

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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*BOW TRIUMPH* VESSEL CRASH

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INTO WHARF BRAVO PIER NEAR

\* Accident No.: DCA22FM040

CHARLESTON, SOUTH CAROLINA

\*

ON SEPTEMBER 5, 2022

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Interview of: COLLINE FRITZ BARROCA RAMA, 2nd Officer  
*Bow Triumph*

North Charleston, South Carolina

Friday,  
September 8, 2022

APPEARANCES:

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

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

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

BRIAN GILSON  
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MICHAEL COLLINS, Investigator  
National Transportation Safety Board

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I N T E R V I E W

(11:18 a.m.)

1  
2  
3 LT. [REDACTED] Okay. Good morning. This [REDACTED] [REDACTED]  
4 here on the *Bow Triumph* vessel conducting an interview with the  
5 2nd Officer, Mr. Colline Fritz Rama. We will go around the room  
6 and do introductions. You have to state your name and your  
7 position.

8 MR. RAMA: Good morning my name is 2nd Officer, Colline Fritz  
9 Rama, and I'm the duty officer during the incident.

10 MR. GILSON: Brian Gilson, counsel for vessel owners and  
11 technical managers.

12 LT. [REDACTED] Lieutenant [REDACTED] [REDACTED] (ph.), Coast Guard,  
13 Sector Charleston, Investigations.

14 MR. [REDACTED] [REDACTED] [REDACTED] Coast Guard, Sector Charleston.

15 MR. COLLINS: And Michael Collins, NTSB.

16 LT. [REDACTED] Thank you. And this Lieutenant [REDACTED]  
17 [REDACTED] and today's date is September 8th, 2022 and the time is  
18 11:19. And that concludes our introduction.

## INTERVIEW OF COLLINE FRITZ BARROCA RAMA

19  
20 BY LT. [REDACTED]

21 Q. So, 2nd Officer, would you mind just taking us through what  
22 happened on September 5th?

23 A. Not at all. So, we get an order that we will ship berth  
24 because we already finishing the BP Cooper. So we have pilot  
25 around 1530. So, we simply manage our vessel to depart BP Cooper.

1 And then, we turned to port to go down river flowing going assist.

2 So when, when we are underway if there no other, there's no  
3 other concerns, or traffic according to the pilot. And then, when  
4 we approach the bend, that's the time that there's something that  
5 I noticed. That I first noticed the UKC readings became invalid  
6 because maybe, because of the shallow water.

7 MR. [REDACTED] UKC?

8 MR. RAMA: Yes, you see the UKC gets invalid. And then,  
9 that, maybe because of the propeller in the shallow water it  
10 caused some, I mean, when the propeller it's no water in the above  
11 that may affect the reading of the UKC.

12 But then, after that, I saw that, I heard the pilot order the  
13 hard port. But our rudder responds, but the ship did not. So,  
14 when I saw that ship still not responding in the rudder, I hear  
15 that pilot order, hard port, hard port rudder. That is full  
16 support, I mean, full support rudder, that is 45 degrees.

17 So, I check also the rudder indicator angle that it also,  
18 also 45 degrees. But ship did not, still did not respond. Then  
19 that time we hit the dock then -- and before we hit dock, the  
20 pilot also order pull to stern.

21 But it's not enough to, it's not enough to stop the ship from  
22 hitting the pier. And then, I am also the one that put the engine  
23 to full effect. Then, when we hit the dock, drop anchor. I only  
24 heard drop anchor. But I did not know which side, port or  
25 starboard.

1           So, maybe, the one that drops the anchor, they are here on  
2 the starboard side. So, they, they lift you on that starboard  
3 side. Then, we start hitting the pier, the damage, we damaged the  
4 pier. We managed to back up, back out the back stern, using the  
5 full astern, full astern. And then, rather than stay to port, so  
6 that the bow will go to port, with the help of also the, with the  
7 becker rudders. But pilot also ordered the beckers full to port  
8 so that the bow can go to port, so we can free out of that, from  
9 the jetty.

10           So when, when we are already out on the pier, later the pilot  
11 (indiscernible) he is going to check the forward damage, or some  
12 oil, or cargo spilled. But there's not. So, they decided to  
13 continue our voyage going up here. And that was it.

14 Q.    Okay. Thank you for sharing that. That help us understand  
15 what happened from your perspective. Sounds like a stressful  
16 experience. But we're really glad that everyone's okay and no one  
17 got hurt. The water's clean, no there's no pollution.

18           Sounds like you took a lot of action, and you were really  
19 involved in that. So, sorry, we're here under the circumstances,  
20 but we really appreciate you talking to us. We have a just a  
21 couple of follow up questions to clarify some things you said. So  
22 you mentioned the under keel clearance, the UKC had like an alarm?

23 A.    There's no alarm. It's just a ballast.

24 Q.    Okay.

25 A.    Because we know that the actuality, it's less than one meter

1 because we set the alarm, the one meter. It's different from the,  
2 did you see the leaving 7.9. We need, we need to keep the balance  
3 and only align, and then align, so like that. So, maybe I  
4 observed that also that when we, when you are in the berth. And  
5 we go full astern. So it's the balance the bobble, so it makes us  
6 that one.

7 Q. I heard you, yes. Okay. And then, that was just a  
8 momentary --

9 A. Yes, you're coming to --

10 Q. -- and then it, went back?

11 A. Yes, so, like eight, eight something.

12 Q. Yes, and then it was operating normally?

13 A. Yes.

14 Q. What were, was that something you were monitoring like,  
15 frequently during the voyage?

16 A. Yes, ma'am.

17 Q. What was, what were the typical readings on it during that?

18 A. That's 8.4 when we start, before we turned the bend. That's  
19 8.4, I think, that it would be.

20 Q. Okay. I was about 8.4 meters?

21 A. Yes.

22 Q. Before the bend?

23 A. Yes.

24 Q. And then, do recall what it was when the pier was hit?

25 A. I don't know. It was maybe (indiscernible) from the ballast

1 from the upper deck.

2 Q. What about once you got underway again?

3 A. That became 8.4 again.

4 Q. 8.4?

5 A. I also checked the records, the print-out.

6 Q. So, it sounds like, was your position onboard in a transit  
7 like this, you're taking orders from the pilot?

8 A. No. I'm just, when you, when you are transiting, my main job  
9 is to monitor the orders from the pilot. It's transmit, to do it  
10 correctly. And it's also to be engine telegram. It's a master.  
11 It's away from the engine, telegram. I can operate the engine  
12 telegram. And then, monitor the position of the vessel, lacking  
13 some visual, fixing like that. That's my main job when we are  
14 transiting.

15 Q. So, sometimes you're actually moving engine porter telegraph?

16 A. Yes.

17 Q. Sometimes you're standing there monitoring. Where were you  
18 standing?

19 A. On the upper deck.

20 Q. So the lounge deck. Okay. And where was the pilot?

21 A. Doing some walking around the forward.

22 Q. Okay. So, he was in front of you?

23 A. Yes.

24 Q. And where was the Captain?

25 A. The Captain goes to the upper deck. The (indiscernible)



1 Q. And the helmsman?

2 A. Helmsman was --

3 (Audio interference)

4 LT. [REDACTED] Do you need to answer that? Okay.

5 BY LT. [REDACTED]

6 Q. Would say everyone stayed in those positions throughout this  
7 transit? Or did anyone move around?

8 A. They were moving around.

9 Q. Moving around?

10 A. Yes. Everybody was staying in the radar tower so that they  
11 can monitor the movement of our vessel.

12 Q. Okay. You stayed there the whole time?

13 A. Yes.

14 Q. Throughout the whole thing? What about the docking pilot  
15 from the port?

16 A. The docking pilot was also moving around when we depart. We  
17 need earlier for the docking pilot. He stay here and then  
18 sometimes he stay, also on the other side of the bridge. He did  
19 not interfere that order from the Captain Thomas.

20 Q. Okay. So he was kind of standing behind?

21 A. Yes.

22 Q. The rest of you?

23 A. Yes.

24 Q. Yes, you said he didn't interfere after he handed off the  
25 console to the Captain Thomas. Was there any discussion between

1 them? Or what did he say, if anything, throughout the whole  
2 thing?

3 A. I was --

4 Q. The docking pilot? Like did he say anything? Take any  
5 actions? Do anything?

6 A. When we hit the dock, the other, the two pilots called out.  
7 Made a short transiting, I think, do that because it's possible to  
8 drop the anchor. So what I remembered, they are discussing a,  
9 very short discussion to drop the anchor. But they already made  
10 an action to drop the anchor. He just confirmed that. That, that  
11 is what he did, drop anchor.

12 Q. So, you're saying just before the docking pilot and the river  
13 pilot we're talking about that?

14 A. Yes.

15 Q. Can you, you know, to the best you remember, can you try to  
16 go back and specify the order of, of what the pilot gave as far as  
17 the rudder orders, and the engine orders, and the bow thruster?  
18 Like the sequence and how that happened?

19 A. Yes, first when we start turning to the bend, that ship  
20 turning mostly. But when we, I think, when we reach the shallow  
21 water, that's the time that the rudder doesn't respond anymore to  
22 the order given.

23 He give the order to port, or full to port rudder. And then,  
24 when we, when we saw that the ship, that the (indiscernible) was  
25 up, from the leaving the pier, then the time the order, full

1 anchor, and then, dropping down. And that's how I remember the  
2 sequence of that order, so.

3 Q. Okay. So, approaching the turn, you were up ahead?

4 A. Yes.

5 Q. Up ahead, and then how degrees to port?

6 A. Hard, hard to port.

7 Q. Initially?

8 A. Thirty five. Initially around the numbers of 15 degrees,  
9 something like that. And then, when we, I think when he saw that  
10 ship is not responding, he had some rudder angle, maybe he put the  
11 port rudder, pull to port, hard port I mean, hard port at 35. And  
12 then, when he saw it still not responding, he go to other, full to  
13 port, the rudder at 45 degrees.

14 Q. And then, you said the order was made to drop the starboard  
15 anchor by the Captain?

16 A. There's no, if he thinks the starboard to be lowered.  
17 Captain just shout to the radio, standby board, (indiscernible).  
18 He didn't say anything else, starboard. But maybe because of  
19 that, it's like (indiscernible), much nearer on the starboard  
20 side. Maybe they the starboard anchor.

21 Q. So, you don't remember the Captain saying, starboard?

22 A. No anything of that.

23 Q. It was a little stressful and chaotic. I understand. So  
24 then, the vessel struck the pier. And, oh, I'm sorry, back up a  
25 little bit. When was the order made for the bell belcher?

1 A. Before we hit the pier, pilot tried to take ball belcher,  
2 full support. But because of our speed, about nine knots, the  
3 ball belcher is not efficient, not sufficient doing that. Is  
4 that, I did find anything out.

5 Q. So, at the time, when did that full struck appear? Make sure  
6 I'm correct. The rudder was full support, 45 degrees, the bow  
7 belcher was full to full to port, and the engines were full ahead?  
8 Is that correct?

9 A. Before or after?

10 Q. At the time it was actually hit? The engine was already was  
11 already --

12 A. Before we hit the pier, we were already, the pilot ordered  
13 full astern.

14 Q. When did he go from full ahead to full astern?

15 A. When he felt that there was, the rudder is not responding  
16 that isn't moving forward correctly. And then, it's not going to  
17 port, so he ordered.

18 Q. When did he go from chop ahead to full ahead?

19 A. Before we, when we make the turn. So that maybe, he made  
20 that order to full ahead, so that maybe to pick up on speed. Then  
21 on the ship, going to port, but it did not.

22 MR. [REDACTED] Do you think if they didn't go full ahead, that  
23 they're -- what was your speed were you at?

24 MR. RAMA: Around 7.7, or something like, 6.7.

25 MR. [REDACTED] So then, what was your speed when you pulled

1 ahead?

2 MR. RAMA: When we pulled ahead, around 9.1.

3 MR. [REDACTED] You were doing 9.1 knots?

4 MR. RAMA: We did not --

5 MR. [REDACTED] No, I'm asking what the ship was, not what it  
6 wasn't.

7 MR. RAMA: About -- no, only seven knots, 6.7, something like  
8 that.

9 MR. [REDACTED] Okay. But before that you were that you were  
10 what were you doing?

11 MR. RAMA: I said 6.7.

12 MR. [REDACTED] All right. So, it's --

13 (Audio interference)

14 BY LT. [REDACTED]

15 Q Can you explain to us your background and your experience as  
16 a mariner?

17 A. So, I've been sailing since 2009, like. Then after one year,  
18 I go back to school, finish my college, one year. Then after  
19 that, graduation, I started sailing up until now. So, I think up  
20 to 12 months up until now.

21 Q. How long have you been on board this ship

22 A. I am almost six months. So, I've been here --

23 Q. For how long?

24 A. I began my month over August 25. I will be finished me  
25 contact on September 25, which is six months.

- 1 Q. Is this your first contract on this ship?
- 2 A. The ship, *Bow Triumph*?
- 3 Q. Yes.
- 4 A. Yes.
- 5 Q. How long have you been with the company?
- 6 A. All the time that I've been here, since 2012.
- 7 Q. Since 2012?
- 8 A. Yes.
- 9 Q. How long as a 2nd Officer?
- 10 A. This is my second contract, so eight months, nine months now,
- 11 they got me.
- 12 Q. How do you feel like the ship was handling and maneuvering
- 13 that day up until before the accident happened?
- 14 A. Just before we do the maneuvering and take it around the
- 15 bend, the rudder responded. But then, after the bend, in my
- 16 experience, the ship did not respond. The rudder wasn't, that's
- 17 only my, that experience.
- 18 Q. Have you ever seen something similar like that happen in
- 19 another port, or any other time?
- 20 A. No, not me.
- 21 Q. So, why do you think it happened now?
- 22 A. My, my own opinion be because of that.
- 23 Q. The rudder?
- 24 A. Up river, so, maybe the pilot decided to make up a run early
- 25 so that the rudder will not push the bow. The rudder will not

1 push more starboard when we turn. So, maybe that's the time we go  
2 in the shallow, and then, and maybe that is why the rudder did not  
3 respond.

4 So I mean, the ship did not respond on the orders given by  
5 that pilot. Because when I, when we, we dock in the BP Cooper, we  
6 go up river, and we managed to turn on that bend very smooth. No,  
7 nothing like that.

8 There's not unusual during that time. But when we go down  
9 river, maybe because different because of the pilot push it on the  
10 starboard side. So, maybe that's the approach of the pilot. And  
11 that's supposed to mean, or something.

12 Q. Okay. So, do you think there's anything that could have been  
13 done to prevent it? Or anything that could have been done better?

14 A. I'd have to say, my perspective because I just, the way that  
15 I'm (indiscernible) my service during the tragedy maybe if the  
16 pilot brief update on how he turns the bend. Maybe there's  
17 something to be learned on how to do it properly, or  
18 (indiscernible) by the pilot.

19 But I don't think, I don't remember that, but the turning in  
20 the bend during that time. I had just heard the traffic. That  
21 there's no traffic. That, so we are confident in our pilot. But  
22 the pilot can turn safely because he knows the river. But a  
23 proper look taken through. In less than a minute, we just saw  
24 that our ship did not respond any more on the rudder. I think  
25 there's nothing more to me than that part.

1 Q. Do you think there was something about the steering system or  
2 anything on the ship that wasn't responding as it should?

3 A. I don't know. Because we do the best thing. We depart, and  
4 then, during our (indiscernible), we do the first of the bends.  
5 And then, the part where the submarines are engaged. There's no  
6 problem in that area.

7 Q. So you think everything was operating fine?

8 A. Yes.

9 Q The rudders and -- all right. You talked about that there  
10 wasn't a lot of communication between the pilot and the Captain.  
11 That you think that maybe if they had talked more about how they  
12 were going to make the turns. And what could have happened to say  
13 if they talk more about it?

14 A. Yes, maybe we can say that good bridge team, bridge team  
15 work. That the pilot screaming port. Maybe the pilot, he can, he  
16 thought as we go into the bend, and then, okay, okay, okay, agree.  
17 Maybe that's done on (indiscernible). I just remember they talked  
18 about that. Together in a certain area. He would be  
19 understanding for something like that.

20 Q. Do you recall any discussions on the bridge between the  
21 pilots in terms about the other aspects of the bridge?

22 A. Yes, they are only talking about the power, the anything of  
23 the vessel, nothing on the rudder, 35. And then just a little  
24 about that side of the change. The traffic, there's not traffic,  
25 so there's no discussion about the traffic.



1 Q. And when did those discussions take place.

2 A. When the pilot came aboard.

3 Q. When the pilot was aboard, before you got underway?

4 A. (No audible response.)

5 BY MR. [REDACTED]

6 Q. Are there transit in upper? Could you make the turn, the  
7 same turn roughly?

8 A. Yes.

9 Q. Different pilot?

10 A. That was different pilot.

11 Q. Okay. How was the approach at the turn at the bend, as he  
12 made?

13 A. What I remember, because I am also the duty officer during  
14 the transit of the high tide. So, what I remember is the, when we  
15 approach BP Cooper, when we turn in that bend, the engine is low,  
16 low. So, it might not and then they made the turn. So it was  
17 low.

18 Q. That was a flood tide?

19 A. There is a flood tide, yes.

20 Q. It was at the same time?

21 A. Yes, because we cannot go with ebb tide because of our  
22 position.

23 Q. Okay.

24 BY LT. [REDACTED]

25 Q. Then you came in port and went up river --

1 A. Yes.

2 Q. -- for a flood tide?

3 A. Yes.

4 Q. Was the current coming behind you?

5 A. Yes.

6 BY MR. [REDACTED]

7 Q. So with the current coming behind did you have water over the  
8 rudder?

9 A. Yes.

10 Q. But it still responded?

11 A. It still responded.

12 BY LT. [REDACTED]

13 Q. In regards to like where the vessel was in the channel, you  
14 know, whether it was in the center of the channel or more to the  
15 green side or the red side?

16 A. In the center when the captain take over.

17 Q. When you left BP Cooper?

18 A. When we left the BP Cooper, here comes the bend, and there's  
19 some shallow water, we go red through the channel. And we were  
20 outside of the channel, or maybe the pilot knows that. Still in  
21 part of channel, but for regarding this, it's only showing around  
22 sever meters, six or meters depth. But I'm sure if that's a point  
23 that's during that because it's the tide. And we didn't know what  
24 the reason he was, made the turn at that area.

25 BY MR. [REDACTED]

1 Q. At the time that you're leaving --

2 A. Yes?

3 Q. MR. [REDACTED] -- full ahead, full port, and about rudder full  
4 port.

5 LT. [REDACTED] I believe it was full astern.

6 MR. [REDACTED] I'm sorry, full astern.

7 LT. [REDACTED] Because it was that time of day before the  
8 other one.

9 MR. [REDACTED] Right, okay.

10 BY MR. [REDACTED]

11 Q. At what point did she take her take it off at draw? Was it  
12 running the whole time? Or --

13 A. No, it was running the whole time.

14 Q. Okay. Even after you dropped anchor it was running?

15 A. Yes, even after it was running. But I remember that we,  
16 after the pilot one time, after hit the berth, it reads, it's  
17 about receiving the port. He said that we kick the bucket, pull  
18 to port. So that it can help the vessel too. You'll pull free,  
19 and then the bow pulls to port.

20 Q. But when did you take off?

21 A. When we are already moving the tide, moving, there's leaving,  
22 there's more, we are free from the berth. We free from the --

23 Q. So it was running the whole time?

24 A. Yes.

25 Q. Okay. Was it responding it all?

1 A. Yes, it was responding when we were backing out.

2 Q. That's going to be out --

3 A. Yes, that's with the help of also that, the rudder.

4 Q. So then, when you went on, you didn't touch her at all?

5 A. Definitely.

6 Q. Okay.

7 A. We just waited for the pilot. We didn't touch anything here,  
8 bridge. We left the orders from the pilot or the master.

9 MR. [REDACTED] Okay. [REDACTED]

10 MR. [REDACTED] Yes, sir.

11 BY MR. [REDACTED]

12 Q. When the Captain gave his orders --

13 A. Yes?

14 Q. -- during the incident, did he give them in English or  
15 Tagalog?

16 A. In English, sir.

17 BY LT. [REDACTED]

18 Q. So you're saying you said it in English, or the captain was  
19 talking in English?

20 A. Yes, we were talking all in English. The orders he can make  
21 it Tagalog or English.

22 Q. What about the order to drop the anchor?

23 A. That also was English. That somebody said, drop anchor.  
24 That's what I remember.

25 BY MR. [REDACTED]

1 Q. Was there any pull on the bridge when English wasn't spoken?

2 A. During the time that --

3 Q. Yes, during the time Tagalog and then, just went into the,  
4 start making the turn. Before it collided with the pier was  
5 Tagalog spoken at all?

6 A. Yes, for a couple of reasons that noting that the vast  
7 majority speak English here.

8 Q. So, during the time of collusion with the pier, was there any  
9 time that, you know, English wasn't spoken.

10 A. I don't know because even though the PA will do the general  
11 alarm. We do the PA also, to address. That will be in English.

12 Q. Okay.

13 BY LT. [REDACTED]

14 Q. Who sounded the original alarm?

15 A. That was me. I did because during the time there's the, the  
16 one the port watch, he was also here on the bridge. And we were  
17 going to see who the relief is, mainly because it's so long. For  
18 that so, I submit, I deliver during that time.

19 And I'm still seeing the man. And he's still in the back.  
20 When we leave the leave pier, so he decided to follow up some  
21 people from a company to sound the general alarm, and make a PA.  
22 So, he's the one who pushed the general alarm and make the PA.

23 BY MR. [REDACTED]

24 Q. Did you observe the rudder angle indicator full port?

25 A. Yes. I observing that when we, the pilot give order. I

1 always look at that.

2 Q. And did you make the full turn order on POC?

3 A. Yes.

4 Q. Now what the engine RPMS? Do you have a look at that?

5 A. During that time period there's plenty that is happening, so

6 I --

7 Q. Missed it?

8 A. Yes, and the focus on some items, some on the rudder. Then  
9 the pilot order full astern. Make it full astern. And then, we,  
10 I (indiscernible) about.

11 Q. What about when you were pulling in, do you know if the  
12 engine --

13 A. Yes.

14 Q. responded?

15 A. Yes, it responded. There's no problem on the response from  
16 the engine.

17 Q. Okay.

18 BY MR. [REDACTED]

19 Q. You mentioned a bit of panic, elevator panic up here. At  
20 what point did you notice the panic? Where was that in the river?  
21 How, where was it from the pier to bank that it started?

22 A. When the panic started, that's the time that we observed that  
23 we going to have to do something, anything. That were waiting for  
24 the impact. Because even though, rudder full support, or full  
25 astern the engine, the vessel's not responding. So, by the time

1 that we are, we saw that the pier is going here, that's the time  
2 that we are panicking, oh, no, and brace ourselves for the impact.

3 Q. So it was just in --

4 A. In those aspects, on the bridge, maybe forward.

5 Q. Could you tell, like, half the ship length or a full ship  
6 length?

7 A. Maybe half a ship.

8 Q. So, from like here to that green buoy right there, the second  
9 group? Would that be the distance?

10 A. No. Maybe --

11 Q. Was it shorter or longer?

12 A. Shorter.

13 Q. Oh.

14 A. That would good. I cannot find that buoy. The pilot, it  
15 doesn't do anything to stop the ship. So, it's turn to port.

16 BY LT. [REDACTED]

17 Q. Did you, did anyone also the sound, the ship's whistle, like  
18 short blocks?

19 A. No. Because the ships' whistle just sounds when we push the  
20 general alarm.

21 Q. Okay. And, but is there also an alarm inside the ship?

22 A. Outside and inside.

23 Q. Okay.

24 A. And the pilot is going to be on that.

25 Q. Who made that?

1 A. The port officer, the port bridge. Right there on the  
2 bridge.

3 Q. Was he up there the whole time?

4 A. (Indiscernible) regularly doing his change. Before he that  
5 he was in charge..

6 Q. When did give up the bridge?

7 A. Maybe around the 60, 55, something like that.

8 Q. Okay.

9 A. Super did, he's just observing the bridge.

10 Q. What's his name?

11 A. Third Officer Lloyd Nescano (ph.).

12 Q. Would spell that, please?

13 A. N-E-S-C-A-N-O.

14 Q. Okay.

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

16 MR. COLLINS: I do, thank you.

17 BY MR. COLLINS:

18 Q. Sir, which country issued your, your license?

19 A. Philippine, sir.

20 Q. And what rating or what level of license do you hold?

21 A. OICNW, Officer in Charge of Navigational Watch, sir.

22 Q. Is there any other information on that, that indicates your  
23 second mate, or the tonnage of the vessels that you're allowed to  
24 be an officer in charge of?

25 A. Yes. It's on the certificate, sir. All that information and



1 the specifications of what vessel.

2 Q. Well --

3 LT. [REDACTED] I have a copy of his license, Mr. Collins.

4 MR. COLLINS: Oh, you do have a copy? Thanks, good.

5 BY MR. COLLINS:

6 Q. Sir, when you were, when the, when the pilot ordered full  
7 ahead, did you operate the engine telegraph?

8 A. No, sir. (Indiscernible), full ahead.

9 Q. Do you recall was that full ahead given before or after the  
10 port rudder was ordered?

11 A. I think before, sir. Because maybe the pilot is expecting if  
12 he had some engine, the other will respond. But it did not.

13 Q. Did you happen to observe the engine RPMs anytime from when  
14 it was ordered, p until just before the full of astern bell?

15 A. Yes, sir. When the engine was full ahead, the RPMs, also  
16 full RPM.

17 Q. Did you recall exactly what the RPM indicator read?

18 A. I'm not sure, sir. But the normal indication of the RPM is a  
19 full line at 70.

20 Q. When the engine telegraph goes from half a head to full ahead  
21 do the RPMs instantly increase?

22 A. Yes, sir, it increase, sir.

23 Q. Instantly?

24 A. No, gradually, gradually, sir, up to 70. But's just a matter  
25 of seconds to increase it to 70.

1 Q. All right.

2 A. Make them come up.

3 Q. All right. Thanks for that explanation. Did you note, was  
4 there any kind of turn to port? Was it, you know, was there any  
5 kind of turn to port noticed when the rudder was shifted to port?

6 A. At first, sir, when start approaching the bend, we turn to  
7 port, the rudder still, the ship is responding to the rudder. But  
8 during the time that we passed the shallow water and then we give  
9 rudder support, that's the time that the ship did not respond  
10 anymore.

11 Q. After going to full ahead and up until going to full astern,  
12 were there any alarms that went off on the bridge?

13 A. No, sir. No, there's no alarm.

14 Q. The ship is fitted with becker rudders, correct?

15 A. Yes, sir.

16 Q. Have you, you know, in your experience as an officer in  
17 charge of the watch, particularly on this ship, have you learned  
18 of any precautions, or precautions about how the becker rudders  
19 should be used?

20 A. Not necessary, sir, because, because, in my experience I just  
21 only experience to do the rudder up to hard, hard port, or hard  
22 starboard. That's only 35. I did not experience any more than  
23 that they are using.

24 Q. Can you tell me if you've heard people talk about what  
25 happens when you use a becker rudder 35 degrees?

1 A. Not -- no, sir.

2 Q. All right.

3 A. I have not heard.

4 MR. COLLINS: I have no more questions.

5 MR. RAMA: Thank you, sir.

6 MR. COLLINS: Thank you.

7 LT. [REDACTED] Any questions for us or anything further you'd  
8 like to add or explain?

9 MR. RAMA: Okay. Thank you.

10 LT. [REDACTED] Okay. Well, if you think of anything, you  
11 remember anything. I think we're done now. Thank you, very much  
12 for your time. All right, we're going to we're going to sign off.

13 MR. COLLINS: All right. Thank you, Lieutenant [REDACTED]

14 LT. [REDACTED] Thank you.

15 (Whereupon, 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 8, 2022  
   Interview of Colline Fritz Barroca Rama

ACCIDENT NO.:                 DCA22FM040

PLACE:                             North Charleston, South Carolina

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.

~~*Margaret C. Boardman*~~

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