

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: JONALD HERMOGENO BUGAGAO, Able Bodied Seaman

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]
Coast Guard

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

MICHAEL KARR, Investigator
National Transportation Safety Board

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I N T E R V I E W

1
2 LT. [REDACTED] Okay. Good morning. This is [REDACTED] [REDACTED]
3 with Coast Guard Sector Charleston. I am on board the *Bow Triumph*
4 conducting an interview with Mr. Jonald Bugagao, who is an able
5 bodied seaman on board, and we are discussing the incident which
6 occurred on September 5, 2022, the allusion between the
7 *Bow Triumph* and a pier at joint base Charleston.

8 So we're going to go around the room and do introductions.

9 MR. BUGAGAO: Good day. This is able bodied seaman
10 Jonald Hermogeno Bugagao on vessel *Bow Triumph*. I was on forward
11 standing by when the incident happened.

12 LT. [REDACTED] I'm going to let everyone else say who they
13 are.

14 MR. BUGAGAO: Sorry.

15 LT. [REDACTED] Thank you.

16 MR. GILSON: I'm Brian Gilson, counsel for vessel owners and
17 managers.

18 MR. [REDACTED] Lieutenant [REDACTED] [REDACTED] (ph.), U.S. Coast
19 Guard, Sector Charleston investigation.

20 MR. [REDACTED] [REDACTED] [REDACTED] (ph.), Coast Guard, Sector
21 Charleston.

INTERVIEW OF JONALD HERMOGENO BUGAGAO

22
23 BY LT. [REDACTED]

24 Q. Okay. Now you can go.

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

1 MR. BUGAGAO: When the incident happened, I was the watchman.
2 It was the sixth watch. I was standing by forward with Bosun.
3 (Indiscernible). We observed no traffic at that time. When we
4 (indiscernible) curb line, we observed where the vessel is
5 approaching back, then the captain told us to stand by, so we
6 check -- me and Bosun check the forward. We show that we're going
7 fast and the vessel is not turning on the port side. It's
8 supposed to be in.

9 The captain ordered us to let go the starboard anchor. Then
10 we let go the starboard anchor, but it's too late. We already hit
11 the -- I mean, we dropped anchor, then we lifted up. And after
12 that when we already hit the dock, we observed that we were going
13 astern. The captain ordered us to slowly pick up the anchor.
14 That's what happened.

15 BY LT. [REDACTED]

16 Q. Okay. Thank you for sharing that information with us. I'm
17 sorry that all of that happened, that we're here under these
18 circumstances, but I really appreciate you sharing that
19 information. That's probative in helping us understand what
20 happened.

21 How far away from the pier would you say the vessel was when
22 you were given the order to let go of the anchor?

23 A. Happened very fast, ma'am. Maybe 50 or 70 meters, like that.
24 (Audio interference)

25 Q. Maybe 50 to 70 meters?

1 A. Because we are approaching the (indiscernible).

2 Q. Um-hum. And then how long did it take for you guys to let go
3 of the anchor?

4 A. We act very quick. It would be just couple seconds. Me and
5 Bosun managed to drop the anchor, and when we already dropped the
6 anchor, we brake it.

7 Q. Do you know how many shots went out?

8 A. One shot.

9 Q. One shot went out? Okay. And then --

10 A. And we decrease braking.

11 Q. You set the brake?

12 A. Yes.

13 Q. At what point in all of that did the vessel actually strike
14 the pier?

15 A. I can remember being it took so many seconds because it
16 happened very fast. I remember I check it about 20 or 15 or less.
17 It happens very quick and we drop the anchor and we brake, we
18 heard the noise. We already hit the dock.

19 Q. You heard what noise?

20 A. Scratching and the bang and the vibration, scratching on our
21 (indiscernible) side.

22 UNIDENTIFIED SPEAKER: So before you even applied the brake
23 you were already making contact with the pier?

24 MR. BUGAGAO: We might to brake first and then we hit the --
25 before we contact on the dock.

1 UNIDENTIFIED SPEAKER: What was the time period between the
2 brake and collision?

3 MR. BUGAGAO: Maybe just a couple of seconds, I think.

4 UNIDENTIFIED SPEAKER: Okay.

5 MR. BUGAGAO: I think very fast. Happens very quick.

6 BY LT. [REDACTED]

7 Q. Okay. And then after that what happened? You said that the
8 vessel came astern --

9 A. Yes, ma'am.

10 Q. -- and that you pulled the anchor up. What was like the
11 sequence of events with that? How much time passed?

12 A. Maybe it took 5 or 10 minutes before we go astern.

13 Q. You were at the pier for 5 or 10 minutes before you came
14 astern?

15 A. Yeah, I believe. I'm not sure length at that moment. We're
16 not focused on the -- and we're focused on the situation. We're
17 checking the vessel. (Indiscernible) side.

18 Q. So after the vessel came off the pier, then how did you guys
19 bring up that anchor? How does that happen?

20 A. We brought up slowly when we're -- when we drop the anchor,
21 the anchor -- it's about 6:00 direction when we go astern, and
22 then suddenly picks up the -- maybe couple of minutes because the
23 anchor get stuck on the --

24 (Audio interference)

25 A. The -- no on the under the water, sir -- ma'am.

- 1 Q. Okay. It was stuck on the debris under water?
- 2 A. Yes. Yes, ma'am.
- 3 Q. So it took a couple of minutes to bring it up.
- 4 A. Yes, the --
- 5 (Audio interference)
- 6 Q. Okay. And then what happened after that?
- 7 A. After that we already clear with the brake, the
- 8 (indiscernible) check, and then ordered the other guys to take
- 9 (indiscernible) monitor the middle of the water inside the
- 10 (indiscernible) situation or over.
- 11 Q. Did you do anything after that or were you involved in
- 12 anything after that?
- 13 A. No, ma'am. We stay in the forward, me and Bosun ordered us
- 14 to stay on forward monitor.
- 15 Q. Okay. When the captain gave -- when the captain was
- 16 communicating with -- was it you or Bosun that you were talking to
- 17 on the radio?
- 18 A. He called me and Bosun answered. Me and Bosun answer the
- 19 call on the radio.
- 20 Q. Okay.
- 21 A. First he ordered stand by, then next thing we heard is drop
- 22 anchor, drop anchor, drop anchor.
- 23 Q. Was he making those orders, and was that communication done
- 24 in English?
- 25 A. Yes, ma'am.

1 Q. Okay. Was there ever a time when English wasn't spoken?

2 A. As I remember, ma'am, we were communicating in English
3 (indiscernible) forward. That's why we used English, but
4 sometimes, you know, --

5 (Audio interference)

6 Q. But during this whole incident it was only English.

7 A. Yeah.

8 Q. Is there anything else unusual or anything you noticed about
9 this day up until the incident happened?

10 A. Pardon me, ma'am? When we leave the (indiscernible), it's
11 all normal. Everything is --

12 Q. Everything is normal

13 A. -- okay. It just happened when we already on the curb line
14 in front of the pier. It's when the unusual thing happened that
15 the vessel is not turning on the port side like it's supposed to
16 be.

17 Q. And then after that incident, was everything normal or did
18 you note anything unusual?

19 A. The vessel -- we leave on the boat, that we leave -- the
20 vessel won't make (indiscernible). It looks normal.

21 Q. Okay. And can you tell me how long you've been working on
22 board?

23 A. I'm here about nine months. Nine months and days I think,
24 ma'am.

25 Q. How long have you been sailing --

1 (Audio interference)

2 A. 13 years, ma'am.

3 Q. 13 years? Have you ever seen anything like this happen
4 before?

5 A. This be first time, ma'am, that we hit the dock. But last
6 time with the same ship, I think we encountered the strong winds
7 when we're on the (indiscernible), and the ship went -- moved away
8 from the (indiscernible) can we go on the other side of the ship.
9 The captain manage to make it pull astern and then we grounded
10 (indiscernible).

11 Q. When was that?

12 A. I can't remember the date exactly, ma'am, but about five or
13 six years ago.

14 Q. Oh, okay. Five or six years ago. Have you ever been
15 involved in a situation like this where you had to drop the anchor
16 unexpectedly?

17 A. Ma'am, this is the first time.

18 Q. This is the first time. Well, it sounds like you did stop
19 and did what you were supposed to do.

20 A. I (indiscernible), also.

21 Q. Okay.

22 BY UNIDENTIFIED SPEAKER:

23 Q. All right. I'm just going to -- you're on the bow.

24 A. Yes, sir.

25 Q. And you're approaching the concrete pier. How did that make

1 you feel?

2 A. I feel scared because (indiscernible) slow.

3 Q. Did you feel like you wanted to run away?

4 A. We did apply the brake, but they (indiscernible).

5 Q. Okay.

6 A. And we brake (indiscernible).

7 Q. All right. Well, you know by staying there and doing your
8 job, you reduced the damage --

9 A. Damage.

10 Q. -- to the ship.

11 A. Yes.

12 Q. Greatly reduced the damage to the ship and possibly prevented
13 a release of the chemicals, the (indiscernible).

14 LT. [REDACTED] All right. Stand by.

15 UNIDENTIFIED SPEAKER: Will do.

16 UNIDENTIFIED SPEAKER: That was (indiscernible).

17 UNIDENTIFIED SPEAKER: John Cameron is on his way here now.
18 He did call about interviews today. I told him all we had left
19 was --

20 LT. [REDACTED] NTSB, I'll hand it over to you for any
21 questions you have for AB.

22 MR. KARR: Sure. Thank you.

23 BY MR. KARR:

24 Q. Can you describe exactly what you and Bosun did to release
25 the anchor?

1 A. We just move the brake. We just struck it and we ordered to
2 drop anchor, drop anchor, and we ran immediately on the brake and
3 loosened it.

4 Q. And that brake, was that a -- was it a brake wheel that you
5 released?

6 A. Yes, it's a brake wheel.

7 Q. All right. And when you applied the brake, had the chains
8 stopped coming out of the chain locker?

9 A. Yes. Yes, sir. When we noticed that it stopped, I
10 immediately brake it.

11 Q. Did both you and Bosun have a radio?

12 A. Yes, that's correct, sir.

13 Q. And when -- what time in the -- can you describe when the
14 captain told you to stand by?

15 A. The exact time, sir?

16 Q. Pardon?

17 A. The exact time when the captain told us to stand --

18 Q. No.

19 A. -- by?

20 Q. In relationship to other events, you know, how -- for
21 instance how soon before you actually dropped the anchor?

22 A. Oh, the duration? I think we about -- when we noticed that
23 it's almost 50 meters, or less than 50 meters to (indiscernible)
24 of the ship from the bridge, the captain noticed to -- told us to
25 stand by. Then suddenly (indiscernible) I don't know because it

1 happens very quick. Ordered captain to ordered to let go the
2 anchor and we let go it.

3 Q. And when the captain told you to stand by, what did that mean
4 to you?

5 A. At first, sir, we're expecting that (indiscernible) I think
6 it's not for a bunker. We don't see any (indiscernible), sir. So
7 when I see that -- when I saw the situation, I have a bad feeling
8 that we're going to -- there's something wrong happens, so I am
9 expecting that we're going to hit the (indiscernible). We were
10 very fast approaching it, so it comes in my mind that we will
11 might drop the anchor then suddenly the captain called us and
12 ordered to drop it.

13 Q. All right. Thank you.

14 MR. KARR: That's all I have.

15 BY UNIDENTIFIED SPEAKER:

16 Q. Did he say what anchor to drop?

17 LT. [REDACTED] I think he said it earlier.

18 MR. BUGAGAO: What we hit at that moment was because my
19 family name was Bugagao, captain called me Bogs, Bogs, drop
20 anchor, drop anchor, drop anchor.

21 BY UNIDENTIFIED SPEAKER:

22 Q. And you just (indiscernible).

23 A. I don't know. I just went there because we were near a
24 little bit on the starboard side, just (indiscernible) that
25 moment.

1 Q. Okay.

2 A. So I ran on the starboard side. Then after that, we hit.
3 Captain ordered us to drop starboard. Again, then Bosun
4 (indiscernible) about dropping also the port anchor, but I didn't
5 hear it in that moment because I was dropping the starboard
6 anchor, what I only hear was the noise from the (indiscernible)
7 coming out.

8 Q. You dropped anchor on the starboard?

9 A. Yeah, but then I drop it, captain confirmed that the order
10 was about drop the starboard anchor before he manage to -- before
11 he decides to drop both anchors.

12 Q. But both anchors were never dropped.

13 A. Yeah, just the starboard because I think when we can manage
14 to drop the port anchor (indiscernible).

15 Q. Okay.

16 LT. [REDACTED] NTSB, do you have any further questions?

17 MR. KARR: Well, this is for everyone. Did he say the
18 captain said drop the starboard anchor?

19 BY LT. [REDACTED]

20 Q. You said you can't recall whether the captain said port or --

21 A. Yeah, yeah.

22 Q. -- starboard. You --

23 A. What I heard is just drop anchor, drop anchor.

24 Q. But you were -- you said you were already standing by the
25 starboard anchor.

1 A. Yeah, yeah, we were near on the starboard side.

2 MR. KARR: All right. Thank you.

3 BY LT. [REDACTED]

4 Q. Prior to that were you standing by the starboard anchor or
5 you knew to stand by.

6 A. Just what we heard is just to stand by.

7 Q. Okay.

8 A. A few seconds, the next thing we heard was drop anchor, drop
9 anchor, drop anchor.

10 MR. KARR: No more questions.

11 BY UNIDENTIFIED SPEAKER:

12 Q. The captain could see you on the starboard side from up here?

13 A. Yes.

14 Q. Okay.

15 A. Also the (indiscernible).

16 LT. [REDACTED] I'm sorry, say that again?

17 MR. BUGAGAO: (Indiscernible). The helmsman.

18 BY LT. [REDACTED]

19 Q. The helmsman (indiscernible) you also. Okay.

20 A. Everybody's (indiscernible).

21 Q. Can you see anyone up there?

22 A. We were standing by forward near the window.

23 UNIDENTIFIED SPEAKER: Okay. Thank you.

24 LT. [REDACTED] Thank you very much for all your information,
25 for your time. We really appreciate it. And I think that

1 concludes our interview.

2 MR. BUGAGAO: Thank you.

3 LT. [REDACTED] All right. Thank you.

4 UNIDENTIFIED SPEAKER: Thank you, Lieutenant [REDACTED] You
5 ended at 12:42.

6 (Whereupon, at 12:42 p.m., the interview was concluded.)

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CERTIFICATE

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

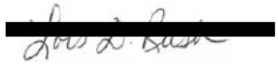
IN THE MATTER OF: *BOW TRIUMPH* VESSEL CRASH
 INTO WHARF BRAVO PIER
 NEAR CHARLESTON, SOUTH CAROLINA
 ON SEPTEMBER 5, 2022
 Interview of Jonald Hermogeno Bugagao

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