

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

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 \*

\*

\* \* \* \* \*

Interview of: EDUARDO PAGUNSAN GAYANILO, Master

*Bow Triumph*

North Charleston, South Carolina

Wednesday,  
September 7, 2020

APPEARANCES:

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

LT. [REDACTED] [REDACTED] [REDACTED] Investigator  
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National Transportation Safety Board

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I N T E R V I E W

1  
2 LT. [REDACTED] All right. Good morning everyone. This is  
3 Lieutenant [REDACTED] [REDACTED] with Coast Guard, Sector Charleston.  
4 I'm here with the crew of the *Bow Triumph*, their counsel, Brian  
5 Gilson, who is in CG with us.

6 We're conducting a marine crash investigation that occurred  
7 on September 5th, 2022 with the collision of *Bow Triumph* and Naval  
8 Base Charleston, Pier Bravo. All right. So, we're going to  
9 around and do introduction just so that we can hear everyone's  
10 name. So if you could just state your name, position, please.

11 MR. GAYANILO: Good morning, sir. I am Eduardo Pagunsan  
12 Gayanilo, Master of *Bow Triumph*.

13 MR. GILSON: Brian Gilson, and counsel for vessel owner and  
14 technical manager.

15 LT. [REDACTED] Lieutenant Gene Gray [REDACTED] Coast Guard Sector  
16 Charleston Investigations.

17 MR. [REDACTED] [REDACTED] [REDACTED] U.S. Coast Guard, Sector  
18 Charleston.

19 MR. COLLINS: And I'm Michael Collins, of the NTSB.

20 LT. [REDACTED] All right. That concludes the --

21 MR. [REDACTED] Intros.

22 LT. [REDACTED] Introductions.

## INTERVIEW OF EDUARDO PAGUNSAN GAYANILO

23  
24 BY LT [REDACTED]

25 Q. All right. So, Captain, if you could just start off again,

1 and explain your side of the story from what happened on Monday,  
2 September 5th.

3 A. Yes, we came from BP Gulf, and we have these crew pilots  
4 support, the docking pilot, and the river pilot. And once we off  
5 the BP Cooper terminal, we botched the bend.

6 (Audio interference)

7 LT. [REDACTED] Can I interrupt you real quick?

8 MR. [REDACTED] Can you turn off that radio?

9 UNIDENTIFIED SPEAKER: Sorry, sir.

10 MR. [REDACTED] No, that one.

11 (Audio interference)

12 UNIDENTIFIED SPEAKER: Is that good?

13 (Audio interference)

14 BY LT. [REDACTED]

15 Q. Thank you, Captain. Okay, please go ahead. You were full  
16 stream underway from BP.

17 A. So we're bucking off of, then turned to port when we depart  
18 this BP terminal. And along the way, along the way, the vessel is  
19 acting fluid in the course. That's what the pilot taking them on.  
20 So, we're going on this passage until we reach this curve.

21 So, on this curve, we come at, I saw it, I remember some of  
22 the (indiscernible) three feet in this to port. Then we show that  
23 the vessel is not responding. So, he command a hard port. Tiller  
24 then is not moving.

25 Then they command this rather full to port. Tiller of the

1 vessel is not responding to the forward port. It's not responding  
2 with the rudder. So, it be, the consist of the current that is  
3 pushing the boat. Because the area is quite, I mean, it's not  
4 that wide.

5 And the focus of the current is down, the flood current is  
6 now on the bow.

7 MR. [REDACTED] Which bow?

8 MR. PAGUNSAN: The port bow. It is pushing the vessel to  
9 starboard. And rudder now is on full to port. On the time that  
10 we note that the bow is not responding. And we stopped these  
11 theories. We were going straight to the pier.

12 So, we, I ordered to drop starboard anchor to danger pull  
13 astern. And then, it's got two minutes after that one, we struck  
14 this pier. I dropped the starboard anchor because we saw this  
15 cable top, to see if we dropped this port anchor across this cable  
16 tower, I will drop on the vessel and that, maybe it would hurt the  
17 base, go standby forward. That is bad English.

18 And also that dropping anchor really helps us because if we  
19 did not drop anchor, maybe the vessel would be in that, be here on  
20 the front, forward. So, this dropping of anchor it stopped the  
21 vessel. And we pulled it straight out (indiscernible).

22 By the time that we had this rather to port with trails, so  
23 to have this support going to port this time. So, that we can  
24 have all the best to be push port, right. But I think it not  
25 really helps. So, that's the time that we release the boat. So,

1 (indiscernible) that's how we got stuck this, what you call it?

2 Q. Tower?

3 MR. [REDACTED] Signal tower?

4 MR. GAYANILO: Signal tower. Because if we did land on that.  
5 And then, we don't know this is high voltage, like so maybe did a  
6 little to do us, but.

7 BY LT. [REDACTED]

8 Q. What happened after that?

9 A. After that, the pilot called for the tugs to assist us in  
10 backing off. And after we heave up the anchor, and  
11 (indiscernible) the vessel something, okay. Yes, no, no things,  
12 it's a normal reaction of the vessel and the rudder. Yes, those  
13 three things.

14 So, maybe, but I think when we passed the (indiscernible)  
15 full of the hull. It pushed the vessel that, if anything, put the  
16 rudder on hard port, full to port. It's, that makes the vessel be  
17 course, not helping much. So, to push the, I need to push the  
18 vessel.

19 Because of this current and space itself, the pier, and then,  
20 almost very, I mean, the space is not that much for us to maneuver  
21 it. So, it makes the space limited for the vessel to maneuver.  
22 Yes, and the pilot, he's, he disappeared. And then, the pilot was  
23 opposite the median in this very narrow buff in the median. And  
24 the pilot opposite on this part. But I think that's the one that  
25 pushed the bow of the vessel towards the south.

1 Q. All right. Well, thank you for that. That helps us  
2 understand a little bit from your perspective what happened.  
3 We're going to have some follow along questions. And I'll ask a  
4 few questions, and my colleague with the NTSB, the National  
5 Transportation Safety Board will ask some questions, as well.

6 MR. COLLINS: Hey, [REDACTED] let me call you back on another  
7 line. This connection's not the greatest.

8 LT. [REDACTED] Okay.

9 MR. COLLINS: So, I'm going to hang up and I'll call you  
10 right back.

11 LT. [REDACTED] Roger.

12 MR. COLLINS: All right. Thanks.

13 (Off the record)

14 (On the record)

15 MR. COLLINS: Resuming interview at 9:19 a.m.

16 LT. [REDACTED] Okay.

17 BY LT. [REDACTED]

18 Q. All right. So, Captain, let's go back a little bit. If you  
19 could just tell us about your maritime experience, your training,  
20 how long you've been with the company, how long you've been with  
21 the vessel. Just go back and kind of tell us about yourself.

22 A. I've been in company for almost 25 years. And I was onboard  
23 the (indiscernible). I've been with vessel for three contracts.

24 Q. Three contracts prior to this or this is your third?

25 A. The third.



- 1 Q. This is your third contract?
- 2 A. Yes.
- 3 Q. And you came onboard in March?
- 4 A. Yes, 25 March.
- 5 Q. Okay. How long have you been working as a Master?
- 6 A. I think roughly 3.7 years now as a Master.
- 7 Q. How long have you been working as professional mariner?
- 8 A. I start working in the vessels since November 1, 1996.
- 9 Q. Have you navigated here in Charleston before?
- 10 A. First time.
- 11 Q. This is your first time in Charleston?
- 12 A. Yes.
- 13 Q. Welcome.
- 14 A. And first time (indiscernible).
- 15 Q. That's okay, things happen.
- 16 A. Yes.
- 17 Q. So, it's your first time in Charleston. First time on this
- 18 river.
- 19 A. And with pilots on this river.
- 20 Q. Okay. So, you've obviously worked with a lot of other pilots
- 21 before --
- 22 A. Yes.
- 23 Q. -- as a Master? And working on ships.
- 24 A. Well, it would be (indiscernible) for almost, it'll be every
- 25 contract that I've had.

1 Q. Okay. Tell us about this vessel and what your experience has  
2 been with it as far as the machinery, as far as its maneuvering  
3 capability? What has your experience been?

4 A. It's very good vessel, a modern type now. We have been since  
5 '18. And compared to the one that I had a experienced before this  
6 one, that's more modern.

7 Q. This one, this one is more modern type?

8 A. Yes, other type. That's like (indiscernible).

9 Q. Okay.

10 A. That has it from the 33, but here we have bow thruster. The  
11 other ones with had (indiscernible) port, starboard sometimes.

12 Q. Okay.

13 A. Yes, this is it's (indiscernible) for the front.

14 Q. Okay. So, on the front you have a bow thruster and rear,  
15 rear rudder in the 45 degree?

16 A. Yes.

17 Q. Okay.

18 A. So, you have a better (indiscernible).

19 Q. Have you ever had any trouble maneuvering the vessel or  
20 steering in different, other channels?

21 A. Nowhere.

22 Q. No?

23 A. This why when we left BP Cooper, that vessel,  
24 (indiscernible).

25 Q. So, the --

1 A. So, all, all the vessels, we don't (indiscernible) this is a  
2 rare experience that we have these ports with rather, almost, hard  
3 to port and then full to port. And we have also these boats that  
4 are pushing. But still we have the pull towards the pier. It's  
5 very strange.

6 Q. Understood.

7 A. Yes.

8 Q. So, you've never had a situation where the vessel couldn't  
9 make a turn?

10 A. Explain that.

11 Q. Another situation like this where this vessel had trouble  
12 maneuvering around a tight turn?

13 A. Oh, no, no, no.

14 Q. Have you ever had an experience where you felt like the  
15 current was affecting the vessel?

16 A. Yes, we experienced this one. Because we're navigating in  
17 seas where we had these, I think, ballasts almost, I think, three  
18 two (indiscernible). And even, just not sometimes, ballast up  
19 river.

20 And the vessel is acting very well with this ballast on the  
21 river. Because I (indiscernible) mostly we called them on  
22 Mississippi River. So, we had all this with the river piloting.  
23 The is acting very well. Those things happened for almost my  
24 three contracts, now. On this other, only besides this  
25 experience, very strange.

1 Q. When you were maneuvering the Mississippi River, or other  
2 channels that experience on the *Canards* (ph.) did the vessel tie  
3 off to tugs, towing vessels to assist?

4 A. Oh, yes.

5 Q. Is the maneuvering all specifically done under the ship's  
6 power?

7 A. Yes, under the ship's power. We just use the tugs when  
8 approach the terminal.

9 Q. Okay. You, you may pass the tugs?

10 A. Yes.

11 Q. When you --

12 A. And maybe, sometimes, we use tugs when we going to the  
13 terminal there and the pilot recommends that we use tugs. That  
14 the tugs, when these, how is we had these attending, we now. So,  
15 the pilot's the one who says where and when we use the tugs.

16 Q. I want to talk to about your statement. Let me ask you, how  
17 many pilots were onboard the ship, on the deck the day of the  
18 incident?

19 A. Inside, the docking pilot and the river pilot.

20 Q. The docking pilot and river pilot, okay. Who had the con of  
21 the vessel at the time of the incident?

22 A. The river pilot.

23 Q. The river pilot, okay. When did they execute that transition  
24 from docking pilot to river pilot?

25 A. When the vessel was clearing the dock then the docking pilot

1 turned over the con.

2 Q. Excuse me? The docking pilot did what?

3 A. The docking pilot handed over the con to the river pilot.

4 Q. He turned over the con to the river pilot, okay. How did  
5 that go? Like were there certain things that they said or did  
6 to --

7 A. They had to communicate.

8 Q. -- turn that over?

9 A. They did, they communicated.

10 Q. Did you observe like what they said or did?

11 A. Yes, yes.

12 Q. Could you describe that?

13 A. I saw the river pilot accepting, asked the -- I don't  
14 remember the words that they say to each other. But you have now  
15 the con.

16 Q. Okay.

17 A. Yes, but I just don't remember the exact words that they  
18 used.

19 Q. Okay.

20 A. They agreed to that.

21 Q. Okay. And then, do they communicate that with you after  
22 they've made that transition?

23 A. Yes. I was near to that. So, I know that the docking pilot  
24 handed over the con --

25 Q. Okay.

- 1 A. -- to the river pilot.
- 2 Q. You were near them, so you knew what was going on?
- 3 A. Yes.
- 4 Q. Did they actually say, captain, I have the con, or captain,  
5 have the ship?
- 6 A. I can't remember exactly.
- 7 Q. Okay, that's fine.
- 8 A. But that's they totally said. We know that the river pilot  
9 is captain.
- 10 Q. Okay.
- 11 A. That happened.
- 12 Q. But, so, there was there no question to you about who has the  
13 con at that point?
- 14 A. No, because you know --
- 15 Q. Okay.
- 16 A. -- that the river pilot has the con.
- 17 Q. And who else was on the bridge?
- 18 A. Who?
- 19 Q. Who else was on the pilot house with you? It was you --
- 20 A. Pilots, and mate, and the helmsman.
- 21 Q. Okay. You, the two pilots, and the 2nd mate, and the  
22 helmsman. Okay.
- 23 A. Yes.
- 24 Q. Did they know who the pilot was at each time and when the  
25 transition took place?

- 1 A. I think so.
- 2 Q. Okay. After they made that change, which is the docking  
3 pilot to the river pilot what was the docking pilot's involvement  
4 after that? What did you observe him do or say?
- 5 A. So, he was not involved. He was just on the side waiting as  
6 to staying near to, this, to take over the con from the river  
7 pilot. So, the one who was given the con was also the river  
8 pilot.
- 9 Q. Okay.
- 10 A. No interruptions from the docking pilot.
- 11 Q. Okay.
- 12 A. The, I think, maybe sometimes they talk to each other. But  
13 that's what I remembered. But it's like, maybe a couple of times  
14 they speaking.
- 15 Q. Okay. Or rather, the docking pilot wasn't involved --
- 16 A. Yes, yes.
- 17 Q. -- in what decisions were made?
- 18 A. Yes. And talking with river pilot.
- 19 Q. Did he give any order to the second mate, or the helmsman  
20 after the docking was over?
- 21 A. Do you mean the docking pilot?
- 22 Q. Yes.
- 23 A. No.
- 24 Q. Okay.
- 25 A. As soon as he turned over the boat to the river pilot, the

1 river pilot's the one giving the con. And he said that  
2 (indiscernible).

3 Q. All right. Going back to like the specific timeline. And  
4 you kind of already went through it. But just to make things  
5 extra clear for us with exactly the order of things that happened.  
6 So, you were coming down the river. You were approaching that  
7 final turn before the incident happened. Can you try to go  
8 through again the rudder orders and the engine orders that were  
9 made?

10 A. That's what I remember that. We had only half a head. And I  
11 think he ordered, port 20, then hard port, and then full to port  
12 with the rudder full a head. Are you getting full ahead.

13 MR. [REDACTED] When a pilot is giving orders, is that going  
14 through you to the helmsman or is it going right to the helmsman?

15 MR. GAYANILO: The helmsman. The response went, so he can --

16 MR. [REDACTED] So, you're not making --

17 MR. GAYANILO: No. Only the helmsman in the back.

18 MR. [REDACTED] Oh.

19 MR. GAYANILO: And then, we are checking the response of the  
20 helmsman and also the rudder not responding. So, we interfere  
21 once the helmsman had the wrong turn of the rudder. For example,  
22 the pilot told the helmsman double ten, and that's when the  
23 because the pull to the port then. So then, that's ten degree  
24 Celsius. You are doing drop so, correctly.

25 MR. [REDACTED] So, you were watching to make sure he carries



1 out the orders?

2 MR. GAYANILO: Yes, yes, so they meet them. So, we are  
3 listening that helmsman responds correctly to the pilot's command.

4 BY LT. [REDACTED]

5 Q. From you perspective, did it look like everything was  
6 executed correctly as far as the helmsman doing the orders that  
7 the pilot said? And then, the rudder indicator responding as  
8 expected? Were you watching like each of stats? It sounds like  
9 you're remaining vigilant during all that, and looking, but.

10 A. Yes.

11 Q Okay.

12 A. So the --

13 Q. At time you were watching --

14 A. -- I was watching with the turning of the pilot. So, I'm  
15 watching with, I'm watching the buoy on the portside of the  
16 vessel. On the buoy, yes.

17 Q. On buoy, okay.

18 A. That is what I noticed, the pilot is making a leeway across  
19 the turn. He needs to come closer to the buoy so that we had the  
20 wind turn the vessel.

21 Q. Leeway between the vessel and the pier?

22 A. Yes. That, I mean, the buoy and the leeway for the pilot.  
23 Looks a lot at himself, left side. So, when I go, he turned, on  
24 the bend, he comes near to the buoy. So, once he turned, he had  
25 the speed for that channel.

1 Q. Okay.

2 A. Yes, for the, for the buoy. So, he comes up closer to the  
3 buoy. And then, just close to pier, when he turned the vessel to  
4 go, move it around.

5 Q. That was his intention?

6 A. Yes, yes.

7 Q. Okay.

8 A. That is what he had told us since met the BP Cooper terminal.  
9 And I think that it what the pilot really too, because he expert  
10 on the river for 30 years, that experience. So, he knows  
11 automatic the turning on this river.

12 Q. So would you say, when the ship was approaching that turn  
13 were you right in the middle of the channel, or closer to the  
14 green --

15 A. Closer to the green buoy.

16 Q. Closer to green buoy.

17 MR. [REDACTED] Were you that close to land, or the starboard  
18 side?

19 MR. GAYANILO: Yes, closer to port than starboard.

20 BY LT. [REDACTED]

21 Q. So you were closer on the port side?

22 A. Yes, ma'am.

23 Q. And then you had the pier on your --

24 A. On the port side, yes.

25 Q. Okay.

1 A. So, I mean, the bend is very sharp bend with this pier, very  
2 long pier that was on the opposite side.

3 Q. And where were the tugs that had assisted you off the dock?  
4 Where were they during that time?

5 A. The other ones, the forward, don't move forward. And after  
6 this, behind us.

7 Q. Okay.

8 A. So, assume that we had told them, the tugs assist us, both  
9 tugs.

10 Q. Okay. Can you show us, up here on the bridge, where each of  
11 you were standing at the time of the incident?

12 A. Yes.

13 Q. Okay. You were standing here?

14 A. Yes. (Indiscernible) on the other side, on the forward.

15 Q. Forward, okay. Forward a little bit to the port side. And  
16 the docking pilot, where was he?

17 (Audio interference)

18 Q. Okay. So, a little bit aft --

19 A. Away, away.

20 Q. -- and away from the center, okay. And you were the one who  
21 doing the engine?

22 A. Yes. And some things that can be made to --

23 Q. Okay.

24 A. -- also to work (indiscernible).

25 Q. Okay.

- 1 A. Yes. But here, that's me.
- 2 Q. Okay. So, the pilot's right there. He's calling out the  
3 orders. Either you or second mate --
- 4 A. Yes.
- 5 Q. -- are controlling the --
- 6 A. Yes.
- 7 Q. -- is it right here?
- 8 A. The second mate, he was doing, he was here.
- 9 Q. Okay. Does the second mate move around you or does he pretty  
10 much stay here in the crawl.
- 11 A. Stay here in and assist from there.
- 12 Q. Okay. And then, helmsman is right there?
- 13 A. That's so.
- 14 Q. And where are the rudder angle indicators that you're  
15 looking?
- 16 A. Right on the edge, on the duty side.
- 17 BY MR. [REDACTED]
- 18 Q. Does that (indiscernible) show up on here?
- 19 A. Come again?
- 20 Q. Your rudder angle also shows up on the screen?
- 21 A. Over here (indiscernible).
- 22 MR. [REDACTED] Yes. Well (indiscernible) being on screen.  
23 And here's the rudder.
- 24 BY LT [REDACTED]
- 25 Q. Do you have a variable pitch propeller in your bow thruster?

1 A. Excuse me?

2 Q. Your bow thruster has a variable pitch propeller?

3 A. I'm not --

4 Q. I think, trying to be sure that pitch of the blade is neutral  
5 position prior to starting the thruster.

6 A. Pitch?

7 Q. It sounds like it's a variable pitch. Does the blade spin?

8 A. Yes, yes.

9 Q. Strikes it like this.

10 A. I was think it was, to mean, because he just said that it's,  
11 starboard to port.

12 LT. [REDACTED] Okay.

13 BY MS. [REDACTED]

14 Q. So, was it the second mate was operating the bow thruster?

15 A. But the thing that (indiscernible) when the second mate's  
16 working on bow thruster.

17 Q. Okay. But these were pretty much the positions that you guys  
18 were all in the whole time. Okay. Understood. Is there a  
19 difference between what these indicators are showing? Between  
20 like what order he's actually giving to the rudder and what the  
21 rudder is actually doing? Do you know what I mean? Like are  
22 there two different indicators to show that?

23 A. No, no. So, what, what, I mean --

24 MR. [REDACTED] Do you a highlighted view?

25 LT. [REDACTED] That's the only one that's showing.

1 LT. [REDACTED] Right.

2 LT. [REDACTED] Okay. This is basically what ordered.

3 MR. [REDACTED] That's what ordered that --

4 BY LT. [REDACTED]

5 Q. And the indicators are showing the actual progression of the  
6 rudder?

7 A. Yes, that's right.

8 Q. Okay. Just to clarify.

9 A. Yes.

10 LT. [REDACTED] Okay. We can go sit back down. Yes?

11 BY LT. [REDACTED]

12 Q. When the Master -- or strike. When pilot ordered full ahead,  
13 who executed the order? And/or did the chart on, for pull out  
14 that?

15 A. I don't remember. I am the one who pushed the button, or  
16 second mate. I cannot remember exactly.

17 Q. Okay. How do you --

18 A. We sound the danger that it could happen.

19 Q. Okay. Do you know if the engine responded to that  
20 connection?

21 A. Yes. The engine responded.

22 Q. How do you know that?

23 A. Because no alarms and other things happened.

24 Q. When they --

25 A. And the indicator here, it's under full ahead.

1 (indiscernible).

2 Q. Okay. How long would it take to go from half to full? How  
3 long would the engine take to get up to full speed from half?

4 A. Here is where it can respond right away.

5 Q. Right away?

6 A. Yes, yes, yes.

7 LT. [REDACTED] Okay.

8 BY LT. [REDACTED]

9 Q. And what was the next engine order that was given after full  
10 ahead.

11 A. Then is when we noticed that it is now eminent to, the danger  
12 is already there. Then that's the danger from I need to do, full  
13 astern.

14 Q. Okay. So you went from full ahead to full astern?

15 A. Yes, yes.

16 Q. How long did it take for that to respond?

17 A. I am not sure exactly what time, to respond the time. But we  
18 have this (indiscernible) also, during down river.

19 Q. Okay. After we're done talking we'll come through and take  
20 more pictures, and look more here at equipment. Thank you.

21 LT. [REDACTED] Docking pilot?

22 LT. [REDACTED] Right up here.

23 LT. [REDACTED] No, the docking pilot?

24 MR. [REDACTED] The docking pilot --

25 LT. [REDACTED] Oh, the docketing pilot he said, he's not sure.

1 But he was in the back, and out of his vision, over to the side of  
2 the bridge room.

3 BY LT. [REDACTED]

4 Q. At the time of the actual collision, was the docking pilot  
5 like besides the river pilot, or was he, were they still separated  
6 by this distance?

7 A. Are you asking me that during the collision?

8 Q. Or as the collision was happening, right before, right after?  
9 Did they --

10 A. They, the docking pilot comes to the bridge.

11 Q. Okay. So, you don't remember them being like right beside  
12 each other like we are?

13 A. No, no, no.

14 Q. Okay.

15 A. About three feet apart.

16 LT. [REDACTED] Okay. All right, we can go sit back now.

17 BY LT. [REDACTED]

18 Q. You said right before the incident as you're approaching the  
19 turn, the pilot ordered starboard, or sorry, port 20? And then,  
20 full to port?

21 A. Port 20 and hard to port, I think. And then, full to port.

22 Q. Okay. And the full is 45 degrees?

23 A. Yes.

24 Q. Okay. And hard to port is 30?

25 A. Thirty five.



1 Q. Thirty five. And did he ever come back to a midship prior to  
2 the incident?

3 A. I really don't, I can't remember well.

4 Q. That's okay.

5 A. That's the time when we already stop on the pier.

6 BY LT. [REDACTED]

7 Q. So when did (indiscernible)?

8 A. Yes, yes. He put the, he told me (indiscernible) stopping,  
9 the pier.

10 MR. [REDACTED] Are we -- call?

11 LT. [REDACTED] That's okay. And we'll (indiscernible).

12 Okay.

13 LT. [REDACTED] I will open to you guys, right now.

14 MR. [REDACTED] Okay.

15 LT. [REDACTED] Mr. [REDACTED]

16 BY MR. [REDACTED]

17 Q. So, Captain, prior to getting underway, while you were at the  
18 dock, what conversations did you have with the pilot, if any about  
19 what to expect on voyage?

20 A. The pilot?

21 Q. Yes. Did he have a conversation with you at all about what  
22 to expect?

23 A. No. Because we're not expecting traffic.

24 Q. Okay. Did he talk to you about anything?

25 A. No.

- 1 Q. Okay.
- 2 A. The river pilot (indiscernible).
- 3 Q. So the river pilot had a talk with you?
- 4 A. The docking pilot.
- 5 Q. The docking pilot? What was the discussion that you had with
- 6 the docking pilot?
- 7 A. About everything we would do when we left BP Cooper.
- 8 Q. Okay.
- 9 A. So, he was talking about the vessel.
- 10 Q. Okay.
- 11 A. And the wind. What turn he would make. He'd turn to port at
- 12 30, then to port.
- 13 Q. Okay.
- 14 A. And that's the full things of that.
- 15 Q. So -- okay, go ahead.
- 16 A. And the (indiscernible) to carry on.
- 17 Q. Okay. The river pilot had no discussion with you on the
- 18 voyage?
- 19 A. He did not discuss anything --
- 20 Q. Okay.
- 21 A. -- like the voyage.
- 22 Q. Okay. Leading up to when the vessel wasn't responding --
- 23 A. Yes?
- 24 Q. -- what was going through your head?
- 25 A. My --

- 1 Q. What were you thinking?
- 2 A. What I think?
- 3 Q. Yes, what are you thinking?
- 4 A. Well, I think, the ballast is pushing too much on the port  
5 bow.
- 6 Q. Okay.
- 7 A. That's why the vessel is not responding.
- 8 Q. Okay.
- 9 A. Too much ballast is pushing the bow. And the sun almost,  
10 clear with shadow. Okay?
- 11 Q. Okay.
- 12 A. So the propeller has, I think, but more, no much to affect  
13 the movement of the vessel.
- 14 Q. Okay.
- 15 A. That's what he said.
- 16 Q. You mean, water of the rudder?
- 17 A. Yes, let's, maybe, that's water on the rudder with ballast on  
18 the forward.
- 19 Q. Okay.
- 20 A. That's what I'm thinking about.
- 21 Q. Okay. For the whole voyage, though, was the river pilot  
22 making commands?
- 23 A. Yes, yes.
- 24 Q. Okay. So, every command that he made, you're executing?
- 25 A. Yes, yes.

1 Q. So, why when he asked for a port anchor to be dropped, why  
2 didn't you drop starboard anchor?

3 A. We dropped the starboard anchor because we, I saw this power.

4 Q. Okay.

5 A. Even if we dropped this port anchor that's in between. He  
6 was being directed into this tower.

7 Q. Okay.

8 A. And we need that. We have two bow forwards.

9 Q. Right.

10 A. And go these people to drop forward. Maybe to the  
11 (indiscernible) activities to stop my forward.

12 Q. Okay.

13 A. And also I don't know what could happen to the vessel because  
14 we also had flammable cargo.

15 Q. Right.

16 A. So once these people drop on the vessel, I don't how, I think  
17 it's a tremendous thing that will happen. If these people --

18 Q. You were thinking of saving the vessel?

19 BY LT. [REDACTED]

20 Q. So were you thinking that the collision was unavoidable at  
21 that time?

22 A. Yes, yes. Unavoidable at the time.

23 Q. You believe that you are already going to hit the pier at  
24 that time? So, you decided to drop the starboard anchor to try to  
25 bring the bow to starboard a little bit and avoid the tower? Is

1 that what you were thinking?

2 A. What I was doing, miss the tower and also to stop the vessel.  
3 Because if we did not drop the anchor, it will shear the vessel's  
4 side and then we may be hit on the (indiscernible). Tear the side  
5 of the vessel, all the way down. So, we are lucky that hit the  
6 forward bow.

7 Q. And you thought that if you were to drop the port anchor, it  
8 would have been more likely to hit that tower?

9 A. Hit the tower and the vessel would swing, go forth, and I  
10 mean the aft part of the vessel will struck the pier. And the aft  
11 part of the vessel, it's not a single hull. And it will  
12 (indiscernible) I mean, a lower case and it goes down into a  
13 single hull.

14 BY LT. [REDACTED]

15 Q. Okay. So why, why disregard that order when a pilot gave it  
16 to you to save the vessel's life. Why didn't you interject at all  
17 beforehand? When you know that weren't responding and you're  
18 headed directly for pier. Why didn't you interject at all during  
19 that?

20 A. It's why I didn't?

21 Q. So, why didn't you set in, and give orders over the pilot  
22 when it was, the boat was headed right right for the pier? Why  
23 only anchor?

24 A. Yes, because I already altered full to port.

25 Q. Okay.

1 A. Which was when the vessel wasn't responding. But unless, I  
2 think to me, it's apparent that I have entered in, I mean the,  
3 vessel is heading for the pier. It's the time for the anchor to  
4 come down.

5 Q. Okay.

6 A. The vessel is not responding.

7 Q. But you didn't think to interject beforehand?

8 A. Yes, because the command was okay.

9 Q. But it wasn't responding. I mean, the port runner wasn't,  
10 you know, hard port wasn't doing anything. No, I'm just  
11 wondering, why drop the anchor here? Why wait until you're headed  
12 to the pier.

13 A. I don't, wait for the pier, a few minutes now.

14 Q. Yes, why wait until it's in the dump?

15 A. Yes the --

16 Q. Why not drop it beforehand?

17 A. We were still waiting for rudder to respond. The vessel to  
18 respond to the rudder, I mean.

19 BY LT. [REDACTED]

20 Q. So, are you saying that you just agreed with the pilot orders  
21 and that you didn't want to do any orders that were different than  
22 the pilot?

23 A. No, because the pilot is the pilot, okay. He's going to port.

24 Q. Okay. You thought the pilot -- okay.

25 A. He is --

1 Q. You just want the pilot to do it?

2 A. Yes, we were going to port. And then, we just wait for the  
3 vessel to respond in the rudder. And as soon we did not accept  
4 that the pier was in front of us, then when we had to drop the  
5 anchor. And then, go to port.

6 Q. At any time did you ever disagree with what the pilot was  
7 doing? Or question that he wasn't taking the right actions to  
8 maneuver the vessel?

9 A. No, ma'am. Because we, as we departed BP Cooper, that is  
10 what is what he's doing. We were full on port side. He make, he  
11 come closer to that, to that, so we have this (indiscernible).  
12 Because after we leave the port BP Cooper, the vessel, everything  
13 is very good. Until we hit that bend, that really sharp bend.

14 BY LT. [REDACTED]

15 Q. Now, you said you approached the bend, aft water over the  
16 bow, the driver behind the aft water, you know, come over the bow.

17 A. Yes.

18 Q. So going back, was your approach that, if you were under the  
19 con, would you approach that turn differently going back? Do you  
20 think their approach is off?

21 A. As for my own?

22 Q. Just using your experience would you say that approach to  
23 that turn was off?

24 A. No, no, no. Maybe we would need a little bit high speed,  
25 port then.

1 BY LT. [REDACTED]

2 Q. You mean, you should have been further to the right of the  
3 channel?

4 A. Yes, but the pilot knows, knows the river well.

5 LT. [REDACTED] Yes.

6 MR. GAYANILO: Yes, yes.

7 BY LT. [REDACTED]

8 Q. The pilot said, you trust the pilot.

9 A. Yes.

10 Q. I just want to know your experience. You know, navigating  
11 that turn, would you have approached it differently? Than had --

12 A. In my own opinion?

13 Q. Yes, in your opinion.

14 A. Maybe I didn't do, more (indiscernible).

15 Q. So, wait a minute. We'd turn center?

16 A. No, no.

17 Q. Okay.

18 A. Maybe I'd also a little bit around the buoy.

19 Q. Take it down water?

20 A. What?

21 Q. Are you saying, take her down water? Or just taking it  
22 tight?

23 MR. [REDACTED] Or she was set up on the starboard? Probably  
24 it's what it sounds, like.

25 MR. [REDACTED] Okay.



1 MR. [REDACTED] Okay.

2 MR. GAYANILO: But the pilot, he's been there for 30 years.

3 MR. [REDACTED] I understand.

4 BY LT. [REDACTED]

5 Q. You're saying instead of starting the turn closer to the buoy  
6 here, you would have started further away, over here? Is that  
7 what you're saying?

8 A. Yes.

9 Q. That makes sense. Here's the pier.

10 A. But I think the pilot turned on this part because we have  
11 this pier, like this.

12 Q. Okay, at the pier like that. Okay.

13 A. So, he was there, he has maybe, he has also does know, more  
14 space, knowing this port.

15 Q. Right.

16 A. That's what I'm also thinking about. It's tight here. We're  
17 going to go more starboard.

18 LT. [REDACTED] Yes.

19 MR. GAYANILO: Yes, yes. That's what I'm thinking.

20 BY LT. [REDACTED]

21 Q. So, what would be the best way to take the turn, then?

22 A. Yes, because I'd have know that bend in the river is so, I  
23 think maybe he can get more, a little more speed, so where the  
24 buoy is at. Maybe on this part, I need, that far.

25 MR. [REDACTED] Just a little bit more?

1 MR. GAYANILO: Yes, yes, just a little bit more.

2 BY LT. [REDACTED]

3 Q. Do you think he waited too long to put the rudder over? Or  
4 the right distance? Do you think he should have started turning  
5 sooner? Later? Used hard right?

6 A. I cannot tell you that because the rudder do not, the vessel  
7 do not responding to the rudder. Because it's not responding, we  
8 returned (indiscernible).

9 BY MR. [REDACTED]

10 Q. How long from when it wasn't responding until you hit the  
11 pier? Do you know approximately how long that took?

12 A. I cannot tell --

13 Q. Do you know how far?

14 A. -- but the, I mean, the space here (indiscernible) almost one  
15 to two minutes, only. Before we positioned and start the rear.

16 Q. Only one or two minutes?

17 A. Yes, maybe.

18 Q. And how long to drop the anchors?

19 A. I think it's two minutes before we dropped the anchors.

20 Q. You dropped the anchors in two minutes? Before you --

21 A. I'm not exactly, but it was a little thing, approximately.

22 BY LT. [REDACTED]

23 Q. Could give us like a distance? Like how far the ship was  
24 here when that anchor was actually let go?

25 A. I don't know to such a distance. But (indiscernible) that

1 maybe the ballast is pushing too much, and the bow was pushing.

2 So it was (indiscernible). So --

3 Q. Sorry, go ahead.

4 A. -- yes, yes. So, when the ballast pushed the bow, and that,  
5 and rudder is also responding to space, the rudder, and this  
6 ballast.

7 Q. The rudder?

8 A. The ballast, the rudder, bow, those three, so, yes.

9 Q. You think the rudder and (indiscernible)?

10 A. Yes, yes, that's right.

11 Q. Do you think the current was stronger right here in this, in  
12 this, you know, in this space between pier and --

13 A. It's all because of that --

14 Q. -- than other parts of the river?

15 A. -- yes, yes. Because this is the part that these, and we had  
16 these long pier. And down the way that current goes, out on this  
17 small narrow, narrow part, particularly.

18 Q. So, are you saying that the current would have been, maybe  
19 faster there because the opening was more narrow?

20 A. Narrow and deep.

21 Q. Narrow and deep?

22 A. Yes, yes.

23 BY MR. [REDACTED]

24 Q. Captain, how fast would you estimate the current to be?

25 A. I would reach sure about (indiscernible).

1 Q. Okay.

2 BY LT. [REDACTED]

3 Q. Captain. Forgive me for speaking up. I just want to make  
4 sure that this recording is clear. Captain, are there any  
5 maintenance issues with either the engine, or the steering  
6 systems, recent maintenance issues?

7 A. No, sure.

8 MR. [REDACTED] That's it.

9 BY MR. [REDACTED]

10 Q. Captain, if you had if had (indiscernible) and if you had  
11 dropped the anchor earlier, would you have (indiscernible)?

12 A. I think if we had dropped the anchor earlier it's a very  
13 good, I mean, short, right. If we had dropped the anchor with the  
14 speed, I think we'd had saved (indiscernible).

15 Q. Yes. And you agree with the pilot's actions that day?

16 A. Yes, because I know he said (indiscernible).

17 Q. Okay. Do you expect to encounter that, that, that con would  
18 be (indiscernible)?

19 A. I don't (indiscernible).

20 Q. And this was your first time, in your career, transporting on  
21 that river?

22 A. Yes, sir.

23 MR. [REDACTED] Okay. All right. Thank you.

24 BY LT. [REDACTED]

25 Q. Captain, one more question. Had the pilot, the river pilot

1 discussed with you currents, objects that he could encounter that  
2 were insecure, would you have done anything differently?

3 A. No, sir, he did not discuss this.

4 Q. If he had, would you have done anything differently?

5 A. If I have done anything differently?

6 Q. Yes.

7 A. I think, the pilot had experience with the river, so he know  
8 what he's dealing with.

9 Q. Okay. So, you would have, if he had told you, you know,  
10 we're (indiscernible) current around that turn of the pier, right  
11 there. And he said, this is how I want to approach it. Is there,  
12 you know, any rudder angles who have (indiscernible) anyway?

13 A. Well (indiscernible).

14 Q. Okay.

15 A. But knowing that, that maybe from BP Cooper. My  
16 (indiscernible) period was --

17 Q. Right.

18 A. Because I know how he, how he do the wind.

19 Q. Yes.

20 A. And then, the (indiscernible) would be. And according to the  
21 pilot, this is your first time in his 30 years that.

22 Q. Yes.

23 A. Yes, yes.

24 Q. So you --

25 A. So I need, he maneuvered this, back on the watch twice, so 30

1 years he maneuvered on this river.

2 Q. Okay.

3 A So, he knows the river very well.

4 Q. Okay. Captain, is that unusual? Or is that just normal to  
5 not have discuss with the pilot when transiting out of a voyage  
6 discussion?

7 A. No, we do that. We do discuss it.

8 Q. It's normal to discuss it?

9 A. Yes, yes.

10 Q. But on this occasion, it was not discussed?

11 A. On the bridge, it was addressed.

12 Q. What is voice that's playing on the voyage? The discussion  
13 with the pilot? Who is that?

14 A. Yes. The master pilot (indiscernible)?

15 Q. Yes, we did the (indiscernible).

16 A. You did that?

17 Q. And when did you stop in (indiscernible) to file an exchange?

18 A. At the beginning of the vessel, it's about (indiscernible).

19 LT. [REDACTED]

20 Q. But you didn't discuss, like, various aspects of the voyage?  
21 The specific turn? Or landmarks?

22 A. (No audible response.)

23 Q. Can you clarify again when the bow thruster was used?

24 A. That is --

25 Q. At what point it was ordered?

1 A. I can't remember. But the Captain commanded, I mean, full to  
2 port. And the pilot accept the -- I cannot remember exactly what.  
3 But the bow thruster, though, the command that he ordered, full to  
4 port.

5 Q. Okay. So around the same time?

6 A. Yes, be after the one.

7 Q. The order was pull to port, full ahead, and bow, full to  
8 port.

9 A. Yes. That's the sequence. But I heard him say that. That  
10 is the sequence.

11 Q. What was like the bow thruster order?

12 A. Well that's --

13 Q. Like engage the bow thruster?

14 A. So that's --

15 Q. Or a like a certain level?

16 A. Well, that's full to port.

17 Q. That's full to port? Okay.

18 BY MR. [REDACTED]

19 Q. Who gave that order?

20 A. I think it was the pilot, he did that.

21 Q. Okay. And that was his order?

22 A. Yes, sir.

23 Q. Did you do it?

24 A. Yes, I did.

25 MR. [REDACTED] Thank you.

1 LT. [REDACTED] NTSB, what questions do you have?

2 MR. COLLINS: Hi, Captain, Mike Collins, with the NTSB.

3 MR. GAYANILO: Yes, sir?

4 BY MR. COLLINS:

5 Q. What? Give me an idea of that, you tell me what time in  
6 relationship to your departure that you spoke with the river pilot  
7 and had your master pilot exchange?

8 BY LT. [REDACTED]

9 Q. When exactly did you conduct the master pilot exchanged with  
10 the river pilot?

11 A. That is together with the docking pilot.

12 Q. Together with the docking pilot?

13 A. Yes, ma'am.

14 Q. Was it prior to getting underway?

15 A. Yes, ma'am.

16 Q. Approximately how long before getting underway?

17 A. I think around, within, before, it's five minutes before we  
18 go on our way.

19 Q. About?

20 A. I don't know exactly, about.

21 Q. Was that logged in the deck log?

22 A. Yes, ma'am.

23 LT. [REDACTED] Okay. We'll get a copy of that. Okay.

24 BY MR. COLLINS:

25 Q. Captain, can you in the turns leading up to the bend, can you



1 tell me what the rudder orders were, again? I know you've,  
2 beginning with --

3 A. Okay.

4 Q. -- beginning with port 20.

5 A. I said remember, we ordered port 20, and hard to port, then  
6 last was full to port.

7 Q. Now, Captain, I would like to know if you viewed a rudder  
8 angle indicator after each one of those orders were given. So for  
9 port 20, did you view a rudder angle indicator?

10 A. I not viewed because I'm monitoring the forward. I think the  
11 second mate. Because now, at that time I was focused on the  
12 forward part, if the vessel will turn.

13 LT. [REDACTED] Not right before the collision. What I think  
14 he's asking, as you were approaching that turn.

15 MR. COLLINS: Yes.

16 BY LT. [REDACTED]

17 Q. And the first order was given for, you know, port 20 degrees.  
18 Did you view that on the rudder angle indicator?

19 A. I cannot remember that one.

20 Q. Okay.

21 A. But on this, I'm monitoring down river. We checked the  
22 expanding.

23 Q. You're typically checking the current of the river?

24 A. Yes.

25 Q. You don't just don't exactly --

1 A. Yes.

2 Q. -- if you checked the rudder?

3 A. Because now, as soon as they were communicated, I was focused  
4 on the forward for that.

5 LT. ██████████ Understand.

6 BY MR. COLLINS:

7 Q. So, Captain, tell me, tell me what you were focused on. So,  
8 you're, you're on the bridge. The pilots ordered port 20. So  
9 what are you focused on at that time?

10 A. At that time, I have need, I know that danger was very  
11 imminent. So, I check with the rudder, but I'm actually  
12 responding the rudder command.

13 Q. Who?

14 A. And then, also, I mean, on the lookout on forward. That I  
15 let them, I'm really just engaged. We had this angle to be  
16 (indiscernible).

17 Q. All right. Well, Captain, let me focus on what you just said  
18 about danger imminent. When did, when the pilot ordered port 20,  
19 was the vessel in danger?

20 A. No, no, sir.

21 Q. All right. So, when the pilot ordered port 20, what were you  
22 focused on at that time?

23 A. On the bend, on port side. Because while we also, we're  
24 meeting also the buoy. I'm checking if part of the vessel is  
25 coming more to the buoy.

1 Q. All right.

2 A. On port side.

3 BY LT. [REDACTED]

4 Q. How close to the buoy does the vessel get?

5 A. I'm, I don't know exactly the extant? But (indiscernible)  
6 the vessel turned, 30 feet to the buoy.

7 LT. [REDACTED] Okay. You are a safe distance from the buoy?

8 MR. GAYANILO: Yes.

9 LT. [REDACTED] But you were, you were watching the buoy and  
10 looking?

11 MR. GAYANILO: Away, about 20 meters.

12 LT. [REDACTED] Okay.

13 MR. GAYANILO: Around that distance?

14 BY MR. COLLINS:

15 Q. All right. So, Captain, keep telling me about your thoughts  
16 and what you were focused on. So, you're watching the buoy. The  
17 vessel has received the port 20 order. Tell me what your thoughts  
18 were between that time, and when the pilot ordered hard to port.

19 A. On that time, just the vessel is not responding with the  
20 rudder commands and the pilot ordered hard to port. And still the  
21 vessel is not responding with this hard to port. So, this is the  
22 time that I ready the forward watchmen to drop the anchor.

23 Q. And getting back to you saying there was imminent danger,  
24 when did you determine that?

25 A. Because the bend and the pier was very narrow. So, the bend

1 that the vessel is not turning, that is the time that I decided to  
2 drop the anchor.

3 Q. All right. Captain, when the pilot ordered hard to port, did  
4 you view a rudder angle indicator at that time?

5 A. That time I did not viewing also because I'm already focused  
6 on the things that are ahead.

7 BY MR. COLLINS:

8 Q. How do you know, you know, going back on board the ship at  
9 that time, how did you know that the rudder was hard to port?

10 A. That is, I don't remember anymore, sir. Because my focus now  
11 is on forward, for the forward pier, sir.

12 Q. Did you, same question. When, when the vessel went full to  
13 port did you look at a rudder angle indicator?

14 A. I can't remember anymore, sir. Because on the time I'm very,  
15 I'm now a little, quite nervous that the danger is already ahead  
16 of us.

17 Q. Well, can you -- how did you know, how did you assure your,  
18 how did you know that the rudders were going to port for that  
19 turn?

20 A. I, again, I check with the second mate because he's with me.  
21 Then, he's told to taking this data. If it is not responding,  
22 then he will inform me.

23 BY LT. [REDACTED]

24 Q. What made you believe at that time that the rudder was hard  
25 to port, full to port, et cetera?

1 A. I cannot exactly that.

2 Q. I just wanted to know, that's that what the rudder was. Or  
3 what made you think that that's what the rudder was?

4 A. That, that, by the pilot watching the rudder.

5 Q. Okay.

6 A. Yes.

7 MR. COLLINS: What was that?

8 LT. [REDACTED] He said the pilot is watching the rudder angle  
9 indicators.

10 BY MR. COLLINS:

11 Q. Well, Captain, but you're the captain of the ship. How did  
12 you know that his orders were being carried out?

13 A. Yes, the helmsman, also responding. And then, the helmsman  
14 also responding correctly to this pilot orders, sir.

15 Q. Yes, well, Captain, what I'm zeroing in on is, you're the  
16 captain, so you had information to satisfy you that the rudder,  
17 the rudder was to port, as ordered?

18 A. Yes.

19 Q. All right. And that --

20 A. Yes.

21 Q. Okay.

22 A. But it's not the, given what's mine. And the second mate  
23 will also inform me.

24 Q. All right. Thank you.

25 A. Yes.

1 BY LT. [REDACTED]

2 Q. At any time did you question that there was a steering  
3 casualty? Or that there was any kind of malfunction with the  
4 steering system?

5 A. No.

6 Q. No? Why not?

7 A. I didn't.

8 Q. Like, you never question that there might be something wrong  
9 with the steering system. But why not?

10 A. I did not because all throughout the river, they are  
11 responding correctly. And I'm monitoring that, as well. Only  
12 that time that, when the danger is imminent, that I'm focused  
13 with, also with danger. So that's the time that I have not --

14 BY MR. [REDACTED]

15 Q. Were you checking the rudder angle indicator on the way down  
16 the river?

17 A. Yes, sir.

18 Q. Okay. And so, when you became aware that the you were about  
19 to have a collision, is that when your focus shifted to looking at  
20 the bow, at the masthead?

21 A. Yes, yes. My attention was already focused on the danger.  
22 Because it's very near to the pier now. But going forward, we  
23 always want to, I already handle this drop the anchor. Because we  
24 did it proper. So, the rudder is not responding correctly.

25 LT. [REDACTED] Worse then?

1 MR. GAYANILO: Yes, yes.

2 BY MR. COLLINS:

3 Q. Captain, was anyone in the steering compartment on this trip  
4 down the river?

5 A. You mean the steering, in the local steering, sir?

6 Q. Pardon?

7 LT. [REDACTED] In the local steering gear compartment, right?

8 MR. GAYANILO: No.

9 LT. [REDACTED] No?

10 MR. GAYANILO: That is the crew is (indiscernible).

11 LT. [REDACTED] Okay.

12 BY MR. COLLINS:

13 Q. The question was asked, was, is this a controllable pitch  
14 propeller?

15 A. Say again, sir?

16 LT. [REDACTED] Is this --

17 MR. COLLINS: Go ahead.

18 LT. [REDACTED] -- is this --

19 MR. GAYANILO: It's a propeller, 500.

20 MR. [REDACTED] I believe the bow thruster is a -- at least  
21 there's a sticky that says it's pitch.

22 LT. [REDACTED] Yes, on the bridge there's a placard that  
23 discusses adjusting the pitch, the pitch of the bow thruster. So,  
24 we were asking about that. And Captain, you're, I'm sure, the bow  
25 thruster has a variable pitch.

1 MR. COLLINS: Right. But what about the, what about the main  
2 screw?

3 MR. GAYANILO: It's fixed propeller.

4 MR. COLLINS: Ah.

5 LT. [REDACTED] The main propeller, at stern, is fixed?

6 MR. GAYANILO: Yes, ma'am.

7 LT. [REDACTED] Okay. Steve, are you leaving us?

8 BY MR. COLLINS:

9 Q. Captain?

10 A. Yes, sir.

11 Q. Does the pilot card have any comments about using the becker  
12 rudders?

13 A. I use the rudder.

14 LT. [REDACTED] Sorry, say that again? There was some radio  
15 interference.

16 BY MR. COLLINS:

17 Q. Does the pilot card discuss using the becker rudders?

18 A. Yes sir.

19 BY LT. [REDACTED]

20 Q. What does the pilot card say about becker rudders?

21 A. That they are maximum for the rudder, these becker rudders.

22 Q. So, becker rudder just means that the rudder is going to be  
23 45 degrees?

24 A. Yes, ma'am.

25 LT. [REDACTED] Okay.



1 MR. COLLINS: Lt. [REDACTED] if we haven't gotten it already,  
2 let's get a copy of the master pilot exchange card. Particularly,  
3 to see what it says about the becker rudder there.

4 LT. [REDACTED] Yes, Mr. Gilson had already sent it to me.

5 MR. COLLINS: All right, good.

6 BY MR. COLLINS:

7 Q. Captain, can you tell, describe if there are any, any  
8 guidelines, or, or cautions, or recommendations for using the  
9 becker rudders.

10 A. Guidelines?

11 Q. Or advice, advice you've been giving, excuse me. Advice you  
12 have been given. I mean, is there any thing? You know, do you  
13 operate your ship the same way you would if it was a regular  
14 rudder, or does having the becker rudders change how you use them?

15 A. You mean on the regular rudder and the becker rudder, sir?

16 Q. Pardon?

17 A. You mean, on the regular rudder, and the becker rudder?

18 Q. Well, my point is, do you operate your ship a certain way  
19 based on having a Becker rudder?

20 A. Yes, sir.

21 Q. Can you describe that to me?

22 A. (No audio response.)

23 Q. Particularly, you know, I'll be specific. When, when  
24 operating in a river, in a bend, how should you use the becker  
25 rudder?

1 A. Yes, for the bend I noticed that pilot, just only put the  
2 rudder to maximum of 35 degrees port and starboard. But that was  
3 only during emergency that he utilized this full to port and full  
4 to starboard. That's what I experienced with the pilots.

5 Q. All right, so --

6 LT. [REDACTED] So, these are, in general, in the general  
7 maneuvering of the vessel anywhere.

8 MR. GAYANILO: And do you know the maximum that these can be  
9 is 35 degrees. That is full to, other hard port, hard to port.

10 BY LT. [REDACTED]

11 Q. What do mean, the maximum they can give?

12 A. I mean, that the maximum order. That's the degree, also,  
13 because the, when moving on this wind, they put the rudder as low,  
14 port to port. Our rudder to port 20 is 10 to 5.

15 MR. [REDACTED] Sir, it's made to go to 45 degrees.

16 MR. GAYANILO: Yes, yes. Maybe those degrees, emergency.

17 BY LT. [REDACTED]

18 Q. Is there anything like written down that discusses that? Or  
19 any guidelines or policies that kind of establishes that?

20 A. No, ma'am. But I know this is only for the pilots that do  
21 this, this kind of maneuvers with the max over high to port.

22 Q. You believe that's just standard practice of a pilot?

23 A. Yes.

24 Q. That's how they do it? And when the pilots aren't onboard,  
25 and you're maneuvering the vessel, you know, at sea, are you ever

1 using the back of rudder?

2 A. Yes. For example, when we are onboarding on (indiscernible)  
3 traffic, or with, with many vessels, on down to port 20. So, if  
4 you have these becker rudders, you can maneuver the vessel, very  
5 well. Because you just put becker rudder full to starboard or  
6 port, and push the bow with, like that. Then, you can turn the  
7 vessel, in exactly, wherever you want.

8 Q. So, that's something you've done before --

9 A. Yes, yes.

10 Q. -- using the becker rudder?

11 A. Yes.

12 Q. In conjunction with the bow thruster?

13 A. Yes, ma'am.

14 Q. Ship has been successful before, or have you achieved, you  
15 know --

16 A. Yes, yes.

17 Q. -- the way you desired?

18 A. Yes, yes. We are maneuvering on these, I mean, outreach. We  
19 have these (indiscernible). So we can, you can maneuver the  
20 vessel very well with these becker rudders.

21 BY MR. COLLINS:

22 Q. So, Captain, let me follow up on that question. Was the  
23 becker rudder put full to port intentionally to move this, to take  
24 advantage of the becker rudder feature?

25 A. Yes, because we have these bigger angle, sir.

1 Q. So, when the -- if you could in your own words to help me  
2 understand how the becker rudder works. By having, when, when the  
3 rudder was at full to port, which was 45 degrees, what did you  
4 expect or hope that the ship would do?

5 A. The ship will work very well on the rudder because it's full  
6 to port.

7 Q. Well, does the becker rudder at 45 degrees sort of act like a  
8 thruster?

9 A. Yes sir.

10 Q. So it acts like a thruster at the stern? The way it's able  
11 to angle itself and direct the prop wash?

12 A. That'll be it, sir.

13 Q. So, so I'm going to summarize what I just said. And please  
14 agree or disagree with me. So, with the becker rudder turned at  
15 45 degrees, and with that flap, the water that comes through the  
16 propeller hits the rudder, and then is directed to the port side  
17 in this case. And that acts like a thruster at the stern. Did I  
18 correctly summarize how the rudder functions?

19 A. Yes, sir.

20 Q. Now, was that, was -- I'm asking you, was that your, you  
21 know, at the time of the accident was that your intent to help get  
22 the vessel around?

23 A. Yes, sir. To turn the vessel portside, pushing the bow with  
24 bow thruster, and the rudder on the full to port.

25 Q. All right. How do you think that went? When, when you went

1 to -- well, let me ask you this. What did you observe, rather  
2 than what you thought? What did you observe happening to the  
3 stern when the vessel's rudder was put full to port, or full to  
4 port.

5 A. It did not went that long, sir. Because we already know that  
6 we'll be striking the pier. So, we put the telegraph now to full  
7 astern. And the rudder, I think, the pilot told me to keep the  
8 rudder.

9 Q. All right. So, how long? How? You know, was it, can you  
10 estimate how many seconds the rudder was at full to port?

11 A. It was stated on the pilot card, sir.

12 Q. Pardon?

13 A. It was stated on the pilot card, the time full to port.

14 Q. Well, my question is, during the accident, when was the order  
15 given to go full to port, before you drop the anchor

16 A. The rudder was set full to port and bow thruster also full to  
17 port when we did not find any changes with, with the course of the  
18 vessel and the heading towards the pier. That's the time that we  
19 now changed the command to full astern. And we put the rudder to  
20 midship drop anchor.

21 Q. All right. Captain, tell me, as the, tell me about how you  
22 perceived, how you felt the current was acting on the, on the  
23 vessel. You know, any observations, or you know, can you describe  
24 to me what effect the current was having on the vessel in the bend  
25 above Pier Bravo?

1 A. I think the current is pushing the vessel toward the  
2 starboard and we have this position of part of the vessel, I mean,  
3 the steering that is on the shallow part of the bend. So, maybe  
4 that is the one that effect really the maneuvering of the vessel  
5 with current on full swing on port bow and stern with rudder in in  
6 a shallow part of the bend.

7 Q. And how does steering in the shallow part of the bend affect  
8 the rudder responsiveness? If you could help, if you could help  
9 me understand that that would be beneficial.

10 A. Yes. It has less, I think it has less response on its time.  
11 Because the current is pushing the bow now towards the starboard.

12 MR. COLLINS: Anyone else want to ask any questions on that  
13 subject?

14 BY LT. [REDACTED]

15 Q. What's the maximum angle that the becker rudder can be  
16 turned?

17 A. Forty five.

18 LT. [REDACTED] Okay, the maximum. You guys have anything  
19 else?

20 MR. [REDACTED] (No audible response.)

21 LT. [REDACTED] (No audible response.)

22 LT. [REDACTED] I think we're all finished.

23 MR. COLLINS: All right. I have no more questions.

24 LT. [REDACTED] Okay. Well, we're off --

25 MR. [REDACTED] I have one more.

1 LT. [REDACTED] -- oh, I'm sorry.

2 BY MR. [REDACTED]

3 Q. Going back to when you dropped the anchor. How many shots  
4 did you order to be dropped?

5 A. I don't remember how many shots. But I did (indiscernible).

6 Q. Okay.

7 A. So they (indiscernible).

8 Q. Do you know how many shots were actually put out?

9 A. I (indiscernible), I think.

10 Q. Okay.

11 A. I'm not sure.

12 Q. Not much?

13 A. (Indiscernible), in the bend.

14 Q. Yes.

15 A. So it's very, its on the (indiscernible).

16 Q. Yes, you said it drops two minute before, from when you  
17 ordered it to when you colluded with the pier?

18 (Audio interference)

19 Q. Yes.

20 BY MR. COLLINS:

21 Q. I've got -- yes. Captain, I have a question for you. Have,  
22 to you know of anyone else your company, or friends that have  
23 experienced the same type of a response? That same occurrence  
24 that happened here where the rudders are port 20, hard to port,  
25 and yet the ship doesn't turn?

1 A. I have no idea, sir. But I didn't hear anything from my  
2 colleagues.

3 Q. Okay, thanks.

4 A. Yes, sir.

5 BY LT. [REDACTED]

6 Q. Did you use the bow thruster at all after you left? After  
7 the incident is over, and you proceeded down river --

8 A. Yes, yes?

9 Q. -- did you use it again?

10 A. I'm not sure, but I think we used it once.

11 Q. You used it?

12 A. And I cannot remember, sir.

13 Q. Okay.

14 A. But I used it, I mean.

15 BY MR. [REDACTED]

16 Q. Captain, I'm looking at the extra screenshot, here. When  
17 you're at the turn, the UKC is 0155 and when the collision occurs,  
18 it's still 0155? Do you see that?

19 A. (No audible response.)

20 Q. It's 154, here.

21 A. Yes.

22 Q. Then when you're at the point, it's 155. This is just a  
23 screenshot. It's 155, right?

24 A. Yes.

25 Q. It's still 155. So, it's when you hit the pier.



1 LT. [REDACTED] That's not the time of the incident, sir.

2 MR. [REDACTED] The QKC.

3 LT. [REDACTED] No, I thought it was like 20 --

4 MR. [REDACTED] Oh, right.

5 LT. [REDACTED] That might have been --

6 BY MR. [REDACTED]

7 Q. I think what I'm getting to, we'll have to see it DVR, but I  
8 believe it was less than two minutes when the anchor was dropped.  
9 I mean, it probably seemed like three hours. You're locked in  
10 here. It's the longest time of your life. But is it possible  
11 that it was less than two minutes when you dropped the anchor.  
12 benefit was less than two minutes

13 A. Hard to determine such time.

14 Q. Okay.

15 A. When we arrive at two, three minutes, approximately, standard  
16 it would be it.

17 MR. [REDACTED] Okay. That's all I'm asking.

18 BY LT. [REDACTED]

19 Q. All right. I apologize. Did the vessel ever ground?

20 A. No.

21 Q. Ever run aground?

22 A. No.

23 Q. How do you run?

24 A. I'm viewing that on the bridge.

25 Q. Yes, during the incident when hit the pier, or at any time

- 1 before?
- 2 A. It was down literally in the bottom, so.
- 3 Q. You bottomed, okay.
- 4 A. Yes.
- 5 Q. Okay. But you don't recall feeling as if the vessel  
6 grounded? Or --
- 7 A. No.
- 8 Q. Do you know what --
- 9 A. Because if she grounded the vessel will uplifting, yes.
- 10 Q. Do you know what the under keel clearance was at the time of  
11 the incident?
- 12 A. It was stated on the (indiscernible).
- 13 Q. The --
- 14 A. And that would be (indiscernible).
- 15 Q. Strike that. As you were coming off the pier, after, after  
16 the vessel struck the pier, what exactly happened? Did you back  
17 immediately off? And then continue on your voyage?
- 18 A. Yes. We back the vessel up. Because we had this current.  
19 Maybe if we will not foresee it, we would grounded. But the  
20 (indiscernible).
- 21 Q. Was the anchor fouled at all in the pier, or in debris?
- 22 A. I think on the first (indiscernible) that pier.
- 23 Q. Okay.
- 24 A. Or the obstruction and the debris. They will have the  
25 (indiscernible).

- 1 Q. You said on the first backing off. Did you back off and then  
2 come forward again?
- 3 A. No.
- 4 Q. And then, back off again?
- 5 A. No.
- 6 Q. No.
- 7 A. When backing off, we backing off directly.
- 8 Q. Okay. And then, pull the anchor up?
- 9 A. Pull that, correct. But that, so that was already, we have  
10 these tugboats assist us.
- 11 Q. At what point did the tugboats come back to assist? Was it  
12 after you already struck the pier?
- 13 A. Yes, yes, it was after.
- 14 Q. And where does? Were they tied off to the bow?
- 15 A. Yes.
- 16 Q. Okay. So, they came by?
- 17 A. I think we tied them to the bow.
- 18 Q. They came by to assist after you struck the pier?
- 19 A. Yes, ma'am.
- 20 Q. They made back to the ship? Where were they located?
- 21 A. Port bow, and at starboard back, and starboard quarter.
- 22 Q. Starboard back, starboard quarter?
- 23 A. Yes, ma'am.
- 24 Q. So, on the starboard bow, was it in the vicinity of the where  
25 the pipe shell was damaged?

1 A. No.

2 Q. Or --

3 A. -- that was little bit, on purpose.

4 Q. Okay. Not where the damage was. Okay.

5 MR. [REDACTED] I have no other.

6 LT. [REDACTED] NTSB, do you have anything else?

7 MR. COLLINS: I have nothing else.

8 LT. [REDACTED] Lt. [REDACTED] All, okay? I think we are all  
9 set, Captain.

10 MR. COLLINS: Thank you, Captain.

11 MR. GAYANILO: Thank you, sir. Have a good day.

12 MR. COLLINS: Recording ended at 10:26.

13 (Whereupon, at 10:26 a.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 Eduardo Pagunsan Gayanilo

ACCIDENT NO.:                 DCA22FM040

PLACE:                            North Charleston, South Carolina

DATE:                             September 7, 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.



\_\_\_\_\_  
Margaret C. Boardman  
Transcriber