OF JOEMARC BANDILLA ALMIREZ

BY LT. [REDACTED]

1
2
3 Q. So, Mr. Almirez, if you would just talk us through what
4 happened that day, your perspective.

5 A. We departed (indiscernible) been taking orders from the pilot
6 and before I execute the command, they always repeat it, and once
7 they repeated it, I (indiscernible) command. I repeat the command
8 so they can hear it that I've been executing it well and properly.

9 So when we are about to approach the (indiscernible) hard to
10 port which I repeated. I set the wheel so 35 degrees to port and
11 once I put it on that, 35 degree to port, I repeated it so they
12 can clarify. It's also the pilot is always -- I know that the
13 pilot heard me because he's already answering very well, something
14 like that.

15 So once I repeated the command after I executed it, he will
16 say very well. So I know that they know that I did my job because
17 they can see that in their (indiscernible) indicators. And the
18 other reporting well before we approach the bay, but when we --
19 when I turn to hard to port, just a matter of seconds, everyone on
20 the bridge noticed that the ship is not turning, so captain
21 ordered guys at the forward to standby, to standby to the anchor,
22 but we are monitoring --

23 (Audio interference)

24 But when everyone notices it's not turning, the docking pilot
25 commanded me to go pull to port, so I put rudder to pull to port

1 which is 45 degrees (indiscernible), and then we still didn't see
2 any response from the ship. The captain ordered the guys to drop
3 the anchor, but in a matter of seconds, we hit the dock. That's
4 what happened, and then we sounded the general alarm. Every crew
5 went to their station.

6 I go down because another helmsman is here, and I am on the
7 duty, so I'm in charge of taking (indiscernible), so I did that,
8 and when we pulled out of the pier and come back here and
9 (indiscernible). That's what happened.

10 BY UNIDENTIFIED SPEAKER:

11 Q. Were the (indiscernible) policies in order?

12 A. Yes, sir, because after the hard to port from the
13 (indiscernible) to pull to port, so I followed it, pull to port
14 because the master also told me so. Pull to port, so I put it
15 pull to port. But in just a matter of seconds, I think 10, 15
16 seconds we already hit the dock.

17 Q. What -- at what rudder angle has the best to stop?

18 A. It depends, sir, because the vessel should take
19 (indiscernible) depth of the water that we are in. We are making
20 good speed, but because of the shallow out there, it is sluggish,
21 but it's working well before that until the river pilot ordered
22 when I am on the hard port, he ordered full ahead, and that's when
23 the vessel started going and didn't respond. It did not respond
24 to the rudder.

25 BY LT. [REDACTED]

1 Q. All right. Thank you, sir. Before we get into the details
2 too much, could you just go back and tell us about your experience
3 as a mariner, how long you've been on the ship?

4 A. I started sailing on the 18th. I am (indiscernible) seaman,
5 and I've been here for already five months, ma'am.

6 Q. You said how long have you been an (indiscernible) seaman?

7 A. This is my second time, so about going to 17 months now.

8 UNIDENTIFIED SPEAKER: How long are your --

9 (Audio interference)

10 MR. ALMIREZ: Nine months, sir.

11 BY LT. [REDACTED]

12 Q. Have you ever experienced a situation like this before?

13 A. No, ma'am, because the pilot -- I always monitor
14 (indiscernible), but this time it's just a really short span of
15 time, so everyone notice already that we are not turning, but when
16 I am already doing this in other cases like we have like a very
17 sharp turn or we are doing so, I always report what the
18 (indiscernible) if I notice it, I will always report it so we can
19 correct it thoroughly, but this time the ship is doing well before
20 approaching the bay, but right as we approach the bay, the ship
21 did not respond to the rudders.

22 Q. Why do you think that?

23 A. I think because when we pull ahead, we (indiscernible) from
24 the propeller making the vessel turn sluggish and did not respond
25 very well in shallow water. It (indiscernible). That's what

1 happened.

2 Q. To clarify, you're saying your experience has been that in
3 shallower water when you're going full ahead, the rudder is
4 sluggish?

5 A. Yes, ma'am. We go more speed in the shallow water, it will
6 be more sluggish, and like we are doing just the slow ahead or up
7 ahead, the (indiscernible). There will be a lot more vibration,
8 but that means the vessel is responding very well to the steering.

9 BY UNIDENTIFIED SPEAKER:

10 Q. Do you think the speed was too great?

11 A. We are -- I think we are (indiscernible) or something.

12 (Audio interference)

13 A. It was approaching a very sharp --

14 Q. The transit up river (indiscernible) long?

15 A. We are just at already (indiscernible). This is where the
16 shallow water (indiscernible), so we are transiting slow.

17 BY LT. [REDACTED]

18 Q. Starting your inbound transit?

19 A. Yes, during --

20 Q. When you were in that specific river?

21 A. Yes, that (indiscernible) we started decreasing our speed
22 because (indiscernible).

23 Q. Well, when you transited that part of the (indiscernible) on
24 your inbound transit, you're saying you were going slow ahead?

25 A. We are going slower than full ahead. We did not stay full

1 ahead in that part of the river.

2 Q. Slower than full ahead.

3 A. Yes.

4 Q. So do you remember what speed the engine was at? Like half
5 ahead?

6 A. I remember steering at (indiscernible) when we going back.

7 Q. Um-hum. So as you were coming down approaching that turn
8 that's when the incident happened. Can you go over again
9 specifically what the commands were from the pilot, the rudder
10 commands and the -- well, (indiscernible), but if you remember the
11 engine commands that were given.

12 A. For that other command, it's just hard to port and from the
13 docking pilot going to pull to port because they're not turning.
14 The river pilot (indiscernible) approach the bend, and as we
15 approach the bend he ordered full ahead. And right before we hit
16 the dock for a matter of seconds (indiscernible) to slow the
17 vessel down. And then drop the anchor, but still we hit the dock.

18 Q. Okay. So before you got to the bend you believe
19 (indiscernible) half ahead, and then as you were approaching the
20 bend he said full ahead or --

21 A. Yeah.

22 Q. -- at what point?

23 A. The bend because the river pilot command at (indiscernible),
24 midship, so we can notice that the vessel responds well. So we do
25 that kind of commanding to the helmsman, (indiscernible), like

1 that, but at the approach at the bend, he (indiscernible) command
2 support and I think that those are the time he commanded to pull
3 ahead.

4 Q. Well, what was his previous rudder command before the hard to
5 port?

6 A. That's what I couldn't remember, ma'am, because he
7 (indiscernible) he go port then --

8 Q. Okay.

9 A. -- so it's not (indiscernible) command.

10 Q. Okay. But you're saying you were doing multiple commands
11 before approaching the turn --

12 A. Yes.

13 Q. -- to test the steering and see how --

14 (Audio interference)

15 A. And those are the (indiscernible). He's the one that makes
16 the vessel (indiscernible) we will get the midship and we get the
17 midship, and then if we go turn again, he will (indiscernible)
18 other side. So there's a lot of commands like (indiscernible).

19 Q. So you weren't steering on a specific course.

20 A. I wasn't.

21 Q. Okay. Just like a --

22 (Audio interference)

23 A. Yes.

24 Q. Rudder commands.

25 A. Yes.

1 (Audio interference)

2 Q. Okay. I understand. What about the --

3 (Audio interference)

4 A. Yes, (indiscernible) support.

5 Q. -- support?

6 A. And we -- I think all through the same time as we could --

7 (Audio interference)

8 Q. So around the same time the commands were basically pull
9 stern, pull to port, (indiscernible) pull to port and standby.

10 A. Yes.

11 BY UNIDENTIFIED SPEAKER:

12 Q. You said the docking pilot jumped in because the river pilot
13 saying -- what was he doing? What was the river pilot doing?

14 A. I think he was (indiscernible) because we are not turning.

15 Q. Okay.

16 A. He (indiscernible) to the docking pilot if just standing
17 there from that time, so (indiscernible) so I put pull to port
18 because he repeated it to me. Pull to port, pull to port.

19 Q. The master did that.

20 A. Yes.

21 Q. Okay. And what was the river pilot doing after that? Did he
22 give any other commands, the river pilot, or did he --

23 (Audio interference)

24 A. After we hit the dock?

25 Q. So right after the docking pilot gave you an order to pull to

1 port, what was the river pilot doing?

2 A. After the docking pilot commanded pull to port, then after a
3 few seconds we hit the dock.

4 Q. Okay.

5 A. And he's calling for the (indiscernible) because they already
6 hit the dock, and when we are already (indiscernible) and other
7 commands from the chief officer.

8 BY LT. [REDACTED]

9 Q. At what point did you get relieved at the helm?

10 A. When we -- after hearing -- after the general alarm, ma'am,
11 where (indiscernible) station, too, and to be there to be present
12 during the master.

13 Q. And who came and relieved you?

14 A. The other (indiscernible).

15 Q. What's his name?

16 (Audio interference)

17 Q. And then you said you went down below and took --

18 (Audio interference)

19 A. At the ballast.

20 Q. At the ballast? Just the one ballast?

21 A. Yes, because it sustain that damage on the ship.

22 Q. Okay. What was the result of your finding?

23 A. Nothing significant because the water that we put in was just
24 at the same level as the water line, so when the ship was in the
25 (indiscernible), there's nothing that's coming out, there's also

1 nothing that's coming in because the water is just the same,
2 and --

3 (Audio interference)

4 Q. You're saying the ballast sink had only been filled up to the
5 water line?

6 A. Yes.

7 Q. Oh, okay. So the ballast water didn't actually --

8 A. It didn't actually --

9 (Crosstalk)

10 A. Yeah.

11 BY UNIDENTIFIED SPEAKER:

12 Q. -- since the river pilot --

13 (Audio interference)

14 A. Yeah, (indiscernible) in such circumstances, there was
15 (indiscernible) that situation, someone has to step in and give
16 the action.

17 Q. So you saw that there was lack of action being taken on the
18 bridge?

19 A. Well, (indiscernible) I believe we still did it very fast the
20 action. It's just that we did have a very short amount of time
21 for the incident, but during that short amount of time, we quickly
22 did all the action necessary that we can take in such
23 circumstance. We put the (indiscernible) pull to port for the
24 allusion, but still it happened.

25 Q. What facts are you supposed to put the rudder in? Fact

1 angle.

2 A. The master said pull to port, which is 45 degrees.

3 Q. Are you supposed to (indiscernible)? 35? Why is there a
4 difference?

5 A. Because it's (indiscernible). It's because it's still 10
6 degrees at least give more respond to (indiscernible).

7 Q. So you get more response at 45 than 35?

8 A. Yes, because in other (indiscernible) they put that hard to
9 port, it's already the boat. I said there's still a pull to port
10 command (indiscernible) at that time, and it still wouldn't make a
11 difference.

12 Q. Are you familiar with --

13 (Audio interference)

14 A. Hum?

15 Q. Are you familiar with the term called (indiscernible) rudder?

16 A. No, sir.

17 Q. The rudder's too far over and not creating any
18 (indiscernible) not responding.

19 A. Yeah.

20 Q. Do you think that might have happened?

21 A. If that happened, then we will already be hard to port, sir.
22 We don't have to go to pull to port if that situation did not
23 happen.

24 BY LT. [REDACTED]

25 Q. Well, the last order that the river pilot gave you was the

1 hard to port, and the docking pilot said pull to port?

2 A. Yeah, pull the rudder pull to port --

3 (Audio interference)

4 Q. Who made the order for the --

5 (Audio interference)

6 A. As I can remember, the -- I can't really remember. I think

7 (indiscernible) situation.

8 LT. [REDACTED] NTSB, I'll open that up to you for whatever you
9 have right now.

10 MR. KARR: All right. Thank you.

11 BY MR. KARR:

12 Q. As you were steering the vessel approaching the bend, and the
13 river pilot gave you rudder orders of port 10, port 20, did you
14 notice any change in the rate of the turn?

15 A. Right before we approach the bend, sir, I already noticed the
16 rate of turn is working good, the vessel is responding to the
17 ship, but as we approach the bend and rudder is hard to port,
18 there is no response at all, and the master already notice it, and
19 that's when the --

20 (Audio interference)

21 Q. But after the -- so let me walk you through the voyage
22 through the bend. So when the river pilot ordered 10 degrees port
23 rudder, port 10 degrees, did you notice a rate of turn?

24 A. That's way before the bend, sir. As we approach the bend,
25 the only command was hard to port, but the (indiscernible) turning

1 at the river. So before it was port 10, port 20 because it's not
2 that sharp, and it's working well, but as we approach the bend and
3 we are going to port, the vessel did not respond.

4 Q. What's the name -- help me -- I don't have the chart in front
5 of me. What's the name of the reach as you approach the bend?

6 UNIDENTIFIED SPEAKER: It's Delta coming on to Range --

7 (Audio interference)

8 MR. KARR: Range Delta.

9 BY MR. KARR:

10 Q. So when the vessel was transiting on Range Delta, did the
11 river pilot give you any rudder commands before he ordered hard
12 port?

13 A. As we are nearing the bend, sir, the command was hard port
14 because --

15 (Audio interference)

16 Q. Well, the question I'm asking is as you were transiting,
17 Range D, did you receive any rudder orders?

18 A. Yes, sir. In that (indiscernible) like giving port starboard
19 10. That is before we approach the bend I am at midship and when
20 we are about to approach the bend, he commanded hard to port.

21 Q. Well, when you were on Range D --

22 LT. [REDACTED] Can you show me on here? I have sort of a
23 chart in front of me. Can you show me on here like ultimately at
24 what point he ordered hard to port?

25 BY MR. KARR:

1 Q. Well, I'm interested in when he ordered port 10.

2 A. I said, sir, that he giving commands like port 10 and
3 starboard 10 to make the vessel --

4 (Audio interference)

5 Q. To make -- say that last part? To make the vessel?

6 A. To make the vessel steady on the port.

7 Q. And was that done on Range D?

8 A. Right even from before we reach the bend, sir. That is how
9 we command. When he wants to steady the vessel, he didn't give a
10 horn, he gives port 10, starboard 10 to (indiscernible) that we
11 have.

12 MR. KARR: Lt. [REDACTED] could you have him point out on that
13 drawing or chart that you have where port 10, where port 20 was
14 given?

15 BY LT. [REDACTED]

16 Q. And so are you saying it was, you know, the ship is coming
17 down here. This is the pier that was hit.

18 A. Yeah.

19 Q. So like about what point did he actually start making the,
20 you know, left rudder command?

21 (Audio interference)

22 Q. Um-hum.

23 A. So the (indiscernible) like this one.

24 Q. Right.

25 A. He gave starboard 10, starboard 20, and when we are directly

1 align with the river, that's when he will give starboard 10 to
2 make the vessel steady or to move it from side to side, and give
3 port 10 to (indiscernible) the rate of turn, but as we approach
4 here, the bend, he give hard to port so we can --

5 Q. He gave hard to port --

6 A. Yeah.

7 Q. -- around here?

8 A. Yeah, around here.

9 Q. So before --

10 UNIDENTIFIED SPEAKER: There's another one --

11 (Audio interference)

12 BY LT. [REDACTED]

13 Q. It makes sense with what you were saying, that he was still
14 doing a lot of starboard rudder from here, right? You're saying
15 that? And then approximately what point?

16 A. Around here. I don't know what the scale of this chart, when
17 we hit that.

18 Q. Um-hum. Yup, that's the --

19 A. We are here, and he gave hard to port and right about here,
20 the vessel did not respond giving hard to port, but the vessel
21 still did not respond and we hit the dock.

22 Q. Okay. Yes, so basically just off of pier alpha there's like
23 a light there at like the southern end of pier alpha, light A.
24 That's where you're saying approximately the order was given hard
25 to port?

1 A. Hard to port at that time.

2 Q. And then approximately where was the -- I think you just said
3 it, but can you just repeat it? The pull port, where was that?

4 A. Pull to port, I really think we are -- I can already
5 (indiscernible) here.

6 Q. So kind of midway through when you were already besides
7 light, that was you? Okay. What about this (indiscernible) the
8 pull to port.

9 A. Yes.

10 Q. Okay. And then all the way through here. The bow
11 (indiscernible) command was around that same time?

12 A. Yeah.

13 Q. That same area?

14 A. The same as the pull to port and so the guys are already on
15 standing by. They are already on standby (indiscernible).

16 Q. Okay.

17 LT. [REDACTED] So he's saying basically as the ship was a beam
18 light A on the navy pier alpha was when the order for hard to port
19 was given, so I don't forget.

20 BY MR. KARR:

21 Q. And what I'd like to know is where the order of port 20 was
22 given. If you could look at the chart.

23 BY LT. [REDACTED]

24 Q. You're saying you don't recall an order for port 20, but
25 before here did the pilot order port 20 degrees?

1 (Audio interference)

2 A. We are here. He will give starboard 10, the vessel will
3 turns like this, but when it's more turning he will give starboard
4 20 so we can turn here, and if we go more than what we needed, he
5 will give port 10 so we can steady here, and then starboard 10
6 again. That's (indiscernible) command.

7 Q. Okay. So you're saying before the port -- before the hard to
8 port was given here, there were no other rudder commands given --

9 A. Yeah.

10 Q. -- to initiate the turn before that.

11 A. Yeah, I couldn't really remember, but when we are here, I
12 will have --

13 (Audio interference)

14 Q. Okay. You don't remember. Okay.

15 BY MR. KARR:

16 Q. The reason I asked that question was because I thought you
17 said that -- well, I heard you say the rudder commands at port 10,
18 port 20 and a midships.

19 LT. [REDACTED] I think he's saying as they were coming down on
20 that range and prior to reaching that turn there was like a
21 successful of rudder commands because he wasn't staying on a
22 specific course, correct?

23 MR. ALMIREZ: Yes.

24 LT. [REDACTED] That the pilot was just using --

25 MR. ALMIREZ: Yeah.

1 LT. [REDACTED] -- various sort of commands to port and
2 starboard to stay in the channel.

3 MR. ALMIREZ: Yeah. Heading up the channel.

4 LT. [REDACTED] And he doesn't remember specific letter
5 commands to port, to begin that turn to port other than the hard
6 to port.

7 MR. KARR: All right.

8 BY MR. KARR:

9 Q. Did -- when you were in, you know, around the time of the
10 hard to port or, you know, just before, you know, as you're on
11 Range D, did you feel any ship vibrations?

12 A. When the (indiscernible) up ahead, I don't feel any
13 vibration.

14 BY LT. [REDACTED]

15 Q. Was the ship at up ahead through all this turn?

16 A. When we are at up ahead --

17 Q. Um-hum.

18 A. -- and as we approach the river, we are full ahead.

19 Q. Approximately at what point? Was it before or after the hard
20 to port?

21 A. I think it's all around the same time because it's just hear
22 again (indiscernible).

23 Q. Okay.

24 BY MR. KARR:

25 Q. And when you used the wheel, when you made the turn, how did

1 the wheel feel?

2 A. It was feeling just (indiscernible), sir.

3 Q. Pardon me?

4 A. Right. There's nothing unusual with the wheel. It responded
5 quickly because we were -- it responded quickly and
6 (indiscernible) as I finish up the command, and nothing feels
7 unusual.

8 Q. And did you personally look at the rudder angle indicator at
9 that time and what did you read?

10 A. I read it hard to port, sir, 35 degrees, and before I execute
11 the command, they repeated it so I can make sure I am correct on
12 what I heard. After executing it, I repeated it, also.

13 Q. Did you know that the ship had Becker rudders?

14 A. Yes, sir. I know that the ship had Becker rudders.

15 Q. And in your training and as a helmsman, are there any words
16 of advice you heard about using Becker rudders?

17 A. There's a time that they said just so when you put the rudder
18 to pull to port, just monitor it. If you -- yeah, just monitor it
19 because it is the maximum that when you go to midship, it's really
20 not (indiscernible).

21 Q. What do you know about how the Becker rudder may affect the
22 ship if it's at 45 degrees?

23 A. I think I need more lesson about that, sir.

24 Q. Okay.

25 A. But --

1 Q. No, I just -- I'm just asking you for -- you know, I was just
2 asking questions about, you know, what you may have heard about
3 the performance of Becker rudders. So I have no --

4 A. I (indiscernible) maximum of 70 degrees, but when they come
5 to performance, they are not that different, they are working
6 fine, but this vessel since it also have (indiscernible) very low
7 to respond because it is also bigger than my last vessel.

8 Q. What was -- do you recall the name of the vessel with the 70
9 degree Becker rudder?

10 A. It's Bow Fortune. Our hard is 35, but then we go to pull, we
11 go 70.

12 Q. Thank you. I have no more questions.

13 A. All right, sir. Thank you.

14 Q. Well, I've got one more question. You discuss shallow water.
15 Do you happen to recall what the water depth was that you were
16 talking about when the vessel was making a turn?

17 A. I also ask the second officer when the incident happen as we
18 are stopping at the -- right after the incident during the
19 nighttime. He also noticed that the (indiscernible) reading was
20 for a moment become invalid. It doesn't read anything, and after
21 we (indiscernible) shallow waters.

22 Q. All right. Thank you.

23 LT. [REDACTED] You guys have any questions?

24 UNIDENTIFIED SPEAKER: Yes.

25 LT. [REDACTED] Okay.

1 BY UNIDENTIFIED SPEAKER:

2 Q. So you said that the docking pilot said hard port for the
3 rudder, right, or pull the port I mean for the rudder. Did you
4 respond to his order or the captain's order because I think you
5 said the captain repeated that.

6 A. The captain repeated it because (indiscernible) the docking
7 pilot the first time, so the master he repeat it, pull to port,
8 (indiscernible).

9 Q. Okay. Which was the command of the captain?

10 A. Pull to port.

11 Q. And did the (indiscernible) pilot hear that order given?

12 A. Yeah.

13 Q. Do you think he heard it? Okay. Did he said -- do you think
14 he said very well or did he respond do you know?

15 A. I don't really believe he respond very well because we're
16 already in that situation.

17 Q. Okay.

18 (Audio interference)

19 Q. Yeah. Okay. And what kind -- is it typical to use pull to
20 port, 45 degrees, when you're just navigating down a channel?

21 A. Down a channel we rarely get that command, sir,
22 (indiscernible) to port already.

23 Q. So what type of maneuvering is pull to port normally used
24 for?

25 A. When we are --

1 (Audio interference)

2 Q. Okay.

3 (Audio interference)

4 Q. Okay. Thank you. What does your current diagram state for
5 how you try to make a turn?

6 (Audio interference)

7 Q. Yeah, your current diagram that (indiscernible). What is
8 that? Tell you what degree the rudder should be at?

9 (Crosstalk)

10 A. I have (indiscernible).

11 Q. Okay.

12 BY LT. [REDACTED]

13 Q. Can you show us where everyone was standing on the bridge --

14 A. Yes.

15 Q. -- at the time? Point it out. Before and after the
16 incident. If anyone moved, point that out.

17 A. I was standing here, ma'am, and --

18 Q. Okay.

19 A. -- the two officers were (indiscernible) were standing there.

20 Q. Which officers?

21 A. Second mate and the third mate. (Indiscernible).

22 Q. Was the third mate up here for the incident?

23 A. Yeah, because it's already 1600. They are about to change
24 watch.

25 Q. When did the third mate get up here?

- 1 A. Before 1600. I think 5 minutes before.
- 2 Q. Okay. So he came here and --
- 3 A. That --
- 4 Q. -- and --
- 5 A. And he was by the -- standing (indiscernible).
- 6 Q. Okay.
- 7 A. And the docking pilot is there watching what's going on, and
- 8 the (indiscernible), that side, here.
- 9 Q. Okay.
- 10 A. And then (indiscernible) location.
- 11 Q. And where was the -- can you show the river pilot and the
- 12 docking pilot?
- 13 A. (Indiscernible). Here and here.
- 14 Q. Okay. Forward at the (indiscernible)?
- 15 A. Yeah, because when they get (indiscernible) forward.
- 16 Q. Okay.
- 17 A. The docking pilot is (indiscernible).
- 18 Q. Here or --
- 19 A. Just here.
- 20 Q. Okay.
- 21 (Audio interference)
- 22 A. Here.
- 23 Q. And was he here the whole time or did he move around?
- 24 A. No, he just walking around.
- 25 Q. Okay. He was walking around. Okay. What about like right

1 before the incident, like when he mentioned pull to port, and he
2 was talking, what was he doing?

3 A. Right before -- so when everyone (indiscernible). And then
4 he commanded here, (indiscernible) and the master said pull to
5 port, pull to port.

6 Q. All right. But he walked across the bridge over to the
7 starboard side of the bridge. The captain was between the docking
8 pilot and you and that's when he said pull to port, pull to port.
9 And then the master repeated that to (indiscernible), and the
10 river pilot, was he still over there, or was he --

11 (Audio interference)

12 Q. Oh, walking back and forth? So he was closer to where --

13 (Crosstalk)

14 Q. Oh, so -- okay. Okay. (Indiscernible).

15 LT. [REDACTED] Do you guys have any further questions? NTSB,
16 do you have anything further?

17 MR. KARR: Mike Karr with the NTSB. I have nothing further.

18 LT. [REDACTED] Okay. I think that concludes this interview
19 then. Thank you very much.

20 MR. ALMIREZ: Thank you.

21 (Whereupon, the interview was concluded.)

22

23

24

25

CERTIFICATE

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

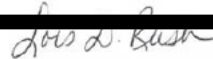
IN THE MATTER OF: *BOW TRIUMPH* VESSEL CRASH
 INTO WHARF BRAVO PIER
 NEAR CHARLESTON, SOUTH CAROLINA
 ON SEPTEMBER 5, 2022
 Interview of Joemarc Bandilla Almirez

ACCIDENT NO.: DCA22FM040

PLACE: Onboard *Bow Triumph*

DATE: September 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.



Lois D. Rush
Transcriber