

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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ENGINE ROOM FLOODING & SINKING *

OF OSV *BONNIE G* NEAR *

Accident No.: DCA24FM001

ST. THOMAS IN THE U.S. VIRGIN *

ISLANDS ON OCTOBER 4, 2023 *

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Interview of: IAN STEVENSON, Owner
OSV Bonnie G

via videoconference

Thursday,
October 5, 2023

APPEARANCES:

BART BARNUM, Marine Casualty Investigator
National Transportation Safety Board

LT [REDACTED] [REDACTED]
United States Coast Guard

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I N T E R V I E W

(3:49 p.m.)

1
2
3 MR. BARNUM: Okay, good afternoon. Again, this is
4 Bart Barnum with the NTSB. It's 15:49 on October 5th, 2023.
5 Today we're conducting an interview in conjunction with the
6 casualty involving the *Bonnie G*, which grounded early morning
7 hours of December 4th, 2023.

8 MR. STEVENSON: October.

9 MR. BARNUM: Thank you. October. October 2023. This
10 afternoon we're speaking to Ian Stevenson, the owner of the
11 vessel. Sir, if you could, please, spell your last name for the
12 record.

13 MR. STEVENSON: Sure, it's Stevenson, S-t-e-v-e-n-s-o-n.

14 MR. BARNUM: Okay, great. And my name is Bart Barnum,
15 B-a-r-n-u-m. Also on the phone from the Coast Guard --

16 MR. [REDACTED] It is Lieutenant [REDACTED] [REDACTED] so that's
17 [REDACTED]

INTERVIEW OF IAN STEVENSON

18
19 BY MR. BARNUM:

20 Q. Okay. All right, great. Mr. Stevenson, I interrupted you a
21 minute ago, but could you please, yeah, just tell us a little bit
22 about your background and how you came to be the owner of the
23 vessel?

24 A. Okay, sure, so -- well, so I have a formal maritime
25 background, college, I went to sea for 10 years, rising up to

1 holding a United States Coast Guard unlimited tonnage license. I
2 worked for -- I worked on every kind of ship you can think of,
3 except for maybe a bulker, so oil tankers, ro-ro ships, passenger
4 ships, cruise ships, working on gray ships for the federal
5 government, et cetera. I then bought a company that was existing
6 down here and grew that company from one ship to three ships and
7 this is the first casualty we've had, it's the first casualty I've
8 ever been involved with, so this is all new waters for me.

9 Q. Okay. And what was the -- what license did you manage to
10 gain, your unlimited?

11 A. I have a U.S. unlimited tonnage master's license.

12 Q. Master, okay.

13 A. Yeah, master of unlimited tonnage.

14 Q. Okay.

15 A. On oceans.

16 Q. And you said you went to a maritime school?

17 A. Yeah, I went to the United States Merchant Marine Academy.

18 Q. Okay, a key point. What year did you graduate?

19 A. Nineteen ninety-eight. And my -- so I graduated with a deck
20 license and a transportation degree with a minor in engineering.
21 My wife, who runs the company with me, graduated with a dual
22 license the same year, so she has an engineering degree and the
23 transportation degree.

24 Q. Excellent, okay. All right, so --

25 A. We both have M.B.A.'s, as well, not that that matters.

1 Q. Okay, no, that's good for you guys, great. If you could,
2 when did you start this company? So basically --

3 A. Two thousand and -- we bought the company in 2008.

4 Q. Okay.

5 A. And we've had -- this territory is really the focus of our
6 business, we're based in Puerto Rico, but the territory of the
7 Virgin Islands is the focus of our business. We've run a liner
8 service for the last 15 years. We go from San Juan to St. Thomas
9 to St. Croix and back and forth and back and forth every week for
10 the last 15 years.

11 Q. Okay. With all three of your vessels or just the *Bonnie G*?

12 A. Well, there was one for 10 years and then we got a second
13 vessel and then one vessel had a mechanical issue and then we
14 bought a third vessel and --

15 Q. Okay.

16 A. So one vessel --

17 Q. How many vessels do you operate right now?

18 A. One vessel is -- we have three, we have three and as of
19 today, I have one in service, so this is not a good position to be
20 in for me. Pretty uncomfortable position. Business-wise.

21 Q. Understood. And my condolences, and I think we were all very
22 pleased that everybody got off okay, with no injuries is one --
23 one good thing.

24 A. It's the biggest relief.

25 Q. Yeah.

1 A. Yeah.

2 Q. So just carrying on that, a little history behind the *Bonnie*
3 *G*, when did you acquire it and then from whom?

4 A. So I bought the *Bonnie G* from a company called Century
5 Maritime. The guy's in western Massachusetts, he has a limestone
6 quarry and he got a contract to renew the Dry Tortugas and ended
7 up buying this vessel to do the limestone facing on the fort --

8 Q. Yeah.

9 A. -- and needed transportation, bought the boat, project ended,
10 he tried to run the boat and fell flat, couldn't -- didn't have
11 enough work for it and it ended up in a yard in the middle of
12 Florida in a place called Palatka, which is way, way up the
13 St. John River. Essentially, financial distress. It was during
14 COVID, I want to say middle of '20 is when I bought it and then we
15 retrofitted the vessel pretty significantly in that yard period.
16 We added those aft stacks and -- which are the big strange aft
17 stacks on it --

18 Q. Um-hum.

19 A. -- which created -- it created more cargo area on deck, which
20 is where we carry our cargo. We put in a brand-new fire system,
21 we did all the updating, new engine monitoring system, fire
22 detection systems, the new aft stacks, we -- the cargo ramp was
23 widened significantly to facilitate our cargo operations.

24 Q. Okay.

25 A. So she was there for quite a while. While we were there,

1 their dry dock went down and we ended up having to move the ship
2 down to Fort Pierce, where she had her first dry dock with us,
3 which was in 2021, I think. Twenty twenty-one. I'd have to look,
4 to be honest with you, what the dry docking date was. I believe
5 it was 2021.

6 Q. Okay. This is new to me, this run down here in the U.S.
7 Virgin Islands and the British Virgin Islands. Could you explain
8 to me a little bit about, you know, the operation, the crewing? I
9 understand most all of the crew was foreign, yet you're doing some
10 Jones Act stuff. Can you kind of just walk me through that or
11 maybe not? So --

12 A. Well, we don't -- so there's no Jones Act.

13 Q. Okay.

14 A. So when the territory of the United States Virgin Islands was
15 formed, they were specifically exempted from the Jones Act.

16 Q. Okay.

17 A. It's the only place in the United States that I know of
18 that's exempted from the Jones Act.

19 Q. Okay.

20 A. So cargo either coming into the territory, out of the
21 territory, in between the territory, is not Jones Act cargo --

22 Q. Okay.

23 A. -- because they're specifically, at inception, exempted.

24 Q. Okay.

25 A. So though it looks like I'm running Jones Act cargo, I am

1 not.

2 Q. Okay, good.

3 A. Okay.

4 Q. Thank you for that explanation.

5 A. Yeah. So it's just this territory, so I can't run from, say,
6 Puerto Rico to Vieques, which is another off-lying island, because
7 that would be Jones Act. But I can go to St. Croix, St. Thomas,
8 St. John, et cetera, with no issues with a foreign ship.

9 Q. Okay. But still, you're clearing, you're clearing out
10 occasionally, right? Don't you go up the Tortugas?

11 A. So okay, okay. So for years, for the first five or so years
12 that we operated, we only left the United States once every 28
13 days, the length of the C-1/D visa. So the sailors all come to
14 the United States with C-1/D visa, which is a traditional sailors
15 visa.

16 Q. Um-hum.

17 A. Those visas are good for 28 days, so every -- once a month we
18 would go to Tortola, so we would leave the country and then we
19 would come back in and then we would stay within. And that was
20 based on a court case from the 1980s when Crowley sued the
21 government and basically, they said that what we're doing there
22 was just fine. Post-9/11, there's -- there was some change in
23 interpretation of some of the laws and it was -- I think it was
24 '12 or '13, I'd have to look, because we tried to fight it at the
25 time and we're just too small a company to fight city hall.

1 Essentially, what they -- what the immigration stated was that we
2 can't go to two U.S. ports in the same voyage, we can't go to the
3 same U.S. port twice in the same voyage without going foreign
4 first.

5 Q. Okay.

6 A. Okay. So I could go San Juan to St. Thomas, St. Croix, I
7 could go to Red Hook or another port in the Virgin Islands, but I
8 can't go back, say, to Charlotte Amalie without going foreign
9 first. Once I make San Juan, I have to go foreign before I go
10 back to San Juan.

11 Q. Okay, interesting.

12 A. And that's an immigration deal.

13 Q. Okay, so it's not --

14 MR. [REDACTED] So the same port, some reason why you --

15 MR. STEVENSON: It's the same -- it's the same port. So
16 that's why we either duck out and go under the British Virgin
17 Islands' water because they know it's -- if we don't have any
18 cargo, we'll just go in for a D clearance, which is what you saw
19 if you watched on MarineTraffic or however you tracked the vessel
20 the other night, it looks like we went up between St. John into
21 the British Virgin Islands' territorial waters and then we came
22 right back out.

23 MR. BARNUM: Right.

24 MR. STEVENSON: So that is essentially immigration check-in
25 and check-out.

1 MR. BARNUM: Okay.

2 MR. STEVENSON: That's what you're seeing, that wasn't a
3 navigational error, we weren't lost.

4 MR. BARNUM: Okay, no --

5 MR. STEVENSON: So we tried to -- we tried to do cargo there
6 on Tuesday nights, but we couldn't make it work financially, so we
7 do it every other week, we actually do a stop there.

8 MR. BARNUM: Oh, okay.

9 MR. STEVENSON: So every other Tuesday we do go into the dock
10 and do cargo. We are also there on Thursdays in the afternoons
11 and we do cargo every Thursday afternoon.

12 MR. BARNUM: Okay.

13 MR. STEVENSON: It's just that the port there charges
14 quadruple overtime after 8 o'clock at night and it gets to be very
15 expensive for us.

16 BY MR. BARNUM:

17 Q. Um-hum. So how is that D clearance handled, they just send
18 you an e-mail or something?

19 A. So we take our clearance from our last U.S. port and we
20 e-mail that with the crew list and all the required documentation
21 up to Tortola. Once we hit their territorial waters, they receive
22 our entrance and they give us a clearance to leave the territorial
23 waters.

24 Q. Okay, all right. Thank you for that explanation, I
25 appreciate it. You sound very --

1 A. It saves us a lot of time --

2 Q. Yeah.

3 A. Bottom line is it saves us a lot of time and money --

4 Q. Yeah.

5 A. -- for a stop that's a regulatory stop anyway, we're not
6 doing really any cargo.

7 Q. Okay.

8 A. We're just literally going there to stop in another country
9 and leave.

10 Q. Right.

11 A. So once we hit the territorial waters, we discussed it with
12 them, with their regulators, to see whether they thought that was
13 fine and they said yes, so that's what we came up with as a
14 solution.

15 Q. Okay. All right, so now I want you to take me through that
16 evening or kind of maybe --

17 A. Sure.

18 Q. -- the day before, like what kind of --

19 A. Sure.

20 Q. -- interaction you had with the captain there and --

21 A. Okay. Well, sure, I'm going to refer to my phone because I
22 have a lot of screenshots and stuff, because we have communication
23 problems here all the time and sometimes a picture's worth a
24 thousand words, so I screenshot a lot of stuff and sent it to
25 them.

1 Q. Yes.

2 A. So going back when I first started, I told you I had a formal
3 maritime background, so --

4 Q. Yeah.

5 A. -- the rest of the world doesn't have the -- they have
6 maritime educations, they aren't as rigorous, how's that? This
7 captain is a pretty young captain, he's been promoted to captain,
8 he sailed with us as a mate for a couple of years and this year is
9 his first year as captain.

10 Q. Okay.

11 A. So he's got, at this point, not quite a year of experience as
12 captain.

13 Q. Okay.

14 A. So as part of my job, I do a lot of mentorship with him to
15 help him develop as a captain, to do a better job, lead his men
16 better, be safer, all those things, right?

17 Q. Um-hum.

18 A. So he calls me regularly for advice, a second opinion,
19 because things are always changing in this world we're in, right?

20 Q. Okay.

21 A. So that he is continually improving.

22 Q. Yeah.

23 A. So after they did their check-in, he called me at about 11:30
24 -- let me get to where I was on my phone. He called me at about
25 11 o'clock. I have 11:05 I took my first screenshot, so I was

1 already talking to him. He's was coming, he was coming into -- I
2 don't know if you're familiar or not, if you looked at the chart,
3 St. Thomas --

4 Q. I have looked at the chart, but I'm not --

5 A. St. Thomas sits here, there's an island right here called
6 Water Island.

7 Q. Um-hum.

8 A. And you can either come in through the east or the west and
9 this is East Gregerie and West Gregerie.

10 Q. Okay.

11 A. Hopefully, you're not seeing me mirrored, I'm not sure how
12 you're seeing.

13 Q. No, I was actually just looking at my chart.

14 A. Actually, can you see the chart behind me?

15 Q. Can I share my screen with you, Ian, because it might be --

16 A. Sure.

17 Q. -- so you could see what I'm looking at. This is just the
18 vessel's track line and kind of --

19 A. Sure.

20 Q. -- a simple chart of the area, it's not a full nautical
21 chart.

22 A. Okay. Yeah.

23 Q. Can you see it?

24 A. Yeah.

25 Q. Yeah.

1 A. So he was coming in on the right-hand side -- whoop.

2 Q. Yeah, sorry.

3 A. We're back in St. Croix.

4 Q. Yeah. I was just trying to put it at -- you said 11:00 p.m.?

5 A. The first time I screenshot, it was 11:05 p.m.

6 Q. Okay.

7 A. Twenty-three oh-five.

8 Q. Okay.

9 A. So where he was exactly at that time, I'm not sure.

10 Q. Okay, so --

11 MR. [REDACTED] And this is plus four, so if it was 23, then
12 that would be like 03:40, right?

13 MR. BARNUM: Yeah, right around here. Yeah, you guys are
14 coming in.

15 MR. STEVENSON: Okay.

16 MR. BARNUM: Yeah.

17 MR. STEVENSON: So he's coming in there, this is East
18 Gregerie where he's coming in.

19 MR. BARNUM: Okay.

20 MR. STEVENSON: If you see where the blue line does a V to
21 the north there --

22 MR. BARNUM: Yes.

23 MR. STEVENSON: -- right there. So that entire rounded bay
24 is a facility, it's the Sandfill Cargo facility in Crown Bay. He
25 was very concerned about the weather, so I said what weather,

1 because I watched the weather like a hawk and we weren't supposed
2 to have any weather. There was this -- we've had this tropical
3 storm kind of festering toward the north and east for about a
4 week, but it was -- all the forecasts and everything said it was
5 going north. So it just wasn't forecast to be bad weather, so we
6 weren't in any sort of a heightened awareness. So I pulled this
7 up and he said -- I don't know if you can see. That's a
8 screenshot of the weather at the time.

9 BY MR. BARNUM:

10 Q. That he sent you or did you have it on an app --

11 A. No, I pulled it up and screen-shotted it --

12 Q. Okay.

13 A. -- so that he had an immediate idea of what the weather was.
14 I don't know if you can see the outline of St. Thomas there, but
15 it's completely engulfed in this.

16 Q. Okay.

17 A. At which point he said -- he said it is blowing like crazy,
18 it is raining like crazy, I'm having trouble seeing. When they
19 got into the facility, there was several vessels that were in
20 different states of not properly moored, they were -- some were
21 blowing sideways, other vessels were being blown onto the dock,
22 there was waves crashing onto the dock, at which point we talked
23 about it and I said Gaspar, I don't think it's safe to dock, he
24 didn't want to dock, and so we spoke about there's two anchorage
25 possibilities. If you scroll slightly to the south on your chart,

1 you've got -- right just to the southeast of where your mouse is.
2 Whoops. Okay, so you have an anchorage there.

3 Q. Yeah.

4 A. And then there's the anchorage Foxtrot, which is where we
5 ended up going to.

6 Q. Okay.

7 A. Okay. So we talked about where to go and that was at --

8 Q. Was it all text or did you -- did they ever call, did he call
9 you?

10 A. He called me and I was sending him screenshots so that --

11 Q. Okay.

12 A. -- he could see exactly -- this is one of the -- that's the
13 anchorage they ended up going to. See the square?

14 Q. Okay, that's just a Google -- a Google map.

15 A. It's Google Maps. Just --

16 Q. Okay.

17 A. Just hey, this is where the two -- so in our normal
18 operations, we're normally on the move, we're not anchoring, we're
19 not waiting for berths, we're not -- because weather like this we
20 try to avoid at all costs. If I'd known that this was going, we
21 would've just -- we would've -- we would've stayed in St. Croix
22 and waited for the weather to pass.

23 Q. Right. Right.

24 A. Anyway, this is the second one, the other one. This was at
25 23:15, I sent him the screenshots. At 23:20 I sent him the METAR.

1 Do you know what a METAR is?

2 Q. Yeah, but don't ask me what it stands for.

3 A. Because this is right next to the airport, they have --

4 Q. Yes.

5 A. Airports have 24-hour updating --

6 Q. Yeah.

7 A. -- weather. So the METAR for the airport, which is right
8 where he's going, I sent him that so he knew exactly what the wind
9 was doing --

10 Q. Okay.

11 A. -- at the airport right there. And then there's a buoy
12 that's south of St. John that has hourly updated weather, I sent
13 him that, as well --

14 Q. Okay.

15 A. -- so that he's got all the best data --

16 Q. Okay.

17 A. -- in his head. And then I pulled up the chart so that he
18 saw anchorage Foxtrot there, so he's very clear on where I wanted
19 him to go.

20 Q. Okay.

21 A. Does that make sense?

22 Q. Yeah.

23 A. And then I was watching him on MarineTraffic, I made sure he
24 was fetched up, he was in the right spot and at this point I went
25 to sleep, it's two, two -- 2:39 in the morning, I was just

1 exhausted. And then I got woken up and saw this.

2 Q. Yeah.

3 A. So as I understand it, they started dragging and then the
4 anchor fetched up and snapped the chain and I wasn't there for the
5 rest of it. So from this point he called me, he told me what was
6 going on. He was pretty excited, I told him to calm down and get
7 the chief engineer involved, get everybody up and he called -- I
8 hung up with him and he called me back maybe 5 minutes later and
9 said they were taking on water and I said call the Coast Guard, he
10 said I'm calling the Coast Guard. I hung up and called the Coast
11 Guard.

12 Q. Okay.

13 A. So he called, I don't know where he called, but I called San
14 Juan, to the command center in San Juan.

15 Q. Okay.

16 A. Okay. And that was it. I screen-shotted all this so I
17 wouldn't forget because I knew I was going to have a million phone
18 calls. So he called me at 3:47, 3:48 -- no, hang on. I don't
19 know if that's an in or an out. I had calls from -- I have calls,
20 it's either to or from his phone at 3:47, 3:48, 3:49. I called
21 the Coast Guard at 3:50.

22 Q. Okay, so those are answered short conversations, then.

23 A. You know, I'm not sure. I'm not sure whether those were even
24 answered phone calls.

25 Q. Okay.

1 A. And I can't tell from this whether they were in or out.

2 Q. Okay. At some point there you'd had some communication to
3 say call the Coast Guard --

4 A. I had communication --

5 Q. -- and he gave you a quick sitrep and they were taking on
6 water.

7 A. Exactly.

8 Q. Yeah.

9 A. And as soon as he said they were taking on water and they
10 were going to go to the boats, I was like I'm calling the Coast
11 Guard, you call the Coast Guard, I'm calling the Coast Guard.

12 Q. Yeah.

13 A. And then -- no, I take it back. So I do have a screenshot.
14 So he called me at 3:27 for the first time, I missed that phone
15 call, I was asleep; 3:41, 3:43, I had a bunch of phone calls.

16 Q. Okay.

17 A. And I was calling other crew members, as well, trying to get
18 other people who are less involved to give me -- just give me a
19 sitrep.

20 Q. Yeah. Okay.

21 A. So -- yeah.

22 Q. All right. Well --

23 A. So I think after that, it was essentially damage control and
24 making sure everybody got ashore and keeping in contact, you know,
25 as much as possible until I knew where they were, where they were

1 safe, and then got myself on an airplane and got over as quick as
2 possible.

3 Q. Yeah.

4 A. I was here later that same morning.

5 Q. All right. Ian, do you keep your license up, is it still
6 active?

7 A. No, my license is not. I don't --

8 Q. Okay, I didn't know if you sailed on the vessels at all.

9 A. I haven't in -- I haven't in years.

10 Q. Okay.

11 A. But, you know, I have a lot of experience and --

12 Q. Sure.

13 A. -- I do a little bit of pilotage training with these guys, if
14 necessary --

15 Q. Okay.

16 A. -- just for ship handling and things like that, to make sure
17 that they're proficient and safe. You know, the whole reason why
18 we went to anchor was to be safe, you know, to keep away from the
19 dock, to keep -- to avoid having an issue at the dock with all,
20 everybody going crazy and --

21 Q. Yeah.

22 A. -- it ended up, ended up in this issue, so --

23 Q. Right. Is this anchoring away from the dock, is that
24 typical, do you do that often or is it --

25 A. No.

1 Q. No.

2 A. No, but -- so that's one of the reasons I was showing him
3 where the anchorages are, is because we don't ever anchor, we're
4 normally in constant movement.

5 Q. Right.

6 A. We're either at the dock working cargo or we're under way to
7 our next port.

8 Q. Okay.

9 A. We do use the anchor down here a lot, I don't know if you've
10 been to the islands, but a very standard practice for mooring here
11 is called Mediterranean mooring.

12 Q. Yes, I know --

13 A. Do you know what that is?

14 Q. I am.

15 A. So we Med moor almost everywhere, so we use the anchor on a
16 daily basis.

17 Q. Yeah, yeah.

18 A. So it's not that anchoring is a new evolution, but anchoring
19 out in an anchorage is a new evolution.

20 Q. Got you. Okay.

21 A. It's not something that we do on a regular basis.

22 Q. Okay. Was there talk with the captain about how much anchor
23 chain to pay out and the process of setting an anchor?

24 A. No, no. And now that I look -- no, I did not talk to him
25 about that and after seeing the swing that they were making, he

1 probably did not have enough chain out. There was probably not
2 enough rode put out. I don't know, I haven't asked him how much
3 chain was out, but probably that was a mitigating factor, not
4 enough chain.

5 Q. My background is a marine engineer, so I'm not a licensed
6 deck officer like yourself, so I'm going to defer to your
7 knowledge on a lot of this stuff because it's been awhile since my
8 anchor shot and scope and everything else, but --

9 A. It should be five to seven times the water depth and I
10 believe there's 60 feet of water in that anchorage, roughly.

11 Q. Okay.

12 A. So he should've had, you know, 300, 350 feet of chain out.

13 Q. Okay. So he said he had two shots, so that's a hundred and
14 80 feet?

15 A. Yeah, he should've had -- he should've had double that.

16 Q. Okay, all right.

17 A. That's my opinion. And he did not ask me that and I
18 didn't --

19 Q. Okay.

20 A. I didn't tell him.

21 Q. I just wanted to walk you through and I'm sharing my screen
22 here, I just wanted to talk you through --

23 A. Yeah.

24 Q. -- so you can help me understand this, like, so --

25 A. Sure.

1 Q. -- this is -- this is our -- this is just an AIS track line
2 here. So --

3 A. Sure.

4 Q. -- right here it shows the *Bonnie G* at -- right at 12:00,
5 12:30 local time and that's the time you said he set the anchor,
6 but you see the bow is going northeast and the sea -- the weather
7 was out of the southwest, so the weather would be directly on the
8 stern right now. Maybe you can just kind of walk through, like
9 what would you expect to see if they're setting an anchor? And
10 these are 5-minute jumps.

11 A. Okay. So first off, one thing that's probably not going to
12 be accurate for you there --

13 Q. Yeah.

14 A. -- the ship does not have a gyro compass.

15 Q. Okay.

16 A. So you're assuming that the ship is oriented with the
17 orientation of the ship.

18 Q. Okay.

19 A. Which it would be on a large ship. This ship doesn't have
20 that.

21 Q. Okay.

22 A. So what you're seeing there is NEMA data motion.

23 Q. Understood. Thank you for that very much.

24 A. Okay. So it's going -- it's not going to look proper --

25 Q. Okay.

1 A. -- because of the lack of a gyro compass.

2 Q. Okay.

3 A. Okay.

4 Q. So just the heading isn't going to be the actual --

5 A. The heading is -- the ship could be pointed in any direction
6 there. What that's showing is the direction of movement via
7 GPS --

8 Q. Got you.

9 A. -- of the entire vessel.

10 Q. Oh, I understand. Okay, that makes a lot more sense because,
11 yeah --

12 A. Yeah, because I'm sure that the orientation of the ship looks
13 wonky and you're like, why would you be pointing in that
14 direction?

15 Q. Right.

16 A. It doesn't make sense.

17 Q. Okay. So that helps me understand a little bit. So -- okay.
18 And just kind of walk me through -- zoom in a little bit. The
19 vessel begins to, I guess --

20 A. There you go, there's --

21 (Crosstalk)

22 MR. STEVENSON: Yeah.

23 MR. BARNUM: And at about 25 minutes, it's drifting and
24 then --

25 MR. STEVENSON: What time? What time did it start moving?

1 Like the second I put my head down?

2 MR. BARNUM: It's 0700, so 0200.

3 MR. [REDACTED] Yeah, 0-2-5-5.

4 MR. BARNUM: No.

5 MR. STEVENSON: Fifteen minutes after I went to sleep.

6 MR. BARNUM: Or 0300. Yeah, 0300.

7 MR. STEVENSON: Yeah. Okay.

8 BY MR. BARNUM:

9 Q. Would you expect at anchorage, or did you give any
10 instruction at anchorage, what kind of bridge watch expectation
11 that you would have?

12 A. Oh. I definitely talked to him about anchor watch, set an
13 anchor watch and setting a range ring on close proximity objects
14 to make sure the ranges weren't changing.

15 Q. Yeah.

16 A. Yes, we did.

17 Q. Did he have questions on how to do that or was he -- is that
18 something that he was able to --

19 A. No, he didn't, he didn't ask any questions about that.

20 Q. Okay.

21 A. But I did tell him to set an anchor watch and to set range
22 rings on the radar so that -- I mean, that's the easiest way to
23 tell whether you're moving out of where you're supposed to be.

24 Q. Okay. What kind of range ring distance would you have --
25 would you think would be appropriate here?

1 A. If you zoom out a little bit, you just set it, say you put
2 that edge of the ring right on the point of land south of the
3 airport --

4 Q. Um-hum.

5 A. Yeah, you can see my finger, but exactly, you put the range
6 ring right to there.

7 Q. Yeah.

8 A. If the wind is blowing you in that direction, you put it
9 right there and if there's more land inside the ring than there
10 was a minute ago, you're moving towards it.

11 Q. Right.

12 A. Right.

13 Q. Is there any kind of alarm associated with that or is it just
14 visual?

15 A. No, there's no alarm associated with that, but --

16 Q. Okay.

17 A. -- you can't -- no, there's no alarm.

18 Q. Okay.

19 A. But it's part of maintaining a proper watch. And that's a
20 pretty standard thing to set when you go on anchor, either a
21 bearing line, an EBL, electronic bearing line --

22 Q. Yes.

23 A. -- and a range ring. So if your bearing is changing with
24 this point that's to your east and the point of land to your north
25 is getting closer, you're drifting, or it's getting further away,

1 you're moving outside of where you're supposed to be.

2 Q. Okay.

3 A. So that's part of standing an anchor watch and yes, we did
4 talk about --

5 Q. Those items.

6 A. -- setting and maintaining a proper anchor watch, especially
7 with the weather.

8 Q. Okay.

9 A. So I don't know how much radar clutter they had due to the
10 rain, but my operations manager was on board and he told me when
11 they pulled into the harbor he couldn't see 10 feet past the stern
12 from the house, so visibility was less than 200 feet --

13 Q. Okay.

14 A. -- when they went to go into the dock.

15 Q. Okay.

16 A. Which is one of the reasons we decided to not dock and to go
17 to anchor so that just -- it was for -- we were trying to be safe.

18 Q. Got you. I lost my train of thought here. The navigation,
19 the captain was telling us he uses paper charts. Is there any
20 kind of --

21 A. Sure.

22 Q. -- electronic charting on board at this or --

23 A. No.

24 Q. No, okay.

25 A. No.

1 Q. All right. So then you can see the vessel --

2 (Crosstalk)

3 MR. BARNUM: It looks like the vessel changed bearing here
4 and increased speed and moved south, southeast direction and then
5 it grounded on this shoal.

6 MR. STEVENSON: That's pretty much exactly what we're seeing.
7 That's apparently a pile of rocks.

8 MR. BARNUM: Okay.

9 MR. STEVENSON: And that's exactly what --

10 MR. BARNUM: So his explanation to us was, you know, he got
11 up there and he was going to motor away and he just motored right
12 into it.

13 MR. STEVENSON: He motored in the wrong direction.

14 BY MR. BARNUM:

15 Q. Yeah, okay. All right. Let's see. Anything else you wanted
16 to add to this track line before I take it down, sir?

17 A. No, it seems to be what I was witnessing from my side,
18 watching it on MarineTraffic.

19 Q. Okay, all right. So I'll just leave it up in case we want to
20 come back to it, but just a couple follow-ups for you. The --

21 A. Sure.

22 Q. The anchor chain.

23 A. Um-hum.

24 Q. When would've been the last time that -- so first off, tell
25 me about the starboard anchor chain. I understand there's a

1 condition of class on that and it wasn't operational.

2 A. Not that I know of. I don't think there's a condition of
3 class.

4 Q. Okay. The captain was indicating that there might've been a
5 condition of class on it or he definitely said it was
6 non-operational at the time of the casualty.

7 A. Not to my knowledge.

8 Q. Okay. Is there any -- do you have any kind of preventative
9 maintenance system on board or have any track equipment --

10 A. Sure.

11 Q. -- that's down or not operating?

12 A. Sure, of course. We have an ISM system like every shipping
13 company on the planet has.

14 Q. Yeah.

15 A. We do preventative maintenance, we have damage reports,
16 casualty reports, repair reports, requisitions, everything, all
17 that stuff is tracked. The maintenance system, preventative
18 maintenance system.

19 Q. So if there was an issue with starboard anchor, where would
20 you expect to see -- you, as the owner of the vessel, how would
21 you be -- how would you be notified of that?

22 A. So they complete monthly reports, but if something was to go
23 down of a critical nature, I mean, that's a critical piece of
24 equipment on the ship, I mean, anchors or at times then it's the
25 shafts. He would submit a damage report if something was wrong

1 with something so that we could get it repaired.

2 Q. Okay. We were under the impression from him that as long as
3 he'd been on board, the anchor was non-operational, it didn't
4 work. Would you expect him to submit a damage report or is that
5 something that's captured in your --

6 A. Yeah.

7 Q. -- EMS system?

8 A. It would be, yeah.

9 Q. Okay, so if we -- maybe we could request the maintenance
10 history --

11 A. Sure.

12 Q. -- on that starboard anchor and we --

13 A. Sure.

14 Q. Okay, all right.

15 A. Sure. It's not a computerized fancy system, but you know,
16 it's still all electronic but it's PDFs and things like that,
17 rather than like a searchable database.

18 Q. Okay, all right. So just to be clear, you had no -- you had
19 no knowledge of there being any issue with that starboard anchor.

20 A. No, they had some issues with it about a year ago, engaging
21 it, but that was repaired --

22 Q. Okay. Would we see that --

23 A. -- the last time --

24 Q. -- that maintenance done on it, would that be reflected in
25 that, the maintenance history?

1 A. It should be, yeah. I'll have to find it. I mean, it's --

2 Q. Okay. Okay. Yeah, I'd appreciate it.

3 A. That's something that's reported, that's reported to a
4 company called MMS, who's our operating company, they're the ones
5 that handle our maintenance system and all that stuff. So --

6 Q. Okay.

7 A. -- I'm a little bit more involved than most ship owners
8 because most ship owners don't know anything about ships. And I'm
9 also there on a daily basis, so I'm more hands on.

10 Q. Okay.

11 A. Okay.

12 Q. And then the port anchor --

13 A. Yeah.

14 Q. -- kind of the condition of that anchor, we understand it was
15 used frequently. How often is it --

16 A. All the time.

17 Q. -- inspected?

18 A. It's used daily, I'd have to look at the inspection. I mean,
19 the last time it was fully inspected was in the last dry dock,
20 when you're in dry dock you range out all the anchor chain, it's
21 class inspected, it gets cleaned, it gets, you know, painted as
22 necessary.

23 Q. Yeah, okay.

24 A. And all that happened on both sides in the last yard period.

25 Q. And -- sorry, 2021, you said it was in dry --

1 (Crosstalk)

2 MR. STEVENSON: I can tell you, I can pull it. I can pull up
3 a rough date because we were there, you know, I can just search
4 that location. September of '21, so 2 years ago she was out of
5 the water.

6 MR. BARNUM: Okay.

7 MR. STEVENSON: I'll see if I have any pictures of the chain
8 on the ground.

9 (Pause.)

10 MR. STEVENSON: I don't, by looking at -- I'll have to
11 search, but I mean, there were -- it always happens at dry dock.

12 MR. BARNUM: Okay.

13 MR. STEVENSON: I've got a ton of photos.

14 BY MR. BARNUM:

15 Q. So I just had one more question here before I --

16 A. Sure.

17 Q. -- hand it off to Lieutenant [REDACTED] Earlier we were
18 talking about the weather and you -- and you were kind of
19 perplexed when he called you to talk about weather and you said
20 what weather?

21 A. Yeah.

22 Q. But there was a significant weather event in the area and you
23 said that, you know, it came out of -- where did that weather come
24 from?

25 A. So this tropical storm, Philippe, has been festering to our

1 northeast for like a week.

2 Q. Yeah.

3 A. And every day it's going north, it's going north, it's going
4 north. The Coast Guard in our sector, whenever there's any sort
5 of any weather threat, we have a daily weather briefing. We
6 haven't had a weather briefing in 2 weeks, a week, something like
7 that. I'm sure we can figure that out. But this wasn't forecast
8 to be a threat for us at all, there was no forecasted weather
9 threat. One of the things I was showing, if you go -- can you
10 look at something else on your computer?

11 Q. Oh, yes.

12 A. Go to Caricoos, C-a-r-i-c-o-o-s.org.

13 Q. Okay. Sorry, Caricoos.

14 A. No problem. C-a-r-i-c-o-o-s.org. Right. Okay, so then on
15 the right-hand side you see San Juan, Arecibo, Ponce, do you see
16 the St. John one in the -- under the buoys?

17 A. Yes. There you go.

18 Q. Yeah.

19 A. So that's a buoy just south of St. John, that's one of -- if
20 you click on that and then on your left-hand side we've got seas,
21 we've got waves, we've got winds, we've got currents. If you go
22 to -- on the right-hand side, the winds, if you scroll down
23 slightly you'll see it better. There you go. If you go to wind
24 speed and you click on it, we can look at the actual wind speed at
25 the time. Not the "i" button, anywhere, there you go. Scroll to

1 the right.

2 Q. Yeah.

3 A. So that's today, but if -- I'm sorry.

4 Q. Left.

5 A. Scroll to the left. I'm sorry, I'm saying the wrong
6 direction. My brain's a little weak today. Ooh, what happened?
7 I think you need to reset your zoom. There you go. But you can
8 scroll back to yesterday and you've got an overlay there of the
9 yellow is the forecast.

10 Q. Yeah.

11 A. And then you got your winds and then you have your gusts on
12 top of it. So you can see what was forecast, which was --

13 Q. Right.

14 A. -- basically light to normal. You see that the actual winds
15 were --

16 Q. Excellent, yeah.

17 A. -- significantly beyond what was forecast. I mean --

18 Q. Yeah.

19 A. -- look at that, the range there is 30 knots difference. So
20 the yellow was the forecast, the blue is the wind, and then I
21 think the orange is gusts, I think.

22 Q. That's what I'm seeing.

23 A. Oh, there's a legend there.

24 Q. Yeah.

25 A. So I went through this earlier with one of the -- with one of

1 the other guys that's here, just so that he sees that this was an
2 extraordinarily unexpected event by anybody.

3 Q. Yeah, this is very good, so thank you.

4 A. Yeah.

5 Q. Yeah.

6 A. I don't know how long the data is available there, but it's
7 run by the University of Wisconsin, I think. I have no idea why
8 they run this website, but it's really a fantastic website and
9 there's -- this same graph is available for seas, so for waves,
10 maximum wave height --

11 Q. Yeah, I saw that, yeah.

12 A. -- wave period, all that stuff is there, there's a ton of --

13 Q. Yeah.

14 A. -- there's a ton of data. And that buoy is south of St. John
15 there, so it's about 7 or 8 miles away, but it's real close.

16 Q. Yeah. Okay, great. All right, so how --

17 A. It's an invaluable resource for down here.

18 Q. Yeah. So are you using this as an owner? You're also kind
19 of the operator, as well. Are you --

20 A. I use this on a daily basis to make weather decisions.

21 Q. Okay.

22 A. If you go to -- if you actually back up a little bit --

23 Q. Um-hum.

24 A. I don't know. See, I don't normally use the history
25 functions on here because I don't care about the history, I care

1 about the future, generally.

2 Q. Right.

3 A. But if you go down to -- you go to waves on the -- yeah,
4 there you go, go to waves and then you go to point forecast, this
5 is how I use it on a daily basis, I go to -- go there and then
6 halfway between St. Thomas and St. John you'll see one called the
7 VI Ferry, which is halfway in the middle there, see the -- way
8 down here, away from where we had the issue, because this is a
9 forecast.

10 Q. Oh, okay.

11 A. But in the middle, see in the middle, that one, that one. If
12 you click on that, it'll give you a forecast for that spot in the
13 ocean. Let's see if it has a -- but if we go up to where we
14 actually had the issue, I don't know if there might be a history.
15 So, there you go.

16 Q. Okay, this went out.

17 A. Slide -- no, go up a little bit more, up and to your left.
18 There you go. That's basically where the ship is, so let's see if
19 there's a history there, because I don't ever look for history.
20 Let's see, if we hit wind and see if there's a history there, if
21 you click on one of those. Do the wind and wave.

22 Q. And it's fine, I can find the history, no problem. We can
23 figure out what it was. I was just curious, as an operator, as an
24 owner, what are you using on a daily basis to monitor weather and
25 how are you relaying that to your vessel and your crew?

1 A. Okay. So this is one of the tools I use.

2 Q. Okay.

3 A. This is one of the hyper local tools I use. Have you ever
4 heard of Mike's Weather Page?

5 Q. No.

6 A. Oh. That's a key -- if you go to Mike's Weather Page, it's
7 also -- I think it might be spaghettimodels.com.

8 Q. Okay.

9 A. Yeah, just --

10 Q. All right.

11 A. -- do Mike's Weather Page, that's a conglomeration of
12 basically the front page of every weather site. Yeah, that first
13 one there. So this is where -- this is basically a dashboard for
14 weather for the --

15 Q. Okay.

16 A. -- for the United States.

17 Q. All right.

18 A. Up in the upper left-hand corner you see the GFS, EURO, CMC,
19 ICON, and the HRRR, I normally look at the EURO for forecasting.

20 Q. All right.

21 A. Even further to your left it almost looks like it's an ad,
22 but it's not, each one of those is a link. But if you go to EURO,
23 that's the EURO model of what's going to be happening.

24 Q. Okay.

25 A. Down and to the right.

1 Q. Right. So you use one, you use one of these and you go --
2 okay.

3 A. Right. I use every link on that page.

4 Q. Okay. All right. And so you're looking at this and then
5 you're making the go/no-go decisions and then you're telling your
6 captain all right, stay at the dock or go here or go there.

7 A. Yeah, because the weather that ships get is a printout, it's
8 a tiny little paragraph and it says seas 6 to 8 feet, winds 20
9 knots --

10 Q. Okay. And --

11 A. -- which is -- which is like an absolute --

12 Q. -- the NAV text, is that what it's --

13 A. -- dumb-downed version of what's possible. With this, you
14 can see what's coming, what's out there, what's the threat, what's
15 not a threat.

16 Q. Okay.

17 A. And there was no indication we were going to be having any
18 weather the other night.

19 Q. Okay. Yeah.

20 A. It just wasn't -- it was supposed to be staying way to our
21 east and going north, not coming due west and it came quickly to
22 the west.

23 Q. Okay. And to clarify, if you had known this or if this
24 weather was forecasted, you said that you would've stayed in --

25 A. Stayed in St. Croix.

1 Q. Stayed in St. Croix?

2 A. Yeah.

3 Q. Okay.

4 A. Yeah, and just hold a day.

5 Q. Yeah. Is that something that you do often or have you done
6 before?

7 A. During the hurricane, during hurricane season, and then we
8 have something down here called the Christmas winds and sometimes
9 in January and February it gets really nasty.

10 Q. Yeah.

11 A. So we just -- just will hold in whatever port we are until
12 things calm down.

13 Q. Okay.

14 A. We can have some explosive deterioration of weather down
15 here.

16 Q. Yeah. Okay.

17 A. So normally, tropical weather, you see it coming from a mile
18 away, because we can track this stuff weeks out. This particular
19 storm has just been kind of sitting there and not being a storm,
20 not being a storm and --

21 Q. Um-hum.

22 A. -- going in unexpected directions is what it did.

23 Q. Yeah.

24 A. So --

25 Q. Okay.

1 A. -- the stuff we get in December here is -- can be really bad.
2 I'm sure that the Coast Guard does a lot of rescues and stuff that
3 time of year, because it comes in totally unexpectedly.

4 MR. BARNUM: Understood. Well, that's all the questions I
5 have right now. I'm going to look over my notes. Lieutenant
6 [REDACTED] might have a couple for you, but thank you very much,
7 Mr. Stevenson.

8 MR. [REDACTED] Yeah. First and foremost, thanks for
9 explaining as much information --

10 MR. STEVENSON: Sure.

11 MR. [REDACTED] -- that you provided, I mean, just your level
12 of in-depth knowledge about everything that you're looking at,
13 including the AIS and how that factored in, pivotal information
14 right there.

15 MR. STEVENSON: I know that looks confusing.

16 BY MR. [REDACTED]

17 Q. Yeah. But no, that helps explain a lot of that. My only
18 question was about the kind of like mentorship situation that you
19 had. Have you done that before with previous vessel captains?

20 A. Yeah, with all of them.

21 Q. With all of them? Okay.

22 A. Anybody who's receptive.

23 Q. Got you. So you offer it to all of your new captains or --

24 A. Well, anybody.

25 Q. Anybody, okay.

1 A. Anybody. I've got an AV right now who's -- every time he
2 goes on vacation, he's taking license classes in Panama, so --

3 Q. So it's absolutely not uncommon --

4 A. It's part of the program.

5 Q. -- for you to be getting calls from your vessel captains,
6 because now I just was curious, since you've grown it from one
7 ship to three ships --

8 A. It's just part of the program.

9 Q. Okay.

10 A. And the better they do their job, the safer they are, the
11 better off that I am, you know.

12 Q. Um-hum.

13 A. If the vessel is safe and our cargo is safe and our customer,
14 they're there on time, better for everybody.

15 Q. Got you.

16 A. Yeah.

17 MR. [REDACTED] Yeah. No, didn't have any -- any really
18 further questions. I think I gained a lot of useful knowledge and
19 you hit all the items that I wanted to ask about already, so I
20 don't need to take up any more of your time.

21 MR. STEVENSON: Okay. Hopefully, there is no pollution event
22 happening. Hopefully, we can maintain that through the salvage of
23 the vessel. There's a ton of people showing up here from --

24 MR. BARNUM: Donjon.

25 (Crosstalk)

1 MR. STEVENSON: Donjon-SMIT, I guess, is one of the
2 companies. We have a very, very proactive local salver here,
3 Playland Marine, he's been -- you ask for something and it's done
4 almost instantly, which is not common here, it's just not common
5 here. We've got some people coming in from the insurance company,
6 we've got some people I don't even know, I think, a lot of -- a
7 lot of people that are concerned with the pollution potential.
8 But I was just speaking with the chief engineer and all the fuel
9 is contained in center tanks, so nothing is exposed on the wings
10 of the vessel, those are all dry, so -- which is -- which is good.

11 BY MR. BARNUM:

12 Q. Okay. I just had a couple more for you, before you go, sir.

13 A. Sure.

14 Q. Speaking of the chief engineer, he -- the captain indicated
15 that he, on his own, started the engines and had them in standby.
16 Is that something that you would expect from the chief or you
17 teach them to do or you had a conversation with the chief engineer
18 that night?

19 A. No. So that chief engineer has been working for me since two
20 thousand and -- late 2008, essentially right after I purchased the
21 company, he came in --

22 Q. Yeah.

23 A. -- and he's been with me ever since.

24 Q. Okay.

25 A. He really cares. I don't know if that came across when you

1 spoke with him, but he's one of the people who really -- he really
2 cares.

3 Q. Okay.

4 A. And he's the kind of person -- you said you're an engineer.
5 He's an engineer that falls in love with machines.

6 Q. Yeah, okay.

7 A. We took a ballast pump off a ship one time and he was like in
8 tears because he couldn't fix it.

9 Q. Yeah.

10 A. He's that guy. So if he thought that there was an issue and
11 that something was happening and he needed to get the engines
12 started, it wouldn't surprise me if he would've done that without
13 being told to.

14 Q. Understood. All right.

15 A. He's not a person that needs to be told to do a lot of
16 things. He comes across in a very rough manner sometimes, but
17 that's -- that belies his true meaning, I guess I'd say.

18 Q. All right. How do you evaluate the crews on board, is there
19 an annual evaluation review or you just -- if they're not working
20 out, you just get rid of them or --

21 A. They get continual feedback from me.

22 Q. Yeah, okay. All right, understood. In this particular
23 incident, seeing you were highly engaged until right at the end,
24 if you were awake, would you -- what would've you done
25 differently?

1 A. So this is the second time I've ever anchored there.

2 Q. Okay.

3 A. And the first time we anchored there, we dragged anchor.

4 Q. Really?

5 A. The same exact thing with a different vessel. So we were in
6 the dry dock at Subbase Dry Dock here --

7 Q. Um-hum.

8 A. -- and there was some tropical weather coming in and we went
9 out there to anchor and I was watching them on AIS because I
10 couldn't sleep because I was worried about them and I saw them
11 dragging and I called the captain and the same chief engineer and
12 they got moved and got out of there. And that was 10 years ago.

13 Q. Okay, so different crew, different vessel.

14 A. Same chief engineer, probably.

15 Q. Same chief, but a different captain.

16 A. Different captain.

17 Q. Okay. But you just happened to catch that on MarineTraffic.

18 A. I was watching, I was watching them on MarineTraffic, I was
19 actually up at the -- there's a hotel here, I was sitting at a
20 hotel, sitting in -- I mean, I was -- so I could feel the weather,
21 I could see the weather and I know it was really nasty and they
22 started dragging anchor in the exact same spot.

23 Q. Yeah.

24 A. Exact same anchorage. So shame on me for not learning my
25 lesson the first time.

1 Q. Okay, okay.

2 A. But like I said, we go there so infrequently.

3 Q. Right. Okay. That's all I got for you. Do you have
4 anything for us, any questions for me or anything that you feel we
5 haven't asked you that you can give us that maybe will help us
6 understand the situation a little better?

7 A. No, just it's really an unfortunate event -- and you saw what
8 the forecast was versus -- I'm glad that that website exists. I
9 think that there's probably a lot of data in that website that --

10 Q. Yeah.

11 A. -- you can get pulled out so you can see exactly what --

12 Q. Yeah.

13 A. -- and where it came from and it came really -- like I said,
14 it came out of nowhere. I'm watching the weather constantly.

15 Q. Yeah, okay.

16 A. And if you look at Windy or some website like that, you'll
17 see that it just wasn't forecast, it wasn't supposed to be like
18 that. If it was supposed to be like that, we wouldn't have been
19 there.

20 Q. Okay.

21 A. So I had another vessel in Tortola, one of my other vessels
22 was in Tortola and I sent them to anchor at the same time I sent
23 these guys to anchor.

24 Q. What's the name of that vessel?

25 A. That's the *Linda D.*

1 Q. Linda D, okay.

2 A. Linda D. So Bonnie G is my mother, Linda D is my mother --
3 my wife's mother.

4 Q. Oh, okay.

5 A. I didn't tell my mother about her boat yet.

6 Q. Yeah, it couldn't have been the other one.

7 A. No, no. They're both -- I'm not complaining about my mother--
8 in-law, but --

9 Q. Okay.

10 A. But anyway, they were in the Bay of Tortola and they were
11 just fine, so --

12 Q. Okay.

13 A. -- better holding ground.

14 MR. BARNUM: Okay. Well, I know -- that concludes the
15 interview I have for you unless, Lieutenant [REDACTED] do you have
16 anything else before I shut off the recorder?

17 BY MR. [REDACTED]

18 Q. Well, so what is the normal, I guess, like anchor watch
19 procedures? Since the chief engineer usually isn't required, is
20 it just somebody up on the bridge and engines off?

21 A. It depends on weather conditions.

22 Q. Okay.

23 A. It depends on weather conditions. I mean, we had poor
24 weather.

25 Q. Um-hum.

1 A. So normally, in a -- if it was a hurricane or a tropical
2 storm or something like that, we would've had the engines either
3 immediately ready or running.

4 Q. Got you.

5 A. That's one of the conditions they import generally from the
6 Coast Guard is that they're either immediately ready to start or
7 sitting there idling, ready to go.

8 Q. Got you. Yeah, because I know the chief or the captain
9 indicated that the engines were in standby, so does that sound --

10 A. Yeah.

11 Q. -- sound like --

12 A. With this -- that particular vessel uses a lot of fuel.

13 Q. Um-hum.

14 A. I mean, it's -- so that weighs into my decision whether we
15 would go steam around all night or -- because she burns a lot of
16 fuel. The bigger vessel burns a lot less fuel. So a lot of
17 times, instead of anchoring that ship, we'll just do donuts
18 because she doesn't burn any fuel.

19 Q. Understood. And then do you ever use both anchors in
20 anchorages for any reason, you know, like as a hurricane or a
21 tropical storm situation?

22 A. No, just we're generally at a dock for hurricanes.

23 Q. Okay.

24 A. We generally hide in San Juan. We have a really good
25 berthing situation there.

1 Q. Um-hum.

2 A. The only time you generally use two anchors with a ship,
3 anyway, is in a river, mooring in a river.

4 Q. Okay.

5 A. That avoids yawing in the stream of the river.

6 Q. Okay. And then I guess just to like round out the
7 conversation about that, in your opinion, do you believe that if
8 they had used both anchors, that it would have -- how would it
9 have impacted this situation?

10 A. I just think he didn't use enough anchor chain if he only put
11 out two shots.

12 Q. Okay.

13 A. And it's the weight of the chain that holds the ship.

14 Q. Um-hum.

15 A. And if he only had two shots out, that's not enough chain.
16 It's just not enough chain.

17 MR. ██████████ Got you, understood.

18 MR. STEVENSON: So do you guys know how that works or no?

19 MR. BARNUM: I am familiar with that, yes.

20 MR. STEVENSON: Okay, yeah. So you need to have enough scope
21 out, which is the weight, so --

22 MR. ██████████ Yeah.

23 MR. STEVENSON: And if there's not enough out, you got an
24 angle, it's under tension, constant tension, there's no catenary,
25 there's -- that's an issue.

1 MR. [REDACTED] Part of our responsibility is to get
2 satisfactory answers to everyone's questions and so that's the
3 reason why I'm asking about all those different things --

4 MR. STEVENSON: Yeah.

5 MR. [REDACTED] -- because those questions have already been
6 asked to me and so I --

7 MR. STEVENSON: I didn't -- we didn't --

8 MR. [REDACTED] -- wanted to hear it.

9 MR. STEVENSON: The captain and I did not have that
10 conversation, unfortunately, or we would've -- he would've put out
11 a lot more chain.

12 MR. [REDACTED] Understood.

13 MR. STEVENSON: A lot more chain.

14 BY MR. [REDACTED]

15 Q. And then you said that you checked the weather. Do you do it
16 normally, like first thing in the morning, and that's when you --

17 A. I do it continuously.

18 Q. Continuously? Okay.

19 A. Especially during this time of year.

20 Q. Yeah. Got you.

21 A. And then December, January, and February. So the hot months
22 are August, September, October, January, and February -- December
23 -- end of, very end of December, January, and February here.

24 Q. Okay. And then do you remember that day, like when you
25 checked it and --

1 A. I bet you my computer history would tell you.

2 Q. Okay.

3 A. I look at it all the time.

4 Q. I don't need like exact times, I was more curious about like
5 do you check it first thing in the morning and then maybe midday
6 and then, you know, like in the afternoon? Is it just kind of you
7 check it all day, is it a habit?

8 (Crosstalk)

9 MR. STEVENSON: I have A-D-D (ph.), so it's whenever my brain
10 goes to check the weather.

11 MR. [REDACTED] Okay.

12 MR. STEVENSON: But it's multiple times a day.

13 MR. [REDACTED] Got you. Well, I think that --

14 MR. STEVENSON: And I've got probably six apps on my phone.

15 So --

16 MR. [REDACTED] No, I think that rounds out all the questions
17 that I -- that I have right now.

18 MR. BARNUM: Okay, great. Thank you, Captain Stevenson.

19 It's 16:45, I'm going to stop the recorder.

20 (Whereupon, at 4:45 p.m., the interview concluded.)

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CERTIFICATE

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

IN THE MATTER OF: ENGINE ROOM FLOODING AND SUBSEQUENT
 SINKING OF *OSV BONNIE G*
 NEAR ST. THOMAS IN THE U.S.
 VIRGIN ISLANDS ON OCTOBER 4, 2023
 Interview of Ian Stevenson

ACCIDENT NO.: DCA24FM001

PLACE: via videoconference

DATE: October 5, 2023

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.



David A. Martini
Transcriber